

PRIME Subgroup on digital solution for European rail capacity and traffic management in support of European cross-border rail traffic

General:

- The group should oversee at strategic level and provide additional impetus to the use of digitalisation in the fields of rail capacity and traffic management from a European cross-border perspective.
- The group shall identify gaps in the current national and international IT landscape that supports capacity and traffic management and should look at data related constraints.
- The focus should be on short-term solutions with the potential to directly improve the use of rail capacity and the performance of rail traffic in the Single European Rail Area within a few years.
- The group should build on, and take into account the ongoing international and national IT activities and interact with already existing RNE and other activities (TTR, ETA, CCS Architecture Process, Train Tracking and Tracing, TAF/TAP, RINF, Rail Facility Portal ...).

Justification:

- Ensure an optimal strategic European digitally supported development in support of European cross-border rail traffic.
- Ensure consistency and complementarity between international and national IT development and deployment thereby avoiding redundancies and increasing coordination across various on-going activities.

Profile of members and consistency with other sectorial groups

- The PRIME subgroup members will be the CIOs of PRIME members
- The PRIME subgroup will rely on the work done by some European technical groups, as appropriate, including the IT activities of RNE, ERA and S2R to ensure complementarity and avoid duplication of work.
- This can be achieved most efficiently by making the RNE CIO chairperson of the PRIME subgroup.

Objectives:

Rail capacity management across borders

- To increase capacity utilisation and efficiency of IMs in allocating and managing that capacity
- To better respond to customer needs (flexibility, reliability and predictability)
- To offer the same level of performance for cross-border and domestic traffic in the planning and operational phases of rail traffic.

Traffic Management across borders

- To improve traffic management between IMs
- To provide real-time information on train running, ETA and train composition in a trusted and secure environment and in close cooperation with RUs, using the TAF/TAP framework

Infrastructure Data

- To link European Reference Files as RINF, TAF and TAP TSI and Rail Facility Portal
- To provide a regular and quantitative monitoring of the performance of cross border rail traffic in order to assess the IT landscape supporting capacity and traffic management.

Deliverables:

- A *framework* for user-friendly, digitalised and eventually automated **rail capacity management** in the Single European Rail Area.
 - Functionalities and components;
 - Capacity management processes (in line with the TTR programme);
 - Requirements for interfaces to internal and external stakeholders
- A specification of functional requirements for integrated digitalised and automated **traffic management** in the Single European Rail Area, which informs the CCS architecture process including
 - Single train ID, train running information, train composition and estimated time of arrival
 - Data governance
- A *framework* for IT supported single interface monitoring of the performance of rail capacity and traffic management in the Single European Rail Area
- An *overall vision of the target system and a strategy for the migration* from the current, fragmented system to the 'target system'
 - Description of current systems;
 - Description of target systems
 - Identification of prerequisites;
 - Estimation of costs and benefits
 - Proposing funding schemes
 - Indicative schedule
- An indicative list of required investment for a phased deployment of the target systems in view of identifying potential proposals for co-financing under the EU programmes.

The subgroup should deliver the above results until mid-2021.