

Project Newsletter #4



Rail4Regions is an Interreg Central Europe project aiming at improving the access to the European rail freight networks. Twelve project partners develop solutions to optimise regional rail lines and access points and create action plans to encourage the uptake of their solutions in regional development plans.

Photo above: (c) Ante Klecina

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Join our series of webinars in Spring 2024

The transnational collaboration in the Rail4Regions project is led to some first results which we are sharing online in a series of webinars which are open to any stakeholder or professional working in the field of rail freight transportation.

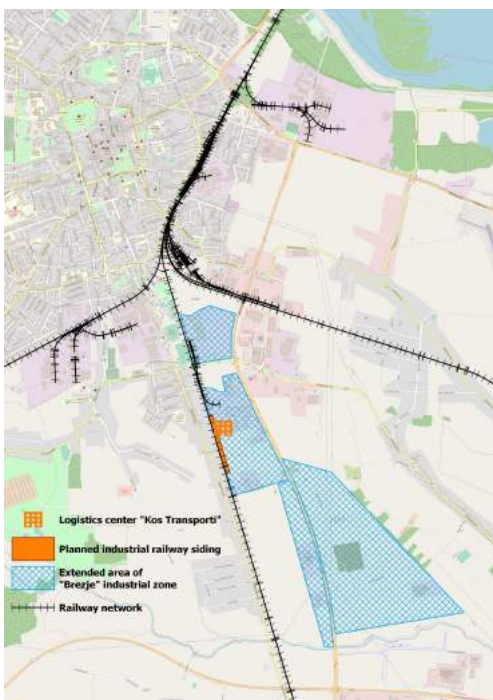
- 14 March 2024, 10 a.m. "Regional loading points in selected regions in Central Europe" (on Zoom)
- 20 March 2024, 10 a.m. "Challenges of single wagonload transport in Central Europe" (on MS Teams)
- 27 March 2024, 11 a.m. "Assessment of external effects of the local freight transport system" (on MS Teams)
- 16 April 2024, 10 a.m. "Use of Industrial sidings for rail transport of large volumes" (on MS Teams)

All times CET. Please visit our website for links to join these events online.



In Varaždin (HR), efforts are underway to connect the Brezje industrial area to the freight rail network

The extension of the „Brezje” industrial zone is a strategic project of Varaždin City and Varaždin County. The primary project objective is to establish a connection between the existing logistics centre and the „Brezje” industrial zone with the existing railways R201 Zaprešić – Zabok – Varaždin – Čakovec and R202 Varaždin – Koprivnica – Virovitica – Osijek – Dalj. With the mentioned railway routes, at Zaprešić and Koprivnica railway stations, the logistics centre would have a connection to the Mediterranean Corridor.



Some company sidings already exist. There is a strong interest in adding industrial sidings on a private company plot of Kos Invest/Kos Transporti. Kos is one of the largest logistics operators in Central Europe, and it is looking for a possibility of extending their business on rail freight transport. A multimodality development would therefore receive substantial private investments. An existing project documentation outlines the implementation of two container loading points with two industrial sidings measuring 385 m in useful length.

Pictures above show the industrial area and the existing rail infrastructure; (c) Varaždin županija

Following the secession from the organisation of the Hungarian State Railways Zrt., the company commen-

Meet our partners: Rail Cargo Hungaria

ced its independent operation in 2006 as MÁV Cargo Zrt.

After its privatisation in 2008, when Rail Cargo Austria AG, the railway carrier subsidiary of ÖBB acquired 99.9% of the shares, the company continued its activities, entering a new phase of development and continued its operation under a new company name, as Rail Cargo Hungaria Zrt.

Rail Cargo Hungaria, Hungary's leading rail freight carrier, offers innovative solutions in the field of rail logistics. With its wagon fleet suitable for the transport of all types of goods, the company transports over 20 million tonnes of goods every year. Thanks to its nationwide presence, Rail Cargo Hungaria provides services for customers throughout Hungary, regardless of whether single wagons or block trains are concerned.

Rail Cargo Hungaria is committed to increasing the quality and volume of the rail freight transport. With its extensive experience in the field of single wagon transport, the company provides important and indispensable services for the customers. In the RailRegions project, Rail Cargo Hungaria shares its expertise and contributes by leading the project's Single Wagonload Working Group.



And what else?

Partners of Rail4Regions are currently working in smaller groups who are tasked to review existing good practices and to elaborate novel solutions for the revitalisation of feeder lines, the use of industrial sidings, the promotion of single wagon transport as well as the enhancement of the loading point infrastructure. Furthermore, the elaboration of a White Paper summing up the findings of the project's analysis of user cases, rail freight bottlenecks and stakeholder expectations is progressing swiftly.

Rail4Regions

<https://www.interreg-central.eu/projects/rail4regions/>

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