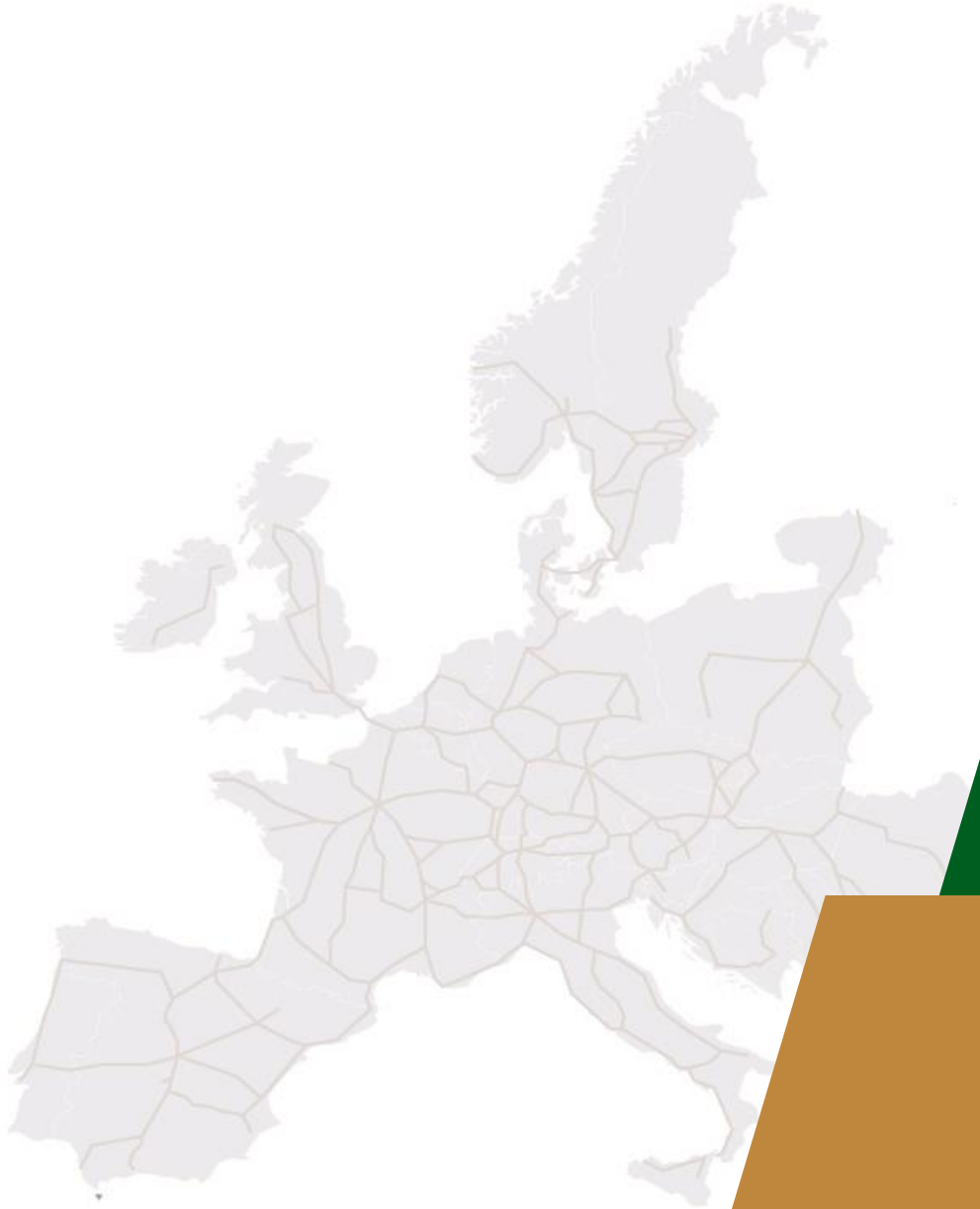


Is digitalisation contributing to the modernisation and simplification of the RFCs

Key Question

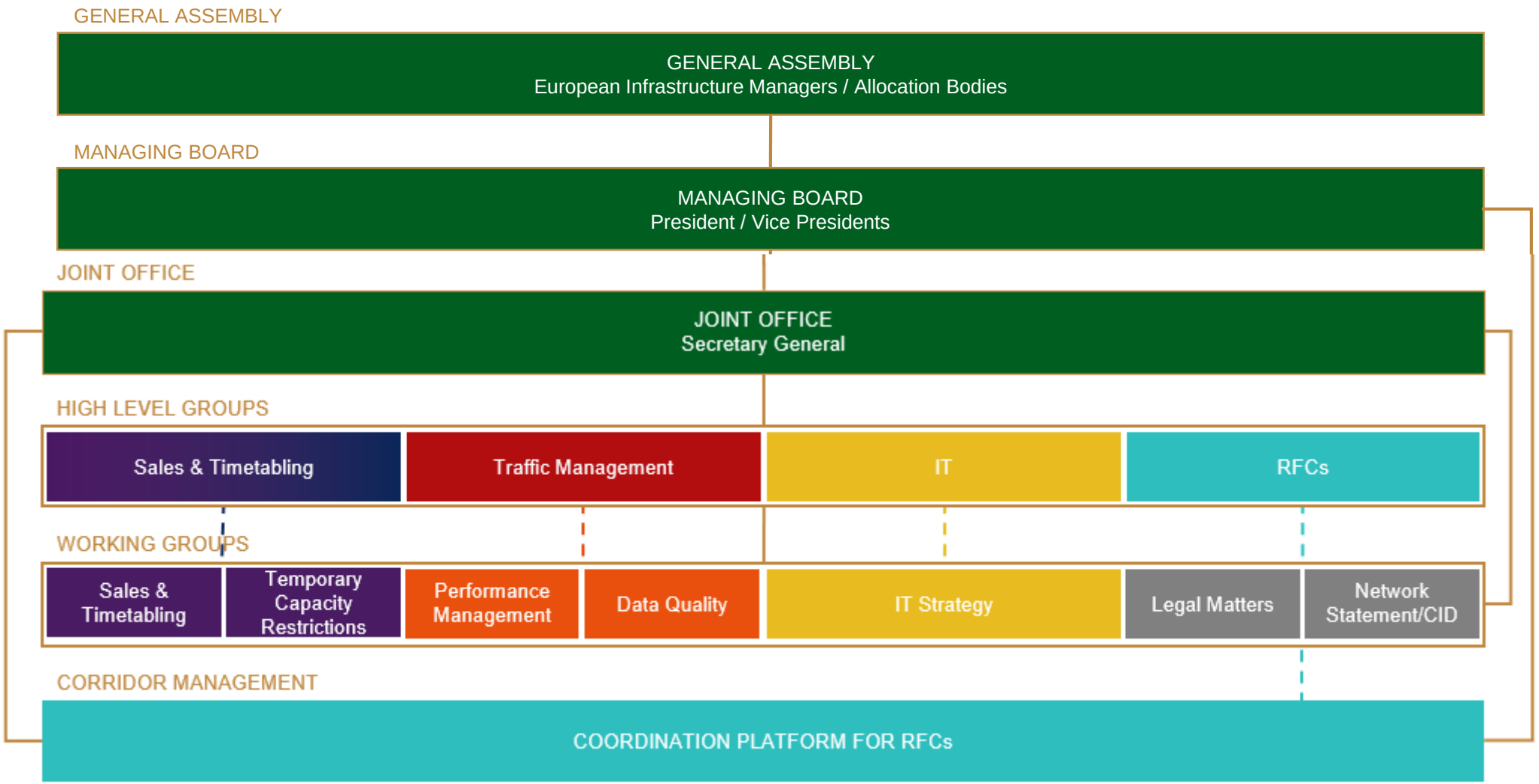
Is digitalisation contributing to the modernisation and simplification of the RFCs?

Yes

- If, process are harmonized cross-boarder
  - Going to the global optimum

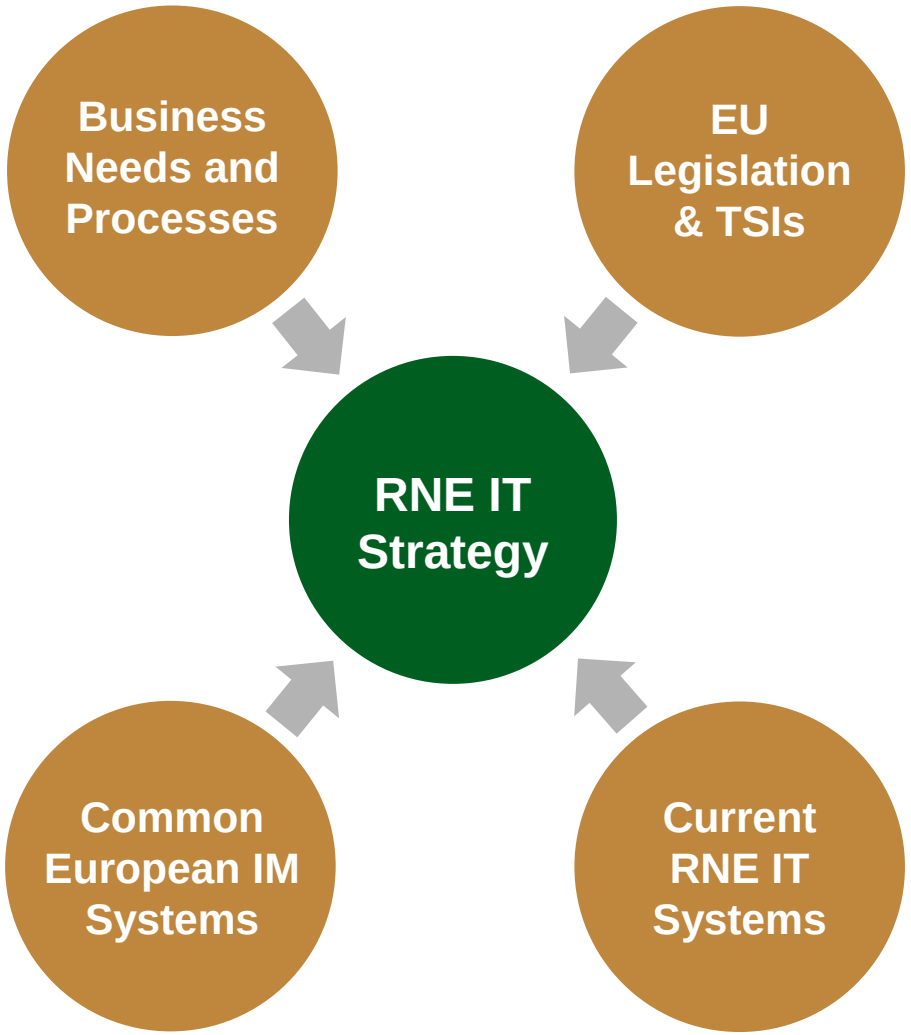
- If, digital standards are defined & the legal framework is supportive and clear
  - Who has access to the data and how

Organisational Structure



RNE RailNetEurope

RNE Common IT Strategy



- **Business Needs and Processes**
  - IT is following business needs. RNE WG are defining the requirements.
  - RNE IT Systems are just the enabler to support business needs
- **EU Legislation & TSIs**
  - RNE IT Systems have to be in line with EU legislations
  - RNE IT Systems are enabler to fulfil EU legislations
  - RNE is coordinating IMs in the field of IT related Legislation & TSIs
- **Common European IM Systems (Services for Sector)**
  - RNE IT Systems shall use national information as much as possible
  - RNE IT Systems have to be connected to existing legacy systems
  - RNE IT Systems shall be able to act as data exchange platform
- **Current RNE IT Systems**
  - RNE IT Systems shall be able to use functions from other systems
  - RNE IT Systems shall use the same reference files (locations, segments)

RNE major applications

A platform for handling harmonised international path requests, path studies, path offers and path allocations

https://pcs-online.rne.eu

An internet-based information tool with a Graphical User Interface that provides precise information on the routing, terminals, infrastructure investment projects as well as basic track properties of the participating RFCs

http://cip.rne.eu

Supports international train management by delivering real-time train data concerning international passenger and freight trains

https://tis-online.rne.eu

Provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths within minutes

https://cis-online.rne.eu

The Common Components System consists of three different components: The Common Interface (CI), the Central Reference File Database (CRD) and the Certification Authority (CA)

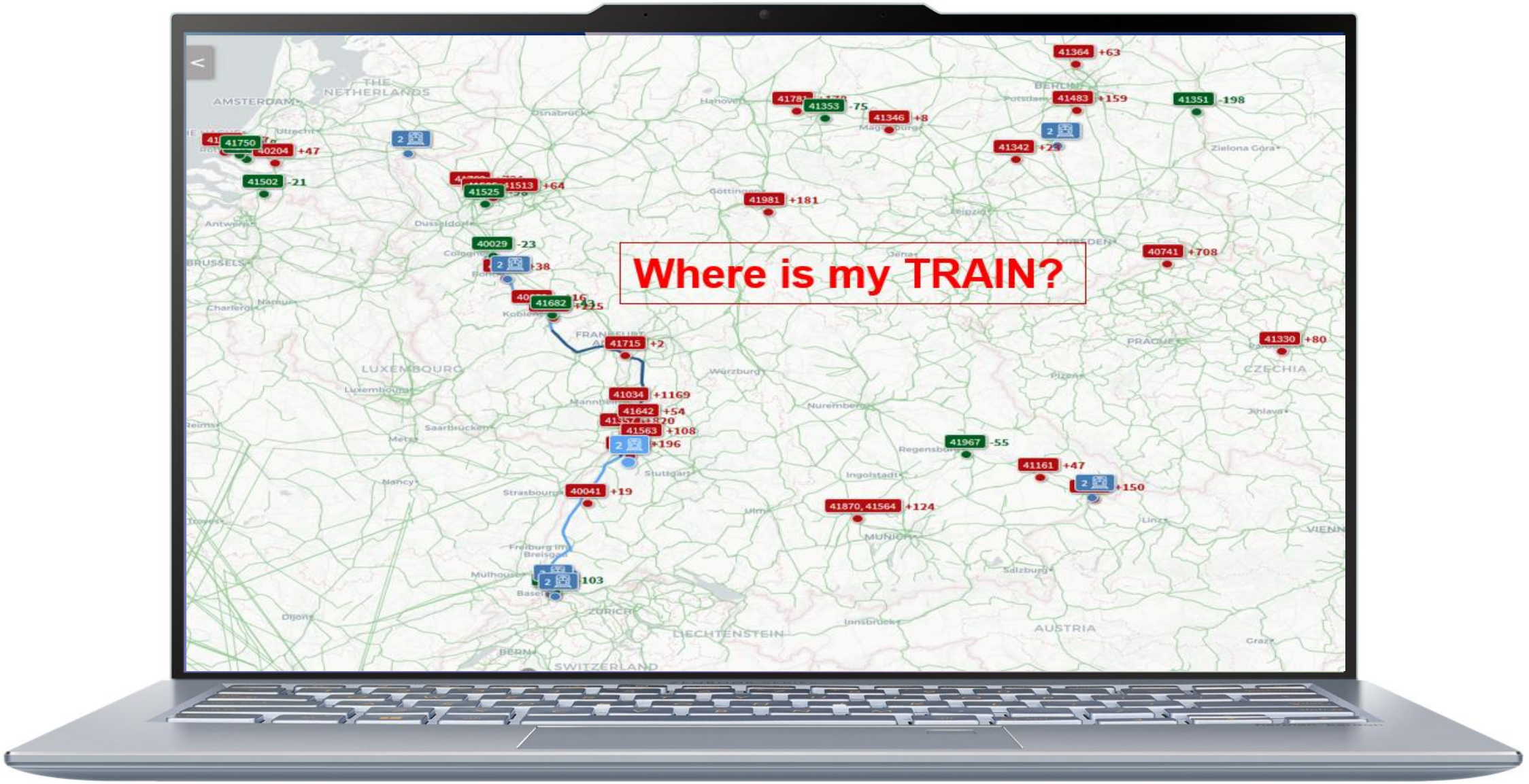
https://crd.rne.eu

A platform for coordination and publication of TCR (Temporary Capacity Restrictions). The platform is under development and shall be available from the end of 2017 on.

https://tcr-online.rne.eu

Example - Operation

Information systems are already available



Sector Declaration

In order to improve operational efficiency of the logistics chain, the sector representatives commit themselves to implementing the TAF TSI functions according to the Masterplan and working toward a common ICT architecture wherever possible. IMs will integrate **international traffic management information (e.g. via TIS)** with national systems.

Under the protection of confidentiality clauses, **IMs and RUs agree to make information on estimated time of arrival available (for handover points and final destination) to their contract partners, including terminals and intermodal operators** for optimizing the use of resources such as rolling stock and terminal capacity, and to provide freight forwarders and shippers with up-to-date information about the status of their freight and an estimated time of arrival.

RNE RailNetEurope

Challenges 1

No “guaranteed” access to information

- The partners involved in a train run do not have guaranteed access to train (wagon) tracking and forecast information
- Contractual agreement between all involved partners are required (high administrative burden, legal uncertainty)
- No standardised technical interfaces between all partners

Challenges 1

Quality Issues

- Some international trains are not linked always (estimated above 25%)
- Not all partners are know at any time
- National Trains have to included into the system as well. (Most national trains have an international relation))
- Forecast information is often just based on a time-shifting - Quality of data and calculation algorithm is poor
- Forecast information from previous partner is not considered by the next IM

Information tracking – from first to last mile

Thank You!