

## Press release

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### **DB Schenker Rail expands German seaport traffic to Poland**

#### **New approach to operations speeds up container transport**

(Mainz, December 12, 2011) As of yesterday, DB Schenker Rail is offering end-to-end container transportation services from the Hamburg and Bremerhaven seaports to Poland.

DB Schenker Rail has been running container trains out of Hamburg and Bremerhaven to the classification yard at Poznan Franowo, Poland, since 1991. Until now, the trains were always handed over to Polish State Railways' PKP Cargo at the border in Frankfurt Oder. The block trains were split up in Poznan Franowo. The cars were then recombined into new consists to supply the business centers of Warsaw, Lodz, Wroclaw and Katowice.

Together with its customer Polzug Intermodal, which is the market leader in intermodal traffic between Western Europe and Poland, DB Schenker Rail has come up with a new approach to operations for direct shuttle trains. "We expect the new system with direct shuttle trains to yield faster transit times and greater reliability of our services," Dr. Alexander Hedderich, Chairman of DB Schenker Rail, explained.

A new hub terminal, specially built for and now operated by Polzug in Gadki, about 20 kilometers southeast of Poznan, has a pivotal function in the new service. The trains from Germany still arrive here but are no longer split up. Instead, the containers are transshipped onto waiting PKP Cargo block trains at the new hub terminal. These trains then carry the freight to Polzug terminals in the Polish business centers.

DB Schenker Rail runs the cross-border service itself as far as Gadki. Five new multi-system locomotives, able to operate on both the German and Polish networks, are used for the Polzug transportation service. "The new approach to operations adds a whole new dimension to our container traffic. The new system with departures scheduled to meet industrial needs optimally combines loading resources during the day shift with locomotive resources during off-peak hours. We see this as the future of competitive services in intermodal traffic," Walter Schulze-Freyberg, CEO of Polzug Intermodal, explained.

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