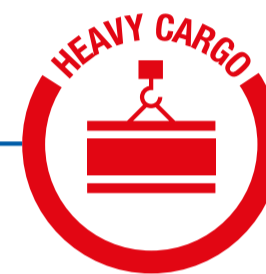


**Rail it via Hamburg**

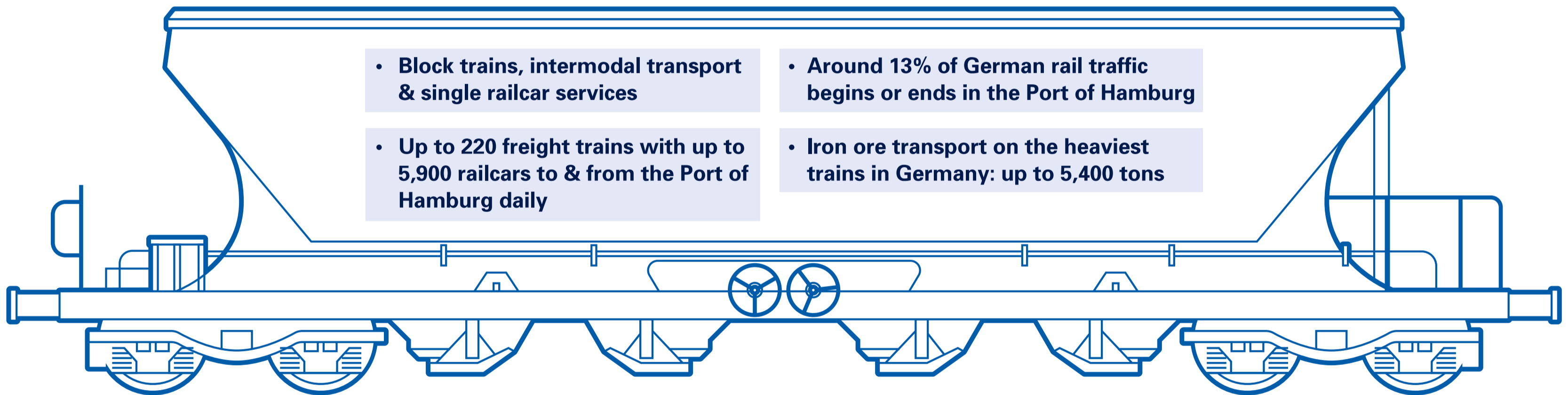
Seaport hinterland  
transport via Europe's  
largest rail port

# Universal Port of Hamburg: Rail transport for all types of freight

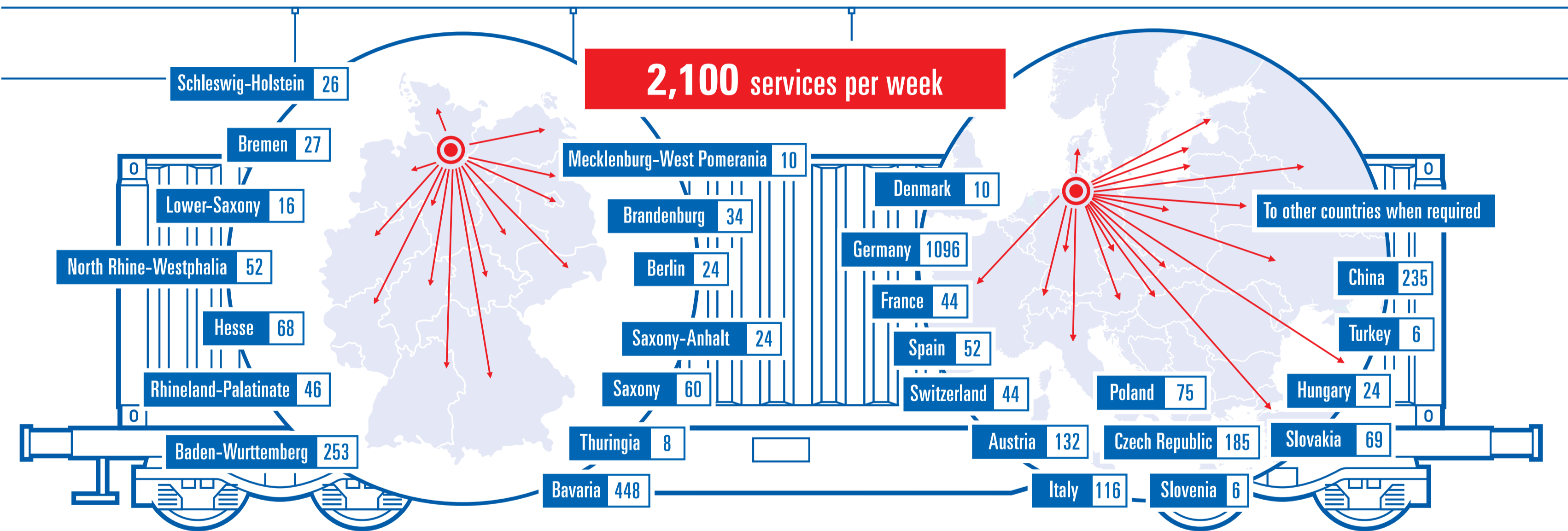


- Block trains, intermodal transport & single railcar services
- Up to 220 freight trains with up to 5,900 railcars to & from the Port of Hamburg daily

- Around 13% of German rail traffic begins or ends in the Port of Hamburg
- Iron ore transport on the heaviest trains in Germany: up to 5,400 tons



# Container train connections to and from Hamburg



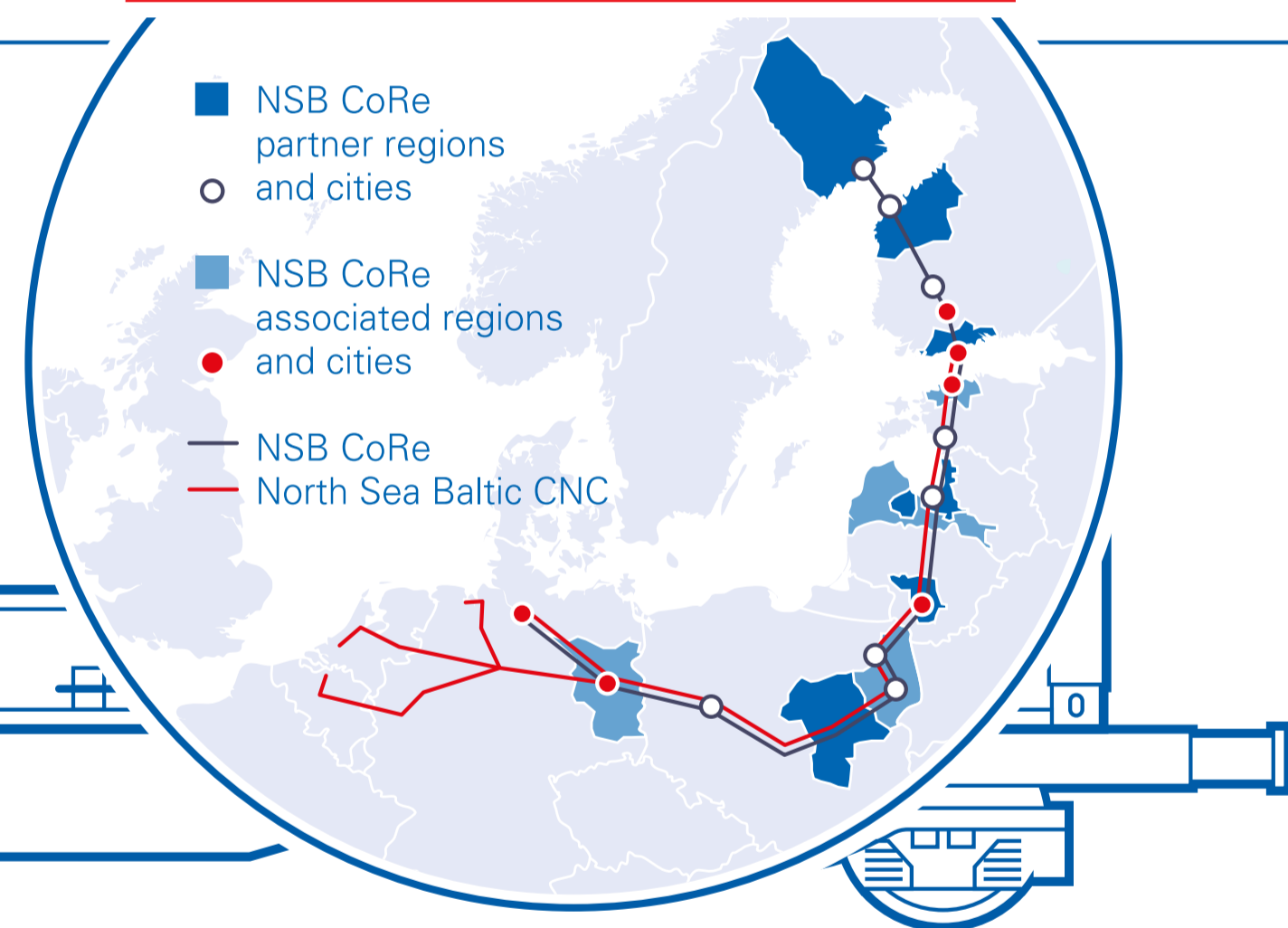
The project NSB CoRe improves the sustainable accessibility of the Eastern Baltic Sea Region to freight and passenger transport.

Project activities consist of logistics, long distance commuter services, transnational community building and transport branding. In logistics the project links the input from transport operators and business sector to the improvement of interoperability and to measures needed to remove bottlenecks in border crossing areas.

The project is part of the implementation of the NSB CNC work plan.

More information: [www.nsbcore.eu](http://www.nsbcore.eu)

## North Sea Baltic — Connector of Regions



## Rail Baltica



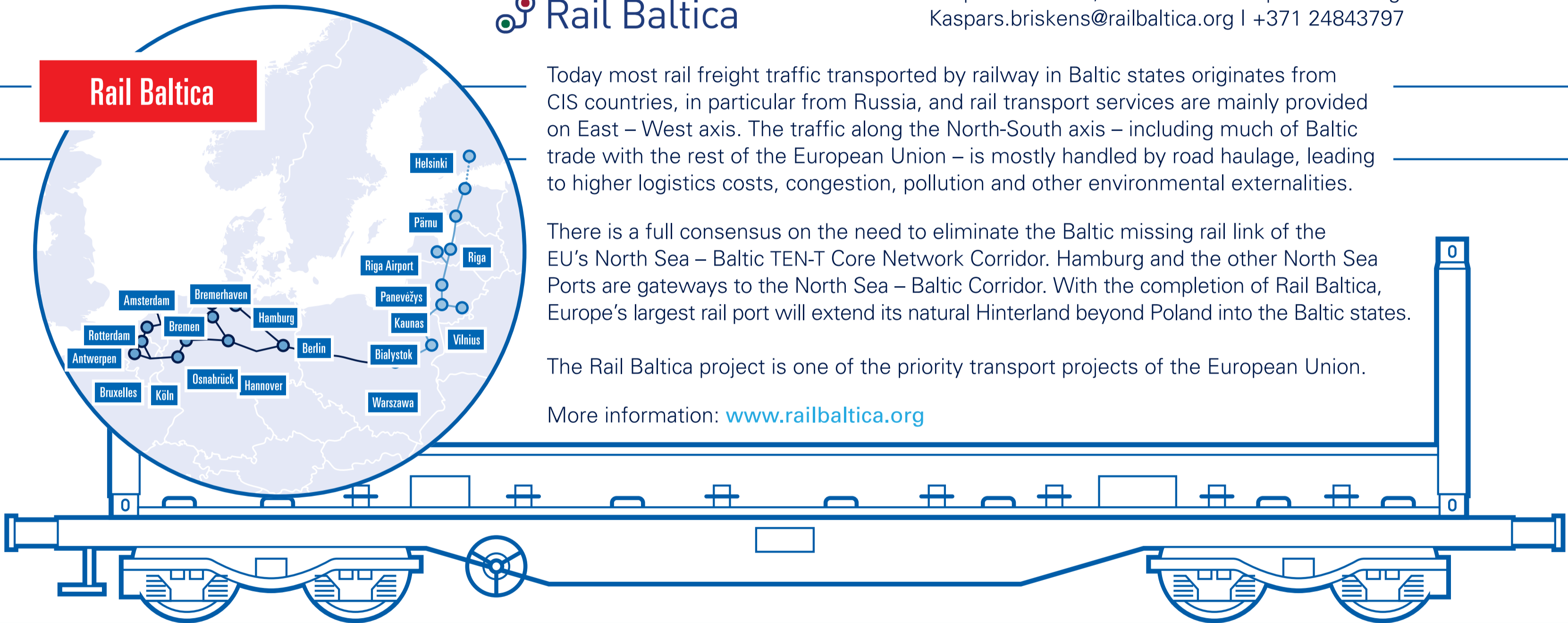
**Contact at Rail Baltica:** Kaspars Briškens, Business Development Manager  
Kaspars.briskens@railbaltica.org | +371 24843797

Today most rail freight traffic transported by railway in Baltic states originates from CIS countries, in particular from Russia, and rail transport services are mainly provided on East – West axis. The traffic along the North-South axis – including much of Baltic trade with the rest of the European Union – is mostly handled by road haulage, leading to higher logistics costs, congestion, pollution and other environmental externalities.

There is a full consensus on the need to eliminate the Baltic missing rail link of the EU's North Sea – Baltic TEN-T Core Network Corridor. Hamburg and the other North Sea Ports are gateways to the North Sea – Baltic Corridor. With the completion of Rail Baltica, Europe's largest rail port will extend its natural Hinterland beyond Poland into the Baltic states.

The Rail Baltica project is one of the priority transport projects of the European Union.

More information: [www.railbaltica.org](http://www.railbaltica.org)



# Rail transport saves energy

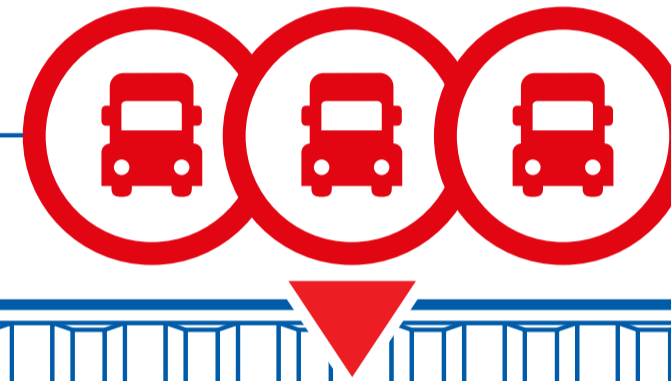
Energy consumption from Munich to Hamburg

LOCOMOTIVE WITH 75 TEU  
EACH WEIGHING 10 TONS



VS

DIESEL TRUCKS WITH 75 TEU  
EACH WEIGHING 10 TONS



Consumption  
five-times  
higher

0 2 1 . 3 5 8

KILOWATT

1 1 1 . 0 7 7

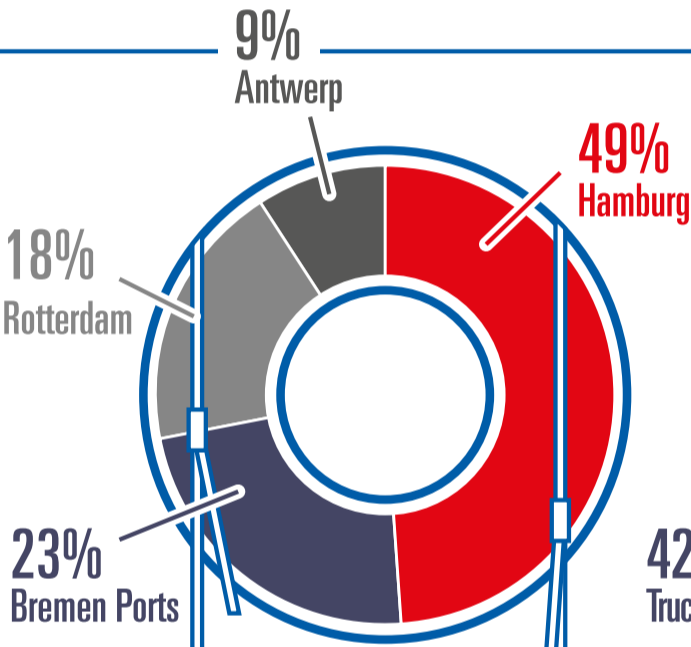
KILOWATT

# Hamburg is Europe's No. 1 rail port

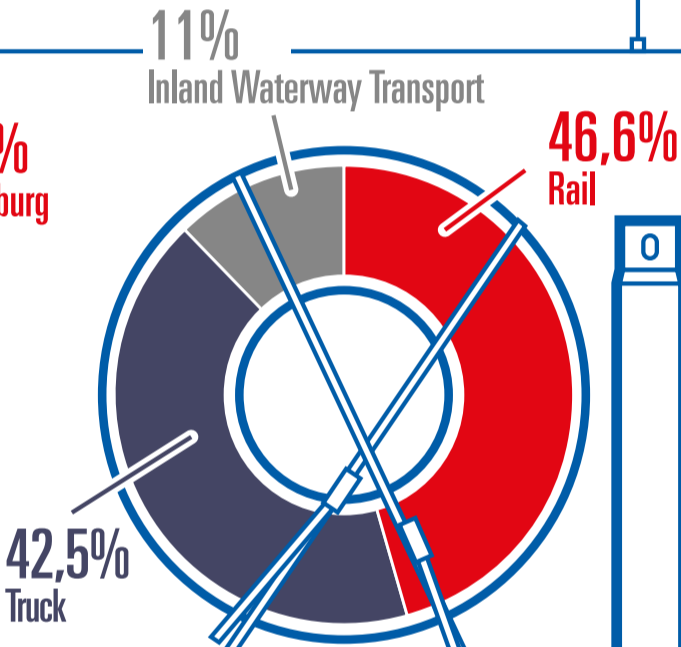
Moving a 40' container from Freiburg / Lörrach to Shanghai, China via selected ports in the Northern Range

	Hamburg	Rotterdam	Antwerp
Ø Costs for the entire transport in USD	 2,082	2,098	2,248
Ø Inter-modal transit time to the seaport in days	 1	2	4
Number of train services weekly from Freiburg	 5	4	3
Ø Transit time at sea from seaport to Shanghai, China	 33	 33	36
Number of services per week	13	 15	6

Rail traffic distribution along the Northern Range



Tonnage modal split in Hamburg's hinterland traffic for 2017



Source: Drewry Supply Chain Advisors, Market Study 2016

Possible deviation in total by rounding

## Why by rail?

## Why via the Port of Hamburg?



**ALL CONTAINER TRAIN CONNECTIONS/SERVICES TO AND FROM  
HAMBURG IN A MINIMUM OF CLICKS**

Intermodal Services Database: Overview of all  
container train services to/from Hamburg

Give it a try on:

[www.portofhamburg.com/intermodal](http://www.portofhamburg.com/intermodal)

Port of Hamburg Marketing (Regd. Assn.)

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