

Why is interoperability so important and urgent?

'Interoperability in Practice' Workshop for the European Railway Industry

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Official definition

‘Interoperability’ means the ability of a rail system to allow the safe and uninterrupted movement of trains which accomplish the required levels of performance for these lines. This ability depends on all the regulatory, technical and operational conditions which must be met in order to satisfy the essential requirements

DIRECTIVE 2008/57/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 17 June 2008 on the interoperability of the rail system within the Community

(Recast from initially distinct Directives for high-speed rail system and conventional rail system)

Interoperability is based on TSIs

The rail system has been broken down into subsystems.

Each of the subsystems is covered by one TSI (technical specification for interoperability). Where necessary, a subsystem may be covered by several TSIs and one TSI may cover several subsystems.

The defined subsystems are:

(a) structural areas:

- infrastructure,
- energy,
- control-command and signalling,
- rolling stock;

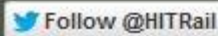
(b) functional areas:

- traffic operation and management,
- maintenance,
- telematics applications for passenger (TAP) and freight (TAF) services.

Interoperability is in the DNA of Hit Rail

Enabling Connectivity and Interoperability for the European Railways

Interconnecting the main actors within the European Railways Community, HIT Rail is a foundation for international passenger, freight and infrastructure railway services.



- is a small, **non-profit making and neutral** company with a **strong management team** and a **vast knowledge** of railway environment
- was created in 1990 to professionally manage the Hermes X.25 network already in use for railways **since 1978**
- has developed an international prestige in guaranteeing a **reliable and up to date data transmission service**
- has constantly stayed in the **vanguard of international data communication technologies**, migrating to the newest ones (OSA, MPLS) as soon as consolidated.

A company owned by railways

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HIT Rail's Shareholders

The following 12 European Railway Companies are owners of HIT Rail b.v.:

- ADIF - Administrador de Infraestructuras Ferroviarias
- CD - České dráhy, a.s.
- DSB - Danske Statbaner
- EVRY
- FS - Ferrovie dello Stato Italiane
- MÁV - Magyar Államvasutak
- ÖBB - Österreichische Bundesbahnen
- SBB CFF FFS - Schweizerische Bundesbahnen
- SNCB Holding - Société Nationale des Chemins de Fer Belges
- SNCF - Société Nationale des Chemins de Fer Français
- SZ - Slovenske Zelenice
- ZSR - Železnice Slovenskej republiky



A company used by railways



The screenshot shows the hitrail website interface. At the top is a navigation bar with links: Hermes VPN, Hermes Open Services, Support, Company, Clients and Partners, News, Events, and Log in. Below this is a dark grey bar with 'Home' and 'Back' links. The main content area features a section titled 'HIT Rail Customers' with a light beige background. The text in this section reads: 'Most of the European largest railway companies (both railway undertakings and infrastructure managers) are users of the HERMES VPN. HIT Rail is proud to provide communication services e.g. for the following customers:'. To the right of this text is an image of a blue map of Europe with several blue silhouettes of people standing on it.

ADIF, ATOC, B-LOGISTICS, CD, CD Cargo, CFL, CFR Calatori, DB, DB Netz, DBSR, DBSRDE, DSB, EUROSTAR, GC, INFRABEL, LOKOMOTION, MAV START, NMBS/SNCB, NS, OeBB, PKP Cargo, PKP Intercity, PRORAIL, RAIL ACCESS, RAILDATA, RCA, RCH, RENFE, RFI, RhB, RMF, RNE, RTC, RZD, SBB, SBB Cargo, SJ, SNCF, SNCF Fret, TCDD, THALYS, Trenitalia, UIC, UZ, VR, ZS, ZSR, ZSSK, ZSSK CARGO

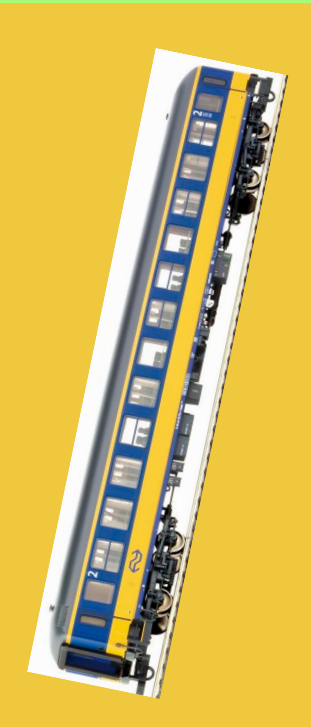
Why is interoperability important?

- To enable European citizens, economic operators and public authorities to benefit from a rail area without internal frontiers
- To reduce the greenhouse gas emissions, through an adjustment to the balance between the various modes of transport
- To enhance the competitiveness of European rail industries at world level
- To increase the competitiveness of rail vs other transport modes
- To reduce the very close links between the national industries and the national railways, that hinder the genuine opening-up of markets
- To accompany the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification with the requisite harmonization measures
- And, last but not least, because it is a law!

Is telematic interoperability important?



Yes in the freight domain, where no universal rail standards were defined earlier



Incumbent RUs

To a limited extent, because the current TAP basically copies existing UIC leaflets

Small and new RUs

Yes, as far as RU/IM interconnection is concerned

Yes, since they were not aware or users of UIC standards

Ticket vendors

Yes, to allow them to have a direct interaction with railways of mutual commercial interest

Public authorities

Yes, to provide correct and comprehensive information to citizens who (intend to) travel

Requirements for success

Awareness of smaller
Rus and newcomers
must be improved



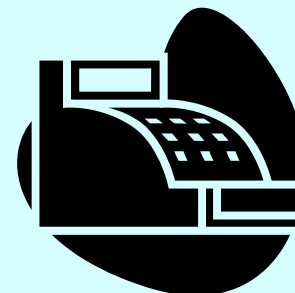
Member States must
inform and monitor all RUs

Standards must follow
quickly the technology
changes

Flat files, Edifact



XML



Standards must be
extended to cover
the whole business

Keep in mind that ...

RUs will be happy to seek interoperability if they find there a **business case**.

If they only do it because it's a law, they will do as few and as late as possible



Interoperability must set standards for the exchange of data **if and when** two RUs want to exchange data.

No European law can or should force an RU to do business with another if it doesn't want



Thanks for your attention