

ERTMS

Milan-Bologna ERTMS / ETCS Level 2 High speed line - Diagnostic Train ETR Y1 has run at 355 km/h while checking infrastructure parameters

Milan-Bologna ERTMS/ETCS lev. 2 was put in pre-commercial operation on 1st October last. On the same section, the diagnostic train set ETR Y1 has run at 355 km/h, for the first time, while checking the complete set of infrastructure parameters. The previous record was 352,026 km/h on the Turin-Novara in 2006 ERTMS/ETCS lev. 2 .



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European project / Signaling

INESS Kick-Off Meeting (Paris, 21 – 22 October)

The INESS project officially began on 1 October following the European Commission's decision to accept the joint grant agreement preparation forms from UIC and UNIFE to partially fund the three-year large-scale integration project.

A successful two-day kick-off meeting was organised on 21 – 22 October in Paris to launch the project and to discuss the main aims and objectives to be achieved.



From left to right: P. de Cicco (UIC), A. Grodzicki (EC), F. Heijnen (UNIFE) and L. Aliadière (UIC).

The plenary session on 21 October was opened by UIC Chief Executive *Luc Aliadière*, who welcomed the participants and key speakers, notably Project Officer *Adam Grodzicki* from the European Commission, *Andy Doherty* from Network Rail chairman of the Steering Board and *Frans Heijnen* from UNIFE.



The first part of the meeting focused on the general outline of the project, its importance in the railway world and the main management bodies set up to ensure its smooth running. The second half of the day was dedicated to the more specific organisation of the various workstreams, the contribution of the 30 project partners to the work programme and the funding mechanisms for the project. *Peter Winter-SBB*, presented the project level of innovation and standardisation and *Emmanuel Busseyne* – project manager from Infrabel presented the management plan. Parallel workshops, led by workstream leaders, were held at the end of the afternoon, focusing on developing a concrete work programme for the months to come.



The second day, held at UIC headquarters, saw the continuation of the parallel workshops and concluded with a round table which set out the immediate plans of action.

The kick-off had a high turnout, about 80 representatives from the 30 consortium members (railways, universities, etc.) – members from UIC, UNIFE, Universities and ALMA Consulting Group were also present to support the launch.

Project Background

INESS project (INtegrated European Signalling System)

ERTMS compliant interlockings

1st call - 7th EU Framework Programme for Research & Development – Theme 7: Transport (including aeronautics).

The European Commission, the European Railway Associations together with the Railway Supply Industry have agreed to work closely together to define a feasible migration strategy for ERTMS. This unique co-operation has offered the possibility to co-ordinate the implementation of the current constituent parts of ERTMS. Thereby it is becoming more and more evident that this process could be hampered by the lack of standardisation in the signalling layer. INESS is therefore needed to support the development of a new generation of interlocking systems with optimal unified interfaces towards adjacent subsystems such as remote control, neighbour interlocking, outdoor equipment and in particular ETCS.

In spring 2005 the group of signalling suppliers within UNIFE and UIC agreed to initiate a new joint activity for the harmonisation and re-engineering of signalling and interlockings in the frame of a new follow-up European research and development project. In view of this perspective, the Euro-Interlocking activity was reviewed and laid down the bases for the INESS project.

UIC and UNIFE agreed on a “*Project Declaration for the joint continuation of the Euro-Interlocking Project*”. At the end of 2006 the formal EC call for the 7th Framework Programme for Research and Development appeared, among others, with the topic “*Delivering ERTMS-compliant Interlockings*”.

The expected activities included:

- The definition of a common kernel of functionalities with agreement between railways and signalling suppliers on a common allocation of functions to subsystems and/or to adjacent systems such as a traffic management systems of radio block centres.
- Interfaces to be standardised in areas which lead to significant economical benefit (to be justified by a cost/benefit analysis)
- Common procedures for the safety case facilitating cross-acceptance as well as methods and tools for data preparation.

INESS’ main objective is to significantly reduce life-cycle costs of future interlockings and associated outdoor equipment. All possibilities for cost-reduction in the various implementation phases ranging from planning and site-specific engineering, procurement, commissioning (including safety approval) to maintenance (including adaptations to changes of the operational requirements) need to be explored. Standardisation, increased competitive tendering and significant reduction of implementation time are considered to be key requirements for the future. Consequently, railways are aware of the need for well defined strategies to achieve a migration from the present configuration towards a new harmonised Interlocking system with efficient integration with the adjacent systems for Centralised Traffic Control, ERTMS, and other relevant systems.

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Environment / Research

Railenergy Workshop « Energy Efficient Train Operation » (Rome, 08 October)



On October 8th, the UIC in association with UNIFE welcomed more than 60 international participants to the 2nd Railenergy workshop “Energy Efficient (EE) Train Operation” in Rome kindly hosted by RFI. This workshop is one module in a series of training and dissemination events organised jointly by UIC und UNIFE. This workshop’s main intention was to provide an overview about the state of the art of EE train operation in Europe including EE Driving, EE Timetabling and Traffic Flow Management.



In his welcome speech, *Gabriele Maffei* (Director of UIC’s Research and Technology Department) pointed out the importance of exploring energy saving potentials in the railway world to reduce energy costs and maintain the railway’s competitiveness.