

MAKE THE SWITCH!

NEUTRAL AND INTERMODAL –
COMBINED TRANSPORT WITH EUROPE'S NUMBER 1 OPERATOR



More than just a transport.



HOW COMBINED TRANSPORT WORKS

Once you've understood how road-rail Combined Transport actually works, you will be able to see the benefits for yourself. What initially appears to be complicated turns out to be the basis for greater efficiency.

FIRST AND FINAL LEGS BY ROAD – LONG DISTANCES BY RAIL

The process of intermodal transport typically looks like this: A truck picks up goods from the shipper in a container, a swap body or a semi-trailer. It takes the freight to the nearest terminal so that it can be transported over the longest distance efficiently by rail.

At the terminal the shipping documents are verified and checks are done to make sure the loading unit meets the safety requirements for rail transport. In no time at all, a crane lifts the loading unit off the truck and loads it onto a wagon on the waiting train. The truck is now available for further transport assignments.

On arrival at the destination station, a crane removes the goods from the train and loads them back onto a truck, which then takes the consignment directly to the recipient.

EFFICIENCY THROUGH MULTIMODAL TRANSPORT

Apart from the combination of road and rail, the waterways are another option frequently used by CT, where (an additional) part of the bundled long-distance transport service is covered by boat. In certain circumstances, an aeroplane may also be a link in the intermodal transport chain.

INTERMODAL ADVANTAGES

If forwarders are the architects of freight transport, then Combined Transport is their masterpiece. Because CT combines the advantages of the truck, train and ship as modes of transport and eliminates their disadvantages, thus maximising the efficiency of the entire transport chain. This provides for outstanding levels of cost-efficiency and climate protection.

HIGHEST FLEXIBILITY PLUS MAXIMUM BUNDLING EFFECT

CT uses both: the flexibility of the truck in the area around the terminal and the high carrying capacity of the railway. Truck drivers stay in their own region and can thus optimise their driving and rest times. The railway is a transport bundle: one train, one engine driver, up to 50 truckloads and 2,000 tonnes in weight. The rule of thumb is that the longer the rail transport, the more cost-efficient and environmentally friendly the entire transport chain.

KEEP MOVING, TRANSPORT MORE

Transport firms need no driver and pay no tolls for long distances covered by CT. They can ship heavier loads because trucks can weigh up to 44 tonnes in unaccompanied CT. Their semi-trailers are exempt from vehicle tax. And their shipments keep moving on Sundays and public holidays, because trains are allowed to travel at these times too.

EUROPE'S NUMBER ONE OPERATOR



We have shaped and developed the market for over 40 years and are the market leaders today. And our partners are the decisive factor.

More than 230 of the sector's most successful forwarders and carriers have a stake in Kombiverkehr. They contribute around one million truckloads that we transport year on year. Numerous European state railways, private rail transport companies and our own rail transport company enable us to achieve a transport output of 19 billion tonne-kilometres on the railways.

KOMBIVERKEHR IS COMBINED TRANSPORT

Our company has become synonymous with the method of Combined Transport, not least because we act as a neutral service provider. Kombiverkehr provides transport services exclusively for freight forwarders and carriers, making it possible for them to use the railways in a way that is both efficient and environmentally friendly.

GREEN LIGHT ON EUROPE'S TRUNK ROADS

Kombiverkehr removes around 3,800 truck journeys from Europe's trunk roads every day. This means that over 800 million vehicle kilometres are saved year on year. This equates to a trip around the world by 20,000 trucks. Transporting goods by rail over long distances leaves more space on the motorways for journeys that cannot be shifted from road to rail.

WHAT KOMBIVERKEHR TRANSPORTS

The options are unlimited in intermodal transport these days. Kombiverkehr has connections throughout Europe and transports a virtually unlimited range of goods.

All the major industries use our services: automotive, chemicals, engineering, textiles and food, not to mention household appliances and consumer electronics. Our trains carry car parts and pharmaceutical products, glass and hazardous goods, salads and ham, steel and polystyrene across national frontiers. And much more besides.

NEW STANDARD CONTAINERS BRING EVEN MORE DIVERSITY

It is also economical to move special goods by rail, as Kombiverkehr has worked with customers to promote the development of standardised container models suitable for transport by rail. Temperature-sensitive goods transported by CT are GPS-monitored and controlled within defined temperature ranges. Other semi-trailers even transport glass panels between various international production facilities.

HAZARDOUS GOODS PREFER THE RAILWAY

Kombiverkehr is a preferred partner to the chemical industry: according to the Federal Statistical Office, hazardous goods transported by rail are 40 times safer than on the roads.

EUROPE'S BIGGEST NETWORK PROVIDER

Kombiverkehr is Europe's biggest network provider for intermodal transport, as we operate the most CT trains. However, we could not operate this network effectively without our European partners, who provide excellent local services.

UNLIMITED ROUTES, REGIONAL LINKS

Every business is local: this recipe for success is also true internationally. The French know best how business works in their own country. And the same is true in Slovenia and Italy. This is why Kombiverkehr has relied on partnerships with other CT operators from the start, particularly within the European UIRR association. Whether Bohemiakombi in Prague, Combiberia in Madrid or Europe Intermodal in Istanbul: throughout Europe Kombiverkehr has sought out efficient partners and co-founded companies to bring in the local expertise so essential to the smooth operation of multimodal transport services.

SUCCESSFUL PARTNERSHIP AT ALL INTERFACES

Partnerships are in place at all the crucial CT interfaces. Established relationships with ports and ferry operators provide for seamless transfers between truck, rail and ship. Trucking partners deal with any detours between terminals. European IT projects such as CESAR ensure that the flow of information is fast and transparent. It is these and other alliances that gave rise to the biggest network for continental shipments in Germany and Europe.

BEST CONNECTIONS IN EUROPE

Freight forwarders and transport companies in Europe can reach more destinations in Europe with Kombiverkehr than with any other operator. The trains cover an area from Norway to Italy, from Poland to Portugal and from the Netherlands to Greece and Turkey. Over 170 trains depart every day, connecting 190 terminals in 28 countries.

ACROSS THE WHOLE OF EUROPE

More than 670 international direct trains operated by Kombiverkehr every week form the backbone of our **eu.NETdirect+** international network. And as if that weren't enough, Kombiverkehr's intelligent system links its direct trains via central hubs. These gateways also serve as links for trains operated by partner companies with whom Kombiverkehr works via the European UIRR association. Kombiverkehr shares some of the capacity utilisation risk with these partners. And local partners always ensure that CT consignments are processed quickly, reliably and with a minimum of red tape. Thanks to direct trains and gateway services, customers in the freight forwarding and logistics sector have access to around 15,000 daily connections across the whole of Europe.

SPECIAL NETWORK FOR MARITIME SHIPMENTS

Kombiverkehr has established the **eu.NETmaritime** network with its Dutch subsidiary Optimodal B.V., enabling it to cater for specific customer requirements in seaport hinterland traffic. It connects the ports of Rotterdam and Antwerp directly with Duisburg, Neuss and Dortmund. And the central gateways in Duisburg and Neuss have numerous links to Kombiverkehr's German and European network.

BEST CONNECTIONS IN GERMANY

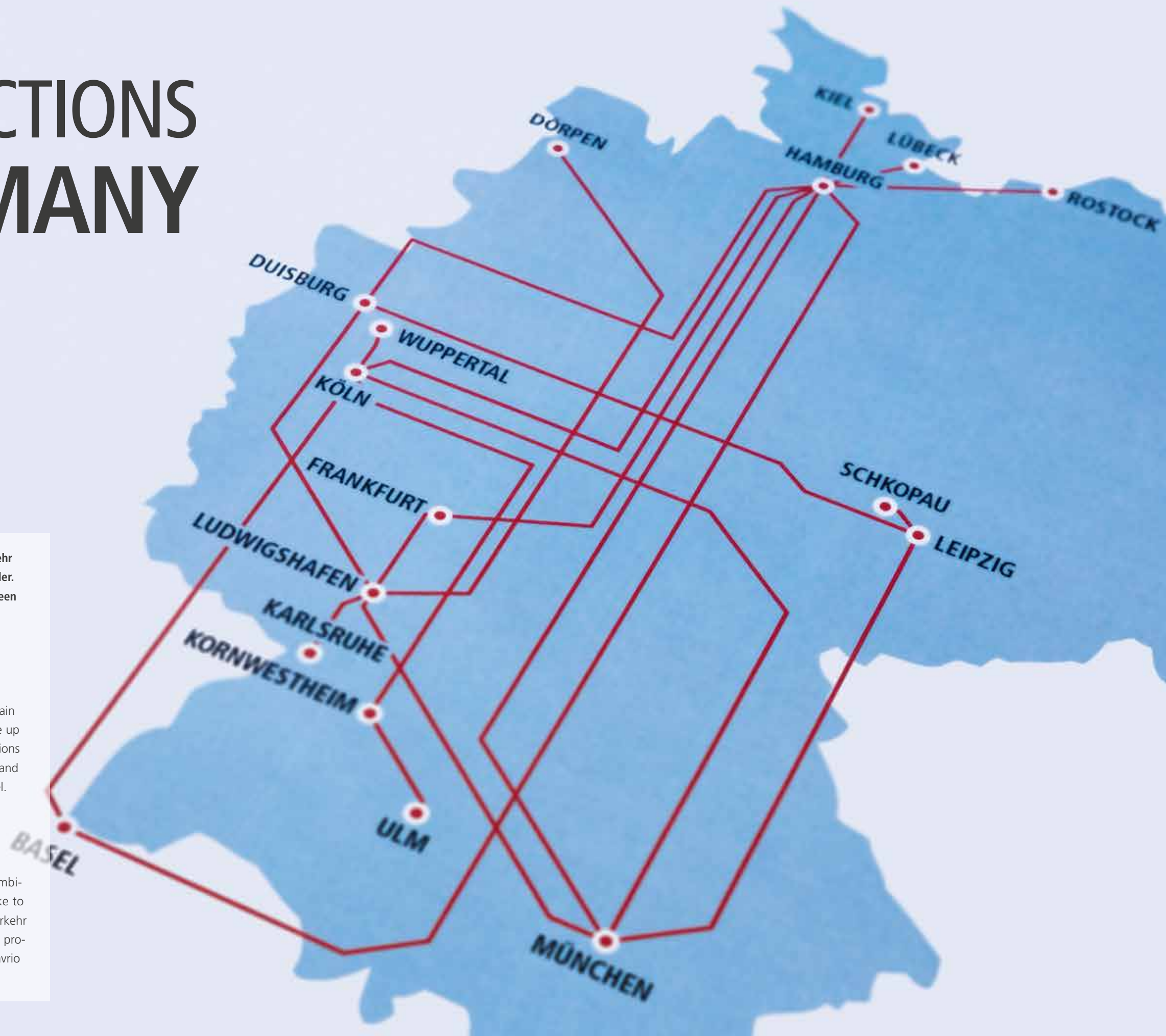
With the biggest german intermodal network, de.NET^{direct+}, Kombiverkehr helps to ensure that Germany still holds the title of world logistics leader. Every night, more than 60 shuttle trains provide direct connections between 17 terminals.

OVERNIGHT SERVICE FROM MUNICH TO HAMBURG

Picked up in Rosenheim today, delivered in Stade tomorrow, with the main leg of the journey by rail. Overnight trains in the German network move up to 1,300 truckloads a day. Every week, 320 direct and gateway connections provide access to the whole of Germany, for example between Munich and Hamburg, between Duisburg and Leipzig or between Cologne and Basel.

SERVICE FROM ONE SOURCE

The seamless transfer to international trains is a matter of course. Kombi-verkehr handles everything from a single source. If someone would like to take a container from Leipzig to Lavrio in Greece, for instance, Kombiverkehr will first make space available on the train from Leipzig to Munich, then provide the connection to Trieste and finish with an onward shipment to Lavrio by ferry. And all of that in just one booking.



FOR A BETTER CLIMATE



Our customers don't just transport their shipments with us because it's more economical and safer to do so. They also want an environmentally friendly transport service. We show our customers in black and white just how green every CT shipment is.

ONE MILLION FEWER TONNES OF GREENHOUSE GAS EVERY YEAR

Every truckload that Kombiverkehr shifts by rail produces 60 grams fewer CO₂ emissions per tonne and kilometre than road-only transport. Transport-related pollution thus falls by an average of 66 per cent per consignment. In total, therefore, Kombiverkehr reduces annual emissions of CO₂ by around one million tonnes! To find out how environmentally friendly they are, customers can visit our website at any time to obtain an individual emissions balance for every consignment at the click of a mouse.

COMPLETELY CO₂-FREE TRANSPORT IN GERMANY

The additional **de.NETeco+** service makes shipments possible throughout the entire network operated by Kombiverkehr – in cooperation with DB Cargo – that produce no harmful CO₂ emissions. All the electricity comes from renewable sources such as wind and water power. There is no better protection for the climate on the railways.

KNOW-HOW AT EVERY LEVEL

Combined Transport is cost-efficient, makes full use of existing infrastructure and relieves the pressure on the environment. Many cogs in the complex CT architecture must run smoothly in order to make this possible. This is why Kombiverkehr has over three million euros of equity investments in 26 strategic partners.

SUPREME EXPERTISE ALONG THE CHAIN OF TRANSPORT

Kombiverkehr's success story was and is only possible because the company did not limit itself to being a wholesale provider of transport services from the outset. Instead, Kombiverkehr actively ensures that the entire chain of transport functions properly.

Take the terminals, for example: they are the crucial interfaces between rail and road. Kombiverkehr has holdings in DUSS, Germany's biggest CT terminal operator, and in numerous terminals in Germany and abroad.

And traction: Kombiverkehr set up the traction companies Lokomotion and KombiRail Europe in order to have alternatives to traction provided by state-owned railways and to promote competition in this segment.

Or innovation and development: we set up our consulting arm KombiConsult in order to give customers advice on the planning and implementation of new transport chains, to promote the development of CT by means of studies and to provide expertise for innovative CT projects. KombiConsult has long been a preferred partner by the EU Commission and the Federal Ministry of Transport and Digital Infrastructure.

INNOVATIVE WAGONS



Kombiverkehr has consistently been involved in the design of modern CT wagons to enable it to move new container systems by rail. The most recent product is a freight wagon that has since become the European benchmark for the transport of megatrailers by rail.

NEW STANDARDS IN WAGON DEVELOPMENT

Kombiverkehr repeatedly sets new standards in wagon development, particularly in the area of pocket wagons. Kombiverkehr responds to new trends in vehicle construction with technically sophisticated wagons for intermodal transport. The latest innovation is the T3000e pocket wagon for the transport of megatrailers with an internal height of three metres. Kombiverkehr itself now has 179 models of this innovative wagon in operation. Market demand and orders from industry for the T3000e are on the increase across Europe.

4,000 WAGONS ON HIRE DAILY

Kombiverkehr now has 262 of its own wagons available in total, which are used efficiently to cover long distances. In addition to this, Kombiverkehr uses more than 4,000 wagons every day so that it can provide the requisite transport capacity.

WHISPER BRAKES FOR MORE ENVIRONMENTAL PROTECTION



Society's continuing acceptance of rail freight transport also depends on how quickly noise emissions are reduced. That is why Kombiverkehr also advocates the use of quiet brakes.

NEW FREIGHT WAGONS ARE QUIET

Braking systems on modern freight wagons reduce the noise emissions of a train by approximately 10 decibels, which equates to a halving of the perceived volume. All goods wagons licensed since the year 2006 bring this advantage with them. The brakes on older wagons can be retrofitted with the help of new brake blocks. The new blocks now consist of a composite material rather than grey cast iron.

KOMBIVERKEHR ASSUMES PIONEERING ROLE

As Kombiverkehr has a very young wagon fleet, the majority of wagons have been running on quiet blocks from the very start. We have also assumed a pioneering role in the conversion to new brake blocks, however, and we made an early start to retrofitting our own wagon fleet.

THE SUCCESS STORY OF KOMBIVERKEHR



It all started with four routes on 1 July 1969. Germany entered the era of Combined Transport. Kombiverkehr started out by arranging national and then international transport services that have since been used to shift over 29 million truckloads from the roads to the railways.

The company was officially founded on 11 February 1969, when 56 road hauliers and freight forwarders formed Kombiverkehr as a limited partnership with the participation of the German transport industry and Deutsche Bahn. This paved the way for the company that still helps to shape CT in Europe to this day.

HISTORIC MILESTONES

The company went international back in October 1970 with the Frankfurt/Ludwigshafen – Paris train after the first Rolling Road was opened in 1969. The same month, Kombiverkehr and seven other European operators set up the “International Union for Road-Rail Combined Transport” the UIRR. The first stake in a terminal, the Bremer Roland-Umschlaggesellschaft, was taken in 1972. Kombiverkehr now has around 30 additional holdings. Further important milestones include the introduction of fixed shuttle trains, the creation of transport options for jumbo trailers, megatrailers and temperature-controlled goods by rail, and the international CESAR online consignment information system. In 2007, Kombiverkehr became the first operator to transport more than one million truck consignments. As well as maritime transport via the Baltic Sea, services across the Adriatic to Greece and Turkey have now been incorporated into the multimodal network. And the success story still continues.

FACTS AND FIGURES

Company name Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co. KG

Founded in 1969

Limited partners 230 national and international freight forwarders (50 per cent) and DB Cargo (50 per cent)

Employees (31.12.2017) 132 (full-time)

Core service Europe-wide terminal-terminal connections by rail designed to provide intermodal transport by truck, rail and ship

Additional fields of business Terminal holdings, wagons, rail transport companies, consulting

Target group National and international forwarders and transport companies

Train frequency Over 170 departures Europe-wide every day

Transport output (2017) 958.299 consignments (1 consignment = 1 truckload), 1.92 million TEU (Twenty Foot Equivalent Unit)

PICTURE CREDITS
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These brochure was printed on environmental friendly paper.





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