

## On track to a sustainable future

EU-funded research for a safe and efficient European rail system



STUDIES AND REPORTS

EUR 24507 EN



### INESS

The INESS project aims to harmonise data file formats and design tools, provide testing tools for signalling applications and produce standardised functional requirements for new interlocking technology.

#### Integrated European signalling system

Coordinator | Union Internationale des Chemins de Fer (France)

Total budget | EUR 16.6 million

EU funding | EUR 10.2 million

Start/end | 01/10/2008 – 30/09/2011

Website | <http://www.iness.eu/>

### The will to make it happen

Bringing interoperability about gradually has left a gap between the European TSIs, which apply to new and upgraded systems, and national rules, which apply to everything else. In addition, the costs related to the new procedures (e.g. learning time, staffing, certification, technical adaptations) are felt by small and medium-sized enterprises (SMEs). Interoperability will benefit the European network as a whole, but much of the expense will be borne by various Member States. This may cause some reluctance towards more rapid adoption.

The substantial technological advances in rail R&D over the past decade have helped clarify complex interlinking systems. Furthermore, research on socioeconomic and deployment strategies has helped key actors to overcome any reluctance caused by uncertainty, and has motivated them to adopt effective interoperability strategies.

Over time, the negative effects of changing to a new system will diminish. When the interoperability regime is well established and everyone is familiar with how it works, new business opportunities will arise and innovative products will make their way more easily to the market. The substantial efforts in rail research and innovation over the past decades have played – and will continue to play – no small part in making this monumental transition possible.