

500,000

SHOWCASE



— Since 2007, Volkswagen AG has operated its own manufacturing plants in Russia.

Hauling containers to Russia for VW

This past summer, DB Cargo Logistics transported the 500,000th container for Volkswagen, Skoda and Audi between Europe and Russia. Most of the transports currently start at Wolfsburg station in Germany and Mlada Boleslav in the Czech Republic. From there, they head to the Russian Volkswagen plants in Kaluga and Nizhny Novgorod. For 13 years, freight wagons have plied the route stretching over 2,000 km, crossing through four countries with different customs laws and time zones. A journey of this length presents various challenges for DB Cargo Logistics. At the Brest border station in Belarus, which marks the start of Russian broad-gauge track, the containers must change wagons. The company overcomes language barriers, too, such as handling Cyrillic script. Michael Gaschütz is the key account manager for Volkswagen at DB Cargo Logistics. “This is truly a remarkable feat and a showcase of a project,” he says. “We’d like to thank our customers in particular and our partners for their great, constructive cooperation.” •

BI-MODE LOCOMOTIVES

8 million litres of diesel to be saved annually

Less diesel, less CO₂, even greener: DB Cargo is procuring new bi-mode locomotives for its mainline and shunting fleets. These locomotives can run on electric or diesel power. The master agreement encompasses up to 400 vehicles, which represents an investment of well over EUR 1 billion. Today, diesel locomotives are still being used in single wagonload transport in order to haul freight wagons to customers’ private sidings. That’s because, while main lines might be electrified, the last mile must be traversed with an internal combustion engine. Bi-mode locomotives can run on diesel in non-electrified private sidings and switch to electric power on routes with overhead lines. This flexibility reduces diesel consumption and CO₂ emissions. Using the new locomotives, DB will reduce its fuel consumption by some 8 million litres a year while also generating 17,000 fewer tonnes of CO₂. DB Cargo’s goal is to retrofit around 70% of its diesel locomotives with innovative drive systems by 2030. •



— 90-tonne hybrid on the rails: the Vectron Dual Mode.