

Improving Standardization in Rail Projects to Meet the Challenge of Introducing Innovation, Finding Agreement Between Different Stakeholders & Suppliers

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EIM in a nutshell

Where did we come from ?

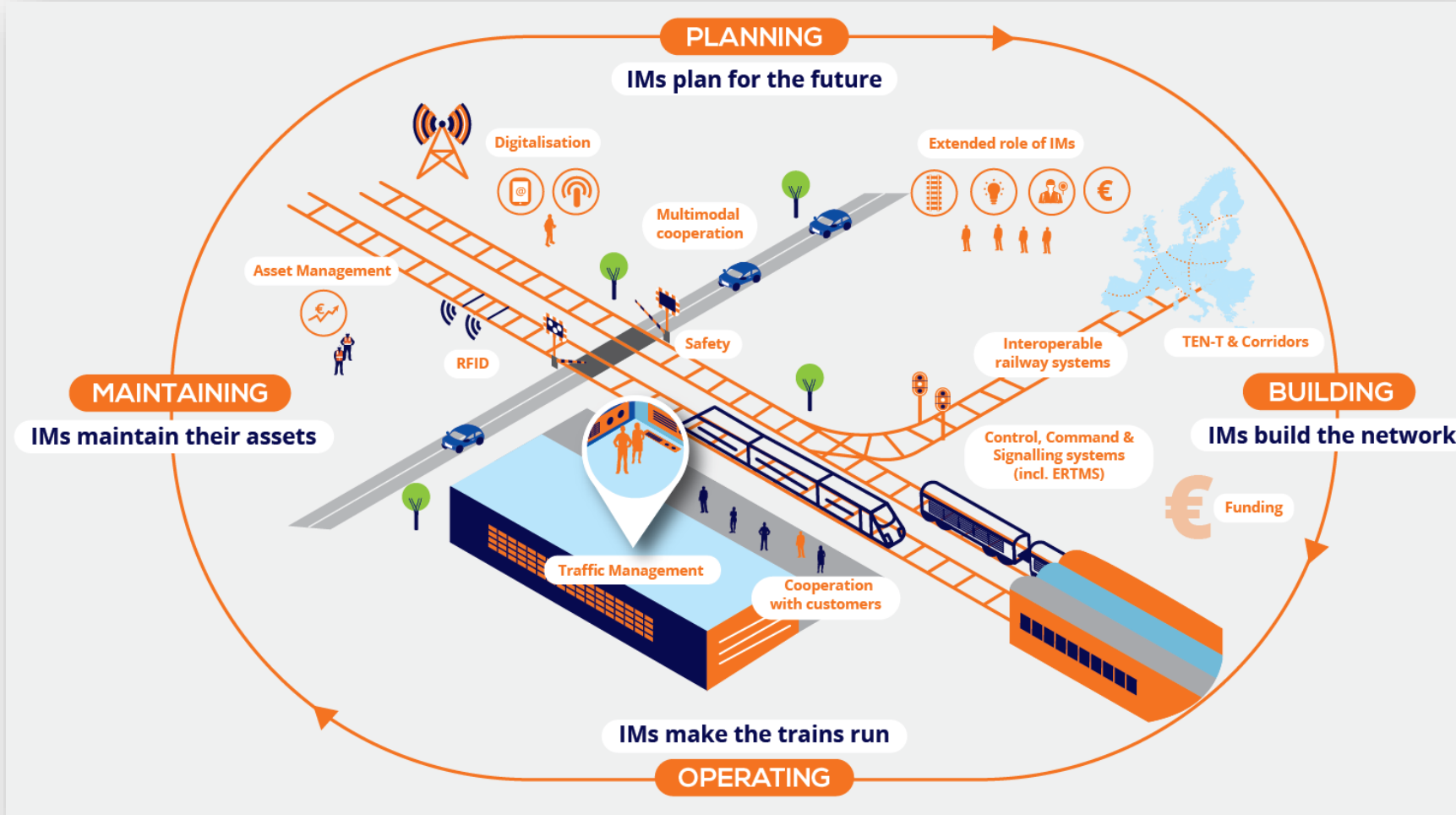
- European Rail Infrastructure Managers (EIM) was established in 2002 following the liberalisation of the EU railway market to promote the interests of all rail infrastructure managers in the EU and the EEA.
- Based in Brussels, EIM is registered as an international, non-profit association under Belgian law.
- EIM counts 7-10 staff



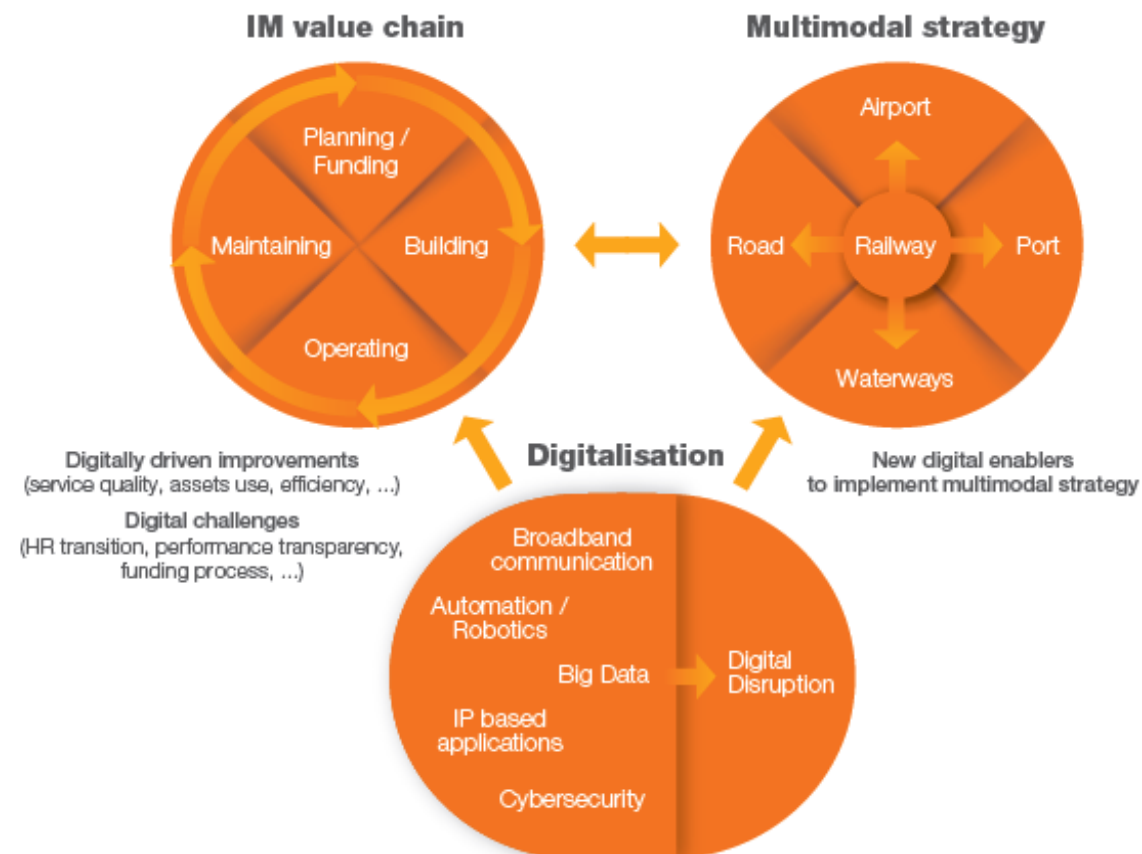
Who do we represent ?

- EIM represents all 'independent' rail infrastructure managers are members with EIM;
- So far we counted 14 members. Since June 2020, Network Rail's High Speed Board joined EIM as 'associate' member
- 12 national members, 1 non-national member and 3 associate members (among which Eurotunnel and Lisea)

The Business we represent

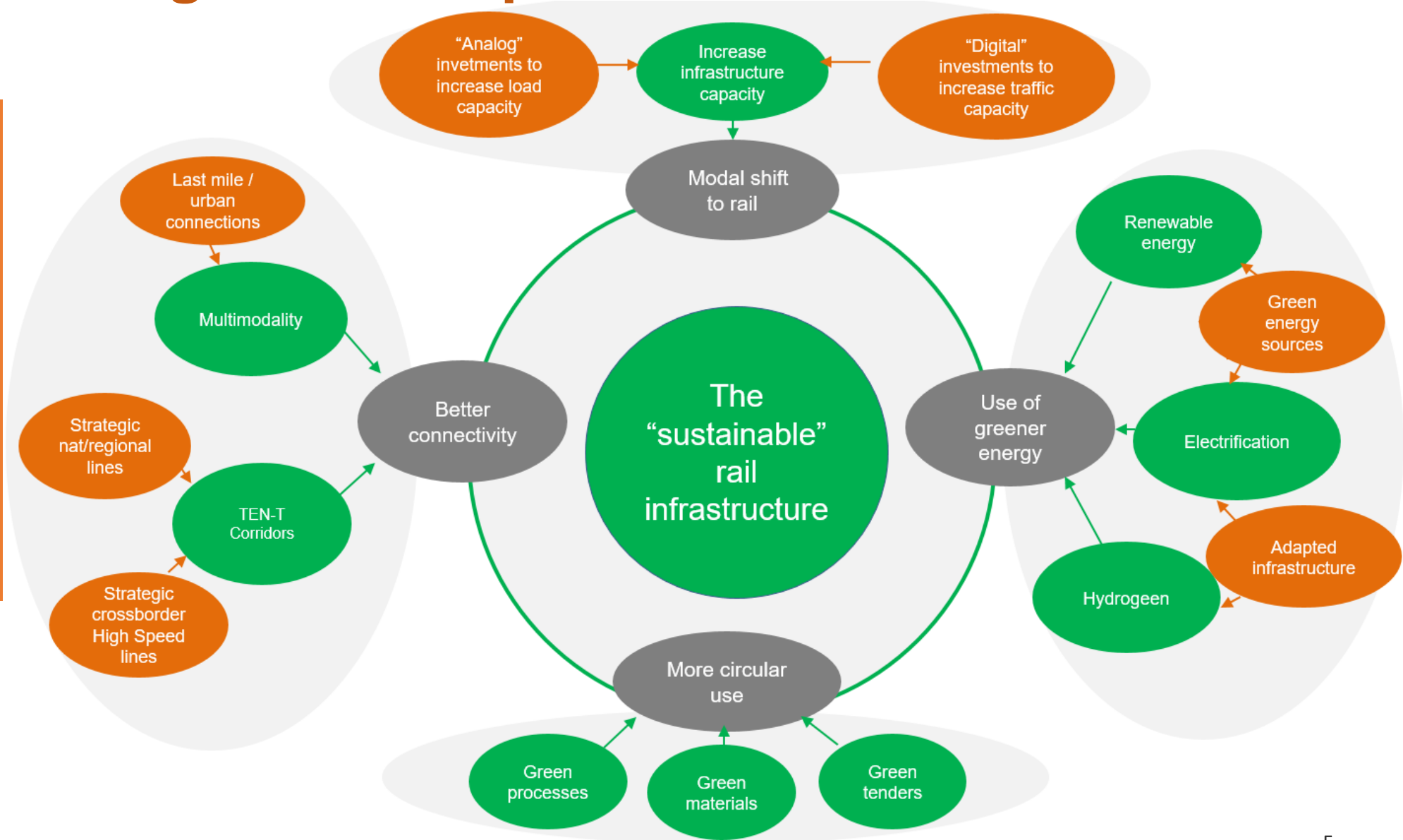


The Rail Infrastructure managers 2.0



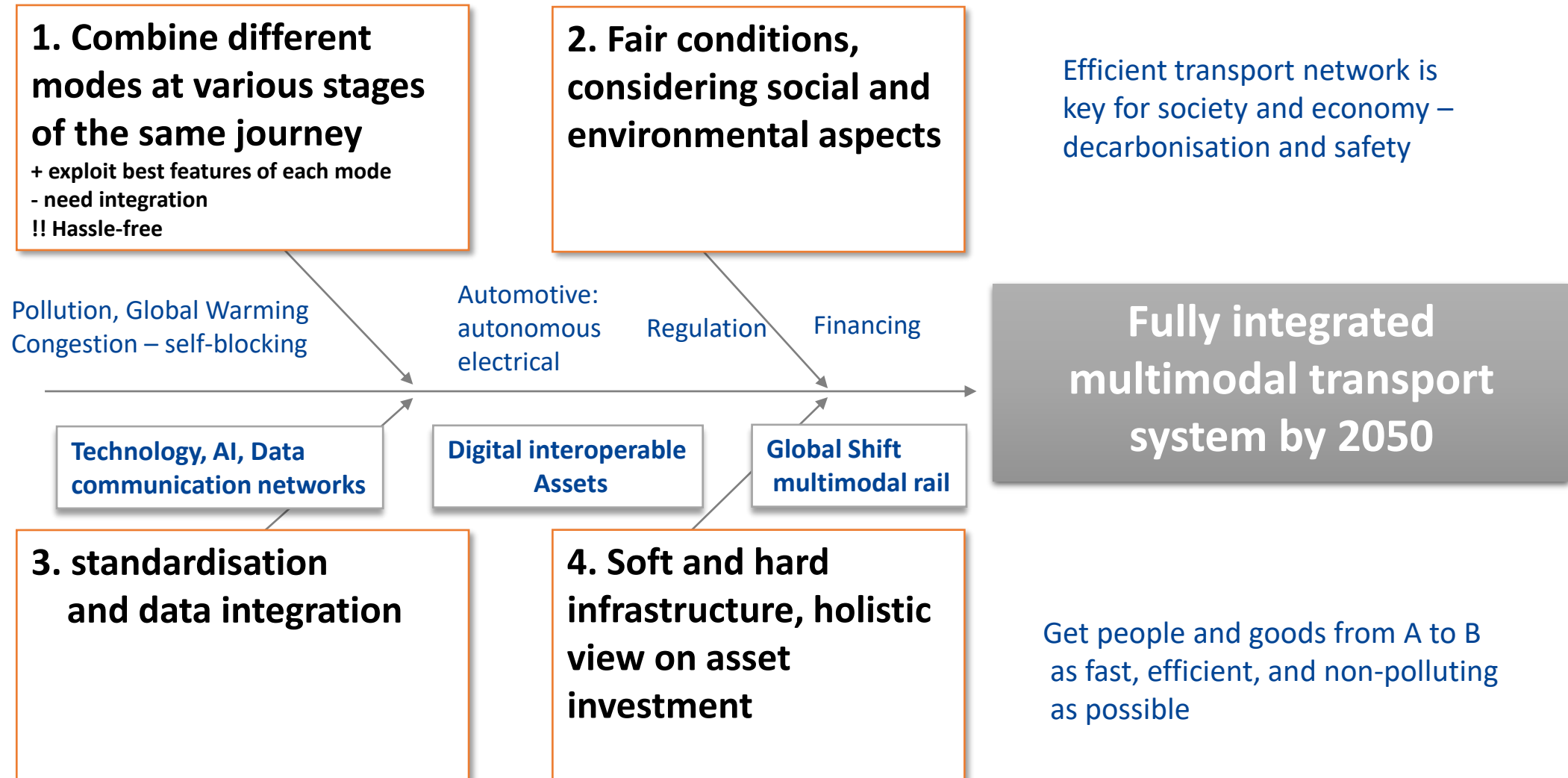
The asset manager landscape

The sustainable mobility of tomorrow



The asset manager landscape

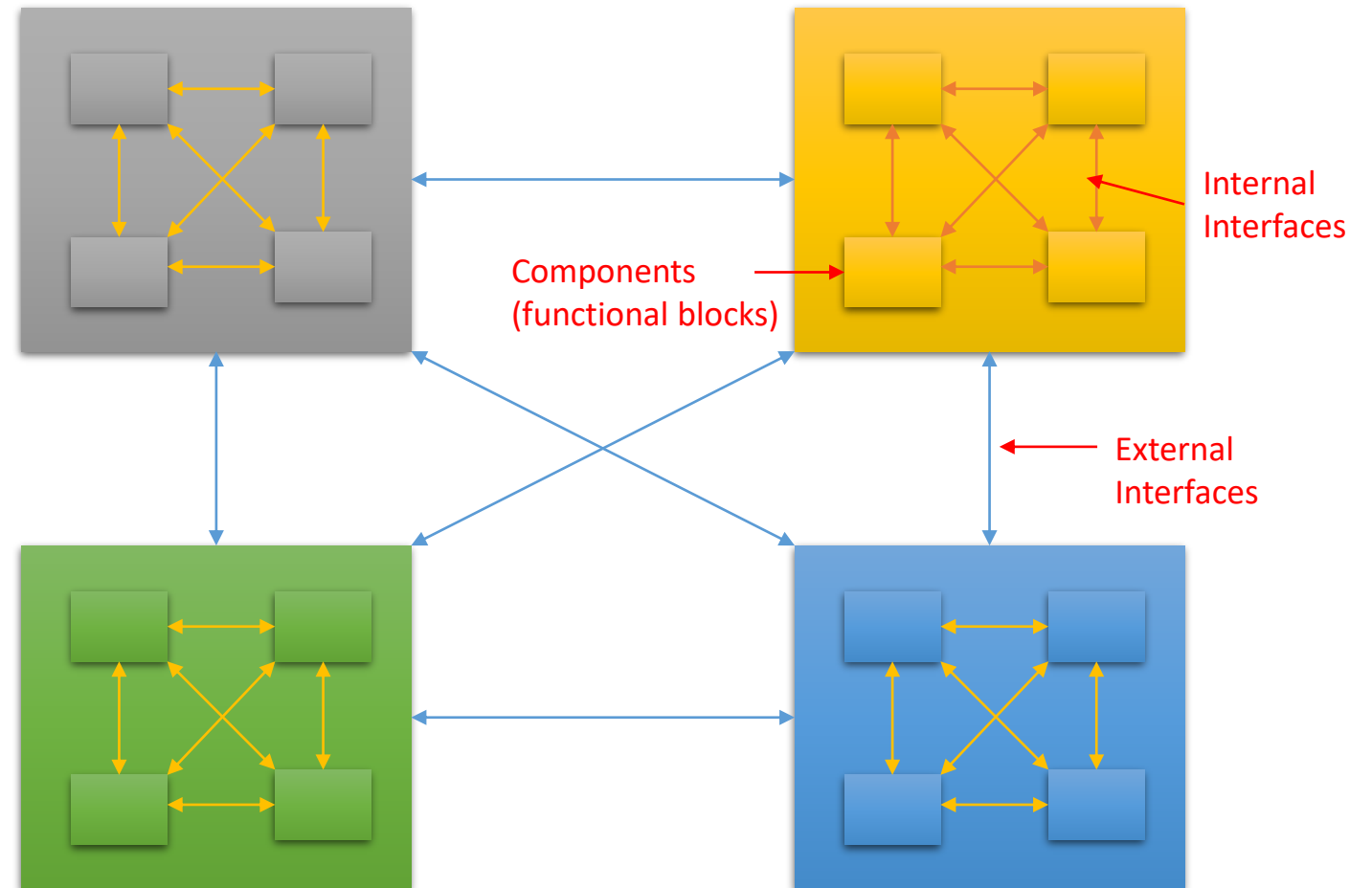
Innovation
and the
Mobility of
Tomorrow



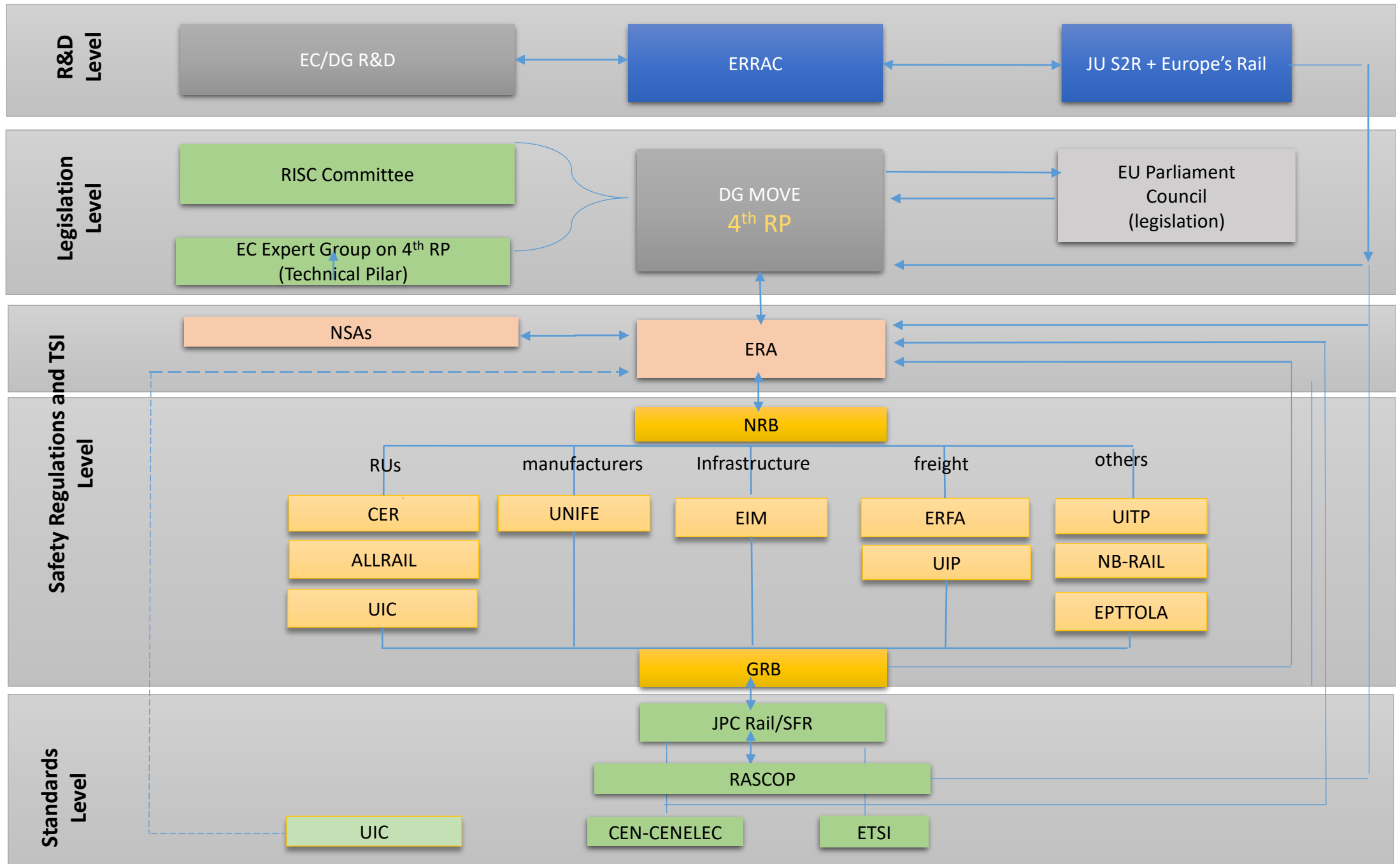
The mobility of tomorrow

Example:
CCS-ERTMS > RCA & OCORA

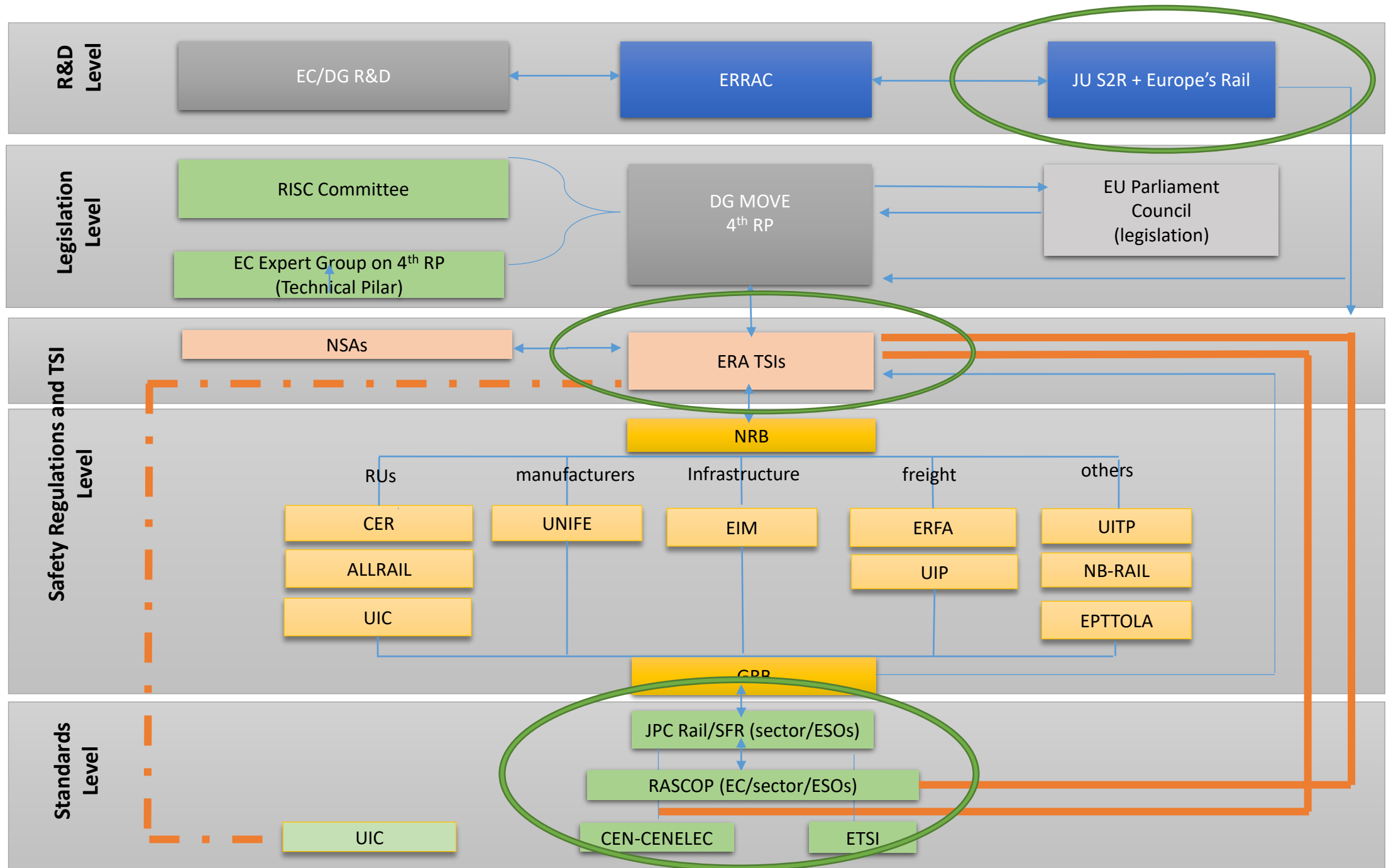
We need System(s) Architecture



The EU ecosystem



The EU ecosystem



EIM Survey

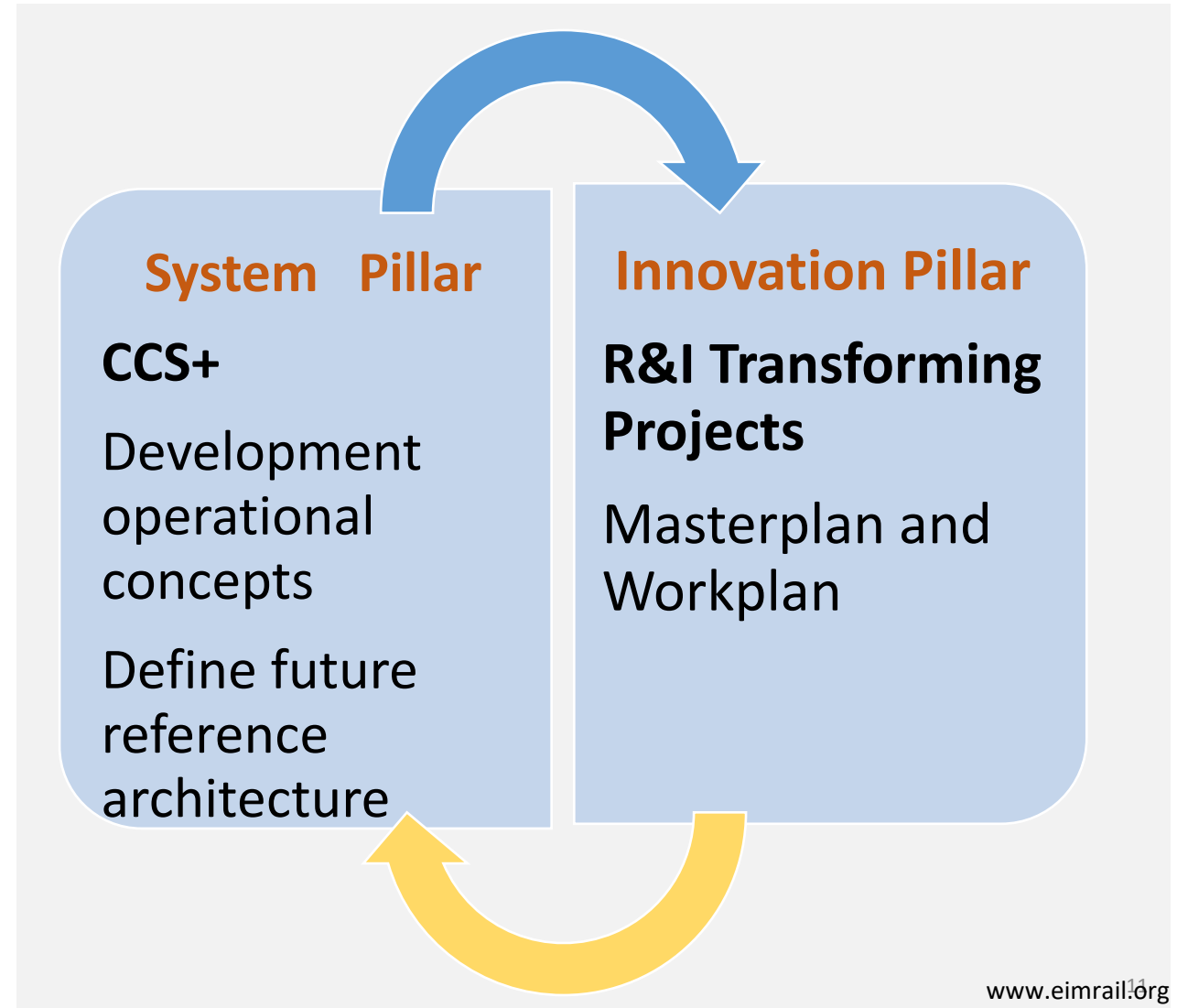
- ✓ 88% IMs agree that 4th Railway Package and standardisation S2R have greatly improved harmonisation and interoperability.

But

- ✓ 94% agree that there is still lack of integration into the European system and additional developments are required

A good example of collaboration (I)

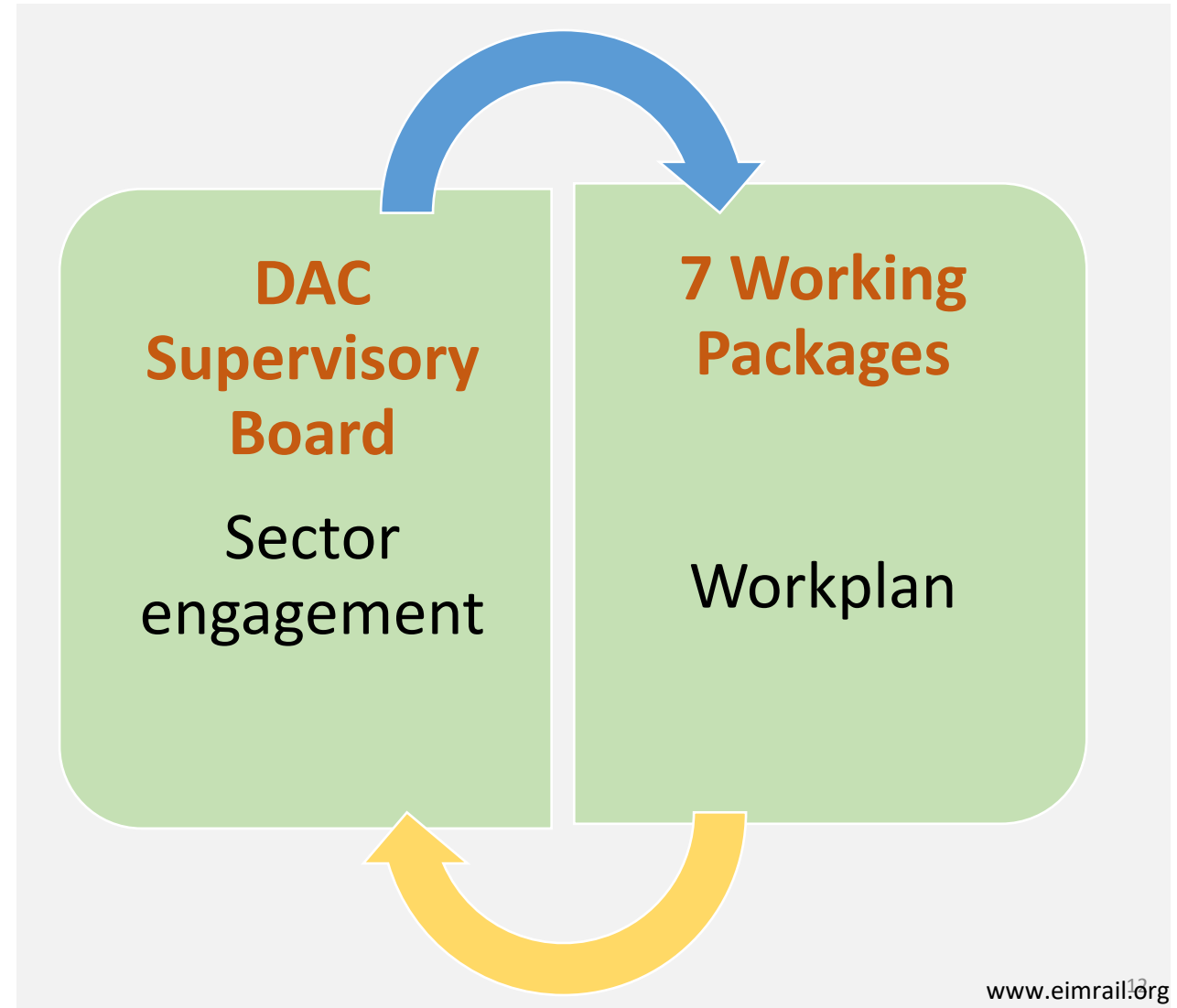
« Europe's Rail » Joint Undertaking



A good example of collaboration (II)

S2R project on Digital Automated Coupling

450.000 – 500.000 wagons by 2030



Some conclusions

1. The environmental/green priorities are reshaping the Asset Manager landscape
2. The multimodal transport of tomorrow requires innovative solutions and system(s) integration
3. The EU regulatory landscape (4th RP) calls for stronger collaboration among the rail actors at different levels to achieve the Single European Railway Area (SERA)

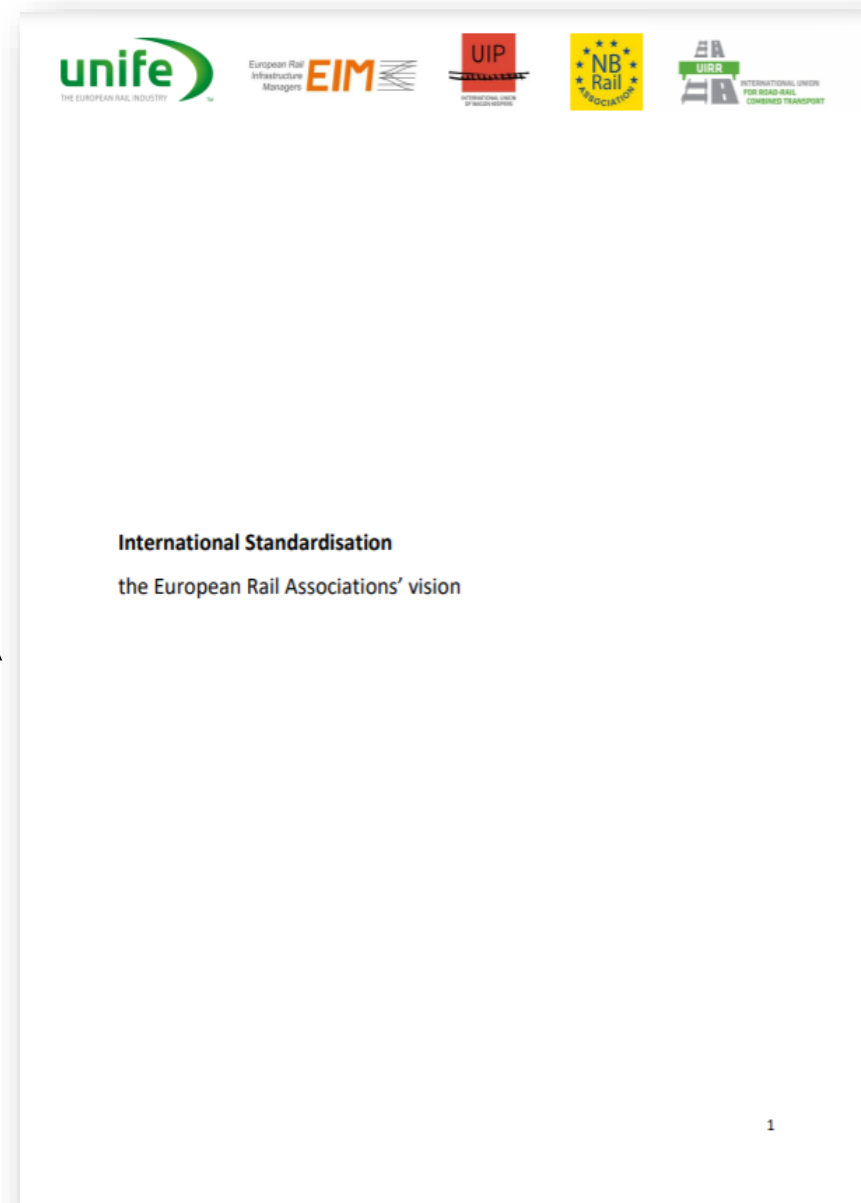
Some conclusions

4. More harmonisation is needed to overcome national legacy systems that slow down integration into the European system
5. Collaboration among players with different interests in R&I for harmonised technical solutions is possible
6. Standardisation and R&I have also a geopolitical dimension: The country/region that has the strongest influence on the standard setting, also sets norms that are internationally used

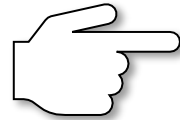
How to improve the system?

- **Position Paper EIM-UNIFE**

- ✓ To accelerate/optimize the standards making processes in Europe
- ✓ More digital standardisation
- ✓ Facilitate the participation of EU innovative companies (SMEs and start-ups)
- ✓ European rail standardisation needs to be seen as a strategic asset
- ✓ The ESOs should encourage technical cross-fertilisation among different TCs and WGs, including between the different ESO



Thank you for your attention



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