

Rail in multi-modal context

Interoperability – possibilities and limitations

Interoperability map for rail in multimodal land transport

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Josef Doppelbauer, Executive Director

Interoperability map for rail in multimodal land transport

IOP	Rail only	Multimodal – Freight	Multimodal - Passenger
Technical/ assets	<ul style="list-style-type: none"> › TSIs/CSMs, ERTMS › reduction of NTRs › 4RP SSC and VA › consistency of voluntary standards (e.g. EN, UIC) › harmonized (e.g. 25t) track axle load, train length 	<ul style="list-style-type: none"> › dangerous goods provisions (technical) › Line/vehicle codification for combined traffic › ILU as Interop. Constituent? › EU legal framew. alignment 	<ul style="list-style-type: none"> › PRM TSI › EU legal framew. alignment
Information/ Data	<ul style="list-style-type: none"> › TAF TSI › PRM TSI Inventory of Assets › Agency databases/ registers (EVR, ECVVR, ERATV, RINF, OSS...) (for operations) › line harmonization in RINF 	<ul style="list-style-type: none"> › TAF TSI › multimodal data exchange › reference data › line harmonization in RINF › RINF/TENtec harmonisation › TENtec => cross-mode › Database alignment rail/ road for operations 	<ul style="list-style-type: none"> › TAP TSI › PRM TSI Inventory of Assets › Ticketing+cross-acceptance › multimodal data exchange › reference data › RINF/TENtec harmonisation › TENtec => cross-mode
Operational/ processes	<ul style="list-style-type: none"> › TSI OPE cross border › language, oral standard messages › Track axle load, train length 	<ul style="list-style-type: none"> › dangerous goods provisions (operational) › Security 	<ul style="list-style-type: none"> › <i>language, messages?</i> › Security

Existing / to be developed



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