



## **RETRACK enters a new stage: increased frequency of the demonstration train and extension of the project scope**

*RETRACK (“Reorganisation of Transport Networks by Advanced Railfreight Concepts”) is an integrated project within the 6<sup>th</sup> Framework Programme of the European Commission, in which 13 partners led by TNO work on the development of an innovative rail freight service across Europe. This is being achieved through the design, development and implementation of a commercial trans-European rail freight service along the rail corridor between the North Sea ports in the Benelux and the Black Sea port of Constanta in Romania. RETRACK has extended its project scope in terms of duration, geographical coverage, contents and demonstration activities.*

### **From 1 to 3 trains per week**

An important part of RETRACK is a “demonstration train” that enables the identification and testing of the possibilities and limits for new and innovative transport concepts on selected corridors in practice. Today, exactly a year after the start of the first train with two customers and a weekly departure, the RETRACK train runs three times per calendar week between the hubs Köln-Eifel and Győr with train lengths of up to 740m and 2,300 tonnage in each direction. The train is regularly used by more than 10 customers from various economic sectors. A secondary hub is also being established in the Rotterdam region to meet the increasing demand to and from Rotterdam.

The RETRACK demonstration train is conceived as a “group of wagons train”, i.e. transport volumes of various customers are combined on the main run Cologne-Győr into a train set, the individual customer volumes usually being smaller than the amount suitable for a block train. Goods of all kinds – from agricultural products and powdery bulk cargo to semi-finished products from the coal and steel industry, chemical products incl. dangerous goods as well as machine parts and containers – are carried.

The train is operated by the RETRACK consortium members *Central European Railways Rt.* (Hungary), *LTE Logistik* (Austria) and *Transpetrol GmbH* (Germany), with Transpetrol assuming the role of a neutral train operator and railway undertaking for the German part of the service. The destinations regularly served today include Rotterdam, Amsterdam and Oss in the Netherlands, the German cities of Marl, Duisburg and Cologne, Gent in Belgium, Linz and Villach in Austria and in Hungary Győr, Bekesczaba, Oroshaza and Sopron, among others.

### **Extension of the project scope**

Two new activities have been added to the scope of work of RETRACK. The great amount of data and information gathered in RETRACK will be presented in a structured and corridor-based Knowledge Base. This Knowledge Base will be linked to other EU-wide transport information systems and will be designed in order to facilitate the transfer of information on rail freight corridors throughout Europe.

RETRACK gives a broader continental perspective by now aiming at the possible connection of the existing West-East European corridor onward to Russia and China through three alternative Eurasian rail routes: via the Trans Siberian corridor, via Kazakhstan and via the TRACECA corridor. Along these three routes feasibility studies will be conducted, which include assessing rail freight policy priorities and market developments in Russia and China, probing the potentials of linking the three Eurasia land-bridges to the RETRACK corridor, and investigating the feasibility of setting up rail freight services towards Russia and China, as well as the preparation of demonstrations.

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