PRIME Digital Subgroup

2022

PRIME Plenary
24 November 2022

PRIME Digital Subgroup

PRIME participating IM's:

- BLS (Switzerland)
- CFL (Luxemburg)
- DB NETZ (Germany)
- EVR (Estonia)
- Infrabel (Belgium)
- Infraestruturas de Portugal (Portugal)
- OBB (Austria)
- PKP PLK (Poland)
- PRORAIL (Netherlands)
- RFI (Italy)
- SBB (Switzerland)
- Slovenske železnice (Slovenia)
- SNCF Réseau (France)
- SZCZ (Czech Republic)
- VPE Rail Capacity Allocation (Hungary)
- ŽSR - Železničné telekomunikáci
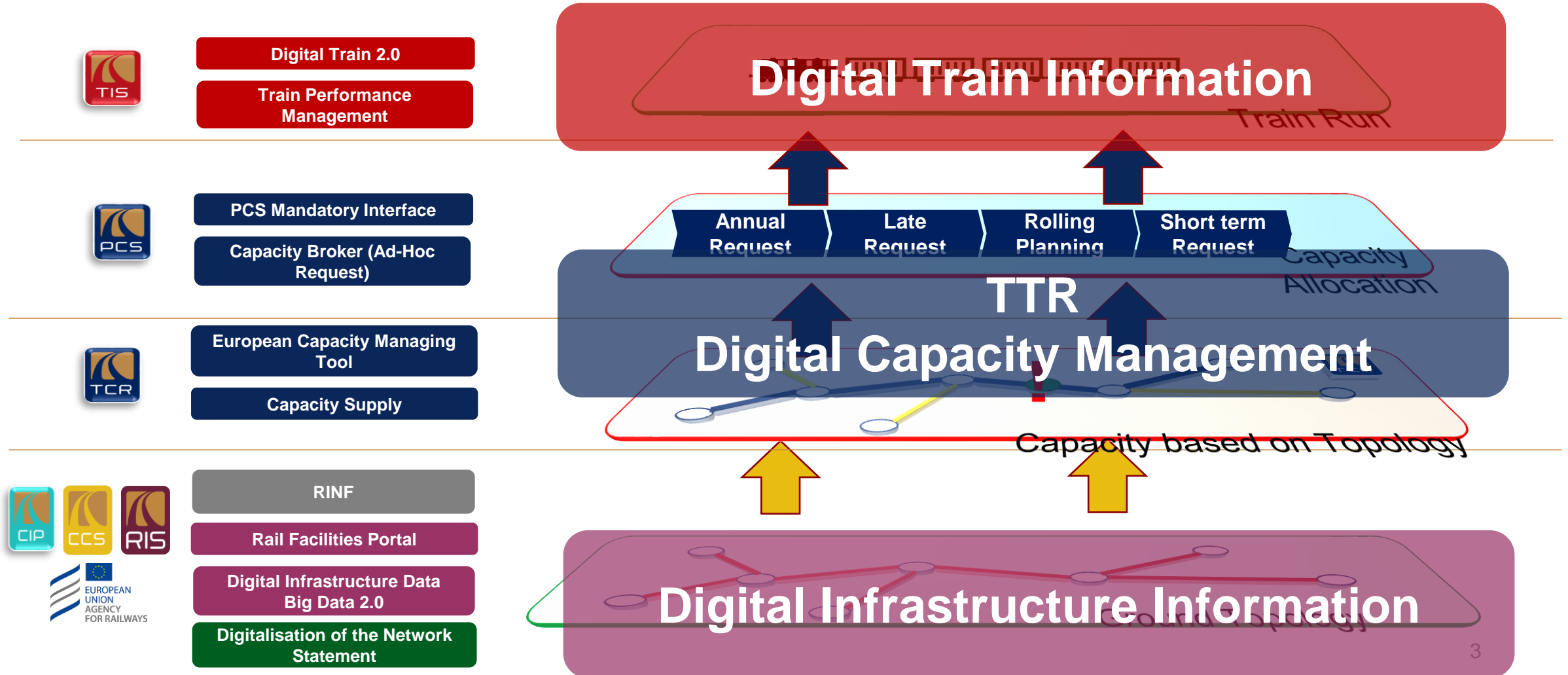- Bratislava (Slovakia)
- LGI (Lithuania)

Prime Digital Subgroup meetings are taking place 4 to 5 times per year..

Upcoming meetings for 2023

- 7 March
- 27June
- 26 September
- 15 November

The three major Projects for the Digital Subgroup

PRIME
Platform of Rail Infrastructure
Managers in Europe

TIS
- Digital Train 2.0
- Train Performance Management

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

TCR
- European Capacity Managing Tool
- Capacity Supply

CIP / CCS / RIS
EUROPEAN UNION AGENCY FOR RAILWAYS
- RINF
- Rail Facilities Portal
- Digital Infrastructure Data Big Data 2.0
- Digitalisation of the Network Statement

Digital Train Information
Train Run

Annual Request | Late Request | Rolling Planning | Short term Request
Capacity Allocation

TTR
Digital Capacity Management
Capacity based on Topology

Digital Infrastructure Information

3

Digital Infrastructure Information

The aim is to provide all relevant stakeholders with an up-to-date and complete description of the railway infrastructure. This includes the

- first and last mile information as provided in the Rail Infrastructure Portal,

- a clear definition of the points used for data exchange as contained in the TAF/TAP TSI "Primary Location Codes" (CRD)

- and an overview of the lines (RINF).

Up to now, the data have been and are maintained in different areas with different quality. This regularly leads to different coding for locations.

Digital Capacity Management (DCM)

Based on the clearly defined infrastructure information, a Europe-wide capacity strategy and a digital capacity model will be developed, which already includes capacity restrictions. Within the framework of the timetable redesign project (TTR/DCM). Available capacity is also to be offered Europe-wide at short notice.

- Supporting IMs in the implementation of TTR/DCM
- Integration of some of TTR aspects in the TAF TSI legal framework
- Implementation of the Capacity Broker
- Supporting IMs by coordinating European co-financing project for TTR/DCM implementation

# RNE Coordinates European Implementation for TTR/DCM

- RNE coordinates pan-European implementation of TTR/DCM, requested and supported by several parties (e.g. Berlin Declaration 2020)

- Therefore, co-funding for rail infrastructure managers especially for digital initiatives is crucial due to the following effects:

1) Every co-financed Euro is matched by the IMs → **Budget for IT developments is reserved allocated**
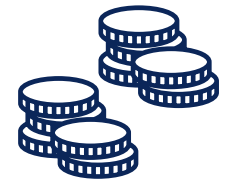
2) IMs do not develop solutions in isolation but together with other IMs under the coordination of RNE → **Risk for uncoordinated developments is reduced**

Digital Train Information

Tracking & tracing of trains is already available throughout Europe. Based on the daily timetable, all relevant information must be made available digitally and exchanged between all partners.

- In the projects "Digital Train 1 and 2", train tracking and tracing information as well as reliable forecasting information have already been combined with train composition to capture locomotive, wagon movements.

- All information is based on common reference data (Digital Infrastructure Information) and must include information about the first and last mile, such as terminals and other railway facilities.