Transportudvalget 2012-13
TRU Alm.del Bilag 256
Offentligt

"Hvad skal der til for at fremme gods på bane – i Danmark og resten af EU?"

DB Schenker Rail Scandinavia A/S

DB Schenker Rail Scandinavia A/S
Gottfried Eymer
CEO/Managing Director

Copenhagen, 11 April, 2013

Rail

DB Schenker Rail is on its way to becoming the first choice for rail network solutions in Europe

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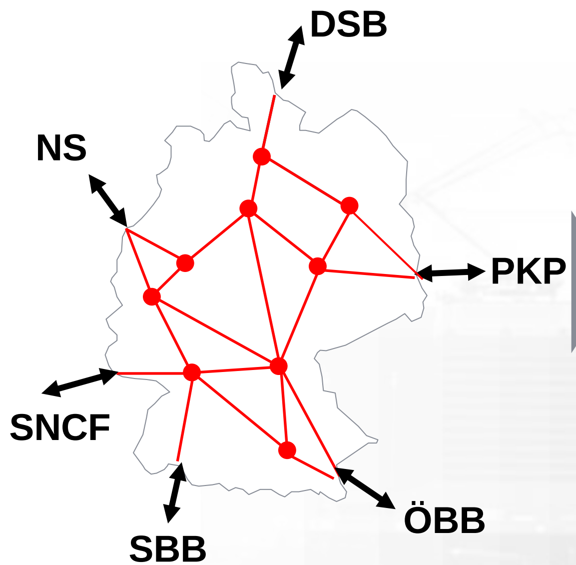
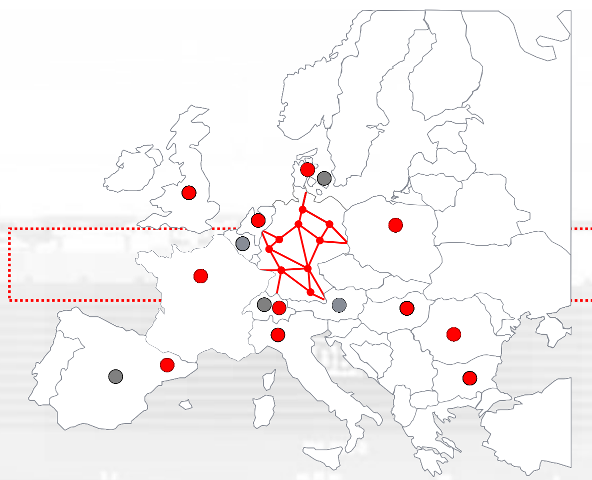
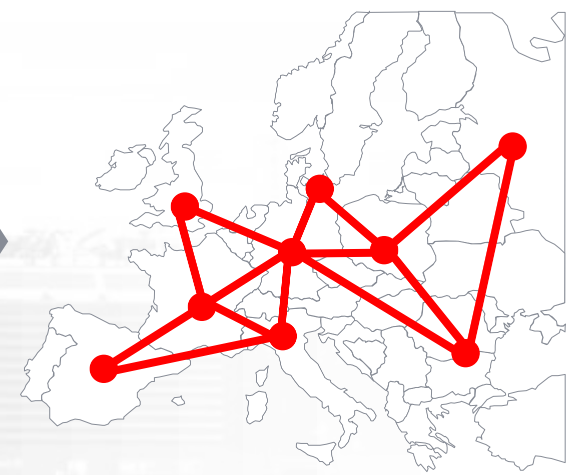
SCHEMATIC

Past	Today	Future
		
National network provider	**European railway company "under construction"**	**First choice for rail network solutions in Europe**

DB Schenker Rail Scandinavia A/S stands for environmental friendly freight solutions in the Green Corridor...

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- Provides efficient and competitive freight solutions connecting Scandinavia and the European continent
- Strives for the highest quality and aims for setting new standards for precision and delivery
- Breaks boundaries in order to optimise freight transport on behalf of our customers
- Transports annually around 400,000 wagons and more than six million tonnes of freight – which is equivalent to 1,100 fully loaded trucks every day all year round
- Has recently invested DKK 700 mill. in new locomotives for cross-border transport
- Has almost doubled the productivity per employee since 2007
- Has yielded positive results since 2007

..but we need also a sustainable political environment that really supports rail freight

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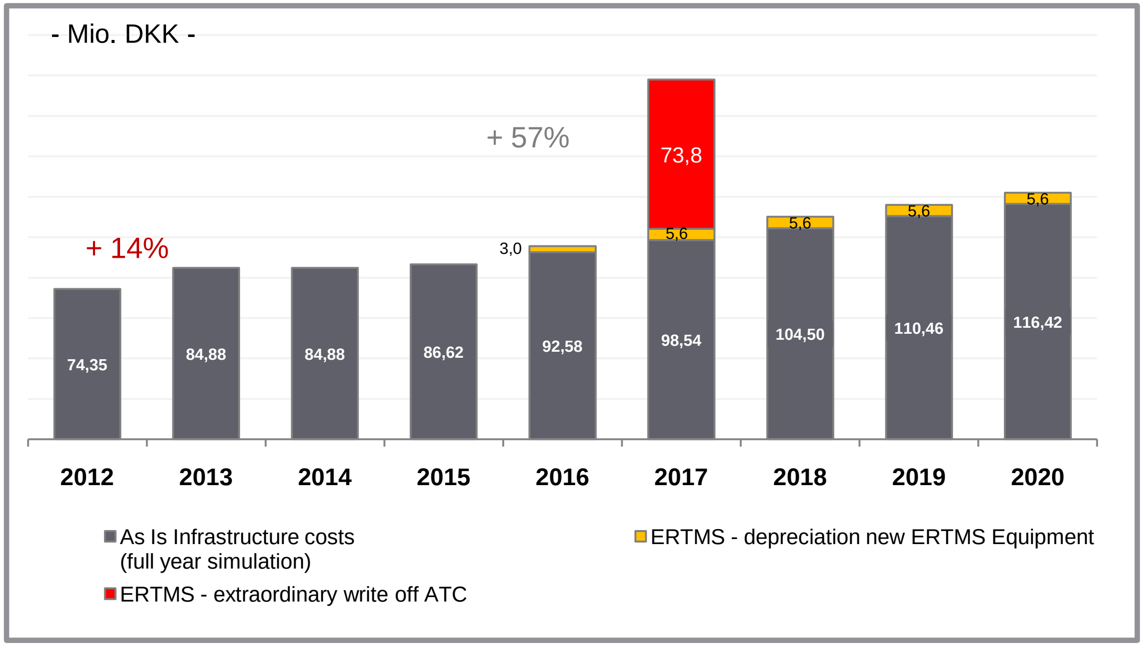

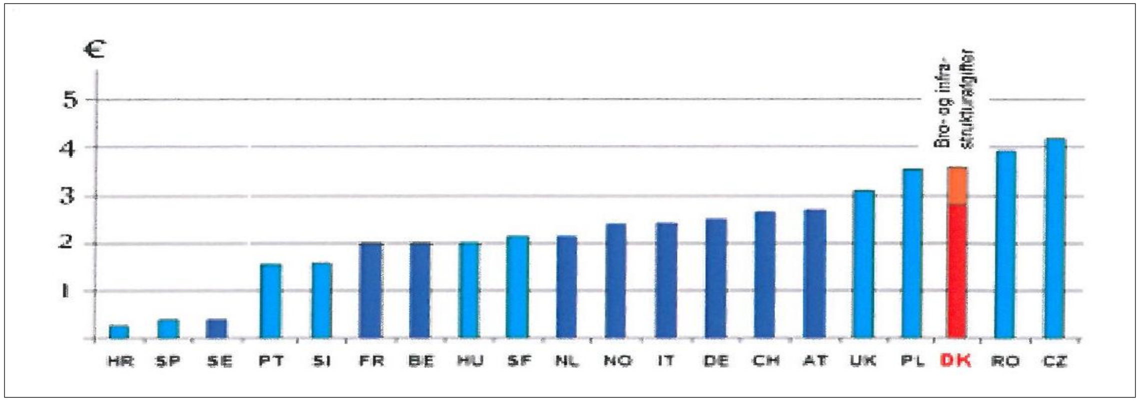

- Economic environment was weak in 2012 (-10%) and no growth is expected for 2013
- Highest cost for infrastructure (including bridges) compared to other countries in Europe
- New infrastructure fees (since 2013) contradict the improvement of the capacity in the network
- Fees for trucks have now been abandoned, while rail freight still has to pay
- National subsidies for rail freight are only partly granted
- Access to European funding for the new signalling program (ERTMS) is factually not open for private Danish rail freight operators

In comparison to other European countries, the railway share of freight transport on land in Denmark is only 13%

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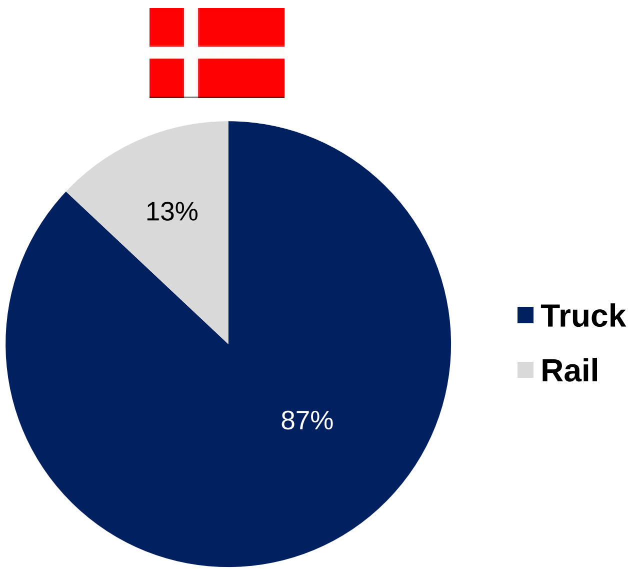
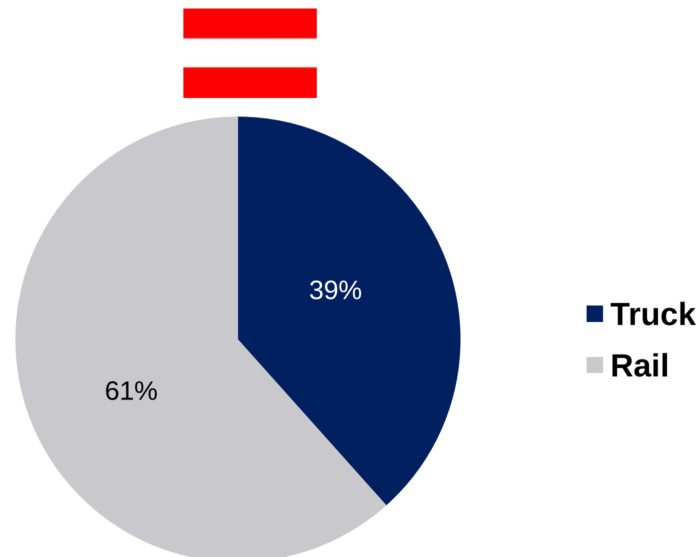
Distribution of ton-kilometer between truck and railway in Danmark and Austria



- Subsidies for all rail transports except singlewagon trains in transit
- No subsidy for investment in trailers, swap bodies or containers for intermodal use
- Terminal handling costs are 30 % higher in Denmark than e.g in Austria
- No road pricing apart from Eurovignette



- Subsidies for all rail transports except singlewagon trains in transit
- Up to 30% subsidy for investment in trailers, swap bodies or containers for intermodal use
- Up to 50% subsidy for investment in terminals
- Road pricing → 2,61 DKK per km in average

A truck is 13 times more expensive for the tax payer than a freight train per ton-kilometer

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From the COWI report – "Putting value on the external costs of transportation"

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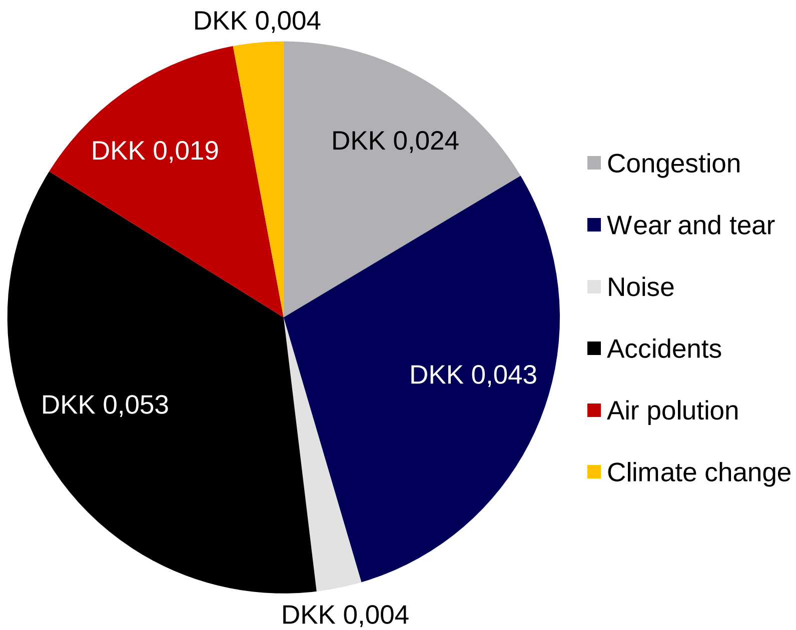
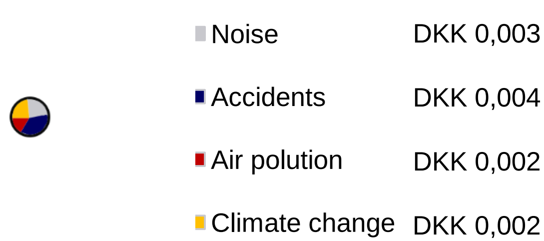
Average truck load = 23,2 tons



Average freight train load = 659 tons



Cost for truck per ton-km is 0,150 DKK

Cost for freight train per ton-km is 0,011 DKK

For each ton-km switched from truck to freight train, the Danish society saves 0,139 DKK

Increasing the railway share of freight transport will give major cost savings to the Danish society

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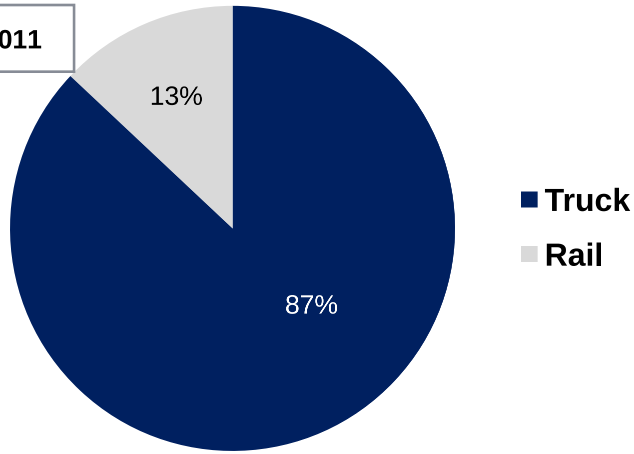
Be like Austria: Increase railway share of freight transport from 13% to 61% in Denmark

AS IS 2011



9.003 mio. ton-km more on rail

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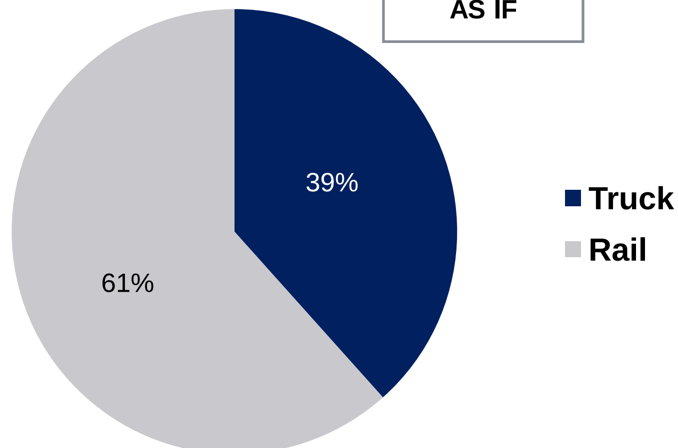

Rail	**2.614 mio. ton-km**
Road	**16.431 mio. ton-km**
Total	**19.045 mio. ton-km**

Rail	**11.617 mio. ton-km**
Road	**7.428 mio. ton-km**
Total	**19.045 mio. ton-km**

If the railway share of freight transport is increased to 61%, the Danish society saves:
(9.003 x 0,139 DKK) = 1.250.000.000 DKK

..but what are the prerequisites of the railway system in Denmark to bring more freight from road to rail?

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1. We need a **competitive cost structure** for the use of infrastructure (including bridges) compared to:
   - Other modes of transports and
   - Other European neighbouring countries
2. We need a clear understanding from all relevant parties that each mode of transport should pay the „society costs“ that it creates
3. We need a **holistic approach** for a smart combination of different modes of transports to promote **integrated logistic solutions**
   - Short sea, dry ports .
   - Rail freight = long stretch, truck = last mile
4. We need **an agreed masterplan for future investments** in the rail system in Denmark to:
   - Avoid opportunistic patchwork activities
   - Focus on the „real needs“ of a competitive network
5. We need to establish a **„think tank“** to bring all relevant partners (road, rail, shipping, harbours, government and universities) at one table to „think the unthinkable“

..and what are the prerequisites for a Danish rail freight operator to be successful in the Danish railway system?

1. We need a **new competitive pricing system** for the use of rail infrastructure containing:
   - A **ton-km fee** that is not the 100% factor for the price, but according to EU principles only taking up to 20% into account
   - A **capacity fee** to give the right incentive to all players to manage capacity and bottlenecks
   - An **environmental fee** spread out to all rail freight traffics
2. We need a **competitive cost structure** at **all terminals** as they are a vital part for intermodality by:
   - Not allowing unfair and different treatment of terminal operators
   - Starting to fund programs for terminals as in Austria
3. We need to **be treated re. bridges the same way as trucks**, meaning:
   - **No „no show“ fees** for freight trains
   - **Volume related discounts** should also be granted to rail freight operators

Thank you for your interest