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INTERNATIONAL RAIL BUSINESS FORUM  
STRATEGIC PARTNERSHIP 1520:  
CENTRAL EUROPE



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## One major challenge

- ❑ Harmonising requirements admitted train length, loading capacity, etc.
- ❑ Improving infrastructure
- ❑ Reducing red tape
- ❑ Lifting up sanctions
- ❑ Reducing competition among rail operators
- ❑ Improving services offering more container trains, reducing tariffs, etc.
- ❑ Encouraging better communication between Presidents & CEOs of the major companies of the East-West corridor



## How to tackle this challenge

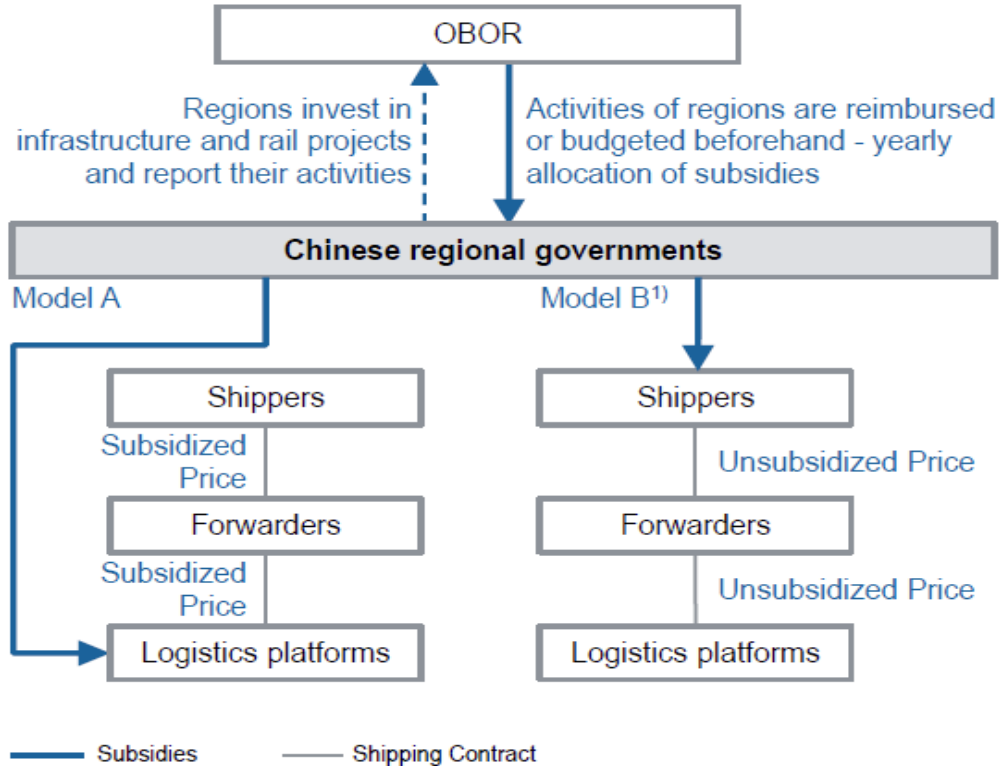
- Investments in crossborder infrastructure,
- improved interoperability between European and eurasian corridors ,
- Transparent tender and market regulation in China, 1520 and Europe
- Free and liberal market conditions, without political influence and uniform legislations in transeurasian traffic.

# The outcome we expect

- Growth and multimodal solution in Eurasian corridor
- More effective roundtrips and less empty assets
- More competition and better rates

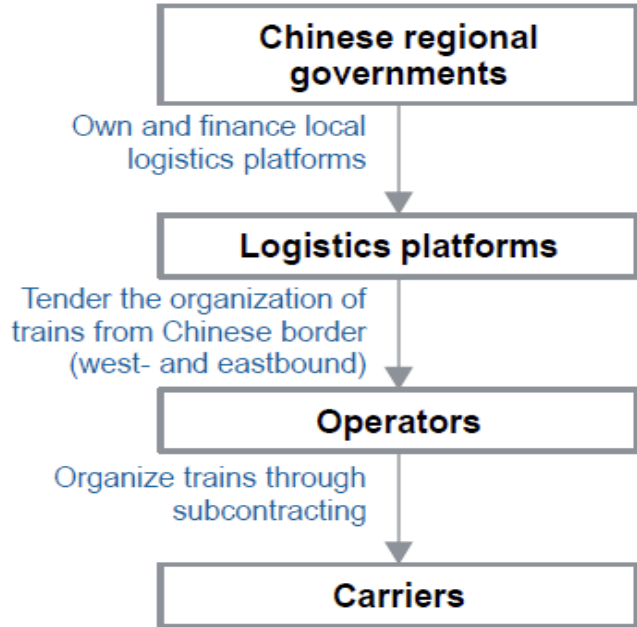
# OBOR – train development structure

## Development of subsidized blocktrains



# Setup of trains and container shipments

## Set up of trains

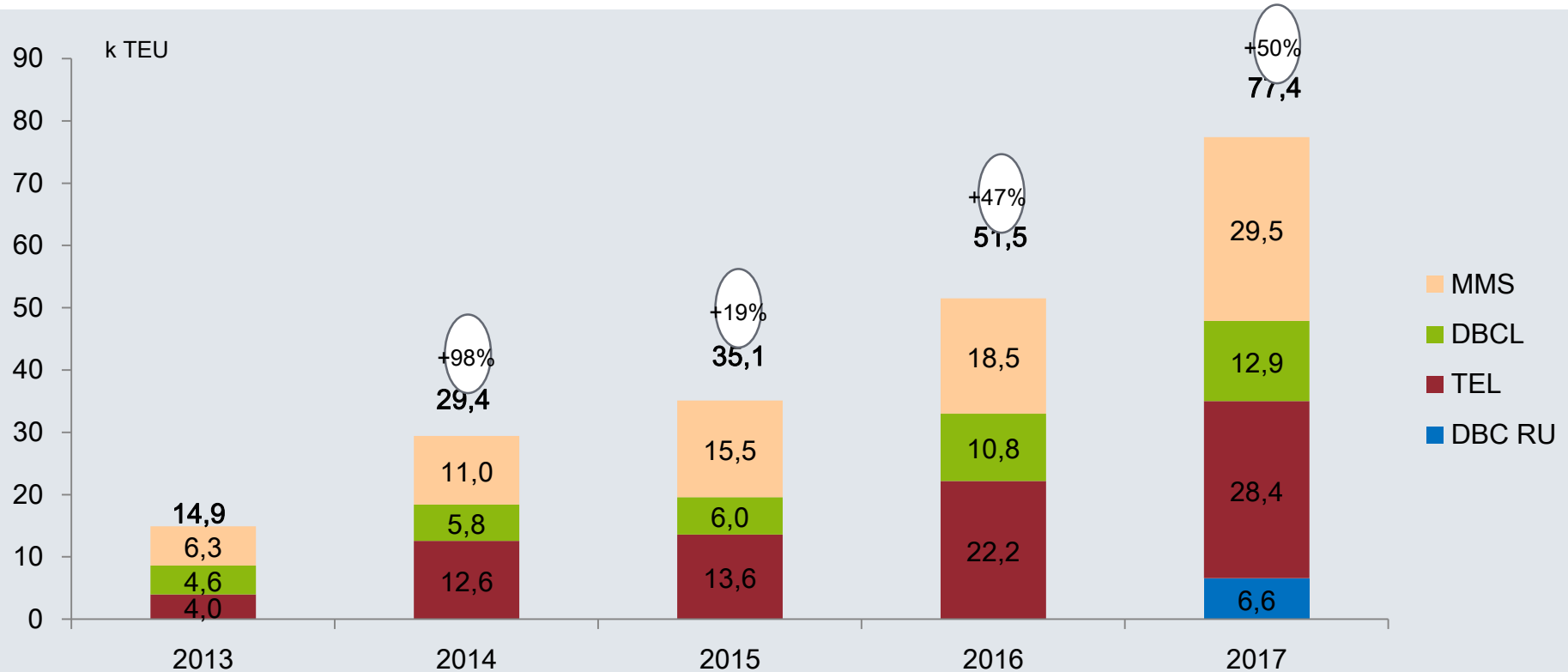


## Shipping of containers



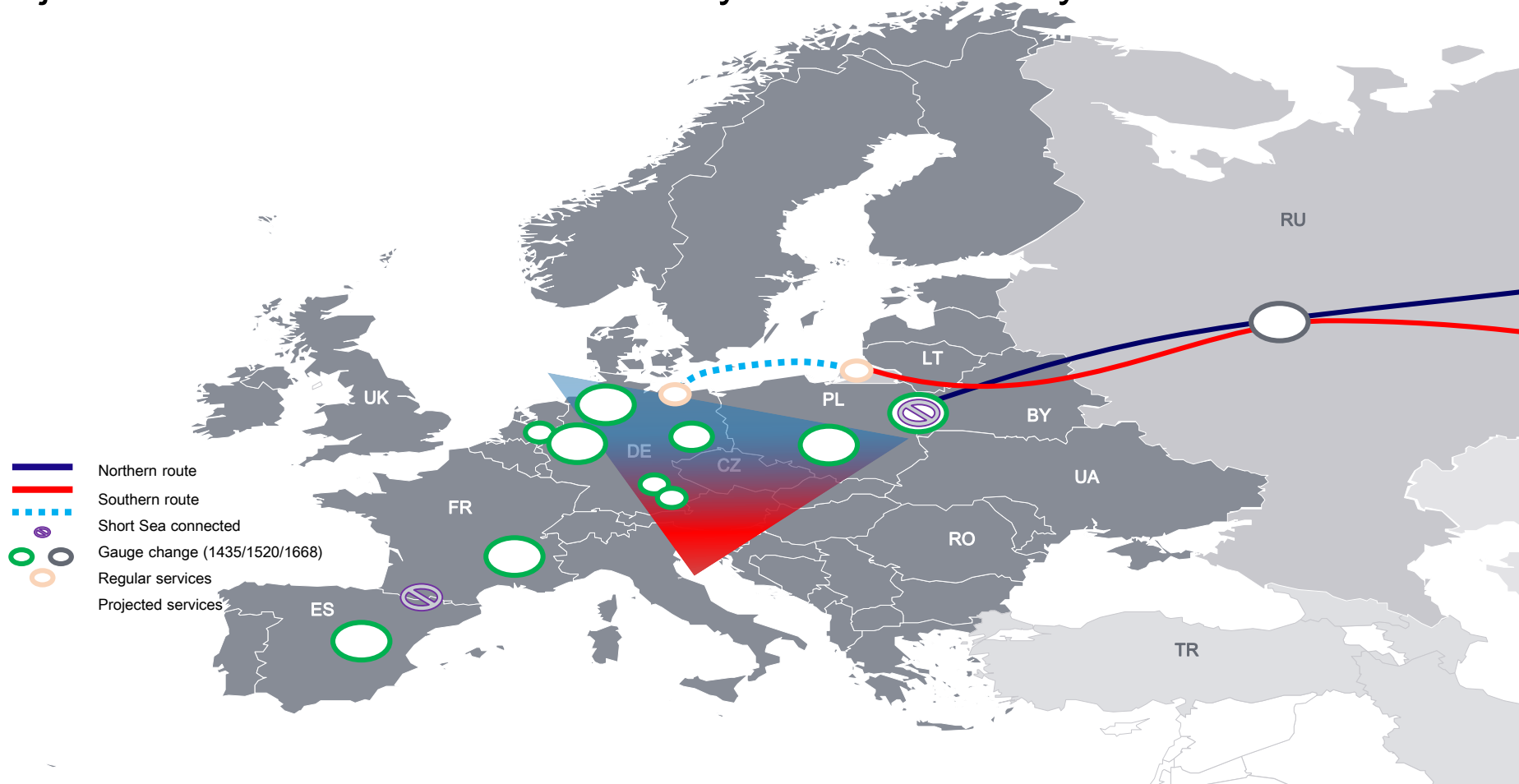
# China – Europe corridor (DB Cargo & DB Schenker)

## Volumes\* 2013 - 2017



\* not consolidated / may contain double counting; manual reporting

# Projected container train services Baltiysk-Rostock-Baltiysk





# Container trains to and from China (east- and westbound)

## Alternative way: sea freight Baltiysk-Rostock-Baltiysk

### Options (cargo handling):

- Baltiysk (BSC)
- Kaliningrad (KSCP)
- Kaliningrad (fishing sea port)

