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DG TREN**

**SIXTH FRAMEWORK PROGRAMME
THEMATIC PRIORITY 1.6
SUSTAINABLE DEVELOPMENT, GLOBAL CHANGE & ECOSYSTEMS
INTEGRATED PROJECT – CONTRACT N. TREN-06-FP6TR-SO7-69821**



Retrack

REorganization of Transport networks by advanced RAil freight Concepts

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1 Retrack Synthesis Workshop 2010: Retrack Demonstration Progress

RETRACK organized the Synthesis Workshop 2010, which was devoted to the communication of the achievements and activities within the Retrack project concentrating on the progress made in the demonstration activities and discussion of the results. This workshop has been organized within Work Package 10, task 10.3. It has also contributed to the dissemination of Retrack knowledge gained during 2010.

This deliverable provides an overview of the workshop. It includes the agenda, the outcomes, the list of participants and presentations provided during the event. The presentations are included in the Appendix, actual presentations are supplied as Microsoft Power Point files.

1.1 Agenda

Retrack Synthesis Workshop 2010: Retrack Demonstration progress

Agenda

Friday, 15 October 2010

LTE Logistik- und Transport GmbH

Niederlassung Wien
Am Concorde Park B1 – 21
A – 2320 Schwechat

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| Registration and coffee |
| Welcome & General Remarks Tom Zunder, Newrail |
| WP8 Pilot Demonstration: Report on the Demonstrator Ronald Mauck, Newrail |
| Demonstration Status and Future of the Pilot Michael Roggenkamp, Transpetrol GmbH |
| Financial Status of the Project Gerwin Zomer, TNO |
| Large scale interoperability: The Retrack IT-System Dr. Markus Brozio, SOPTIM AG |
| WP5 Roll Out Plan and Integration of WP4 and WP5 into WP8 Cees van der Moolen, Deltarail |
| Discussion and network drinks |

1.2 Outcomes

Welcome & General Remarks

Tom Zunder welcomes the attendees in general and especially those attendees who joined the demonstrator progress workshop for the first time. A round of personal introductions was held. Mr. Stoebke may replace Mr. Roggenkamp, who will leave Transpetrol soon. Mr. Végh replaces Mr. Kalotai of CER and will be assisted by Mr. Lange.

WP8 Pilot Demonstration: Report on the Demonstrator

Ronald Mauck, Newrail

In the presentation on Retrack pilot demonstration, Ronald Mauck has concentrated on operational performance of Retrack train. The number of trains per month, costs of the operation, coverage of operational costs per period have been presented. There were 3 loco failures out of 74 trips, resulting in technical reliability of 96%. In one case the train was cancelled, two other cases led to late replacements and subsequent delays. There were issues experienced with the performance of wagons, in total there were 165 grain wagon failures.

On the issue of train punctuality, all westbound trains arrived at the right day. The combination of a few hours of late departure and regular track closing times caused 6 delays a few hours long, of which 3 times in the Netherlands and 3 times in Germany. One eastbound train was more than 1 day late, 3 trains were almost 1 day late. The biggest delay was caused by the technical problems of the grain wagons. Second largest delay was caused by late loading in Cologne.

Due to the AVV, each railway company has to accept liability as long as it controls the wagons during its portion of the train journey. This has led to wagon inspections en route, which had been overcome in earlier years already. This resulted in additional time, effort and costs. The proposed solution is a contract between all traction providers to share the cost, wherever it occurs.

During the presentation a lot of discussion happened, in which other performance-related numbers have been stated. It was decided, that the reliability should be measured on the whole train, and not on logical increments, like portions which are performed by the same locomotive. As long as somewhere on the line a breakdown happens, the reliability is no longer 100 per cent, because at least one customer suffers. During the first 20 roundtrips and 3 single trips we had 3 locomotive breakdowns which totals to a reliability factor of 87 percent on roundtrips or 93 per cent on single trip measure.

Due to the AVV regulation the railway undertakings do accept liability for wagon repair once they have taken over the train. This leads to additional wagon inspections at handover points between railway undertakings. It was suggested to come up with a contractual agreement among the partnering railways to share the liability for the wagon damages in total and split the cost according to the share of total cost.

Demonstration Status and Future of the Pilot

Michael Roggenkamp, Transpetrol GmbH

Michael Roggenkamp has presented information over results of the pilot till July 1st, the situation with the damaged wagons, re-start of the pilot in week 42, operational, financial and organizational results. Further steps have been discussed.

During demonstration activities the grain wagons have been damaged on 2nd of July 2010, while the situation with the wagon owner, RSCO, is not clear. This results in a difficult contractual situation.

It is expected that the operations would re-start in the week 42, grain will be shipped from Eastern Hungary to Rotterdam (customer Glencore), containers will be shipped from Rotterdam to Győr (customer Nijhof Wassink), rail tank cars with chemical products will be restarted step by step (customer Grillo), movements for Ford from Cologne to Sopron and further on to Istanbul will be operated in separate trains.

The train has the length of 700 meters, with the gross weight in the range of 1900-2200 ton. There was 23636 ton transported in the period February 2010 till July 2010, which is an equivalent of 985 fully loaded trucks. The main route is still Cologne – Győr. Feeders west are Cologne – Rotterdam (grain), Rurtalbahn Cologne – Niehl (automobile), HGK Cologne – Duisburg (chemical), Chemion. Feeders east are Sopron – Istanbul (automobile), Proodos Győr – Szabadegyhaza (chemical), MAV Győr – Eastern Hungary (grain), CER.

It is concluded that grain for the East-West connection is essential to fill up the train. Train frequency is important: it is possible to minimize the loco costs if grain transport takes place twice a week.

After the disaster caused by the total failure of the grain wagons in the beginning of Juli, the solution for this problem will be effective in week 42/2010. The grain customer will supply some of his own wagons for Retrack traffic, plus some of the Romanian wagons will be soon replaced by wagons of the same type which have been freshly refurbished and inspected.

On 27.10.2010 Mr. Bertil Hylén will accompany our train Retrack027 eastbound. Transpetrol and CER will arrange for this and take care of Mr. Hylén. He has a contract with the EU commission to act as external project reviewer. He will judge the results of Retrack until the end of 2010.

Financial Status of the Project

Gerwin Zomer, TNO

The most important news for most of the attending parties was the information, that the 5th contract amendment was finally signed and submitted. It means, that ERSA can be employed in WP5, Soptim gained budget in WP4 and Ronald Mauck can be employed as subcontractor to Newrail in WP8.

Next, the 6th contract amendment will be submitted until mid of November.

Although there are still a few forms and signatures missing, the second accounting period which ended 30.04.2009 will be officially closed by November. Any open issues may be corrected in the third period which ended 30.04.2010. About one month after the official closing of year 2, year 3 will be submitted, which means December 2010. Since now the demonstrator is active, a lot more money is spent and it is getting more important to get the funding and pre-payment as early as possible.

Large scale interoperability: The Retrack IT-System

Dr. Markus Brozio, SOPTIM AG

Markus Brozio has reported on work that has been done during last year as well as on the next steps. There was a minor RMS update issued, including functional enhancements and

bug fixing. A successful proof-of-concept workshop has been organized on a cloud based communication solution. Together with Microsoft the feasibility of the “cloud” architecture have been shown. A cloud based Retrack solution would have the following benefits: no license fees for customers and railway undertakings, no additional hardware required - existing standard PCs connected to the internet are sufficient, available latest technology for Retrack, and scalability– simple integration of new Retrack trains and partners.

The next steps will include design and implementation of the Retrack Windows Azure solution, addition of the RIPS communication server to the existing LTE RMS system, enrichment of CIC-Functionality (On-Demand) and user training.

WP5 Roll Out Plan and Integration of WP4 and WP5 into WP8

Cees van der Moolen, Deltarail

Cees van der Moolen has presented conclusion over Retrack IT solution. The fact that SOPTIM is offering a possible development based on cloud computing to overcome IT system architecture barriers at the client side, may result in a different approach and an extra demand for training. The simulation data can be provided by CER and TP, however, the provision of data by LTE is uncertain at the moment. LTE does not need training, as it is currently using the RMS, but when CER will start using it, it will require training. Concerning ERTMS/ETCS driver training, only LTE will require training, as only LTE supplies train drivers.

In the ensuing discussion it has been concluded that Cees van der Moolen will find out when ERSA can actually start working, now that they are officially in the project by signature of the 5th amendment.

In the ensuing discussion has been centered on the *Integration of WP4 and WP5 into WP8*: the basis on which Soptim has worked so far has drastically changed. LTE has become the only user of the RMS software within the consortium. Now it makes not a lot of sense anymore to develop a method to communicate between different users all using the same base system. It was suggested by Tom Zunder to think of a messaging system solution between the RUs, one that may use TAF TSI and/or Freightwise Framework as the basis and which can continue to be used by the RUs after RETRACK ends. Markus Brozio stated, that the current version of RMS/RIPS can read/send XML files. It was decided, that Soptim should come up with alternatives within 2 weeks. It was stated, that according to the most current schedules WP4 does not need input from WP8 until 03/2011. WP5 does not need input from WP4 or WP8 before 7/2011.

1.3 List of participants

| | Name | Company |
|----|---------------------|-------------|
| 1 | Tom Zunder | Newrail |
| 2 | Botond Varga | LTE |
| 3 | Markus Brozio | Soptim |
| 4 | Gerwin Zomer | TNO |
| 5 | Philipp Stoebke | Transpetrol |
| 6 | Jens Lange | CER |
| 7 | András Végh | CER |
| 8 | Ronald Mauck | Newrail |
| 9 | Dewan Islam | Newrail |
| 10 | Michael Roggenkamp | Transpetrol |
| 11 | Cees van der Moolen | Delta Rail |

2 Appendix Presentations

The following is the list of Microsoft Power Point presentations shown during the workshop. The files form part of the deliverable as appendices.

1. 101015 WP8 Meeting Schwechat.ppt
2. RetrackViennall15102010.ppt
3. SOPTIM_101015_WP8-Vienna.ppt
4. WP8_WP5_Vienna_2010_10_15.ppt