PRIME

Platform of Rail Infrastructure Managers in **Europe**

PRIME Digital subgroup

June 2021

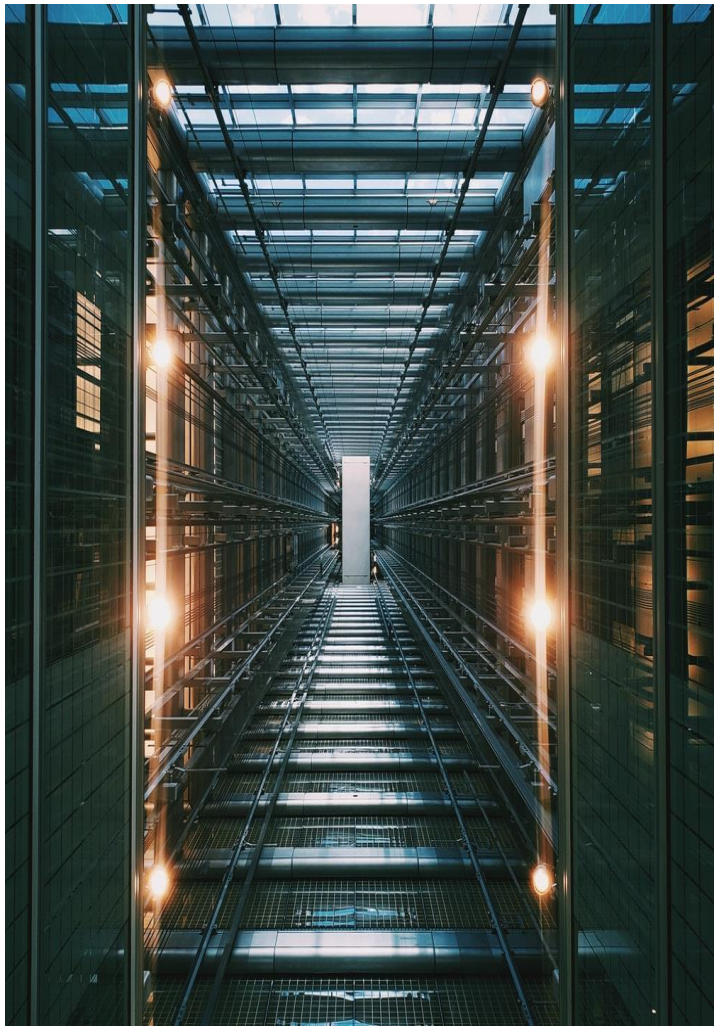
PRIME Digital Subgroup Status Report

Railway is the backbone for the transport sector to achieve the objectives of the green deal

Digitalisation is one of the main enablers for a more competitive railway and harmonised Europe processes

Increasing railway capacity and efficiency is possible via

Building new Railway Tracks/Stations	Optimisation and digital Solutions
• Solving capacity issues • Long Term development • High financial needs	• Optimising capacity • Short term development • Less financial needs



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PRIME Digital Subgroup: Three digital enablers for a better railway

Digital Infrastructure Information

To check interdependence between European Reference Files as RINF, TAF and TAP TSI and Rail Facility Portal.

One common digital rail infrastructure platform.
From planning to operation
From building to maintaining.

Digitalisation of Capacity Management

European wide capacity strategy and a digital capacity model including already capacity restrictions (TCRs).

Available capacity should be offered on short term European wide. Based on the **Timetable Redesign Project (TTR)** project

Digital Train Information

Real-Time information about the position of the train, locomotion and wagon (container) with reliable forecast information.

Combination with train composition and first and last mile information.

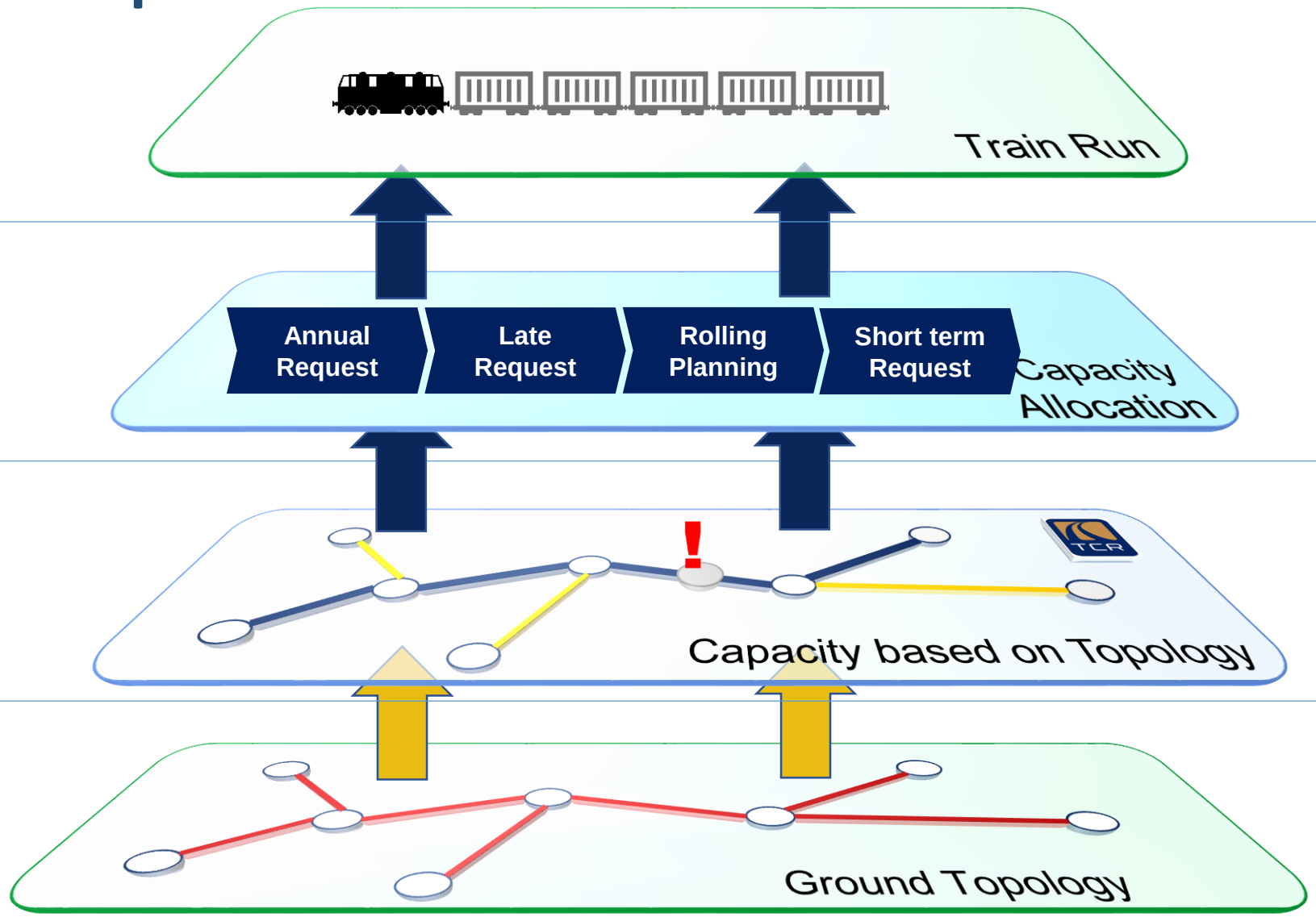
High Level IT Roadmap

TIS
- Digital Train 2.0
- Train Performance Management

PCS
- PCS Mandatory Interface
- Capacity Broker (Ad-Hoc Request)

TCR
CIS
- European Capacity Model Tool
- Capacity Supply

CIP
CCS
- Digitalisation of the Network Statement
- Rail Facilities Portal
- Digital Infrastructure Data Big Data 2.0



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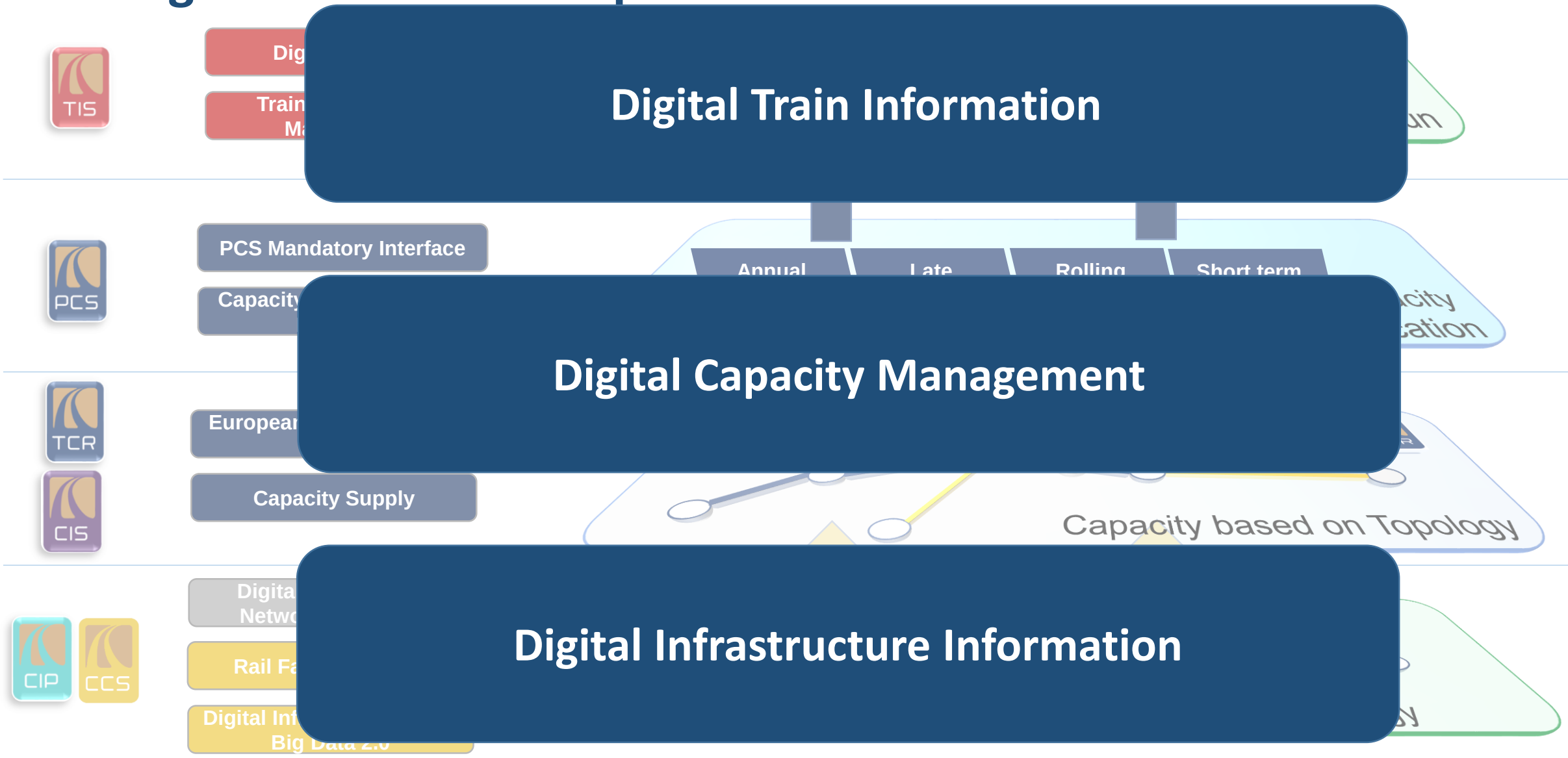
High Level IT Roadmap



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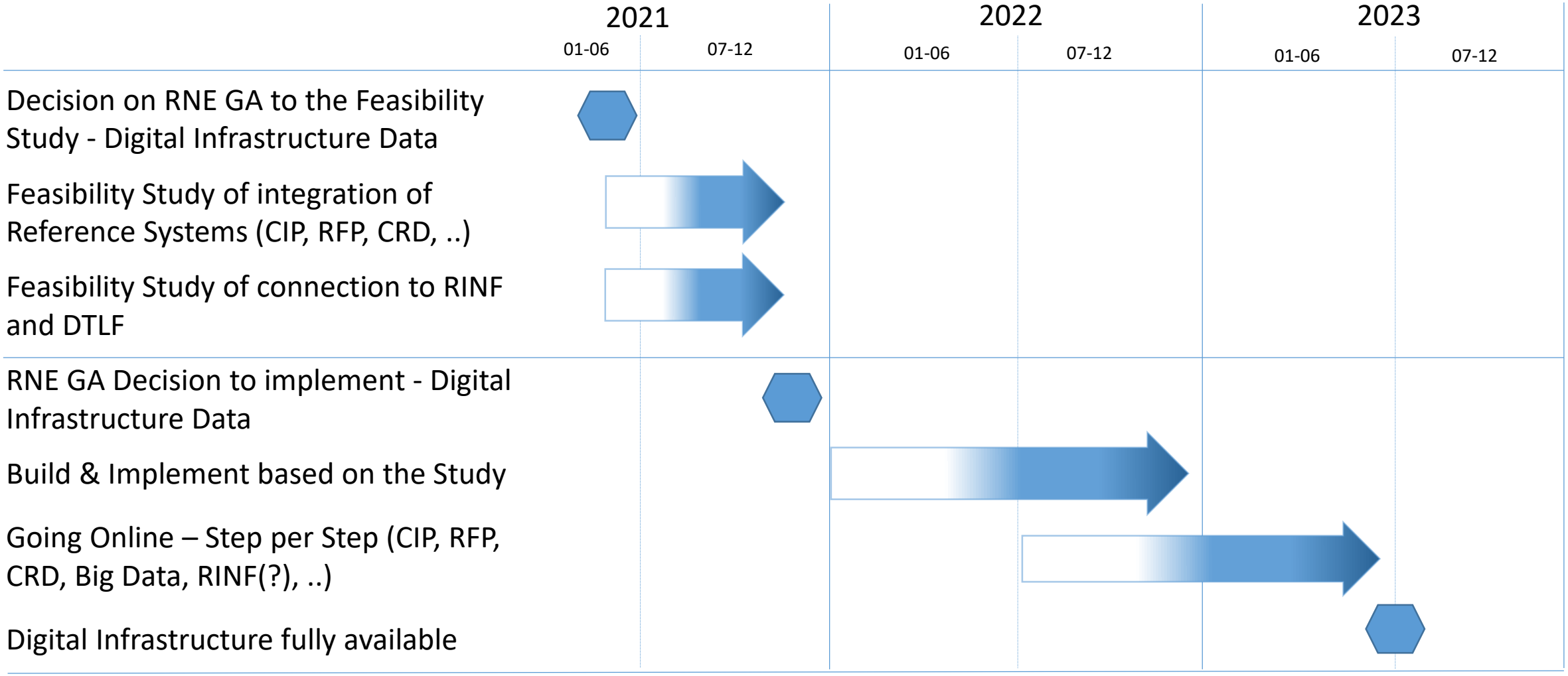
Estimated Timeline – Digital Infrastructure Data



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Digitalisation of Capacity Management

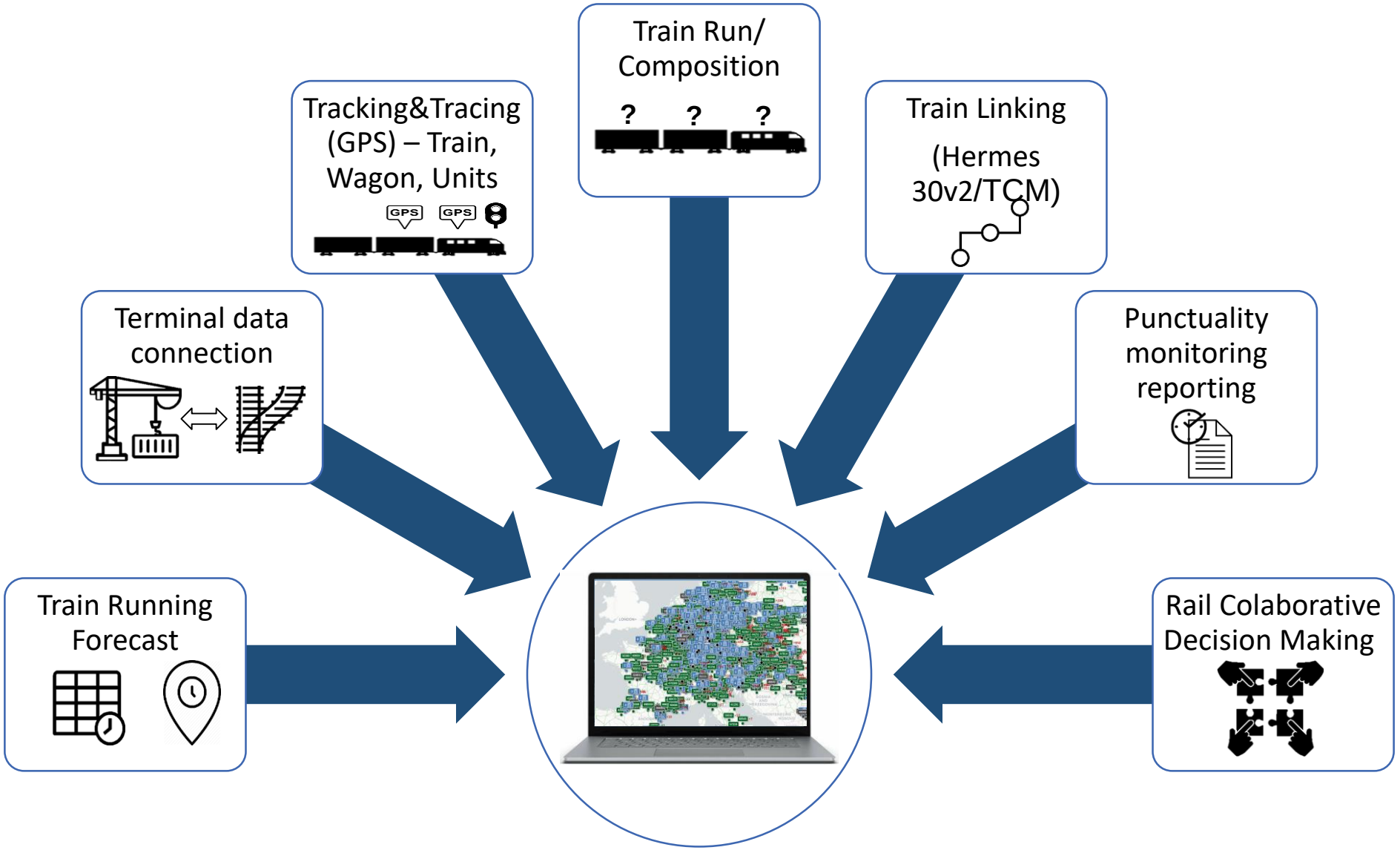
- **Capacity Model:** National and international harmonised capacity model to secure reliability, consistency and stability capacity planning.

- **Temporary Capacity Restrictions:** TCRs are important to keep rail infrastructure in the best possible shape and allow safe operation. However, badly coordinated TCRs are a destabilising factor when planning capacities and timetables. TCRs have to be coordinated and published.

- **Annual Capacity/Path Request:** Early annual path request for stabile traffic. Train requested during the annual path request are good harmonized. Nevertheless, the big majority of the freight trains are re-planned or canceled later.

- **Short Term Capacity/Path Request:** There is a high demand to request harmonised international capacity on short notices. International short-term requests are very common in freight transport but unfortunately not well coordinated between the IMs.

Digital Train Information: Tracking and Tracing



Do you have any question?