New Perspectives for International Rail Transport – Harmonised conditions to facilitate long distance rail traffic

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European Transport Policy

Geneva, 25.02.2013
With its three business units DB is active in all the essential segments of the transport market

**DB BAHN**

Passenger transport: ensuring mobility for people - nationwide and Europe-wide

**DB SCHENKER**

Freight transportation: intelligent logistics solutions on land, on water and in the air

**DB NETZE**

Infrastructure: efficient and sustainable railway infrastructure in Germany
Is there a potential for market growth for Rail on the corridors between Europe and Asia?
Trans Eurasia Logistics
“New Silk Road” - TEL’s unique service product

Product parameters

- **Block train**: 41-68 TEU
- **Transit time**: 18 days terminal to terminal
- **Frequency**: weekly trains
- **Route**: as per map
- **Security**: surveillance on CIS route
- **Transport Safety**: Depending on the type of goods (ETSNG code) a mandatory surcharge is raised for the CIS route
- **Copy & Paste**: options for developing/add on further rail connections in Europe & China

<table>
<thead>
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<th>arrival</th>
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Trans Eurasia Logistics,
Trans Eurasia Logistics
“Tiger-Train” - TEL’s base service product

Product parameters

- **Block train:** 80-100 TEU
- **Transit time:** 18 days terminal to terminal
- **Frequency:** weekly trains
- **Route:** as per map
- **Security:** surveillance on CIS route
- **Transport Safety:** Depending on the type of goods (ETSNG code) a mandatory surcharge is raised for the CIS route
- **Copy & Paste:** options for developing/add on further rail connections in Europe & China
Trans Eurasia Logistics
Rail is the optimum solution to manage rising climate change challenges

Example Green Logistics

Freight transport: emissions in grams CO$_2$ per ton kilometer
- rail: 24
- inland waterway: 35
- road (truck): 89
- air (plane): 665

Examples based on 100 TEU / average goods in containers

Duisburg - Moscow
Carbon dioxide
Greenhouse Gas, climate changes

<table>
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<tr>
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<th>TC Truck</th>
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<th>TC Airplane</th>
<th>TC Sea ship</th>
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Chongqing - Duisburg
Carbon dioxide
Greenhouse Gas, climate changes

<table>
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Shanghai - Duisburg
Carbon dioxide
Greenhouse Gas, climate changes

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<th>TC Sea ship</th>
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<tr>
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<td>957.5</td>
<td>302.6</td>
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<td>332.6</td>
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Source: Environmental Performance 2008, Schenker AG
Trans Eurasia Logistics
Business success in these markets is subject to complex influences

**Focus rates / tariffs**
- Benchmark Road, Air and Sea
- Stable, consistent and long-term conditions
- Adaptation to market developments (30ft containers, dangerous goods)

**Focus Customs**
- Simplification and Harmonization of Customs process
- Policy support for these processes of change

**Focus cargo law**
- Simplification and harmonization of rail freight law
- Creation and adaptation of IT systems to new systems of law

**Focus Quality**
- Development of standardized quality systems
- Development of modern terminal facilities with a focus on growth (capacities & range of services)
Rail is the only transport mode without uniform rules for international long distance traffic. All other modes dispose of unified UN-Conventions.

**One legal regime for Road:** CMR (Convention on the Contract for the International Carriage of Goods by Road)

**One legal regime for Sea:** Hague/Visby-Rules

**One legal regime for Inland waterway:** CMNI (convention on the contract for the carriage of goods by inland waterway)

**One legal regime for Air:** Warsaw / Montreal Convention

**Two Legal Regimes for Rail:**

1. **COTIF /CIM** (Convention concerning international carriage by rail / Uniform rules concerning the contract for international carriage of goods by rail)
2. **SMGS** (Agreement on International Goods Transport by Rail)
UNECE-Declaration
Parallel and complementary approach for Unified Railway Law

UNECE-Declaration Unified Railway Law (26.02.2013)

Governments
Development of a single legal regime from Atlantic to Pacific

Industry
Elaboration of optional modal rules for Euro-Asian Rail Contracts