

# PRESS RELEASE



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## **CREAM connects Northsee and Bosphorus with seamless railfreight services**

Since January 1<sup>st</sup> 2007 25 companies and research institutes are working on improving the international rail freight transport on the European Mega-Corridor between the BeNeLux countries and Turkey as well as Greece.

Due to the enlargement of the European Union and the increasing distribution of industrial production sites in recent years this corridor is counted one of the trans-European axis with the highest growth potential in freight transport. It is planned to develop and demonstrate multiple seamless and road-competitive relations in rail freight and intermodal transport.

According to the market requirements of the logistics industry new offers will be developed for the entire corridor as well as for parts of it between economic centres, e.g. in Germany and Romania. The involved partners expect to achieve a modal shift from road to rail of about 200 million tonne-kilometres during the three year project.

The partners are carrying out the works to achieve this ambitious target in the framework of the CREAM-Project, which is supported by the European Commission, Directorate-General for Energy and Transport (DG TREN), in the framework of the 6<sup>th</sup> Framework Programme. The European Commission has selected the project because it builds bridges between different European regions and transfers best-practices for seamless rail freight services to the new Member States and Candidate Countries.

The companies engaged in CREAM have proved in recent years that this formula works. Based on that know-how the CREAM-Partners intend to increase the reliability and sustainability of rail freight services on this corridor by developing and demonstrating a comprehensive corridor quality management system for the entire corridor.

In order to assure a high effectiveness towards this primary target the system shall be supported by a couple of R&D (Research and Development) components. Among others the following is foreseen:

- advanced business - and innovative train production models to attract different target markets,
- interoperable rail traction by multi-system locomotives and improved border crossing procedures,
- alternative routings using „motorways of the sea“,
- development of an advanced train monitoring system allowing railways customers real time information,
- innovative technologies for the transport of temperature controlled cargoes and semi-trailers in unaccompanied intermodal transport.

The project is managed by the German consultancy companies HaCon, Hanover and KombiConsult, Frankfurt am Main.

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The kick-off meeting involving all project participants took place upon invitation of HaCon and Railion Deutschland in Mainz, Germany, on January 15/16 2007.

The acronym CREAM is standing for: 'Customer-driven Rail-freight services on a European mega-corridor based on Advanced business and operating Models'.

Frankfurt am Main, January 15, 2007

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## **Quick Facts:**

Project Management: HaCon, KombiConsult

Budget: 24.9 million Euro

Partners:

HaCon Ingenieurgesellschaft (Co-ordinator)

Balnak Logistics Group

Betuwe Route Exploitatie Maatschappij (BREM)

Bulgarian State Railways - EAD

CFR Marfa - Romanian National Railway Company for Rail Freight Transportation

Delft University of Technology / OTB Research Institute

Hellenic Railways

Hungarian State Railways Corporation

Intercontainer Austria

Knorr-Bremse Systeme für Schienenfahrzeuge

KombiConsult

Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr

Lokomotion Gesellschaft für Schienentraktion

Macedonian Railways

National Technical University of Athens

Rail Cargo Austria

Railion Deutschland

Railion Nederland

Rail Traction Company

Serbian Railways

Slovenian Railways

Stinnes AG (DB Logistics)

Transport Route Wagon (TRW)

Turkish State Railways

Union Internationale Des Chemins De Fer

**Project web-site: [www.cream-project.eu](http://www.cream-project.eu)**