

Intermediate synthesis workshop 2011 report

EUROPEAN COMMISSION 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

Deliverable no.	D. 10.4
Dissemination level	Public
Work Package	WP 10
Author(s)	Tariq van Rooijen
Co-author(s)	Paul v/d Lande
Status (F: final, D: draft)	F_23.11.2011
File Name	D10.4-Intermediate synthesis workshop 2011-Final-23112011.doc
Project Start Date and Duration	01 May 2007 - 31 August 2012



**REorganization of Transport networks by
advanced RAI freight Concepts**

www.Retrack.eu

Synthesis Workshop 2011: Minutes

Date: 4 October 2011

Venue: Best Western Gulden Anker, Mechelen (B)

Chairman: Paul van de Lande, TNO

Minutes: Tariq van Rooijen, TNO

Status: Draft V1



List of participants

Name	Organisation
Adriaan Roest-Collius	NEA
Andrea Tortajada	ITENE
Dewan Islam	Newrail
Emilie Martin	Permanent Representation of SNCF
Gonzalo Pérez Rodríguez	Atos Research & Innovation
Jochen Maes	Universiteit van Antwerpen
Johannes Marg	Transpetrol
Koen Cuypers	Haven van Antwerpen
Max Philips	Rail Cargo Information Netherlands
Menno Broere	Lemniscaat Consultants & Engineers
Olav Eidhammer	TOI
Paul van de Lande	TNO

Phil Mortimer	Newrail
Pierre Tonon	ERFA
Poul Grashoff	Demis
Prof. Waessara Weerawat	Faculty of Engineering, Mahidol University, Thailand
Ronald Mauck	Ronald Mauck
Ross Jackson	Newrail
Tariq van Rooijen	TNO
Tom Zunder	Newrail
Udo Sauerbrey	Railistics GmbH
Theodor Schlickmann	European Commission, DG MOVE
Wilfried Strothmann	Ministerialrat a.D. (previously DB System)

Opening and welcome

Paul van de Lande (TNO) opens the meeting and welcomes the participants. He explains the programme and purpose of the Synthesis Workshop.

Rail Freight Liberalisation in Europe; the EC policy perspective

Dr. Theodor Schlickmann of the European Commission (DG Move) gives an overview of the transport and rail freight policy development in Europe. The major challenge is the tight carbon budget for the transport sector. To meet this challenge, transport has to use less energy, use cleaner energy and exploit an efficient multimodal, integrated and 'intelligent' network. In the vision for rail transport for 2050 the use of rail for freight transport has almost doubled, all seaports are connected to the rail freight system and rail freight corridors are the backbone of the EU freight transport system. Administrative and regulatory barriers have to be removed, a 'Single European Railway Area' will be established. In the Recast proposal it is further elaborated which actions are needed to reach the ambitious policy objectives. Regulation 913/2010 is the most recent regulation that aims at the increase of rail freight's competitiveness and market share. A two-step corridor approach is selected: step 1 until 2013-2015 concerns the establishment of the corridors, step 2 is the development of permanent corridors, after 2015. RETRACK fits fully within this policy framework Mr Schlickmann has presented.

Introduction to the RETRACK project

Tariq van Rooijen (TNO), co-ordinator of RETRACK, gives an overview of the status of the different Work Packages of RETRACK. The project will reach its final stage next year. There will be a final conference in June 2012, the expected location will be Budapest. The success factors of RETRACK can be summarised as follows: the unique market positioning and business model, using single wagon in combination with block trains, run by private operators on a new corridor in Europe, in combination with operational excellence, using the maximum benefits of flexibility and balanced cargo flows.

The RETRACK pilot: operational excellence in practice

Johannes Marg from Transpetrol provides an overview of the pilot and the daily operating issues. Transpetrol is involved in it with its partners. The basis of the RETRACK operation is a hub-based system, with Cologne-Eiffeltor as its main western hub and Győr in Hungary as main eastern hub. Up to 6 private railway companies are involved in the execution of the service. At present, 3 roundtrips per week are offered, transporting a great variety of commodities, from corn, wine, aluminium and car parts to chemicals. More than 17 destinations are served. In 20 months of operation, 155.000 tons are transported in 274 (one way) trains. The main innovative aspect of RETRACK is its approach of employing the possibilities of rail transport to the market demands in an entrepreneurial manner.

The private railway undertaking's perspective

Mr Pierre Tonon is the new Secretary General of ERFA, the European organisation of private railway undertakings. Mr Tonon gives a presentation on the agenda of ERFA for the near future. The main market problems in relation to the liberalisation are highlighted: state aid still exists for incumbents,

no adequate separation of legislator, regulator and operator is taken care of in a number of EU-countries, there are still interoperability issues to be solved, the position of single wagon services is unclear, discrimination of private companies with respect to energy prices. Mr Tonon urges the Commission to speed-up the Recast agenda.

New opportunities: rail transport on the Eurasian corridor

Mr Adriaan Roest-Crollius of NEA presents the Work Package of RETRACK that is focused on the extension of the corridor towards Russia, Kazakhstan and China. The main goal is to identify the potential and promote trade and transport by rail between EU, CIS and China. Market research is being carried out, bottlenecks and barriers in the existing rail routes are identified and business cases for rail transport between Central Europe are being developed. A Memorandum of Understanding has been signed between the RETRACK consortium and the international association "Coordinating Council on Transsiberian Transportation", CCTT, in order to co-operate on the development of rail services connecting RETRACK with the Russian network.

The customer's views and demands

Mr. Phil Mortimer of Newrail gives two presentations on the customer's perspective. The first one is based on a survey among the RETRACK customers, the pilot experiences so far and the lessons learned. The main conclusion is that the project has achieved its objectives: A competitive privately operated services in place and accepted by the market, there has been no no massive commercial counter measures by incumbents. Still some external bureaucratic and management issues have to be resolved following start up of operations

(e.g. border crossing processing). RETRACK as a possible future model is able to be

replicated on the basis of a successful demonstration pilot in terms of roles, responsibility, cost and revenue sharing. There is a need for more rapid build up to operations if this

model is to be re-cycled once a project is identified.

The second part of the presentation of Mr Mortimer is based on the views of Mr Schaafstal of the European Shippers Council (ESC) on wagon load developments in Europe. This presentation fits perfectly well within the views and results presented before. The European shippers emphasize the importance of freedom of choice with respect to traction provider/railway undertaking. The EU needs a perfectly functioning wagon load

system for to cope with challenges ahead. Climate change, congestion and pollution are the main drivers for this need. Investments are needed, transparent pricing-, booking and performance models are needed. RETRACK seems to meet these requirements.

Forum Discussion on the interim results and follow-up

All, moderated by Tom Zunder, Newrail, Newcastle

Summary and closing of the meeting

Paul van de Lande closes the meeting and thanks the participants for their constructive input. He promises to send the presentations to all participants and to keep everyone informed on the progress of RETRACK.



**RETRACK Synthesis Workshop 2011:
*RETRACK moves on; the first results of innovative rail freight corridor
development***

Programme

Best Western – Gulden Anker Hotel
Ridder Dessainlaan 2
Mechelen, Belgium

10:00	10:30	Registration and coffee
10:30	10:40	Opening and Welcome Paul van de Lande, TNO, Delft
10:40	11:00	Rail Freight Liberalisation in Europe; the EC policy perspective Dr. Theodor Schlickmann, EC, DG Move, Brussels
11:00	11:15	Introduction to the RETRACK project Tariq van Rooijen, RETRACK co-ordinator, TNO, Delft
11:15	11:45	The RETRACK pilot: operational excellence in practice Johannes Marg, Transpetrol, Hamburg
11:45	12:15	The private railway undertaking's perspective Pierre Tonon, ERFA, Brussels
12:15	13:30	Lunch
13:30	14:00	New opportunities: rail transport on the Eurasian corridor Adriaan Roest-Crollius, NEA, Zoetermeer
14:00	14:30	The customer's views and demands Phil Mortimer, Newrail, Newcastle
14:30	15:30	Forum Discussion on the interim results and follow-up All, moderated by Tom Zunder, Newrail, Newcastle
15:30	15:45	Summary and closing of the meeting Paul van de Lande, TNO, Delft
15:45		Network drinks



