



Improving European Railways

retrack

An Integrated EU-Project

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Editorial

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As we begin 2012, nothing seems to be certain anymore: crisis in the Eurozone, fears of a global recession and a double dip. No one knows what will happen. When the RETRACK pilot started in 2008, the first credit crisis had just begun. The original plans and views for RETRACK had to be changed, as forecasts lost their credibility and project partners their business. However, even in this difficult start-up period, the pilot became a success. New opportunities were sought and found. RETRACK's clearly defined objectives and some enthusiastic project



partners, in combination with flexibility and a small-scale and direct market approach, have all been major success factors. Therefore I think there are sufficient reasons to be confident about the final phase of RETRACK and the follow-up of innovative rail freight initiatives on pan-European corridors.

RETRACK is in its final phase. The official end date of the project is August 2012. Before this, we will have to work very hard in order to present the results we have promised to deliver. The main activities in the final year of RETRACK are focused on: enlarging the pilot base - by extending the number of services and clients; the development of the knowledge base and the research on the extension of the corridor towards Russia and China. Much effort is also to be put into the evaluation of the pilot and the project as a whole.

In this Newsletter you will find an overview of the project activities and the achievements of recent months: the Synthesis Workshop held in Mechelen; the demonstration pilot and the activity in Work Packages 12 and 13. I hope that by the end of 2012 we'll be able to look back on a successful project and to look forward to an economically sound future for the European economy in general and rail freight transport in particular.

RETRACK Synthesis Workshop 2011

On 4 October 2011 the fourth RETRACK Synthesis Workshop was held in Mechelen, Belgium. The interim results of RETRACK were

presented and discussed, together with the views and perspectives of the European Commission; suppliers and of users of rail freight services. The workshop was attended by representatives of the rail freight and logistics industries; research organisations; national authorities and the European Commission. The Commission expressed the need for all transport modes to co-operate and increase efficiency, since the use of fossil fuels will, in due course, reach its limits. Innovative rail concepts, on Trans-European corridors, will help to improve the compatibility of this transport mode. RETRACK is a good example of this approach.

The European shippers emphasise the importance of freedom of choice, with respect to traction provider/railway undertaking. The EU needs a perfectly functioning wagon load system to cope with the challenges ahead. Climate change, congestion and pollution are the main drivers for this need. Investment is needed, as are transparent pricing, booking and performance models. RETRACK seems to meet these requirements, as



"RailFreight Without Borders"
Budapest June 11 & 12th 2012

it matches the capabilities of rail transport to the demands of the market, in an entrepreneurial manner. A competitive, privately operated service is in place and accepted by the market; there have been no significant commercial counter measures from incumbents. Some external bureaucratic and management issues have still to be resolved following the start-up of operations, for example: border-crossing processes. On the basis of a successful demonstration pilot in terms of roles, responsibility, cost and revenue sharing, RETRACK can be replicated as a possible future model. There is a need for a more rapid build up to operations, if this model is to be re-cycled once a project is identified.

Finally may I welcome you to the RETRACK final conference in Budapest, all details on back page!

The RETRACK pilot: Operational excellence in practice

The RETRACK operation is a hub-based system consisting of fixed departures connecting the main hubs, supplemented by demand-driven antennae-trains from/to the respective hub. Retrack is explicitly designed to accommodate single wagons and wagon groups.

Operational Framework:

- Main western hub is Cologne-Eifeltor, which has a dedicated shunting team, tracks and a direct link to connecting private rail-systems for local/regional distribution (i.e. TP-Liner's "Tour de Ruhr"). Cologne

WHAT IS RETRACK?

The RETRACK project is applying an innovative rail freight service concept to the movement of rail freight across Europe. RETRACK is the "Reorganisation of Transport networks by advanced Rail freight Concepts". It is funded under the European Commission (EC) FP6 Programme. The project started in May 2007.



is supplemented by infrastructure in Rotterdam-Waalhaven.

- Main eastern hub is Győr, with connections to Sopron and to numerous external rail transport services
- Up to 6 private railway companies are involved in the execution of a RETRACK-train, supplemented by services of incumbents (exclusively in Eastern Europe).

Private Railways involved are normally:

- LTE Logistik (AT) (Member of Consortium)
- Central European Railways (HU) (Member of Consortium)
- Gysev (AT & HU) (external)
- Bräunert Verkehrsgesellschaft (D) (external)
- Rurtalbahn (D, NL & BE) (external)
- Mittelweserbahn (D) (external)
- Rotterdam Rail Feeding (NL, B) (external)

- Ethylenoxide, buten, sulphur dioxide, acrylnitril (RID), polyethylene, biodiesel
- White wine, vegetable oil,
- Aluminium oxide, aluminum slabs,
- New railcars & foreign locomotives (not licensed for operations in DE & AT)

Customers:

- Glencore, Cefetra
- Grillo, Sasol, Evonik, Rossi
- Nijhoff-Wassink, Zoltek, Rebes, Railco, BS-Logistik, Ford and others.

So, what is innovative about the RETRACK Pilot Train?

- The capability to accommodate “less than blocktrain” sized transports?: that has been there before...
- Border Crossing Rail Transport?: nothing new either...
- New Technologies employed in the rail operation?: for the pilot we are basically making use of already proven technology...

Commercial facts of RETRACK as of 30th Sept 2011

Planning

Three to four departures per week on the main run...

Commodities transported so far:

- Corn, soya pellets
- Automotive (spares & construction parts)

Rather, it is the approach of matching the capabilities of rail transport to market demands that really makes the difference!

The RETRACK Pilot is the only international wagon group rail product that is...

- privately operated
- strictly orientated to the needs of customers.

RETRACK Railway operators

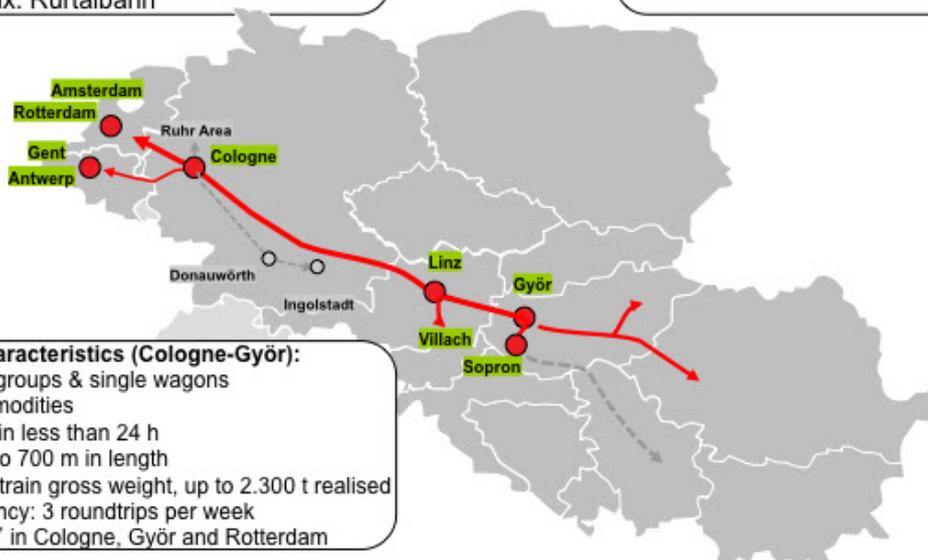
- Romania: various forwarders & railways
- Hungary: CER
- Austria: LTE
- Germany: Transpetrol
- Benelux: Rurtalbahn

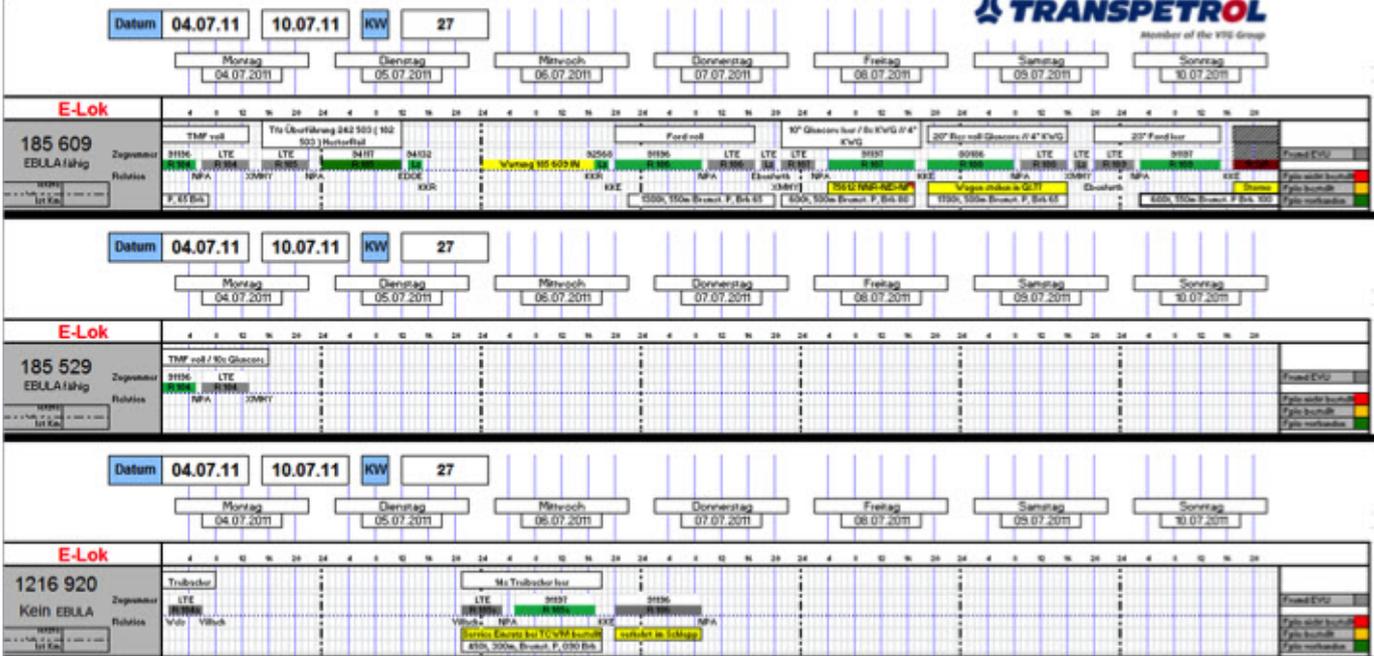
Role of Transpetrol:

- Train Operator & Sales
- Rail Operator Germany
- Coordinator between Retrack and the other Railnetworks of TP

Train Characteristics (Cologne-Győr):

- Wagon groups & single wagons
- All commodities
- Transit in less than 24 h
- 650m to 700 m in length
- 1.900 t train gross weight, up to 2.300 t realised
- Frequency: 3 roundtrips per week
- “Hub’ s” in Cologne, Győr and Rotterdam





The development of the RETRACK knowledge base

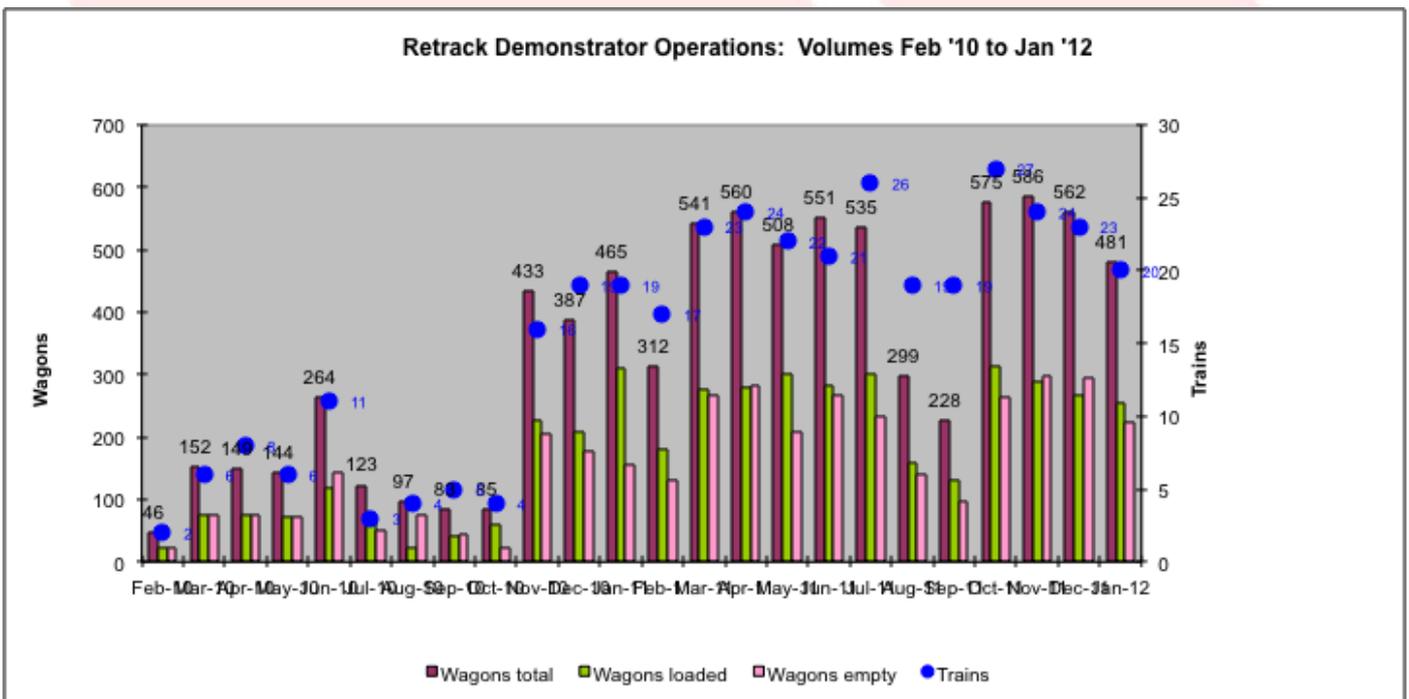
The objective of Work Package 12 is to develop a well-structured, comprehensive information system, with relevant data and information on rail freight, on the RETRACK corridor. The knowledge base will contain a combination of quantitative and tabular data on infrastructure supply; transport demand; environmental impact and others. A geographical presentation of the information will be included, as well as a document repository system that will contain policy and research documents on, for example, institutional and market conditions. The corridor will not be limited to the railway link between Rotterdam and Constanta, but will also include the regions along the corridor, plus national information of the countries involved. The RETRACK knowledge base will enable policy makers, at regional, national and European level - as well as users and suppliers of rail freight services - to obtain policy and business information on status, potential and bottlenecks of rail freight.

The knowledge base will be linked to the latest European Transport Information System: ETIS,+ allowing ETIS+ information to be incorporated into the RETRACK knowledge base and vice versa. An open design will be selected, enabling further development for other rail corridors in Europe. The plan is to have the design ready before March 2012, in order to have the knowledge base populated with data and information before the end of the RETRACK project, in August 2012. More information on the knowledge base can be obtained from TNO.

(Contacts: Paul van de Lande and Min Zhang.)

Other Rail Freight Research News SPECTRUM

SPECTRUM explores the market opportunities for the transport of time sensitive, low density, high value goods by utilising new and innovative rail concepts. A detailed design concept is likely to show a rail freight vehicle, capable of mixed running with passenger services, that is capable of accommodating the types of freight container unit required for the transport of TSLDHV goods. It is anticipated that one vehicle



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system demonstrator will be produced in order to validate the SPECTRUM solution.

The SPECTRUM project commenced on May 1st 2011 and the occasion was marked by a project kick off meeting held in Paris one month later. The project website has now been established, where much of the project content is now available and the foundation for the project - logistics and market analysis - from which conceptual designs will be developed during the course of 2012, has recently been completed.

MARATHON

Anticipating the modal shift from road to rail, which is the object of the recently published White Paper from the European Commission, the MARATHON project is aiming to improve the rail infrastructure productivity, reducing operating costs for making rail freight more competitive. The European Commission, together with the entire European rail Sector, recognises the need for creating a cost-efficient and highly productive rail freight market, as a central pillar for European sustainable mobility. The MARATHON project focuses on the existing infrastructure to realise this ambition.

The MARATHON project, through the adoption of innovative hardware/software and radio communication technologies, is to set an example for other European infrastructure managers and operators aiming at implementing longer, faster and heavier trains. Greater line productivity, EU standards and recognised safety rules are a step change towards greater rail effectiveness, delivering more sustainable and environmentally friendly logistics.

D-RAIL

D-RAIL focuses on freight traffic, identifying root causes of derailment of particular significance to freight vehicles. One key question that will be studied is how independent minor faults (such as slight track twist and a failing bearing) could combine to cause a derailment. D-RAIL will extend this study to include the expected demands on the rail freight system forecast for 2050, such as heavier axle loads, faster freight vehicle speeds for time-sensitive - low volume high value high speed services (LVHVHS) - goods, radically new vehicle designs, or longer train consists. Initially D-RAIL is investigating all of the available databases, including the ERA accident database, to determine the major causes of derailment. Derailment combined causes and costs are compared on a worldwide basis to assess the impact that freight train derailment has on the rail system. The D-RAIL project has derailment data from Russia, USA, and European countries and will shortly have access to Australian data. Alongside this data gathering initiative, D-RAIL is beginning to evaluate trends towards the railway freight system of the future; including European rail policy and the impact on freight operation and forward technologies. This research will produce a freight forecast and rolling stock breakdown to 2050.

TWIN HUB

The European (INTERREG NWE IVb) project "Intermodal rail freight Twin Hub Network Northwest Europe" is about making freight transport more sustainable and Europe more competitive, by implementing an innovative bundling concept. The core idea is for Dutch rail containers to use Antwerp trains wherever these are, or could be, strong in the market, and vice versa. In addition transport container use will be modelled and optimised between inland terminals and "west

seaports" (range: Zeebrugge – Amsterdam, potentially including Dunkirk) in joint instead of separate trains. The central bundling nodes are two hubs in or near the gravity points of the flows, namely Rotterdam and Antwerp. Each load unit in the Twin hub network visits one hub. In this approach, scale economies are generated by complementary cooperation between rail and terminal operators whilst allowing seaport competition and achieving scale economies and/or higher service frequency whilst still using direct bundling or single hub bundling where appropriate. The project's core is a pilot in which three rail operators demonstrate the concept in practice. A small part of the project is also devoted to transferability and infrastructure; addressing how the twin hub concept could be applied on a larger scale.

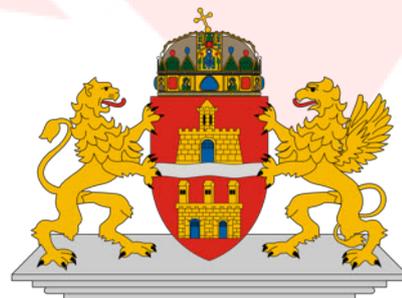
The preparation of the project took two years, and in October 2011, the European Commission decided that all state aid via the project was compatible with European market principles, and the last barrier to start the project was removed. The Twin Hub project had a kick off meeting on December 2011, and will end in the autumn of 2015. The first project year work is preparing the pilot, which will start in the second project year. The main preparations are to identify promising twin hub networks starting from an Origin-Destination matrix, the development of a bundling tool, the analysis of the modal shift to be expected in the pilot and a later phase and a business plan. When promising networks have been identified, the rail operators will choose one of them for the pilot, and make practical preparations like organising traction and negotiating train paths.

RETRACK Conference: "Rail Freight Without Borders"

June 11 and 12th in Budapest

The RETRACK project invites you to join a conference on "rail freight without borders", both a final summation of the RETRACK project's findings and successes and a launch event for synergy and interaction between the new research initiatives in this field. Hosted in the historic city of Budapest the event will run over two days and will appeal to policy makers, operators, researchers, infrastructure managers and potential customers of future rail freight. This free event will cover rail freight operations, policy, infrastructure, new concepts, longer remote controlled freight trains, shorter faster trains, refrigerated goods, synergistic hub planning and the opportunities to ship by rail through Europe-Asia to China by Siberia and TRACECA.

More details will follow in a few weeks, but for now **MARK THE DATES IN YOUR DIARY!**



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