

Eurailspeed

Parallel Session B.1

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High speed services and interoperability

by Marc FALCHI

General Secretary

- **Legal and regulatory instruments for the technical development of the trans-European high speed services have been adopted and implemented**
 - EU Directives
 - All High Speed TSIs (March 2003)
 - Some conventional rail TSIs
 - Some CEN, CENELEC and ETSI standards (using UIC knowledge – UIC leaflets), supporting the TSIs

- **Practically some major obstacles are still present**
 - Open access for passengers services not (yet) mandatory (common Council position by end of 2005, adoption in 2006, implementation in 2008/2010?)
 - High speed services always use, at least partly, conventional rail lines or stations but all conventional rail TSIs are not drafted and adopted (infrastructure, energy, traffic management and operations ...)

- **Even if that is not always an obstacle, there is a cost**
 - EUROSTAR and THALYS examples

- **Current works give confidence that a more harmonised network will be available in the next decades for high-speed services**
 - The European railway agency (ERA) will draft the missing TSIs and revise the existing ones when needed
 - Of great interest is its role as system authority for ERTMS for safeguarding the coherency of interoperability, of which ERTMS is a major stone
 - Planning of the Trans-European Network regarding ERTMS
 - under Karel Vinck leadership development of a draft ERTMS implementation strategy along 6 corridors (by mid/end 2006): Rotterdam – Genoa; Naples – Berlin – Stockholm; Antwerp – Basel/Lyon; Sevilla – Slovenia; Dresden – Budapest; Duisburg – Warsaw

- **Nevertheless the technical and operational harmonisations will be long and expensive to implement, if ever**
 - Example: SNCF unified 6 networks in 1937, but 70 years later
 - The technical harmonisation is not implemented everywhere (no added value)
 - The unified safety regulations (with remaining exceptions) were published in 1972 (35 years later)

- **It is necessary to improve the efficiency of the international rail services and decrease their costs, not only waiting interoperability: air transport is growing at 10% per year**

- **Operators and infrastructure managers should work quickly (some are already) on some very practical aspects, at least at bi-lateral level**
 - Operational issues (braking, composition, train length ...)
 - corridor homogeneity (path allocation rules, congestion ...)
 - Should be an outcome of the corridor analysis under Karel Vinck leadership