

Super sustainable

Not only does Porsche have a carbon-neutral production regime for its new, fully electric Taycan in Stuttgart, but it also uses eco-friendly rail to transport its four-door sports car to ports.

Porsche is expanding its sustainable transport network for its finished vehicles. The carmaker has opted to use DB Cargo block trains to move cars from Kornwestheim to the port at Bremerhaven. DB Cargo has long handled the rail transport of new vehicles from two Porsche plants: Leipzig to Emden/Bremerhaven, and Kornwestheim to Emden. Kornwestheim serves as a transport hub for Porsche cars produced in the neighbouring Stuttgart suburb of Zuffenhausen. In February 2020, more trains started departing from the rail centre there.

The new Porsche Taycan is one of the reasons why. The company unveiled its first 100% electric sports car in September 2019 and started producing the Taycan at a new factory at its Zuffenhausen site. Demand from customers and the distribution requirements for the new vehicle made new transport solutions essential. Johannes Copony, head of market logistics planning at Porsche AG, says, "We switched to rail services for our Kornwestheim-Bremerhaven connection. This way, we improved our processes and made another contribution towards cutting CO₂ emissions. DB Cargo's direct trains can handle growing freight volumes, and the company is also able to process our transports with the necessary speed. Loading cars directly onto wagons gets them away from our plant faster,



which in turn reduces our need for interim on-site storage. Our transports are also carbon neutral thanks to renewable power”.

Holistic concept for links to seaports

Timo Geissinger works at DB Cargo Logistics’ sales and operations centre for finished vehicles. “When we designed the new connections for the Taycan, we presented Porsche with a holistic concept for transporting its cars to Bremerhaven and Emden”, he

says. Since February 2020, three block trains have run every week from Kornwestheim to Germany’s North Sea ports. Each train consists of some 25 wagons and carries about 250 cars. Bound for different destinations, the wagons are separated at Osnabrück for their onward journeys. The wagons make the return journey to Kornwestheim in the form of block trains.

The transport solution that DB Cargo Logistics created for Porsche has an excellent ecological profile, as the rail operator only uses renewable power for its trains’ traction current.

As Johannes Copony points out, “Since 2017, Porsche has made exclusive use of renewable power at its production sites, and in 2018, we made the decision to use green power for our rail transport activities too, in the form of *DBeco plus*. This is another way that we are working to reduce our ecological impact, as sustainability is essential in our corporate strategy”.

Creating the zero-impact factory

The carmaker has adopted a host of other measures to create a zero-impact factory, i.e. production facilities with no adverse environmental effect. In addition to carbon-neutral manufacturing, Porsche also makes sure that it sources battery components (such as cells) from companies that use carbon neutral production processes, and its Green Logistics project sees cut CO₂ emissions linked to its logistics activities.

While climate-neutral rail already plays a significant role in its logistics planning, Porsche’s wants to expand these transports in the medium term. Its 2020 goal is use trains to transport approx. 82% of all new vehicles leaving its plants. Its rail transports have been completely CO₂ free since the start of 2018. In 2019 alone, Porsche’s system let it eliminate almost 2,100 tonnes of this greenhouse gas that would otherwise have been generated by conventional rail transport. Without this reduction, emissions in 2019 would have amounted to some 17,600 tonnes.

All the same, Porsche will not be able to completely cancel road-based

logistics in the future. Copony explains: “In certain circumstances, road transport offers advantages that rail cannot match. Lorries don’t need the infrastructure that trains do at loading and delivery sites, so they are flexible and can be deployed quickly. Rail connections can’t replace roads on the very last mile either, i.e. when transporting materials to our various facilities”. However, Porsche is also continuously optimising its lorry services so its transport concept is ultimately as sustainable as possible. ●

— The Taycan is Porsche’s first fully electric sports car.



TRAINS TO THE QUAYS

Some 75% of Porsche’s new vehicles leave the plants by train, including from Kornwestheim. The company avoids lorry transports whenever possible.



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