Position Paper

Striving for a virtual European Traffic Management

9 February 2022

CER/EIM Position Paper on virtual European Traffic Management[1]

Background

EU's Smart and Sustainable Mobility Strategy sets ambitious targets on rail transport, both passenger and freight, granting it a prominent role in the transition towards zero-emission mobility and the delivery of the EU Green Deal objectives. The Strategy sets ambitious targets in international rail, both passenger and freight, resulting in more demands in efficient traffic management on a European level. In parallel to the initiative of Infrastructure managers (IMs) to create a virtual European Traffic Management network also according to Regulation 913/2010, Rail Freight Corridors are required to put in place procedures for coordinating traffic management and to ensure optimal coordination between the operation of the railway infrastructure and the logistic terminals (Article 16). It is also envisaged that in cases of disturbances to normal operations on rail freight corridors, common targets for punctuality and/or guidelines for traffic management are to be adopted (Article 17).

CER and EIM's Position Paper on Rail Freight Corridors Regulation states that a more efficient cooperation among all the actors of the logistic chain is needed with the final aim to improve performance and the reliability of the international rail transport in both regular services and the services after disruptions.

Traffic management is an area which plays a key role in strengthening the competitiveness of international rail transport for both passenger and freight. The sector recognizes there is room for improving cooperation between traffic control centers of individual IMs. RailNetEurope's (RNE) Members have recently published a Declaration of Intent to implement joint actions to achieve a more effective international railway traffic management.

A stronger virtual European Traffic Management

Infrastructure Managers are in the process of developing a virtual European Traffic Management network that will bring the national Traffic Control Centers (NTCCs) closer together. With stronger cooperation and collaboration, the traffic management process will be improved contributing to a modal shift and achieving the European Smart and Sustainable Mobility Strategy and European Green Deal objectives.

More concretely, the IMs are committed to:

- Improve procedures for verbal and digital communication, including exchange of digital information;
- Implement common harmonized NTCCs traffic management procedures and communication in the international traffic management;
- Gradually implement a common language or the implementation of digital tools to be used by the NTCCs for the communication amongst themselves. Such digital tools could potentially also help the communication between the train crew and the

---

[1] Virtual: A non-physical presence of European traffic management, supported by digital solutions.

traffic control centre, provided that technology has developed to such an extent that safety concerns are fully mitigated. In addition, a common language and/or digital tools should only be used when not both/all actors share the same language.

- Use common harmonized IT tools (RNE TIS) as a primary option in cross border traffic management for information exchange and communication purposes, in addition to the information displayed in the IMs' traffic management tools and obtained through TAF/TAP obligatory data exchange;
- Further adapt the mentioned IT tools and procedures to extend data exchange with terminals, ports and freight forwarders and provide relevant data for customers;
- Identify roles and responsibilities related to cross border coordination activities in the context of the train run (not related to safety procedures) and strive for a fully international approach to traffic management.
- Support the role of RFCs in contributing to an efficient virtual ETM that would deliver tangible results and meet the expectations of customers and stakeholders, such as RUs, Terminals, Ports.
- Integrate the International Contingency Management (ICM) Handbook into the future virtual European Traffic Management concept;
- Maintain synergies between Smart Capacity Management (TTR), including Digital Capacity Management (DCM), and European Traffic Management (ETM).

One of the basic prerequisites for developing a stronger European Traffic Management of international passenger and freight trains is to deliver train operational data in real time. Accordingly, international train management is supported by the development of the specifications of the TAF/TAP compliant common interface as the main information exchange tool. It also includes its use in the operational traffic management procedures, or the use of international information displayed in national traffic management tools using TAF/TAP TSI compliant data exchange supported by train information system (RNE TIS).

The creation of a common virtual European Traffic Management will contribute to the improvement of rail's performance attracting more passengers and freight operators to choose rail and thus contributing to the climate policy objectives of the EU.

Therefore, CER and EIM support the activities declared in the RNE members' Declaration of Intent on ETM and are ready to provide input to the policy makers in the upcoming legislative proposals related to rail.

About CER

The Community of European Railway and Infrastructure Companies (CER) brings together railway undertakings, their national associations as well as infrastructure managers and vehicle leasing companies. The membership is made up of long-established bodies, new entrants and both private and public enterprises, representing 71% of the rail network length, 76% of the rail freight business and about 92% of rail passenger operations in EU, EFTA and EU accession countries. CER represents the interests of its members towards EU policy makers and transport stakeholders, advocating rail as the backbone of a competitive and sustainable transport system in Europe. For more information, visit www.cer.be or follow @CER_railways on Twitter.

About EIM

EIM, the association of European Rail Infrastructure Managers, was established in 2002 to promote the interests and views of independent infrastructure managers in Europe, following the liberalisation of the EU railway market. It also provides technical expertise to the appropriate European bodies such as the European Railway Agency. EIM's primary goal is promoting growth of rail traffic and the development of an open sustainable, efficient, customer orientated rail network in Europe. For more information, visit www.eimrail.org.

This document is for public information.

Although every effort is made to ensure the accuracy of the information in this document, the above associations cannot be held responsible for any information from external sources, technical inaccuracies, typographical errors or other errors herein. Information and links may have changed without notice.