

## **Texte d'annonce de Shift2Rail pour l'évènement**

On 27 October 2017, S2R published the new MAAP Part A provides an executive view, clarifying the S2R vision and its contribution to delivering European Union societal goals and identifying the associated set of twelve new capabilities that S2R will help develop and bring to the market. It describes the S2R Programme as a whole, summarising its purpose, structure, methodology and content and focuses on the series of intermediate steps through which it will bring about a radically improved railway system (urban/suburban, regional and high-speed passenger rail, freight), shaping the future mobility of people and business. These steps will be taken through the development and implementation of the R&I activities planned in the MAAP, while capturing new technologies and following a European wide system of systems approach that is novel for the sector. It explains how the MAAP and its detailed activities (as set out in Part B), within the framework of the original S2R MP, are designed to deliver the vision of a radically improved railway system. It also explains the opportunities that this could bring to the railway industry and to society as a whole.

With the upcoming new S2R activities it is planned to build on previous project in order to produce:

- either demonstration with prototypes of new technologies into operation or test facilities,
- or supporting activities with lower Technology Readiness Level, based on new emerging concepts and coming from the digital world, basic science or elsewhere, to pave the way for future research and innovation.

Accordingly to the planning set in the Multi-annual Action plan and based on the planning summarised in the publicly available presentation in the last S2R info day (<https://shift2rail.org/wp-content/uploads/2017/12/PMs-PPP-1-Read-Only.pdf>), the following activities are to be expected:

- IP1: Development of new technologies for the next generation Carbody, Running Gear, Brakes, Doors and Modular interiors
- IP2: Development of enhanced automation systems, train integrity, smart radio-connected wayside objects, and freight ATO (IP5), with particular support for traffic management, formal methods in railway environment and cybersecurity
- IP3: Development of intelligent asset management and with particular support for smart traction power supply
- IP4: Development of functionalities for travel companions applications and supporting better shopping, tracking and booking
- IP5: Development of real-time network management, intelligent video-gates, new wagon, monitoring solutions and future hybrid loco, with particular support for CBM and obstacle detections
- CCA: work on intelligent mobility management and with particular support on exterior noise and vibration.
- IPx: possible new low TRL activities taking into account current IT most promising developments.