



International Rail Freight Workshop with TEN-T Demonstration Train 19-20 October 2021

D.T3.2.8 / D.T2.3.9

Documentation
01 2022

Introductory remark:

On 19 and 20 October 2021 CORCAP project partner GYSEV organized two events adjacent to each other:

- On Tuesday, 19 October, GYSEV arranged an International Rail Freight Workshop in Sopron
- On Wednesday, 20 October, it operated the TEN-T Demo-Train, as the first 740 m long freight train on the Sopron – Budapest line. Two passenger coaches attached to the train allowed participants to travel with the train.

Both events formed part of the Interreg-project CORCAP – Capitalising TEN-T corridors for regional development and logistics – and were registered as official Year-of-Rail-events by the European Commission.

We have chosen to document in this report both events together, since they were closely related to each other and in many cases joined by the same participants.



International Rail Freight Workshop

19 October 2021, Sopron

(D.T3.2.8)

The International Rail Freight Workshop organized by GYSEV took place on Tuesday, 19 October 2021. The venue for the event was Hotel Sopron.

The event gathered many high-level representatives, i.a. from the European Commission, the Hungarian Ministries for Innovation and Technology, the Hungarian Ministry for Foreign Affairs, stakeholders from the rail sector, including several European Rail Freight Corridors, CORCAP Project Partners and others.

At the workshop TEN-T Coordinator **Prof. Péter Balázs** from the European Commission (DG MOVE) outlined the objectives of the currently on-going revision of the policy framework for the Trans-European Networks for Transport. He emphasized in his keynote speech the need for the rail freight sector to better adapt to market demands and customer expectations, emphasizing in particular the need for timely deployment of the TEN-T minimum infrastructure standards, which include the requirement to allow the operation of 740 m long freight trains on the Core Network by 2030. He also highlighted the indispensable role of rail freight for being able to meet the ambitious targets of the European Green Deal, with the objective of reducing CO₂-emissions by 55% until 2030 and reaching carbon neutrality by 2050.

Mrs. Szilvia Mogyorósi, Head of Department at the Hungarian Ministry for Innovation and Technology, highlighted in her welcome address the strong engagement of Hungary in the EU Rail Freight Corridors and mentioned various important investments into the railway infrastructure in Hungary in order to eliminate bottlenecks, increase capacity and allow more efficient rail freight operations. She also underlined that a future V4-high-speed line in Hungary can help to free up capacity for freight on the conventional network, allowing the rail system to accommodate expected growth in both passenger and freight traffic.

Mr. Szilárd Kövesdi, CEO of GYSEV, noted in his welcome speech the fact that GYSEV, after having hosted the Connecting Europe Express just a month earlier, now engaged again with the CORCAP-Workshop and TEN-T Demo Train an important international railway event, proving the strategic value, which GYSEV attributes to the development of European rail freight, Rail Freight Corridors and the TEN-T network.

Mr János Boda, CEO of GYSEV CARGO, which was providing the locomotive for the train, emphasized in his welcome speech the importance of taking measures to increase the competitiveness of rail freight, which must include as key elements the realization of economies of scale – in particular through longer trains – and the full exploitation of the potential of digitalisation and automation in rail freight, two fields in which GYSEV CARGO strongly engages in.



Dr. Ludwig Scharmann from the Saxon Ministry for Regional Development in Germany – the Lead Partner in the project - gave the audience a comprehensive introduction to the CORCAP project, presenting the different Pilot Actions carried out by the Project Partners. He also stressed the importance of better integration of transport planning and spatial planning and the contribution of the CORCAP-project to bringing together experts, stakeholders and decision-makers from these fields.

Further speakers giving valuable insights into different aspects addressed by the project and presenting views of its stakeholders were **Mrs. Mosóczy**, Head of International Relations at GYSEV, Member of the Management Board of RFC Orient/East-Med and Chair of the Management Board of RFC AMBER, **Mr. Balogh**, Corridor-One-Stop-Shop-Manager of RFC OEM, **Mr. Kontor**, Sales Expert at GYSEV CARGO, **Mr. András Nyíri**, Director of Operations at Rail Cargo Hungaria and Spokesperson of the RFC Railway and Terminal Advisory Groups, **Mr. Saske** from the EGTC Dresden – Prague, **Mr. Macák**, Planner at the Institute for Spatial Planning in Slovakia, and **Mr. Nestler**, Executive Director of the company LUB-Consulting.

Dr. Troche, Managing Director of RFC AMBER and Senior Advisor for International Projects at GYSEV, moderated the event and gave also a presentation with an overview over potential small-scale low-cost measures aimed at improving the conditions for rail freight in the Hungarian and adjacent sections of the corridor and improving the interconnectivity with other corridors.

A Roundtable with all speakers, addressing questions from the audience, concluded the workshop, which gathered around 40 participants from seven countries (Hungary, Germany, Czech Republic, Slovakia, Slovenia, Belgium and Norway) and five EU Rail Freight Corridors, besides the Orient/East-Med, Amber and Rhine-Danube corridors, which pass the region, also from RFC Alpine-Western Balkan and RFC Scandinavian-Mediterranean, proving the close exchange and cooperation taking place between different corridors and demonstrating the broad international attention, which the CORCAP-project receives.



TEN-T Demonstration Train

20 October 2021, Sopron – Budapest

(D.T2.3.9)

On the day following the International Rail Freight Workshop, GYSEV in cooperation with GYSEV CARGO operated on Wednesday, 20 October 2021, the TEN-T Demo-Train as the first 740 m long freight train on the Sopron – Budapest railway line. Project partners and stakeholders, including Representatives of the European Commission, the Hungarian Ministry for Innovation and Technology and from various EU Rail Freight Corridors and partners were able to accompany the train in two passenger coaches attached to it.

The TEN-T Demo-Train was the first 740 m long freight train on the 216 km long Sopron – Budapest line, promoting the TEN-T target standard for freight lines on the TEN-T network. Operationally the train was classified as „simplified test train”, which was a pre-condition for allowing attachment of two coaches for passengers.

The train departed from the Sopron marshalling yard. A bus transfer from Hotel Sopron was organized and participants had before departure the opportunity to visit the yard control tower and the adjacent intermodal terminal. On board the train a light lunch was served in the two passenger coaches attached to it. The operation of the TEN-T Demo-Train was also reported in the evening news of the regional television.

A Networking Dinner in Budapest, organized by the German and Hungarian partners in the CORCAP project allowed all participants to conclude the second day in a pleasant atmosphere.

The feedback received during the Workshop and the experiences gathered from the TEN-T Demo-Train confirmed earlier preliminary findings of the project and will feed into further analyses by the parties concerned. The aim is to provide better conditions for more efficient and competitive rail freight on key routes for freight, with a particular focus on enabling the operation of longer trains.

A concrete outcome of the analyses carried during the Pilot Action is, that GYSEV could identify suitable time windows for longer trains on its network, which will allow it to offer together with the partner infrastructure manager MÁV and the Hungarian rail capacity allocation office VPE train paths with extended train length from Budapest to border stations at the Hungarian Western border. This will be gradually implemented following the procedures for international coordination of timetables.

Timetable:

The figure below shows the official timetable of the train. As can be seen the train had a departure time from the Sopron marshalling yard at 10:30 and an arrival time to Budapest-Kelenföld at 13:46, giving an average speed of 65 km/h; the maximum speed was 100 km/h. After the platform stop at Kelenföld, which was reached on time and where the passengers got off, the train continued to



Budapest-Ferencvaros, where the passenger coaches and additional freight wagons were detached from the train. The total distance covered was 216 km.

8

			29301[29301] EPR						7						
			Közl.: 2021.X.20-án						72						
			VPE: 2021/403063/0												
3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9
							0.0	Sopron-Rendező — ^					10	30	
							1.3	Sopron-Rendező keleti e	*	3				33	40/40
							9.4	Fertőboz — ^	*	7				40	
							6.5	Pinnye — ^	*	5				45	
							6.8	Fertőszentmiklós — ^	*	6				51	
							2.2	Petőháza — ^	*	2				53	
							3.5	Fertőendréd — ^	*	3				56	
							8.6	Kapuvár — ^	*	9	11	05	11	09	
							8.7	Rábatamási — ^	*	9				26	100
							6.6	Csorna — ^	*	6				32	100
							8.8	Kóny — ^	*	8				40	
							5.3	Enese — ^	*	5		45		49	
							7.5	Ikrény — ^	*	7				56	
							7.7	Győr-GYSEV nyugati élé	*	7			12	03	
							0.6	Győr pvh. 8+34 szelvény		1				04	
							0.8	Győr — ▽	*	1				05	
							1.1	Győr-Rendező — ^	*	3	12	08	12	08	
Menettartam: 1 ó. 38 p. 85.4 km															

1

			[29301]29301 EPR						7						
			Közl.: 2021.X.20-án						72						
			VPE: 2021/403063/0												
3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9
							0.0	Győr-Rendező — ^				12	08	12	08
							2.0	Győrszentiván elág. —	*	2				10	
							5.7	Győrszentiván —	*	4				14	
							9.2	Nagyszentjános — ^	*	6				20	
							10.2	Acs — ^	*	7				27	
							9.1	Komárom — ^	*	6				33	
							0.8	Komárom-Rendező — ▽	*	1				34	
							7.3	Almásfűzitő felső — ▽ ^	*	5				39	
							3.2	Almásfűzitő — ▽	*	2				41	100
							8.8	Tata — ^	*	6				47	100
							10.3	Tatabánya — ^	*	7		54	13	06	100
							5.2	Tatabánya elágazás —	*	4				10	
							6.9	Szárliget —	*	5				15	
							11.1	Bicske —	*	7				22	
							9.9	Herceghalom —	*	6				28	
							7.9	Biatorbágy —	*	5				33	
							7.6	ISG ipv. kiág. —	*	5				38	
							4.0	Budaörs —	*	3				41	
							5.6	Budapest-Kelenföld —	*	5	13	46	14	22	
							5.8	Ferencváros —	*	10	14	32			80/80
Menettartam: 2 ó. 24 p. 130.6 km															



Train composition:

The train was a regular freight train, which was extended with additional freight wagons and two passenger coaches for the accompanying project stakeholders. The official train composition list (see the excerpt below) shows the train composition and detailed train data. As can be seen, the train was composed of 45 wagons (including the two passenger coaches) and had a gross weight of 1.141 t; the document confirms a train length without locomotive of 720 m and the total train length (including locomotive) of 739 m.

The train was hauled by a modern electric Vectron-locomotive from GYSEV CARGO, decorated in a special livery advertising the environmental friendliness of rail transport.

TEHERVONAT VONATTERHELÉSI KIMUTATÁS													3/1. oldal 2021/10/20 09:39				
Győr-Sopron-Ebenfurti Vasút KCSATSZ0050/V/T Ács Katalin Vonzatszám: 29301 / 00 Indító áll.: Sopron Rendező		Mozdonyvezető: Bolla Hildegard Horváth Róbert 2021/10/20 Sopron Rendező				403063/2021/00/0000				Átmenet: Határ átmenet: 8199 5546			Cél áll.: Győr Rendező				
Alkalmazott féknev: Gyors működésű																	
Leggyakoribb fékberendezés:																	
Tényleges fékszálalék: 105%																	
Vonathossz(f) M: 720M																	
Vonat teljes tömege: 1141T																	
Elegy tömeg: 1052T																	
RID: IGEN																	
FK: NEM																	
Legalacsonyabb sebességű jármű: 100																	
Utolsó kocsi: 37-84-7933521-8																	
Vont.jármű: VO 2143 918061938372																	
Öntömeg: 89000																	
Vnv. áll.: G																	
Féksúly: 57 +																	
Kézi féks.: 45																	
Sor	Kocsiszám	Sorozat	Tengely	F	Hossz	Tl	ÖNT	T O M E G			Magy.	Seb.	Felad. áll.	Rend. áll.			
RID	Kód	Vsz	O.cs.	Név	R	Ü	a	cm	cm	ÖNT	RKT	ELT	Bárca	FKT	KFT	Imp.	Kodifikáció
Eng. szám																	
1.	51-43-1033002-2	Ap			--	P	2450	1470	41000		41000	46	14	1900	140	Cellődmölök	Szombathely
2.	51-43-1033001-4	Ap			--	P	2450	1470	41000	4000	45000	46	14		140		
3.	21-43-2462017-5	Hbbillns			--	P	1550	900	16700		16700	16	22	12300	100	Subotica	Sopron
4.	21-43-2462008-4	Hbbillns			--	P	1550	900	16660		16660	16	22	1230	100	Wulkaprodersdorf	Sopron
5.	21-43-2462004-3	Hbbillns			--	P	1550	900	16550		16550	16	22	1230	100	Wulkaprodersdorf	Sopron
6.	21-43-2462018-3	Hbbillns			--	P	1550	900	16770		16770	16	22	12300	100	Subotica	Sopron
7.	21-43-2462002-7	Hbbillns			--	P	1550	900	16770		16770	16	22	12300	100	Subotica	Sopron

KÖRNYEZETRE VESZÉLYES FOLYÉKON																	
	37-84-7933521-8	Zacens			--	P	1636	902	26180		26180	27	21	5546	100	Gross Schwechat	Brazi
RID	3082	9															
KÖRNYEZETRE VESZÉLYES FOLYÉKON																	
44.	33-84-7933365-4	Zacens			--	P	1586	900	24280		24280	27	21	5546	100	Gross Schwechat	Brazi
RID	3082	9															
KÖRNYEZETRE VESZÉLYES FOLYÉKON																	
45.	37-84-7933521-8	Zacens			--	P	1586	902	23980		23980	27	21	5546	100	Gross Schwechat	Brazi
RID	3082	9															
KÖRNYEZETRE VESZÉLYES FOLYÉKON																	

Ösz. kocsi: 45			Rak. teher: 0			Öres teher: 43											
Ösz. teng.: 166			Rak. Ltg.: 0			Öres Ltg.: 158											
Öntömeg: 1048			Rak. tömeg: 4			Elegy tömeg: 1052											
Jmú fzt tom: 72			Fikt tömeg: 1201														
Kfék%: 7.0			Kfkd tömeg: 74			Kfktz tömeg: 960											
Vonath(f): 720M			Vonath(frg): 739M			Járműhossz: 19M											

A fékpróba elvégzése:																	
Fékpróba típusa: <i>ST</i> helye: <i>Sopron Rendező</i> állomáson, befejezés időpontja: <i>2021</i> év <i>10</i> hó <i>20</i> nap <i>9</i> óra <i>45</i> perc																	
Fékpróbát végző neve: <i>Szalagy Gyula</i>																	

Figure: Train composition list (excerpt)



Memory certificate for participants:

A memory certificate in A4-format was handed over to all participants during the train journey (example see below).



Figure: Example of the memory certificates handed over to all passengers.



Publicity and media coverage

The events – both the workshop and demo-train – qualified as Year-of-Rail-events and were pre-announced by the European Commission on its website:

https://europa.eu/year-of-rail/events/corcap-workshop-international-rail-freight-ten-t-demonstration-train_en

A news release about the events was published on the website of the AMBER Rail Freight Corridor:

https://rfc-amber.eu/news/read/longer_trains_on_rfc_amber_first_740_m_long_tent_demotrain_between_sopron_and_budapest

A photo gallery accompanied the news release:

https://rfc-amber.eu/gallery/album/20_October_2021_-_Longer_trains_on_RFC_AMBER_-_first_740_m_long_TEN-T_Demo-Train_between_Sopron_and_Budapest

RFC AMBER also reported about the event in its E-Newsletter, sent out to a wide range of recipients across Europe.

The international railway publication „Railway PRO” reported about the event as well:

<https://www.railwaypro.com/wp/740m-freight-pilot-train-launched-on-amber-rfc/>

(The article also appeared in the printed version)

A further news article appeared on the international news site PortSEurope:

<https://www.portseurope.com/rfc-amber-trials-longer-trains/>

In Hungary an almost three minutes long report from the workshop and the Demo-Train was shown on 20 October in the evening news of the regional television programme (from 4:45 until 7:25):

<https://www.youtube.com/watch?v=NziCNKqhV90>

A report also appeared on the website of the media channel:

<https://www.sopronmedia.hu/cikkek/740-meter-hosszu-tehervonat-indult-sopronbol-budapestre>

The event was reported in several Hungarian publications, i.a. in Világ Gazdaság and Magyar Gazdaság (World Economy / Hungarian Economy):

<https://www.vg.hu/vilaggazdasag-magyar-gazdasag/2021/10/sinre-tettek-a-kozel-egy-kilometer-hosszu-probavonatot>

Another report appeared in the Hungarian rail sector magazine / news site IHO:

<https://iho.hu/hirek/extra-hosszu-vegvesvonat-kozlekedett-szerdan-sopronbol>

Naturally, the event was also reported about in the social media channels of GYSEV:

<https://www.facebook.com/gysevcargo/> (see release from 20 October 2021)

Photos



Photo 1: Keynote speaker Prof. Péter Balázs (TEN-T Coordinator) from the European Commission at the CORCAP-Workshop on 19 October in Sopron.



Photo 2: Roundtable at the CORCAP-Workshop.



Photo 3: Locomotive hauling the CORCAP Demo-Train, before departure at the Sopron marshalling yard.



Photo 4: Group photo in Sopron with the participants of the train journey.



Photo 5: The train in Sopron; before arrival of the passengers.



Photo 6: Regional television filming at the departure of the train



Photo 7: The Demo-Train on the GYSEV-line between Sopron and Győr.



Photo 8: Train destination sign in one of the doors of the passenger coaches.



Photo 9: A light lunch was served on board.



Photo 10: Overtaking of the Demo-train by a regional passenger train at an intermediate station (Szárlliget)



Photo 11: The Demo-Train at an intermediate stop.



Photo 12: Arrival of the train to Budapest-Kelenföld station.



Photo 13: The entire train in Budapest-Kelenföld (Note: The locomotive and first wagons of the train are hidden by the platform roof to the left in the picture)



Photo 14: The train leaves Kelenföld station, after the passengers have disembarked, to continue its journey across the Danube bridge to Budapest-Ferencváros.



Participants

International Rail Freight Workshop + TEN-T Demonstration Train

CORCAP Workshop / Stakeholder Meeting and TEN-T Demo-Train

19 / 20 October 2021



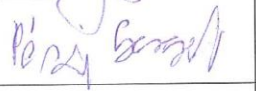
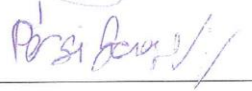
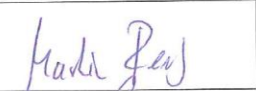
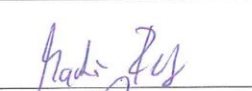


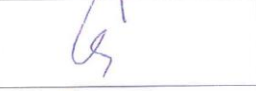

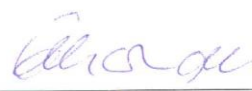



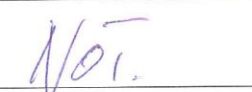



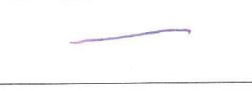
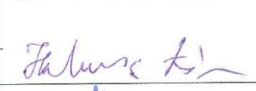
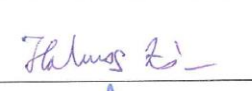
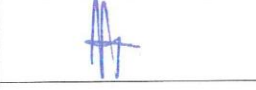

Participants List

	Family name	First name	Organisation	Signature	
				Tuesday, 19 Oct 2021	Wednesday, 20 Oct 2021
1	Adamecz	Csaba	MÁV-START Zrt.		
2	Balázs	Péter	COM		
3	Balogh	József Ádám	VPE Kft.		
4	Berényi	János	KTI		
5	Bobál	Dávid	HUNGRAIL Hungarian Rail Association		
6	Boda	János	GYSEV Cargo		
7	Brunner	Zsanett	Freeport of Budapest		
8	Danielzyk	Rainer	ARL-Akademie für Raumentwicklung		—
9	Elstner	Vojtěch	KORDIS JMK		
10	Farkas	Gyula	Rail Cargo Hungaria		—
11	György	András	Ministry of Foreign Affairs and Trade		
12	Halinka	Péter	West-Pannon Nonprofit Ltd.		
13	Hanus	Július	Institute of Spatial Planning		
14	Háry	Márk	GYSEV		



15	Hódosi	Lajos	HUNGRAIL Hungarian Rail Association		
16	Kadabra Kadraba	Jan	Regional Authority of the Ústí Region	Kadub	Kadub
17	Kamps	Godehard	Landesdirektion Sachsen	Godehard	Godehard
18	Käufler	Felix	Saxon State Ministry for Regional Development	F. Käufler	F. Käufler
19	Kontor	Péter	GYSEV Cargo	Munk Rite	Munk Rite
20	Koops-Árvai	Zita	Rail Freight Corridor Rhine-Danube	Koops-Árvai	Koops-Árvai
21	Kövesdi	Szilárd	GYSEV	Szilárd	Szilárd
22	Lengyelne Kerekes	Ágnes	GYSEV	Lengyelne Kerekes	Lengyelne Kerekes
23	Lévai	Zsolt	KTI	Zsolt	Zsolt
24	Macák	Ľubomír	Institute of Spatial Planning	Macák	Macák
25	Mareš	Josef	Regional Authority of the Ústí Region	Josef Mareš	Josef Mareš
26	Markava	Maryia	KORDIS JMK a.s.	Markava	Markava
27	Mogyorósi	Szilvia	ITM	Szilvia	Szilvia
28	Mosóczi	Andrea	GYSEV / RFC OEM	Mosóczi	Mosóczi
29	Németh	Béla	GYSEV	Németh	Németh
30	Nestler	Steffen	LUB Consulting GmbH	Nestler	Nestler
31	Nyíri	András	Rail Cargo Hungaria / RFC11 TAG/RAG	Nyíri	Nyíri
32	Ozster	Vilmos	KTI Institute for Transport Sciences	Ozster	Ozster



33	Padoy	Alexis	COM		
34	Pécsi	Gergely	MÁV Magyar Államvasutak Zrt.		
35	Polonsky	Filip	IPP (Inštitút priestorového plánovania, o.z.)		
36	Reents	Martin	INFRASTRUKTUR & UMWELT		
37	Rovšnik	Miloš	Alpine-Western Balkan RFC		
38	Saske	Henrik	EGTC		
39	Scharmman	Ludwig	Saxon State Ministry for Regional Development		
40	Troche	Gerhard	GYSEV / RFC AMBER		
41	Tsesmetsis	Kosta	ScanMed RFC		
42	Varga	Mátyás	MÁV-START Zrt.		
43	VÖRÖS	ATTILA	MAGYAR VASÚT MAGAZIN		
44	HALMOS	ZÓRA	NYUGAT-PANNONIAI MÉRT		
45	MACÁK	LUBONĚR	IPP (Inštitút priestorového plánovania, o.z.)		
46					
47					
48					
49					
50					