

# HOW TO INCREASE CAPACITY AND USAGE OF THE NETWORK ?

## The industry involvement in Shift2Rail

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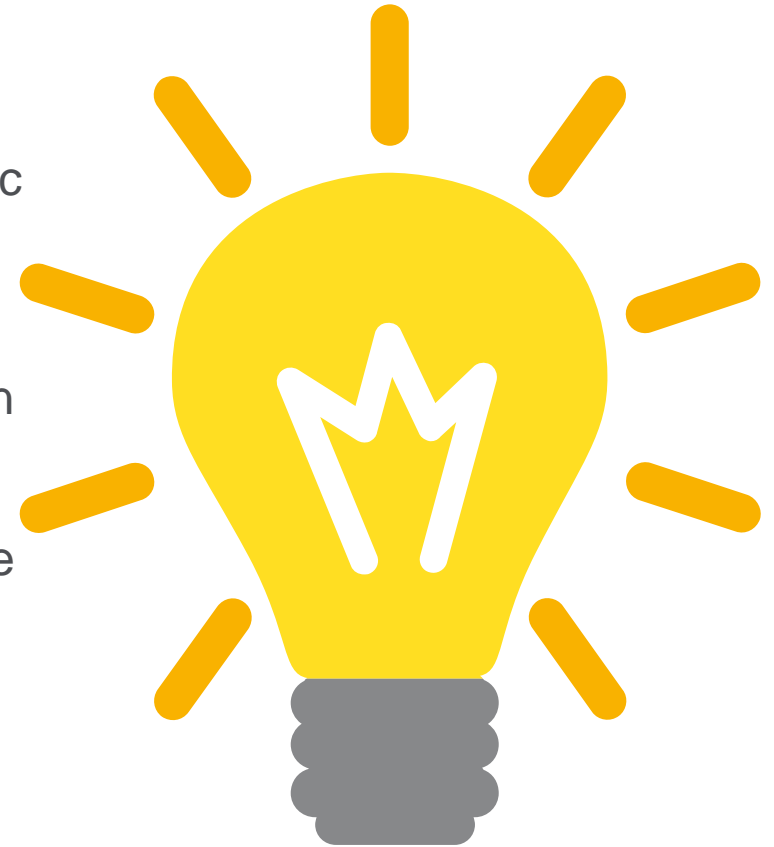


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18 MAY 2015



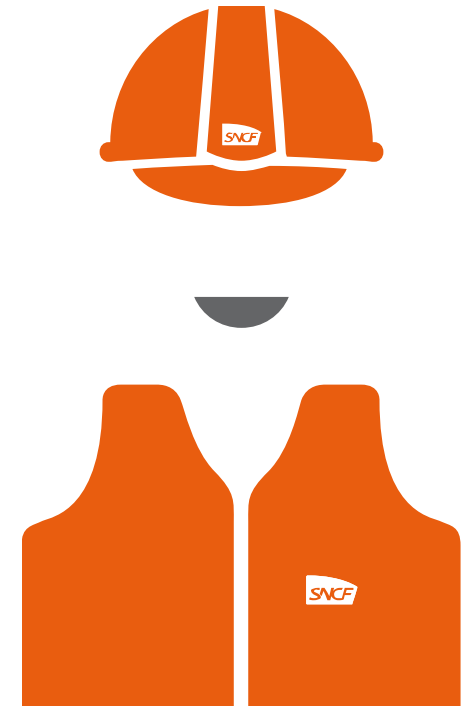
# SHIFT2RAIL IS AN EXCELLENT RESEARCH PROGRAMME ADDRESSING THE NEEDS OF THE RAILWAY INDUSTRY

- Broad and profound research activities are the basis for an efficient, safe, environmentally friendly and high-quality future railway system : this is the responsibility of both the railway sector and the public authorities.
- Rail will only be successful if it is understood and managed as a whole system, with particular attention to the interfaces between its sub-systems.
- Research should be oriented for quick market-uptake and economic benefit for the railway's end customers.



# SNCF SUPPORTS THE SHIFT2RAIL PROGRAMME IN ORDER TO OBTAIN BENEFITS FOR THE WHOLE RAILWAY SECTOR.

- SNCF expresses its interest to become associated member of the Shift2Rail Joint Undertaking.
- Multiple strategic interests for a major rail group:
  - Creating in Europe new research partnerships
  - Closing TSI open points
  - Taking into account the end-consumers' needs
  - Helping European researchers to have a system-approach
  - Helping to create new products, with the best life-cycle cost, including maintenance costs
  - Participating in research studies close to industrialisation



# TO MAKE SHIFT2RAIL A SUCCESS, THE FOLLOWING ISSUES ARE TO BE CONSIDERED

- Projects have to focus on user-oriented solutions.
- New solutions should be suitable not only for new products but also within existing fleets.
- Shift2Rail shall lead to technical standards guaranteeing interoperability, safety and value for money.
- Shift2Rail shall ensure the standardisation of relevant interfaces between main components of sub-systems, leading to the functional and as far as necessary technical standardisation of some components.



# THANK YOU FOR YOUR ATTENTION



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# ANNEX : OBJECTIVES OF S2R JOINT UNDERTAKING

- A 50% reduction of the life-cycle cost of the railway transport system, through a reduction of the costs of developing, maintaining, operating and renewing infrastructure and rolling stock, as well as through increased energy efficiency
- A 100% increase in the capacity of the railway transport system, to meet increased demand for passenger and freight railway services
- A 50% increase in the reliability and punctuality of rail services (measured as 50% decrease in unreliability and late arrivals)
- The removal of remaining technical obstacles holding back the rail sector in terms of interoperability and efficiency, in particular by endeavouring to close points which remain open in Technical Specifications for Interoperability (TSIs) due to lack of technological solutions and by ensuring that all relevant systems and solutions developed by the S2R Joint Undertaking are fully interoperable
- The reduction of negative externalities linked to railway transport, in particular noise, vibrations, emissions and other environmental impacts