

Improving European Railways

RETRACK: Setting up an innovative rail freight service between North Sea and Black Sea

Reorganising of Transport networks by Advanced RAIL freight Concepts



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retrack

An Integrated EU-Project

WHY RETRACK?

- ▶ Strong rail freight market crucial for socio-economic and environmental targets, within the EU and between the EU and surrounding countries
- ▶ European transport policy based on level playing field and fair competition
- ▶ Two decades of liberalisation in rail freight:
 - ▶ Emergence of new rail private operators
 - ▶ From marginal to major players
 - ▶ Incumbents fight back: mergers and acquisitions
- ▶ Concrete actions to support this EU policy: develop and demonstrate **new** rail freight services with **private** operators on selected **corridors**

RETRACK vision and objective



Vision

- ▲ To exploit business opportunities created by rail liberalisation, and intensification of co-modal and intra-rail competition

Ambition: Modal shift Road → Rail by having:

- ▲ Rail entrepreneurs to research and demonstrate how business expansion can be achieved by developing new service concepts which incorporate:
 - ▲ new business models
 - ▲ new management models
 - ▲ best technical means and concepts
- ▲ Detect both the opportunities and the barriers that foster/hinder seamless freight flow along the corridors

Main objective

- ▲ To develop, demonstrate and implement an innovative and market-tested (pilot) rail freight service along a East-West trans-European corridor, by a group of private railway companies

RETRACK PROJECT AT A GLANCE



FP6, Integrated Project, supported by DG MOVE

Project duration: May 2007–August 2012

Project Budget: app. 23 million Euro

13 Work Packages

14 consortium partners

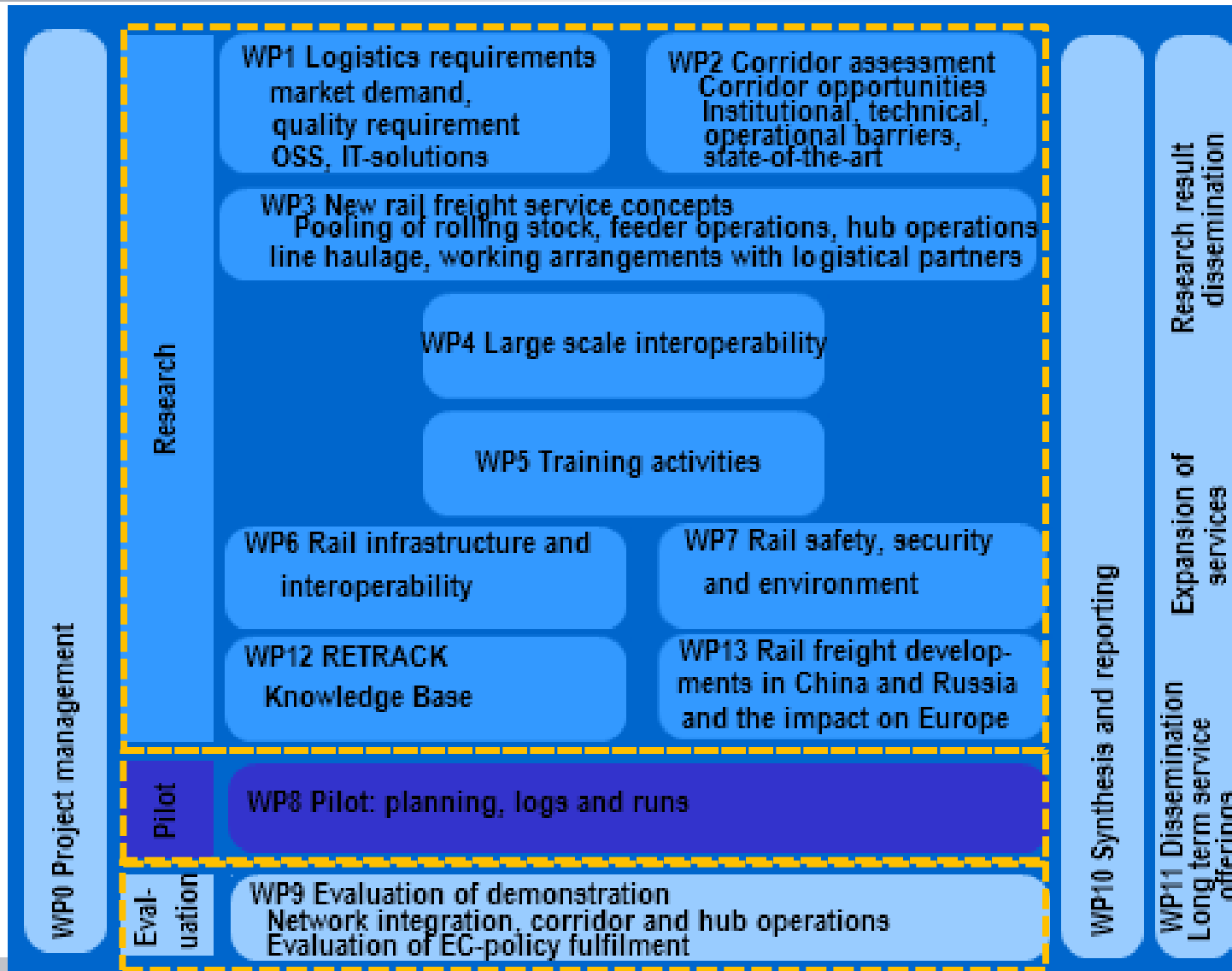
R&D/IT consultants:

Rail operators/
Railway companies:



• Consultants
• Architects
• Managers

RETRACK PROJECT STRUCTURE



RETRACK R&D results



- ▲ Inventory and assessment of logistic requirements and potential for rail freight in corridor
- ▲ A complete corridor assessment incl technical, operational, legal, institutional aspects and bottlenecks
- ▲ Assessment and evaluation of several business models and operational plans
- ▲ A sophisticated IT system for operation, control and communication developed and tested
- ▲ Assessment of interoperability issues along the corridor
- ▲ Safety and security issues along the corridor
- ▲ Evaluation methodology, plan and KPIs

Upcoming results:

- ▲ Outcomes of evaluation
- ▲ Knowledge base, to store data and information gathered
- ▲ Feasibility studies of Eurasian corridors

RETRACK PILOT results



Transported goods:

- Automotives
- Chemical,
- Agri-bulk
- Continental & maritime containers

Parties:

- TransPetrol: Rail operator
- Traction providers on main route:
 - TransPetrol: Cologne – Passau
 - LTE: Passau – Hegyeshalom
 - CER: Hegyeshalom – Győr



Train Characteristics:

- 600-740 m in length
- Up to 2.200 t (1800 ton)
- Frequency: 3x/wk.
- Transit time: 21 hours (16 hours)

Current challenges:

- Extend service to RO
- Infra. condition, charges in HU, RO
- High shunting costs
- OSS not working yet

First demonstration launched 27/02/10



RETRACK launches weekly train service Cologne - Győr

On February 27th 2010, RETRACK, a European research project, launched a weekly rail freight service between Cologne (D) and Győr (HU), carrying automotive products, agribulk and chemicals. Transpetrol, a leading provider of rail logistics services and member of the VTG Group, is the operator of the weekly RETRACK train. Two other RETRACK partners, LTE Logistik und Transport and Central European Railway provide the traction services. An interoperable multipurpose locomotive avoids unnecessary loco changes at the border stations, thus ensuring a seamless and fast service.

The train departs on Wednesday afternoon from Cologne and arrives 21 hours later in Győr. On Friday it returns to Cologne. The business model successfully integrates the specific logistic requirements for transport of cars, grain and chemicals into a service concept. The business model has been developed and will be demonstrated in the frame of RETRACK, a European research project on the demonstration of innovative rail freight concepts. RETRACK is being coordinated by TNO, the Dutch Institute for Applied Scientific Research and co-funded by the European Commission.

Consortium

RETRACK consortium includes the following organisations: Netherlands Organisation for Applied Scientific Research TNO (NL), University of Newcastle upon Tyne (UK), Deltarail (NL), Transportökonomisk Institut (NO), TCI Roehling - Transport Consulting International (DE), CER CENTRAL-EUROPEAN RAILWAY Transport, Trading and Service Co. (HU), SOPTIM AG (DE), LTE Logistik -und-Transport GMBH (AT), Transpetrol GmbH (DE), and SC SERVTRANS INVEST SA (RO).

Information for the press

Further information can be found on the RETRACK website www.retrack.eu.
Contact details are:

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SUCCESS FACTORS RETRACK



- ▲ **Market positioning and business model:**
 - ▲ New, non-TEN-T corridor
 - ▲ Large launching customer, stable growth with new customers
 - ▲ Private railway undertakings
 - ▲ Single wagon load and block train combined
- ▲ **Operational excellence:**
 - ▲ Flexibility
 - ▲ Balancing cargo flows
 - ▲ Information provision, tracking and tracing
- ▲ **Societal benefits:**
 - ▲ Sustaining the single wagon rail freight market
 - ▲ Contributing to the competitive position of rail transport
 - ▲ Supporting EU environmental and transport objectives

RETRACK: More information



Website: www.retrack.eu

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