

PRIME 11

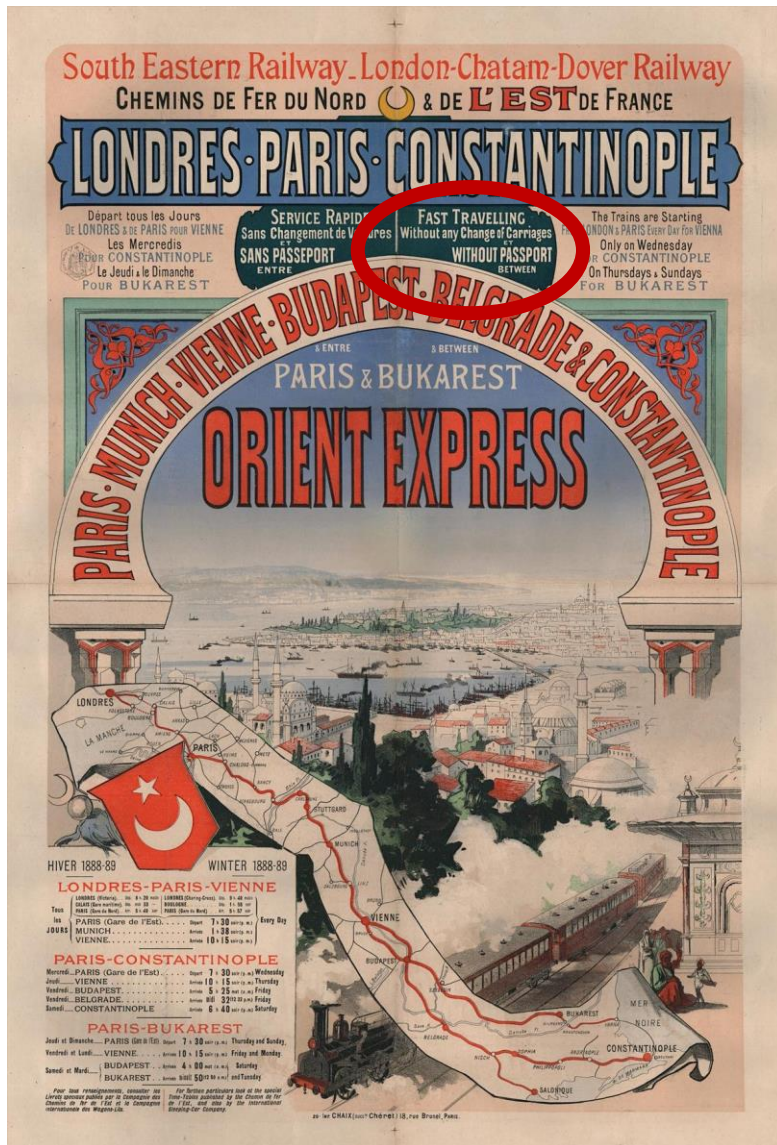
16 November 2017

Brussels

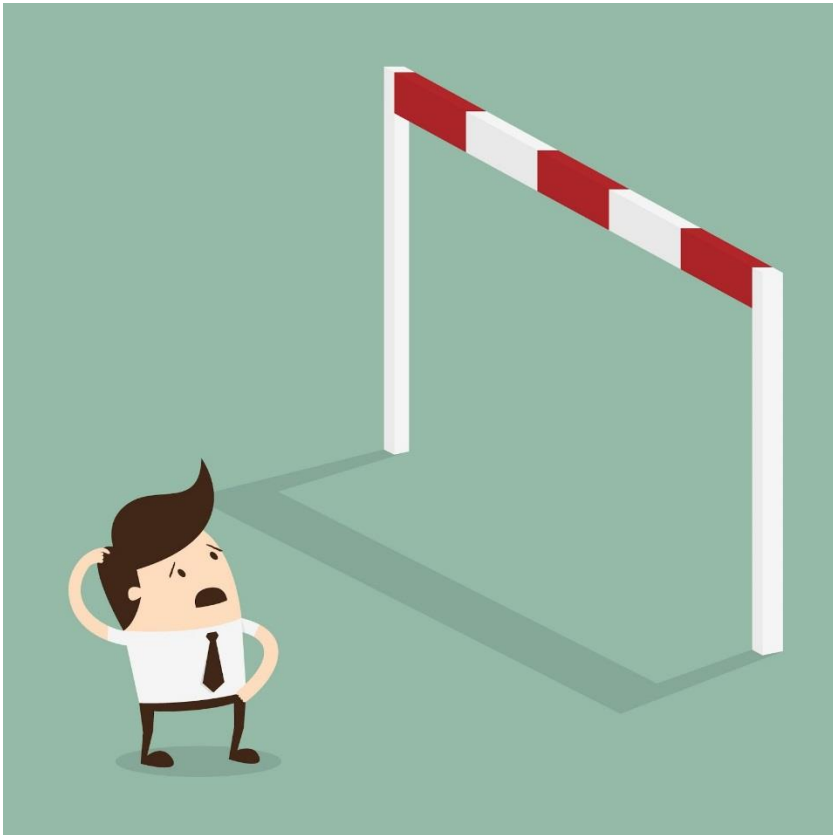
**Interoperability
Initiatives to enhance
- Alain Quinet -**

I. INTEROPERABILITY: WHAT IS AT STAKE

INTEROPERABILITY DECLINE



- To a large extent, the 19th century railways were interoperable
- Then European railways in 2000 was probably the least interoperable ever



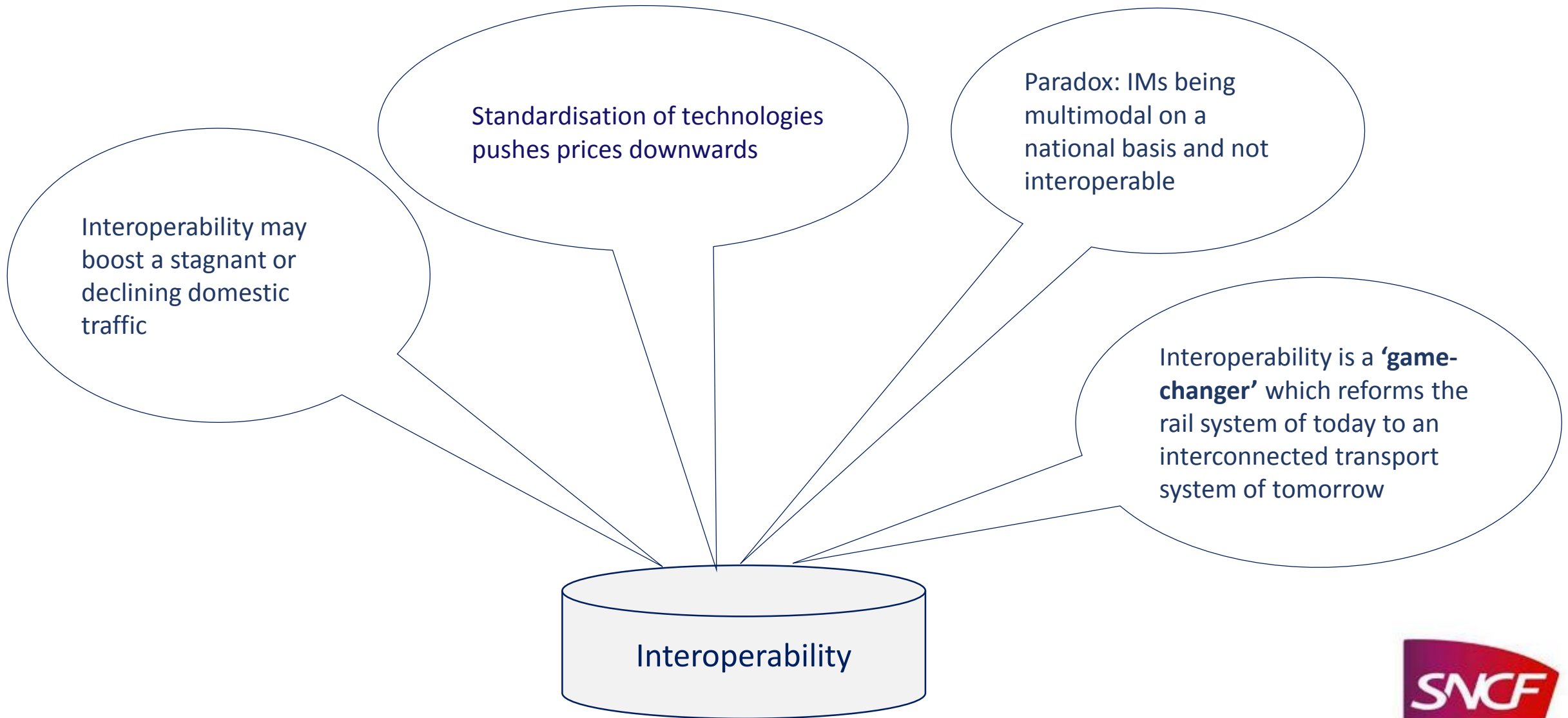
- Obstacles have accumulated
 - Lack of standardisation of infrastructure evolutions: new technologies (e.g. electrical systems), safety systems refinement (e.g. control command)
 - Lack of physical infrastructures (natural barriers)
 - Increasing of safety measures on a national basis (IM safety authorisation, languages)
 - Lack of coordination in the path allocation process

WRONG INCENTIVES?

- CEOs' performance assessed on the basis of domestic performance, not on their contribution to the single European rail area
- Everybody is reluctant to import supplementary constraints



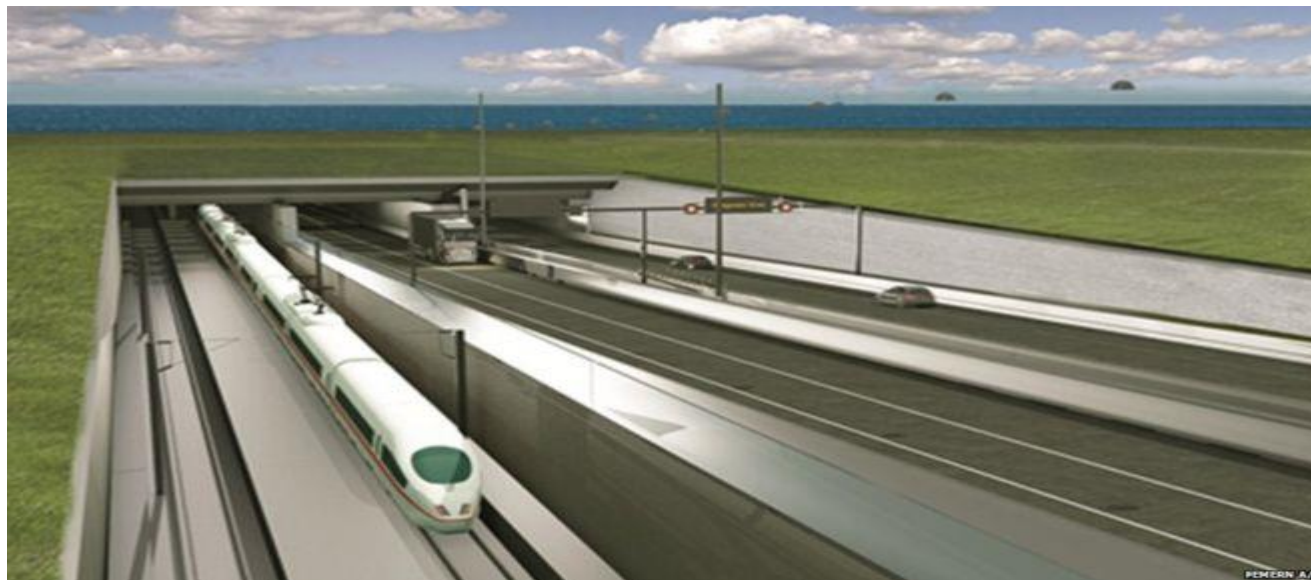
WHY INTEROPERABILITY IS RELEVANT



II. INTEROPERABILITY: HOW TO PROGRESS

SLOW AND EXPENSIVE INTEROPERABILITY

- Priority was initially given to
 - Physical interconnection (cross border new lines): expensive
 - Structural TSIs (Control Command, Infrastructure, etc.): expensive
 - Freight corridors: path coordination too slow to implement. IMs have internal constraints (huge works programs) which make external capacity constraints difficult to accept



RETHINKING INTEROPERABILITY TO SPEED UP

1/ Focus on functional (i.e. soft) components (including Timetabling redesign, Languages, Crisis management, Data exchange) and in particular, learning from Rastatt:

- **Current language rules might be reconsidered**

- Level B1 is too burdensome both for drivers and IMs staff...
- ...And it does not guarantee that the right rail jargon is used

➔ Define common standard messages would properly address the safety issue

- **Contingency plans should include the international dimension of crisis**

- European IMs network of high level relevant contacts
- At least one English speaking dispatcher in all national traffic control centers (for IM-IM communication)
- Predefined international diversionary routes
- RFCs implied in the constitution of these procedures, IMs responsible for their operational implementation



RETHINKING INTEROPERABILITY TO SPEED UP

2/ Put EU funds in the right place

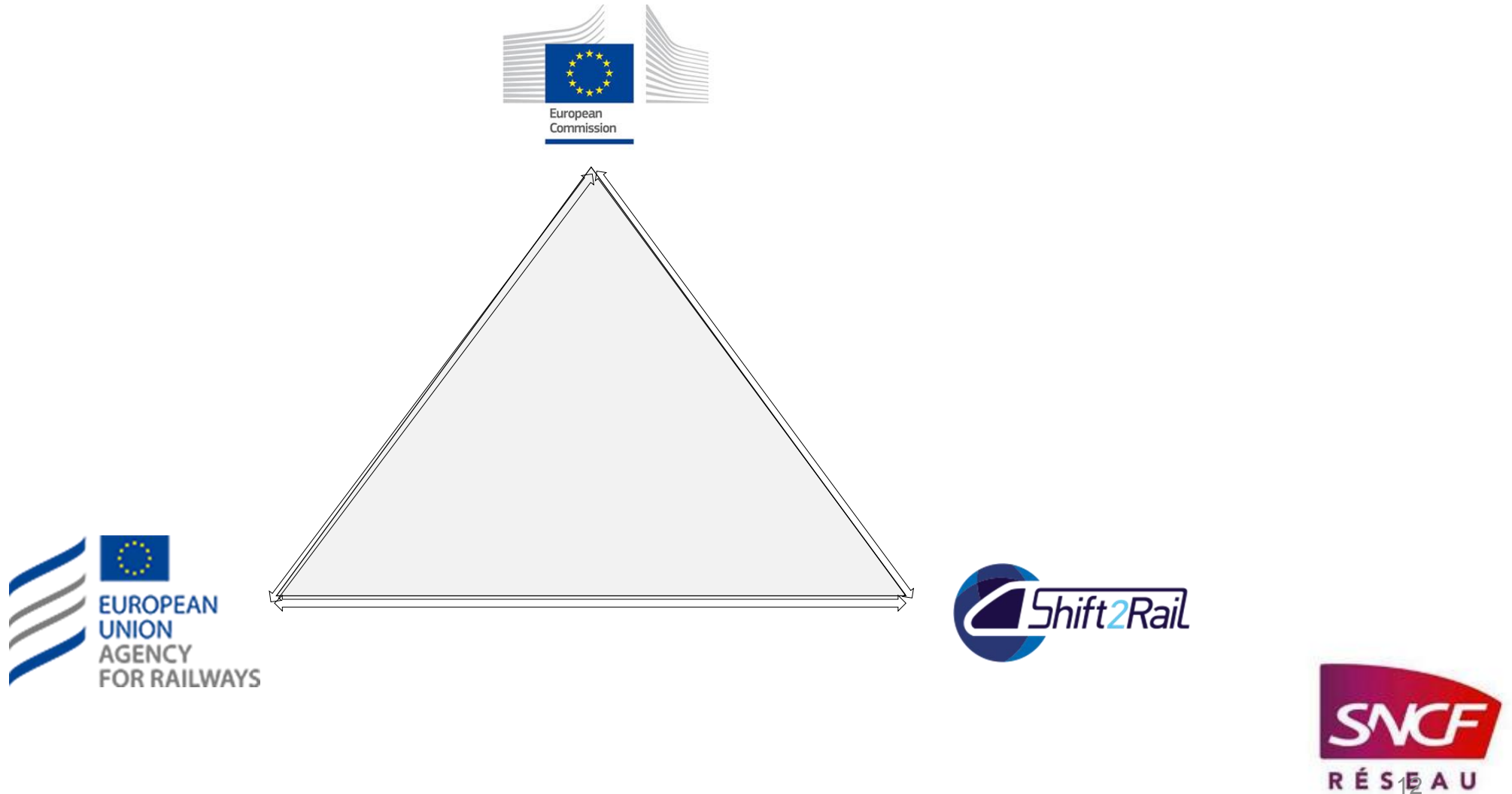
- Digitalisation/automation of operations including ERTMS, ATO, ATS (“digital railways”, “smart rail”, etc.)
- Other structural obstacles (loading gauge, etc.)



- **Functional/soft TSIs** (OPE, TAF, TAP), as well as other soft measures treated by other texts and fora (Annex VII, Drivers Directive, TTR) will have a short term implementation ==> strong impact
- **Structural/hard TSIs** (INFRA, ENE, CCS, TUNNEL, NOISE, PRM) strongly depend on the renewal policy and will have a long term implementation ==> gradual impact

INTEROPERABILITY AT EU LEVEL (1)

MAIN ACTORS WITH NEW RESPONSIBILITIES



INTEROPERABILITY AT EU LEVEL (2)

IDEAS FOR PRIME 2018 AGENDA

- Financing PRIME subgroup: keep preparing the next MFF with a particular focus on digitalisation/automation
- PRIME/RUD ad hoc group on contingency plans
- PRIME/ERA/RUD ad hoc group on languages (predefined message



PRIME

Platform of Rail Infrastructure
Managers in **Europe**

Thank you!

