



Improving European Railways

retrack

An Integrated EU-Project

No. 2 - June 2008

EDITORIAL



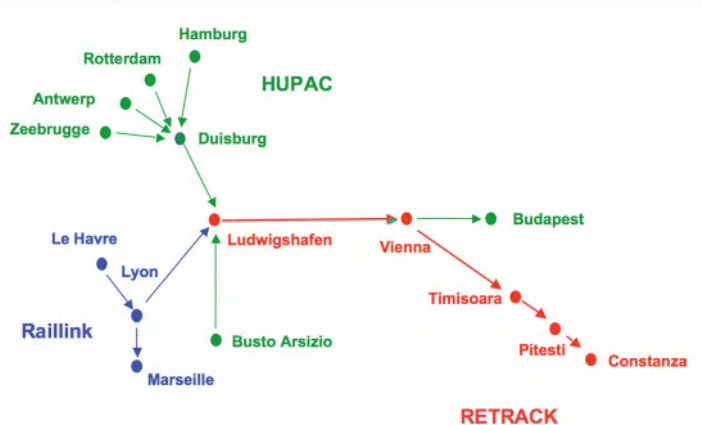
The first year of RETRACK is coming to an end. We have almost finished the research work that was necessary for preparing the pilot demonstrator. This covered logistics requirements (WP1), state of the art (WP2) and new railway concepts (WP3). In this preparatory work it was shown that all signals are on “green” for the demonstration. There are enough market opportunities and technical solutions to support this development.

In the area of Project Management a number of important meetings were attended. Most important were the General Assembly and the Workpackage leaders’ meetings on 7th and 8th February 2008. Also during this period two additional contract amendments were sent to the Commission.

More evidence of our progress is the demand for the trainpaths for RETRACK, which was filed at the one-stop-shop in Germany and with the RNE in Vienna. We have also sent a supporting letter to the infra managers with the message that a RETRACK trainpath was requested and that this is supported by the Governmental Advisory Board. In the RETRACK project we have established this Governmental Advisory Board, which consists of representatives of DG-Tren along with the Rail Regulators and Ministries of Transport of the countries along the corridor. A very productive meeting of the Governmental Advisory Board was held on the 14th February 2008. The meeting showed that a concrete demonstration is a productive way to discuss the challenges that the development of rail freight services face.

In the meantime our corridor concept has evolved from a single corridor to a network, in which Duisburg, Vienna and Ludwigshafen play an important role, as can be observed in the figure at the top of the next column.

Arnaud Burgess



REPORT FROM THE GENERAL ASSEMBLY

In February, at the General Assembly meeting in Budapest, several of the recent RETRACK milestones were presented. The presentations were on the work of the consortium members in the first year of the project. The milestones highlighted in these presentations included political alignment along corridor countries to prioritise the RETRACK rail corridor and cooperation between various rail operators to coordinate services along the corridor.

Political alignment along rail corridor

One of the presentations in Budapest showed the work of the Governmental Advisory Board, which includes members from all the countries along the corridor (The Netherlands, Germany, Austria, Hungary and Romania). In an earlier meeting in Vienna, several potential political barriers were broken down. The work of the Advisory Board makes rail modality a priority for the transportation of goods across Europe. Potential barriers include issues of border crossing, language, international training and tracking and tracing.

Cooperation between private rail operators

Another presentation in Budapest focused on the work of private rail operators. These rail operators have joined forces to make the running of a trans-European rail service possible. In order to realize this service, private rail companies (European Bulls, Rail4Chem, Transpetrol, LTE, CER and Servtrans) have joined

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 and will run for four years.



their resources to fund, promote and physically operate the trains along the corridor. This working together of nationally oriented private railway undertakings in a trans-European context is a unique selling point of the RETRACK project.

PILOT DEMONSTRATOR OF THE NEW RAIL FREIGHT SERVICE

A report from Michael Roggenkamp of Transpetrol

The first appointments have been fixed with potential customers for the train from Ludwigshafen to Constantza via Vienna as well as an additional link to two Romanian inland terminals.

In the first step, we want to implement the train to Pitesti via Timisoara and in the second step we plan to add the link in the direction of the Black Sea coast. Furthermore, we have finished the second study trip within Romania and have visited several more container terminals as well as the border crossing stations Curtici and Episcopia.

In addition, we have arranged the next steps with our potential customers. One idea is to connect the new train with existing container systems to achieve synergy on the same lines. It is much more important to develop the RETRACK axis to a European wide network between the West and the South-Eastern parts of Europe.

Ultimately, we will have a connection from the Western ports, the Ruhr area and South Western Germany via Vienna to Slovakia, Hungary and Romania including the link to the port of Constantza.

The next steps are to present our potential customers with what RETRACK offers and to convince customers of the advantages of the project.

POLISH LOGISTICS KONGRESS, PÓZNAN

The RETRACK project was represented at the Polish Logistics Kongress in Póznan, May 7-9th 2008. Tom Zunder, Dewan Islam, Volker Plöchl and Johanna Ludvigsen staffed a stand displaying newsletters and brochures. The Kongress is the major Polish logistics event organised by ILIM and was attended by over 700 delegates.



Kjell Werner Johansen of TOI at PLK2008

RETRACK AT PROMIT WORKSHOP

RETRACK gave a presentation at the Promit (Promoting Innovative Intermodal Freight Transport) Workshop in Southampton on the 15-16 May. This was entitled "Successful

Cooperative Intermodal Transport Strategies and ICT Systems" and both the presentation and the concept were well received.

RETRACK ORGANIZES TRANS-EUROPEAN RAIL FREIGHT SEMINAR

The first annual Trans-European Rail Freight seminar is planned for 3 September, 2008 and will be held in Delft, the Netherlands. The focus of the seminar will be on the challenges of organizing innovative rail transport. Topics will include the current status of state rail developments in the Netherlands, promoting rail transport in the Netherlands, logistics requirements for rail services in Europe from a client perspective, European rail infrastructure state of the art and trans-European business models.

Key attendees at the seminar will come from the Dutch Ministry of Transport, rail shippers, trans-European shipping agencies and academics from across Europe. Everyone is invited to register for this new rail seminar and to bring a contribution to the discussion on how to make trans-European rail freight transport a success.

AGENDA	
Welcome and Introduction to the RETRACK Project	Arnaud Burgess, TNO, The Netherlands
Rail transport in the Netherlands - the current state	Brigit Gijsbers, Ministry of Transport, The Netherlands
Promoting rail transport in the Netherlands	Max Philips, Rail Cargo, The Netherlands
Logistics requirements for Rail Services in Europe from a client perspective	Gerwin Zomer, TNO, The Netherlands
Logistics requirements from a transport operator view to use rail for freight transport in	Dutch transport operator
Rail corridor assessment: Technical evaluation of the route obstacles and opportunities	Phil Mortimer, NewRail, Newcastle University, UK
Competitiveness of the RETRACK Rail Freight Service - Outcomes from the first year of WP3 work	Kjell Werner Johansen, TOI
Presentation of the RETRACK Pilot	Michael Roggenkamp, Transpetrol, Germany
Collaborative Planning in Rail transport	Semir Husagic, Soptim, Germany
Round Table Discussion	
Register by sending your name and contact details to: Registration@retrack.eu	

RETRACK CONTACT DETAILS

For further information, please visit our web site at www.retrack.eu or contact us:
 RETRACK, Arnaud Burgess, TNO, PO Box 49, 2600 JA, Delft, The Netherlands
 Email: Arnaud.Burgess@tno.nl +31 15 269 6903
 Helpdesk: Karen McTigue +44 7875 006836

