



Future developments of the Railway Safety & Interoperability in the framework of the 4RP

EU objectives for transport and mobility -2020 and beyond

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White paper 2011+ *Objectives for transport and mobility in the EU*

- Competitive, clean and sustainable transport and mobility
- Efficient transport networks for EU citizens and goods
- Modern infrastructure, smart pricing and funding
- Increase connectivity and innovation
- Multimodal freight corridors for sustainable transport networks
- EU as a global leader in standards and technology

+ will be updated end 2019



White paper 2011 Objectives for rail

Single European
rail area (SERA)

30% **shift** of road freight
over 300 km **to** other
modes such as **rail** or
waterborne, and > 50%
by 2050

harmonised
procedures for single VA
authorisation and safety
certification

Triple the length of the **HS**
rail network by 2030

effective and **non-**
discriminatory
access to rail
infrastructure

rail freight corridors
as the **backbone**
of transport

open the domestic rail
passengers market to
competition

connect **all seaports** to
the **rail freight** system

Integrated
European railway
market

Reinforced ERA

connect **all** core
network **airports** to
the **rail network**

ERTMS

single
wagon
load

Integrated
approach to freight
corridor management

completion of a **European high-**
speed rail network

European multimodal transport
information, management, ticketing
and payment **system**



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Von der Leyen's Political Guidelines 2019-2024

- A European **Green Deal**
- An economy that works for people
- A Europe fit for the **digital age**
- Protecting our **European way of life**
- A stronger Europe in the world
- A new push for **European democracy**



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Von der Leyen's European Green Deal

Communication scheduled for November 2019

- A just/fair transition
- A Sustainable European Investment Plan
- World's first climate-neutral continent
- The first European Climate Law to enshrine the 2050 climate neutrality target (0 pollution!) into law.
- More ambitious targets for 2030
- Preserving Europe's natural environment/biodiversity
- Decarbonised energy-intensive industries
- Pollution strategy for urban areas, New Circular Economy Action Plan



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Significant steps were taken to deliver Single European Rail Area through 4RP.

- **Considerable technical + operational barriers remain**

Use the political momentum for the benefit of rail market share!

- **Green Digital Efficient Rail**



Future Rail

Rénovation ferroviaire (EP)

Automatic couplers?

Energy efficient traction Batteries/H2-Catenary Hybrid locos

Digital rail

Full interoperability

Capacity increase for sustainable rail

CCS GAME CHANGERS

Modular, standard architecture, flexible rail system

Reliable

Multimodality

?

Enhanced Modal share of Railways

?

MAAS

Targeted system for less technical and operational obstacles

Green Deal (COM)

Seamless

Better functioning RFCs

Dynamic data ETA

Innovation and HEU

?

?

(1) A European Green Deal

- The next revision of TSIs must assist in paving the way to achieve a climate-neutral Europe. Railways must be more energy efficient and stumbling blocks for rail (freight) must be removed to increase capacity and facilitate multimodality. TSIs must contribute in making rail more attractive for passengers and business.

(2) An economy that works for people

- TSIs must ensure rapid harmonisation towards the Single European Rail Area and full alignment to EU policy objectives. Comprehensive and simple to comply with TSIs with clear guidance on how to meet essential requirements. TSIs must fully specify a safe and efficient European rail system for the benefit of all EU citizens, including improved accessibility for persons with reduced mobility.



(3) A Europe fit for the digital age

- The next TSI revision must achieve a flexible, efficient and reliable EU rail system, building on full digitalisation and innovation developed under the Shift2Rail program or its successor for 2021-2027. Increasing capacity, a key goal for more digitalisation, renders railways more sustainable.

(5) A stronger Europe in the world

- Strong EU requests for fair international procurement are important. Reducing derogations and national exemptions can achieve further harmonised European rail specifications that strengthen the Single European Rail Area and support the EU rail industry's leadership at global level. Keeping EU standards as global reference helps reducing cost through higher productivity.



2022 TSI revision package – objectives

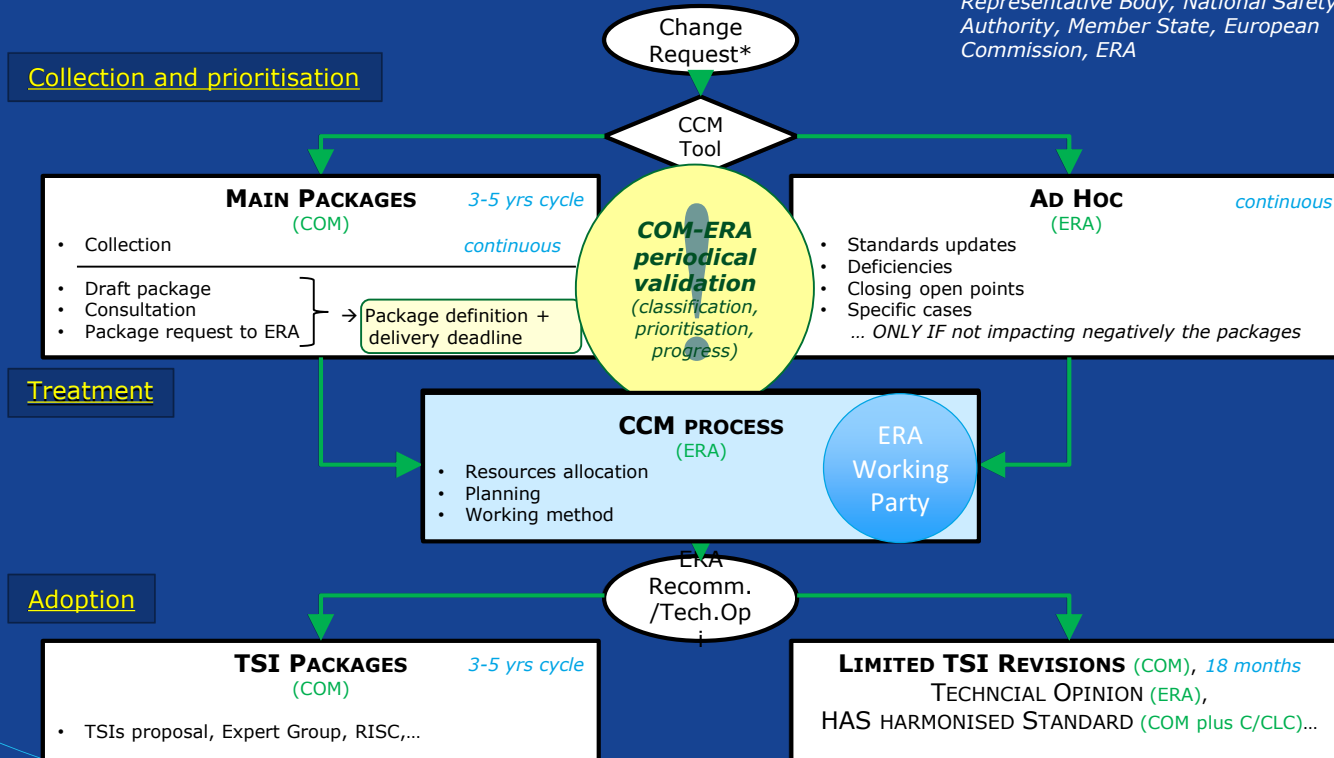
4 likely pillars with ambitious contents...

- Harmonised and comprehensive TSIs (less derogations, shorter transition, more target systems) **1+5**
- Remove technical and operational barriers to SERA (transparency on open points and specific cases, reduce burden by simplifying compatibility with the network checking and testing, ILB, reduce time to market, smart operational rules) **2**
- Rail digitalisation: More sustainability through higher capacity (ERTMS Level 3/launching of phasing out of Class B, ATO, FRMCS, modularity, standardised interfaces, digital twinning of infrastructure through RINF, language regimes, automated traffic management) **3**
- More efficiency in rail freight: Reliable and seamless supply chains through smart innovation (ETA, from single train identifier => to freight localisation, smart e-consignment notes, automated coupling) **1+2+3+5**



TSI revisions - overview of process

*Submitted by all stakeholders:
Representative Body, National Safety Authority, Member State, European Commission, ERA





2022 TSI revision package - planning

- Develop objectives and mile stones for a 2022 TSI strategy in upcoming COM and ERA meetings.
- Consultation with stakeholders
- First presentation during RISC, 12-13 November
- COM request to ERA in early 2020