

# REGISTER OF INFRASTRUCTURE

COMMISSION IMPLEMENTING REGULATION (EU) 2019/777  
ENTRY INTO FORCE: 16/05/2019

## WHAT IS THE RINF APPLICATION?

A web-based application that acts as single entry point for the publication of Member States' infrastructure information.

## WHICH IS ITS PURPOSE?

The main purpose of the register of infrastructure is to set out transparent characteristics of the network and be used as a reference database.

## WHEN RINF APPLICATION SHALL ENTER INTO FORCE?

The Agency shall ensure that the RINF Application is operational by **16 June 2019** at the latest.

## TECHNICAL SCOPE

These specifications concern data about the following structural subsystems of the Union rail system:

- the infrastructure subsystem;
- the energy subsystem;
- the trackside CCS subsystem.

## WHAT DOES EVERY MS HAVE TO DESIGNATE?

Each Member State should designate a national registration entity to be responsible for the coordination of the submission and regular update of data of its register of infrastructure.

Each Member States shall notify the Agency by 16 June 2019 at the latest of the national registration entity designated.

## RAILWAY NETWORK STRUCTURE FOR RINF

- For the purposes of the RINF, each Member State shall describe its railway network by sections of line and operational points;
- Items to be published for 'section of line' related to infrastructure, energy and trackside CCS subsystems shall be assigned to the infrastructure element 'running track';
- Items to be published for 'operational point' related to infrastructure subsystem shall be assigned to the infrastructure elements 'running track' and 'siding'.

## HOW DO IMS HAVE TO PROVIDE DATA?

IMs should collect data relating to their network and ensure that data submitted to registration entities is complete, consistent, accurate and up to date.

Information relating to infrastructures placed in service after 16 June 2019 shall be submitted to the RINF application before the placing in service.

Until 31 December 2020, IMs shall submit data to registration entities. Registration entities shall submit data to the RINF application at least every month unless no data needs to be updated. In the latter case, registration entities shall inform the Agency that no data needs to be updated. One update shall coincide with the annual publication of the network statement.

From 1 January 2021, subject to the development of RINF application IMs of each Member States shall be in charge of collecting and inserting the data to the RINF Application as soon as such data becomes available.

## RCC (ROUTE COMPATIBILITY CHECKS)

Data relating to new parameters specified in the RINF Regulation should be collected and inserted in the register of infrastructure in due time, in particular to allow for the checking of vehicle-route compatibility on the basis of the RINF Application. The infrastructure manager shall provide the information for route compatibility as defined in Appendix D1 of the [OPE TSI](#) through RINF.

## ITEMS FOR RINF

The network parameters that have to be provided can be checked in the [RINF XSD Schema V1.5](#) and in Table 1 of Commission Implementing Regulation (EU) 2019/777. It is important to check if the parameter is required for checking the vehicle-route compatibility.

The deadlines to provide different parameters are:

- 16 March 2019
- 16 January 2020
- 1 January 2021

There are infrastructure documents that the IM or the NRE, in accordance with Article 5, shall submit such document to the Agency in an electronic format.

Documents referred to in the following parameters shall be submitted in **two EU languages**:

- Document with the procedure(s) for static and dynamic route compatibility checks
- Document with the conditions for the use of eddy current brakes
- Document with the conditions for the use of magnetic brakes
- Document with the procedure(s) related to the type of train detection systems
- Documents available by the IM relating to braking performance