

# For the enjoyment of rail freight transport

**Before new export vehicle owners get to enjoy driving on the streets, the cars themselves often have to go on a journey first: the path overseas leads first to the freight train and then on board a ship.**



**T**he rails have long been an important transport route for Bavarian vehicle manufacturer BMW. DB Cargo Logistics will now play a greater role in this regard – volumes are going to quadruple. Since 2013, the specialist for automotive transports has been responsible for delivering finished vehicles from Graz to Bremerhaven and Cuxhaven. A regular connection from the BMW site in Leipzig to Bremerhaven was added in 2018. Starting this year, DB Cargo Logistics has also taken charge of transports from the other German depots in Dingolfing, Regensburg and Munich to Cuxhaven.

The vehicle transport ships set out from Cuxhaven for destinations primarily in the United Kingdom, Ireland or Scandinavia, while Bremerhaven is the starting point for exports in the direction of China, the United States and other regions of the globe.

## Record for contract length

“We are pleased with our success in extending the first transport package in BMW’s call for bids as well as adding two new ones,” says Christian Lang, Corporate Department Head of Finished Vehicles at DB Cargo Logistics. What is remarkable in this context is the long contract period to which the two partners have agreed:

**1** — Suitable for sports cars, too: flatter wheel scotches for load securing.

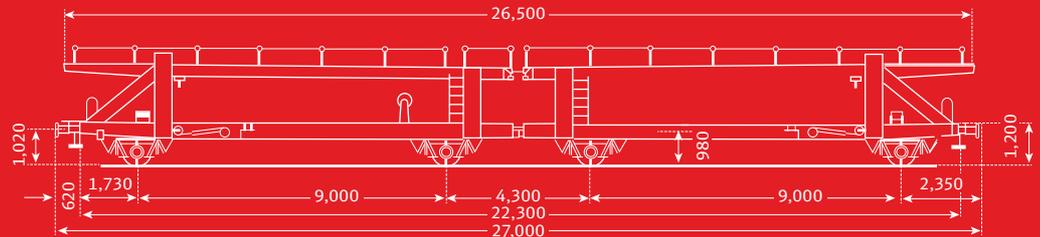
## LAAEKS 553.1

Freight wagons with two loading decks, which can each be loaded with 9 to 14 vehicles, depending on the type of car. The wagons can be used throughout Europe.

### THE FACTS

**Empty weight:** 27.5 t  
**Load limit:** 22.0 t  
**Max. velocity:** 120 km/h

**Removable wagon components:**  
 2 hand cranks for lifting and lowering devices,  
 56 wheel scotches



**“We are including all of the models that BMW produces in our transports.”**

**ROBERT NESTLER**  
 Head of Sales & Operations Centre  
 DB Cargo Logistics

the transports are negotiated until the end of the next decade. “It’s a nine-year contract. That is unprecedented for us in the automotive industry, and it underscores the trend towards a long-term collaborative partnership,” adds Robert Nestler, Head of the Sales & Operations Centre at DB Cargo Logistics in Kelsterbach, Hesse.

### Transport carriages are being adapted

Thanks to this long-term commitment, the time and effort DB Cargo Logistics is putting into carrying out this major order is worthwhile: since modern cars keep getting bigger and

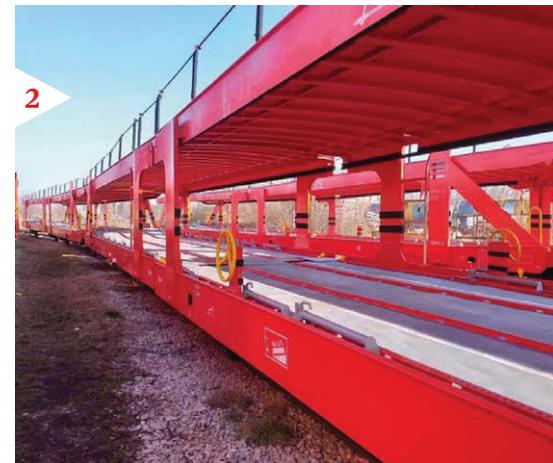
tend to sit higher, over 200 freight wagons need to be remodelled – a process that is currently still underway and also includes the installation of sensors.

For the BMW contract, DB Cargo Logistics is modernising its LAAEKS 553 class double-decker car transport carriages. Among other changes, they will have 8 cm more loading height on the lower deck and more space to drive in and through the carriage during loading. The wheel scotches for securing the wheels were designed flatter, since both sports cars and SUVs are included in the types of models transported. In addition to the open LAAEKS 553.1 cars from the Bavarian depots, closed 328 and 332 class wagons are operated from the depots in Graz and Leipzig. All told, as many as twelve trains take to the rails each week.

### A look at return freight

Vehicles from the US state of South Carolina and the Minis originating in the United Kingdom are transported south as return freight. “In this way, we are including all of the models that BMW produces in our transports,” Robert Nestler enthuses. Christian Lang adds: “For us, approaches to return freight are always an area that we want to continue to develop with the customers.” ●

**2 —** With modernised car transport carriages, DB Cargo Logistics is poised for developments in the industry.



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