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Front cover photo: FTA (FI)
Back cover photo: Network Rail (UK)
The Infrastructure Environment
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Introduction

Rail infrastructure managers (IMs) continue to play a crucial role in the European transport sector, bringing their important contribution in terms of economic growth, competitiveness, innovation, sustainability and social cohesion.

From the increasing competitive pressure in the global economy to the infrastructure gap in an enlarged EU, the challenges the transport sector face today need to be tackled on European and national level alike. Long-term investment plans and the development of innovative financial instruments will continue to grow in importance if the transport sector is to support European economy.

The general trend for Europe’s industrial policy puts innovation at its heart pointing towards greater cooperation on a multimodal level, standardisation and digitalisation. Rail infrastructure managers will have to seize these opportunities both at European and national level.

EIM is committed to supporting its members in accomplishing these tasks and realising their full potential.

Antti Vehviläinen
President of EIM and Director-General of FTA,
Finland

Monika Heiming
Executive Director of EIM
Our Strategic Vision 2014-2019

THE FUTURE EU RAIL TRANSPORT SYSTEM
... will have to deliver excellent value for money for customers and taxpayers
... will need to connect better to allow end-to-end journeys within and across modes
... will need to grow to serve more passengers and carry more goods
... will need to have the highest standards of safety for passengers and workers and the society as a whole
... will need to provide new services and better information
... will need to integrate cutting edge information technology
... will need to increase its overall energy efficiency

THE FUTURE RAIL INFRASTRUCTURE MANAGER
... will have to provide the best possible return on investment via a whole system, whole life and whole network cost approach
... will need to act as a system coordinator to deliver more and better end-to-end services to its customers and owners
... will need to adopt a leadership role in the optimisation of its processes, via longer term (network) planning on national or EU level
... will have to offer seamless, cross-border and cross-modal transport connections at a local, national and European level (corridors)
... will need to increase its benchmarking to offer unrivalled levels of customer service and performance within rail and across other industries
... will need to create a strong and inclusive safety culture amongst all rail infrastructure managers
... will need to embrace innovation and digital technologies for a more efficient overall delivery and performance

THE FUTURE AGENDA OF THE EU
... will continue to support rail infrastructure managers and engage in dialogue via the platform of rail infrastructure managers (PRIME) to allow for EU objectives, system coherence, service delivery and benchmarking to be delivered successfully
... will drive forward the connection of rail with other transport modes through a collaborative cross-modal platform
... will give rail infrastructure managers the appropriate mandate encompassing all functions and levers for optimal planning, building, charging and capacity allocation as well as service and performance delivery
... focuses on creating a stable legal framework for the rail sector by completing all pending EU legislation whilst ensuring an increased return of experience
... will set up, via the European Railway Agency (ERA), an EU railway indicator, monitoring actions and investments in areas with the biggest impact
... fosters adequate funding for a quicker uptake of innovation and digital technologies
Rail infrastructure managers (IMs) will face new trends, opportunities and challenges stemming from the ongoing digital revolution. Consequently, IMs will need to address mobility from a wider angle, requiring increased cooperation across the transport value chain than ever before.

In parallel, new competencies and assets need to be mastered in a smart way, such as advanced robotics, automation, information protection and sharing, predictive maintenance, etc.

The infrastructure manager of tomorrow is a fully smart and interconnected one. We are getting prepared.

Antti Vehviläinen
President of EIM and Director-General of FTA, Finland
For the EC, the infrastructure manager has a tremendously strategic role in tackling Europe’s future mobility and completing the Single European Railway Area.

The EC work programme reflects this via various legislative initiatives (4th Railway Package, Recast), standardisation and harmonisation activities, innovative funding (EFSI, CEF), innovation (Shift²Rail), digitalisation (various EU/sector platforms).

The EC also paves the way ahead by approaching transport as an ecosystem, necessitating multimodal infrastructure management. In that sense, infrastructure managers are expected to think and work beyond the national and mode boundaries and to form a coherent set of infrastructure managers, forming the backbone of the EU transport system.

Henrik Hololei
Director-General for Mobility and Transport,
European Commission
Hanzeboog Bridge (The Netherlands).
Photo: Jos van Zetten – © ProRail
The transport of the future must be greener if we want it to have a future after all. In my eyes there are two priorities: Firstly, we need to create fair competition so that environmentally-friendly modes are no longer put at a disadvantage. Secondly, we need to align the investments with our climate goals. Our railways are underfunded and cannot tap into their full potential. Let’s move and fix these things now!

Michael Cramer
Chairman of the Committee on Transport and Tourism (TRAN), European Commission
## Our Members and Our Association

### National members

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<th>Website</th>
<th>Country</th>
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<td>Adif</td>
<td><a href="http://www.adif.es">www.adif.es</a></td>
<td>Spain</td>
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<tr>
<td>Banedanmark</td>
<td><a href="http://www.bane.dk">www.bane.dk</a></td>
<td>Denmark</td>
</tr>
<tr>
<td>Infrabel</td>
<td><a href="http://www.infrabel.be">www.infrabel.be</a></td>
<td>Belgium</td>
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<tr>
<td>Infraestruturas de Portugal S.A.</td>
<td><a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a></td>
<td>Portugal</td>
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<td>Jernbaneverket</td>
<td><a href="http://www.jernbaneverket.no">www.jernbaneverket.no</a></td>
<td>Norway</td>
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<tr>
<td>Liikennevirasto</td>
<td><a href="http://www.fta.fi">www.fta.fi</a></td>
<td>Finland</td>
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<tr>
<td>Network Rail</td>
<td><a href="http://www.networkrail.co.uk">www.networkrail.co.uk</a></td>
<td>United Kingdom</td>
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<tr>
<td>PKP Polskie Linie Kolejowe S.A.</td>
<td><a href="http://www.plk-sa.pl">www.plk-sa.pl</a></td>
<td>Poland</td>
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<tr>
<td>ProRail</td>
<td><a href="http://www.prorail.nl">www.prorail.nl</a></td>
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<td>SNCF Réseau</td>
<td><a href="http://www.sncf-reseau.fr/en">http://www.sncf-reseau.fr/en</a></td>
<td>France</td>
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<tr>
<td>Trafikverket</td>
<td><a href="http://www.trafikverket.se">www.trafikverket.se</a></td>
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### Non-national members

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<td>High Speed 1</td>
<td><a href="http://www.highspeed1.co.uk">www.highspeed1.co.uk</a></td>
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### Associate members

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<td>Groupe Eurotunnel</td>
<td><a href="http://www.eurotunnel.com">www.eurotunnel.com</a></td>
<td>France</td>
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<tr>
<td>Lisea</td>
<td><a href="http://www.lgv-sea-tours-bordeaux.fr">www.lgv-sea-tours-bordeaux.fr</a></td>
<td>France</td>
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EIM in a nutshell

Founded: March 2002
Designation: European Rail Infrastructure Managers
Legal from: aisbl (International Non-Profit Association)
Statutes: www.eimrail.org/pages/eim-statutes
VAT number: BE0827.789.090
Transparency Register: 531034421340-14
Auditor: Deloitte
Coverage: 11 countries
Members: 12 full members and 2 associate members
President: Antti Vehviläinen (FTA)
Executive Director: Monika Heiming

The Association

• EIM is a Brussels based, international, non-profit association which represents the common interests of European rail infrastructure managers.
• The members of EIM are committed to improving railway infrastructure management and the services they provide to their customers. This is fulfilled by promoting self-improvement through benchmarking and the exchange of best practice.
• The organisational structure of EIM is designed to provide IMs with the best platform to achieve these goals.

Mission

• EIM promotes the development, improvement and efficient delivery of rail infrastructure in the EU.
• EIM and its members are committed to making liberalisation a success in the countries where it has been implemented.
• EIM represents its members’ political, technical and business interests to all relevant EU institutions.
• EIM supports business development by providing a forum for co-operation.
• EIM provides an environment for the leaders of IMs to share best practices and efficiency tools.

Vision

• EIM supports an open and seamless European rail network, promoting a safe and sustainable transport system.

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Business Model of an Infrastructure Manager

Essential Requirement. 1
Serving the market
A direct, open and transparent dialogue with all customers

Essential Requirement. 2
Traffic management and operations
Manage the traffic efficiently and allocate capacity according to the market needs.

Essential Requirement. 3
Funding the network
Direct access to the public financiers i.e. the Member States and other public co-financiers

Essential Requirement. 4
Planning the network
A central role in long-term network planning

Essential Requirement. 5
Maintaining the assets efficiently
Being in control of asset management; direct access to the public financiers; direct access to the charging mechanism

Essential Requirement. 6
Building the network
Setting and implementing the standards

The Network
Maintenance

The Market
Investments

The Money
Funding

The Customer
Operations

Illustration: EIM
Outlook – The Future Rail IM

EIM supports its members through vertical and horizontal approaches, whilst guiding them in new areas:

**IM value chain**
- Planning / Funding
- Maintaining
- Building
- Operating

**Multimodal strategy**
- Airport
- Railway
- Port
- Road
- Waterways

**Digitalisation**
- Broadband communication
- Automation / Robotics
- Big Data
- IP based applications
- Cybersecurity
- Digital Disruption

**Digitally driven improvements**
(service quality, assets use, efficiency, ...)

**Digital challenges**
(HR transition, performance transparency, funding process, ...)

New digital enablers to implement multimodal strategy
Works for the project ‘Sporen in Den Bosch’ (The Netherlands).

Photo: Taco Anema – © ProRail (NL)
EIM Key Activities 2015
A train loaded with ore, passes the snow-covered railroad-depot in Vassijaure (Sweden).

Photo: Thomas Johansson – © Trafikverket
**TOPICS**

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Optimum network performance can only be achieved if the different network management functions are managed consistently. This has been progressively reflected in EU legislation:

**Directive 91/440/EEC** defined an infrastructure manager as “any public body or undertaking responsible in particular for establishing and maintaining railway infrastructure, as well as operating the control and safety systems”.

**Directive 2012/34/EU** (the “Recast” Directive) defined an infrastructure manager as “the entity responsible, among others, for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling”.

Finally, in 2013, the Commission recognised that operation, maintenance and development of infrastructure should be managed in a consistent way and proposed enlarging the definition of infrastructure management to incorporate these functions in its proposal for a 4th Railway Package.

According to the [Fourth Railway Package proposal](#), which is currently being discussed, the infrastructure manager “shall ensure the development, operation and maintenance of railway infrastructure on a network; development includes network planning, financial and investment planning as well as building and upgrades of the infrastructure; operation of the infrastructure includes all elements of the process of train path allocation, including both the definition and the assessment of availability and the allocation of individual paths, traffic management and infrastructure charging, including determination and collection of the charges; maintenance includes infrastructure renewals and the other asset management activities”.

2015 state of play: The proposal of the Commission has been changed by the Council and the European Parliament during the negotiations of the Fourth Railway Package at First Reading. According to the General Agreement of the Council, the infrastructure manager would be responsible for operations (i.e. train path allocation, traffic management and infrastructure charging), maintenance (i.e. works intended to maintain the condition and capability of existing infrastructure) and renewal (i.e. major substitution works on the existing infrastructure which do not change its overall performance). The infrastructure manager would participate on the development of the infrastructure (i.e. network planning, financial and investment planning as well as the building and upgrading of the infrastructure) within the framework of the general policy on development and financing of infrastructure established by Member States.
An Infrastructure Manager’s Function in EU Legislation

- **Directives**
  - Directive 91/440/EEC (art. 3)
  - Recast Directive 2012/34/EU (art. 3 (2))
  - 4th Railway Package proposal (art. 3 (2))

- **Key Functions**
  - Operations of safety systems
  - Operations of control systems
  - Maintenance of railway infrastructure
  - Establishment of railway infrastructure
  - Signalling
  - Control-command
  - Traffic management
  - Operation of the railway infrastructure
    - Train path allocation
    - Traffic management
    - Infrastructure charging
  - Maintenance of the railway infrastructure
    - Infrastructure renewals
    - Other asset management activities
  - Development of railway infrastructure together with the Member States
    - Network Planning
    - Financial & Investment planning
    - Building and upgrades of infrastructure

Illustration: EIM
**The 4th Railway Package**

**FACTS**
- The 4th RP is a legal initiative of the European Commission, published on 30 January 2013. The package consists of six legislative proposals, divided into a Political and a Technical pillar – including three proposals each. The aim is to update and revise the legal framework for the functioning of the railway sector in order to complete the Single European Rail Area.
- On 8th October 2015, the Transport Council unanimously adopted its general approach on the Market Pillar of the Fourth Railway Package. Negotiations between the European Parliament, the Council and the Commission continue under the Dutch Presidency.
- On 10th December 2015, the Council of the EU adopted its first reading on the Technical Pillar of the Fourth Railway Package.

**IMPACT ON IMS**
- The package reforms the governance structures of the sector, sets the criteria for co-operation between railway undertakings and infrastructure managers (including vertically integrated undertakings) and sets the procedures and criteria for tendering of public service contracts.
- EU-wide co-operation is fostered in a network of infrastructure managers, enabling a regular and direct discussion among European infrastructure managers and between the European Commission and infrastructure managers.
- The potential split of the 4th RP into a technical and political part led to delays and fragmented approaches.

**EIM OBJECTIVES**
- Safeguard a holistic approach to infrastructure management as a business as well as ensuring transparent industry structures, facilitating simplifications and abolishing unnecessary administrative burdens on the industry.
- Contribute to the completion of the single European railway area (SERA) with single/harmonised rules, procedures and tasks.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- Establishment of a very constructive co-operation and regular dialogue with the European Commission, MEPs and national transport attachés.
- The compromises reached by the responsible committee of the EP included several EIM recommendations on both the Market and the Technical Pillar.

**OUTLOOK 2016**
- The Council is expected to adopt a Common Position on the Market Pillar on May 2016.
- The EC expects an early second reading to be concluded after the summer break.
The 4th Railway Package

EU PROPOSAL (2013)

POLITICAL PILLAR

- Repeal of Regulation (EEC) 1192/89 on common rules for the normalisation of the accounts of railway undertakings

TECHNICAL PILLAR


MAIN OBJECTIVES

- Enlarged role of the IM
- Enhanced governance of the infrastructure manager
- Functions of the IMs to be managed consistently
- Opening the domestic passenger market
- Mandatory competitive tendering procedures of PSO contracts
- Eliminate inconsistencies in the EU legal order and contribute to legal simplification
- Expanding the role and the powers of ERA
- Speeding up the process to issue safety certificates and authorise vehicles
- Improving the safety of the railway system across the EU
- One-stop-shop certification
- Setting up the technical compatibility of infrastructure, rolling stock, signalling and other subsystems of the rail system across Europe

TRILOGY NEGOTIATIONS

- European Parliament
- European Commission
- Member States (Council of the European Union)

SECTOR

- RUs
- IMs
- Others
POLICY
Directive 2012/34/EU – Recast of 1st Railway Package

FACTS
- Directive 2012/34/EU recasting the First Railway Package contains the basic provisions for market opening in the railway sector.
- Directive 2012/34/EU empowers the Commission to adopt implementing acts in order to ensure uniform conditions on, among others, the following fields: modalities for the calculation of direct costs; procedures and criteria for framework agreements; noise-differentiated track access charges; modulation of charges for trains with ETCS; access to service facilities and to services.
- To this end, the Commission consults the industry through PRIME, amongst other platforms, and Member States through the Single European Rail Area Committee (SERAC).

IMPACT ON IMS
- Implementing acts concern key aspects for IMs such as charging and framework agreements.
- The EC is able to adopt these acts without having to consult the EP or the Council. Once adopted the implementing acts will be directly applicable.

EIM OBJECTIVES
- Ensure a continuous and open dialogue with the European Commission in the drafting phase of the implementing acts.
- Ensure that the acts adopted by the EC reflect the reality of the industry and create a workable operational framework for infrastructure management.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Ongoing bilateral contacts between the European Commission and EIM’s Members, notably through PRIME Subgroup.
- EIM is recognised as a relevant stakeholder in various subgroups of the SERAC Committee.
- A more flexible approach has been endorsed by the EC on the modalities for calculations of direct costs and on framework agreements.
- The application of differentiated track access charges with regards to ERTMS and Noise is non-mandatory.

OUTLOOK 2016
- The Recast Directive was to be transposed into national law by MS by 16 June 2015.
- In 2016, the Commission could take some MS to the Court for failure to transpose the Directive into national law / infringement of specific provisions of the Recast Directive.
- In 2016, stakeholders shall be consulted on the implementing acts on Access of Services Facilities and schedule for capacity allocation.
Directive 2012/34/EU empowers the Commission to adopt implementing acts

**DIRECT COSTS**

"Before 16 June 2015, the Commission shall adopt measures setting out the modalities for the calculation of the cost that is directly incurred as a result of operating the train."

The Commission Implementing Regulation (EU) 2015/909 setting out the modalities to be followed for the calculation of the cost that is directly incurred as a result of operating the train service has been published in the Official Journal of the European Union on 13 June 2015.

**NOISE DIFFERENTIATED CHARGES**

"The Commission shall adopt implementing measures setting out the modalities to be followed for the application of the charging for the cost of noise effects."

The Commission Implementing Regulation (EU) 2015/429 setting out the modalities to be followed for the application of the charging for the cost of noise effects has been published in the Official Journal of the European Union on 14 March 2015.

**ERTMS DIFFERENTIATED CHARGES**

"Before 16 June 2015 and following an impact assessment, the Commission shall adopt measures setting out modalities to be followed in applying the differentiation of the infrastructure charge."

After performing an Impact Assessment, the Commission concluded that ERTMS differentiated charges were not an appropriate measure to tackle ERTMS-related issues. The obligation for the Commission to adopt measures in this regard shall most likely be deleted by the Fourth Railway Package.

Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure has been published in the Official Journal of the European Union on 7 April 2016.

**FRAMEWORK AGREEMENTS**

"The Commission may adopt measures setting out the details of the procedure and criteria to be followed for the application of this Article."

**ACCESS TO SERVICE FACILITIES**

"The Commission may adopt measures setting out the details of the procedure and criteria to be followed for access to the services to be supplied in the service facilities."

Stakeholders shall be formally consulted in this regard during 2016.

All measures need to be submitted by the EC to the Member States for opinion via SERAC (Single European Rail Area Committee) for opinion.
POLICY
Directive 2012/34/EU – Contractual Agreements

FACTS
- According to Directive 2012/34/EU recasting the First Railway Package, each Member State shall ensure that a Contractual Agreement is concluded between the competent authority and the infrastructure manager covering a period of not less than five years.
- The Contractual Agreement should fulfil the principles and parameters set out in the annex of the Directive which include, among others, the structure of payments or funds allocated to the infrastructure services and user-oriented performance targets, in the form of indicators and quality criteria.
- Consistency needs to be ensured between the infrastructure development strategy, the IM’s business plan and the Contractual Agreement.
- Member States had to transpose Directive 2012/34/EU into national law by 16th June 2015.

IMPACT ON IMS
- Contractual agreements concern key aspects for IMs such as the structure of payments or funds allocated to the infrastructure or user-oriented performance targets.

EIM OBJECTIVES
- Facilitate a continuous and open dialogue between EIM members and the European Commission on the application of the current regulatory framework on Contractual Agreements.
- Ensure that any recommendations of the EC reflect the reality of the industry and create a workable operational framework for infrastructure management.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Exchange best practices among members.
- Organisation of a workshop to discuss the current regulatory framework on Contractual Agreements. Members were given the opportunity to exchange with the Commission in this regard.

OUTLOOK 2016
- The Commission may consider referring some MS to the Court of Justice for failure to transpose / incorrect transposal into national law the provisions of the Directive regarding Contractual Agreements.
Directive 2012/34/EU – Contractual Agreements

**SCOPE**

Contractual Agreement should be concluded between Member States and the infrastructure manager covering a period of not less than five years.

**MEMBER STATES**

Contractual Agreements shall include at least the following elements:

- The scope of the agreement.
- The structure of payments or funds allocated to the infrastructure.
- User-oriented performance targets.
- The amount of possible maintenance backlog.
- The incentives aimed at reducing the costs of providing infrastructure and the level of access charges.
- Minimum reporting obligations for the infrastructure manager.
- The agreed duration of the agreement.
- Rules for dealing with major disruptions of operations and emergency situations.
- Remedial measures to be taken if either of the parties is in breach of its contractual obligations.

**RAIL SECTOR**

Consistency needs to be ensured between:

- The infrastructure manager’s business plan.
- The infrastructure development strategy.
- The Contractual Agreement.
### FACTS
- As the Guardian of the Treaties, the European Commission is responsible for ensuring that EU law is correctly applied.
- Consequently, where a Member State fails to comply with EU law, e.g. ensure correct and timely transposition or implementation, the European Commission may try to bring the infringement to an end and, where necessary, may refer the case to the European Court of Justice (ECJ).

### IMPACT ON IMS
- Several MS have been subject to judgments by the ECJ. MS need to implement the decisions which ultimately may have an impact on the way IMs are organised or financed.
- Infrastructure managers may risk investigations, especially in relation to their financial transparency and the use of public funds, intended for infrastructure and public services under public service obligations, to cross-subsidise passenger and freight train services open to competition.

### EIM OBJECTIVES
- Not applicable as infringement proceedings are a judicial procedure which do not allow or require external action.

### EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM monitors the development of infringement procedures and their outcomes and provides advice to members on compliance.

### OUTLOOK 2016
- The Commission will report on infringements on a regular basis.
- EIM will circulate the reports including comments amongst its members.
- EIM expects further infringements to be launched in the 2nd half of 2016.
Infringement Proceedings

As the Guardian of the Treaties, the EC is responsible for ensuring that EU law is correctly applied. Whenever the EC considers that a Member State has breached EU law, the EC has the option of commencing infringement proceedings under art 258 of the Treaty on the Functioning of the EU.

**LEGAL BASIS**

As the Guardian of the Treaties, the EC is responsible for ensuring that EU law is correctly applied. Whenever the EC considers that a Member State has breached EU law, the EC has the option of commencing infringement proceedings under art 258 of the Treaty on the Functioning of the EU.

**Formal Procedure – Art. 258 Treaty of the Functioning of the EU**

- **Letter of formal notice**
  Commission requests national government to comment on non-compliance problem within 2 months or less.

- **Reasoned Opinion**
  In case of no or an unsatisfactory reply, the EC states reasons why it believes the Member State has breached EU law. National government has 2 months or less to comply.

- **Referral to EU Court of Justice**
  In case of no or an unsatisfactory reply, the EC asks the European Court of Justice (ECJ) to open a litigation procedure.

- **Judgement by the EU Court of Justice**
  The ECJ decides whether the Member State has breached EU law.
EC Staff Working Document on Noise

FACTS
- On 23 December 2015, DG MOVE issued a Staff Working Document (SWD) providing an overview of the existing measures aimed at effective reduction of rail noise of freight wagons and also a brief analysis of additional possible solutions that may be considered by the Commission in the years to come.
- DG MOVE indicated the following as preferred policy mix of measures to be adopted in the short- to medium term:
  > harmonisation of noise-charging principles;
  > a recommendation on European and national co-funding of retrofitting;
  > gradual application of the TSI Noise to all freight wagons;
  > noise-related standards of railway infrastructure.

IMPACT ON IMS
- The measures listed by DG MOVE concern mostly Railway Undertakings and by tackling the issue at the source could contribute to a more cost effective approach for IMS.
- IMs may be affected via new approaches to grinding (potential future standard) as well as noise related track access charges.

EIM OBJECTIVES
- Safeguarding the full involvement of IMs with regards to any measure which may seize the opportunities for a more cost effective approach or pose a risk to the system for which IMs are responsible.
- Avoid additional (administrative) costs for IMs.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Ongoing bilateral contacts with the European Commission.
- Contacts with Shift²Rail regarding innovative noise reduction technologies.

OUTLOOK 2016-2025
- 2019-2025: Shift²Rail work output addressing noise reduction technologies and targets.
The Staff Working Document provides an overview of the existing measures aimed at effective reduction of rail noise of freight wagons and also a brief analysis of additional possible solutions that may be considered by the Commission in the years to come.

**MEMBER STATES**
- The Environmental Noise Directive (Directive 2002/49/EC) which obliges national authorities to draw up strategic noise maps and action plans for major railways and large agglomerations.
- Co-funding aimed at assist the sector with the retrofitting under the Connecting Europe Facility (Regulation 1316/2013).
- A recommendation on European and national co-funding of retrofitting (expected).

**RAIL SECTOR**
- Gradual application of the TSI Noise to existing freight wagons: (expected)
  - Step 1: Financial measures set up to help retrofit existing freight wagons, especially the international ones;
  - Step 2: TSI Noise to apply to all international freight wagons;
  - Step 3: Full applicability of TSI Noise to all existing freight wagons.
- Noise-related standards of railway infrastructure (expected).
**POLICY**

**Rail Market Monitoring Scheme (RMMS)**

**FACTS**
- The European Commission has set up a Rail Market Monitoring Scheme (RMMS) in order to meet the requirements in regards to monitoring the market.
- According to the Recast Directive (2012/34/EU) Art. 15(4) the EC is entitled to adopt an Implementing Act establishing the framework for reporting obligations to be included in the RMMS. There is no deadline for the adoption of the Implementing Act.
- The RMMS draft paper was voted in SERAC on 16th April 2015 and would be applicable from 1st January 2016 onwards.

**IMPACT ON IMS**
- The collection of data by the EC for the RMMS mainly concerns rail infrastructure, bringing the risk of additional administrative burden for infrastructure managers.
- Data collected by the EC will be made public in the RMMS and will be used by the EC to conduct impact assessments.
- The Recast Directive reinforced the EC’s reporting requirements to the EP and the Council. EC’s broader monitoring tasks now include:
  > investments,
  > development of prices and quality of services,
  > market opening and
  > information on the state of the Union railway network.

**EIM OBJECTIVES**
- Ensuring a well-functioning and meaningful RMMS based on useful data and methodologies as well as minimising any additional administrative burden on infrastructure managers incurred by the RMMS.
- Ensuring coordination of reporting obligations of the industry and avoiding over-lapping reporting obligations between the RMMS and other existing reporting obligations – e.g. to national authorities and to the European Railway Agency.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- Assessment of potential risks and opportunities for EIM members.
- Regular participation in the RMMS working groups.
- Contribution to the drafting phase of the RMMS Implementing Act.

**OUTLOOK 2016**
- The next SERAC Working Group on RMMS will take place in April 2016 in Brussels.
According to the Recast Directive Art.15(4) the EC is entitled to adopt an implementing act, establishing the framework for reporting obligations to be included in the RMMS.

RMMS aims to monitor not only the evolution of infrastructure charging and capacity but also investments made in railway infrastructure, development of prices, quality of rail transport services and services provided under Public Service Obligations (PSOs), licensing, degree of market opening and the degree of harmonisation between Member States.
OTIF CUI UR Revision

**FACTS**
- OTIF (Intergovernmental Organisation for International Carriage by Rail) seeks to revise the Convention on International Carriage by Rail (COTIF) and its Appendices including Appendix E, specifically concerning the Uniform Rules for the Contract of Use of Infrastructure in International Rail Traffic (CUI UR).
- Two Working Groups took place in 2016 in July and December. They were attended by Member States and industry representatives (including IM). The discussions focused on the definition of the scope of application of the UR and the definition of terminology such as “carrier” and “train”.

**IMPACT ON IMS**
- The COTIF sets out legal terms concerning liability, termination of contracts and which legal framework applies for the contracts between RUs and IMs in the countries who have ratified the COTIF.
- A broadening of the scope of CUI to include domestic carriage would conflict with the jurisdiction of MS as well as with contractual freedom.
- A new model of application of the liability regime/recourse of the carrier vis-à-vis the infrastructure manager will be debated.

**EIM OBJECTIVES**
- Ensure that the scope of the CUI is not extended beyond international carriage, nor that it is excessively restricted by too many criteria.
- Having a scope of application which is full clarified, notably with regard to the terminology being used.
- Safeguard the financial sustainability of IMs, especially concerning the indirect liability regime/recourse of the carrier models.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- EIM was closely involved in the subject and set up an effective working group with legal experts of its members.
- EIM organised several meetings in Brussels.

**OUTLOOK 2016**
- Further meetings of EIM’s Legal Experts group planned (the first one in February).
- The next OTIF Revision WG will take place on 31st May 2016 in Bern.
OTIF CUI UR Revision

OTIF
OTIF – Intergovernmental Organisation for International Carriage by Rail – is preparing to revise the Convention on International Carriage by Rail (COTIF) and its Appendices.

LEGAL INITIATIVE
Revision of CUI UR – Appendix E to COTIF – specifically concerns the contract for use of the Infrastructure between IMs and RUs.

SCOPE
CUI UR – Appendix E to COTIF – sets out legal terms concerning liability, termination of contracts and which legal framework applies for the contracts between RUs and IMs in the countries who have ratified the COTIF.

OTIF Revision Committee
OTIF agreed to set up a Revision Committee together with the EC, MS and industry representatives. They propose amendments to the Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (CUI UR).

EC

MEMBER STATES
Member States which have ratified the COTIF would be requested to implement the revised CUI UR wherever applicable.

RAIL SECTOR
Scope of Application
The CUI shall not cover domestic carriage, since it falls within the jurisdiction of the States and therefore contractual freedom. In this regard, Article 28 of the recast Directive 2012/34/EU states that any RU engaged in rail transport services shall conclude the necessary agreements under public or private law with the relevant infrastructure managers.

Conflict with EU Legislation
The CUI UR sets rules which potentially clash with EU Directives and Regulations which have already full legal force in EU Member States – notably those who have ratified the COTIF.

Liability for indirect damages
The provisions of the CUI UR, in terms of liability for indirect damages, shall not be broadened. This would lead to a fragmentation of the applicable law, which is opposite to the purpose of the COTIF of unified law. If such a situation arises, it would certainly result in imposing another national law on the infrastructure manager.
FACTS
- In 2011, the European Commission adopted its Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (the 2011 Transport White Paper).
- The general objective of the 2011 White Paper was to define a long-term strategy that would help the EU transport system achieve the overall goal of the Common Transport Policy.
- In 2015, the Commission decided to take stock of the progress and to assess the validity of the analysis of the situation in transport sector as well as trends, priorities and targets that were identified in 2011.

IMPACT ON IMS
- The revision of the White Paper provided an opportunity for the members to align the agenda of President Juncker to their own business plans by, among others, putting emphasis on digital agenda, investments, research and innovation.
- It also entailed some risks, most notably the change of the “Shift2Rail” objective set in in 2011 to the advantage of other transport modes.

EIM OBJECTIVES
- Ensure that the objectives of the 2011 Transport Paper will not be changed.
- Ensure that the importance of the rail sector will be emphasized.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Assessment of potential risks and opportunities of the proposal for EIM members.
- Participation in the EC White Paper consultation.
- Active participation in the EC (‘stocktaking’) event in November 2015.

OUTLOOK 2016
- The Commission will publish the results of its stocktaking initiative by 2nd half of 2016 in the form of a Staff Working Document.
- The overall objectives and strategies set in the 2011 Transport White Paper are expected to remain valid.
Transport White Paper

The Roadmap includes 40 concrete initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. The key measures for the rail sector include:

- Open the domestic passenger market to competition;
- Achieve a single vehicle type authorisation and a single railway undertaking safety certification by reinforcing the role of ERA;
- Develop an integrated approach to freight corridor management;
- Ensure effective and non-discriminatory access to rail infrastructure.

The 2016 Staff Working Document is expected to reaffirm the objectives set in the 2011 Transport White Paper and highlights the following 5 priority areas in line with the Agenda set by President Juncker:

- Single transport market.
- Social agenda for transport.
- Sustainable transport.
- Smart transport and.
- Service-oriented approach.
FACTS

- The Report was approved by the TRAN Committee on 10th November 2015 and later on approved by the EP Plenary.
- The purpose of the Report is to ensure the effectiveness of “Sustainable Urban Mobility Plans” (SUMP), including freight and logistics dimensions.

IMPACT ON IMS

- The role of rail in urban freight policies needs to be carefully safeguarded.
- A potential integration of urban mobility into the CEF/TEN-T may result in the EC setting aside 20% of EU transport funds for sustainable urban mobility projects to the detriment of long-term larger infrastructure projects.

EIM OBJECTIVES

- EIM promotes and supports a multimodal dimension for urban mobility.
- EIM supports in particular the creation of multimodal interfaces between all urban transport modes with long/medium term transport services.
- EIM seeks to achieve a central role of rail infrastructure management in all urban mobility strategies and logistic chains.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Publication of a Position Paper in July 2015 following the presentation of the TRAN Committee’s draft report on sustainable urban mobility.
- Submission of voting recommendations ahead of the vote in the TRAN Committee.
- The final own-initiative Report of the EP contained a fundamental reference to the promotion of Mobility-As-A-Service (MAAS) initiatives across the EU, combining all forms of urban transport into seamless trip chains, fully exploiting the potential of multimodal synergies & connections in urban areas. EIM has fully supported MAAS.

OUTLOOK 2016

- DG MOVE’s Guidelines on urban access regulation and city logistics are expected by spring 2016.
- The European Conference on “Sustainable Urban Mobility Plans” will take place on 12th-13th April in Bremen (DE).
Regional train operations in Denmark.
© Banedanmark (DK)
POLICY

Data Protection Reform

FACTS
- On 15 December 2015, the EP, the Council and the Commission reached agreement on the new data protection framework, establishing a modern and harmonised data protection framework across the EU.
- The new framework is made up of a General Data Protection Regulation and a Directive on Data Protection for Law Enforcement (so called “Police Directive”).
- Once the Regulation and the Directive are formally adopted by the EP and the Council, the official texts will be published in the Official Journal of the European Union. The new rules will become applicable two years thereafter.

IMPACT ON IMS
- The new Regulation is expected to enter into force in 2018.
- Businesses will have to adjust to the new rules in due time.
- Breaches of the new Data Protection rules can lead to penalties of up to 10-20 million Euros or up to 2-4% of the global annual turnover of a company.
- Infrastructure Managers will be affected by the General Data Protection Regulation in as much as they determine, alone or jointly, directly or indirectly the purpose and means of personal data processing activities (e.g. collection of images or videos along the network to prevent metal theft; surveillance cameras at railway stations; data collection on ticketing/customer preferences; etc.).
- The new rules take the form of a Regulation (not a Directive as today) and are thus directly applicable (no need for transposition by Member States).

EIM OBJECTIVES
- Avoiding unnecessary regulatory burdens on IM.
- Debrief members on the new regulatory obligations once the text has been adopted.
- Provide members with the possibility to exchange with the EC on the new regulatory rules.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Assessment of potential risks and opportunities for EIM members.

OUTLOOK 2016-2018
- 2018: Entry into force of the new regulatory framework.
Data Protection Reform

JBV's new electronic traffic management system FIDO: train dispatcher receiving train schedule on his iPad.

Photo: Øystein Grue – © JBV (NO)
FACTS
- The sectoral social dialogue (SSD) committees consist of representatives from the social partners, comprising an equal number of employer and worker representatives.
- In 1998, the Commission established sectoral dialogue committees to promote communication between the social partners of each respective sector at European level.
- In 2015, the SSD for railways focused on two issues:
  1. Adaptability and Interoperability
  2. Employability and Equal Opportunities
  As part of the work on equal opportunities, the 2015 issue of the study ‘Women in Rail’ was launched.
- Related to the social dialogue, the European Commission held the High Level Conference “A social agenda for transport” on 4 June 2015.

IMPACT ON IMS
- SSD allows employer and worker representatives to a) analyse the national specifics, commonalities and differences between EU countries and b) to exchange best practices.
- The SSD can be the source of actions promoting equal rights and anti-discrimination.

EIM OBJECTIVES
- Safeguarding a holistic approach to infrastructure management as a business as well as ensuring transparent industry structures.
- EIM will continue working with the European trade unions in order to help the railway sector to become more competitive and more attractive.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Participation in the various dialogues and meetings between all social partners in the railway sector.

OUTLOOK 2016
- Revision of the Train Drivers Directive: 2007/59/EC.
- Results of the 2015 Survey Women in Rail and new survey in 2016.
Leeds station (UK).
© Network Rail
ERA Team.
Photo: Max Obenaus/ERA
The European Railway Agency (ERA) will see its mandate and scope of functions extended following the adoption of the 4th Railway Package. This will entail stronger cooperation and more reporting duties for rail infrastructure managers with ERA. Likewise, the role of railway infrastructure managers will grow in importance within the context of ERTMS, wider digitalisation and standardisation issues and the expected pilot initiatives of ERA involving the members of EIM. ERA is looking forward to cooperating more closely with EIM and its members.

Dr. Josef Doppelbauer
Executive Director of the European Railway Agency
Maintenance of railway station, Waterloo (UK).
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EIM’s activities in the technical field

EIM’s activities are tied to the initiatives of the European Railway Agency (ERA)

1. INTEROPERABILITY
   The main ‘facilitator’ of interoperability in the EU are the Technical Specifications for Interoperability (TSIs). These are drafted by ERA, together with the National Safety Authorities (NSAs), involving the railway sector – including EIM. The Rail Interoperability and Safety Committee (RISC), made up the European Commission (EC) and the Member States adopt these TSIs. The legal basis for this is enshrined in the Directive 2008/57/EC on the interoperability of the rail system within the Community.
   The same stakeholders also develop TSI Implementation Guides to help compliance.

2. SAFETY
   ERA also drafts Common Safety Methods (CSMs), Common Safety Targets (CSTs) and Common Safety Indicators (CSIs), involving the railway sector – including EIM. The process for adopting these is identical to the one for Interoperability. The legal basis is Directive 2004/49/EC on the safety on the Community’s railways.

3. ERTMS
   A strategically important element of interoperability is the European Rail Traffic Management System (ERTMS) which is part of the Control, Command and Signalling (CCS) TSI. The TSI drafting and voting procedures are the same as for the other TSIs. The railway stakeholders and the ERTMS Deployment Board which was set up in December 2015 are some of the key actors in the ERTMS deployment.

4. 4th RAILWAY PACKAGE (4th RP)
   The 4th RP contains a political and a technical pillar. The latter foresees significant changes to the Safety and Interoperability Directives mentioned above as well as to Regulation No 881/2004 on the mandate of ERA. The latter is meant to become the authorisation body for rolling stock, the issuer of the Single Safety Certificates and the pre-authorisation body for the IMs ERTMS track side tendering documents.
   The implementation of the technical pillar started already during the year 2015 under the Railway Interoperability and Safety Committee (RISC) lead task force. EIM participated in these meetings whilst simultaneously coordinating input to the individual ERA technical working parties. ERA also launched a project to prepare its organisation for the new mandate.
   The entire 4th RP is expected to be adopted in 2016.
EIM’s activities in the technical field

5. STANDARDISATION

EIM is committed to the standardisation process of the official European standardisation organisations CEN/CENELEC and ETSI. Therefore, EIM actively participates in the Joint Programming Committee – Rail (JPCR), in charge of the EN standardisation.

In 2015, EIM members recognised the need to standardise the Radio Frequency Identification (RFID) for rail. Following EIM’s request, a new CEN work item was approved, starting in 2016. Global Standards (GS1) will support EIM in this work.

EIM forecasts that the sector co-operation regarding standardisation and research will increase over the next years. EIM will closely work with the Group of Representative Bodies (GRB), the platform of all rail sectoral bodies recognised by ERA.

EIM will also get more involved with the UIC European Management Committee to help streamlining the various standardisation activities and to avoid double work.

6. RESILIENCE (NOT COVERED BY ERA)

Climate change and adverse weather conditions are expected to have a higher impact on the transport system’s performance in the coming years. To this end EIM has launched a Resilience Working Group in the technical domain. EIM members are proactively adapting their infrastructure and operational preparedness to increase the resilience of their networks against the adverse weather events already being experienced. The objective of the Resilience Working Group is to facilitate knowledge sharing amongst the experts and to identify future demands in terms of investments and maintenance of the infrastructure managers.

Co-operation has been established with the CEDR resilience experts with the objective of taking a cross-modal approach to the challenge. Ultimate objective is to facilitate more resilient infrastructure with improved performance and reduced system downtime.
Several electrification specifications exist on the French railway network but for European interoperability, the majority of ongoing and future projects will incorporate a 25kV, 50Hz system.

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Representatives from the National Safety Authorities and associations from the sector (“Recognised Bodies”) provide the necessary knowledge via experts participating in ERA’s dedicated workgroups (Working Parties, Task Forces etc.).

The Commission gives the European Railway Agency the mandate to draft a new TSI or to revise an existing one.

... and give a feedback on their experiences and/or seek corrective action with the new TSIs.

Railway companies from the sector (Infrastructure Managers, Railway Undertakings, etc) apply the new rules under the supervision of the NSAs (and ERA) ...

Member States create National Implementation Plans.

ERA provides the Commission with a draft recommendation for the future TSI.

The Member States vote on a opinion on the draft provided by the Commission in the Railway Interoperability and Safety Committee (RISC).

The Commission adopts the final TSI and ...

... publishes it in the Official Journal (OJ) of the European Union.

Sector = Recognised Bodies including EIM and its members
FACTS

- EIM’s technical activities mirror most of the ERA work activities and the relevant sectoral bodies dealing with the work of ERA (e.g. GRB, NRB, etc.).
- EIM’s work in 2015 was largely dedicated to the work plan of the Group of Representative Bodies (GRB) and the related to quality management work stream vis-à-vis ERA.
- EIM was responsible in the Group of Representative Bodies (GRB) to suggest a process for the closure of TSI open points to the Agency.
- EIM committed experts to all ERA technical working parties relevant to the infrastructure managers.
- EIM and ERA also developed bilateral working relationships on a case by case.
- EIM had the industry lead in the drafting of the ERA Single Programming Document (the Agency’s annual work program) 2016 in the strategic area of Single EU Train Control and Communication System.

IMPACT ON IMS

- The work of ERA (TSIs, CSMs, CSTs and CSIs) has a direct impact on the business of rail infrastructure managers: mandatory rules for the design of the infrastructure and the organisation of operations.
- Since these rules are developed by ERA in co-operation with the representatives of the sector and the NSAs in joint workgroups, ERA’s organisation of its groups indirectly affects the quality of the resulting TSIs, CSMs, CSTs and CSIs.

EIM OBJECTIVES

- Constructive and fact based input to the ERA process of creating TSIs, CSMs and other documents.
- Assuring that the ERA process leads to legislation which can be implemented by the infrastructure managers in an economically viable and safe way.
- Contribute to drafting process of the ERA Single Programming Document with tangible outputs.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Input to all relevant ERA technical working parties in a fact based and constructive manner.
- Proactive approach towards upcoming legislation.
- Infrastructure managers’ views were taken in large part into account in the drafting phase of the ERA Single Programming Document 2016.

OUTLOOK 2016

- Collection of experience with the application of the revised TSIs.
- Analysis of potential areas for improvement.
- Developing pilots with EIM members for future ERA activities and mandates.
FACTS

- The Shift²Rail initiative is part of the Horizon 2020 framework programme covering the Union's research and innovation policy for 2014-2020.
- One of the main aims of Horizon 2020 is to strengthen European society and optimise the use of EU funding for innovation.
- The Founding Members of the Shift²Rail Joint Undertaking (JU) are the European Union, represented by the European Commission, and 8 railway stakeholders.
- In addition, 19 Associate Members joined the JU by the end of 2015.
- EU funding alone amounts to €450 million over the 2014-2020 budget period of the Horizon 2020 programme. Already closed and currently open calls total at €170 million.

IMPACT ON IMS

- For members of the JU, the Shift²Rail initiative will contribute funding for research and innovation activities.
- The initiative should have a positive effect on the sector as a whole, increasing the competitiveness of the European railway sector on a global scale.

EIM OBJECTIVES

- The infrastructure management sector should benefit as much as possible from the Shift²Rail programme.
- The sector should receive the highest possible return on investments in research and development through the Shift²Rail initiative, towards the creation of a Single European Railway Area and in developing attractive low cost solutions for the infrastructure.
- Support the Shift²Rail programme to streamline the innovation process from research to demonstration and to shorten the time to market for key innovations.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM participates in the Shift²Rail initiative via the Founding Members Trafikverket and Network Rail.
- In addition EIM also participate in Shift²Rail via the Associate Members, namely IP, FTA, ProRail and PKP/PLK as part of EUROC consortium, and SNCF as a single entity.

OUTLOOK 2016

- Shift²Rail’s executive director is expected to be elected and to take office in May 2016.
- Equally, some Associate Members are expected to be selected into the Governing Board.
- Currently open calls will close on 17 March 2016.
Shift²Rail

COUNCIL
- Adopted the Shift²Rail Regulation (EU) No 642/2014 of 16 June 2014 establishing the Shift²Rail Joint Undertaking
- Endorses the strategic Master Plan (approved by the governing board and acting on a proposal from the EC)

EC
- Has 7 Joint Undertakings (JU) in the research field. 3 of them focus on the transport sector. Shift²Rail is the newest of the JUs and has a budget of almost €1 billion
- Endorses the Strategic Master Plan with the Council
- Conducted an independent assessment of the Associate Member applications

S²R GOVERNING BOARD
- Endorses the Associate Member selection conducted by the EC
- Appoints the Executive Director of the JU
- Delivers the Strategic Master Plan
- Adopts the S²R Joint Undertaking’s annual work plan and the corresponding expenditure estimates, as proposed by the Executive Director after having consulted the Scientific Committee and the States Representatives Group
- Composed of a maximum of 22 members (2 from the EC, one from each of the founding members and members from the associate members (with certain requirements))

SCIENTIFIC COMMITTEE
- Advises on the scientific and technological priorities to be addressed in the annual work plans
- Suggests possible synergies with national and international research and innovation activities
- Suggests possible areas of advanced research that could be subject to further developments
- The Scientific Committee members shall have the necessary scientific competencies and expertise covering the technical domain needed to make science-based recommendations to the S²R Joint Undertaking

STATES REPRESENTATIVE GROUP
The States Representatives Group shall be involved and, in particular, review information and provide opinions on the following matters:
- updating of strategic orientation of the S²R Master Plan and progress towards achievement of its targets;
- the S²R Joint Undertaking annual work plans;
- links to Horizon 2020 and to other Union and Member State funding instruments, including the Connecting Europe Facility, and the ESIF (European Structural and Investment Funds);
- links to the Union rail transport legislation and the goal of achieving a Single European Railway Area;
- encourage participation of SMEs and relevant actors from outside the traditional rail sector.

RAILWAY SECTOR
- Has 8 Founding Members in the S²R regulation
- Made up of Founding and Associate Members
- Participates in open calls
- Organises the railway research activities and engages universities etc. as part of the process
- Implements the S²R results in their system(s)

Increased competition of the railway sector via research
- Double the capacity of the railway transport system
- Reduce its lifecycle cost by 50%
- Decrease unreliability and late arrivals by 50%
- Reduce emissions by 50%
FACTS
- The Railway Safety Directive and the Safety in Railway Tunnels (SRT) TSI form the basis of EIM’s safety related activities.
- Safety is ongoing work based on the principle of continuous improvement and a system based approach – this is a European objective for safety.

IMPACT ON IMS
- The harmonised EU safety regulatory framework could lower the barriers to entry into a market.
- Infrastructure managers hold the main responsibility for bearing the costs of safety measures in railway tunnels.

EIM OBJECTIVES
- National Safety Authorities (NSAs), independent safety assessors (ISAs) and Notified Bodies (NoBos) act consistently, leading to harmonised European procedures in safety related activities.
- Ensure a well functioning framework to facilitate a safe railway system.
- Ensure a balanced safety regulatory framework that is applied in accordance with the same principles across the whole European Union.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM’s Safety working group has supported the European Railway Agency’s safety activities via active attendance in the ERA Working Parties and by providing constructive comments.
- EIM’s Safety working group members are share best practices on their Safety Management Systems by elaborating processes and practice during company visits.
- EIM Safety working group actively monitors the upcoming EU legislation related to railway safety and act proactively vis-à-vis the relevant EU institutions.
- The Safety in Railways Tunnels TSI takes into account the IM’s view in terms of the mandatory measures imposed on the IM (e.g. some of the most expensive measures like emergency exit distances in tunnels were aligned with EIMs view in the respective ERA Working Party).

OUTLOOK 2016
- Work on the European railway safety framework continues on several topics, for example on Common Safety Methods and Occurrence Reporting.
- A new Safety Directive is expected to be approved in the 4th Railway Package’s technical pillar in spring 2016.
- The SRT TSI has been approved by the RISC and has become mandatory to apply.
- EIM continues to cooperate with ERA and other sector organisations to strive for continuous improvements in railway safety.
The basic principle of railway safety is that all actors operating in the railway system, including infrastructure managers and railway undertakings, should bear the full responsibility for the safety of the system, each for their own part.

The Directive 2004/49/EC applies to the railway system in the Member States which may be broken down into subsystems for structural and operational areas. It covers safety requirements on the system as a whole, including the safe management of infrastructure and of traffic operation and the interaction between railway undertakings and infrastructure managers.

Authorises and certifies the IMs and RUs safety management systems (SMS) respectively.

Conducts supervisory activities based on the Common Safety Method (CSM) for supervision and verifies that the actors follow their SMS. The CSM supervision shall be used by national safety authorities after issuing a safety certificate or safety authorisation.

Collects safety related data in the form of common safety indicators (CSI) from the railway sector.

IMs have an SMS authorised by the NSA. The SMS of a RU is certified by the NSA. It forms the basis of the safe daily operations of the railway system.

Using the CSM for monitoring, the IM and RU check:

a. The correct application and the effectiveness of all the processes and procedures contained in the management system, including the technical, operational and organisational risk control measures, and;

b. The effective application of the safety management system as a whole and check that it achieves the expected safety outcomes.

If any relevant non-compliance is detected during the railway actors’ own monitoring activities, appropriate preventive, corrective or both types of measures shall be identified and implemented.

Common safety targets (CSTs) and common safety methods (CSMs) are gradually introduced and updated to ensure that a high level of safety is maintained and, when and where necessary and reasonably practicable, improved.

In order to facilitate the assessment of the achievement of the CST and to provide for the monitoring of the general development of railway safety, Member States shall collect information on common safety indicators (CSIs) through the annual reports of the safety authorities. The analysis of this data forms an important part of the feedback loop which is used to steer the development of the European railway safety regulatory framework.
The Safety in Railway Tunnels (SRT) TSI defines the safety requirements which have to be taken into account as a minimum in the IMs projects.

The SRT TSI is both a functional and a structural TSI.

The SRT TSI has interfaces with the subsystems infrastructure, energy, control-command-signalling, rolling stock and traffic management and operation.

Applying the TSI requires the involvement of many stakeholders such as railway undertakings and emergency response services into the projects from an early stage.

Mitigating the risks related to railway tunnels as far as reasonable practicable.

Infrastructure managers, railway undertakings and emergency response services have to find a good balance in mitigating the risks associated with tunnels – a sensible level for risk management which is economically and operationally viable has to be the objective of all parties involved.

The European Railway Agency’s Working Party on the SRT TSI was actively attended by EIM experts who supported the Agency in the drafting process.

EIM experts were capable of communicating certain economical constraints related to tunnel projects to other stakeholders which led to adjustment of the TSI text. For example a discussions related to the distance between tunnel emergency exits was one of these items.

EIM members continue to share experience in relation to applying the revised SRT TSI in their projects in co-operation with other stakeholders.
The TSI TSI (Commission Regulation No 1303/2014) is an implementing act relating to the railway tunnel safety of the Union’s rail system. It sets certain minimum design principles which have to be taken into account when designing the tunnel. These principles are both functional (for example the drafting of a rescue plan) and structural (for example the sectioning of the catenary wire).

This TSI applies to new, renewed and upgraded tunnels which are located on the European Union rail network. A tunnel in the context of this TSI is 0.1 km or longer. Where certain requirements apply only to longer tunnels, thresholds are mentioned in the relevant clauses of the TSI.

National Implementation Plans (NIP):
Member States shall prepare a national implementation plan, describing their actions to comply with this TSI, in accordance with Chapter 7 of the Annex. Member States were supposed to send their national implementation plan to the other Member States and the European Commission by 1st July 2015.

Conformity assessment:
The following modules for conformity assessment of interoperability constituents are used either as a standalone or in a combination:
- a SB: EC-type examination
- b SD: EC verification based on quality management system of the production process
- c SF: EC verification based on product verification
- d SG: EC verification based on unit verification
- e SH1: EC verification based on full quality management system plus design examination

Procedures for EC verification of a subsystem (modules)

<table>
<thead>
<tr>
<th>Subsystem to be assessed</th>
<th>Module SB+SD</th>
<th>Module SB+SF</th>
<th>Module SG</th>
<th>Module SH1</th>
</tr>
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<tbody>
<tr>
<td>Rolling Stock Subsystem</td>
<td>X</td>
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<tr>
<td>Energy Subsystem</td>
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<tr>
<td>Infrastructure Subsystem</td>
<td>X</td>
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FACTS
- The Energy (ENE) TSI established the parameters for the track side energy supply system including voltage, frequency and mechanical parameters.
- The overhead contact line is the interoperability constituent (IC) in this subsystem.
- The revised Energy TSI is being applied in the EIM members’ projects.

IMPACT ON IMS
- The evolution towards a more precise measuring of the distribution of energy used (instead of estimations) may decrease overall energy consumption of the rail system.
- The EC verification process for this subsystem will be streamlined, implying simplifications for infrastructure managers – this means using “in house” certification process in certain cases and for a limited time.
- If proper energy management programmes are not introduced by all the relevant parties, energy savings might not be realised.

EIM OBJECTIVES
- Infrastructure managers should have the final say regarding which pantograph type is compatible for operations on their network.
- Mandatory requirements to build a catenary system for both 1600 mm and 1950 mm pantographs should not be introduced.
- Energy consumption reduction should be promoted via metering of the rolling stock.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- The European Railway Agency’s Working Party on the ENE TSI was actively attended by EIM experts who supported ERA in the drafting process.
- The work related to the closure of the open point in relation to the train-ground energy measuring unit communication protocol is progressing well.

OUTLOOK 2016
- EIM members start to share experiences in relation to applying the revised ENE TSI in their projects.
- Sharing of best practice continues.
- Finalising the closure of the open point (possibly continuing into 2017).
The ENE TSI is an implementing act relating to the electrification of the Union’s rail system. It permits four different electrification systems (AC 25 kV 50 Hz, AC 15 kV 16,7 Hz, DC 3 kV and DC 1,5 kV). Pantograph lengths of 1600 mm and 1950 mm are allowed for speeds below 250 km/h (1600 mm is the only pantograph length used for speeds in excess of 250 km/h).

The TSI shall apply to any new, upgraded or renewed ‘energy’ subsystem of the rail system in the European Union as defined in point 2.2 of Annex II to Directive 2008/57/EC. Without prejudice to Articles 7 and 8 and point 7.2 of the Annex, the TSI shall apply to new railway lines in the European Union, which are placed in service from 1 January 2015.

National Implementation Plans (NIP):
Member States shall prepare a national implementation plan, describing their actions to comply with this TSI, in accordance with Section 7 of the Annex. Member States were supposed to send their national implementation plan to the other Member States and the Commission by 31 December 2015.

Conformity assessment:
The following modules for conformity assessment of interoperability constituents are used:
- a) CA Internal production control
- b) CB EC type examination
- c) CC Conformity to type based on internal production control
- d) CH Conformity based on full quality management system
- e) CH1 Conformity based on full quality management system plus design examination

Procedures		| Modules
---|---
Placed on the EU market before entry in force of this TSI	| CA or CH
Placed on the EU market after entry in force of this TSI	| CB + CC or CH1

Long term objective
Interoperability between the electrification system and electric locomotives. Measuring of the electrical energy consumption on-board the train (enabling the procurement of energy directly from the energy market for all actors).
FACTS
- The infrastructure subsystem includes the rails, sleepers, fastening systems, ballast, and switches and crossings as well as their interaction with substructure and structures such as bridges and platforms.
- A revised TSI INF came into force in January 2015.
- The revised infrastructure TSI brings together the high-speed and conventional TSIs from 2002 and 2011 respectively.

IMPACT ON IMS
- There is a risk of high costs for projects on new, upgraded or renewed lines due to potentially increased technical requirements or misunderstandings thereof.
- A poor application guide could reduce the effectiveness of the TSI and cause a divergence in “interoperable” systems. In addition, in some cases it may lead to unnecessary costs resulting from the execution of works not required in the TSI.
- A well-drafted TSI and Application Guide will lay the foundations for an increase in cross-border traffic and a reduction in operational costs.

EIM OBJECTIVES
- Improve interoperability throughout the Union by closing the TSI open points with the European Railway Agency in a cost effective way.
- Improve the implementation of the TSI by sharing experiences from working with the new TSI.
- Find common views for the new standards and rules that may be issued.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM’s INF working party published a joint Position Paper with CER regarding the TSI open point related to ballast pick-up. This was presented to the ERA Infrastructure Working Party. A proposal based thereon will be sent to ERA in order to close the existing open point in the TSI.
- The INF Application Guide was completed and published on 14th December 2015 with many of EIM’s suggestions incorporated.
- EIM’s INF members have followed the European Rail Agency’s Unique Authorisation Working Party.

OUTLOOK 2016
- Work will be required on closing the remaining open points in the TSI and to highlight any hidden open points within the INF TSI text. New ways of collaboration may be explored among EIM partners in order to find common views for the new legislation yet to come.
- The EIM INF Working Party will continue co-operation with the ERA INF Working Party, as well as the newly formed ERA Structures Task Force.
The INF TSI is an implementing act which impacts all infrastructure below the rail-vehicle interface such as ballast, switches and crossings, in addition to platforms and clearances between fixed installations. The act aims to create common limit values on infrastructure parameters to cover all safety-related parameters and ensure interoperability between rail vehicles and fixed installations.

The INF TSI came into force on January 1st, 2015 and will only apply to new, renewed or upgraded infrastructure. Projects at an advanced stage of development are also excluded from the INF TSI but the EC must be notified of their existence.

Each Member State shall create a NIP, detailing the methodology for complying with the INF TSI by December 31st, 2015. These NIPs must be communicated to the other Member States and the EC. Each Member State will be required to create a report on their implementation of Article 20 of Directive 2008/57/EC by January 1st, 2018.

There are a number of open points within the INF TSI that are currently unresolved. The relevant national rules will remain active until they are closed. By July 1st, 2015, each Member State must communicate to the EC and other Member States a list of national rules, a conformity assessment and the verification procedures which will be carried out to apply the national rules and the bodies designated to carry out the conformity assessment and verification procedures.

According to modules established in EC Decision 2010/713/EU. The type or design examination certificate of interoperability constituents shall be valid for a 7-year period. New constituents of the same type are permitted to be placed into service without a new assessment.
**FACTS**
- Cross acceptance exists to facilitate the mutual recognition of authorisation of vehicles and railway subsystems and enabling cross border traffic.
- Recommendation 2014/897/EU (DV29bis) for placing in service and use of structural subsystems and vehicles was published 5th December 2014.
- The European Railway Agency has been creating a Reference Document Database with assistance from EIM.

**IMPACT ON IMS**
- Facilitated cross acceptance could reduce costs for market entry and activate unused business potential.
- New safety risks could emerge if the cross acceptance is not carried out properly, such as having incompatible rolling stock and infrastructure.

**EIM OBJECTIVES**
- Improve infrastructure managers’ understanding of cross acceptance.
- Improve infrastructure managers’ understanding of the progress made by the European Railway Agency in cross acceptance by giving feedback to the real authorisation cases survey by the European Railway Agency.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- EIM’s requested changes to the DV29bis were accepted by the European Railway Agency.
- Significant progress has been made on the Reference Document Database.
- EIM XA members followed the European Railway Agency’s Unique Authorisation Working Party.

**OUTLOOK 2016**
- EIM will contribute to a new European Railway Agency proposal concerning the conditions of track access for testing purposes.
- EIM’s XA working group will fall under the scope of EIM’s new Rolling Stock (RST) working group.
- EIM’s RST members will contribute to the European Railway Agency’s workshops on Vehicle Authorisation.
Cross Acceptance (XA)

EC
Adopts the Commission Recommendation 2014/897/EU (DV29bis) based on the recommendation from ERA and with the approval of the Member States represented in the Railway Interoperability and Safety Committee (RISC).

LEGAL BASIS
The Commission Recommendation 2014/897/EU (DV29bis) is related to the placing into service and use of structural subsystems and vehicles. A single authorisation for the vehicle type or an authorisation for the placing in service of individual vehicles should be sufficient for the whole EU rail network when the conditions specified in Directive 2008/57/EC are met.

ROLES OF THE ACTORS IN THE AUTHORISATION PROCESS
DV29bis defines the roles in the authorisation process for:
- Applicant (the one asking for an authorisation for placing in service of a subsystem as defined in the Interoperability directive). If the Common Safety Method for risk evaluation and assessment (CSM RA) is required as part of the authorisation process, the applicant assumes the role of the Proposer.
- Manufacturers
- National Safety Authorities (NSA) and Member States (MS)
- Assessment bodies (Independent Safety Assessors, Notified Bodies, etc.)
- IM and RU (The subsystem to be authorised is to be integrated into the railway system whose main actors are the IM and the RU)
- Entity in Charge of Maintenance (ECM), has to adapt its maintenance regime (for mobile subsystems) for the newly authorised subsystem. In other words, the organisation responsible for maintaining the rolling stock has to understand the technical characteristics of the new rolling stock
- Keeper (of vehicles)

Organisations should manage the risks created by their activities. Responsibility for managing risks should sit with those who have the greatest capacity to manage them.

As railway undertakings and infrastructure managers are the only actors required to have safety certifications and safety authorisations, supported by SMSs, these organisations should have a key role in managing the contributions of others, and for taking the right decisions regarding their contributions. When railway undertakings or infrastructure managers take such decisions or actions under their safety management systems, this is without prejudice to the responsibilities of other entities, such as keepers, ECMs and manufacturers.

MEMBER STATES
Member States should create a set of common, consistent rules for authorising the placing in service of structural subsystems. Consequently, when a subsystem (vehicle) is authorised in one Member State, it is not necessary to entirely repeat the authorisation process if the vehicle is to be used in another EU country.
FACTS
- The Rolling Stock TSI was first published in 2002.
- It has since been split into Wagons and Locomotives and Passenger Rolling Stock.
- The Application Guide to the TSI was published on 1st January 2015.

IMPACT ON IMS
- Energy consumption of the railway could be reduced by a mandatory requirement to equip all electric trains with energy meters (energy data collection systems).
- A new ERA Working Party dealing with the addition of paragraphs relating to unique authorisations was active throughout 2015 to improve the technical compatibility between infrastructure and rolling stock.
- The work on Radio Frequency Identification (RFID) standardisation will allow for better trackside monitoring and proactive maintenance tools.

EIM OBJECTIVES
- Reduce the number of national technical rules by working on the closure of open points in the TSI.
- Increase the number of locomotives which can run on the network by working with ERA on their technical co-operation with OTIF and its technical partners.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM LOC&PAS members followed the European Railway Agency’s LOC&PAS, WAG Limited Revision and Unique Authorisation Working Parties.
- The European Railway Agency has submitted two recommendations to the EC regarding LOC&PAS and Unique Authorisation at the end of 2015.

OUTLOOK 2016
- The present EIM working groups LOC&PAS and XA will merge to form EIM’s new Rolling Stock (RST) working group.
- Co-operation with GS1 to develop a Radio Frequency Identification standard for Europe’s railways will be accelerated.
- The European Railway Agency will submit a further recommendation to the EC regarding the WAG TSI limited revision.
TSI Locomotives and Passenger Rolling Stock (LOC & PAS)

EC
The EC has mandated ERA to revise Commission Decision 2011/291/EU concerning a TSI relating to the rolling stock subsystem “Locomotive and Passenger rolling stock” of the Trans-European conventional rail system, with the aim of extending its scope.

LEGAL BASIS

SCOPE
This TSI applies to the operation on the High-Speed Network of a Rolling Stock Standard RST with a maximum speed lower than 190 km/h: self-propelling thermal and/or electric trains, thermal or electric traction units, passenger carriages and other related cars, mobile railway infrastructure construction and maintenance equipment.

MEMBER STATES

Renewal
The Member States shall use conformity assessments and national migration strategies as a basis for determining the application of this TSI in case of a renewal.

Upgrade
The Member States shall use an economical feasibility parameter and impact assessment as a basis for determining the application of this TSI in case of an upgrade.

Member States shall notify the EC, within six months to one year of the entry into force of this Regulation:
- Any existing national, bilateral or international agreements under which the rolling stock within the scope of this Regulation is operated.
- Any future agreements or modifications of existing agreements.
- The list of projects being implemented within its territory that are at an advanced stage of development.

LOC & PAS TSI INTEROPERABILITY CONSTITUENTS
- Automatic centre buffer coupler
- Manual end coupling
- Rescue couplers
- Wheels
- Head lamps
- Marker lamps
- Tail lamps
- Horns
- Pantograph
- Contact strips
- Main circuit breaker
- Driver’s seat
- Toilet discharge connection
- Connection water tanks

Illustration: EIM
FACTS

- The operations and traffic management subsystem concerns the procedures for enabling coherent operation of the structural subsystems including training, driving, traffic planning and management.
- Operational harmonisation is a requirement for the single European railway area.
- ERTMS related operational principles are part of the OPE TSI.

IMPACT ON IMS

- The opinions of infrastructure managers have been taken into consideration when revising the OPE TSI, expected to commence in 2016.
- Operations and traffic management within the IM have to be organised according to the TSI.
- The TSI covers items related to the IM/RU interface, for example the route book and managing emergency situations are part of the TSI.

EIM OBJECTIVES

- Harmonisation of the European operational framework.
- ERTMS operational harmonisation to ensure that ERTMS-related operational rules are harmonised.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM OPE experts participated actively in the corresponding ERA working groups.
- EIM OPE experts are engaged in active co-operation with other stakeholders.

OUTLOOK 2016

- It is expected that a revision of the OPE TSI will start in 2016.
- Work is expected to focus even more on ERTMS operational harmonisation.
- Elements related to the National Rules Reduction will become part of the future ERA OPE TSI working party activities.
In accordance with Articles 10 and 11 of Directive 2004/49/EC (the railway safety directive), railway undertakings and infrastructure managers must demonstrate compliance with the requirements of the OPE TSI within their safety management system when applying for any new or amended safety certificate or safety authorisation. The TSI applies to the ‘operation and traffic management’ subsystem of infrastructure managers and railway undertakings related to the operation of trains on the European rail system.

The TSI shall apply to the following networks:

a. The trans-European conventional rail system network as defined in section 1.1 of Annex I to Directive 2008/57/EC;
b. The trans-European high-speed rail system network (TEN) as defined in section 2.1 of Annex I to Directive 2008/57/EC; and
c. Other parts of the network of the rail system in the Union;

It excludes the cases referred to in Article 1(3) of Directive 2008/57/EC.

Member States shall prepare a national implementation plan, describing the actions they plan to take to comply with this Decision, in accordance with Section 7 of Annex I. Member States shall notify their national implementation plans to the Commission by 1 July 2017 at the latest. Member States shall also notify possible updates to these national implementation plans.

The common safety methods on conformity assessment require national safety authorities to set up an inspection regime to supervise and monitor the day to day compliance with the safety management system of the RU and IM including all TSIs.

Member States that have already sent their updated implementation plan shall not be required to send it again.

**NSA (NATIONAL SAFETY AUTHORITY)**

The common safety methods on conformity assessment require national safety authorities to set up an inspection regime to supervise and monitor the day to day compliance with the safety management system of the RU and IM including all TSIs.

**IMs and RUs**

IMs and RUs have to define:

- the procedures and related equipment enabling a coherent operation of the various structural subsystems, during both normal and degraded operation, including train composition and train driving, traffic planning and management.
- the professional qualifications which may be required for carrying out cross-border services.

It is commonly understood that the full implementation of all elements of the OPE TSI cannot be complete until the hardware (infrastructure, control and command, etc.) that is to be operated has been harmonised.

Illustration: EIM
The Noise TSI establishes the framework for noise emitted by rolling stock including passenger and freight vehicles.

Infrastructure managers are allowed to take voluntary measures against the reduction of noise, reducing the cost of implementing the TSI. The next TSI revision may impose more costly requirements on infrastructure managers.

Prevent new legally binding requirements on infrastructure managers. Ensure that the supporting documents and measures create the best possible circumstances to apply the TSI correctly.

The Noise TSI was adopted without obligations on infrastructure managers. EIM successfully argued that imposing noise abatement measures on the infrastructure would lead to additional costs for infrastructure managers without a guaranteed significant effect on noise abatement itself. EIM successfully defended the exclusion of railway infrastructure from the Noise TSI in the European Railway Agency’s Economic Survey Group.

The EU is currently evaluating the directive on environmental noise which might have an effect on the TSI NOI revision. Discussion on the usage of ceramic brake blocks will most likely continue.
TSI Rolling Stock – Noise (NOI)

Illustration: EIM


The NOI TSI came into force on January 1st, 2015 and will apply to all rolling stock within the scope of Regulation (EU) No 1302/2014 (LOC&PAS TSI) and Regulation (EU) No 321/2013 (WAG TSI).

The geographical scope of this TSI corresponds to the scopes defined in Section 1.2 of Regulation (EU) No 1302/2014 and in Section 1.2 of Regulation (EU) No 321/2013, each for their rolling stock (RST) concerned.

Notification of existing contracts on noise emission limits
Within six months of the entry into force of this Regulation, Member States shall notify the Commission of all agreements containing requirements relating to noise emission limits, provided they were not already notified under Commission Decisions 2006/66/EC or 2011/229/EU.

The agreements to be notified shall be:
- National agreements between the Member States and railway undertakings or infrastructure managers, agreed on either a permanent or a temporary basis and necessitated by the specific or local nature of the intended transport service;
- Bilateral or multilateral agreements between railway undertakings, infrastructure managers or safety authorities which deliver significant levels of local or regional interoperability;
- International agreements between one or more Member States and at least one third country, or between railway undertakings or infrastructure managers of Member States and at least one railway undertaking or infrastructure manager of a third country which deliver significant levels of local or regional interoperability.

Conformity assessment and verification
Obligation for Member States to notify the Commission and the other Member States of the conformity assessment and verification procedures to be used for specific cases as well as the bodies responsible for carrying out those procedures.

If no TSI existed at the time of the first authorisation (of the rolling stock), it shall be demonstrated that the noise levels of renewed or upgraded units are either not increased or remain below the limits set out in Decision 2006/66/EC or Decision 2002/735/EC.

No technical requirements are placed on the IM (there are requirements for On Track Machines (OTM)).
**FACTS**
- The European Rail Traffic Management System (ERTMS) can assist in the removal of technical barriers against interoperability regarding the train control system.
- It comprises of a European Train Control System (ETCS) and GSM for railways (GSM-R).
- The first ERTMS line was opened in Spain in 2004.

**IMPACT ON IMS**
- The original release for ERTMS Baseline 3 included several unsolved problems (e.g. no backwards compatibility between Baselines 3 and 2) which reduce technical compatibility.
- The Change Control Management process, which helps resolve issues relevant to IMs, is not fully respected by the relevant actors.
- The low ERTMS on-board reliability requirement proposed by ERA is a risk to EIM members because of possible disruptions to the members’ networks.

**EIM OBJECTIVES**
- Improve system reliability by working with ERA to improve the change control management process.
- Improve the safety of the system by increasing the minimum acceptable mean time between failures for ERTMS equipment.
- Improve system reliability by improving maintenance releases for ERTMS equipment through work with ERTMS Users Group and ERA.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- EIM’s position paper on TSI CCS has been published.
- EIM has worked closely with other actors to reach a common position on the content for the next release of the ERTMS specifications.
- The quality of ERTMS Baseline 3, Release 2 items has improved although not all of EIM’s important issues have been solved.

**OUTLOOK 2016**
- The content of the ERTMS Longer Term Evolution needs to be defined in more detail and the ongoing work closely monitored.
European Rail Traffic Management System – ERTMS

**EC**
- Adopts the Control, Command and Signalling TSI based on the recommendation from ERA and with the approval of the Member States represented in the Railway Interoperability and Safety Committee (RISC).
- Nominated the European ERTMS Coordinator.

**LEGAL INITIATIVE**
Commission Decision 2012/88/EU on the 25th January 2012 (CCS TSI) introduced the following:
- Merged the former TSI for High Speed (HS) and Conventional Rail (CR) into one TSI
- Separated the on-board and trackside subsystems for signaling (since 2012/88-EU, onboard and trackside subsystems are defined as subsystems)
- Closed open points (although not all open points have been closed)

This decision has been amended twice, latest of which is the Commission Decision (EU) 2015/14 on the 5th of January 2015. Main elements of these amendments are:
- extending the geographical scope to the whole EU railway network,
- introducing the ETCS Baseline 3 specifications,
- amending the on-board test specifications for ETCS Baseline 2,
- updating the GSM-R specifications and,
- clarification of the certification process

In addition to ERTMS, the existing national systems (class-B systems) are mentioned in the CCS TSI

**SCOPE**
The geographical scope of this TSI covers the whole rail system, composed of:
1. The trans-European conventional rail system network (TEN) as described in Annex I section 1.1 “Network” to Directive 2008/57/EC;
2. The trans-European high-speed rail system network (TEN) as described in Annex I section 2.1 “Network” to Directive 2008/57/EC;
3. Other parts of the network of the whole rail system, following the extension of the scope as described in Annex I section 4 to Directive 2008/57/EC;

The TSI shall apply to networks with 1435 mm, 1520 mm, 1524 mm, 1600 mm and 1668 mm track gauges. However, it shall not apply to short border crossing lines with 1520 mm track gauges that are connected to the network of third countries.

**SECTOR**
- Participates in the ERA led ERTMS Stakeholder Platform
- Participates in the ERA Change Control Management (CCM) process for ERTMS specifications
- Supports the stable maintenance of Baseline 2 and supports the further validation of Baseline 3 including: Baseline 3 Maintenance Release 1 and Baseline 3 Release 2
- Forms a view on testing and certification
- European deployment plan relies on the IMs for deploying the track side part of the ERTMS, RUs hold responsibility for the onboard ERTMS equipment deployment.

Deadlines for ERTMS trackside deployment are specified for six corridors (as defined in chapter 7 of the CCS TSI and the European Deployment Plan)

When railway infrastructure projects receive financial support from certain European funds, the fitting of ERTMS/ETCS is mandatory when:
1. installing the train protection part of a Control-Command and Signalling Subsystem for the first time or
2. upgrading the train protection part of a Control-Command and Signalling Subsystem already in service, where this changes the functioning or the performance of the subsystem.

New vehicles authorised to be placed in service for the first time shall be equipped with ERTMS in line either with the set of specifications # 1 or the set of specifications # 2 listed in Table A2 of Annex A of the CCS TSI. From 1 January 2018, new vehicles authorised to be placed in service for the first time shall be equipped with ERTMS only in line with the set of specifications # 2 listed in Table A2 of Annex A of the CCS.

The requirement to be equipped with ERTMS does not apply to new mobile railway infrastructure construction and maintenance equipment, new shunting locomotives or other new vehicles meeting certain requirements established in the CCS TSI.
FACTS
- The Train Detection Compatibility working group deals all the compatibility problems linked to the train detection systems:
  - electromagnetic effects (magnetic fields) caused by traction current to axle counters
  - electromagnetic effects (conductibility) caused by traction current to track circuits
  - sanding problems for track circuits
  - eddy current brakes (magnetic fields) for axle counters
  - wheel diameters for axle counters
  - frequency management (for rolling stock, ETCS and train detection systems)
  - loops as detection systems.
- The group works on amendments to the Control, Command and Signalling (CCS) TSI in defining the train detection target systems and closure of open points.

IMPACT ON IMS
- Railway equipment must be properly tested for compatibility in order to verify that they do not interfere with each other under spurious emission conditions.
- Bad compatibility can result in wrong side failures and therefore safety concerns, as well as complaints from trackside neighbours.

EIM OBJECTIVES
- Improve technical compatibility by improving the CCS TSI with respect to compatibility.
- Improve the understanding of compatibility of IMs by following measurement campaigns carried out on existing detection systems.
- Improve the implementation of the TSI by extending the CCS TSI to a non-standard wider gauge.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM supported the closure of TSI open points in relation to electromagnetic compatibility (EMC) and other points of compatibility (gauges).
- Work on electromagnetic compatibility (EMC) compliance of the track circuits, frequency management and migration.

OUTLOOK 2016
- EIM members will continue to influence the joint rail sector support group and the ERA TDC Working Party. Meetings are usually held on consecutive days.
- The Train Detection Compatibility working group deals all the compatibility problems linked to the train detection systems:
  - Correction of table for axle counters compatibility
  - Migration strategy for train detection systems
  - Conformity assessment (wheel detectors)
  - Sanding
  - Requirements on axle distances for high speed
  - Frequency management for track circuits
ERTMS – Train Detection Compatibility (TDC)

**EC**
Adopts the TSIs based on the recommendation from ERA and with the approval of the Member States represented in the Railway Interoperability and Safety Committee (RISC).

**LEGAL BASIS**

**SCOPE**
The geographical scope of both TSIs is the network of the entire EU rail system, composed of:
1. The trans-European conventional rail system network (TEN) as described in Annex I section 1.1 “Network” to Directive 2008/57/EC;
2. The trans-European high-speed rail system network (TEN) as described in Annex I section 2.1 “Network” to Directive 2008/57/EC;
3. Other parts of the network of the whole rail system, following the extension of scope as described in Annex I section 4 to Directive 2008/57/EC;
and excludes the cases referred to in Article 1(3) of Directive 2008/57/EC.

In addition to the geographical scope, both TSIs apply for the following mobile subsystems:
1. Self-propelling thermal or electric trains,
2. Thermal or electric traction units,
3. Passenger carriages,
4. Mobile railway infrastructure construction and maintenance equipment.

**MEMBER STATES and SECTOR**
Train detection is implemented by:
- Axle counters
- Track circuits

The sector, in co-operation with the Agency, has focused on closing open points related to axle counter and track circuit based train detection systems.

**ERA**
- Creates the TSIs with assistance from the sector experts. The TSIs are subject to RISC voting
- Is responsible for the closure of open points. Sector experts support this process

Illustration: EIM
FACTS
- The EIM telecommunications working group focuses mainly on the current rail communication system (GSM-R), its successor technology (FRMCS) as well as the telecommunication aspects of the ERTMS project.
- GSM-R is based on the Global System for Mobile Communications with a railway layer added to it. It is used by the ERTMS system. GSM-R guarantees communications at speeds of up to 500km/h.
- The future communication system is currently being defined in terms of user requirements (what the system should deliver) and technical specifications. ERA has the objective to make a recommendation to the commission on the new system by 2018.

IMPACT ON IMS
- GSM-R has been suffering from interference issues with other networks during the last years. This issue has been increasing due to the more extensive use of spectrum and the roll-out of broadband technology by public mobile operators.
- On the positive side, actions to mitigate interferences have now been identified and are now being rolled out in several countries, whether this is through the implementation of additional equipment or by having a better coordination between GSM-R operators (IMS) and the public mobile operators. However, The EIM telecommunications working group believes that some issues still need to be clarified to mitigate entirely the interference issue.
- The future mobile communication system (successor of the GSM-R) will have a significant importance for IMS and the railway industry in general, not only in terms of costs but also by allowing changes in the way the entire railway industry operates.

EIM OBJECTIVES
- Ensure that the next generation railway mobile system, the successor to GSM-R, fulfills the needs of IMS.
- Increase system reliability by reducing the possibility GSM-R interference.
- Improve Lifecycle Management of the GSM-R system.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- The EIM telecommunications working group has produced a position paper which identifies the remaining actions which are required to fully address interference issues. Discussions have now been initiated with ERA to see how to further realize the identified actions.
- The EIM telecommunications working group has also focused on identifying the needs of the future rail communication system both from a user perspective and an architecture / technical view. The working group is leveraging materials already prepared by other bodies (e.g. UIC, ERA) when analysing requirements of the future communication system.

OUTLOOK 2016
- Convince ERA to support the additional measures identified by EIM telecommunications working group for GSM-R interference mitigations.
- Be proactively involved in the decision process regarding the future railway communication system.
ERTMS – Telecommunications (TEL)

EC

- Coordinates the EU Member States vis-a-vis the International Telecommunications Union (ITU) and World Radio Communications Conference (WRCC) with expert support from the Radio Spectrum Policy Group (RSPG).
- Participates in the World Radio Communications Conference (WRCC) as a non-voting member.
- Receives expert input from the GSM-R follow-up group (GFUG) where the railway sector specialists are present (for example on GSM-R interference issues).
- Adopts the TSI based on the recommendation from ERA and with the approval of the Member States represented in the Railway Interoperability and Safety Committee (RISC).

LEGAL BASIS

Commission Decision (EU) 2015/14 of 5 January 2015 amending Decision 2012/88/EU on the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European rail system (CCS TSI) has elements related to the railway telecommunications system. GSM-R is defined in the CCS TSI.

SCOPE

ITU International Radio Regulations are implemented by the MSs and provide a full set of allocation rules (for the radio spectrum).

The geographical scope of the TSI is the network of the whole rail system, composed of:
1. The trans-European conventional rail system network (TEN) as described in Annex I section 1.1 “Network” to Directive 2008/57/EC;
2. The trans-European high-speed rail system network (TEN) as described in Annex I section 2.1 “Network” to Directive 2008/57/EC;
3. Other parts of the network of the whole rail system, following the extension of scope as described in Annex I section 4 to Directive 2008/57/EC; and excludes the cases referred to in Article 1(3) of Directive 2008/57/EC.

In addition to the geographical scope, the CCS TSI applies for the following mobile subsystems:
1. Self-propelling thermal or electric trains,
2. Thermal or electric traction units,
3. Passenger carriages,
4. Mobile railway infrastructure construction and maintenance equipment.

MEMBER STATES and SECTOR

- A telecommunication system with a high quality of service is a requirement for the competitiveness of rail as a transport system.
- The performance of both the IMs and RUs rely on it.
- Current and future activities for the sector are:
  - Solving GSM-R interference issues
  - GSM-R Successor technology – specifications for the future railway telecommunications system
  - GSM-R Lifecycle Management – including migration for the future telecommunications system
- In addition to the purely technical aspects of the railway telecommunications systems, operational aspects have to be taken into account to facilitate properly functioning interfaces between the different actors.
FACTS

- The UNCRPD is an international treaty and as such, it takes precedence over national laws and forms part of the EU legal order.
- UNCRPD has been signed by the EU and all EU Member States; it has been ratified by most.

IMPACT ON IMS

- Accessibility for all people on the railway system can increase the demand for railway services.
- ERA is expecting the revised PRM TSI to have costs of 20-40 billion euros over the migration period. However, this estimate is based on the assumption that accessibility is enhanced for all stations (with smaller stations being subject to less demanding requirements).
- The European Commission is expected to create a European Implementation Plan based on the National Implementation Plans submitted by Member States. This might introduce more demanding requirements to some EIM members than initially anticipated.

EIM OBJECTIVES

- The railway should be made accessible but requirements placed on infrastructure managers and railway undertakings in relation to accessibility should be fair. Excessive costs may force IMs to implement cuts elsewhere, possibly reducing the overall service for everyone.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM PRM working group experts have met with other stakeholders discussing amongst other the National Implementation Plans.
- EIM is a member of the European Commission PRM Advisory Board.

OUTLOOK 2016

- Member States will have two years to create a National Implementation Plan from the date that the PRM TSI came into force (January 1st, 2015). This work continues in 2016.
- Based on the National Implementation Plans, the EC has six months to create a European Implementation Plan regarding accessibility.
TSI Persons with Reduced Mobility (PRM)

**EC**
Adopts the TSI based on the recommendation from ERA and with the approval of the Member States represented in the Railway Interoperability and Safety Committee (RISC).

**LEGAL BASIS**
The PRM TSI is an implementing act relating to the accessibility of the Union’s rail system for persons with disabilities and persons with reduced mobility in general.

**SCOPE**
As a “transversal” TSI, it applies to several railway sub-systems (infrastructure, operation and traffic management, telematic applications and rolling stock subsystems). Its scope is restricted to networks and infrastructure that is new, renewed or upgraded.

**MEMBER STATES**

- **National Implementation Plans (NIP):**
  Member States shall create NIPs two years after the TSI comes into force (beginning of January 2015). A NIP can be a rolling plan covering 10 years and is updated at least every 5 years. It shall contain a strategy for stations, formulated in co-operation with infrastructure and station managers, local authorities, representative associations of users including disabled persons and persons with reduced mobility. NIPs have to be communicated to the EC which will publish them and draw up a European implementation plan.

- **Inventory of Assets (IoA):**
  Each Member State shall establish an inventory of assets (barriers to accessibility, information to users, progress on accessibility) for at least public areas of stations, passenger transport and rolling stock.

- **Conformity assessment (by NoBos):**
  According to modules established in EC Decision 2010/713/EU. The examination certificate shall be valid for five years.

**Advisory Body:**
The EC established an Advisory Body which is chaired by the EC and composed of Member States, representative bodies from the railway sector, representative bodies of users and ERA. It monitors the development of a minimum data structure for the inventory of assets, supports the Member States and facilitate the exchange of best practice. EIM is represented in this board as a representative body.
The Register of Infrastructure (RINF) will be a system comprising of:
1. An integrated database at EU-level, containing all parameters as mentioned in the RINF Decision (2014/880/EU) and uploaded by each participating member state.
2. A centralised Common User Interface (CUI) to facilitate uploading, integration and web-based publishing of the data in this database.

The Application Guide Version 1.1 was published by the European Railway Agency in June 2015.

The date that the first RINF data has to be uploaded by National Registration Entities was delayed from March to October 2015. The scope of this data concerns not the whole network per member state but only the international freight corridor(s) inside its borders.

In the proposal for the revised Interoperability Directive (part of the 4th Railway Package), access to lines is to be granted based on the Register of Infrastructure; however, the adopted timeline for the RINF implementation might cause delays for this procedure. Besides the timeline, also the step by step increasing scope of the required data (as mentioned in the decision) and the doubtful quality of that data will cause delay in the usability of the RINF system.

Separate work by each Member State would increase the costs of collecting and governing the data for RINF.

There is a risk of diverging views amongst IMs and RUs on the necessity and format of RINF. This may result in asymmetry of information between IMs: reducing the overall usability. End-users needs need to be investigated, converging to end-user business requirements.

Improve the implementation of the RINF by bettering the quality of the data input to it.

Improve the implementation of the RINF by ensuring that the goals of the RINF from the European Commission and the end-sers in the railway market remain achievable.

Improve the usability of RINF by means of smart use of existing data, assumed that this data is of a better quality.

National Registration Entities (NRE) have been appointed.

National Registration Entities began to upload their RINF databases to the European Railway Agency Common User Interface (CUI) in October 2015.

EIM members will continue to share best practice on their national RINF implementation.

EIM members will influence ERA on the scope of RINF taking into account end-users needs.

EIM speakers will continue to support the European Railway Agency’s various RINF working groups to coordinate and support the national RINF implementation.

EIM and other stakeholders will encourage the European Railway Agency to adopt RailML as a standard XML data exchange format to reduce the costs and time taken for national RINF implementation.
The RINF Implementing Decision (2014/880/EU) refers to the creation of a register of infrastructure which will give transparency to the characteristics of the European rail network. Furthermore the RINF will ensure that newly designed trains are compatible with infrastructure and ascertain route compatibility for proposed train services along a route.

The RINF requires data on the infrastructure, energy and trackside control-command and signalling subsystems across the whole European network.

National Implementation Plans (NIP):
Each Member State needed to create a NIP and a timetable outlining when different subsystems will be incorporated into the RINF by 1st July 2015. These were submitted to the EC and detail any issues the Member State has with meeting any of the deadlines outlined in the Implementing Decision. Each Member State must have appointed a National Registration Entity (NRE) in charge of setting up and maintaining the RINF by 1st April 2015. These entities will submit a progress report on the implementation 3 months after their appointment, then again every 3 months.

RINF Data:
Data relating to infrastructure for freight corridors, and infrastructure placed into service after the entry into force of Directive 2008/57/EC should have been inserted into the RINF by 1st October 2015. Data relating to infrastructure placed in service before the entry into force of Directive 2008/57/EC must be inserted into the RINF by 16th March 2017. Data relating to private sidings placed into service before the entry into force of Directive 2008/57/EC must be inserted into the RINF by 16th March 2019.
FACTS
- TAF is a TSI aimed at improving communications among railway actors related to freight transport.
- TAF aims to define data exchange between railway undertakings and infrastructure managers.
- ERA holds a change control management process working party for both the TAP and TAF TSIs.
- The revised Telematic Applications for Freight TSIs came into force January 1st 2015.
- Deadline for TAF TSI implementation depends on individual IM Master Plans. Most Master Plans foresee completion by 2019.

IMPACT ON IMS
- IMs will need to implement the TAF TSI. The sector achieved that the TAF and TAP implementation for IMs are aligned.

EIM OBJECTIVES
- Improve infrastructure managers’ control on the TAF by monitoring the implementation of the TAF TSI.
- Reduce the costs of the TAF implementation by representing the interests of IMs in the TAF governance structure.
- Provide a platform for member IMs to exchange implementation experience and align strategies.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- New TAF TSI governance was defined in 2015.
- EIM is represented in the TAP/TAF Support Management Office (SMO) via EIM’s TAP/TAF expert (SMO offers support on TAP/TAF implementation related questions).
- EIM members involved in the TAF Co-operation Group for the follow up of implementation.

OUTLOOK 2016
- EIM will hold internal workshops in 2016 to share experience of implementation.
- EIM members will attend the European Rail Agency’s Regional Workshops for TAF TSI Implementation.
- EIM will attend the ERA TAF TSI Implementation Co-operation Group meetings.
- EIM’s TAP/TAF WG will continue to work with and support the respective steering committees in this field (TAP, TAF and TAP/TAF SCs).
TSI Telematic Applications for Freight (TAF)

**LEGAL BASIS**
Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specifications for interoperability relating to the telematic applications for freight subsystem of the rail system in the EU.

**SCOPE**
The purpose of the TAF TSI is to ensure the efficient interchange of information is adapted to user requirements so that the transport process may become as economically viable as possible and that freight transport on rail can more efficiently address the intense competition it has to face.

**RAIL SECTOR**
- **TAF TSI Masterplan**
  - Deliverables: Functional requirements of the TAF TSI; Performance requirements of the TAF TSI; Implementation strategy and its underpinning rationale; Roll-out programme and support investment plan; Governance structure.

- **Realisation of TAF TSI functions**
  - Realisation of the nine functions which are jointly realised by both IMs and RUs: Common Interface; Reference Files; Train Running Information; Train Forecast; Service Disruption; Train Preparation; Adhoc Path Request.

**TAF TSI Governance Bodies**
- TAF TSI Steering Committee (representative bodies, ERA, EC)
- ERA Working Parties (WPs)
- National Contact Points (NCP)
- RUs & IMs Telematics Joint Sector Group (JSG) (experts and WGs)
- Sector driven WGs

**MEMBER STATES**
- Member States shall ensure via the National Contact Point that the TAF TSI is implemented according to the Treaty and shall also ensure that all railway undertakings, infrastructure managers and wagon keepers established on their territory are informed of this Regulation and shall designate a national contact point for the follow-up of its implementation.
- MS to send a report on the implementation of the TAF TSI Regulation.
TECHNICAL
TSI Telematic Applications for Passengers (TAP)

FACTS
- TAP is a TSI aimed at improving communications among railway actors and between railway actors and passengers.
- ERA holds a change control management process working party for both the TAP and TAF.
- Deadline for TAP TSI implementation depends on individual IM Master Plans. Most Master Plans foresee completion by 2019.

IMPACT ON IMS
- IMs will need to implement the TAP TSI. The sector achieved that the TAF and TAP implementation for IMs are aligned.

EIM OBJECTIVES
- Improve infrastructure managers’ control on the TAP by monitoring the implementation of the TAP TSI.
- Reduce the costs of the TAP implementation by representing the interests of IMs in the TAP governance structure.
- Provide a platform for member IMs to exchange implementation experience and align strategies.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM is represented in the TAP/TAF Support Management Office (SMO) via EIM’s TAP/TAF expert (SMO offers support on TAP/TAF implementation related questions).

OUTLOOK 2016
- EIM’s TAP/TAF WG will continue to work with and support the respective steering committees in this field (TAP, TAF and TAP/TAF SCs).
- ERA will initiate a TAP TSI Implementation Co-operation group to run in parallel with the TAF TSI Co-operation group.
**TSI Telematic Applications for Passengers (TAP)**

**LEGAL BASIS**


**SCOPE**

The purpose of the TAP TSI is to define European-wide procedures and interfaces between all types of railway sector actors (passengers, railway undertakings, infrastructure managers, station managers, public transport authorities, ticket vendors and tour operators).

**RAIL SECTOR**

- **Phase I**
  - Implementation preparation, containing detailed IT specifications, a master plan and a governance mode.

- **Phase II**
  - Development of the data exchange system.

- **Phase III**
  - Implementation of the data exchange system.

**MEMBER STATES**

- Member States shall ensure via the National Contact Point that railway undertakings, station managers and ticket vendors are informed of the TAP TSI.
FACTS
- ERA has strengthened the role of its economic evaluation (EcoEv) activities in its new Single Programming Document 2016.
- Economic impact assessments of TSIs and other rules drafted by ERA are to be undertaken to ensure Agency measures contribute to a more competitive railway sector.
- Railway Indicators set out the by the ESG aim to collect data and construct metrics or parameters by which to measure the progress of Railway Interoperability and Safety across the EU.
- These 24 Railway Indicators are foreseen to assist with future railway technical and safety policy development.

IMPACT ON IMS
- ERA’s legal outputs – TSIs and various safety related provisions – can have a very significant financial impact due to costs of their implementation.
- Assessing the economic impact and taking it into consideration when drafting new legal provisions provides an unprecedented opportunity to mitigate negative financial impacts on the business of rail infrastructure managers.

EIM OBJECTIVES
- To remain influential in the ERA Programme proceedings within the different EcoEv Operational Activities.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM was successful in obtaining a satisfying text of the Economic Evaluation Framework.
- The European Railway Agency started the 12 month pilot phase for the Railway Indicators.
- EIM members gave input to the TAP TSI Early Impact Assessment Stakeholder Consultation.

OUTLOOK 2016
- Conclusion of the Railway Indicators pilot phase, next steps and publication in the Agency Railway Report 2016.
- Review of EcoEv activities and impact assessments tasks carried out by the European Railway Agency.
Economic Survey Group (ESG)

ERA
The economic evaluation activity is a horizontal and support function of ERA and part of ERA's multi-annual planning.

LEGAL BASIS
Economic evaluation is an integral part of the 2012 ERA Administrative Board position paper and ERA's multi-annual planning, as requested by the European Court of Auditors and endorsed by ERA's Administrative Board (Member States). It is enshrined into ERA's Quality Management Approach to deliver better business support by visible impact assessments and more on-time & quality deliverables.

SCOPE
All projects of ERA will be subject to an economic evaluation (e.g. cost-benefit, proportionality, efficiency of ERA's activities per project) coupled with performance indicators, to establish a value-adding portfolio of Agency projects.

OPERATIONAL ACTIVITIES
OA1 Harmonised Safety Framework
OA2 Removing Technical Barriers
OA3 Single EU Train Control and Communication System
OA4 Simplified Access for Customers

DELIVERABLES
- Improved co-operation with stakeholders on data co-operation and information exchange for monitoring railway indicators
- Early assessment reports for all new projects in the activities
- Light and Full Impact assessments for selected projects as required according to the early assessment reports
- Ex-post evaluation (comprehensive policy evaluation)

STAKEHOLDERS
- Member States
- RUs
- IMs
- Others

Ensuring ERA’s activities strengthen the competitiveness of the European railway sector.
FACTS

- Several important security issues have an international dimension (e.g. terrorism, metal theft).
- Exchange of experience between IMs allows best practice to be established in fields such as Critical Infrastructure Protection and Security of Depots, Sidings & Shunting Yards.

IMPACT ON IMS

- Recent acts of terrorism in the EU resulted in individual initiatives to impose security measures for railways.
- Cross-border activities of metal thieves continue to cause significant problems to rail infrastructure managers.

EIM OBJECTIVES

- Promote EIM’s position on security issues vis-à-vis the European institutions.
- Exchange internally on best practice between EIM’s members in all relevant security fields.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- In the field of terrorism, EIM developed the paper “Counter-Terrorism on Railways – Facts and Figures”, which collects data relevant to the discussion following various terrorist attacks in 2015.
- Regarding metal theft, an updated 2nd edition of the Railway Security Handbook was developed with significantly extended information on the impact of the phenomenon and possible countermeasures.

OUTLOOK 2016

- The EIM Security working group will focus on four topics:
  - Critical Infrastructure Protection (CIP),
  - Emergency Planning & Crisis Management,
  - Terrorism & Counter Terrorism and
  - Security of Depots, Sidings & Shunting Yards.
Security (SEC)

EC
- Organises Land Transport Security Expert Group (LANDSEC) whose agenda is formed based on sector input.
- Offers coordination of efforts against metal theft between the sector, police forces and other authorities.

SCOPE
- Gathering of information on security threats (terrorism, metal theft, etc.)
- Liaises with companies and authorities
- Facilitating exchange on best practice
- Exchange on possible legislation

ACTORS
- Police forces (Europol, Railpol etc.) and security companies:
  - Public and private actors form the security field responsible for the actualisation of security strategies and targets
  - Interested mainly in the exchange of information with the broad set of actors provided by LANDSEC
- Member States:
  - Security is mainly a responsibility of the EU Member States
  - They are interested in a coordination of efforts with regard to cross-border security threats
- IMs and RUs:
  - Are affected strongly by several cross-border security threats addressed by LANDSEC (e.g. terrorism and metal theft)
  - Are interested in the exchange with authorities and security companies
  - Are also involved in discussions about national or, possibly, European legal initiatives

Secure Railway System
- EIM tackles railway security on many levels:
  - Perceived security by the customers
  - Emphasising security as an integral part of members’ projects from the early stage
  - Producing railway security handbooks
  - Sharing information and intelligence (for example effective counter measures for metal theft)
  - Expert feedback to relevant decision making bodies
- Railway security has to be managed on a voluntary basis without additional legislation.

EIM Security Activities
- Encompass:
  - Co-operation with LANDSEC
  - Other security related activities on the level of EIM’s deciding bodies on an ad hoc basis
  - Internal activities of EIM’s Security Working Group
  - Development of EIM Handbooks on Railway Security dedicated to specific topics

Illustration: EIM
Rail infrastructure is the backbone of the European single transport market and its Member States. The challenges consists in bridging the gap between increasing expectations vis-à-vis infrastructure (development and maintenance, environment, safety and security, connectivity, etc.) and available financial resources (national, EU, innovative funding tools, etc.). I continue to state that the EU has a very important role to play in steering the discussions in this area with all stakeholders concerned.

Alain Quinet
Vice-President of EIM and Deputy Director-General of SNCF Réseau, France
A new track on the Warsaw-Łódź line (PL).
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**FACTS**
- The TEN-T guidelines entered into force on 1 January 2014, and on 14 March 2014, the EC appointed a European Coordinator for each of the nine TEN-T Core Network Corridors and for the two horizontal priorities: ERTMS and Motorways of the Sea.
- The work plans of the 11 European Coordinators for the TEN-T, establishing the basis for action until 2030, were approved in June 2015. To make sure that the corridors are developed effectively and each will be led by a European Coordinator, supported by a consultative forum (the “Corridor Forum”).

**IMPACT ON IMS**
- Impact on IM activities in the case of project delays.
- The introduction of the corridor forums may create additional administrative and bureaucratic burdens on IMs.
- TEN-T offer a very important chance to develop multimodal policies at the European level.

**EIM OBJECTIVES**
- To advocate flexible deadlines for the development of the network in order to reduce the risk of repercussions on IMs if a project is delayed.
- To ensure financial viability through socio-economic analyses and exceptions in technical requirements.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- EIM organised several meetings with the Commission (DG MOVE and DG ECFIN) and the European Investment Bank.
- EIM attended the “TEN-T Days 2015” organised on 22nd-23rd June 2015 in Riga (LV).

**OUTLOOK 2016**
- EIM will attend the “TEN-T Days 2016” in June 2016 in Rotterdam (NL), organised by the NL EU Presidency.
- EIM will follow-up further EU TEN-T related initiatives, notably with regard to the funding-related aspects.
The Core Network Corridors and the Comprehensive Network
FINANCIAL
Revision of Regulation 913/2010 (RFC)

FACTS
- On 9 November 2010, the Rail Freight Corridors Regulation EC 913/2010 entered into force, requesting Member States to establish Rail Freight Corridors.
- By November 2013, six corridors have been implemented.
- By November 2015, three additional corridors have been implemented.

IMPACT ON IMS
- Traffic management may be subject to new priority rules in the event of disturbances.
- Potential modification of the geographical scope of the RFCs.
- Full and seamless alignment of the RFCs with the Core Network Corridors (CNCs), and prospective increased operational harmonisation for national procedures and rules.

EIM OBJECTIVES
- Improving rail freight services across Europe and supporting IMs in delivering better services for customers.
- Safeguarding the independence of Infrastructure Managers (responsibilities of Executive and Management Boards and decision-making procedures).

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- In December 2015, EIM as well as several other external stakeholders (CER, RNE, corridor manages) produced a joint sector input paper on the potential revision of Regulation 913/2010.
- EIM and its member Jernbaneverket (NO) participated as speaker at the “Rail Freight Day”, hosted by the European Commission on 4th December 2015 in Vienna (AT).

OUTLOOK 2016
- From spring till summer 2016, the European Commission will organise a public consultation amongst the wider sector into rail freight corridors.
- In the 2nd half of 2017, the European Commission may start to revise Regulation EC 913/2010, based on the results of the public consultation.
Revision of Regulation 913/2010 (RFC)

Rail Freight Corridors (RFCs) map 2016
Incluing extensions expected in 2017 as indicated by the RFCs (Extensions in the UK planned in 2018).

Based on Regulation (EU) No 913/2010, this map was created by RNE and agreed upon with all RFCs. Any use without modifications of this map in electronic or printed publications is permitted with the explicit reference to RNE as the author and holder of the copyright.

Illustration: RNE
## FACTS
- The CEF (Connecting Europe Facility) is part of the EU Budget Proposal for the multi-annual financial framework 2014-2020.
- With a total budget of €33.2 billion (out of which €26.3 billion goes to transport alone), CEF aims to support the development of interconnected trans-European networks in the fields of transport, energy and digital services.
- The 2015 CEF Transport Calls for Proposals, published on 5 November 2015, made €7.6 billion of funding available for projects of common interest in the transport sector.

## IMPACT ON IMS
- Funding available for transport is considerably greater than during the previous financial perspective 2007-2013 (+ €8 billion).
- The highest co-funding rates are dedicated to matters of fundamental importance such as ERTMS, rail interoperability and cross-border sections.

## EIM OBJECTIVES
- Ensuring effective monitoring and analysis of the funding opportunities.
- Providing members with the best expertise in order to successfully apply for a funding scheme.

## EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM is in constant contact with INEA (the Innovation and Networks Executive Agency, managing the CEF), tracking and monitoring the calls and the selections of projects.
- EIM attended the CEF Info Days in October 2015.

## OUTLOOK 2016
- The deadline for submission of projects under the calls for proposals presented in October 2015 is 16th February 2016.
- From 2016 onwards, 263 major European transport infrastructure projects, primarily located on the core trans-European transport network, will be supported by an EU investment of €12.7bn. Among those projects, 112 are rail-related and collectively worth €9.59bn with the EU’s contribution to the overall cost of these schemes ranging from 20% to 85%.
Connecting Europe Facility (CEF)

EC
The CEF is a proposal to use €33.2 billion of the EU budget to boost transport, energy and digital networks, removing bottlenecks and filling in the missing links in the EU’s Single Market. It is part of the EU budget proposal for the ongoing multi-annual financial framework (MFF) 2014-2020.

LEGAL BASIS

SCOPE
The CEF finances projects which fill the missing links in Europe’s energy, transport and digital backbone. It will also make Europe’s economy greener by promoting cleaner transport modes, high speed broadband connections and facilitating the use of renewable energy in line with the Europe 2020 Strategy.

OVERALL BUDGET ENVELOPE: €50 BILLION
- Energy: €5.8 billion
- Transport: €26.2 billion (14.9 + 11.3 from Cohesion fund for transport projects)
- Digital service infrastructures: €1.1 billion

INEA
The Innovation and Networks Executive Agency (INEA) is in charge of supporting the Commission, project promoters and stakeholders by providing expertise and high quality of programme management to infrastructure, research and innovation projects in the fields of transport, energy and telecommunications.

MEMBER STATES
Member States can present infrastructure, research and innovation projects in the fields of transport, energy and telecommunications following the proposals managed by the INEA.
FINANCIAL
EFSI/Juncker’s Investment Plan

FACTS
- The EC has made tackling the economic decline a priority and intends to reverse this negative trend of declining private investment by putting forward an Investment Plan of €315 billion over the next three years.
- On 13th January 2015 the European Commission issued a proposal for a Regulation setting up the European Fund for Strategic Investments (EFSI Fund); http://ec.europa.eu/priorities/jobs-growth-and-investment/investment-plan_en
- The initiative aims to channel investments towards the needs of the European economy. Although the initial funds being earmarked amount to just €21 billion, this would then be raised to the targeted €315 billion through a multiplier effect of factor 15.

IMPACT ON IMS
- Juncker’s Plan entails a diversion of already existing funds. This has been the case with the Connecting Europe Facility (CEF) and Horizon 2020 which, respectively, will transfer €3.3 billion and €2.7 billion to the EFSI Fund.
- Investments under EFSI will not follow the TEN-T priorities for funding of transport infrastructure and the prioritisation as defined in the Corridor approach.
- Investment needs of IMs will have to match those of private investors in order to attract non-public money.
- Trends emerging towards concession-like schemes or dedicated public-private transport funds.

EIM OBJECTIVES
- Making EFSI applicable to investment projects in rail infrastructure
- Funds dedicated to transport infrastructure in the MFF (multiannual financial framework 2014-2019) and in CEF need to continue to serve the transport objectives defined in the TEN-T Guidelines.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM cooperation with EC on funding needs.
- EIM active in maintaining earmarked CEF money for rail projects.

OUTLOOK 2016
- As of the end of December 2015 about 30 projects have been financed through the EFSI Fund, using a bit more than €5 billion which is expecting to mobilise €23 billion of investment in the real economy throughout 2016.
- New financial approaches for the rail sector explored on EU level.
EFSI/Juncker’s Investment Plan

EU GUARANTEE
€16 billion
(50% guarantee: €8 billion from CEF (€3.3 billion), Horizon 2020 (€2.7 billion) and budget margins (€2 billion))

EIB
€5 billion

EUROPEAN FUND FOR STRATEGIC INVESTMENTS (EFSI)
€21 billion

LONG-TERM INVESTMENTS
approx €240 billion

SMEs AND MID-CAP FIRMS
approx €75 billion

TOTAL EXTRA OVER 2015-17
approx €315 billion
(net of the initial EU contributions used as guarantee: €307 billion)

Potentially other public and private contributions
FACTS
- Classical EU funding is increasingly being complemented by new, innovative funding tools (e.g. PPPs).
- EU funding conditions and threshold were or are reviewed.
- Non-EU funding bodies and practices are raising in importance.

IMPACT ON IMS
- New funding life-cycles or funding tools may be a challenge for infrastructure investments, requiring long-term and stable funding.
- Experience amongst infrastructure managers with innovative funding tools needs to be built up.
- Funding tools and practices, also from other sectors, can be of added value for European infrastructure managers.

EIM OBJECTIVES
- Support of its members with identifying available funds and financial instruments.
- Help developing and exchanging best practice between the members and all relevant stakeholders.
- Assist its members in achieving business excellence.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM developed a substantial brochure on “Finding the Funds”, containing information on EU Funds, national funding approaches and international funding practices.

OUTLOOK 2016
- EIM will closely follow the evolution of EU and non-EU funding tools and sources and update its brochure over time.
Part I – EU Funds and Funding Bodies
1. Presentation
2. Trans-European Transport Network and CEF
3. Research and Innovation – Horizon 2020 and Shift2Rail
4. LIFE
5. Public-Private Partnerships
6. European Investment Bank
7. European Fund for Strategic Investments (EFSI)

Part II – National Funds
1. Belgium
2. Denmark
3. The Netherlands
4. Norway
5. Sweden
6. The United Kingdom

Part III – Other Funding sources
1. Financial sector overview
2. The International Perspective
3. The Investor Perspective
4. Regulations
5. Funding instruments
6. Examples

Part IV – Outlook
1. Outlook
Facts
- On 26th February 2014, three Directives setting a new legal framework for public procurement in the EU were adopted. The new rules aim at simplify public procurement procedures and make them more flexible, benefitting public purchasers and businesses, particularly SMEs.
- On 6th January 2016, the European Single Procurement Document (ESPD) was adopted by the European Commission. The ESPD is a standard form-document to enable companies to self-declare that they qualify to bid for public contracts, via a free, web-based system which the EC is developing.

Impact on IMS
- Public procurement is becoming a political strategy instrument. Under the new rules, public purchasers will be enabled to implement environmental policies, as well as those governing social integration and innovation.
- The new legal framework sets the “Most economically advantageous tender” as a principle guiding the contract awards’ criteria, enabling the contracting authority to take account of criteria that reflect qualitative, technical and sustainable aspect of the tender submission – as well as the price.

EIM Objectives
- Gathering the best information, practices and knowledge with regard to the procurement technique, in view of the transposition of the new EU legal framework into national law.
- Enabling EIM’s members – as contracting entities – to carry out a fruitful dialogue with the European and non-European manufacturing industry.

EIM Actions and Objective Achievement
- EIM has initiated a cooperation with the European rail supply industry (UNIFE) through technical workshops and the organisation of a high-level event.
- EIM spoke at the 4th EU-Japan Industrial Dialogue for the railways in Tokyo (JP) within the framework of the FTA negotiations, on contract awards’ criteria and life-cycle cost.

Outlook 2016
- The new EU legal framework has to be transposed into national legislation by Member States by 18th April 2016.
- EIM and UNIFE may organise a workshop on public procurement and innovative financing at the end of spring 2016.
Dominique Riquet (ALDE, FR) launched the initiative of a Parliamentary Intergroup on long-term investment and reindustrialisation in October 2014. The long-term investment Intergroup aims at finding solutions to the ongoing lack of investment in Europe. The official kick-off of the Intergroup was in April 2015. Since then, the Intergroup has organised, under its logo, five high-level events on different issues targeting the challenges/opportunities for the financing of long-term infrastructure projects in Europe.

One of the main priorities of the Intergroup would be economic infrastructure, considered in a holistic way, targeting transport, energy and telecoms infrastructure. The Intergroup would also focus on EU research & innovation funding, which will be a crucial determinant of EU competitiveness over the coming years. The Intergroup aims to work as a forum for MEPs, investors and stakeholders to discuss first-hand long-term investment policies and projects, but also to debate the EU financing framework in more general terms.

Empowering EIM members to have the opportunity to share best long-term investment practices and effective infrastructure project management with representatives of several different industry sectors. Helping the Intergroup to bring together law-makers and industry representatives to discuss EU’s the financing of strategic infrastructure projects.

EIM has approached several key MEPs to introduce the scope and goals of the Intergroup and has successfully ensured their support before the final vote of the political groups. EIM has co-organised two high-level events:

- In April 2015: Inaugural event “The Juncker Plan”, hosting European Commission’s Vice-President Jyrki Katainen;
- In October 2015: Cross-sectoral event “Infrastructures: which strategy for the backbone of our economy”, with Commissioner Elzbieta Bienkowska.

Several events within the framework of the Intergroup’s scope will be organised throughout 2016, with the participation of both MEPs and industry representatives.
Intergroup on long-term investment

**EP**
The European Parliament has created an intergroup regarding the promotion and financing of long-term sustainable investments in the real economy. This intergroup would accompany future European regulatory work during the period 2014-2019.

**LEGAL BASIS**

**MANDATE OF THE INTERGROUP**
- focus on strategic economic infrastructure and EU research & innovation funding
- forum for MEPs, investors and stakeholders
- discussion of first-hand long-term investment policies and projects and the EU financing framework

The intergroup will provide a forum for exchange with public and private European Long-Term Financial Institutions endowed with the implementation of long-term investment strategies defined at national or EU level by public authorities. Thematic meetings between officials from financial institutions plus private investors, long term investment users and MEPs will be organised.

**SECTOR**

**Investors**
Investors will contribute to identifying the most efficient ways to exercise a leverage effect on private investments toward the main priorities (SMEs, economic and social infrastructures).

**Industry sectors**
Industry sectors will be allowed to tackle the challenges which lay ahead to encourage long-term investments to support competitiveness, jobs creation and to revive smart, sustainable and inclusive growth.
Installing GSM-R along the Røros line in Norway.
Photo: Øystein Grue – © JBV (NO)
Innovation will drive the railway’s agenda in the next years to come. The challenge will be to develop collaboratively joint visions for the future versus silo thinking in the past. Digitalisation will play a tremendous role as well. So will new actors with their new products, services and thinking.

Rail infrastructure managers will gain a lot from this new collaborative approach. Innovation will help them boosting their management, performance and deliverables in the interest of all.

Prof. Andy Doherty
Chair of EIM’s Technical Steering Group and Director, Systems Engineering, Network Rail, United Kingdom
The PKP PLK S.A.’s GSM-R Management Centre in Warsaw (PL).

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## TOPICS

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BUSINESS
Asset Management

FACTS
- National governments review their infrastructure investments in a context of budget constraints.
- Regulatory authorities are increasingly conducting peer-to-peer benchmarks on costs.
- Infrastructure managers need to deliver more performance and innovation.

IMPACT ON IMS
- IMs have to develop an asset management strategy in order to identify cost drivers and reduce them:
  1) Risk Based Maintenance
  2) Use of a whole life cycle model in the development of an asset strategy/management plan
  3) Use of performance in the planning process
- IMs need to develop benchmarks and identify good and best practices amongst peers and also with other infrastructure.

EIM OBJECTIVES
- Improve the railway sector through identification and sharing of innovative practices for asset management.
- Improve business performance amongst members through benchmarking (focus on performance).

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Performance comparison:
  > Selection of common KPIs including common definitions and common data production process.
  > First set of harmonised data at network level and initial findings drawn the results.
- Identification of good practices to be spread across IMs on asset management on:
  > Asset degradation model,
  > Asset management activity review,
  > Possession management
  > Maintenance continuous improvement.

OUTLOOK 2016
- 4 workshops/masterclasses are planned in 2016:
  > Performance benchmark will be extended in order to compare performance for similar network segments.
  > Findings will be strengthened by allowing members to compare performance for similar utilisation environment.
  > Involvement of non-EIM members.
  > Exchange with other infrastructure modes.
Asset Management

Target 1 – Working hypothesis that could be investigated by IM based on performance comparison

1. REDUCE THE NUMBER OF FAILURE AND THE IMPACT OF THE FAILURE
   - See 2a and 2b

2a. REDUCE THE NUMBER OF FAILURE
   - Reduce backlog
   - Improve maintenance thanks to preventive maintenance and/or condition-based maintenance

2b. REDUCE THE IMPACT OF FAILURE
   - Improve mean time to repair monitoring
   - Reduce backlog in particular in high density areas
   - Improve maintenance thanks to preventive maintenance and/or condition-based maintenance

3. REALLOCATE COST
   - IM may consider a reallocation of spending (increase of mean time to repair, lifetime extension...) especially for the low density part of the network

Caveat
A position in the quadrants can be explained by many causes, above recommendations have to be considered as working hypotheses by IM.
In particular, traffic density has a strong impact on IM position. Therefore, comparing network by segment would eliminate performance differences linked to traffic density and strengthen findings.

Illustration: EIM
PRIME (Platform of Rail Infrastructure Managers in Europe)

FACTS
- PRIME is a platform set up in 2013 by the European Commission and rail infrastructure managers.
- The objective of PRIME is to cooperate in an open and transparent manner on all relevant issues (regulatory, operational, financial).
- PRIME elected Alain Quinet of SNCF Réseau as new industry chair at its Plenary Meeting in November 2015.

IMPACT ON IMS
- The impact of PRIME is substantial, as rail infrastructure managers get involved in direct discussions with the EC on highest level (CEO/DG) on:
  - Upcoming / ongoing legislation (e.g. 4th Railway Package, Implementing Acts, ERTMS related initiatives, etc.)
  - Performance-related initiatives (e.g. developing joint key performance indicators and benchmarks)

EIM OBJECTIVES
- Support its members as regards their involvement in PRIME.
- Foster an open, constructive and transparent discussion between its members and the EU.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Three PRIME plenary meetings took place during 2015.
- In 2015, PRIME members defined 5 work priorities:
  1. safety culture/occurrence reporting
  2. funding
  3. performance/benchmarking
  4. implementing acts (charging, framework agreements)
  5. digitalisation
- Four new stakeholders joined PRIME (DB Netze, RFI, Iarnród Éireann, RailNetEurope).

OUTLOOK 2016
- PRIME will continue to focus on the work priorities defined in 2015.
- PRIME may also start discussions with the Platform of railway undertakings ‘RU Dialogue’ on individual subjects.
- PRIME will be made more public via its own website and have an intranet for PRIME members.
- Further rail infrastructure managers will join PRIME.
PRIME (Platform of Rail Infrastructure Managers in Europe)
Digitalisation has been on numerous agendas on EU, sectoral and national level:
- The EU alone has developed 4 initiatives relevant for the railway sector, such as:
  - DG MOVE – DTLF (transport & logistics forum)
  - DG MOVE – ICT (intelligent transport systems)
  - DG MOVE – Multimodal Ticketing
  - DG CONNECT – NIS platform (network and information security)
- The EU also works with the sector via various joint initiatives on digitalisation (e.g. PRIME and RU Dialogue, Shift2Rail).
- Various sectoral bodies in the rail sector have developed digital task forces and initiatives.
- In spring 2015, EIM developed internal briefings for its members to complement already existing initiatives.

**IMPACT ON IMS**
- The EC intends to leverage the digital potential of each and every mode of transport, including its infrastructure.
- The EC initiatives will target a streamlined flow of information for journey planning and ticketing services.
- IMs have a strong stake in digital data applications due to the high quantity of data but also their sensitive nature.

**EIM OBJECTIVES**
- Position the rail infrastructure manager as one of the industry stakeholders in the EC consultations.
- Ongoing support and advice to the members of EIM.
- Foster a dialogue with all other relevant actors inside and outside the rail sector.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- EIM is member of all EU and platform initiatives relevant for rail infrastructure managers.
- EIM has developed two initiatives for its members on digitalisation:
  - A general overview of impacted business processes to serve as basis for enterprise architecture (‘digital toolbox’)
  - A database-driven application development to work on taxonomy
- EIM continues to foster the exchange and dialogue with all other relevant actors inside and outside the rail sector.

**OUTLOOK 2016**
- EIM will:
  - continue its discussions on EU and sectoral level on digitalisation.
  - develop further briefings on digitalisation for its members for use on company and EU level (e.g. PRIME).
  - follow closely the EU strategy in terms of digitalisation (e.g. telecoms, data protection/access, disruptions, etc.).
Digitalisation

Digital infrastructure management

- ERTMS
  - Differentiated track access charges
  - Performance schemes
  - Noise-differentiated track access charges

- Charging

- Telecommunications
  - Systems
  - Cybersecurity
  - Interferences
  - TAF / TAP TSI

- Spectrum allocation

- ERTMS / ETCS
  - Enhanced predictive maintenance of rolling stock & infrastructure
  - Other investments

- R&D
  - New investments

- Metal Theft

- Electric services
  - Financial Services
  - Other investments

- Safety
  - Risk analysis

- Safety

- Finance
  - Interferences

- Intelligent driver assistance systems

- Technology
  - Spectrum allocation

- Intrusion prevention

- Enhanced predictive maintenance of rolling stock & infrastructure

- Customer services / ticketing

- Performance monitoring

- B2B/B2C real time communications

- Traffic control

- Cross-acceptance

- Ultrasonic Train Unit (UTU)

- Wheel force detector's data, hot axle box detectors, wheel profiles and pantographs and logistics, etc.

- Smart energy consumption metering

- Wheel force detector's data, hot axle box detectors, wheel profiles and pantographs and logistics, etc.

Illustration: EIM
On February 2013, the European Commission put forward a proposal for a Directive on network and information security (NIS Directive).

On 13 March 2014, the European Parliament passed its first reading of the proposal. The voted draft extended the provisions of reporting security incidents currently limited to telecommunications providers to other critical infrastructure sectors including the transport sector.

On 15 December 2015, an informal agreement was reached in trialogue which has been approved by the Internal Market Committee (IMCO) on 14 January 2016.

The NIS Directive would cover entities (companies, organisations, IMs) in a number of sectors (transport included) and public administrations.

IMs would be notably required to develop a culture of risk management, to report incidents to the national competent authorities and to provide competent authorities with information needed to assess IM networks’ security.

Ensure that new report obligations on security incidents do provide useful information for potential future cyber attacks.

Safeguard business effectiveness not to be reduced, as attention may be diverted to new reporting requirements instead of focusing on what the company should deliver in the future.

EIM has established bilateral contacts with the Council and circulated voting recommendations for IMCO Committee before the vote

EIM set up the ad hoc network of cyber security experts and enquire them about the impact of the proposal.

The NIS directive still needs to be formally approved by the Council and then by the European Parliament. The procedure is expected to be finalised in spring 2016.

The Commission is now calling on Member States for a commitment to the long-term objective of making operational cooperation a reality.
The NIS Directive will require certain market players, such as rail infrastructure managers, to adopt certain security measures and to report security incidents to competent authorities. The NIS Directive would cover entities (companies, organisations, IMs) in a number of sectors (energy and transport mostly) and public administrations.

IMs will have to ensure that the digital infrastructure that they use to deliver essential services (such as traffic control) is robust enough to withstand cyber-attacks by:

1. Adopting technical and organisational measures are adopted by IM to manage the risks posed to the security of networks and information systems which they use in their operations;
2. Preventing and minimising the impact of incidents affecting the security of the system;
3. Notify without “undue delay” to the competent authority or to the CSIRT incidents having a “significant impact” on the continuity of the essential services they provide.

Obligation for MS to adopt a national NIS strategy.
Creation of a cooperation group for exchange of info among MS.
Creation of an Incident Report Team (the CSIRT – Computer Security Incident Report Team).
Obligation for MS to designate national competent authorities and single contact points.
Obligation for MS to identify concrete “operators of essential services”.

Illustration: EIM
FACTS
- On 25th February 2015 the European Commission issued its Communication “Energy Union Package”. It contains an important chapter targeting the decarbonisation of European transport also through the roll-out of electro-mobility and electrification of transport services.
- Two important initiatives were launched – with the support of the European Commission – bringing together cities and industry: “Smart electric mobility” and “Smart city mobility services”.

IMPACT ON IMS
- The further electrification of rail sector is mentioned in the EC’s Communication as an asset contributing to make transport in the EU more efficient and sustainable.
- Electro-mobility naturally brings together different modes of transport with the scope of find innovative solutions for a more sustainable mobility paradigm in urban and suburban areas.

EIM OBJECTIVES
- Ensure that the role of rail sector is not underestimated nor overlooked vis-à-vis the road sector.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM has joined the Platform for Electro-Mobility, an alliance of organisations from across industries and transport modes representing producers, infrastructure managers, operators and users – as well as cities and civil society – who have joined forces to drive forward the electrification of surface transport.
- EIM has co-organised a joint Workshop in November 2015 with other members of the E-Mobility Platform on challenges/opportunities to foster further electrification of railway lines.

OUTLOOK 2016
- In summer 2016, a Communication by the European Commission on the “decarbonisation of transport” is expected.
- EIM is contributing to drafting a cross-sectorial/cross-mode Input Paper in view of the EC’s Communication, highlighting what are the challenges and solutions for the further electrification of surface transport in the EU.
- The platform’s launch event will take place on 21st April 2016 in Brussels.
Governance report

ADIF’s high speed control and regulation centre, Zaragoza (ES).
Photo: Alonso – © ADIF (ES)
FACTS

- The EC aims to grant additional spectrum rights of use in specific bands on a shared basis. Meeting growing spectrum needs for wireless connectivity is constrained by a lack of vacant spectrum and by high prices associated with reallocating spectrum to new users.
- The frequency bands allocated for railway purposes today are 876-880 MHz and 921-925 MHz.
- GSM-R will be in operation until at least 2030; Discussions are ongoing regarding the future mobile communication technology for railways. The new communication technology is expected to be available for implementation around 2022, with a foreseen period of coexistence between GSM-R and this new technology for between 2022 and 2030.

IMPACT ON IMS

- The proposal concerns radio communication frequencies which are indispensable for safety and performance of infrastructure managers.
- GSM-R is an essential part of ERTMS deployment and the quality of GSM-R service has to be assured for a properly functioning railway system guided by ERTMS.
- The EC adopts “spectrum sharing agreements” taking little account of the risks of interference, the costs incurred by minimising the risk of interference and the impact of interference on safety.
- There are now mitigation actions available to address GSM-R interference issues, but these require additional funding and coordination at European and national level which are not always in place.

EIM OBJECTIVES

- Safeguarding the full involvement of infrastructure managers with regards to any system which may pose a risk to the system they are responsible for.
- Ensuring sufficient high-quality spectrum is dedicated to railways specifically, to ensure the future Railway Communications system and continuous development of the Single European Rail Area.
- Ensuring that the shared access is on a geographical base (instead of a frequency/time base).
- Ensuring proper implementation of mitigation actions to address GSM-R interference issues.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM has identified several spectrum-related proposals of interest and is in the process of joining the European Spectrum for Coexistence (EFSC).
- EIM is continuously exchanging views with the European Commission regarding risks and opportunities.
- EIM has encouraged the European Commission to instigate a dialogue between DG Communications, Networks, Content and Technology (DG CONNECT), who are responsible for spectrum, and DGs influenced by spectrum policy – including DG Mobility and Transport (DG MOVE).
- EIM has defined a coherent approach and a set of additional actions needed to properly handle GSM-R interferences at a European and national level.

OUTLOOK 2016

- Further action by the European Commission on “Licensed Shared Access” is expected.
- The EIM TEL WG shall be tasked as the need arises.
- The EIM TEL WG will continue to interact with ERA to get GSM-R mitigation actions implemented across Europe.
- The EIM TEL WG will take into consideration spectrum needs when taking position on the future mobile communication system which is currently being discussed.
Radio Spectrum

**EC**
The objective of the EC is to move towards a common framework for shared access in Europe, granting additional spectrum rights of use in specific bands on a shared basis, and to develop the process and criteria to identify, at EU level, beneficial sharing opportunities in harmonised and non-harmonised bands.

**LEGAL BASIS**
Still pending.

**SCOPE**
EC initiatives aim to satisfy growing demand and enable more efficient use and innovation of the radio spectrum. For this to happen, EU action is being envisaged taking into account the fact that the management of the radio spectrum in the EU remains an area of Member State competence.

**INDUSTRY SECTORS**
- Energy
- Transport
- Other Utilities

**INFRASTRUCTURE MANAGERS**
- **Safety**
  Radio communication services are indispensable for safety and performance; they can therefore not be in any way reduced. Infrastructure Managers bear the responsibility for the safety and quality of the system; they should therefore have a say on any new system which may introduce a risk.

- **Costs/Vacancy Constraints**
  Meeting growing spectrum needs for wireless connectivity is constrained by a lack of vacant spectrum and by high prices associated with re-allocating spectrum to new users, in terms of costs, delays and the occasional need to switch off incumbent users.

- **The GSM-R frequency bands for rail**
  The frequency bands allocated for rail purposes are 876-880 and 921-925 MHz. This frequency band cannot be used for wireless broadband services which is the focus of DG Digital Economy & Society (formerly DG CONNECT). These frequencies can, however, be used by utility companies to support more efficient energy production in Europe while at the same time contributing to low-carbon society.
A freight train from Green Cargo on "Lysekielsbanan" (Sweden).
Photo: Göran Fält – © Trafikverket (SE)
Transportation plays a crucial role and EIM delivers excellent services supporting its members to contribute to the development of society at large. This also implies a much more integrated and multimodal approach between the infrastructure managers of different modes. Increased co-operation of EIM and CEDR (European Directors of Roads) will help to identify best practice and leverage them amongst all infrastructure managers in the interest of their customers.

Lena Erixon  
Vice-President of EIM and Director-General of Trafikverket, Sweden
Intermodality, Zaventem (BE), 2009.
Photo: Johan DEHON – © Infrabel (BE)
## TOPICS

<table>
<thead>
<tr>
<th>Co-operation</th>
<th>130</th>
</tr>
</thead>
<tbody>
<tr>
<td>HLIM (High-Level Infrastructure Meeting) 2015</td>
<td>132</td>
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<tr>
<td>Co-operation Agreement between EIM and CEDR</td>
<td>134</td>
</tr>
</tbody>
</table>
ERA conference on “Moving towards the Single European Rail Area”, November 2015, Luxembourg (L). © ERA
CONTEXT

- EIM is an open organisation that strives to strengthen information flow and co-operation between its members and all relevant organisations within the railway sector, the transport sector and, where relevant, outside the transport sector.
- Depending on the subject or area covered, EIM has concluded standing co-operation agreements, project based co-operation forms or ad hoc contacts with a variety of stakeholders to leverage or streamline positions.
- The proposed ‘co-operation in specific areas’ is in line with the EC’s main objective to contribute to the single European transport area and in particular to the Single European Railway Area. As part of EIM’s objective to provide enhanced support and analysis to its members for them to improve business excellence of rail infrastructure management, EIM fosters joint analyses and benchmarking amongst its members in different areas.

CO-OPERATION IN SPECIFIC AREAS

- Close co-operation between members
  - to benchmark and share best practices between EIM members
  - develop key performance indicators as part of the drive for business excellence.
- Cross-industry co-operation to develop a common approach to infrastructure resilience in order to enjoy a more efficient approach when tackling seasonal performance issues.
- Co-operation with other modes in order to realise the potential of the entire transport industry rather than single modes.
- Close co-operation with European institutions in the development of EU legislative and policy initiatives e.g. charging, funding, harmonisation of the functions of the IMs; development of framework agreements; digitalisation, environment, public procurement, etc.
- Close co-operation with the European agency ERA in the development of TSIs to support future rail interoperability across Europe in aspects such as safety, noise, ERTMS, etc.
## Co-operation

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEDR</td>
<td>Conference of European Directors of Roads</td>
</tr>
<tr>
<td>CER</td>
<td>Community of European Railway and Infrastructure Companies</td>
</tr>
<tr>
<td>CTG</td>
<td>Coordination Technical Groups</td>
</tr>
<tr>
<td>ELP</td>
<td>European Logistics Platform</td>
</tr>
<tr>
<td>ERA</td>
<td>European Railway Agency</td>
</tr>
<tr>
<td>ERFA</td>
<td>European Rail Freight Association</td>
</tr>
<tr>
<td>ERRAC</td>
<td>European Rail Research Advisory Council</td>
</tr>
<tr>
<td>GRB</td>
<td>Group of Representative Bodies</td>
</tr>
<tr>
<td>NRB</td>
<td>Network of Representative Bodies (all railway associations recognised by ERA plus ERA representatives)</td>
</tr>
<tr>
<td>UIC</td>
<td>International Union of Railways</td>
</tr>
<tr>
<td>CEN</td>
<td>European Committee for Standardisation</td>
</tr>
<tr>
<td>CENELEC</td>
<td>European Committee for Electrotechnical Standardisation</td>
</tr>
<tr>
<td>COR</td>
<td>Committee of the Regions</td>
</tr>
<tr>
<td>Council</td>
<td>Council of the EU</td>
</tr>
<tr>
<td>EC</td>
<td>European Commission</td>
</tr>
<tr>
<td>EESCA</td>
<td>European Economic and Social Committee</td>
</tr>
<tr>
<td>EP</td>
<td>European Parliament</td>
</tr>
<tr>
<td>IRG-Rail</td>
<td>Independent Regulator’s Group – rail</td>
</tr>
<tr>
<td>JPCR</td>
<td>Joint Programming Committee Rail</td>
</tr>
<tr>
<td>JTI</td>
<td>Joint Technology Initiative</td>
</tr>
<tr>
<td>PermRep’s</td>
<td>Permanent Representations of the Member States to the EU</td>
</tr>
<tr>
<td>RNE</td>
<td>RailNetEurope</td>
</tr>
<tr>
<td>CIT</td>
<td>International Rail Transport Committee</td>
</tr>
<tr>
<td>Academia</td>
<td>Universities, institutes, Consultants</td>
</tr>
<tr>
<td>CLECAT</td>
<td>European association for forwarding, transport, logistics and customs services</td>
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<tr>
<td>EFRTC</td>
<td>European Federation of Railway Trackworks Contractors</td>
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<tr>
<td>ERFA</td>
<td>European Rail Freight Association</td>
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<tr>
<td>ESC</td>
<td>European Shippers Council</td>
</tr>
<tr>
<td>SERAC</td>
<td>Single European Railway Area Committee</td>
</tr>
<tr>
<td>T&amp;E</td>
<td>Transport &amp; Environment</td>
</tr>
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<td>UIP</td>
<td>International Union of Wagon Keepers</td>
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<td>UIRR</td>
<td>International Union of Combined Road-Rail Transport Companies</td>
</tr>
<tr>
<td>UITP</td>
<td>International Association of Public Transport</td>
</tr>
<tr>
<td>UNIFE</td>
<td>Association of the European Rail Industry</td>
</tr>
</tbody>
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Almonte Bridge for high-speed line Madrid-Badajoz-Portuguese Border.

Photo: J. Abad – © ADIF (ES)
05 CO-OPERATION

HLIM (High-Level Infrastructure Meeting) 2015
Co-operation Agreement between EIM and CEDR

**FACTS**
For several years, there has been an increasing trend towards a more multimodal and even multi-sectoral policy at EU level (White Papers, TEN-T guidelines, Juncker’s investment programme, EC’s C-ITS programme for Cooperative Intelligent Transport Systems, etc.). In addition, several larger railway operators have a more multimodal approach offering both rail and road related transport services. At national level, several public authorities (transport ministries/regulatory bodies) are in charge of several modes (rail, road, water, etc.).

In order to evolve with this trend and to serve customers and stakeholders much better whilst making best use of scarce capacity, EIM has concluded a co-operation agreement with the road association CEDR (Conference of European Directors of Road).

**IMPACT ON IMS**
Infrastructure managers are expected to offer seamless, end-to-end services in the future. Multimodal approaches in terms of customer service, best practice, interface planning, joint charging, door-to-door infrastructure, etc. will require improved co-operation between different modes of transport and their infrastructure managers. Several members of EIM are already multimodal.

**EIM/CEDR OBJECTIVES**
Our shared objectives are to improve efficiency, avoid unnecessary duplication of effort, increase the mutual sharing of knowledge and present coherent messages to relevant EU institutions. It is also important to identify the challenges that intermodal transport faces, align activities, develop common goals and create complementary objectives where possible between EIM and CEDR.

This should be done through open sharing of information and knowledge related to developments and activities in the EU law making process as well as on priorities, activities and results of research and innovation in rail, road and transport infrastructure.

**EIM/CEDR ACTIONS AND OBJECTIVE ACHIEVEMENT**
A memorandum of understanding between EIM and CEDR was signed in November of 2014. Since then, CEDR and EIM have had several meetings to identify work streams which would benefit most from co-operation in both the short and long term.

**OUTLOOK FOR 2016**
Creation of a joint coordination body and development of a joint activity plan for 2016 and beyond.
COMMUNICATIONS

Mostphotos.
© Trafikverket (SE)
2015 was a challenging but successful year for EIM and its members. EIM managed to seize opportunities from its collaborative agreements concluded since 2013. The cooperation with the EU via the joint platform PRIME has evolved very positively.

EIM will continue to focus on high-level membership and stakeholder service.

We are keen in delivering innovative solutions to challenging issues thereby making a positive contribution to the overall European railway sector.

Monika Heiming
Executive Director of EIM
Monika Heiming speaking at the ERA Conference, "Moving towards the Single European Railway Area", November 2015, Luxembourg (L).
TOPICS
Communications of EIM 140
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EIM workshops + Events 142
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Communications of EIM

**Communication Vectors**
- **EIM has offered training sessions on EU affairs to a variety of internal and external stakeholders. EIM seeks a collaborative approach with its numerous direct and indirect customers.**

**Other Communication Vectors**
- **Intranet**
- **Linkedin profile**
- **Facebook page**
- **Twitter account**

**Publications**
- In 2015 EIM published 16 press releases and 10 position papers. All related to current topics such as the Fourth Railway Package, Public Procurement, IT/IS Digitalisation, Sustainable Mobility, Security, ERTMS...

**Media**
- This keeps our stakeholders updated on events and demonstrates our expertise in rail infrastructure.

**FACTS**
- EIM is part of several external EU and sector bodies and communicates with a large variety of actors.

**Internal:** Members, delegates, experts, staff
**External:** EU Institutions, sector, media

**EIM is keen to communicate in an open and transparent manner. Sharing news and opinions allows EIM to be more accessible & interactive with all stakeholders.**

**EIM is registered with the EU Transparency Register under the number 72770698007-81**

**In 2015 EIM published 18 press releases and 10 position papers. All related to current topics such as the Fourth Railway Package, Public Procurement, IT/IS Digitalisation, Sustainable Mobility, Security, ERTMS...**
## EIM Interactive Analysis

<table>
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<th>Platform</th>
<th>Followers</th>
<th>Tweets</th>
<th>Average Impressions per Month</th>
<th>Visits per Year</th>
<th>Pageviews</th>
<th>Avg. Visit Duration</th>
<th>New Visits</th>
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# Hashtags
- #EIMworkshop
EIM Workshops + Events

- EIM organises numerous workshops for its members covering political, technical and other issues.

- Workshops in 2015 covered equally issues of technical as political nature ranging from legal topics as the revision of the Convention concerning International Carriage by Rail (COTIF) and the contractual arrangements relating to Multi Annual Contracts (MACs) to topics relating to infrastructure design as Telematic Application for Passengers (TAP) and Safety in Railway Tunnels (SRT).

- Workshops in 2015:
  > 05.03.2015 1st Workshop on Metal Theft Countermeasures
  > 24.03.2015 1st Workshop on Revision of the COTIF
  > 13.04.2015 Intergroup on Long-Term Investment and Reindustrialisation
  > 27-29.05.2015 International Transport Forum
  > 22.06.2015 Infrastructure Dialogue Round Tables
  > 25.06.2015 2nd Workshop on Metal Theft Countermeasures
  > 08.09.2015 Workshop on compliance with the Telematic Application for Passengers (TAP) TSI
  > 08.10.2015 2nd Workshop on Revision of the COTIF
  > 15.10.2015 Intergroup on Long Term Investment and Reindustrialisation
  > 20.10.2015 Workshop on Safety in Railway Tunnels and Dangerous Goods
  > 13.11.2015 Workshop on Contractual Arrangements (MACs)
21.01.2015: Infrastructure Site Visit on Rail Infrastructure Management, Infrabel, Brussels (BE)


23.02.2016: Rail Freight Corridor’s launch event, Vienna (AT)

22.06.2015: Infrastructure Dialogue Round Tables, Berlin (DE)

08.09.2015: ASEM Symposium 2015, Seoul (KR)

25.06.2015: 2nd Workshop on Metal Theft Countermeasures, Brussels (BE)

15.10.2015: EP Intergroup on Long-Term Investment and Reindustrialisation, Brussels (BE)
13.11.2015: Workshop on Multi-Annual Contracts (MACs), Brussels (BE)

19.11.2015: PRiME Plenary Meeting, Brussels (BE)

23-24.11.2015: ERA Conference “Moving towards the Single European Railway Area”, Luxembourg (L)

04.12.2015: 2nd EU Rail Freight Day 2015, RNE, Vienna (AT)
## All events in 2015

<table>
<thead>
<tr>
<th>Date</th>
<th>Events</th>
<th>Organiser</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>January</strong></td>
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<td></td>
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<tr>
<td>07-08.01.2015</td>
<td>PRIME – Framework Agreements and Direct Costs</td>
<td>EC/EIM</td>
<td>Brussels, BE</td>
</tr>
<tr>
<td>20.01.2015</td>
<td>PRIME – KPIs</td>
<td>EC/EIM</td>
<td>Paris, FR</td>
</tr>
<tr>
<td>20.01.2015</td>
<td>EC workshop on ERTMS funding</td>
<td>EC</td>
<td>Brussels, BE</td>
</tr>
<tr>
<td>21.01.2015</td>
<td>Infrastructure Site Visit On Rail Infrastructure Management</td>
<td>Infrabel / EIM</td>
<td>Brussels, BE</td>
</tr>
<tr>
<td>21.01.2015</td>
<td>PRIME – Access to Facilities</td>
<td>EC/EIM</td>
<td>Brussels, BE</td>
</tr>
<tr>
<td>23.01.2015</td>
<td>EIM / DG MOVE working meeting on policy issues</td>
<td>EIM</td>
<td>Brussels, BE</td>
</tr>
<tr>
<td>27.01.2015</td>
<td>EIM / DG MOVE (Machado) meeting</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td><strong>February</strong></td>
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<td></td>
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<tr>
<td>04.02.2015</td>
<td>EIM / DB Personenverkehr meeting on TAP issues</td>
<td>DB Personenverkehr</td>
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<tr>
<td>05.02.2015</td>
<td>PRIME plenary No5</td>
<td>EC / EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>10.02.2015</td>
<td>EIM Board call</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>11-12.02.2015</td>
<td>PRIME – KPIs</td>
<td>EC / EIM</td>
<td>Oslo, NO</td>
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<tr>
<td>13.02.2015</td>
<td>EIM / CEDR meeting</td>
<td>EIM / CEDR</td>
<td>Brussels, BE</td>
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<td>17.02.2015</td>
<td>EIM speaking at the DG MOVE workshop on digitalisation</td>
<td>EIM / EC</td>
<td>Brussels, BE</td>
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<tr>
<td>25-26.02.2015</td>
<td>EIM PMC meeting</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<td><strong>March</strong></td>
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<tr>
<td>02.03.2015</td>
<td>EIM / MEP van der Camp on policy strategies</td>
<td>EIM / van der Camp</td>
<td>Brussels, BE</td>
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<tr>
<td>03.03.2015</td>
<td>Iberain Rail Development</td>
<td>European Rail Review</td>
<td>Lisbon, PT</td>
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<td>04.03.2015</td>
<td>EIM / FEHRL meeting</td>
<td>FEHRL</td>
<td>Brussels, BE</td>
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<td>05.03.2015</td>
<td>EIM workshop on metal theft countermeasures</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>05.03.2015</td>
<td>Energy Union Conference</td>
<td>EP / Martens Center</td>
<td>Brussels, BE</td>
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<td>10.03.2015</td>
<td>Smart cities as a driver of a new European industrial policy</td>
<td>EESC</td>
<td>Brussels, BE</td>
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<tr>
<td>13.03.2015</td>
<td>EIM / PLK meeting on HLIM issues</td>
<td>EIM</td>
<td>Warsaw, PL</td>
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<tr>
<td>16.03.2015</td>
<td>EIM / FTA meeting</td>
<td>EIM</td>
<td>Helsinki, FI</td>
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<tr>
<td>17.03.2015</td>
<td>EIM speaking at the ELP event on digital railway</td>
<td>ELP</td>
<td>Brussels, BE</td>
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<td>23.03.2015</td>
<td>European Citizens Mobility Forum: kick-off Event</td>
<td>IRU</td>
<td>Brussels, BE</td>
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<td>24.03.2015</td>
<td>ERA Admin Board</td>
<td>ERA</td>
<td>Lille, FR</td>
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<tr>
<td>24-25.03.2015</td>
<td>PRIME – KPIs</td>
<td>EC / EIM</td>
<td>London, UK</td>
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<tr>
<td><strong>26.03.2015</strong></td>
<td>EIM Legal Experts WG – OTIF’s revision of CUI UR</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>30.03.2015</td>
<td>EIM / MEPs on White Paper issues</td>
<td>EP</td>
<td>Brussels, BE</td>
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</table>

Events marked in orange have been organised by EIM.
<table>
<thead>
<tr>
<th>Date</th>
<th>Events</th>
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<tr>
<td>April</td>
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<tr>
<td>01.04.2015</td>
<td>EIM / UNIFE meeting on EU R&amp;D and EU / JP</td>
<td>UNIFE</td>
<td>Brussels, BE</td>
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<td>08.04.2015</td>
<td>EIM TSG Meeting</td>
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<tr>
<td>08.04.2015</td>
<td>EIM / SNCF Réseau meeting</td>
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<td>08.04.2015</td>
<td>LANDSEC WG meeting</td>
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<td>Brussels, BE</td>
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<td>09.04.2015</td>
<td>EIM Board call</td>
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<td>12.04.2015</td>
<td>EC workshop on ERTMS funding</td>
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<td>Brussels, BE</td>
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<tr>
<td>13.04.2015</td>
<td>PRIME – Funding</td>
<td>EC / EIM</td>
<td>Brussels, BE</td>
</tr>
<tr>
<td>13.04.2015</td>
<td>EIM presenting at EC workshop on digitalisation</td>
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<td>15-16.04.2015</td>
<td>EIM PMC meeting</td>
<td>EIM</td>
<td>Lisboa, PT</td>
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<td>17.04.2015</td>
<td>EIM / DB meeting on policy issues</td>
<td>DB</td>
<td>Cologne, DE</td>
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<tr>
<td>21.04.2015</td>
<td>EIM attending the EC single wagon load workshop</td>
<td>EC</td>
<td>Brussels, BE</td>
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<tr>
<td>22.04.2015</td>
<td>The critical role of the EU logistics sector</td>
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<td>22-23.04.2015</td>
<td>EIM speaking at the FIRM maintenance conference</td>
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<td>23-24.04.2015</td>
<td>Meeting of the CEDR Work Group on Noise</td>
<td>CEDR</td>
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<td>24.04.2015</td>
<td>ITS Conference 2015</td>
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<td>27.04.2015</td>
<td>EIM / CEDR discussion on working activities</td>
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<td>28.04.2015</td>
<td>PRIME – KPIs</td>
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<td>Stockholm, SE</td>
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<td>30.04.2015</td>
<td>EIM / Roland Berger on financial issues</td>
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<td>May</td>
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<td>06.05.2015</td>
<td>EIM / CEDR moderating in ScanMed Corridor conference</td>
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<td>08.05.2015</td>
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INTERNAL AFFAIRS

Rio de Mouro Station, Sintra Line (PT).
Photo: Dario Silva – © IP (PT)
As a founding member of EIM, I am extremely proud to see that EIM is today an active and efficient port of call for rail infrastructure policy development in Europe. EIM shall further increase its political role to develop an integrated and multi-modal approach among all European infrastructure managers, namely road IMs, to the benefit of consumers and society as a whole.

Francisco Cardoso dos Reis
Vice-President of EIM and Senior Advisor of Infraestruturas de Portugal S.A., Board of Administration, Portugal
EIM General Assembly & CEOs Club Meeting, June 2015, Warsaw (PL).

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## TOPICS

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Organisational Structure

- Board
- General Assembly
- CEOs Club
- Executive Director
- Policy and Management Committee
  - Thematic ad hoc Working Groups
- Technical Steering Group
  - Technical Working Groups
EIM Board (as of November 2015)

Antti Vehviläinen
Finnish Transport Agency (FI)
President

Francisco Cardoso dos Reis
Infraestruturas de Portugal (PT)
Vice-President

Lena Erixon
Trafikverket (SE)
Vice-President

Alain Quinet
SNCF Réseau (FR)
Vice-President
Human Resources

**EIM AS AN EMPLOYER**
- EIM strives to be a valuable employer, offering an attractive, multicultural and balanced working environment based on cooperation, mutual trust, empowerment, gender equality and training.
- EIM’s working environment offers:
  - High quality of team work and cooperation
  - Quality of workplace
  - Leadership and Empowerment
  - Training (project management, IT, languages: DE, FR, EN), safety / security aid).

**STAFF**
- EIM hosts both, permanent staff and also seconded experts from its members.
- EIM staff is 60% male and 40% female.
- In 2015, EIM employed staff with 10 different nationalities (EU).

**SECONDMENTS**
- EIM has a long tradition with secondments from its members.
- Assignments take various forms and shapes and can last from 3 months – 5 years.
- Secondees receive job assignements based on the needs of the sending organisation and the profile of the secondee.
- All secondees receive special training (e.g. thematic coaching, involvement in high-level meetings with the EU, participation in strategic discussions, coaching by the ExDir / a senior staff member, public presentation opportunities, career advice, life-long membership with the EIM “staff alumni club”).

**TRAINEESHIPS / STAGE**
- Traineeships for graduates.
EIM Membership

**WHY BECOME A MEMBER?**
- EIM is the only European association that exclusively represents rail infrastructure managers’ interests.
- Get direct access to the European Commission and influence the policymaking process.
- Benefit from advice on EU funding and other opportunities.
- Enjoy exclusive opportunities for exchanges with other CEOs on all business-related issues.
- Participate in expert working groups exchanging best practices and benchmarks on rail technology and safety.

**MEMBERSHIP CATEGORIES**
- EIM has three categories of members: national, non-national and associate.
- The membership requirements are:
  - national member: owner/operator of > 50% of the national rail network in an EU, EEA or EU applicant country;
  - non-national member: owner/operator of > 30 km of track in an EU, EEA or EU applicant country;
  - associate member: any company or organisation associated with the management, maintenance or use of rail infrastructure but does not fulfill the above criteria.

**HOW TO BECOME A MEMBER?**
- Candidates for membership must submit a written application to the President of EIM.
- The options are:
  - send an e-mail to info@eimrail.org, stating your reason for joining & network length, plus a declaration that your company meets EIM’s membership conditions, or
  - fill out the membership application form on EIM’s website.

**MEMBERSHIP FEES AND ORGANISATIONAL STRUCTURE**
- The fee structure depends on the membership category.
- EIM’s bodies are its:
  - General Assembly
  - CEOs Club
  - Policy and Management Committee
  - Technical Steering Group
  - Permanent and ad hoc Working Groups
EIM covering the entire Europe
Glossary

Asset Management
Describes the systematic and coordinated activities through which a rail infrastructure manager optimally manages its assets, e.g. tracks or signaling, and their performance, risks and expenditures over their life cycle.

Community of European Railway and Infrastructure Companies (CER)
Body representing railway operators and infrastructure managers at European level.

Contractual agreement
An agreement, or mutatis mutandis, within the framework of administrative measures

Coordinator Technical Groups (CTG)
Body which coordinates EIM/CER technical work, with input from UIC.

Committee on the Environment, Public Health and Food Safety (ENVI)
Committee of the European Parliament which deals with environmental policy and environmental protection measures, public health and food safety measures.

Committee on Industry, Research and Energy (ITRE)
Committee of the European Parliament, whose areas of responsibility relate to industry, information technology, and telecommunications. It also coordinates European space policy and therefore has ties with the European Space Agency.

Committee on the Internal Market and Consumer Protection (IMCO)
Committee of the European Parliament responsible for the legislative provisions of the EU concerning the free movement of goods, services and professionals, customs policy, harmonisation and consumer protection.

Committee on Transport and Tourism (TRAN)
Committee of the European Parliament which deals with the policy of the EU in the fields of rail and road transport, inland and maritime shipping and aviation, traffic regulations, the development of the TEN-T network, road safety and the relations with international transport organisations.

Common Safety Method (CSM)
Method drafted by ERA and adopted by the EC, to ensure the maintaining or improvement of safety level, as far as reasonably practicable, in the European rail system.

Convention concerning International Carriage by Rail (COTIF)
International Convention concluded in 1980 aiming at developing uniform systems of law which could apply to the carriage of passengers and freight in international rail traffic.

Designated Body (DeBo)
A designated body is an organisation responsible for the third-party assessment of an IC or structural subsystem against the requirements of the relevant notified national rules.

European Committee for Standardisation/European Committee for Electro-technical Standardisation (CEN/CENELEC)
These bodies are responsible for defining technical standards for the European Single Market in all areas of economic activity.

European Court of Justice (ECJ)
The European Court of Justice is the highest court in the European Union in matters of European Union law. As a part of the Court of Justice of the European Union, it is tasked with interpreting EU law and ensuring its equal application across all EU Member States.
Glossary

European Federation of Railway Trackworks Contractors (EFRTC)
Body representing companies which are contracted by IMs to carry out maintenance/construction work on railways.

European Rail Infrastructure Managers (EIM)
Association promoting the views of railway infrastructure managers in Europe.

European Rail Freight Association (ERFA)
Association of new operators in the rail freight market across Europe, mostly private and independent companies.

European Rail Research Advisory Council (ERRAC)
Body that coordinates rail research at the European level.

European Rail Traffic Management System (ERTMS)
Project aimed at replacing the different national rail control-command and signalling systems in Europe with a single system.

European Railway Agency (ERA)
Agency of the European Commission responsible for promoting interoperability in the European railway system.

European Parliament (EP)
The European Parliament is the directly elected parliamentary institution of the European Union. Together with the Council of the European Union, it exercises the legislative function of the EU.

European Passengers Train and Traction Operating Lessors’ Association (EPTTOLA)
Representative body for European passenger train and traction operating lessors.

European Federation of Museum and Tourist Railways (FEDECRAIL)
European organisation of heritage railways and railway museums.

First Railway Package
A package of European measures designed to stimulate the European railway sector by encouraging competition and separating infrastructure management from operations.

Fourth Railway Package
The Fourth Railway Package is a set of proposals put forward by the Commission in 2013 with the aim of improving rail transport in Europe. It encompasses measures aimed at liberalising the European domestic passenger market, strengthening the functions and independence of the rail infrastructure manager in Europe, reinforcing the role of ERA and streamlining the certification and authorisation procedures.

Framework agreement
A binding general agreement under public or private law, setting out the rights and obligations of an applicant and the infrastructure manager in relation to the infrastructure capacity to be allocated and the charges to be levied over a period longer than one working timetable.

Interoperability constituent (IC)
Any equipment incorporated into a subsystem, upon which the interoperability of the rail system depends – covers both tangible objects and intangible objects such as software.

Infrastructure Manager (IM)
Any body or firm responsible for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signaling. The functions of the IMs on a network or part of a network may be allocated to different bodies or firms.

Intergovernmental Organisation for International Carriage by Rail (OTIF)
The Intergovernmental Organisation for International Carriage by Rail governs international rail transport. As of 2013, 46 European, African, and Near Eastern states are members.
Glossary

International Association of Public Transport (UITP)
International network for public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry.

International Union of Railways (UIC)
International rail industry body promoting rail transport at a world level.

International Union of Wagon Keepers (UIP)
Brussels based umbrella association of national associations of wagon keepers from fourteen European countries.

International Union of Combined Road-Rail Transport Companies (UIRR)
Organisation representing European operators of intermodal transport (involving the combination of road and rail transport).

Member States (MS)
Country being a member of the EU. Currently there are 28 Member States: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, and United Kingdom.

Multi-annual Contract (MAC)
A medium to long term agreement between the state and its infrastructure manager outlining the funding to be given to the IM in exchange for agreed levels of service/performance.

National Safety Authority (NSA)
The national body entrusted with the tasks regarding railway safety by a Member State in order to ensure a unified safety regime in Europe.

Notified Body (NoBo)
Organisation responsible for the third-party conformity assessment of a project subsystem to the Technical Specifications for Interoperability.

Performance scheme
Part of the infrastructure charging scheme which is aimed at encouraging railway undertakings and infrastructure managers to minimise disruption and improve the performance of the railway network. It may include penalties for actions which disrupt the operation of the network, compensation for undertakings which suffer from disruption and bonuses that reward better than planned performance.

Policy and Management Committee (PMC)
EIM body, consisting of at least one delegate from every EIM member. The PMC shall be the normal mechanism through which member companies exercise day-to-day influence in the activities and statements of EIM.

Public Private Partnership (PPP)
A financial arrangement where a private investor works together with the public services to build or operate infrastructure.

Rail Net Europe (RNE)
Body grouping European infrastructure managers to allow the planning of international train paths.

Rail Market Monitoring Scheme (RMMS)
The RMMS Instrument through which the European Commission monitors the technical and economic conditions and market developments of European rail transport.

Railway Interoperability and Safety Committee (RISC)
Holds the deciding vote on whether a draft TSI, CSM, CSI or CST can be adopted by the European Commission. The committee consists of representatives from the Member States and is chaired by the European Commission.
Railway Undertaking (RU)
Any public or private undertaking, the principal business of which is to provide services for the transport of goods and or passengers by rail with a requirement that the undertaking ensure traction; this also includes undertakings which provide traction only.

Regulatory body
Body established by Member States responsible for monitoring competition in the railway market and to which an applicant has the right to appeal in cases where it believes it has been unfairly treated, discriminated against or is any other way aggrieved, in particular against decisions adopted by an infrastructure manager or where appropriate a railway undertaking.

Rolling Stock (RST)
Vehicles which operate on the railway, such as locomotives, freight wagons or coaches.

Safety Management System (SMS)
A set of rules, processes and procedures that infrastructure managers and railway undertakings are required to establish in order to control all risks related to their activities and ensure a safe management of their operations on a continuous basis.

Sectoral Social Dialogue (SSD)
The sectoral social dialogue is an instrument of political governance aiming to foster dialogue between the social partners at a European level, acting as a forum for consultation on the drafting of EU policies on employment and social affairs.

Single European Railway Area Committee (SERAC)
Committee that is composed of Member States and chaired by the Commission. It was set up a few years ago as a mechanism of control of the Commission which enjoys powers to enact legislation without going through the normal procedure i.e. consulting the Parliament and the Council.

Technical Specification for Interoperability (TSI)
Specifications drafted by ERA and adopted by the EC, to ensure the interoperability, as far as reasonably practicable, of the European rail system

Technical Steering Group (TSG)
EIM body, consisting of senior technical managers involved in ERA’s TSI process work or other areas. The TSG’s task is to monitor and review the work of EIM’s Working Groups and to decide EIM’s positions on specific technical issues.

Trans-European Transport Network (TEN-T)
A network of highways, railway lines, inland waterways and other transport networks, which is in part funded by the European Union. The goal of the TEN-T program is to connect all European regions to the single market.

Union des Industries Ferroviaires Européennes (UNIFE)
Association of the European Rail Industry, represents the railway supply industry i.e. companies responsible for the design, manufacture, maintenance and refurbishment of guided land transport systems, subsystems and related equipment.

Working Group (WG)
Basic EIM unit in which experts from EIM’s member organisations work on technical aspects of the rail system. WGs report to the TSG and advise EIM’s deciding bodies on technical issues. Most EIM Working Groups second speakers to ERA Work Groups.

Working Party (WP)
A significant part of ERA’s workgroups are called “Working Parties”. Working Parties are dedicated to the drafting of specific TSlS, CSMs, CSI, CST etc. with experts from rail stakeholder organisations.
The construction team of LGV SEA celebrated the installation of the last catenary mast.
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