



Good Practice N°14

PowerRailer – block train system South-East Europe

Schenker RLF Vienna, 04/2013

Contents

- Good practice form
- Introduction (summary)
- Starting position (gaps and challenges)
- Concept and components
- Application cases
- Conclusions and benefits
- Further exploitation
- Contact
- Disclaimer

Good Practice N°14: PowerRailer – block train system South-East Europe

Good practice form

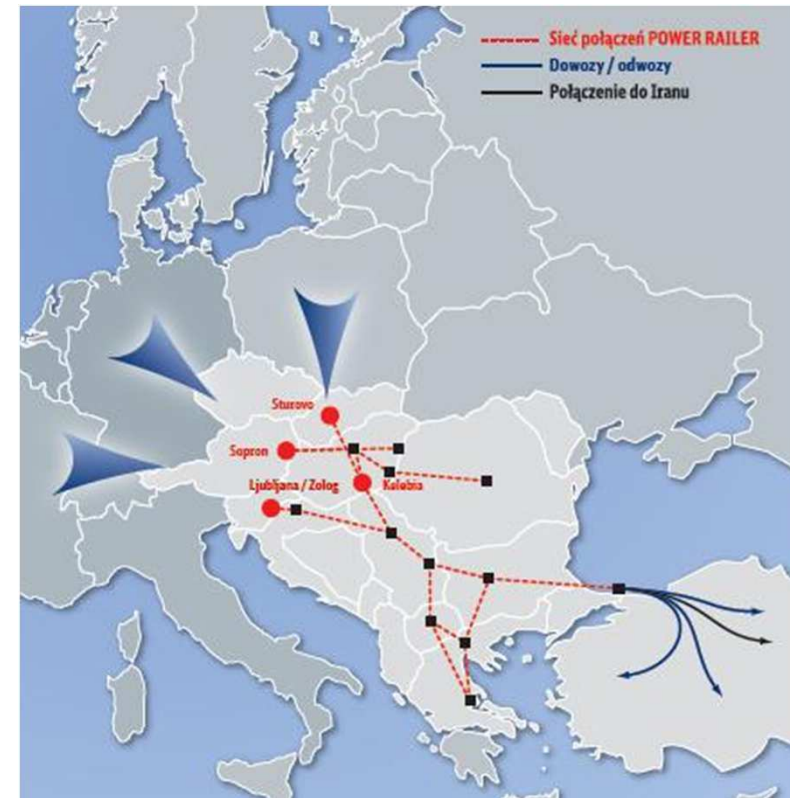
Good practice name	PowerRailer block train system
Type	(1) Market requirements (2) Rail production (6) Commercial conditions
Involved actors	(2) Railway operator (5) Logistics service provider (6) Forwarder
Commercial / Functional application area	Door-to-door logistics concept, based on block trains which operate on fixed routes and with fixed timetables to different destinations in South-East Europe.
Geographical application area	Austria, Hungary, South-East Europe
Status / Time period	In operation (since 1997)
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Introduction (summary)

The PowerRailer logistics concept is based on an intelligent block train system which operates on fixed routes and with fixed timetables. The wagons or wagon groups converge from all over Europe at train formation points:

- Stúrovo (Slovakia)
- Sopron, (Hungary, at border to Austria)
- Ljubljana/Zalog (Slovenia)

Every day on those points, block trains are put together to Serbia, Montenegro, Bulgaria, Romania, Macedonia, Greece, Turkey, Iran. Schenker RLF handles organisation and management of the single wagons up to the train formation points, transshipment and post trip sections and takes care for the integration of further logistics services.



Source: Schenker RLF

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Starting position – DB Schenker rail forwarding

- Door-to-door transports – within Europe
- Coordination of pre- and on carriage, with use of DB Schenker Railports
- Connection to the PowerRailer block train system South-East Europe
- Specialist for CIS-traffic on rail
- Experts for different industries
- Tracking & Tracing
- Customs clearance
- Providing wagons and containers



Source: Schenker RLF

Starting position – main deficits in rail transport to SEE

- Rail based transport not well connected with other logistics services / transport modes
 - Long transit times
 - Quality problems (due to train delays, wagon detachments,...)
 - Complicated price building and high price level compared to truck-only transport
- The PowerRailer concept intends to eliminate most of these deficits.

Good Practice N°14: PowerRailer – block train system South-East Europe

Concept and components – destinations and transit times



	PowerRailer	Truck
Belgrade (SRB)	2 days	1–2 days
Skopje (MK), Sofia (BG)	3 days	1–2 days
Thessaloniki (GR)	4 days	4 days
Athen (GR) / Istanbul (TR)	5 days	4 days / 3–4 days
Teheran (IR)	18 days	12 days

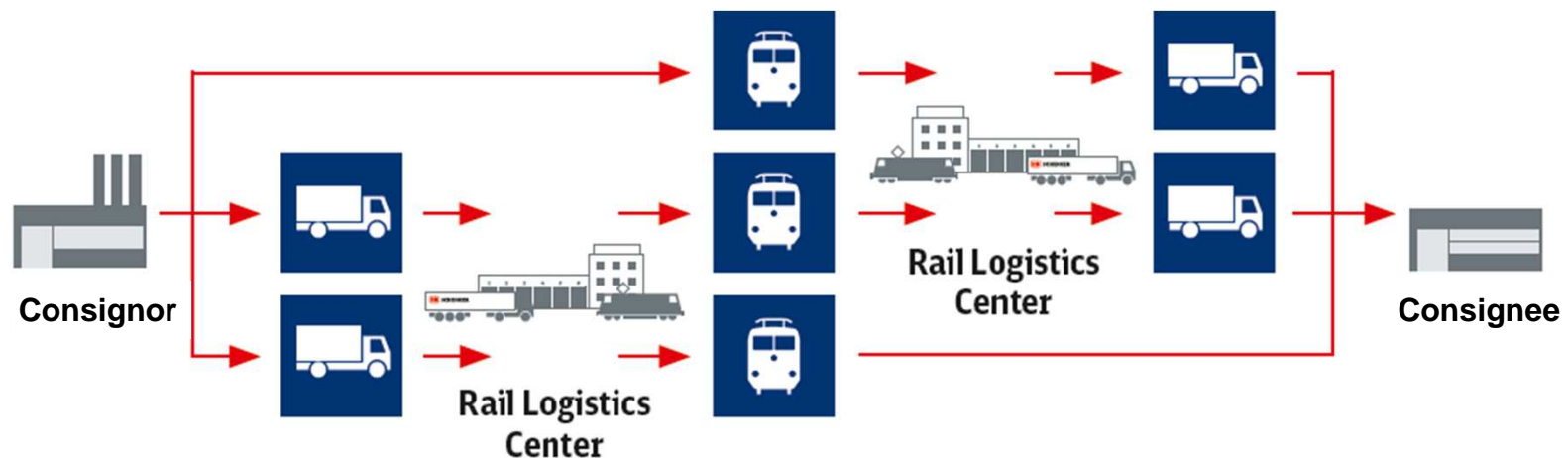
Source:
Schenker RLF

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Concept and components – R3 (Road-Rail-Road)

Door-to-door service offer of DB Schenker *railog*

- Pre-carriage by truck
- Transshipment in Railport / Rail Logistics Center
- Main route on rail (single wagon also within the block train solution PowerRailer)
- On-carriage by truck
- Value added services, e.g. customs clearance, warehousing, distribution, etc.

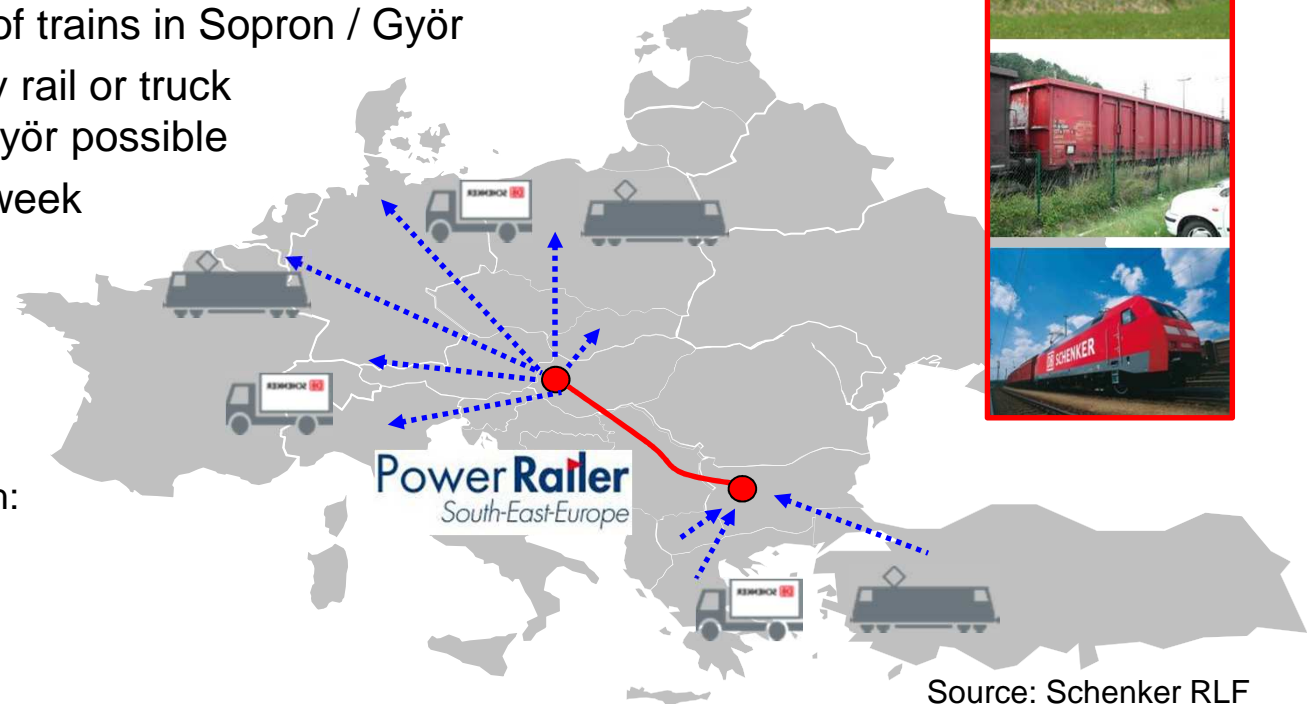


Source: Schenker RLF

Application cases – PowerRailer South-North

Bulgaria – Central Europe

- Wagonload exports from Bulgaria to Central Europa
- Train consolidation at Dragoman border
- Decomposition of trains in Sopron / Győr
- Onforwarding by rail or truck from Sopron / Győr possible
- 2 - 3 trains per week
 - Transit time: 2 days
 - max. brutto train weight: 1.600 tonnes
 - max. train length: 530 m

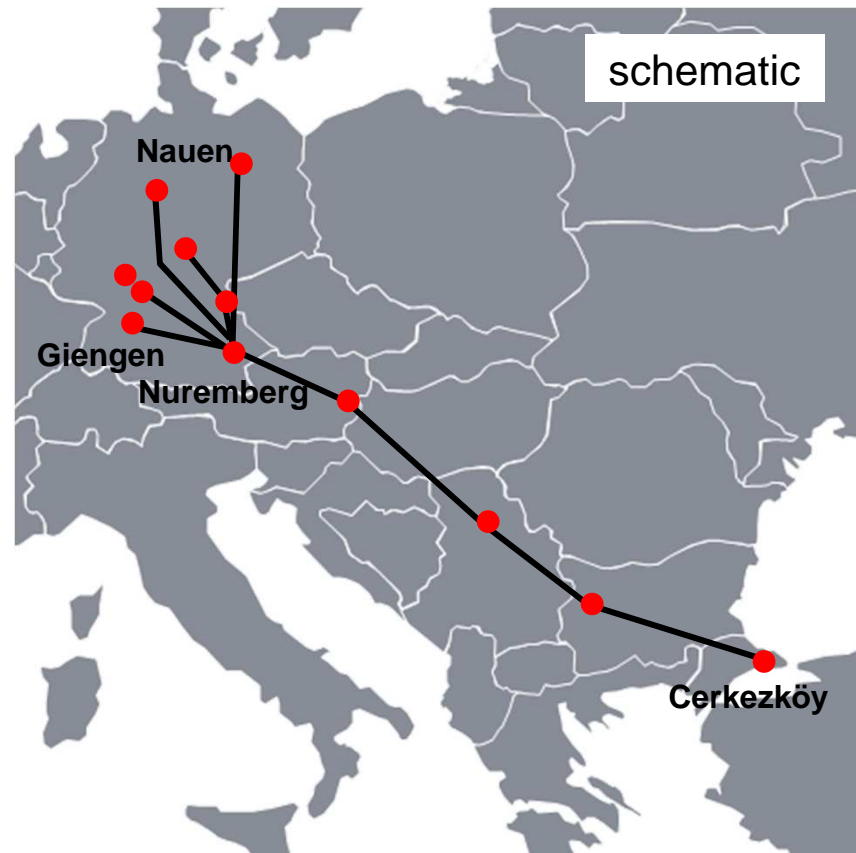


Source: Schenker RLF

Application cases – PowerRailer Turkey-Germany

Transport of household appliances from Cerkezköy to Germany

- RLF started the first pilot block train from Cerkezköy to Sopron in October 2009, official start in January 2010
- From Sopron with wagon groups to German plants in Germany
- Other logistics services like Tracking & Tracing, security concept (special seals)



Source: Schenker RLF

Conclusions and benefits - summary

Main benefits from PowerRailer system

- Fixed transit time
- Simple tariff policy
- Price stability
- Alternative with pre-/on-carriage on road (R3)
- Transshipment / warehousing in Rail Logistics Centres / Railports
- Integration in door-to-door logistics concepts
- Additional services (e.g. tracking & tracing) possible

Further exploitation

- Further extensions of PowerRailer destinations in South-East Europe according to customer needs
- Possibilities for the integration of intermodal volumes' to be evaluated

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Schenker RLF Vienna, 2013, www.cosmos-project.eu