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EU framework and digitalisation of transport

- The first task of the incoming Commission will consist of approving a Green deal, including a set of potential measures to make of Europe the first carbon-free continent in the world by 2050.
- To achieve this ambitious goal, exploiting the potential of digitalisation will be one of the crucial directions that will inform each sectoral policy, including in the field of transport.
- Digitalisation and more generally innovation bring along new business and operational models and help improving quality of services and environmental performance. This is why the EU strongly support this transformation – across all modes of transport.
- The final target is a multimodal connected transport system fully benefitting from real-time data and automation that can largely overcome today's constraints in terms of capacity, congestion, environmental impact, safety, while providing more reliability and flexibility at the same time.
- This multimodal approach actually calls for end-to-end tracking & tracing technologies to monitor the status of transport vehicles, smart contractual frameworks, cutting the red tape, and deploying automation and state-of-art technologies for terminals and transshipment.
- When it comes to railways, digitalised railways means more efficient, reliable and better-integrated rail services – a key offer to decarbonise transport by exploiting the potential of low-carbon, energy-efficient and high-capacity modes such as railways.

Rail freight digitalisation

- For rail freight, we expect digitalisation to pave the way for a smooth, seamless integration of rail with other modes of transport – which is an absolute need for a mode which, in the majority of cases, does not provide alone door-to-door connectivity!
- Data are the new oil of this transformation. No actor can live without them, no supplier / customer / industrial player need to know where a good is and when it will realistically arrive. An efficient logistic chain relies on data sharing among various operational stakeholders – including dynamic data.
- Embracing this paradigm-shift means a lot for rail competitiveness, both in terms of operations' efficiency and rail the integration of rail with other modes through terminals and their multimodal interfaces.
- That's why we, in DG MOVE, are paying high attention to quick-wins that real game changers for rail operations should deliver: ETA, trains ID, positioning and composition.
- Single Train Position, Composition and ETA, bundled together, have a major potential for an enhanced role of Rail within the multimodal logistic chain.

ELETA support and follow up

- ELETA plays an important role to provide one of the element of this digital puzzle - we have been carefully following ELETA project from its inception, following the Rotterdam Declaration in 2016 and the sector statement on rail freight corridors. We have supported it under CEF, monitored it throughout its milestones and backed it publicly since Vienna Rail Freight days in 2017.
- We are very interested in looking at the outcome of the project in terms of IT tools, involving also artificial intelligence, to provide reliable, continuous cross-border ETA from transshipment to transshipment point, including the last miles, up to terminals and multimodal operators!
- And we are learning from the evidence gathered in developing this project – paying attention to the recommendations expressed by Ad:
 - We will promote the use RNE Train Information System (*TIS*) to exchange real-time data (ETA and beyond!).
 - We are importing the commitments expressed in the Rotterdam Declaration (enhanced) in TAF TSI: this means that data exchange will be the rule, not the exception, for all the stakeholders involved.
 - And we are working hard with the sector to come up with a Single Train ID – following the first phase of the pilot project, we look with optimism to start deployment as early as in 2020.
 - We are involving terminals and Combined Transport Operators in TAF (and TIS), in the automated exchange of data – the revised TAF will represent a milestone for that.
 - Last but not least, ERA and the sector are working hard, with our backing to a scientific approach for ETA: a shared definition (it is not obvious when involving the interfaces such as terminals), and its quality parameters – what do we expect, what do we need, to optimise the logistics operations.
- As you see, the EU rail community is acting in full synergy with ELETA, and I am confident we will see the result of this effort soon.

Final claim for Rail data opening

- Now let me take a more assertive stance.
- The project has demonstrated that data exchange on ETA is feasible. It is a concrete starting point and a first step towards future achievements.
- Now we need to show that data exchange becomes operational in the short term.
- There is today a renewed interest in rail as the greenest mode of transport.
- However, there are also more and more doubts about its ability to grow rapidly and become a valid alternative to road transport meanwhile all modes of transport are rapidly shifting to electric mobility, thereby closing their environmental gap with rail.
- There therefore is a reputational risk for rail we should remove and a sense of urgency to act because other modes of transport have already implemented for some time what we are presenting today as a major breakthrough.
- In this light, ETA is a must, a sort of proof of the truth for the sector, in particular rail freight.
- ELETA and ETA also opens up to a better and regular performance monitoring and reporting as far as punctuality is concerned. Another major missing element for rail. I am therefore delighted to see that the industry is taking the initiative for a follow-up project (Q-ELETA).
- Finally, ELETA and its partnership also suggests that we badly need a more network-centric approach to let rail international services to develop. An international focus on data-sharing, digital platforms and cooperative decision-making among operational stakeholders.
- Let me therefore wish all the best for the full uptake of the benefit of ELETA, and for seizing the opportunities of data sharing by rail.