



INTERNATIONAL UNION
OF RAILWAYS

X-BORDER SECTIONS PROJECT

A METHODOLOGY FOR WORKING TOGETHER ON EUROPEAN INTEROPERABILITY

RFC NorthSea – Med RAG meeting

November 18th, 2020



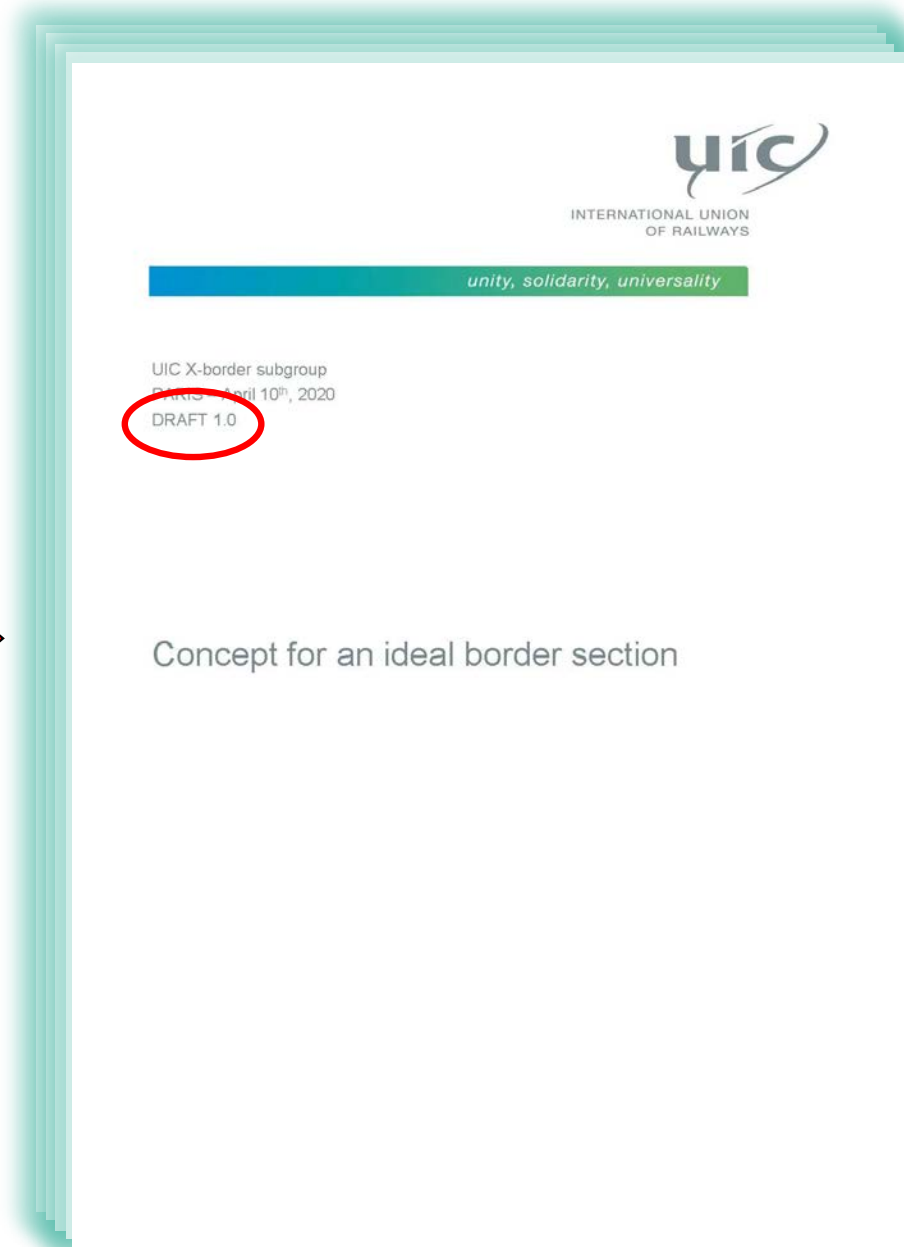
11 priorities for rail freight

- TTR
- RFC capacity offer
- TCR coordination, information and consultation
- PCS development
- **Improvement of harmonisation and interoperability**
- Train tracking and ETA
- Prioritisation, funding and monitoring of TEN-T parameters
- ERTMS Implementation
- Quality monitoring
- CID improvement
- ICM
- Language Programme



Analysis of cross-border sections on different dimensions:

- *Legal*
- *Technical*
- *Operational*



Definition of “cross-border section” and “cross-border area”

Legal aspects

- EU railway legislation
- Interoperability and Safety Directives
- Non-railway legislation

Technical aspects

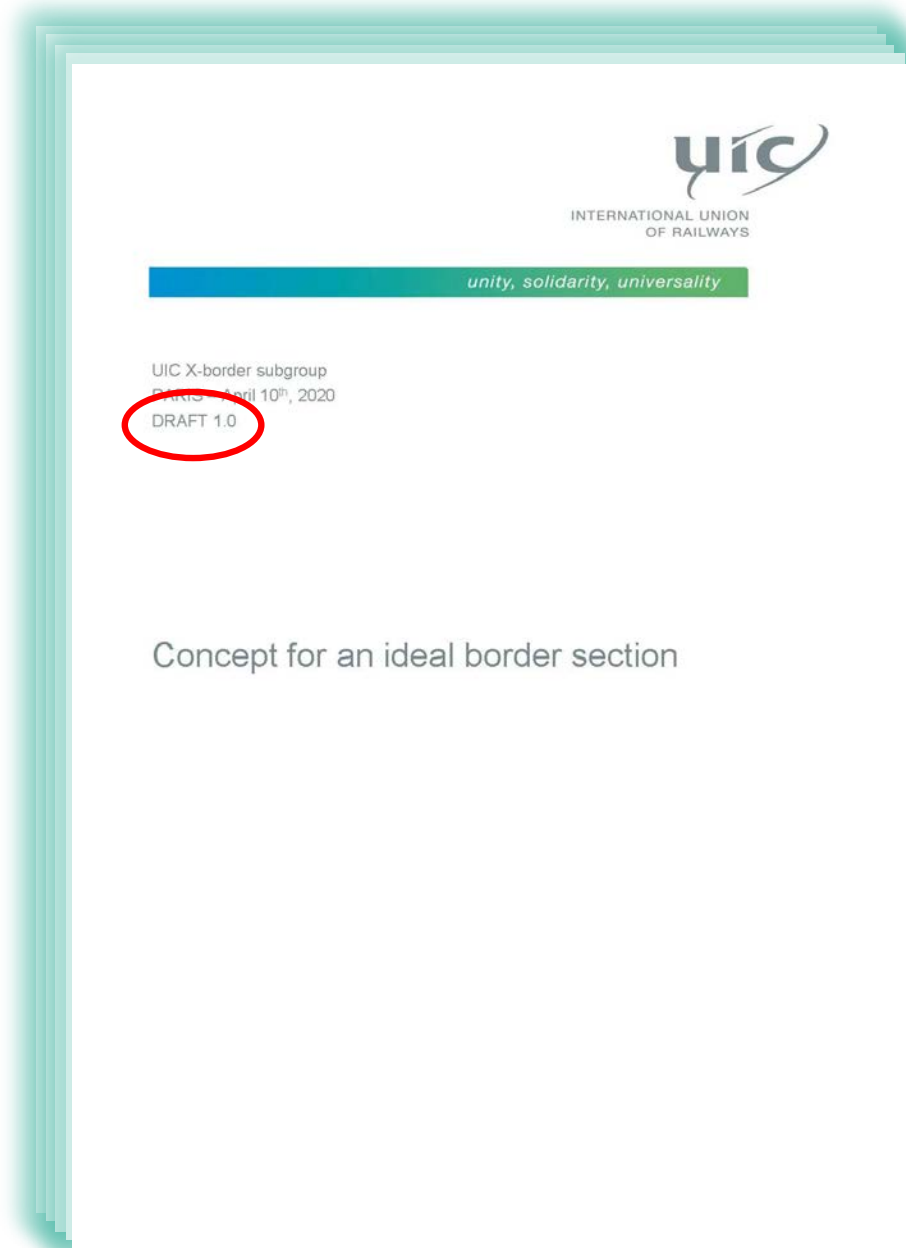
- Technical interfaces
- Infrastructural lay-out
- Power supply
- Train protection systems
- Communication
- Transition

RU operations

- Driver change
- Locomotive change
- Through-going operations
- Train composition, braking rules, wagon inspection
- RU informative/commercial procedures

RU-IM Interface processes

- Commercial conditions of IMs
- Operational rules
- Operational language

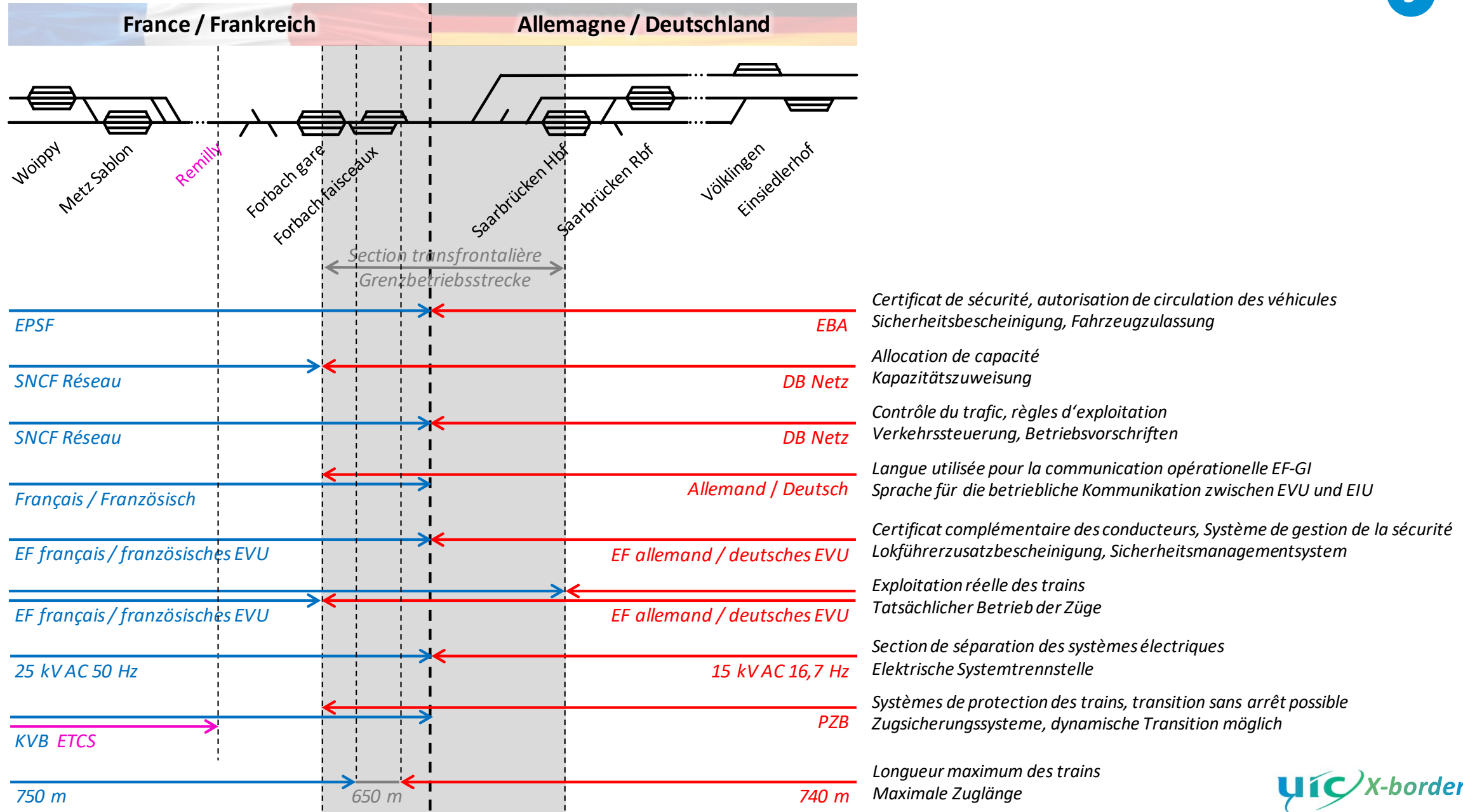


Next steps

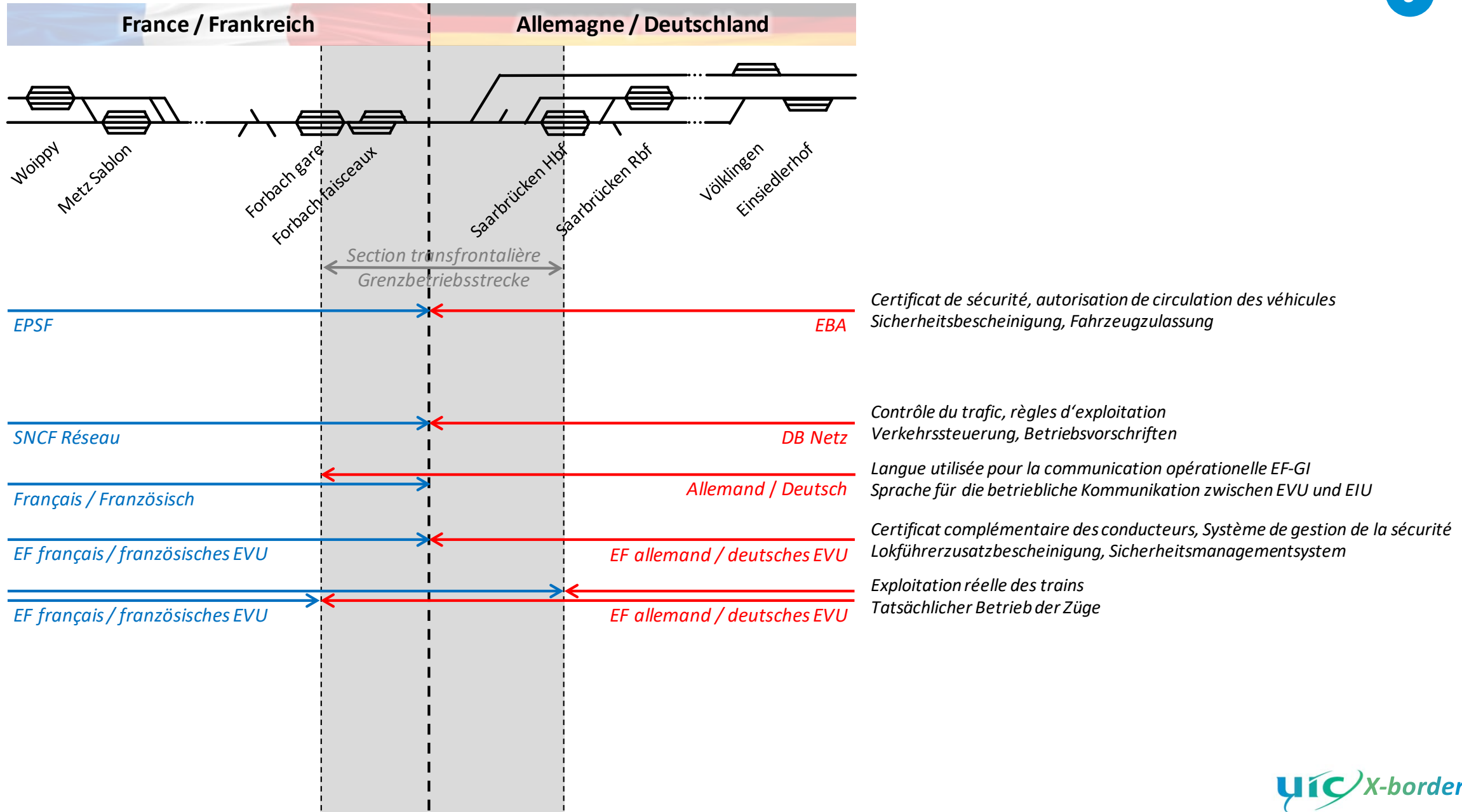
- Analyse in detail selected border sections through dedicated working groups with the participation of all needed stakeholders (RUs, IMs, NSAs, RBs, ERA, DG MOVE)
- Derive measures and define their implementation
- Learn lessons for the handbook to develop it to a sector handbook

Examples

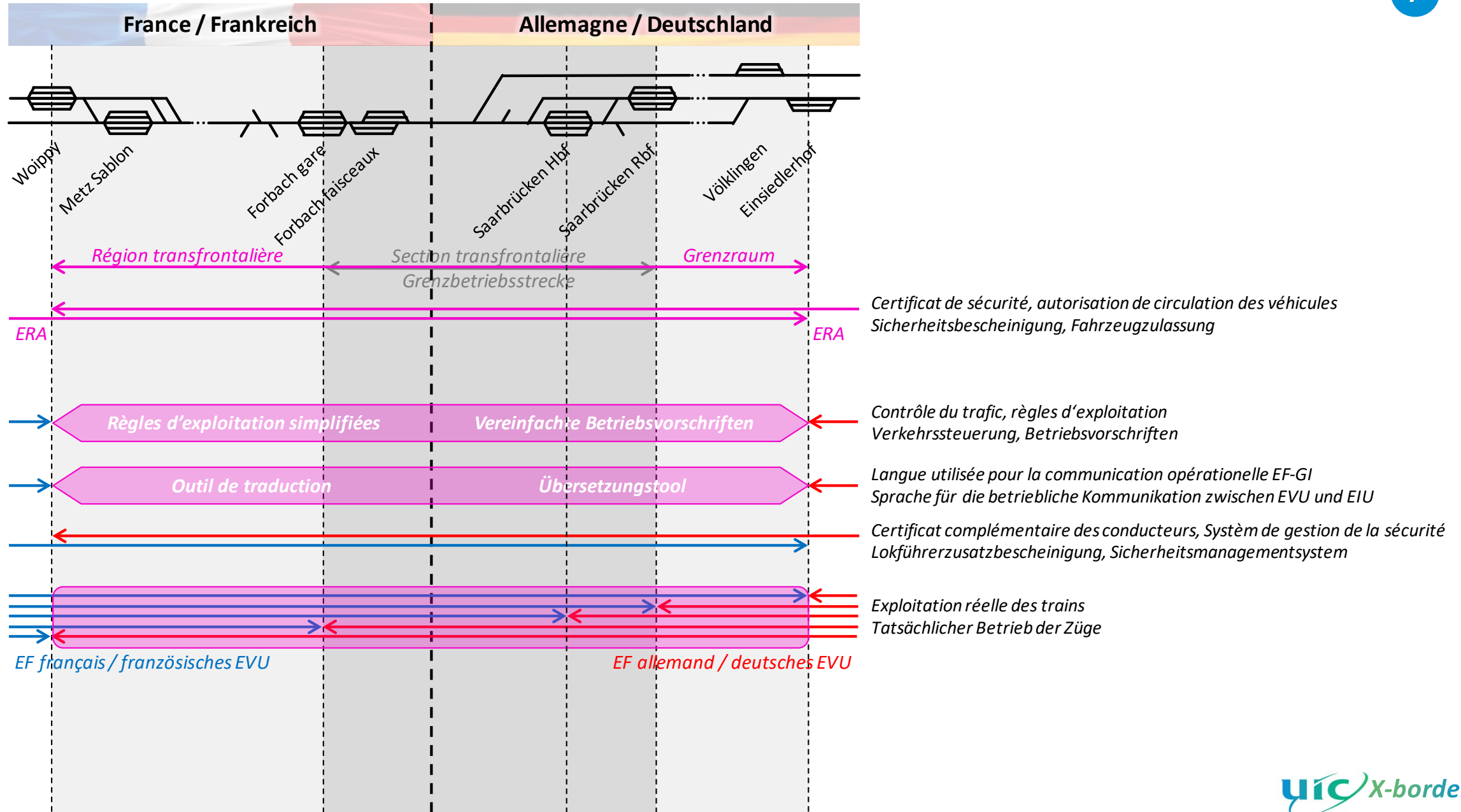
Analysis by the example of the Forbach – Saarbrücken border section



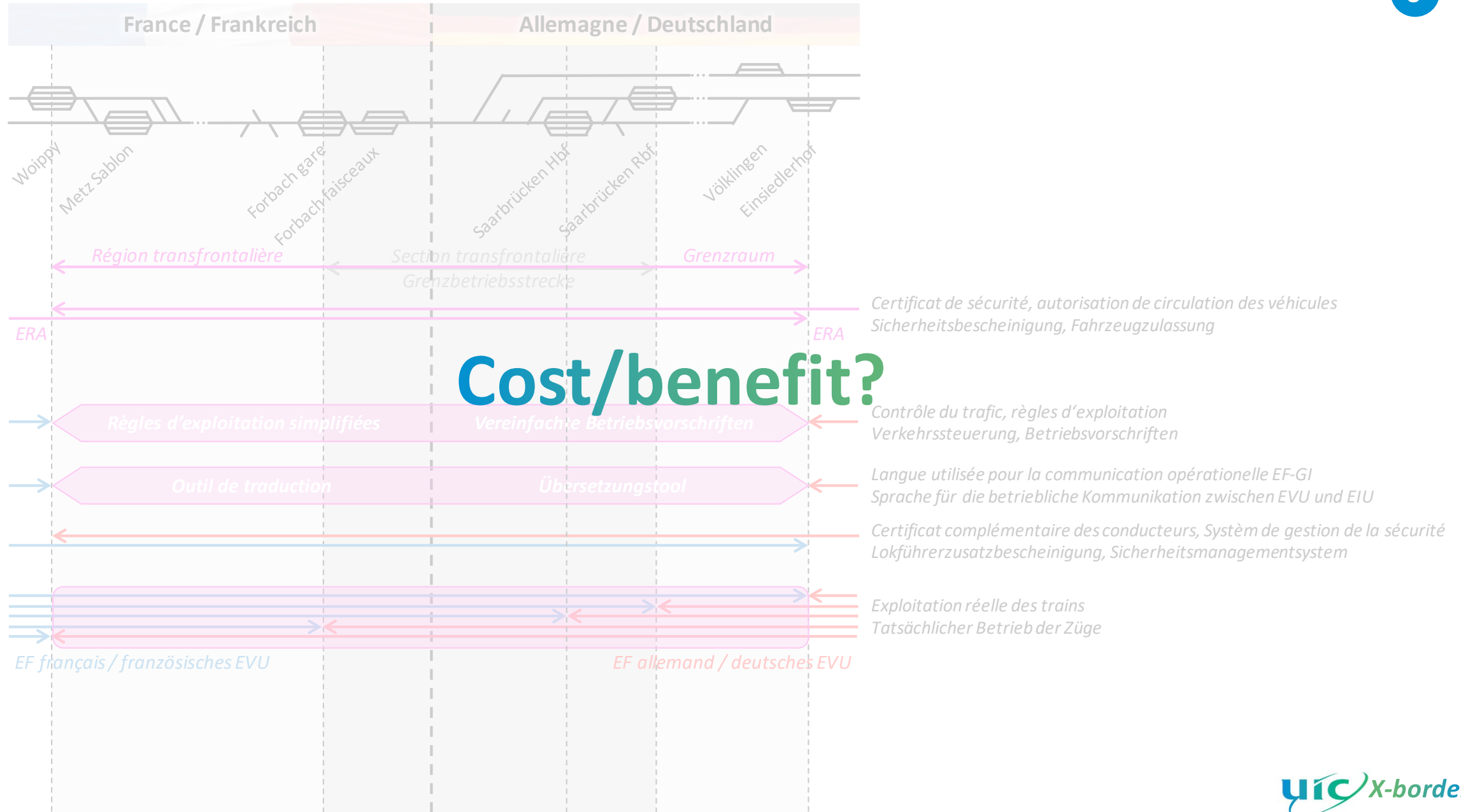
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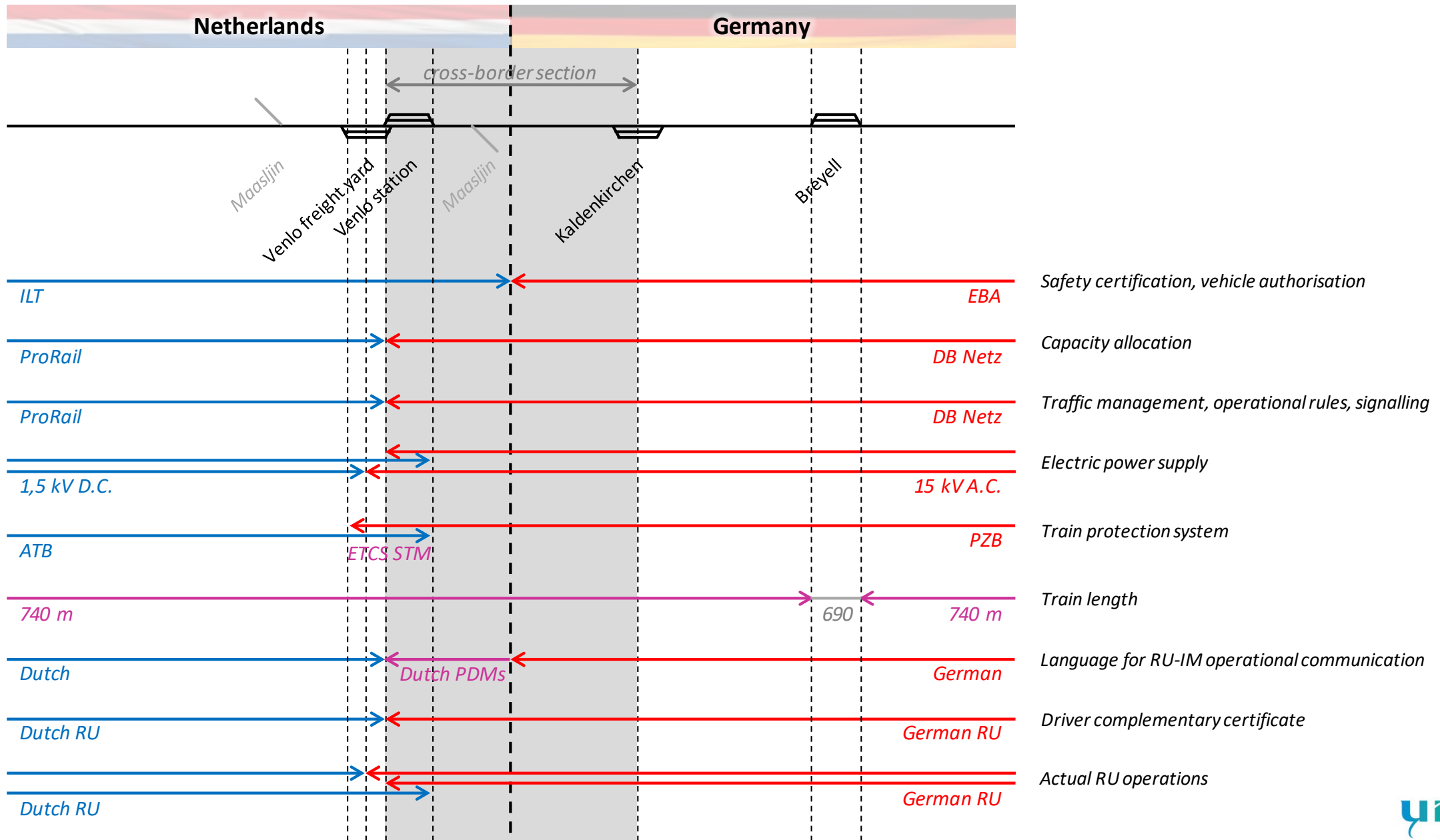
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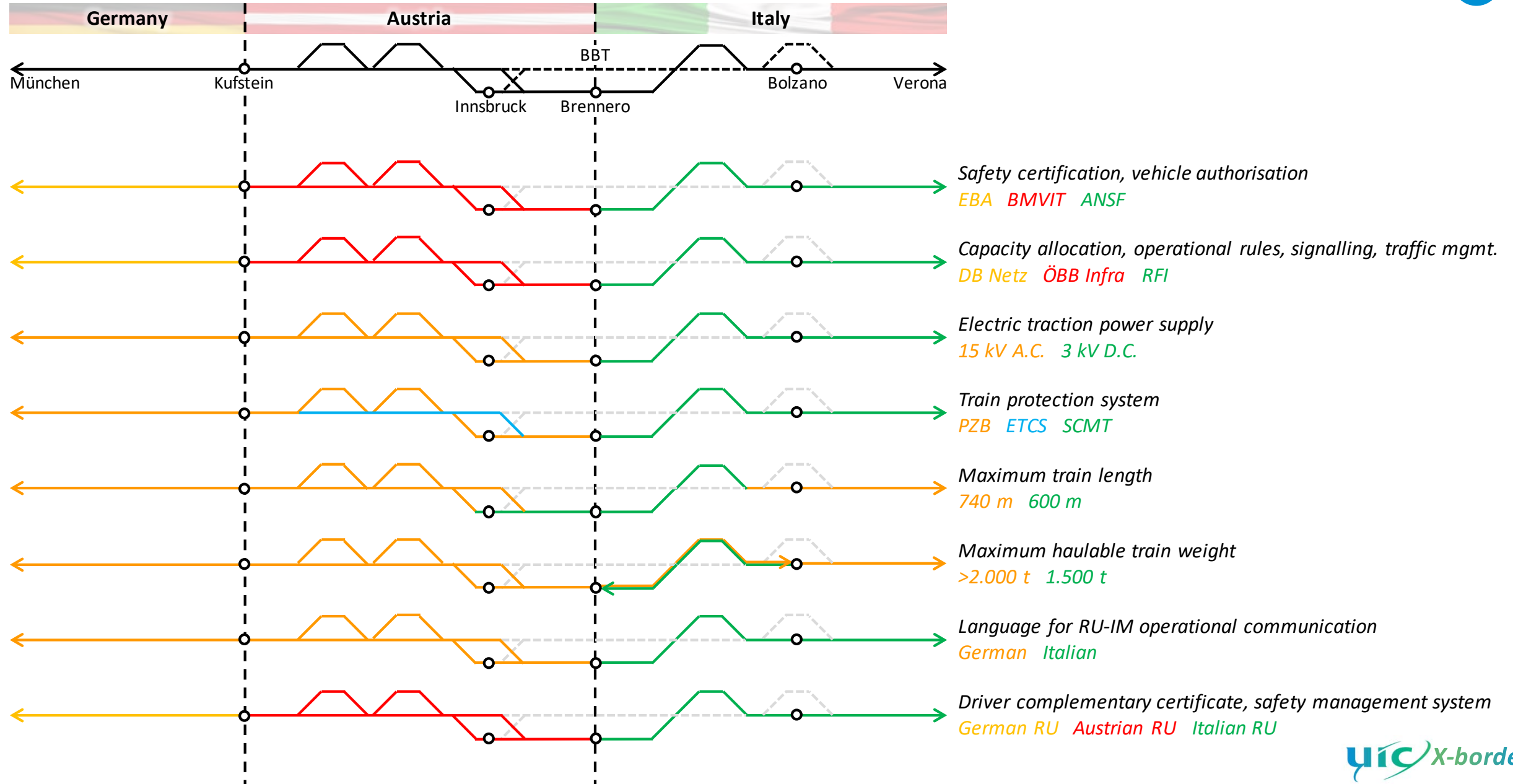
Analysis by the example of the Forbach – Saarbrücken border section



Analysis by the example of the Venlo – Kaldenkirchen border section



Analysis by the example of the München – Verona corridor border section



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Thank you for your kind attention.