



Project ZEUS



Project of cooperation of 14 European freight railway companies



Subject: Examination of operation of Cross border freight trains



*SEETO working group railway and intermodality
23 June 2006, Belgrade*



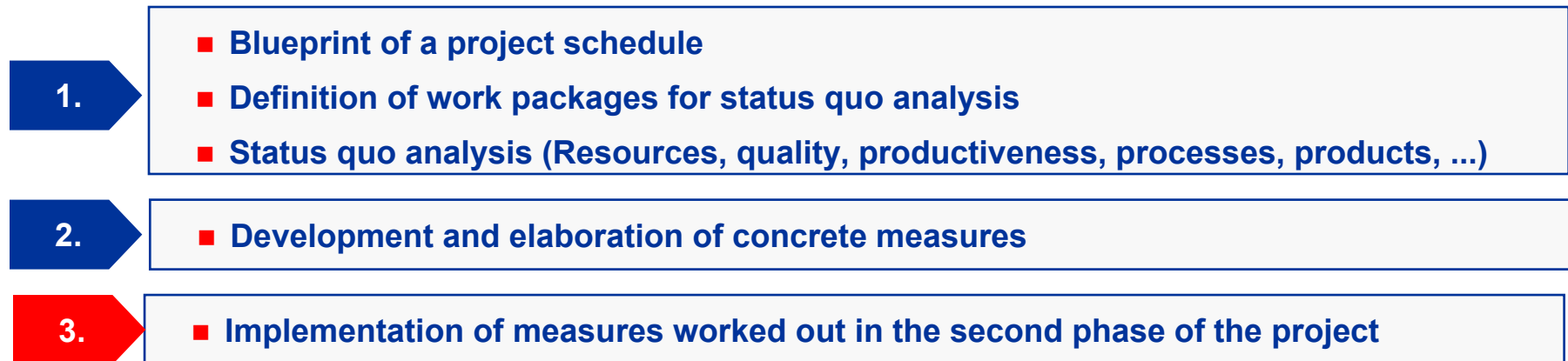
1. Basis of the project

- a. Memorandum of Understanding
(20th September 2003)
- b. Focus of work:
Corridors IV and X on the basis of the
Trans European Rail Freight Network (TERFN)

2. Background, objectives and milestones

| Project background | Objectives |
|--|--|
| <ul style="list-style-type: none">■ Alignment of general production rules■ Harmonisation of different IT interfaces■ Harmonisation of various operational rules for international trains | <ul style="list-style-type: none">■ Growth of the volume (general objective)■ Quality optimisation■ Productivity improvement■ Improvement of information flow |

Phases / Milestones



The project supports the expected growth of rail freight traffic between the middle- and south european traffic axis

3. Organizational structure

Steering Committee (Directors of freight transport of railways involved)

| | | | | | |
|----------------|-----------------|------------------|----------------|-------------------|-------------------|
| Railion | Klaus Kremper | SŽ | Alojzij Vidmar | CFR MARFA | Liviu Bobar |
| MÁV | Tamás Kozak | BDŽ | Pencho Popov | ŽS | Dragica Mandic |
| ČD | Oldřich Mazánek | GYSEV | Tibor Józán | RCA | Ferdinand Schmidt |
| HŽ | Ratko Almer | TCDD | Ibrahim Çelik | ZSSK Cargo | Peter Klinka |
| OSE | Leonidas Moshos | CFARYM/MZ | Stojan Naumov | | |

Core project team (Project managers of railways involved)

| | | | | | |
|----------------|-------------------|------------------|--------------------|-------------------|-------------------|
| Railion | Frank Weppner | SŽ | Dejan Ban | CFR MARFA | Ioan Petrica |
| MÁV | Szilárd Neuschl | BDŽ | Krassimir Anguelov | ŽS | Marko Stjepanovic |
| ČD | Josef Matějovský | GYSEV | Norbert Körös | RCA | Reinhard Wallner |
| HŽ | Tomislav Brlic | TCDD | Hülya Çilgi | ZSSK Cargo | Jan Levický |
| OSE | Stavros Avramidis | CFARYM/MZ | Trajko Debnikov | | |

Operative Teams (train coordinators and processors of railways involved)

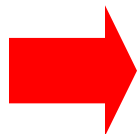
4. Status quo and next steps

Status quo

- The project was started in the first quarter of 2004
- Goals of the project, organizational structure, participants as well as a milestone plan were defined
- A status quo analysis was elaborated in the course of three work packages
- For a concrete investigation selected trains were chosen
- Concrete actions to improve the quality of the selected trains were elaborated

Next steps

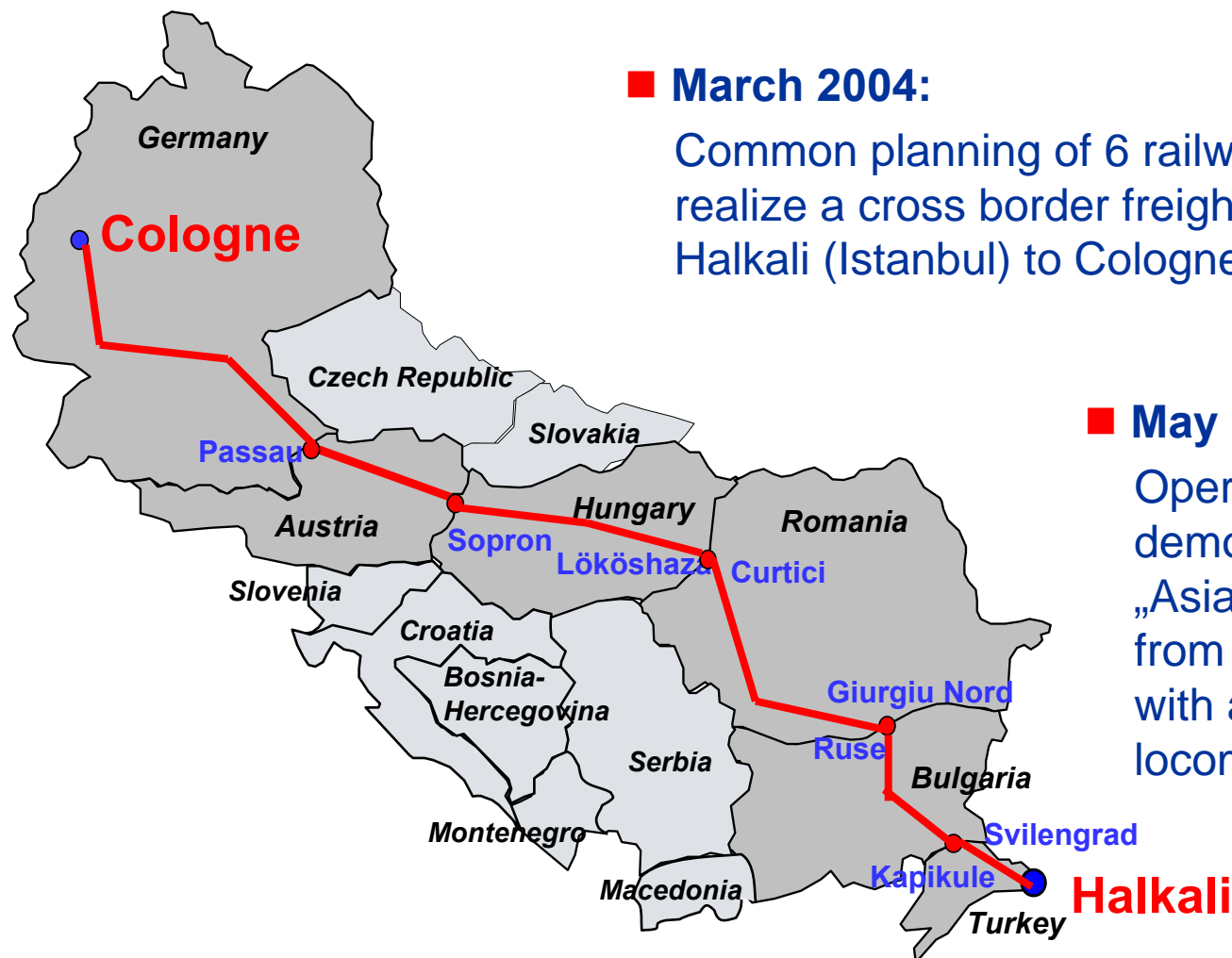
- Realization of actions was started at the end 2004 and to be continued in 2005/2006
- Special further steps:
 - Analysis an optimization of border processes → Elaboration of sample processes and realization step by step
 - Increase of trust trains
 - Development and implementation of quality handbooks for selected trains
 - **Examination of operation of cross border freight trains**



The project analyzes the current transport performance, identifies potential options for improvement and determines concrete actions

5. Examination of operation of cross border freight trains

→ Previous activities



5. Examination of operation of cross border freight trains

→ Objectives

Asia-Europe-Express Halkali - Cologne



- Demonstration of the technical possibility to operate a train from the Bosphorus to Germany without changing of locomotive
- Detection that train traffic could be faster (3.5 days) and more reliable than road traffic (currently 6 days on average)
- Pilot for a new product of transport with high quality, operated by the railway undertakings from southeast to central Europe
- Shift of traffic from road to rail on the corridor from middle to southeast Europe to improve the modal split in favor of rail

5. Examination of operation of cross border freight trains

→ Reasons for interoperable operating and further procedure



- To face up to the competition of road and to improve the modal split in favor of rail, now it is necessary to install the interoperable traction of the AEE as a regularly, cooperative, high-quality train product of the participating railway undertakings
- The engine industry is prepared to go in advance for producing interoperable locomotives and to offer favorable conditions on easy terms

- Regarding this situation Railion like to win the European Commission, the participating ministries and the railway undertakings to support the approach of operation with interoperable multi current locomotives (MCL).
- To increase interoperable train traffic, finally we want to come to a common understanding regarding the use of MCL

