

Interreg III B – Project „RAIL BALTICA“



Workshop:

„Infrastructure and Regional Development in Border Regions“



ipg

Company for the Development of
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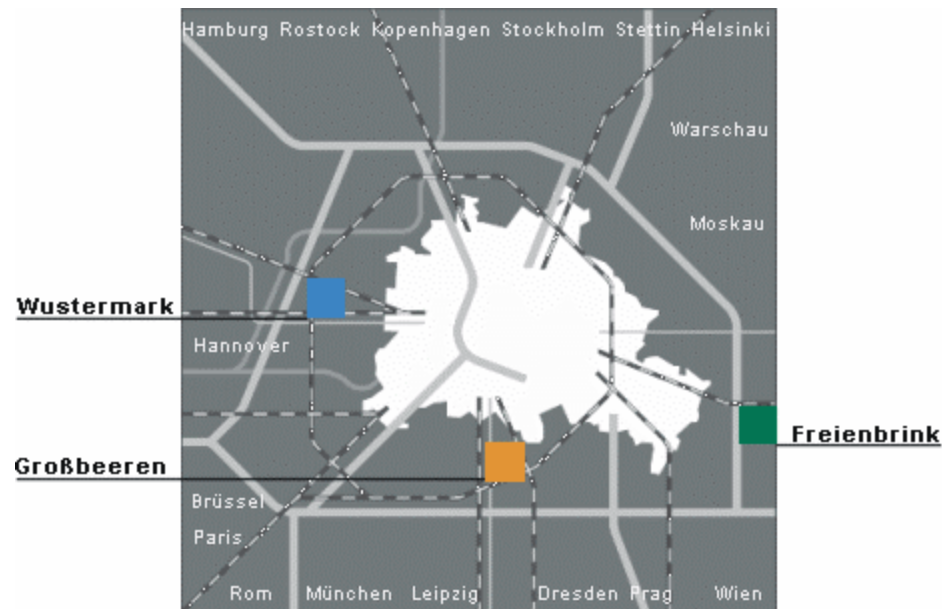
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Frankfurt/Oder, 7th – 8th June 2006
Germany

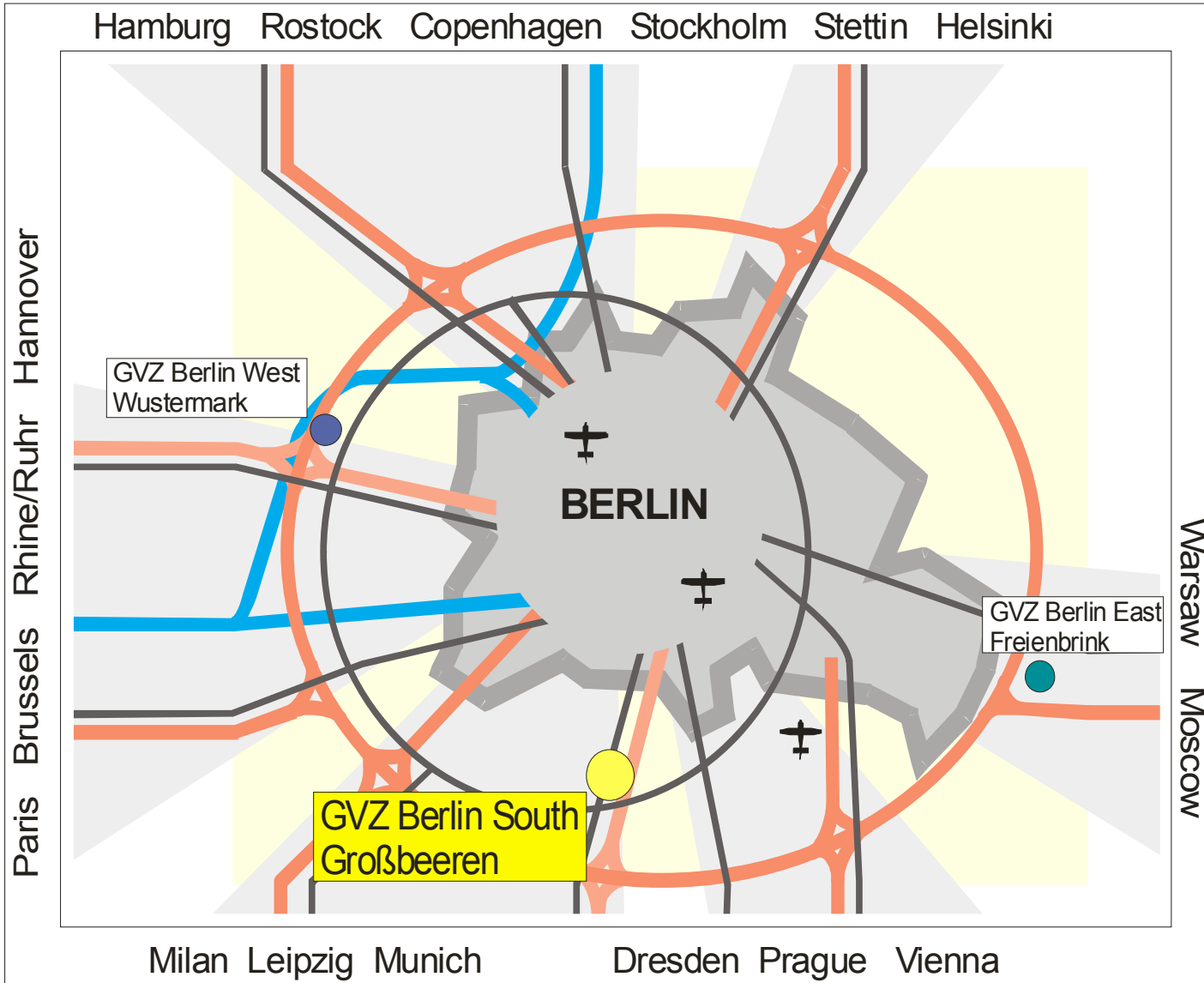
Freight Villages

„Integrated Freight Service conception Berlin – Brandenburg“ Arriving – Distribution – Cooperation - Coordination

- Three Freight-villages at the periphery of the capital,
- Sub- Freight-Villages in town,
- Cooperation of economic traffic in important shopping streets,
- Logistic concepts for construction sites



Integrated Freight traffic concept Berlin - Brandenburg



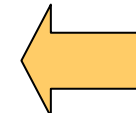
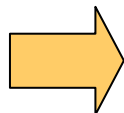
Logistics Management



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Die TOP 15 der GVZ in Deutschland

Standort	Gesamtwertung	I. Struktur und Entwicklung			II. Verkehrsträger	III. Finanzierung / Management		IV. GVZ-Produkte / Ratio-Potentiale
		Gesamtfläche in ha	Gewerbe- fläche in ha	Vermark- tungsstand ²	Entwicklungsstand Kombi-Terminal	Management- gesellschaft	Grundstücks- preis	Nutzung von internen und externen Ratio-Potentiale
Bremen	272	362	259	↑	Privates Terminal ohne KV-Förderrichtlinie	GVZ-Entwicklungsgesellschaft mbH	↘	↑
Regensburg	268	362	302	↑	DUSS-Terminal	GVZ Regensburg GmbH	↗	↑
Berlin-Süd	259	260	150	↑	DUSS-Terminal	IPG-Infrastruktur- und Projektentwicklungsgesellschaft mbH	↗	↗
Berlin-West	251	210	102,5	↑	Terminal nach KV-Förderrichtlinie	IPG	↘	↗
Leipzig	249	240	150	↑	DUSS-Terminal	GVZ-Entwicklungsgesellschaft mbH Sachsen LB Gruppe	↗	↗
Nürnberg	248	337	203,5	↑	Im Bau nach KV-Förderrichtlinie	Hafen Nürnberg-Roth GmbH	---	↑
Lübeck	245	23,5	15	↑	Terminal nach KV-Förderrichtlinie	Förderverein Güterverkehrszentrum Lübeck e.V.	---	↑
Trier	244	66	42	↗	Privates Terminal ohne KV-Förderrichtlinie	Zweckverband Wirtschaftsförderung im Trierer Tal	↓	↗
Emscher	234	23	15,5	↗	Terminal nach KV-Förderrichtlinie	Planungs- und Entwicklungsgesellschaft GVZ-Emscher mbH	↘	→
Weil am Rhein	228	25	14,5	↗	DUSS-Terminal	Logistisches Dienstleistungszentrum Weil am Rhein Planungs- und Entwicklungsgesellschaft mbH	↑	↗
Dresden	223	27,5	13,3	↑	Im Bau nach KV-Förderrichtlinie	GVZ-Entwicklungsgesellschaft Dresden mbH	↗	↗
Emsland	220	400	300	↘	Terminalausbau nach KV-Förderrichtlinie	Güterverkehrszentrum Emsland Planungs- und Entwicklungsgesellschaft mbH	↓	↗
Koblenz	203	220	180	→	Terminal nach KV-Förderrichtlinie	Stadtverwaltung Koblenz Amt für Wirtschaftsförderung	↘	↘
Berlin-Ost	203	130	96	↗	Terminal in Planung	IPG	↘	↗
Südwestsachsen	200	256	153	↑	Antrag Terminal nach KV-Förderrichtlinie	GVZ-Entwicklungsgesellschaft Südwestsachsen mbH	↘	↗

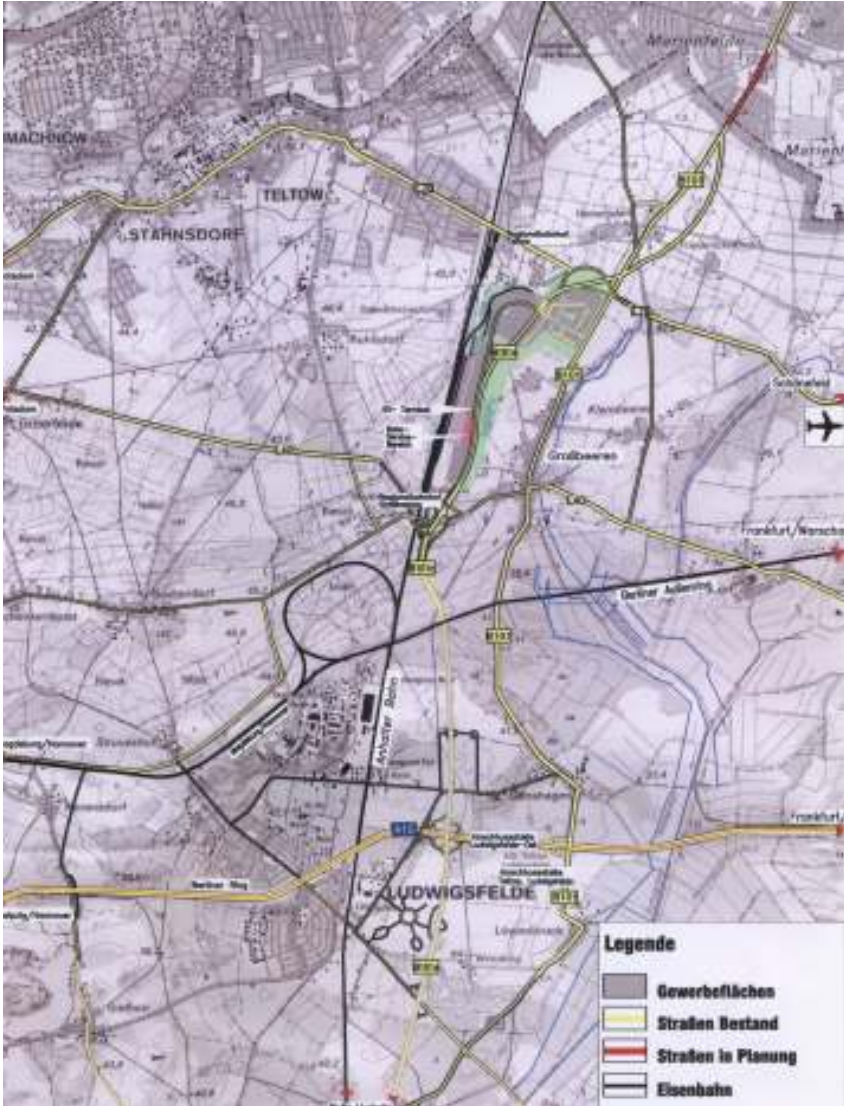


Legende: Die Pfeile setzen den jeweiligen Entwicklungsstand im genannten Kriterium in Beziehung zum Bundesdurchschnitt:
 ↑ deutlich über dem Durchschnitt, ↗ über dem Durchschnitt, → Bundesdurchschnitt, ↘ unter dem Durchschnitt, ↓ deutlich unter dem Durchschnitt

Die höchste zu erreichende Summe in der Gesamtperformance beläuft sich rechnerisch auf 300. Der Vermarktungsstand bildet das Verhältnis der vermarkteten Gewerbefläche zur Gesamtfläche ab. Die Darstellung erfolgt im Verhältnis zum bundesdeutschen Vermarktungsstand der GVZ von derzeit 40 %. Der Grundstückspreis ist inklusive der Erschließungsanteile zu verstehen. Die absolute Höhe der Verkaufspreise steht bei der Gesamtevaluierung jedoch nicht ausschließlich im Vordergrund, sondern wurde im regionalen Kontext individuell gewichtet. Zu einfacheren Darstellung ist hier jedoch der absolute Preis in ein Verhältnis zum Bundesdurchschnitt von 61 EUR / m² gestellt worden. Interne Rationalisierungspotentiale sind z.B. die Poolung von Telekommunikation und Energie oder die Nutzung von Telematikplattformen. Externe Rationalisierungspotentiale sind hier City-Logistik, KV-Initiativen oder die Nutzung oder Unterstützung von Frachtausgleichssystemen (Groupage).

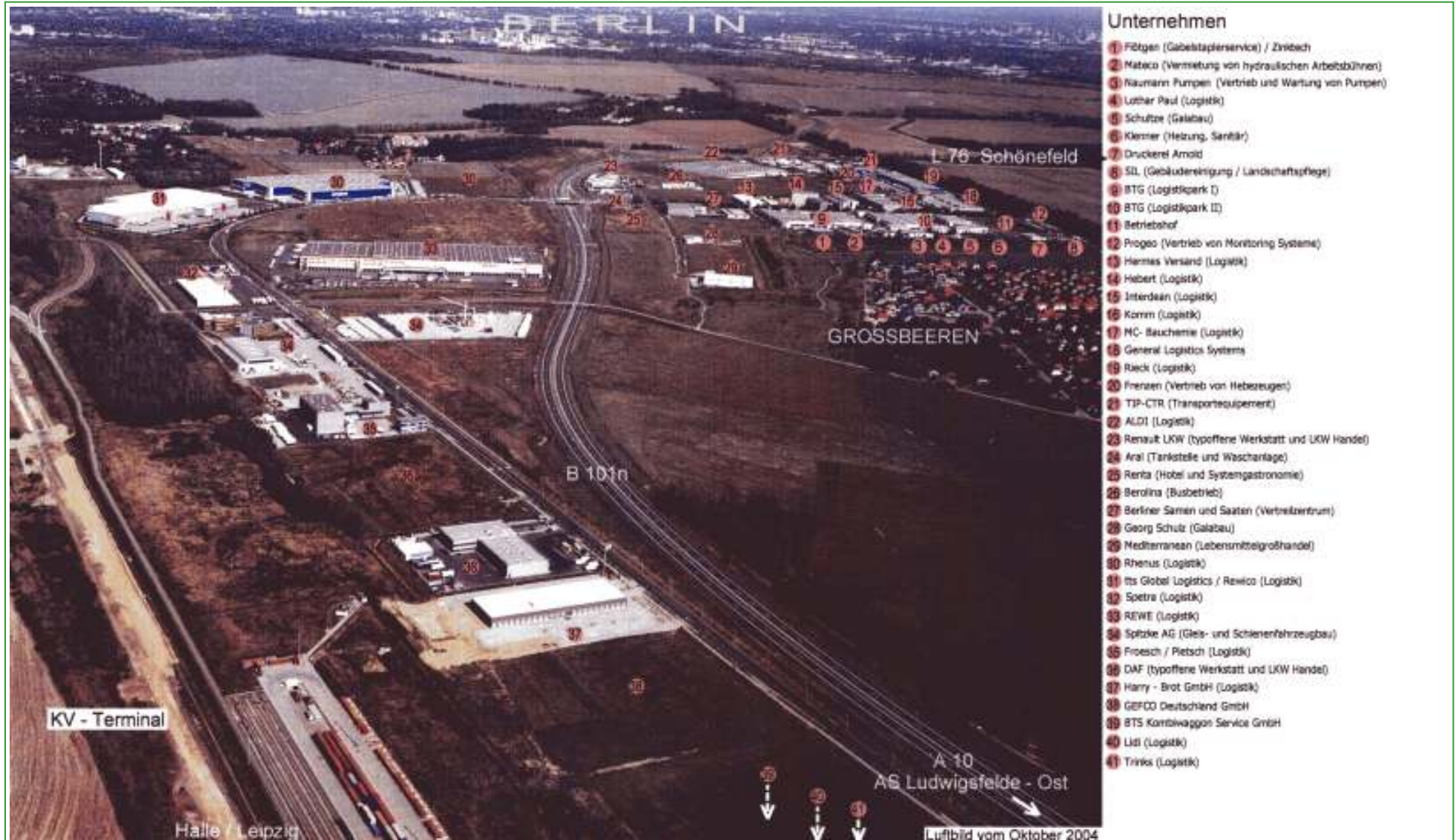
Quelle: Thomas Nobel

Freight Villages Berlin South Großbeeren Transport Connection



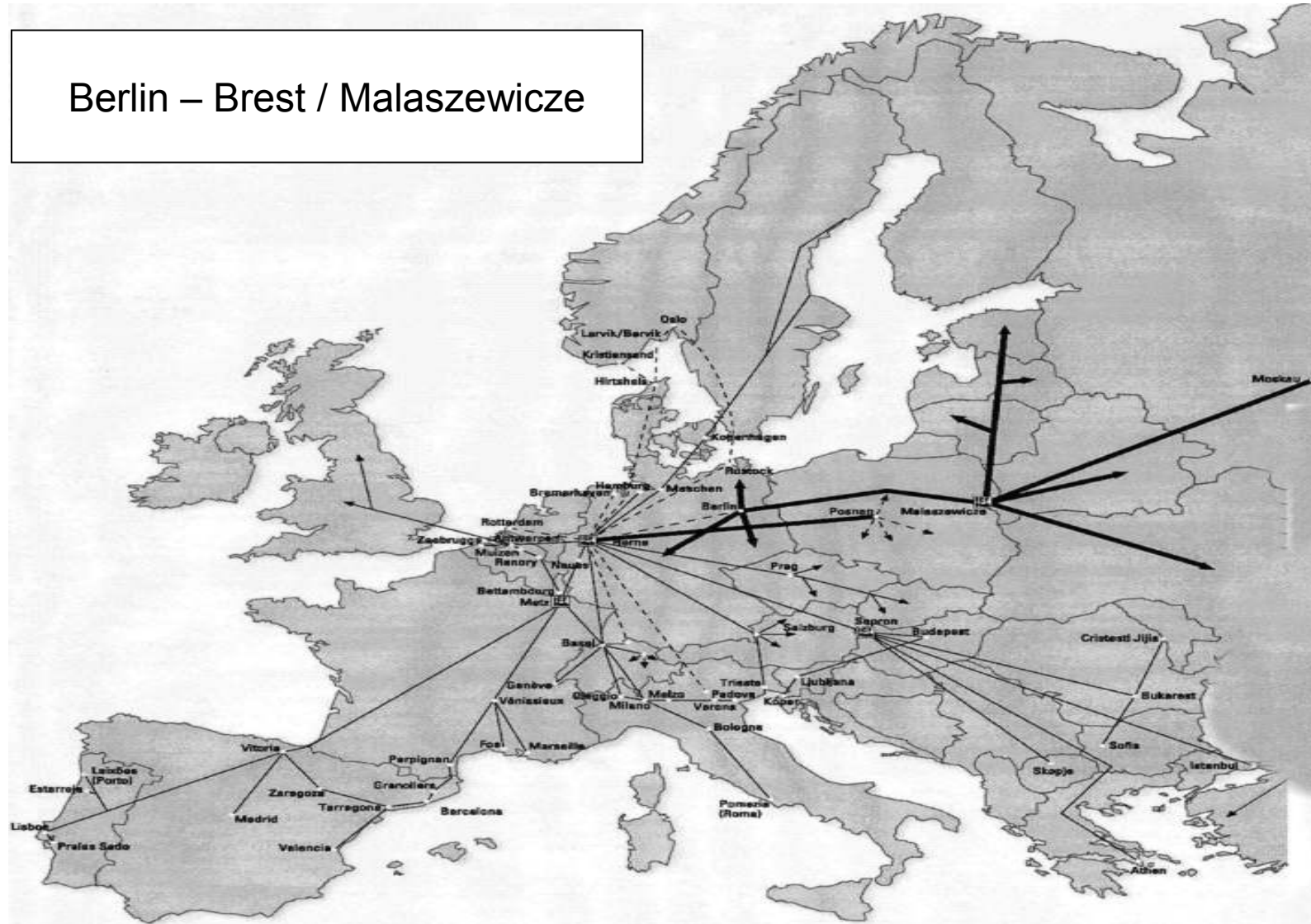
Freight Village Berlin South Großbeeren

Sold areas to investors II. Quarter 2006



OSTWIND

Berlin – Brest / Malaszewicze



OSTWIND

- Common product of the railways in Germany, Poland, Belarus and Russia
- Leading Operator = Intercontainer-Interfrigo Basel (ICF)
- Marketing of a transparent transport and logistic services for intermodal rail/road container, swap body and trailer transports.
- Container-Train starts in the freight village Großbeeren
- Three times a week (Monday, Wednesday, Friday)
- Freight single wagons until Großbeeren
- Block train from Berlin to Brest / Malaszewicze, there starts the distribution of the single wagons
- Transport of goods in varying quantities on more than 2.000 conceivable stations in the CIS
- Duration to Brest / Malaszewicze 20 hours
- Transportation from the CIS –Border is operated by trains of the CIS - Railway
- Demand of the OSTWIND: Carriers of the whole Western Europe
- Cargo: 20' und 40'-Container (consumer goods, engines, Chemicals)

Transport Relations with the Commonwealth of Independent States (CIS)

- Increasing trade between Germany and the CIS
- Average sales from January to September 2005 with the CIS and the New EU Member states constituted approx. 100 billions Euro
- Volume of freight services will increase to 2,8 % per annum until 2015 for Germany as transit country to Poland and the CIS – States
- Rail share of Stinnes with the CIS was increasing from 640.000 tons in 2002 to 726.000 t in 2005



Terminal Großbeeren

Barriers of Transport

- High standard of transport infrastructure in Western Europe
- Main routes of the East European railways as well as the terminals have no capable infrastructure
- Harmonization of the international rail transport is necessary in order to improve the transport conditions by rail
- Still, strong restrictions for the permissible speed of the Polish railway system exist
- Only the mainlines are codified for the intermodal transport
- Switchover facilities are rare
- Frankfurt / Oder is the main border crossing for intermodal transport
- Passing the border raises problems, because of the locomotive- and manpower change and furthermore because of the different electricity- and transport security systems
- Average passing time takes approx. 6 hours
- Share by rail transport in the modal split for goods with Poland and Czech Republic is 30 %

Organisation and Quality

- Transport security is only available until Rzepin (Polish border station).
- Transport security in the Polish rail system is not available
- Frequent change of contact persons in Poland causes problems (missing and delayed information)
- Complex exchange of data per fax or phone is very time consuming and formal
- Quality is characterized through a strong West – East – gradient of timeliness:

West - East: 70 % of trains arrive late

East - West: 30 % of trains arrive late



Transshipment to broad gauge

- The broad gauge in Russia causes problems for the continuous rail transport
- Standard Gauge: 1.435 mm
- Russian Gauge: 1.520 mm
- Traditional solution is transshipment — transfer freight to the other system
- A more modern and sophisticated method is to have multigauge bogies whose wheels can be moved inward and outward

Chances for the Rail Transport with the CIS

- Pilot project of four European Railways was arranged in November 2005
- Goods Trains from Berlin to Moscow
- Train: 600 m , 1.600 tons and 100 h/km
- 1.800 km in only 3 days
- Total Travel time by rail was reduced (minus 7 days)
- Significantly faster than the transport by lorry

Aim of the project:

- The flow of goods between the involved countries will be accelerated
- Reduction of barriers (way bills lose their validity by crossing the EU external borders)

Lorry – Partner and Competitor

- Rieck Logistic Group
- Headquarter in the freight village Großbeeren with 250 employees
- Real estate of 5,1 hectare
- Hub for East European Transport
- Collecting of packaged goods from European partners
- Groupage freight transport particularly to Poland
- Daily transports to the Polish partner carrier Raben in Pozen, there starts the distribution within Poland
- Supply of all EP-Partners (Electronic Partners) in Poland from the 35 depots of Raben in Poland
- Supply of the production plant of Bosch-Siemens near Lodz
- Packaged goods from Southern Europe are collected in Großbeeren
- 5 to 10 groupage freight transport from Großbeeren to Lodz

