

EIM

ANNUAL REPORT 2016



European Rail
Infrastructure
Managers



DISCLAIMER

EIM makes considerable efforts to take care that the information offered in this Annual Report 2016 is complete, correct, accurate and up-to-date. Despite these efforts, inaccuracies may occur. This Annual Report is made available “as is” and without any guarantees being offered. Hence, the use of this Report and of the information contained thereon occurs exclusively at your own risk.

The text and illustrations that are contained in this Annual Report 2016 can be reproduced provided data integrity is maintained and EIM copyright duly indicated. When in doubt about intellectual property, contact EIM aisbl, 1, square de Meeûs, B-1000 Brussels.

Author: EIM aisbl, 1, square de Meeûs, B-1000 Brussels, T.: + 32.2.234.37.70, www.eimrail.org

Front cover photo: FTA (FI)

Back cover photo: Trafikverket (SE)

The Infrastructure Environment

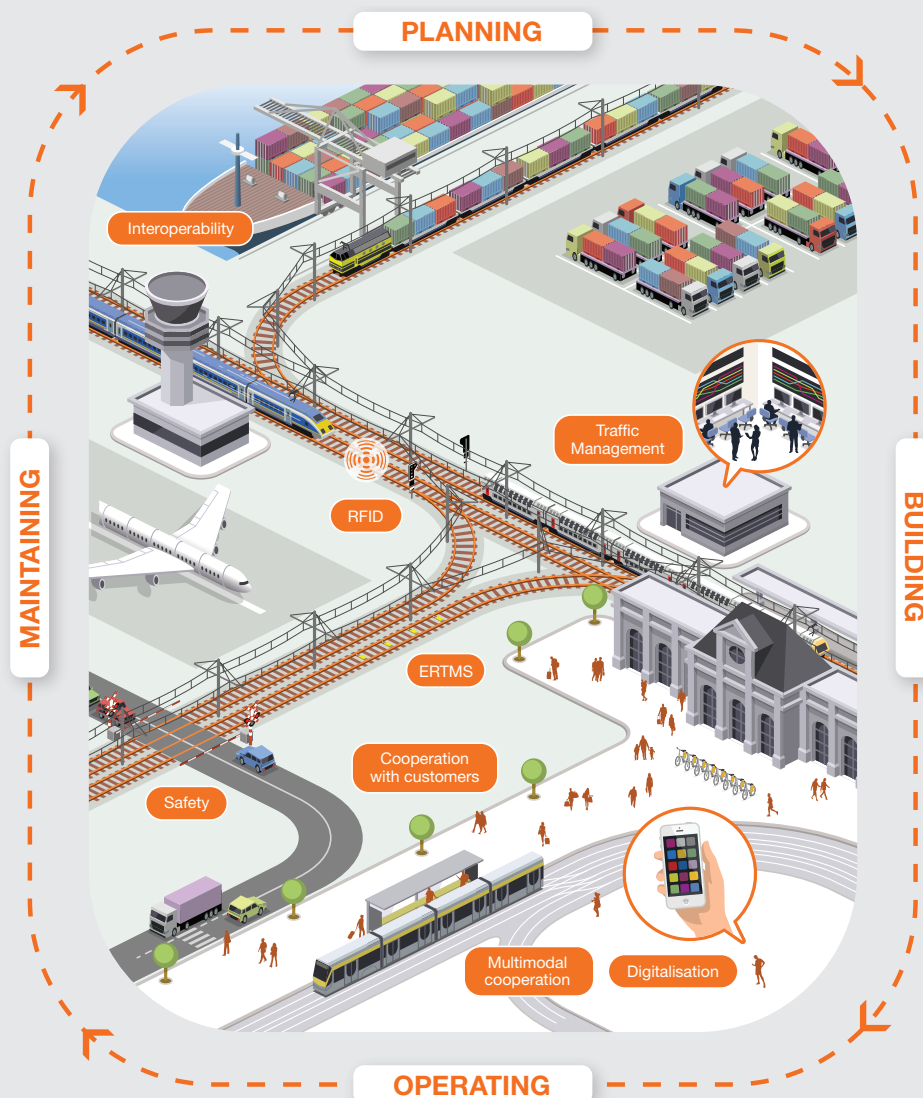


Table of Contents

Introduction	4
Our Strategic Vision 2014-2019	5
Forewords	7
Our Members and Our Association	12
EIM in a Nutshell	13
Outlook – The Future Rail IM	15

EIM Key Activities

Policy	18	Technical	46
An Infrastructure Manager's Function in EU Legislation	20	<i>Message from Dr. Josef Doppelbauer</i>	47
The 4 th Railway Package	22	EIM's Activities In The Technical Field	50
Directive 2012/34/EU – Recast of 1 st Railway Package	24	European Union Agency for Railways (EUAR)	54
Revision of Regulation 913/2010 (RFC)	26	Technical Working Structure EIM – EUAR	55
Infringement Proceedings	28	Shift2Rail	58
Noise Reduction	30	Safety (SAF)	60
Rail Market Monitoring Scheme (RMMS)	32	TSI Energy (ENE)	62
Rail Data Statistics	34	TSI Infrastructure (INF)	64
OTIF CUI UR Revision	36	Rolling Stock TSIs (RST)	66
Transport White Paper	38	TSI Operations and Traffic Management (OPE)	70
Logistics	40	TSI Noise (NOI)	72
Low-Emission Mobility	41	European Rail Traffic Management System – ERTMS	74
Renewal of the authorisation to use glyphosate	42	European Rail Traffic Management System – Train Detection Compatibility (TDC)	76
Sectoral Social Dialogue for Railways	44	European Rail Traffic Management System – Telecommunications (TEL)	78
		TSI Persons with Reduced Mobility (PRM)	82
		Register of Infrastructure (RINF)	84
		TSI Telematic Applications for Freight (TAF)	86
		TSI Telematic Applications for Passengers (TAP)	88
		Economic Survey Group (ESG)	90
		Security (SEC)	92

Financial

Message from Alain Quinet

Trans-European Transport Network (TEN-T)

Connecting Europe Facility (CEF)

EFSD/Junker's Investment Plan

Public Procurement

94

95

98

100

102

104

Business

Message from Prof. Andy Doherty

Asset Management

PRIME (Platform of Rail Infrastructure
Managers in Europe)

Digitalisation

Electro-Mobility

Radio Spectrum

106

107

110

112

114

116

118

Co-operation

Message from Lena Erixon

Co-operation

HLIM (High-Level Infrastructure Meeting) 2016

Co-operation Agreement between EIM and CEDR

120

121

126

128

130

Communications

Message from Monika Heiming

EIM Interactive Analysis

EIM Workshops

All events in 2016

132

133

136

137

140

Internal Affairs

Message from Francisco Cardoso dos Reis

Organisational Structure

EIM Board (as of November 2016)

Human Resources

EIM Secretariat

EIM Membership

EIM covering the entire Europe

150

151

154

155

156

157

158

159

Annexes

Glossary

160

162

Introduction

2016 saw the adoption of the Fourth Railway Package. It came with an ambitious set of legal acts to form a Single European Railway Area (SERA). The new framework consists in the gradual opening up of national rail passenger markets, the abolishment of legacy rules, a closer monitoring of specific deliverables such as ERTMS, a stronger role of the European Union Agency for Railways, more benchmarking and reporting activities and probably more actors running on the infrastructure.

In parallel to forming a Single European Railway Area from the inside, the EU has started promoting it to the outside. Cooperation agreements, roadshows and exchange of best practice have substantially increased between the EU and non-EU regions. New market actors are paving their way into the European railway market, challenging existing systems with new concepts and technologies. By the same token, the outcome of the referendum of the UK related to UK's membership with EU triggered some impact on the EU as a whole, its institutions but also the future EU budget.

In fact, EU and national investment power is decreasing and with them new forms of funding emerge. The new approach consists in blending public funds with private funds, sometimes complemented by investments from non-EU member states.

However, in such a dynamic environment, the IM has to develop a much more outward approach if it wants to attract investments, innovate its business, become more sustainable or offer better customer service. The national infrastructure manager of today will become a global player by tomorrow, seeking investments from one side of the world, innovation from another, connecting across countries and modes whilst delivering services to a national set of stakeholders. Only by doing so, it will be able to deliver on expectations, seize opportunities and overcome challenges whilst offering great customer service.

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 Heimig

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 Union Agency for Railways (EUAR), 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



Train in winter conditions (FI).
Photo: Simo Toikkanen – © FTA (FI)



”

The society is changing and rail infrastructure managers (IM) alike.

Whilst the EU and its Member States recognise the strategic importance of infrastructure for competitiveness, innovation, growth and employment, investments are shrinking.

This new paradigm “do more with less” triggers the IMs to look for alternative investments, incorporate innovation and digitalisation much quicker and look for new ways of cooperation. One way is inter-modality, where the different modes of transport do complement each other instead of competing for the same traffic.

At the same time, the European market is becoming more globally connected and the infrastructure manager of tomorrow is more than ever a strategic key player who will seek for innovation from one region of the world and investments from another. This requires more than ever strong and close cooperation amongst all of us.

Let's get ready for the future!

Antti Vehviläinen

President of EIM and Director-General of FTA,
Finland



Worker in action (BE).
Photo: Infrabel (BE) – © Benjamin Brolet



”

In 2016, the 4th Railway Package – a series of measures that will make European railway more attractive, innovative and competitive – was finally adopted! It is one of the main instruments for the European Commission to support the growth and competitiveness of the rail sector within the single market.

The role of the infrastructure manager in reaching this objective cannot be emphasised enough. In the future the infrastructure manager will be more multimodal, interoperable, sustainable and innovative, acting as a real system operator. It will be able to offer even more and better services to its customers and stakeholders.

Furthermore, the EU infrastructure manager will increasingly interconnect with non-EU actors, thereby supporting the wider geopolitical and strategic objectives of the EU.

In essence, the infrastructure manager of today is one of the main pillars of the Single European Railway Area of tomorrow.

Henrik Hololei

Director-General for Mobility and Transport,
European Commission



Utrecht central station from the Moreelse bridge (NL).
© ProRail (NL)

”



With the adoption of the 4th Railway Package in 2016, the Single European Railway Market is going through substantial changes.

It is now up to the market itself but also the EU and its member states to make the best out of the array of legal acts to make the railway market competitive, sustainable and delivering a real added value to all of us.

This will come with costs and commitments and I call upon the EU and the Member States to walk their talk and support a sustainable mode of transport. This means to provide adequate funding for infrastructure as a way to interconnect people and societies, regions and communities.


The European Single European Railway Market can only be competitive when also being sustainable.

The future is green.

Wim van de Camp

MEP and TRAN Coordinator for the EPP,
European Parliament

Our Members and Our Association

National members		
Adif www.adif.es		Spain
Banedanmark www.bane.dk		Denmark
Bane NOR www.banenor.no		Norway
Infrabel www.infrabel.be		Belgium
Infraestruturas de Portugal S.A. www.infraestruturasdeportugal.pt		Portugal
Liikennevirasto www.fta.fi		Finland
Network Rail www.networkrail.co.uk		United Kingdom
PKP Polskie Linie Kolejowe S.A. www.plk-sa.pl		Poland
ProRail www.prorail.nl		The Netherlands
SNCF Réseau http://www.sncf-reseau.fr/en		France
Trafikverket www.trafikverket.se		Sweden
Non-national member		
High Speed 1 www.highspeed1.co.uk		United Kingdom
Associate members		
Groupe Eurotunnel www.eurotunnel.com		France
Lisea www.lgv-sea-tours-bordeaux.fr		France
High Speed 2 www.hs2.org.uk		United Kingdom

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 3 associate members
President:	Antti Vehviläinen (FTA)
Executive Director:	Monika Heiming

Contact

Address: Square de Meeûs 1,
B-1000, Brussels

Phone: +32 2 234 37 70

Website: www.eimrail.org

E-mail: info@eimrail.org

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.

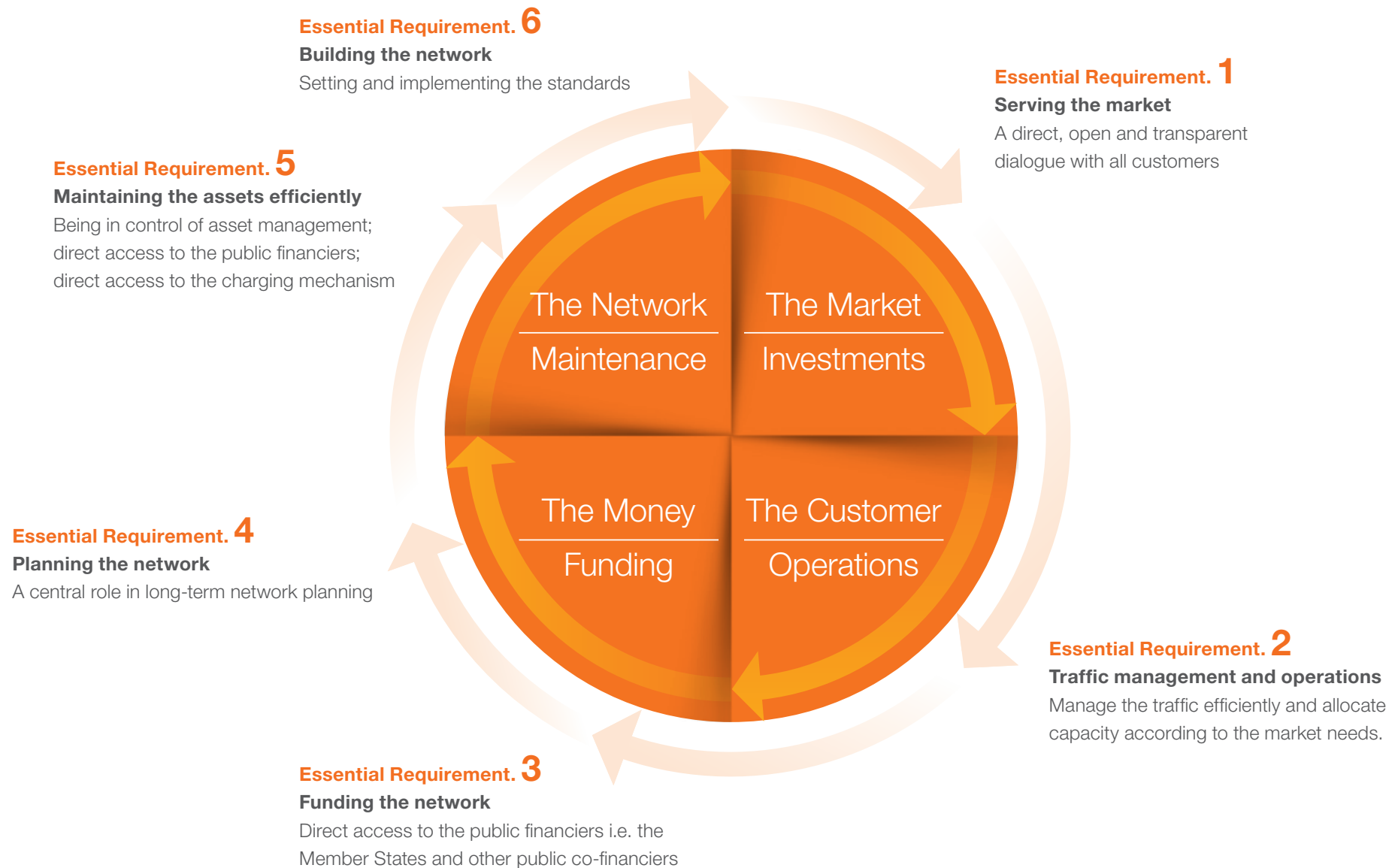
Mission

- 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

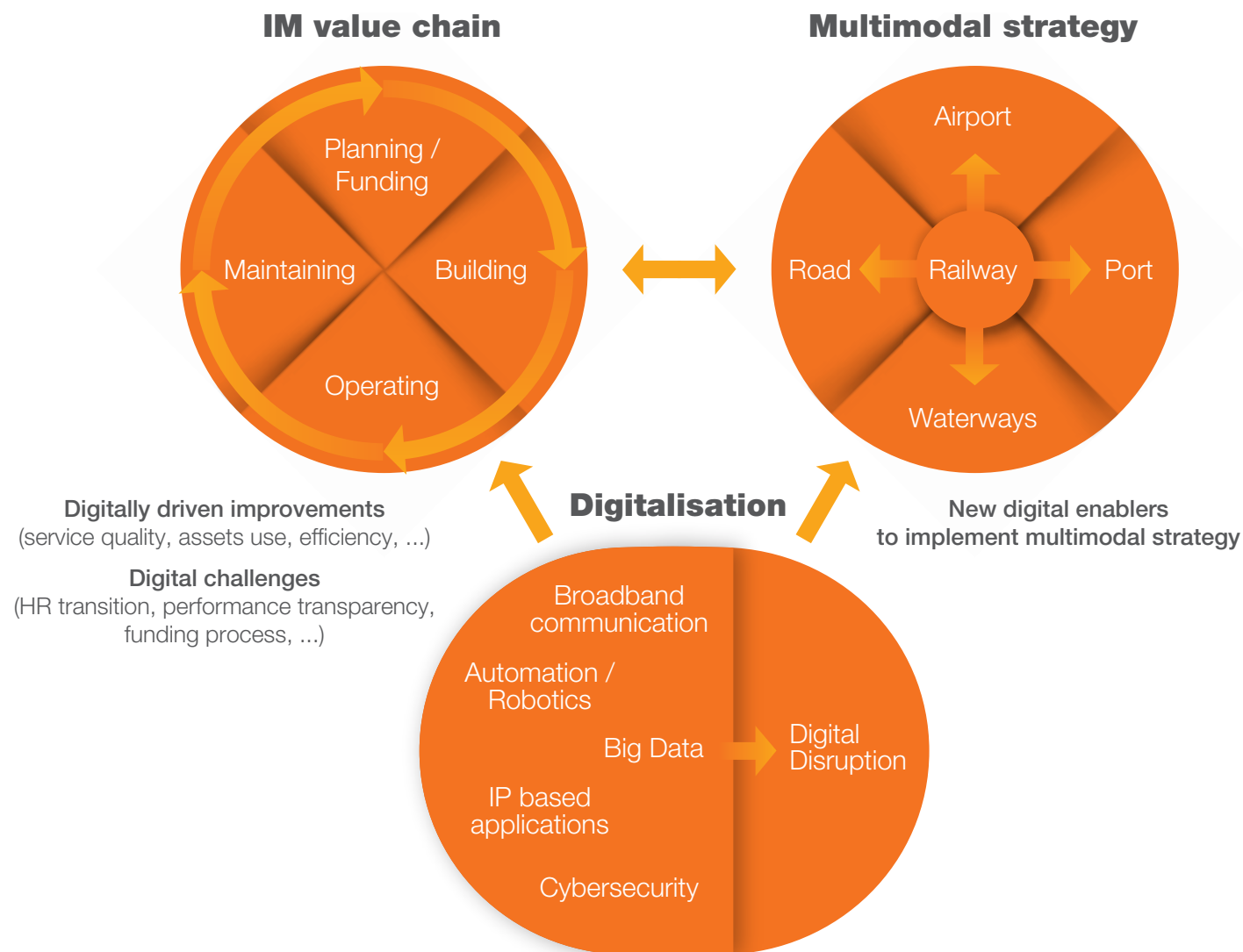
- EIM supports an open and seamless European rail network, promoting a safe and sustainable transport system.

Business Model of an Infrastructure Manager



Outlook – The Future Rail IM

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





Approaching Brussels-Midi train station (BE).
Photo: Infrabel (BE) – © Benjamin Brolet

EIM Key Activities 2016

01
POLICY

02
TECHNICAL

03
FINANCIAL

04
BUSINESS

01

POLICY



Umeå östra station (SE).
Photo: Göran Fält – © Trafikverket

TOPICS

An Infrastructure Manager's Function in EU Legislation	20
The 4 th Railway Package	22
Directive 2012/34/EU – Recast of 1 st Railway Package	24
Revision of Regulation 913/2010 (RFC)	26
Infringement Proceedings	28
Noise Reduction	30
Rail Market Monitoring Scheme (RMMS)	32
Rail Data Statistics	34
OTIF CUI UR Revision	36
Transport White Paper	38
Logistics	40
Low-Emission Mobility	41
Renewal of the authorisation to use glyphosate	42
Sectoral Social Dialogue for Railways	44

An Infrastructure Manager's Function in EU Legislation

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

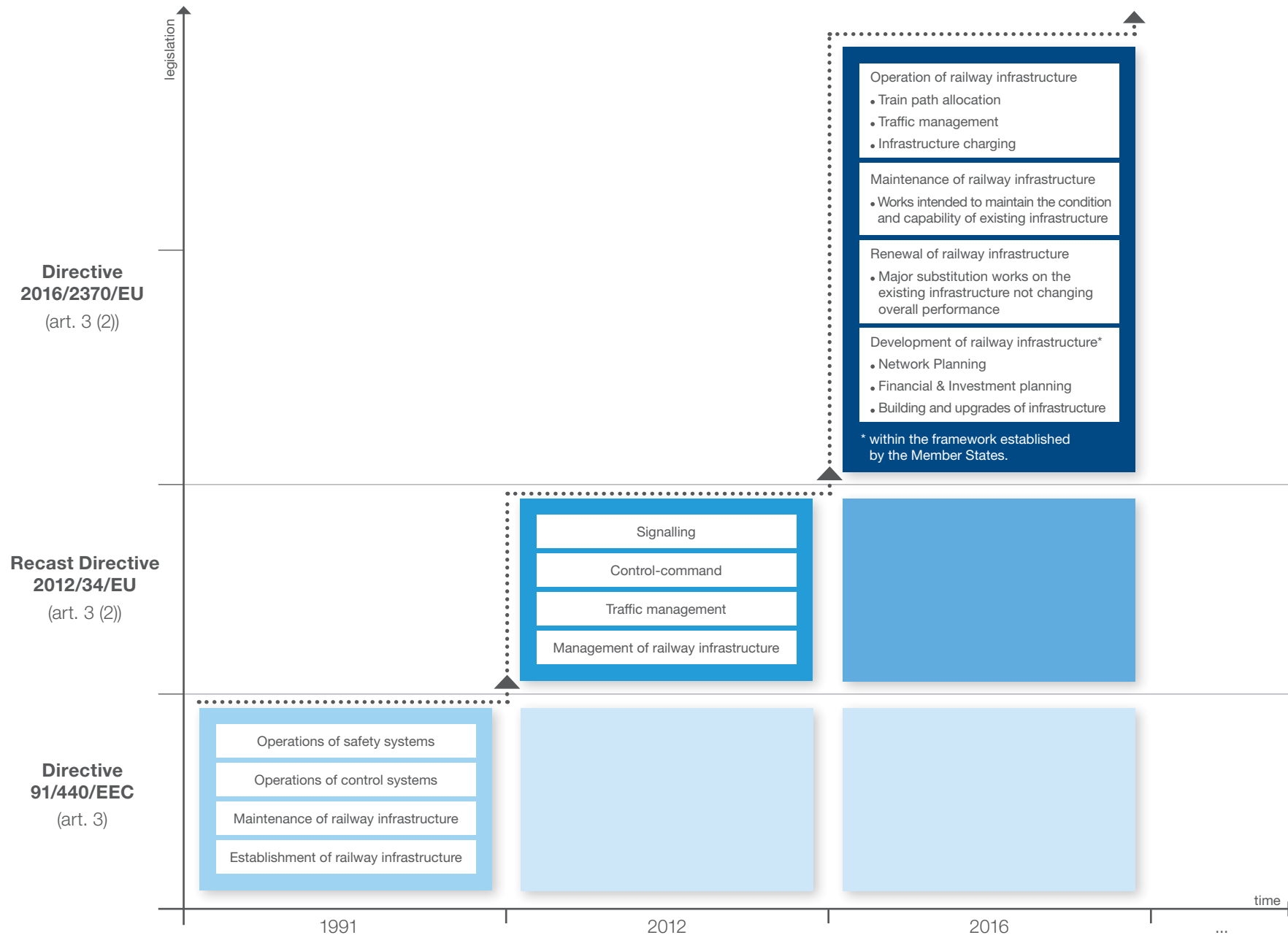
Directive 91/440/EEC defined an infrastructure manager as “any public body or undertaking responsible in particular for establishing and maintaining railway infrastructure, as well as operating the control and safety systems”.

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”.

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.

In 2016, Directive (EU) 2016/2370/EU (4th Railway Package) defines “infrastructure manager” as any body or firm responsible for the operation, maintenance and renewal of railway infrastructure on a network. According to the new Directive, “operation of the railway infrastructure” means train path allocation, traffic management and infrastructure charging; “maintenance of the railway infrastructure” means works intended to maintain the condition and capability of existing infrastructure; and, “renewal of the railway infrastructure” means major substitution works on the existing infrastructure which do not change its overall performance. Furthermore, the infrastructure manager is responsible for participating in the development of railway infrastructure (*i.e.* network planning, financial and investment planning as well as the building and upgrading of the infrastructure) as determined by the Member State within the framework of its general policy on development and financing of infrastructure.

An Infrastructure Manager's Function in EU Legislation



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.
- The Technical Pillar was adopted on 11th May 2016 and the Political Pillar on 14th December 2016.
- The two most relevant legal acts related to the political pillar are 1) Directive 2016/2370/EU on the governance of rail infrastructure managers and the opening of the market for domestic passenger transport services and 2) Regulation 2016/2338/EU amending Regulation 1370/2007/EC on the opening of the market for domestic passenger transport services by rail.

IMPACT ON IMS

- Directive 2016/2370/EU reforms the governance structures of the sector and sets the criteria for co-operation between railway undertakings and infrastructure managers (including vertically integrated undertakings).
- The same Directive also specifies the EU-wide co-operation via a European network of infrastructure managers 'PRIME', enabling a formal dialogue between European infrastructure managers and the EC.
- Regulation 2016/2338/EU sets the procedures and criteria for tendering of public service contracts for the member states.
- IMs will be involved in the process in order to safeguard capacity for future potential operators and to support competent authorities in providing all relevant infrastructure specifications.

EIM OBJECTIVES

- Close cooperation with the EU and all relevant stakeholders in the implementation of the Political (and Technical) Pillar of the 4th Railway Package
- Ensure 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.

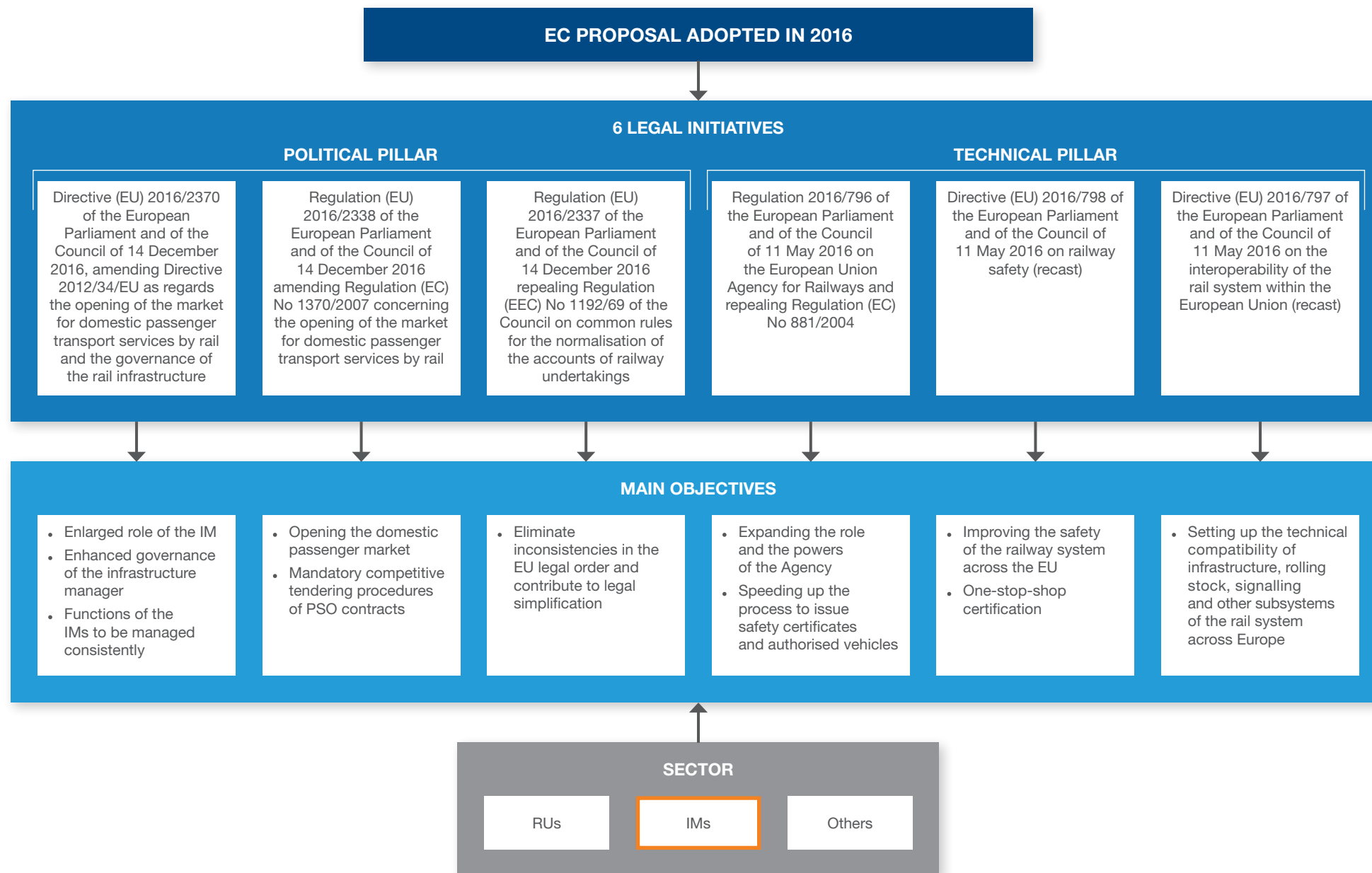
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM established a very constructive co-operation and regular dialogue with the European Commission, MEPs and national transport attachés.
- EIM recommendations on both the Political and the Technical Pillar were included in the final legal texts.
- EIM is closely involved in the implementation phase related to each of the pillars.

OUTLOOK 2017

- The EC will launch several initiatives related to the Political Pillar (e.g. definition of economic equilibrium, capacity building amongst tendering authorities, dialogue with IMs on performance indicators, etc.).
- The implementation of the Technical Pillar has already started in May 2016 with EIM being closely involved in all consultation processes of the EU. For further information about the various activities related to the Technical Pillar, please refer to the technical chapter in this Annual Report.

The 4th 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 for the implementation of provisions of the Directive on, among others, the following fields: the modalities for the calculation of direct costs; the procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity; noise-differentiated track access charges and the procedure and criteria to be followed for access to the services to be supplied in service facilities.
- The Directive also empowers the Commission to adopt delegated acts concerning, among others, certain aspects of the performance scheme and the schedule for capacity allocation.
- To this end, the Commission consults infrastructure managers through PRIME, amongst other platforms, and Member States through the Single European Rail Area Committee (SERAC).

IMPACT ON IMS

- Implementing & Delegated Acts concern key provisions of the Directive for IMs such as the provisions on charging, framework agreements or the schedule for capacity allocation.
- Once adopted the Implementing & Delegated Acts will be directly applicable. The window of opportunity for stakeholders to give an input to the draft is shorter than usual as the EC is able to adopt these acts without having to consult the EP or the Council.

EIM OBJECTIVES

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

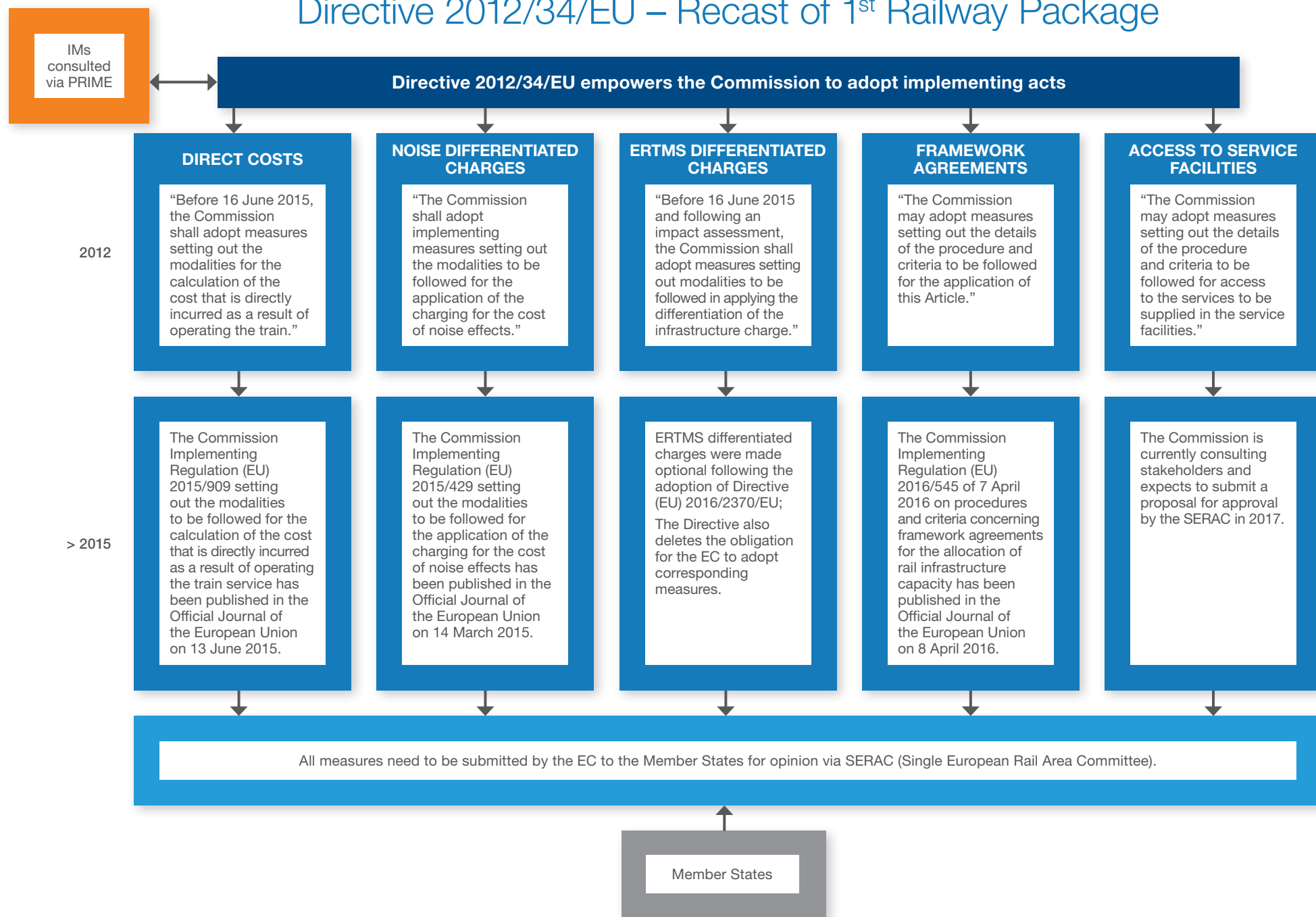
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Ongoing bilateral contacts between the European Commission and EIM's Members, notably through PRIME Subgroup on Implementing & Delegated Acts.
- EIM is recognised as a relevant stakeholder in various subgroups of the SERAC Committee.
- The application of noise differentiated track access charges is non-mandatory.

OUTLOOK 2017

- The EC is expected to refer some MS to the Court of Justice for failure to transpose the Directive into national law/infringement of specific provisions of the Recast Directive.
- The consultation on the implementing act on Access of Service Facilities will continue throughout the year. The adoption of the implementing act is possible, depending on the outcome of the consultation of the Member States in the SERAC.
- The EC is expected to adopt a Delegated Act on "Schedule for capacity allocation" – Timetabling" in 2017.

Directive 2012/34/EU – Recast of 1st Railway Package



FACTS

- On 9th November 2010, the Rail Freight Corridors (RFCs) Regulation EC 913/2010 entered into force.
- Since November 2013, six Corridors have been implemented, followed by three additional Corridors in November 2015.
- The EC is considering the revision the RFCs Regulation. A public consultation has been launched in summer 2016, followed by a Workshop with Member States and the rail industry in December 2016.
- On 21st June 2016, Member States endorsed the so-called 'Rotterdam Declaration on rail freight' at the TEN-T Days. The rail sector contributed to the Declaration with a joint 'Sector Statement'. The sector identified ten priority projects amongst the topics of the Declaration and the Statement to further develop at sectoral level to unleash the potential of RFCs.

IMPACT ON IMS

- A strengthening and expansion of the role of the Corridor One-Stop-Shop (C-OSS) should be consistent with the role and responsibilities of the infrastructure manager.
- Potential modification of the geographical scope of the RFCs.
- Development of a corridor-approach with harmonisation of national and cross-border 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).

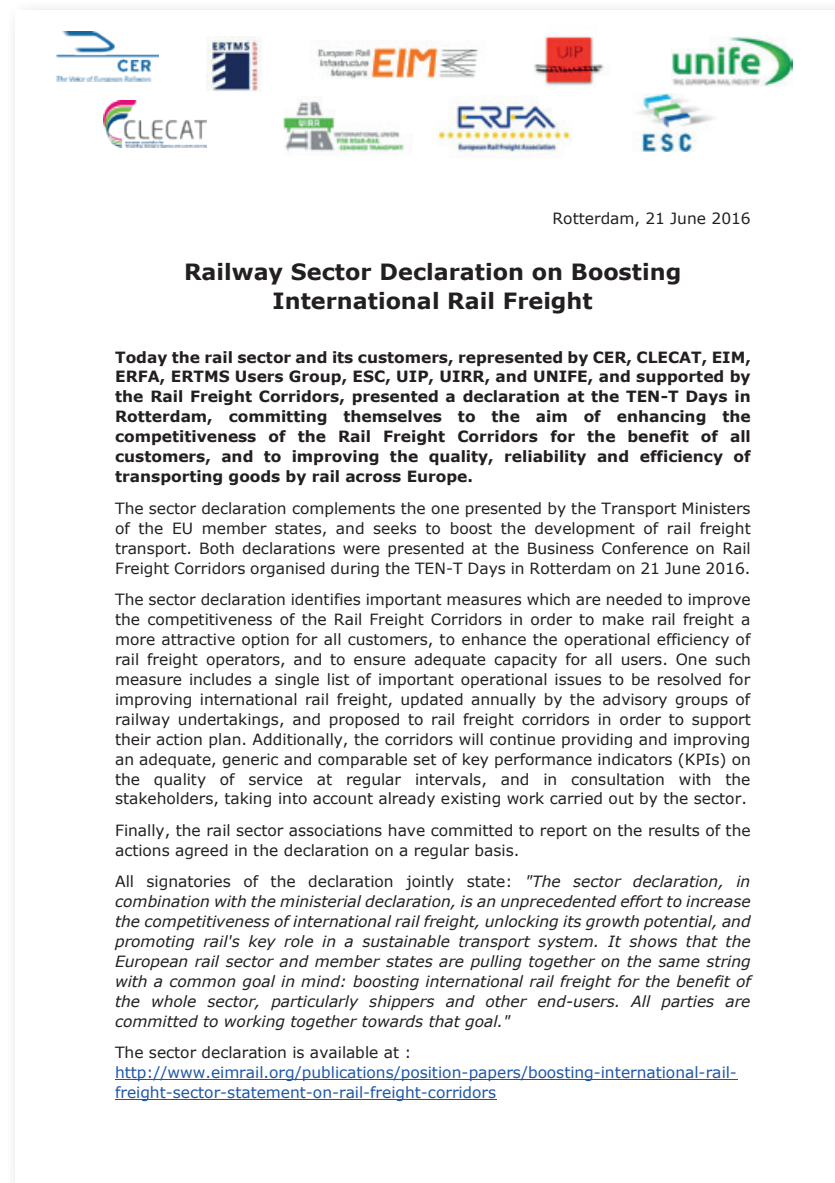
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM actively contributed to the drafting of the joint 'Sector Statement', endorsed by the rail industry in the framework of the TEN-T Days 2016.
- EIM and its members ProRail (NL) and SNCF Réseau (FR) participated as speaker in the "Rail Freight Day", hosted by the European Commission on 9th December 2016 in Vienna (AT).
- EIM replied to the public consultation of the EC and participated in the Workshop in December 2016.
- EIM became a member of the informal 'Volunteers Working Group' which defined the ten priority projects amongst the topics of the 'Rotterdam Declaration'/'Sector Statement'.

OUTLOOK 2017-2018

- The European Commission is preparing an Impact Assessment of Regulation EC 913/2010 to be presented in the 2nd half of 2017.
- The actual revision of the Regulation EU 913/2010 is due for 2018 only, in order to allow the sector to effectively work on its priority projects.

Revision of Regulation 913/2010 (RFC)



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 invite Member States to bring the infringement to an end and, where necessary, may refer Member States to the European Court of Justice (ECJ).

IMPACT ON IMS

- Member States are currently finalising the process of transposing several Directives into national law which directly or indirectly concern the business of the IM (e.g. charging, financial transparency, governance, multi-annual contracts, etc). Following this procedure, the EC will scrutinise whether transposition is in line with the requirements of the Directives. Should that not be the case, the EC will refer Member States to the ECJ.
- Member States need to implement the judgements by the ECJ which ultimately may have an impact on the way IMs are organised or financed.
- Infrastructure managers may face regulatory uncertainty.

EIM OBJECTIVES

- Not applicable.

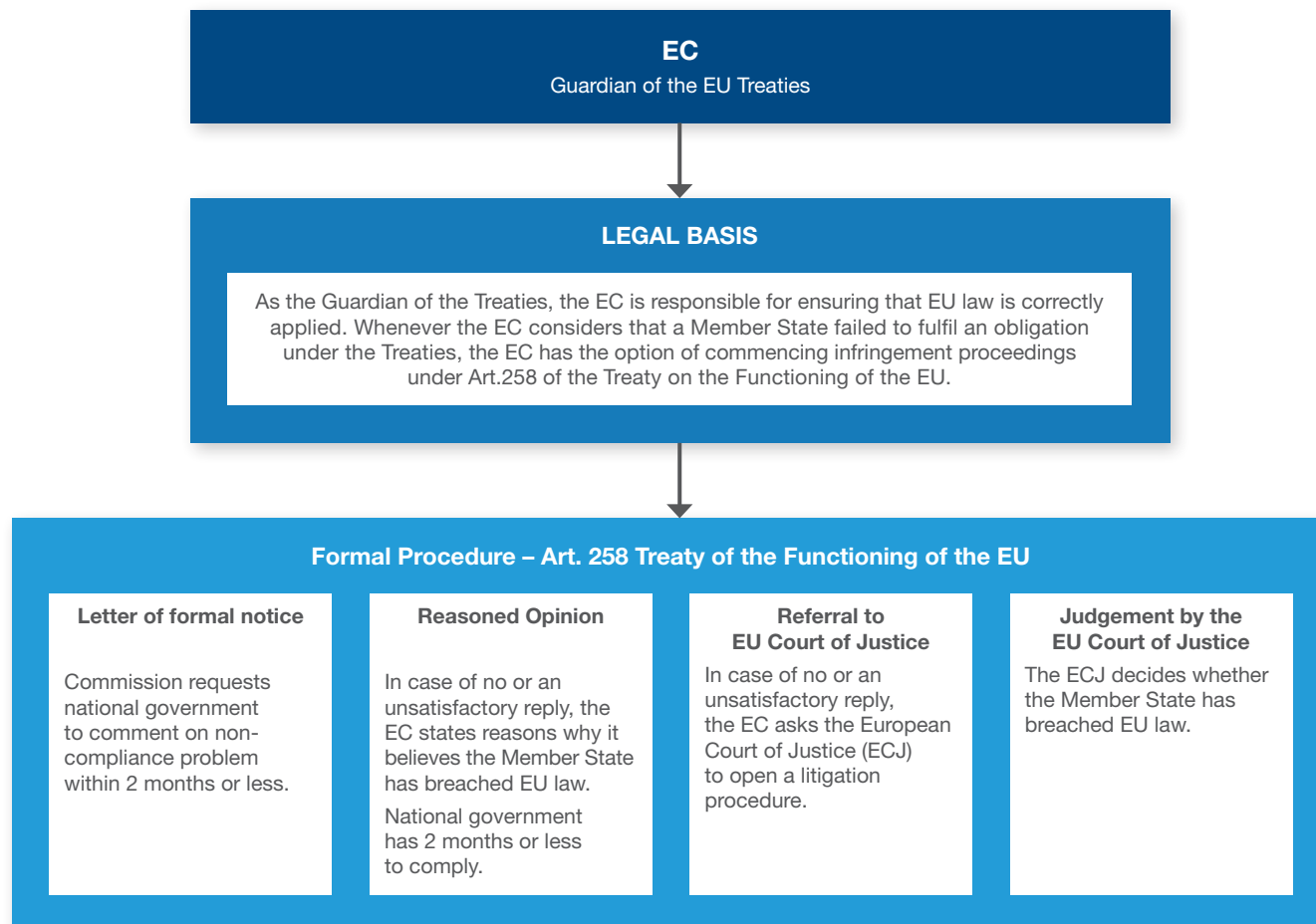
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM monitors the development of infringement procedures and their outcomes and provides legal advice to members on compliance.

OUTLOOK 2017

- The EC has announced its intention to refer several Member States to the Court of Justice over failure to implement several provisions of the Recast Directive (e.g. access to service facilities, State independence, charging, and separation) which was due for transposition by June 2015.

Infringement Proceedings



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 including old freight wagons;
 - > noise-related standards of railway infrastructure.

IMPACT ON IMS

- The measures listed by DG MOVE concern mostly Railway Undertakings.
- IMS may be affected via new approaches to grinding (potential future standard) as well as noise related track access charges.
- IMS may also be called upon to fulfil the task of verifying that wagon keepers comply with noise limits imposed by legislation.

EIM OBJECTIVES

- Safeguarding the full involvement of IMS with regards to any measure which may pose a risk to the system for which IMS are responsible.
- Avoid additional (administrative) costs for IMS.

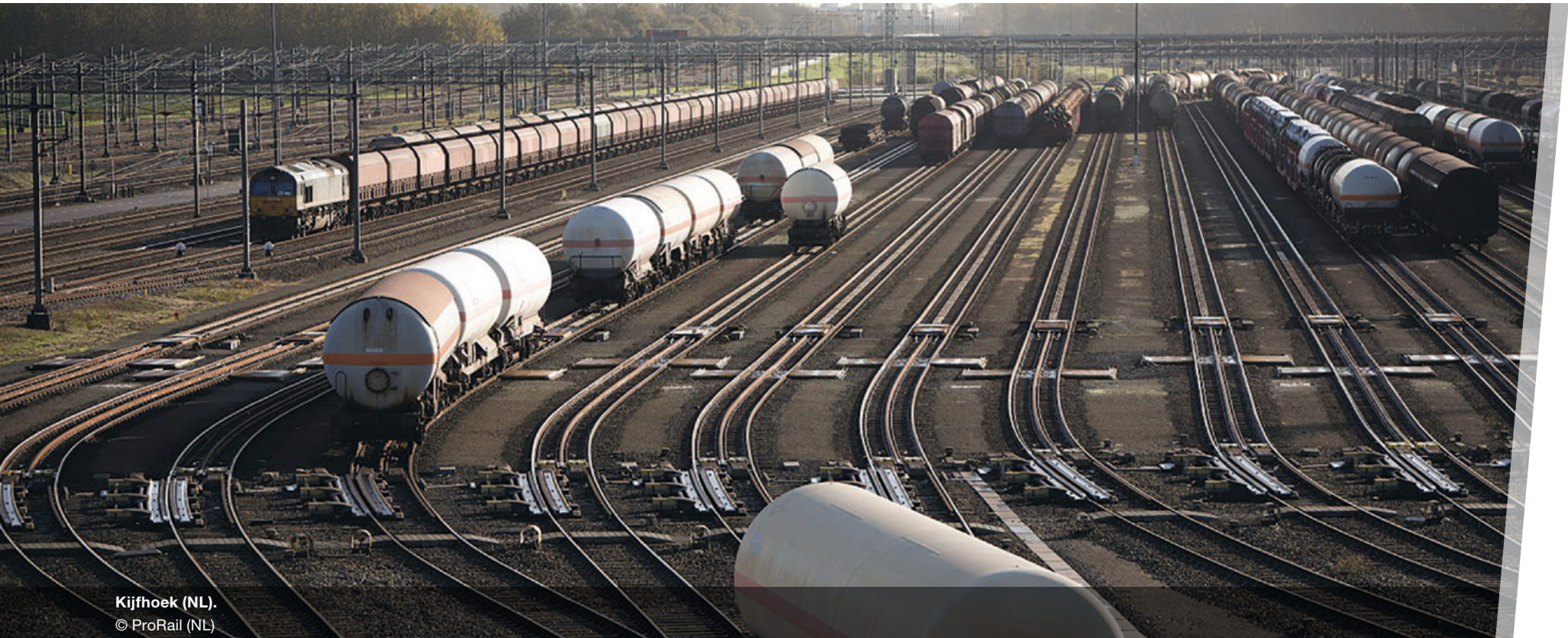
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Ongoing bilateral contacts with the European Commission.
- Contacts with Shift2Rail regarding innovative noise reduction technologies.

OUTLOOK 2017-2025

- 2017: Agency proposal for a noise-related standard (TSI).
- 2019-2025: Shift2Rail work output addressing noise reduction technologies and targets.

Noise Reduction



FACTS

- The European Commission has set up a Rail Market Monitoring Scheme (RMMS) in order to meet the requirements to monitor the railway market.
- Implementing Regulation (EU) 2015/1100 which details the reporting obligations of Member States in the framework of rail market monitoring has been adopted in July 2015 and fully applicable since January 2016.

IMPACT ON IMS

- Data collected by the EC is made public in the RMMS and will be used by the European Institutions in their legal and economic assessments.
- The Recast Directive reinforced the EC's reporting requirements to the EP and the Council. EC's broader monitoring tasks include: investments, development of prices and quality of services, market opening.

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 Union Agency for Railways.

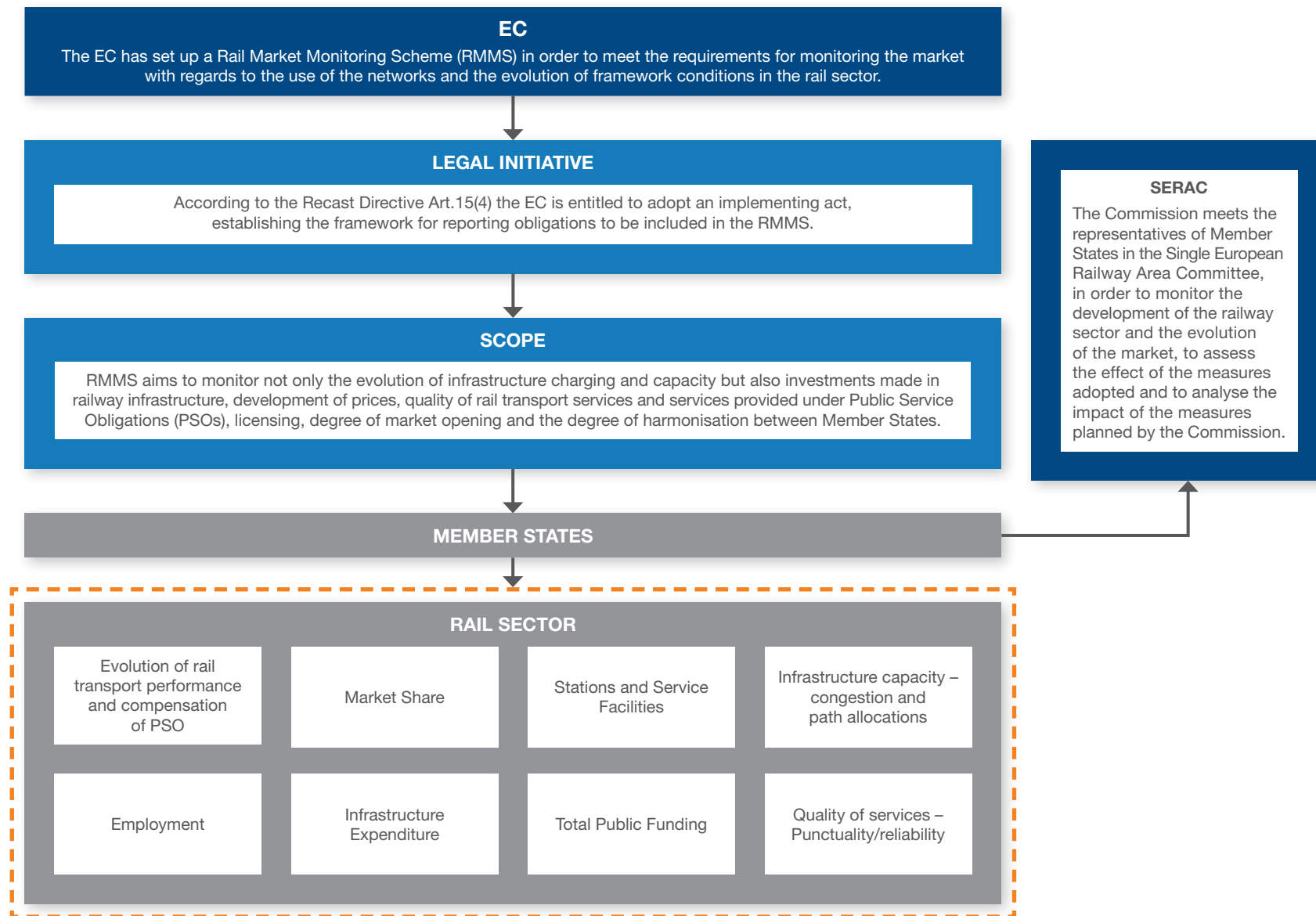
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- 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 2017

- The EC will probably convene 3-4 SERAC meetings in 2017 with the first one to take place in January 2017.
- The EC will attempt to address several gaps and shortcomings in rail market data prior to the next 6th RMMS report in 2018 by requiring information on punctuality and average speeds from Member States.
- The EC may conduct a new Eurobarometer survey on rail customer satisfaction.

Rail Market Monitoring Scheme (RMMS)



FACTS

- At the end of 2016 and after lengthy discussions, the European Parliament and the Council adopted Regulation (EU) 2016/2032 on rail transport statistics, as regards the collection of data on goods, passengers and accidents.
- Regulation (EU) 2016/2032 amends Regulation (EC) No 91/2003 which was in place since 2003. The aim of the revision was to simplify and optimise the existing regulatory framework.

IMPACT ON IMS

- The new Regulation reduces the administrative burden on IMs which are often asked by Member States to reply to very detailed data collection requests.

EIM OBJECTIVES

- Ensure that the administrative and regulatory burden on IMs is minimised.

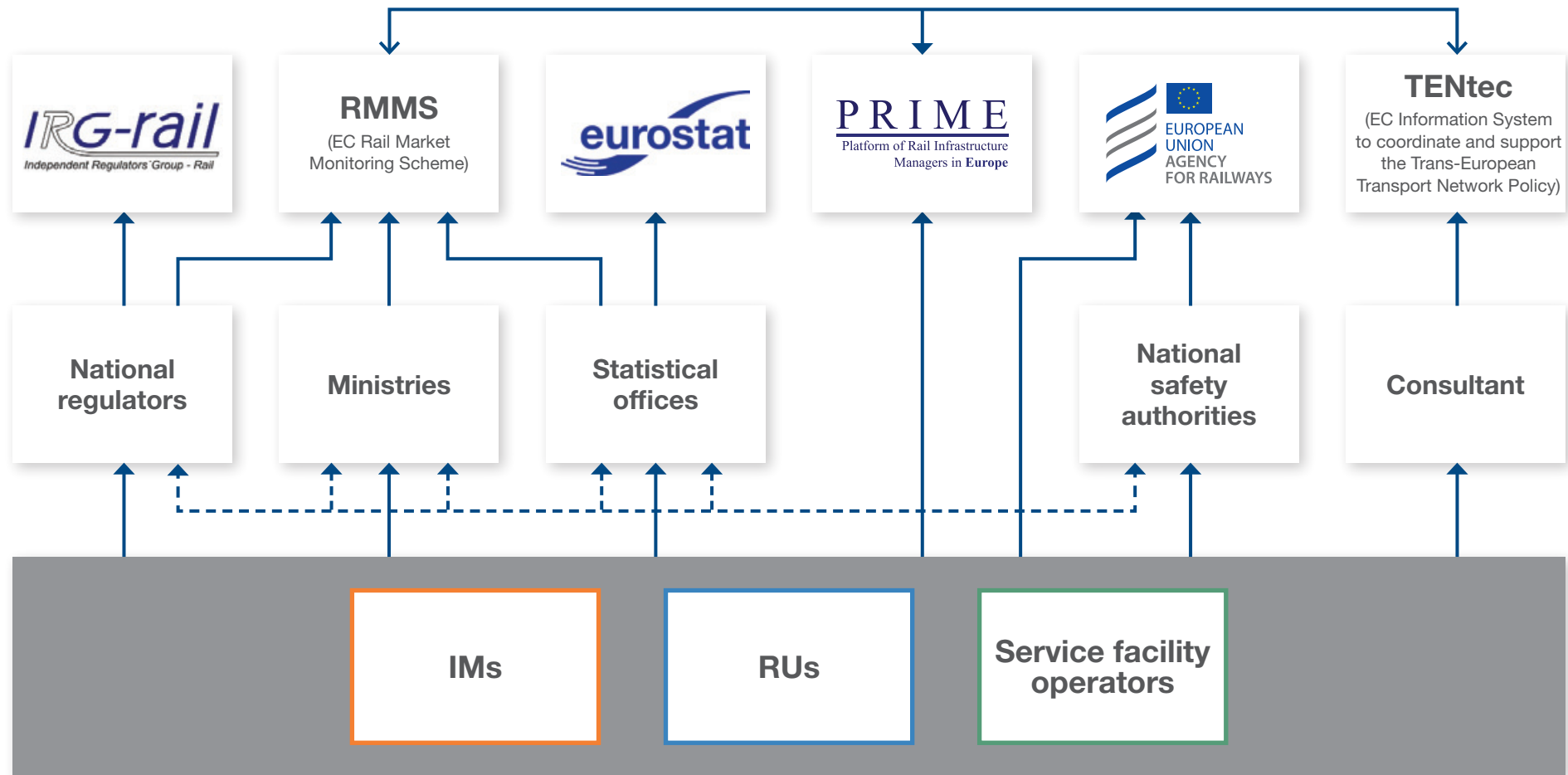
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Continuous bilateral dialogue with the Commission, the European Parliament and the Council throughout the legislative procedure.
- The new Regulation and MoUs signed between Eurostat and the EUAR and between Eurostat and DG MOVE significantly improve the consistency of the current regulatory framework and overall reduce the administrative burden on IMs as advocated by EIM.

OUTLOOK 2017

- Regulation (EU) 2016/2032 amending Regulation (EC) No 91/2003 on rail transport statistics entered into force on 13 December 2016; it is binding and directly applicable in all Member States.
- The Commission (Eurostat) expects to publish detailed guidance on the application of Regulation (EC) 91/2003 as amended by Regulation (EU) 2016/2032 in 2017.
- Throughout 2017, the Commission (Eurostat) will further cooperate with EUAR on the exchange of data on rail accidents, ERTMS/ETCS and PRM stations; new datasets (timing, variables, etc.) will be defined and published.

Rail Data Statistics



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).
- Four WGs took place between December 2014 and May 2016. They were attended by Member States and industry representatives (including IMs). The discussions focused on the definition of the scope of application of the UR and the liability regime – i.e. carrier's recourse against the IM.

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 is being 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 fully clarified, notably with regards to the terminology being used.
- Safeguard the financial sustainability of IMs, especially concerning the indirect liability regime/recourse of the carrier models.

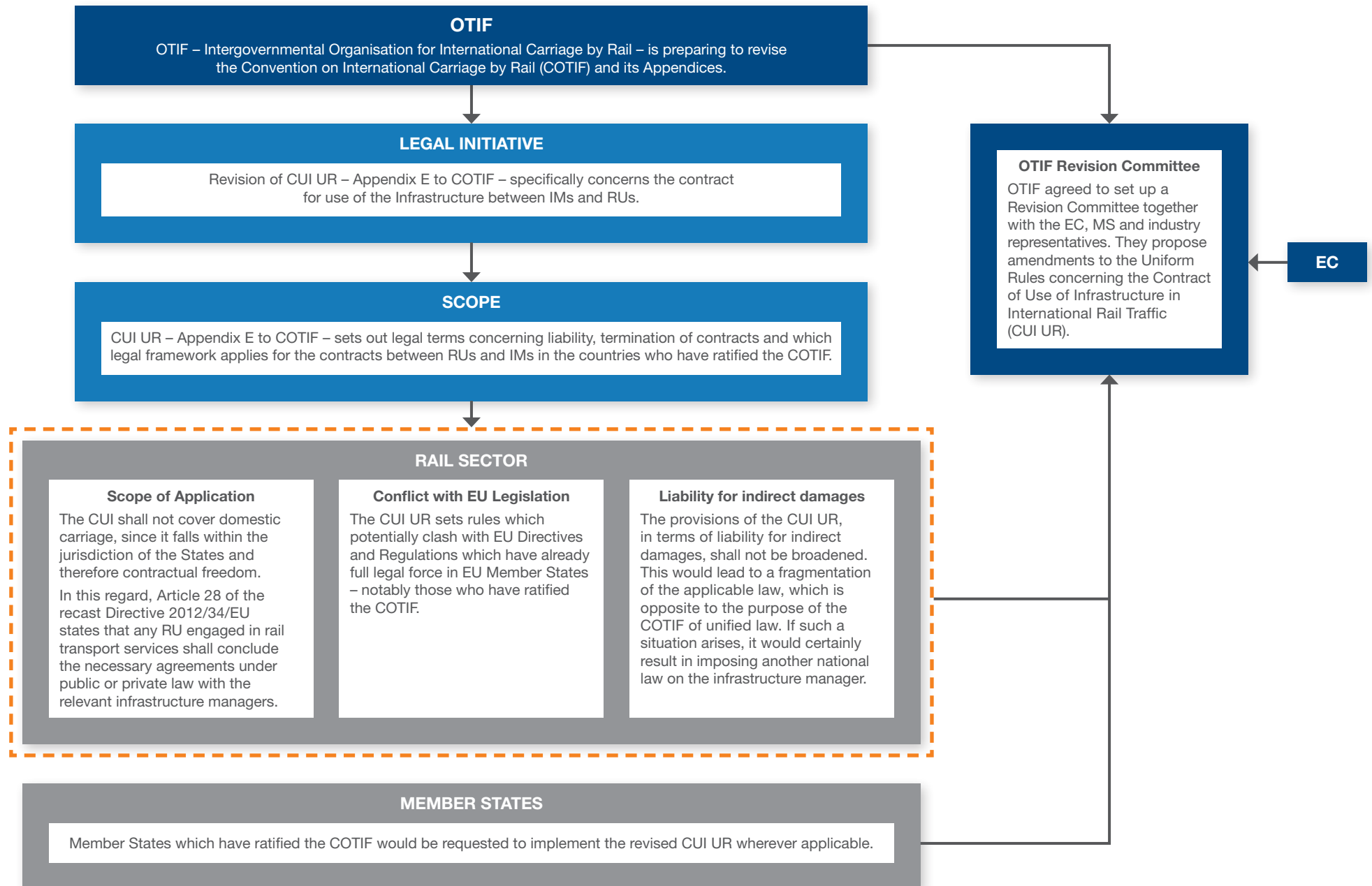
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM is an official negotiating party before the OTIF's revision committee.
- EIM organised four Legal Experts' WGs in Brussels to prepare the OTIF WG.
- EIM circulated its fourth Position Paper to the OTIF Secretariat, in view of the Working Group of 31st May 2016 in Bern.

OUTLOOK 2017

- The OTIF revision committee will submit its official revision proposal in September 2017.
- Further meetings of the Legal Experts WG are foreseen, following the circulation of the revision proposal.

OTIF CUI UR Revision



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).
- In 2015, the Commission launched a mid-term review of the 2011 Transport White Paper
- In July 2016, the EC published its implementation report SWD(2016) 226 final, taking stock of the achievements made and challenges to overcome

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 2011 to the advantage of other transport modes.

EIM OBJECTIVES

- Ensure that the objectives of the Transport Paper will be effectively implemented.
- Ensure that the importance of the rail sector is reflected in the EU Agenda.

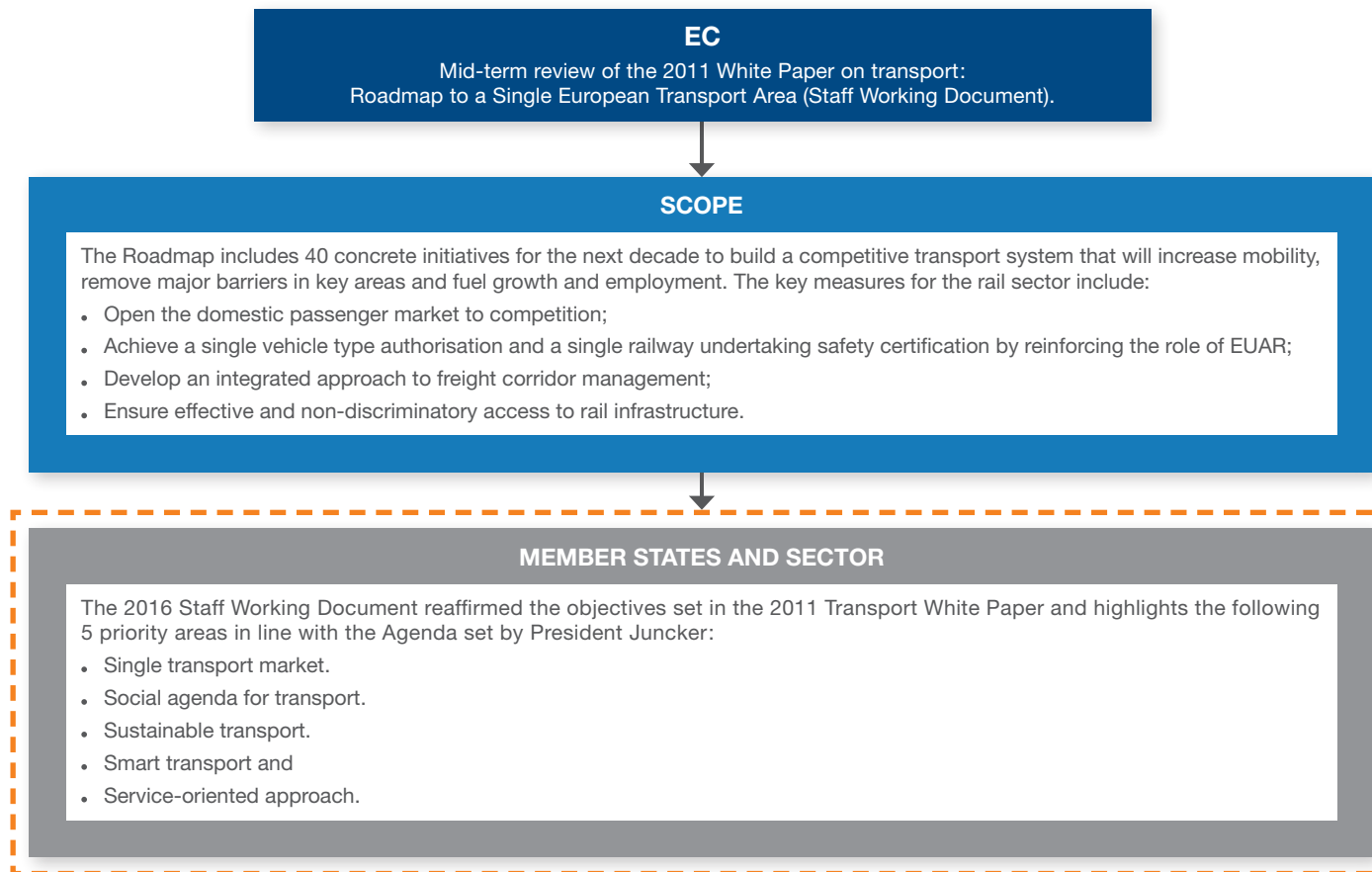
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Assessment of potential risks and opportunities of EU proposals for EIM members.

OUTLOOK 2017

- The EC will continue to implement the White Paper, although with an enlarged focus on ICT issues.

Transport White Paper



FACTS

- In October 2016, the Transport and Tourism (TRAN) Committee of the European Parliament published a motion of a resolution “Logistics in the EU & multimodal transport in the new TEN-T corridors”, calling for the European Commission to develop a renewed strategy for freight logistics before the end of 2017. Such a strategy should be fully compliant with the TEN-T infrastructure policy.
- The own-initiative Report was adopted by the EP Plenary on 19th January 2017.

IMPACT ON IMS

- The Report calls for investments on the secondary network around the TEN-T main network as well as for a re-assessment of the planning of the corridor routes.
- This could potentially entail a diversion of the funds originally planned for TEN-T or even a change in the geographical scope of the corridors.

EIM OBJECTIVES

- To advocate that an integrated policy planning and adequate funding is necessary as well as facilitating access to data concerning traffic flows along the corridors.
- To ensure that the inclusion of rail in the multimodal freight logistics chain is secured.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM monitored the progress of the draft report in the EP TRAN Committee and submitted proposals for amendments to the Rapporteur and shadow Rapporteurs.
- EIM participated in a high-level workshop on core network corridors, together with the TEN-T Coordinators and the European Parliament in November 2016, organised by the Oslo Region in Brussels.

OUTLOOK 2017

- Logistics would be indirectly affected by many EC initiatives in the upcoming months.
- The TEN-T Guidelines and CEF will address a broad range of aspects referred to in the EP Report.

Low-Emission Mobility

FACTS

- According to figures of the Organisation for Economic Co-operation and Development (OECD), transport is responsible for around a quarter of EU greenhouse gas (GHG) emissions and transport is the sector whose emissions have increased the most in the last two decades.
- On 20th July 2016, the EC published its Communication “A European strategy for low-emission mobility”, outlining its future masterplan on the decarbonisation of transport. The goal is to meet the carbon reduction targets outlined in the 2011-Transport White Paper as well as the long-term objectives enshrined in the COP21-agreement.

IMPACT ON IMS

- The initiative has only an indirect impact on IMs as it does not revitalise passenger rail or cut emissions from aviation and shipping.
- Even if the technology-neutrality element is enshrined, the Communication clearly focuses on electric transport.

EIM OBJECTIVES

- To ensure that the importance of electric rail services for both passengers and freight is fully recognised.
- To highlight the potential of building synergies and links between the transport and energy sectors.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Joint Press Release of the Platform for Electro-Mobility.
- EIM sent a joint letter on behalf of all other rail associations and organisations to the EC Commissioners Sefcovic, Bulc and Canete to highlight the role of rail in decarbonising transport.

OUTLOOK 2017

- The EC will launch several road-related initiatives: revision of the Eurovignette Directive 1999/62/EC, revision of the European Electronic Tolling Service (EETS) Directive 2004/52/EC, new proposal on the certification of carbon dioxide emissions and fuel consumption on new heavy vehicles.
- Potential update to Directive 92/106/EEC on combined transport.
- New proposal of the EC to attempt to create a single market for electro-mobility and to reduce barriers to self-generation and consumption of renewable electricity.

FACTS

- In March 2015, glyphosate was classified as 'probably carcinogenic to humans' by the International Agency for Research on Cancer (IARC) of the World Health Organisation (WHO).
- After lengthy discussions with Member States, the Commission decided to prolong the glyphosate licence by 18 months pending a report by the European Chemical Agency (ECHA).
- In March 2017, the ECHA concluded that the available scientific evidence did not meet the criteria to classify glyphosate as carcinogenic.

IMPACT ON IMS

- Glyphosate is used by many IMs to secure proper maintenance of weeds along the tracks.
- If the approval of glyphosate is not renewed, this could have a negative impact on IMs in terms of costs, performance and, most importantly, on the overall performance of the railway system, if no cost efficient and high performance alternative is available.
- The IMs are already exploring their own alternatives (e.g. anti-vegetation mats, hot air, etc.)

EIM OBJECTIVES

- To ensure that either the licence is renewed, or, at least, that its use by the railway sector is further permitted.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Assessment of potential risks and opportunities of the proposal for EIM members.
- Regular meetings with the Commission and PermReps.
- EIM has co-authored a position paper advocating for glyphosate to be further qualified as an approved active substance at EU level or, alternatively, that the railway sector is granted an exemption.

OUTLOOK 2017

- Following the opinion by the ECHA, the Standing Committee of Plant Animal Food and Feed (PAFF Committee) is expected to vote on a draft implementing regulation renewing/not renewing the approval of glyphosate.
- The licence for the use of glyphosate expires on 31 December 2017.



Train over the lake of Sylans, Rhône-Alpes (FR).
© SNCF RESEAU/CAPA Pictures/Lionel FLUSIN (FR)

FACTS

- The sectoral social dialogue (SSD) committees consists of representatives coming from the social partners, comprising an equal number of both employer and worker representatives.
- In 1998, the Commission established sectoral dialogue committees to promote communication between the social partners of each respective sector at the European level.
- In 2016, the SSD for railways focused on three issues:
 - > 1. Adaptability and Interoperability.
 - > 2. Railway security for passengers and workers.
 - > 3. Employability and Equal Opportunities (incl a survey for the study “Women in Rail”).

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.

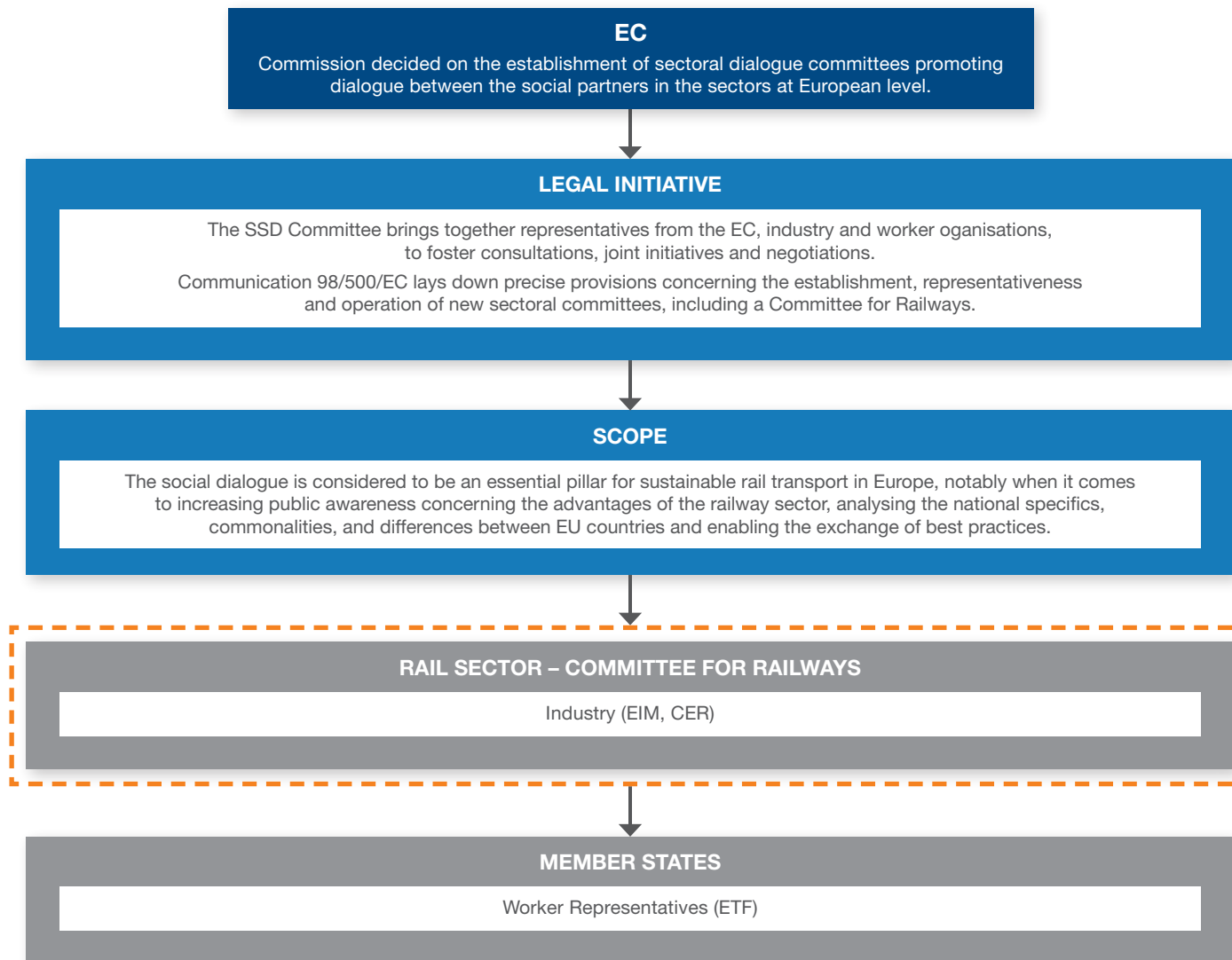
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Participation in the various dialogues and meetings between all social partners in the railway sector.

OUTLOOK 2017

- Revision of the Train Drivers Directive: 2007/59/EC.
- Results of the 2016 Survey Women in Rail.
- EU strategy for gender equality 2016-2020.

Sectoral Social Dialogue for Railways



02

TECHNICAL

Czempin-Poznań line (PL).
© PKP PLK S.A. (PL)

”



2016 was a crucial milestone. Following the adoption of the technical pillar of the 4th Railway Package in May 2016, the Agency changed its name to European Union Agency for Railways (EUAR) and its mandate was substantially enlarged to rail Vehicle Authorisation, safety certification and ERTMS track side approval.

By the same token, the Agency progressed with its new ERTMS stakeholder platform, it launched a new safety occurrence reporting tool, it published its first rail system report containing key performance indicators and it released a new strategic vision with a clear ambition to become a multimodal agency, leveraging digital technologies.

Hence, I am very much looking forward to continue the excellent cooperation with the rail infrastructure managers in supporting the Agency and to work collaboratively in setting up a single, safe and interoperable European railway market.

Dr. Josef Doppelbauer

Executive Director of the European Union Agency for Railways



Easter work on the network (UK).
© Network Rail

TOPICS

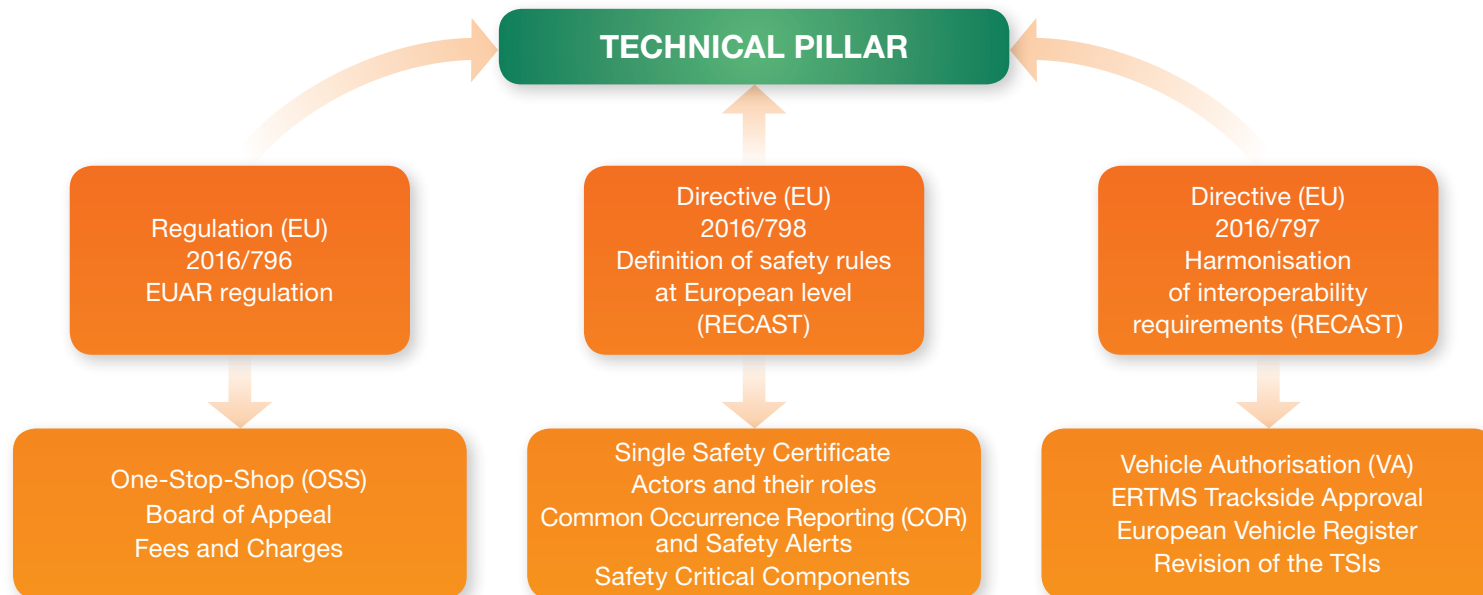
EIM's Activities In The Technical Field	50
European Union Agency for Railways (EUAR)	54
Technical Working Structure EIM – EUAR	55
Shift2Rail	58
Safety (SAF)	60
TSI Energy (ENE)	62
TSI Infrastructure (INF)	64
Rolling Stock TSIs (RST)	66
TSI Operations and Traffic Management (OPE)	70
TSI – Noise (NOI)	72
European Rail Traffic Management System – ERTMS	74
European Rail Traffic Management System – Train Detection Compatibility (TDC)	76
European Rail Traffic Management System – Telecommunications (TEL)	78
TSI Persons with Reduced Mobility (PRM)	82
Register of Infrastructure (RINF)	84
TSI Telematic Applications for Freight (TAF)	86
TSI Telematic Applications for Passengers (TAP)	88
Economic Survey Group (ESG)	90
Security (SEC)	92

In 2016, the activities of EIM in the technical area mainly focused on:

- a) the implementation of the technical pillar of the 4th Railway Package;
- b) contributing to the ongoing activities in the field of interoperability, safety and ERTMS;
- c) giving input to standardisation initiatives by the EU institutions.

A. 4TH RAILWAY PACKAGE (4TH RP)

- The so-called 'technical pillar' of the 4th Railway Package consists of three legal elements (2 Directives, 1 Regulation). They bring significant changes in the field of interoperability and safety. According to the EU, the proposed measures would allow a 20% reduction in the time to market for new railway undertakings and a 20% reduction in the cost and duration of the authorisation of rolling stock. Overall, this should lead to a saving for companies of €500 million by 2025.
- The technical pillar legally entered into force on 15th June 2016 and has to be transposed by all EU Member States into national law by 16th June 2019. Since 2015, the EC and the EUAR have launched numerous initiatives to support the transition from the 'old' to the 'new' system. EIM and its experts have been closely involved in all of them and shall continue their involvement throughout 2017 and beyond.



EIM's Activities In The Technical Field

01

POLICY

02

TECHNICAL

03

FINANCIAL

04

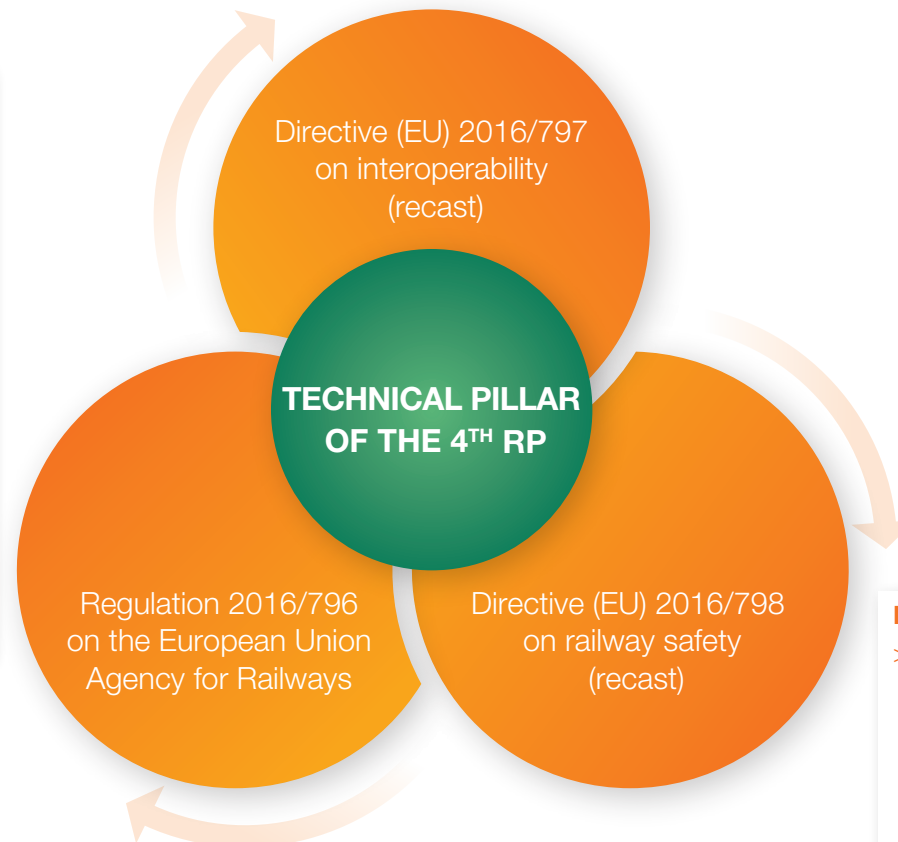
BUSINESS

Main changes for IMs

- > EUAR to act as One-Stop-Shop (OSS) (safety certificates; authorisations for placing vehicles on the market).
- > EUAR to act as System Authority (ERTMS assessments of track-side ERTMS tendering documents).
- > EUAR to act as Appeal Body (safety-related issues such as single safety certificates; applications for ERTMS trackside approval and Vehicle Authorisations).
- > EUAR to become common information exchange/early warning platform (authorisations of track-side control command and signalling subsystems (ERTMS); Coordination between decisions to be taken by national safety authorities and EUAR).

Main changes for IMs

- > EUAR to deliver TSI cost-benefit analysis and authorisation of cross-border rolling stock.
- > Notified Bodies to deliver EU certification of fixed assets (excluding catenary systems until 2021).
- > National Safety Authorities to deliver authorisation of national rolling stock and safety certification (only used for operations limited to 1 MS) and following the decision of the applicant to not use EUAR for the authorisation.



Main changes for IMs

- > EUAR will be in charge of:
 - issuing single safety certificates;
 - reviewing national safety rules;
 - concluding cooperation agreements with national safety authorities;
 - acting as the appeal body for safety-related decisions.

Value chain										
	Finance	Safety	Engineering expertise	Railway operations	Existing Business processes	RU/IM interface	Human resources	IT systems/ obligatory reporting	Security	
4 th RP interoperability initiatives	ERTMS Trackside Approval	●	●	●		●	●			●
	One Stop Shop (OSS)		●	●		●	●	●		
	Single Safety Certification (SSC)		●		●	●				
	Vehicle Authorisation (VA)		●		●	●				
	Fees and Charges	●		●		●	●			
	ERTMS (Stakeholder Platform)			●						
4 th RP safety initiatives	Human Factors Network (HFN)		●		●					
	Safety Culture		●				●			
	COR (Inc. SAIT)	●	●		●		●	●		
	Safety Critical Components		●			●				
	CSM/CSI/CST	●	●		●					
Secondary Legislation	LOC&PAS TSI		●	●		●				
	WAG TSI		●	●		●				
	NOI TSI		●	●	●	●				
	CCS TSI	●	●	●	●	●		●		
	ENE TSI		●			●				
	INF TSI	●	●	●		●				
	PRM TSI		●		●	●		●		
	OPE TSI		●	●		●				
	SRT TSI	●	●			●				
	TAF/TAP TSI		●		●	●		●		

● Low Impacts ● High Impacts

B. INTEROPERABILITY, SAFETY, ERTMS

- **Interoperability:** The main ‘facilitators’ of interoperability in the EU are the Technical Specifications for Interoperability (TSIs). These are drafted by the EUAR, together with the National Safety Authorities (NSAs), involving the railway sector – including EIM. The Rail Interoperability and Safety Committee (RISC), made up of the European Commission (EC) and the Member States adopt these TSIs. The legal basis for this is enshrined in the Directive 2016/797/EC on the interoperability of the rail system within the Community. The same stakeholders also develop TSI Implementation Guides to help the compliance.
- **Safety:** The Agency 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 2016/798/EC on the safety of the European Community’s railways.
- **ERTMS (European Train Traffic Management System):** 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. In December 2015, an ERTMS stakeholder’s platform was set up to support ERTMS deployment. In 2016, it was enlarged by several working groups in charge of coordination, ATO (Automatic Train Operation) and Test and Validation (testing of laboratories). In September 2016, the EU and all recognised stakeholders signed a Memorandum of Understanding (MoU) concerning the cooperation for the deployment of ERTMS.

C. STANDARDISATION

- EIM is committed to the standardisation process of the official European standardisation organisations European Committee for Standardisation (CEN), the European Committee for Electrotechnical Standardisation (CENELEC) and the European Telecommunications Standards Institute (ETSI). Therefore, EIM actively participates in the CEN/CENELEC/ETSI Joint Programming Committee Rail (JPCR), in charge of guiding the rail EN standardisation process.
- In 2016, CEN started a new work stream to develop a standard for the Radio Frequency IDentification (RFID) for rail, following the request of EIM. Global Standards (GS1) support EIM in this work.
- EIM also participates in other standardisation and specification related bodies, such as RASCOP (Rail Standardisation Coordination Platform for Europe).
- EIM also forecasts that cooperation at the (rail) sector level regarding standardisation and research will increase over the forecoming years, also within the scope of the increasing international activities of numerous market actors but also the EU institutions.

FACTS

- Following the entry into force of the technical pillar of the 4th EU Railway Package, the European Union Agency for Railways (EUAR) replaces the European Railway Agency (ERA).
- EIM's technical activities mirror most of the EUAR work activities both bilaterally but also multilaterally, i.e. via the relevant sectoral bodies dealing with the work of the EUAR (e.g. CTG, GRB, NRB, etc.).
- In 2016, the wider sector input – including the one of EIM – was largely dedicated to the EUAR work streams related to the 4th Railway Package.
- EIM committed a high number of technical experts to all relevant EUAR technical working parties, workshops, support and expert groups;
- EIM and the Agency also developed bilateral working relationships on a case by case basis.
- EIM was the co-auditor of the EUAR Single Programming Document (the Agency's annual work program) for 2018, related to 'activity 5' (evaluation, management, resources).

IMPACT ON IMS

- The work of the EUAR has a direct impact on the business of rail infrastructure managers due to mandatory rules for the design of the infrastructure and the organisation of operations.
- Since these rules are developed by the EUAR in co-operation with the representatives of the sector and the NSAs in joint working parties, EUAR's organisation of its groups indirectly affects the quality of the resulting TSIs and Common Safety Methods (CSMs), Common Safety Targets (CSTs) as well as CSIs (Common Safety Indicators).
- The future mandate of the EUAR in the process of ERTMS trackside authorisation will have a legal and financial impact on the tendering and authorisation processes of IMs.

EIM OBJECTIVES

- Deliver constructive and fact-based input to the EUAR process of creating rules, processes, TSIs, CSMs, etc.
- Assuring that the EUAR process leads to legislation which can be implemented by the infrastructure managers in an economically viable and safe way.
- Contribute to the drafting process of the EUAR Single Programming Document with tangible outputs.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Input to all relevant EUAR technical working parties and groups 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 EUAR Single Programming Document 2017 and 2018.

OUTLOOK 2017

- Contribute to the EUAR activities in the field of the technical pillar of the 4th RP.
- Collection of experience with the application of the revised TSIs.
- Analysis of potential areas for improvement.
- Developing pilots with EIM members for future EUAR activities and mandates.

04 BUSINESS





Finishing of laying of a new track on the Vamdrup-Vojens line (DK).
Photo: Robert Attermann – © Banedanmark (DK)



Moresnet viaduct (BE).

Photo: Infrabel (BE) – © Benjamin Brolet

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 2016.
- 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.
- Support the Shift2Rail programme to streamline the innovation process from research to demonstration and to shorten the time to market for key innovations.

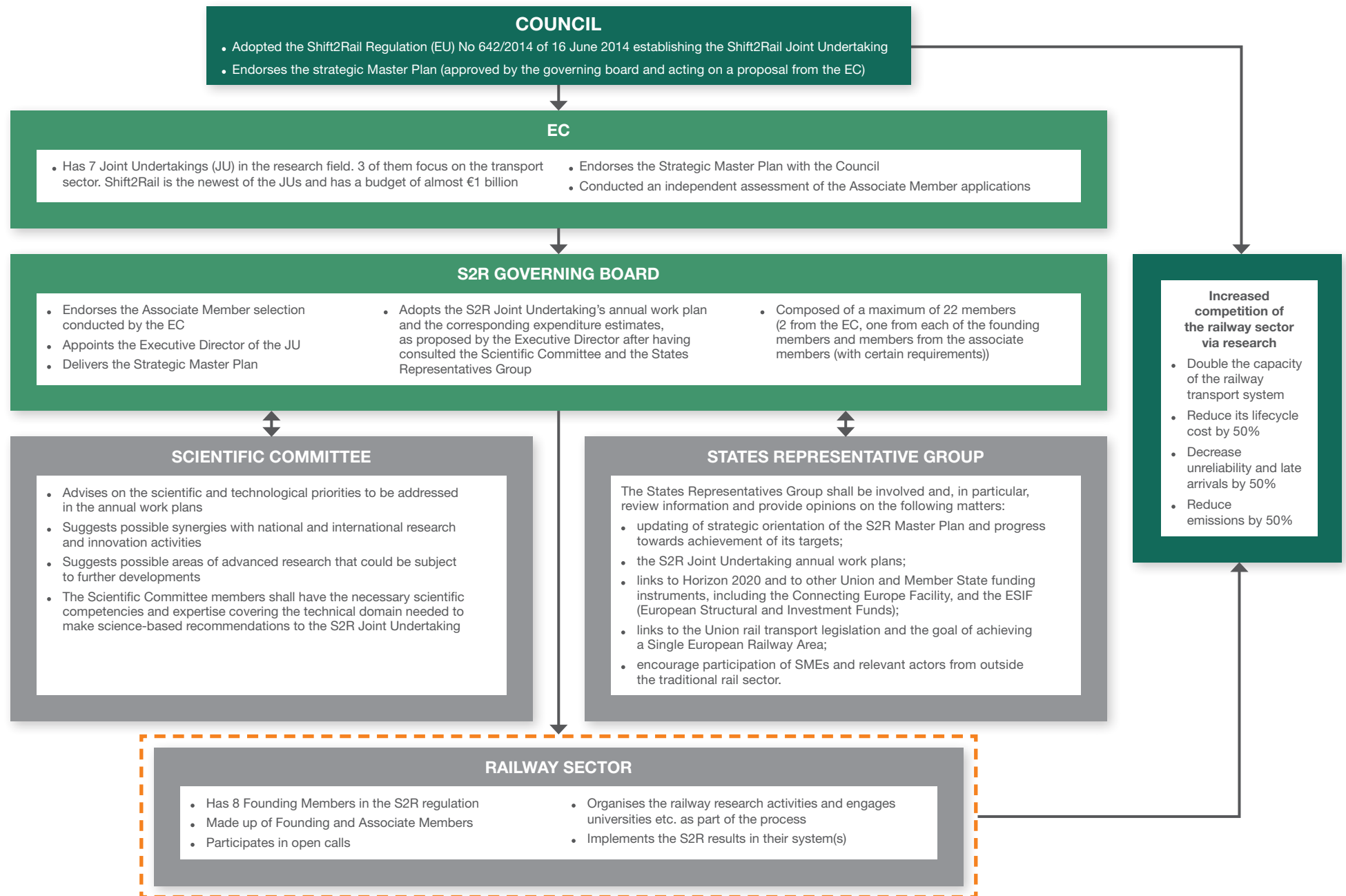
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM participates in the Shift2Rail initiative via the Founding Members Trafikverket and Network Rail.
- In addition, several EIM members are part of Shift2Rail via their own consortium.

OUTLOOK 2017

- Shift2Rail JU will work in a closer collaboration with the European Union Agency for Railways (EUAR), as well as with the different International and European organisations and associations.
- The emphasis will be put on raising awareness about Shift2Rail JU, promoting stakeholders' engagements, and implementing a pro-active communication.
- A Project Management Handbook will be implemented reflecting a highly automated, efficient and coherent work-flow, to ensure the sound management and the reporting on projects.
- Open calls will start between July and September 2017.

Shift2Rail



FACTS

- The Railway Safety Directive (RSD) and where relevant, the directive on Transport of Dangerous Goods form the basis of EIM's safety working group's activities.
- Safety as a work stream is ongoing, based on the principle of continuous improvement and a system-based approach.

IMPACT ON IMS

- The harmonised EU safety regulatory framework supports the improvement of safety and lowers the barriers to entry into a market.
- Initiatives introduced by the Agency may impose additional duties for IMs.

EIM OBJECTIVES

- A well-functioning framework to facilitate a safe railway system.
- A safety regulatory framework balanced in costs and benefits that is applied in accordance with harmonised principles across the whole European Union.
- Contribute to initiatives at an EU level that ensure work performed by National Safety Authorities (NSAs), independent Assessment Bodies (AsBos) and Notified Bodies (NoBos) is consistent and transparent.

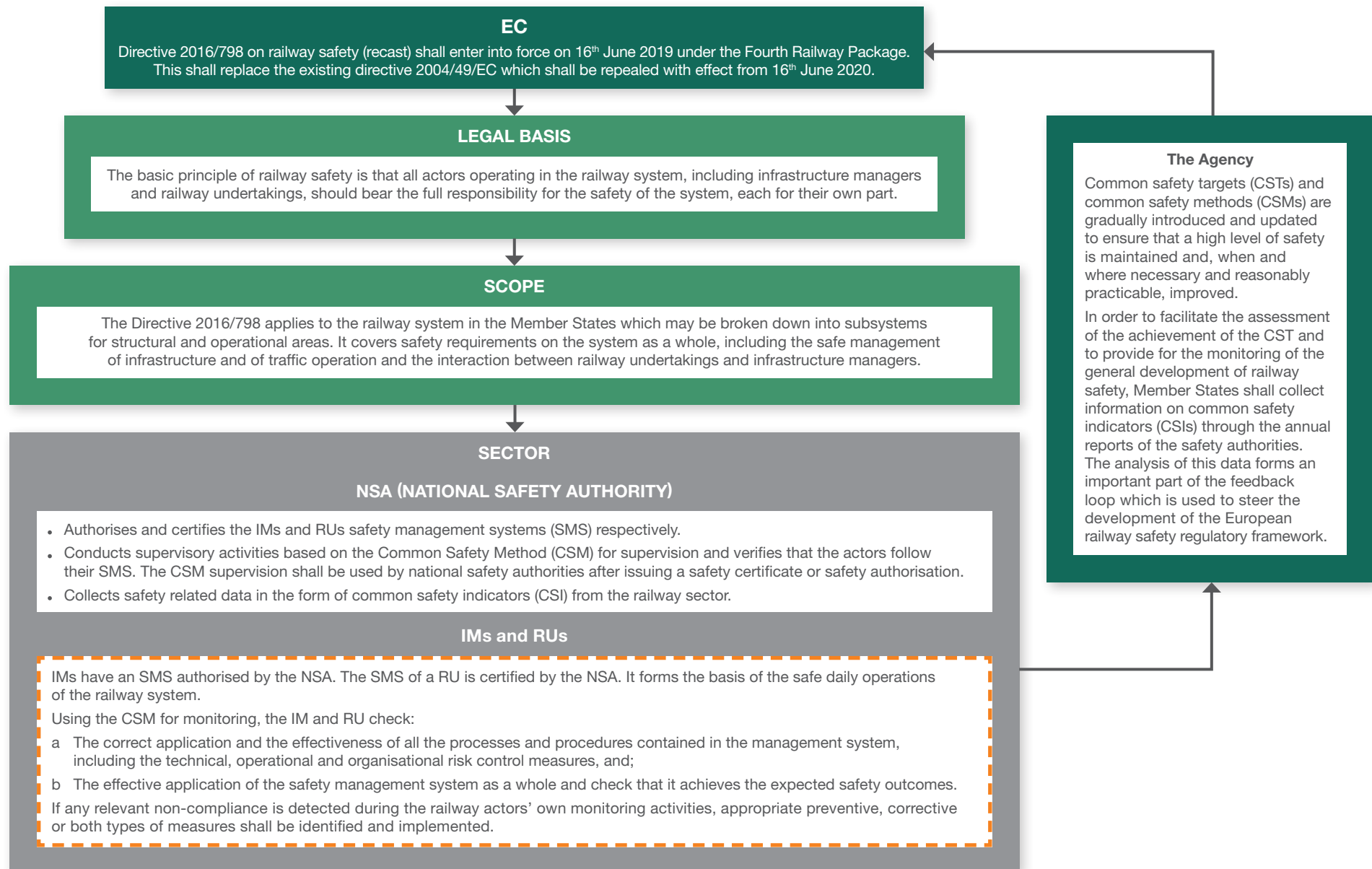
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM's Safety working group actively monitors the upcoming EU legislation related to railway safety and acts proactively vis-à-vis the relevant EU institutions.
- EIM's Safety working group supports the European Union Agency for Railways' safety activities via active attendance in the Agency Working Parties and Agency Workshops by providing constructive contributions, reviewing documents and providing comments to the following legislation and work:
 - > CSM for Conformity Assessment and Supervision;
 - > Human Factors and Safety Culture;
 - > Common Occurrence Reporting;
 - > Guide for CSM for Risk Evaluation and Assessment, focusing on Design Targets;
 - > Dangerous Goods: guides on data collection, risk estimation practices and decision making;
- EIM's Safety working group members have shared best practices and shared information on their SMS.

OUTLOOK 2017

- Continuation on work streams associated with the new Safety Directive in line with the 4th Railway Package's technical pillar adopted in June 2016.
- EIM continues to cooperate with the Agency and other sectors organisations to strive for continuous improvements in railway safety.
- Ongoing cooperation with CER and other bodies via their System Safety Management Group (SSMG).
- Continuation in sharing of best practice in relation to IM's SMSs.

Safety (SAF)



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 shall apply to EIM members' projects.

IMPACT ON IMS

- The evolution towards a more precise measuring of the distribution of energy used (instead of estimations) may decrease the overall energy consumption of the rail system.
- The EC verification process for this subsystem will be streamlined, implying simplifications for infrastructure managers.
- 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.

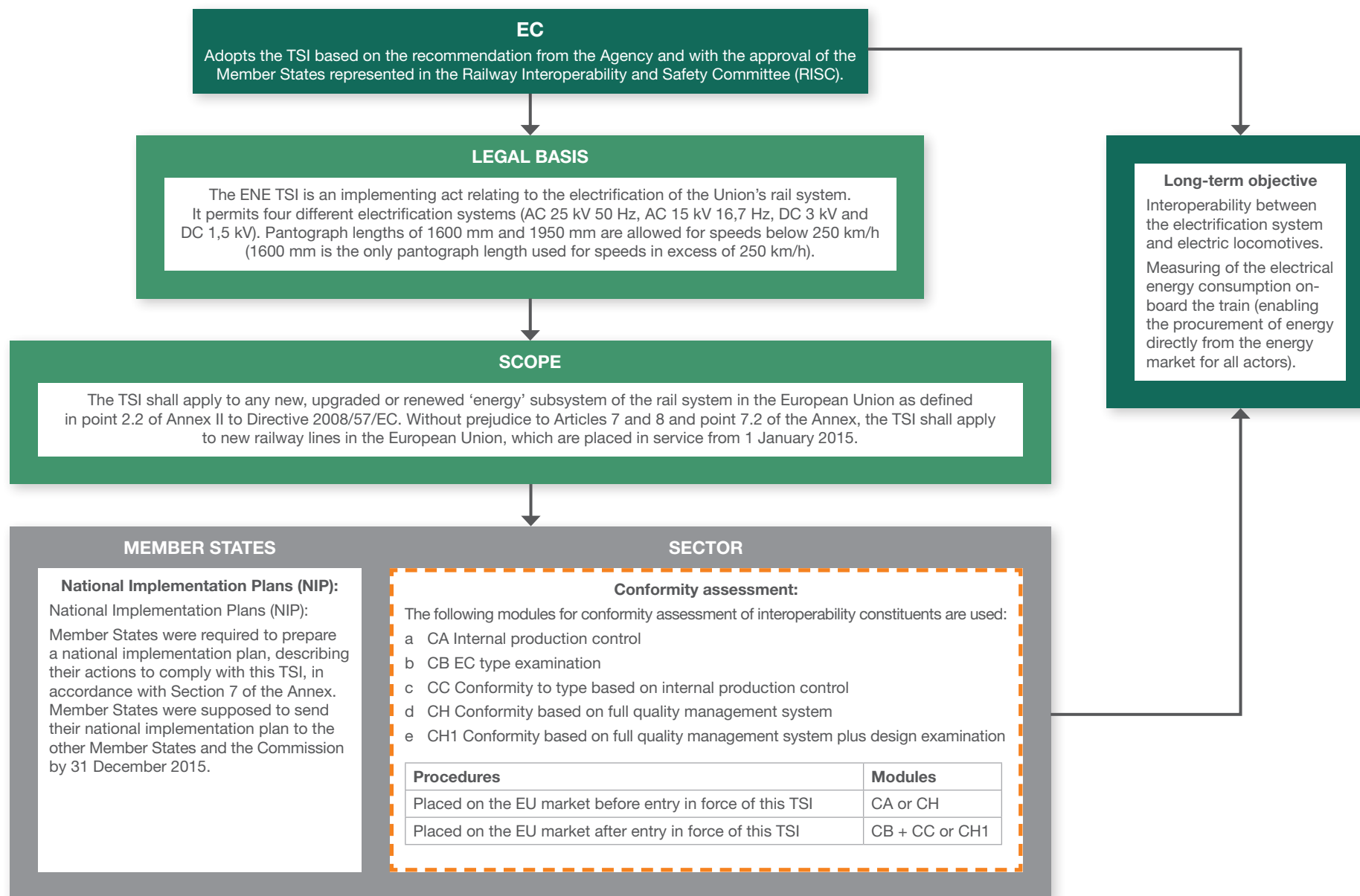
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- The EUAR Working Party on the ENE TSI was actively attended by EIM experts who supported EUAR in the drafting process.
- A joint letter with CER was sent to the European Commission regarding the implementation of the on-ground data collection system for on-board energy meters. This led to the introduction of the topic into the TSI and to the subsequent work on the closure of the open points.
- EIM's energy measuring position paper was supported by the EC – in addition the LOC&PAS TSI now has new requirements in relation to the rolling stock.

OUTLOOK 2017

- EUAR shall release an ex-post evaluation questionnaire on the implementation of the ENE TSI to collect experiences in the implementation of the TSI and analyse any challenges/barriers experienced in the implementation of the TSI. EIM members shall share their respective experiences in the application of the revised ENE TSI. The sharing of experience with EUAR shall lead to greater clarity and benefit for future revisions of the ENE TSI.
- ENE WG members shall continue to share best practice in the implementation of the ENE TSI.
- The final CENELEC voting of '*EN 50463 series – Energy measurement on board trains*' was completed in March 2017. This shall lead to the closure of the open point between LOC&PAS TSI and ENE TSI on the requirements for onboard and ground communication. Changes to LOC&PAS TSI and ENE TSI will only be presented for voting at the RISC of January 2018.

TSI Energy (ENE)



FACTS

- The infrastructure subsystem includes the rails, sleepers, fastening systems, ballast, switches and crossings as well as their interaction with substructure and structures such as bridges and platforms.
- Although a revised TSI INF came into force in January 2015, the practical implementation triggered questions. An ex-post evaluation of the INF TSI implementation was launched by the EUAR in 2016.

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 diminish 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 work 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 open points of the TSI with the EUAR in a cost-efficient 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 and propose a common position on the ex-post questionnaire.

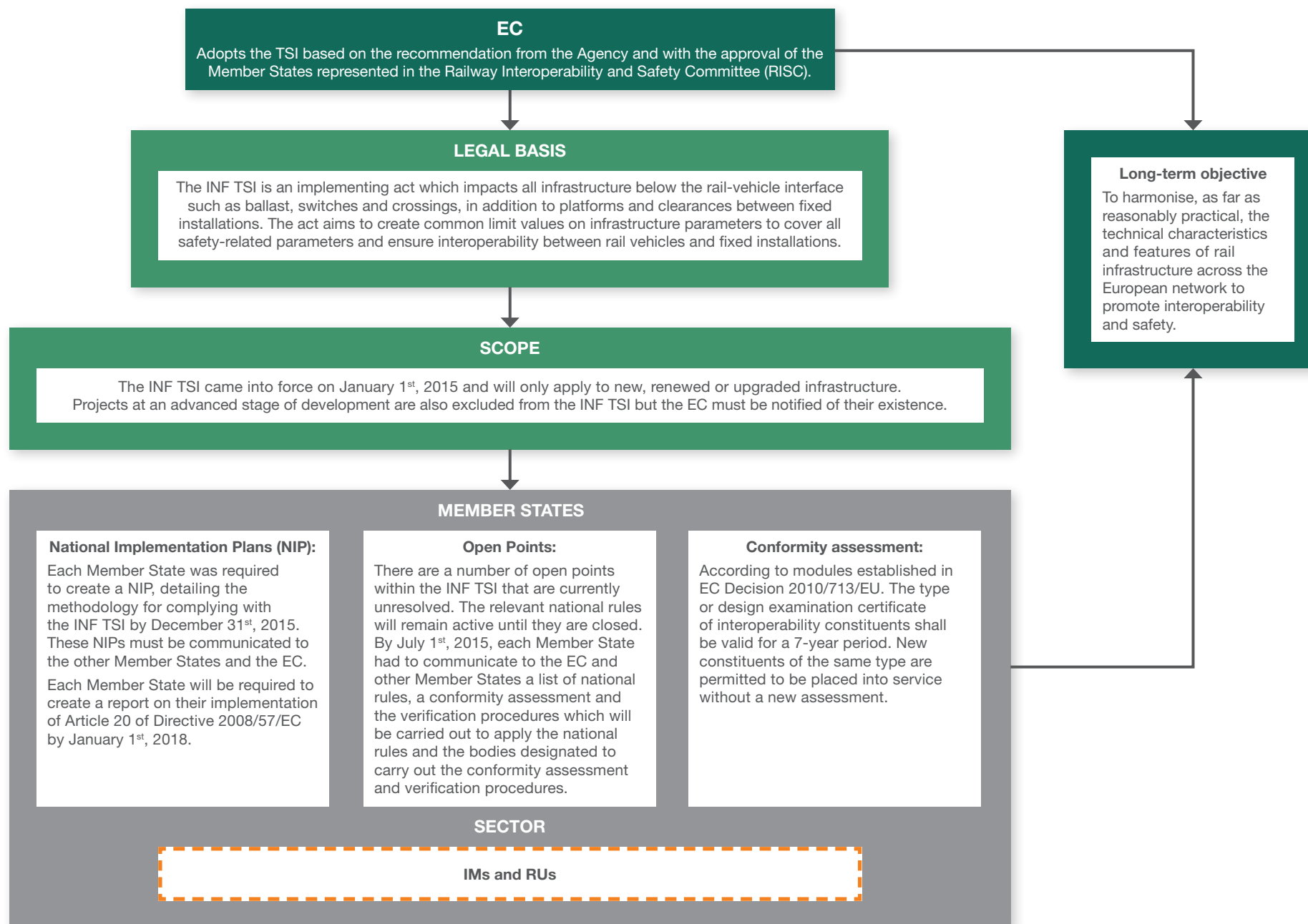
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- The EIM INF WG published a joint Position Paper with CER regarding the open point in the TSI related to ballast pick-up. This was presented to the EUAR Infrastructure Working Party. A proposal based thereon has been sent to the EUAR in order to close the existing open point in the TSI. Some parts of EIM's proposal were accepted by the Agency.
- The INF TSI Application Guide was completed and published on 14th December 2015 with many of EIM's suggestions incorporated.
- EIM INF WG is mainly working in joint meetings with CER.

OUTLOOK 2017

- EUAR to send a questionnaire for the ex-post evaluation of the implementation of the INF TSI to the IMs.
- The comments on the TSIs will be jointly reviewed with CER (approx. end date: May 2017).
- 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.
- The EIM INF WG will continue its co-operation with the EUAR INF Working Party.

TSI Infrastructure (INF)



GENERAL FACTS

- Since EIM's internal merging of its Cross Acceptance Working Group with the Rolling Stock Working Group in 2015, the focus of the 'new' Rolling Stock (RST) Working Group comprises of three main workstreams:
 - 1) Vehicle Authorisation
 - 2) Freight Wagons (WAG) TSI
 - 3) Locomotives and Passenger Rolling Stock (LOC&PAS) TSI

FACTS VEHICLE AUTHORISATION

- Recommendation 2014/897/EU (DV29bis) for placing in service and use of structural subsystems and vehicles was published on 5th December 2014.
- The new Interoperability Directive 2016/797 on the interoperability of the rail system outlines a new process for Vehicle Authorisation.
- The Agency has created a Reference Document Database with input from EIM.
- The Agency is working on an Implementing Act on practical arrangements for the Vehicle Authorisation process.

FACTS ROLLING STOCK TSIs

- The Rolling Stock TSI was first published in 2002.
- It has since been split into Freight Wagons (WAG) and Locomotives and Passenger Rolling Stock (LOC&PAS) TSIs.
- The new LOC&PAS TSI came into force on 1st January 2015 with the accompanying Application Guide published on the same date.
- The WAG TSI came into force on 1st January 2014.

IMPACT ON IMS

- An improved Vehicle Authorisation process could reduce costs for market entry and activate unused business potential.
- New safety risks could emerge if the Vehicle Authorisation process is not carried out properly, such as having incompatible rolling stock and infrastructure.
- Energy consumption of the railway could be reduced by a mandatory requirement to equip all electric trains with energy meters (energy data collection systems).
- The work on Radio Frequency Identification (RFID) standardisation will allow for better trackside monitoring and proactive maintenance tools.
- The process of IMs facilitating on track testing of vehicles could be improved and aligned between countries.
- The authorisation process for On Track Machines, Rail Road Vehicles and On Track Tools for the maintenance of the infrastructure is outlined in the LOC&PAS TSI and is outside the scope of the 4th Railway Package.

Rolling Stock TSIs (RST)

EIM OBJECTIVES

- Improve infrastructure managers' understanding of the Vehicle Authorisation process.
- Improve infrastructure managers' understanding of the progress made by the EUAR by giving feedback to the real authorisation cases survey of the Agency.
- Reduce the number of national technical rules by working on the closure of open points in the TSI.
- Increase the number of rolling stocks which can run on the network by working with the Agency on their technical co-operation with OTIF and its technical partners.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM RST members followed the EUAR's Vehicle Authorisation Workshops and provided clarity on the necessity of contacting the IM in the so-called 'pre-engagement phase'.
- EIM RST members followed the EUAR LOC&PAS Working Parties and provided input to the discussions from the IM standpoint.
- EIM RST WG members contributed to the EUAR Task Force on the amendment for a limited revision of the WAG TSI in 2016.

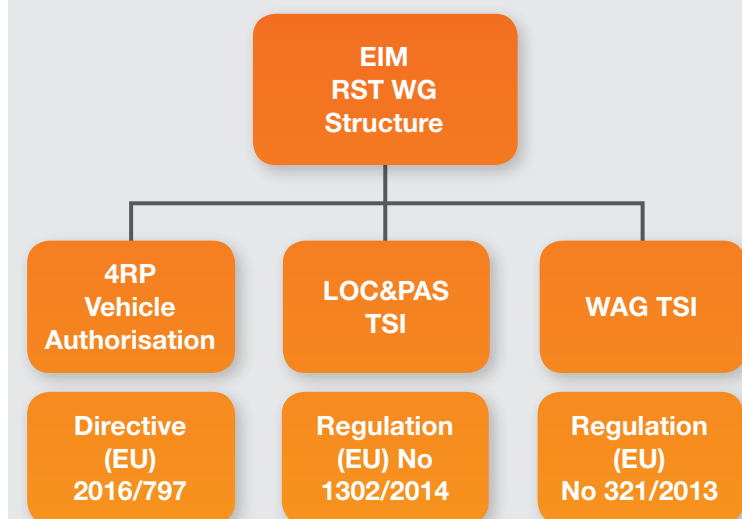
OUTLOOK 2017

- EIM will contribute to new EUAR proposals concerning the conditions of track access for testing purposes.
- EIM RST members will further contribute to the EUAR's workshops on Vehicle Authorisation, LOC&PAS and WAG working parties.
- EIM RST members will share information on the authorisation process for On Track Machines, Rail Road Vehicles and On Track Tools to formulate necessary developments.
- EIM RST members will contribute to standardisation for a Radio Frequency Identification standard for European railways.
- EIM RST members shall contribute, on behalf of EIM, to the upcoming revision of the LOC&PAS and WAG TSIs in 2017.
- EIM RST members shall contribute, where needed, to EUAR's Working Party to develop a recommendation on the extension of certification for the Entity in Charge of Maintenance (ECM) from freight wagons to all wagons (due to begin in 2017).
- The limited revision of the WAG TSI, which started in 2015, is expected to be adopted at RISC in 2017.
- A new revision of the WAG TSI is anticipated in 2017 to align requirements with the Recast of Interoperability Directive (EU 2016/797).

LEGAL BASIS

- For Vehicle Authorisation for placing on the market, Article 21 of the Interoperability Directive (recast) EU 2016/797, which shall enter into force 16 of June 2019, stipulates:
 - > **For international authorisations** – The Agency shall issue Vehicle Authorisations for placing on the market in respect of vehicles having an area of use in one or more Member States.
 - > **For domestic authorisations** – When area of use is limited to within one Member State, the NSA of that Member State may issue the Vehicle Authorisation for placing on the market, under its own responsibility.

RST WG STRUCTURE



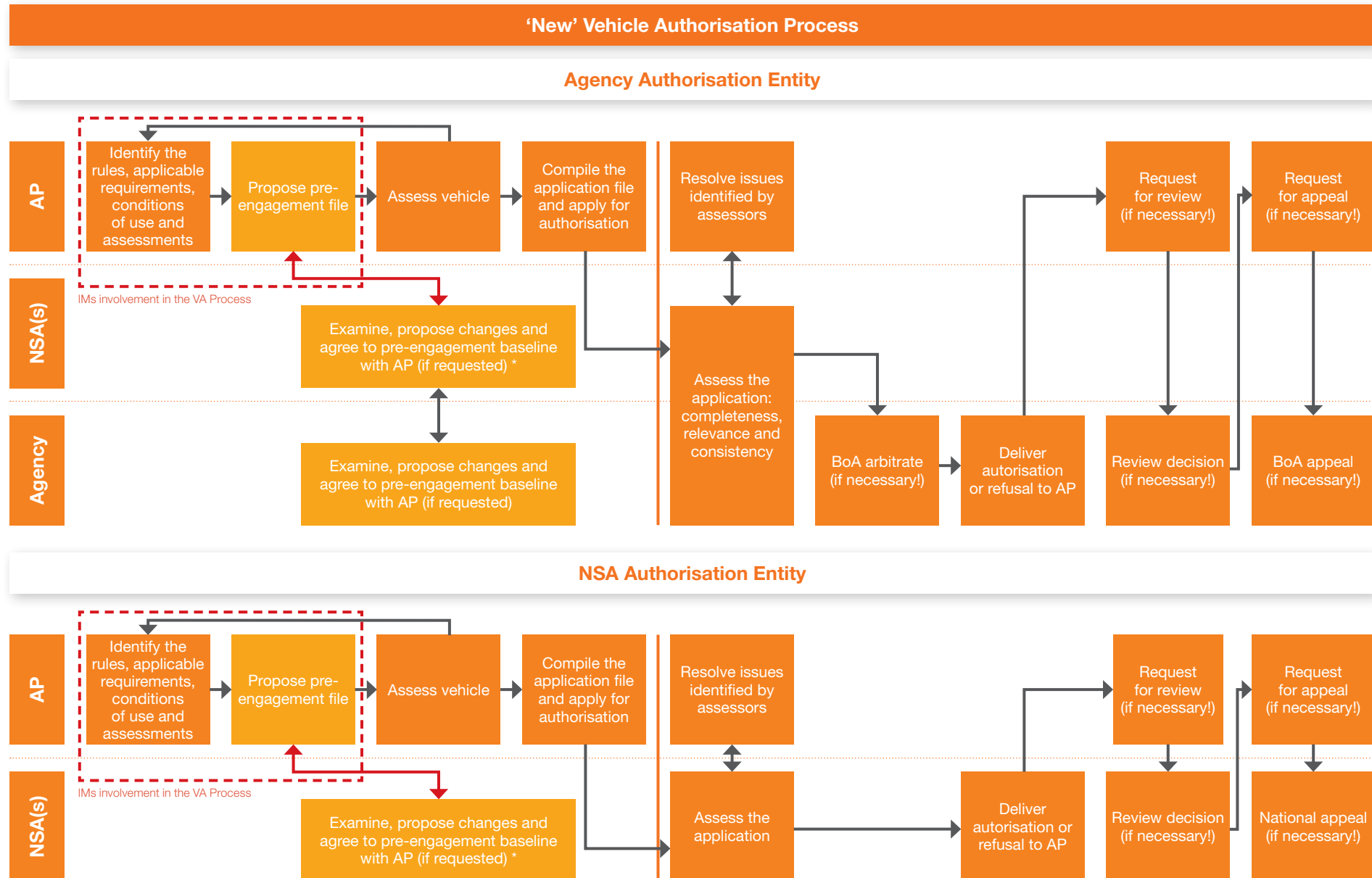
ROLE OF THE INFRASTRUCTURE MANAGER IN THE VA PROCESS

- As part of the pre-engagement file, amongst other requirements, the applicant must identify:
 - > the applicable requirements for on-track testing
 - > planning for its parts of the authorisation process, including the planning that covers test on the network, when applicable
- In order to fulfil the above two requirements, the applicant may wish to engage with the Infrastructure Manager. As such, the Implementing Act on Vehicle Authorisation states that the infrastructure manager shall:
 - a) participate in the pre-engagement upon the applicant's request and support the applicant for the conditions to use the vehicle for tests on the network;
 - b) provide information on the infrastructure in a non-discriminatory way for using the vehicle for tests on the network, and
 - c) identify and provide conditions and measures to use the vehicle for tests on the network within the given timeframe as specified in Article 21(3) and 21(5) of Directive (EU) 2016/797.

IMPACT ON INFRASTRUCTURE MANAGERS

- Within the framework of the Vehicle Authorisation process, the Infrastructure Manager's role is limited to identifying and providing:
 - > operational conditions to be applied for the use of the vehicle for tests on the network, based on the information provided by the applicant;
 - > any necessary measures to be taken on the infrastructure side to ensure safe and reliable operation during the tests on the network, and/or
 - > any necessary measures in the infrastructure installations to perform the tests on the network.
- Furthermore, the Infrastructure Manager shall facilitate and be entitled to charge any administrative fees associated with 'on-track testing', in accordance to the relevant national legal framework.

The new Vehicle Authorisation process under the 4RP



* Possible information exchange with IMs

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 continue in 2017.
- 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.
- TSI revision WP launched in 2016.
- Review of EUAR's Single Programming Document.

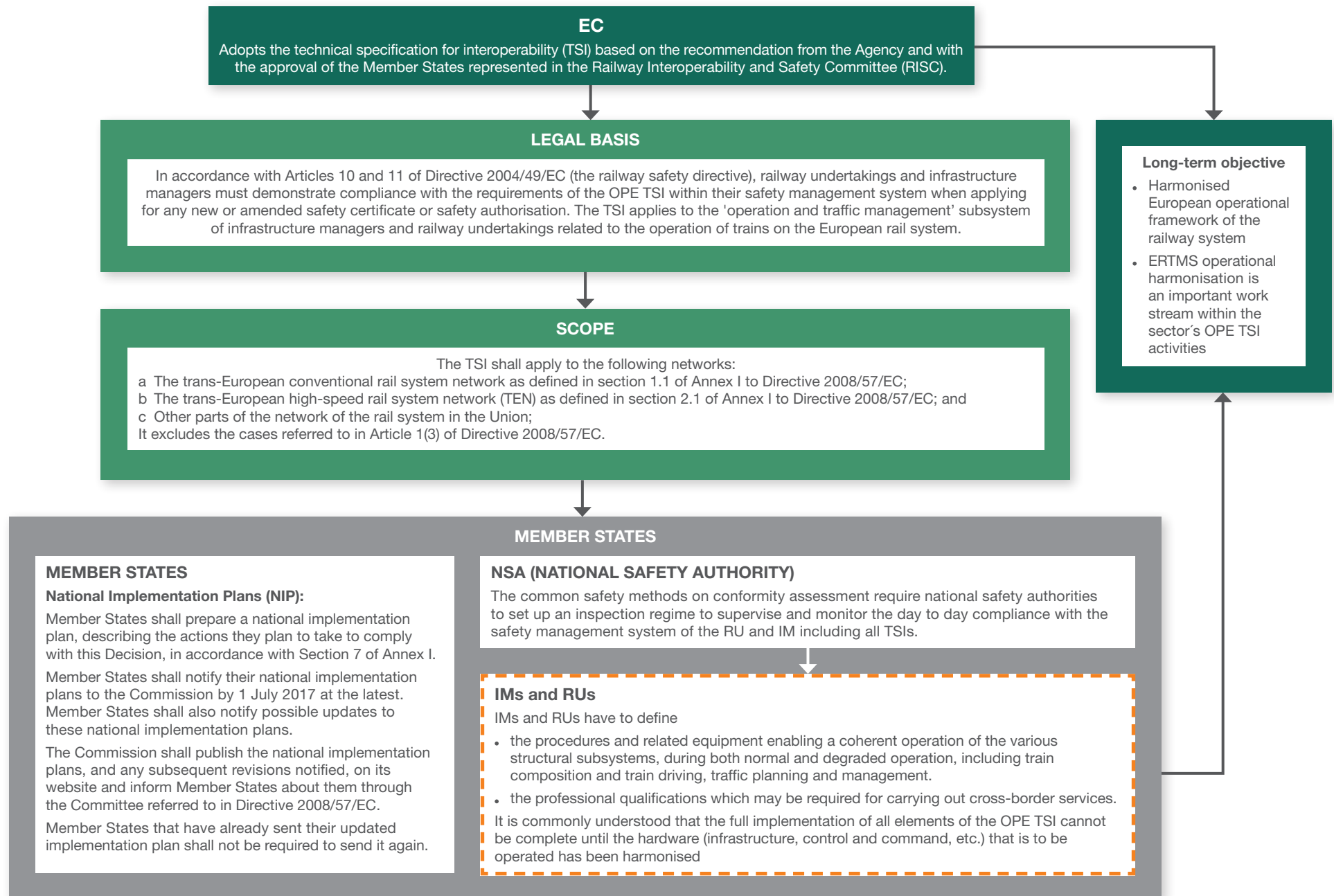
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM OPE experts participated actively in the corresponding EUAR working groups.
- EIM OPE experts are engaged in active co-operation with other stakeholders.
- The OPE WG has been active in several EUAR WPs and has identified current and future EUAR work streams which would affect EIM members.
- All the relevant actors, including EUAR, have adopted EIM's view on when and how to harmonise ERTMS marker boards.
- The WG actively follows operational aspects to be taken into account in the definition of the Future Railway Mobile Communication System (FRMCS).
- EIM and CER have decided to draft a proposal for the Agency calling to merge the communication parts of annexes A, B and C of the OPE TSI.

OUTLOOK 2017

- The work in the EUAR ERTMS OH Working Party is expected to focus even more on ERTMS operational harmonisation.
- Elements related to the reduction of National Technical Rules (NTRs) will become part of the future EUAR OPE TSI working party activities.
- For instance, the topic "emergency evacuation" is expected to be solved within the current revision period.
- Continued cooperation with EIM RINF WG and EUAR RINF WP regarding the future of RINF and the Appendix D of the TSI OPE.
- The EC is considering a revision of the Train Drivers Directive (TDD 2007/59/EC).

TSI Operations and Traffic Management (OPE)



FACTS

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

IMPACT ON IMS

- Infrastructure managers are allowed to take voluntary measures against the reduction of noise, reducing the implementing cost of the TSI.

EIM OBJECTIVES

- 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.

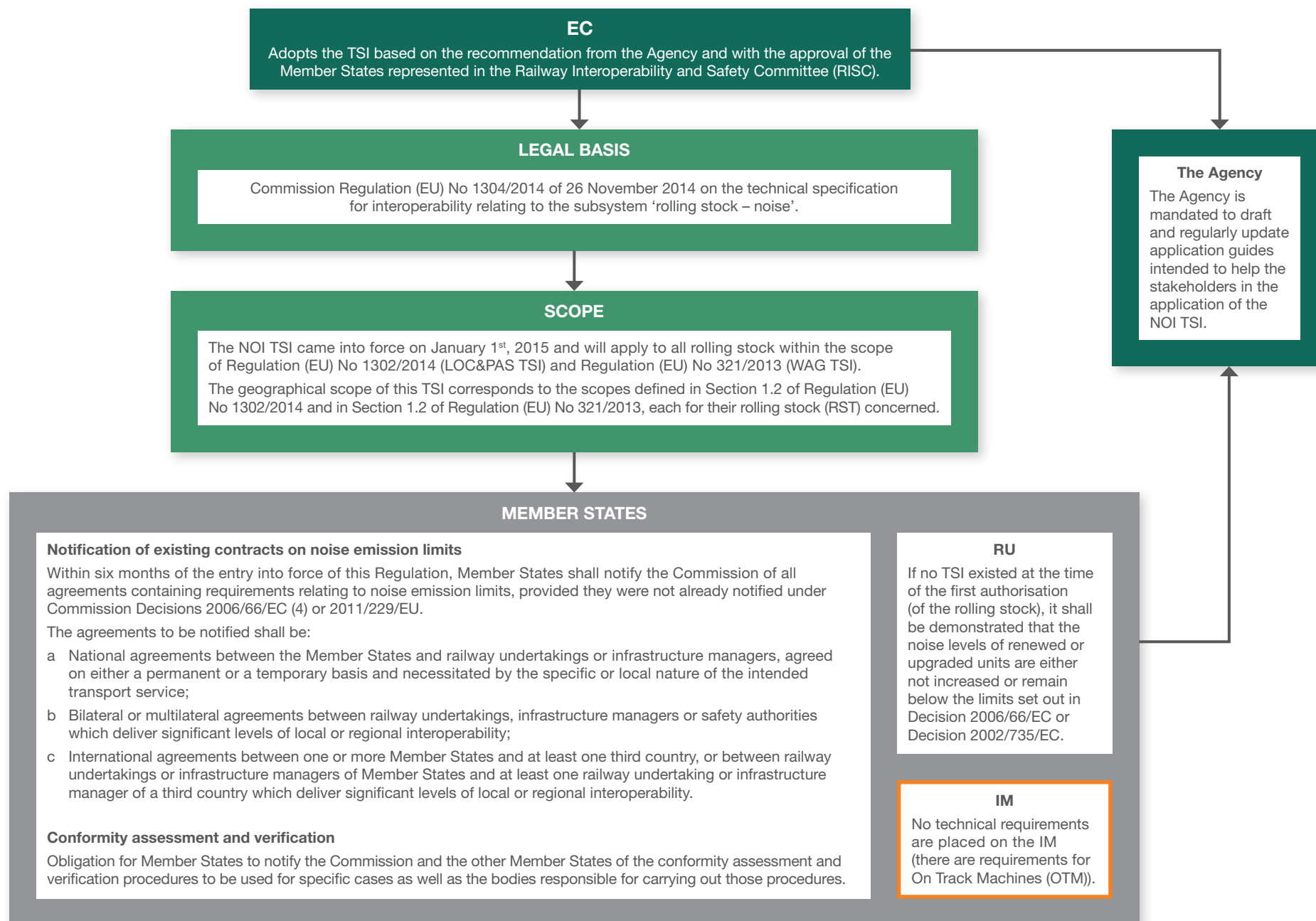
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- 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.
- EIM has challenged the EUAR on stated retrofitting costs and NOI TSI compliance timescales.
- EIM conducted research on wagon brake noise which was shared with the EUAR Task Force.
- EIM suggested to the EUAR to compare noise protective barriers against retrofitting of composite brake blocks.
- EIM's speaker participated in all EUAR Task Force meetings and contributed to major issues affecting IMs.

OUTLOOK 2017

- Use of composite brake blocks has been prescribed as the desired solution of use in the draft delegated acts to supplement the Interoperability Directive (EU) 2016/797.
- The scope of the EUAR Task Force work is underway (the EC gave a mandate to the EUAR to develop a new TSI on Noise).
- The EIM NOI WG will be 'reactivated' in 2017 to develop the EIM position on the upcoming revision of the NOI TSI.
- There will be no restrictions or obligations on IMs in introducing noise reduction measures on the infrastructure itself in the future.
- There may be operational impacts on IMs if the 'Silent Network' noise reduction strategy is adopted by the Agency for the next revision of the NOI TSI.

TSI Noise (NOI)



FACTS

- The European Rail Traffic Management System (ERTMS) harmonises the automatic train control and communication system, ensuring interoperability throughout the rail system. It comprises of the European Train Control System and GSM-R.
- The revised TSI CCS entered into force as of 5th July 2016. Major changes include the introduction of ETCS Baseline 3 release 2 specifications (B3R2) as a new set of mandatory specifications that will coexist in parallel with current Baseline 2 and Baseline 3 and changes in Chapter 7 to align with the revised ERTMS Deployment Plan to be adopted under a separate legal basis.
- The ERTMS Memorandum of Understanding (MoU) between the European Commission, the EUAR, and the rail sector organisations was signed in September 2016. The MoU intends to formalise an integrated management process for ERTMS deployment in Europe. It considers results of the “Longer Term Perspective” initiative, and represents the new EUAR competences under the 4th RP.

IMPACT ON IMS

- The Change Control Management process, helping to resolve issues relevant to IMs, is not fully respected by all actors.
- Risk of low ERTMS on-board reliability EUAR requirement because of possible disruptions to the members’ networks.
- IMs need to cooperate with the Agency in providing the necessary information foreseen in the 4th RP to issue a positive approval for ERTMS trackside implementations and they must pay fees and charges for the approval by the Agency.

EIM OBJECTIVES

- Manage EIM input to the EUAR Change Control Management process for the ERTMS Specifications.
- Support the stable maintenance of Baseline 2 and support the further validation of Baseline 3.
- Formulate an EIM position on testing and contribute to the Validation and Testing WG of the ERTMS Stakeholders Platform.
- Deliver input and influence the development of ERTMS (Longer Term Perspective/game changers).
- Face to face discussion on common issues with other EIM working groups and production of ERTMS position papers.

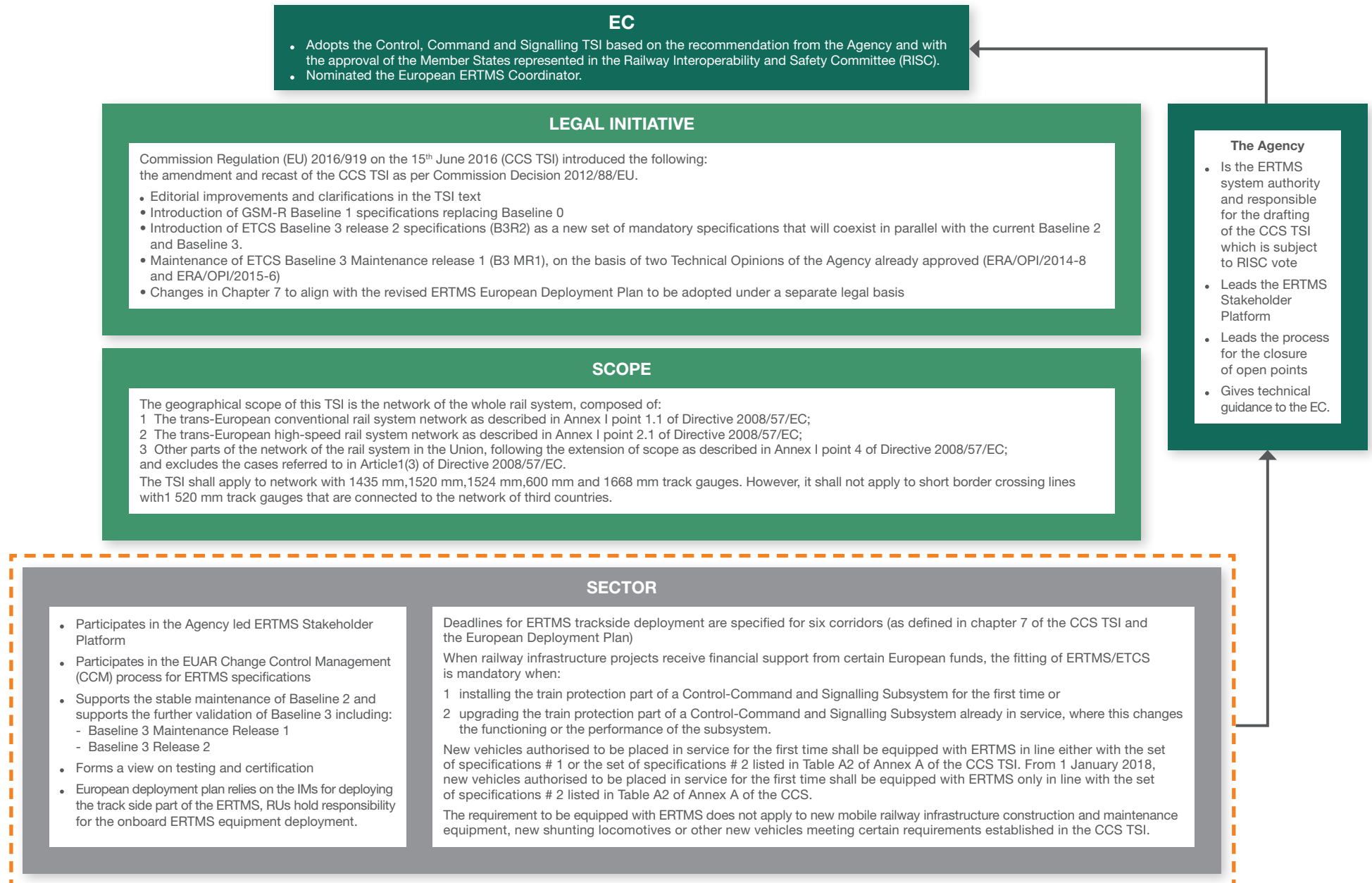
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- ERTMS Baseline 2 and Baseline 3 Maintenance Release 1 remained stable.
- EIM worked closely with other actors to reach a common position regarding the error corrections for the ERTMS specifications.
- EIM contributed to game changers (e.g. ATO and L3) and held a workshop about testing in October 2016.
- EIM informed the Agency and relevant stakeholders of the need to improve the proposal for ERTMS trackside approval.
- EIM formulated a position about fees and charges for the Agency’s future trackside approval.

OUTLOOK 2017

- EIM shall input to the EUAR Change Control Management process for the ERTMS Specifications.
- Stable maintenance of Baseline 2 and Baseline 3 will be supported.
- The content of the ERTMS Longer Term Evolution needs to be defined in more detail and the ongoing work closely monitored.
- EIM will influence stakeholders to improve the proposal for the ERTMS trackside approval and strive for a fixed fee for the ERTMS trackside approval.

European Rail Traffic Management System – ERTMS



FACTS

- The EIM TDC WG deals with all the compatibility problems linked to 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 for axle counters and track circuits
 - > frequency management in general (ETCS, Power Supply Systems and train detection systems)
 - > loops as detection systems.
- The group works on amendments to the CCS TSI in defining the train detection target systems and closure of open points.
- Describing a manual on how to use the frequency management for train detection systems.
- CCS TSI Open Points for vehicle metal mass and for compatibility with axle counters have been closed.

IMPACT ON IMS

- Railway equipment must be properly tested for compatibility to verify they do not interfere with each other under spurious emission conditions.
- Poor compatibility can result in line-side failures and therefore safety concerns and complaints from trackside neighbours.

EIM OBJECTIVES

- Improve technical compatibility by improving compatibility of the CCS TSI and extends its scope to non-standard wider gauge.
- Improve the understanding of compatibility of IMs by following measurement campaigns carried out on existing detection systems.
- Assessment of test results of rolling stock done on a certain infrastructure to cross.

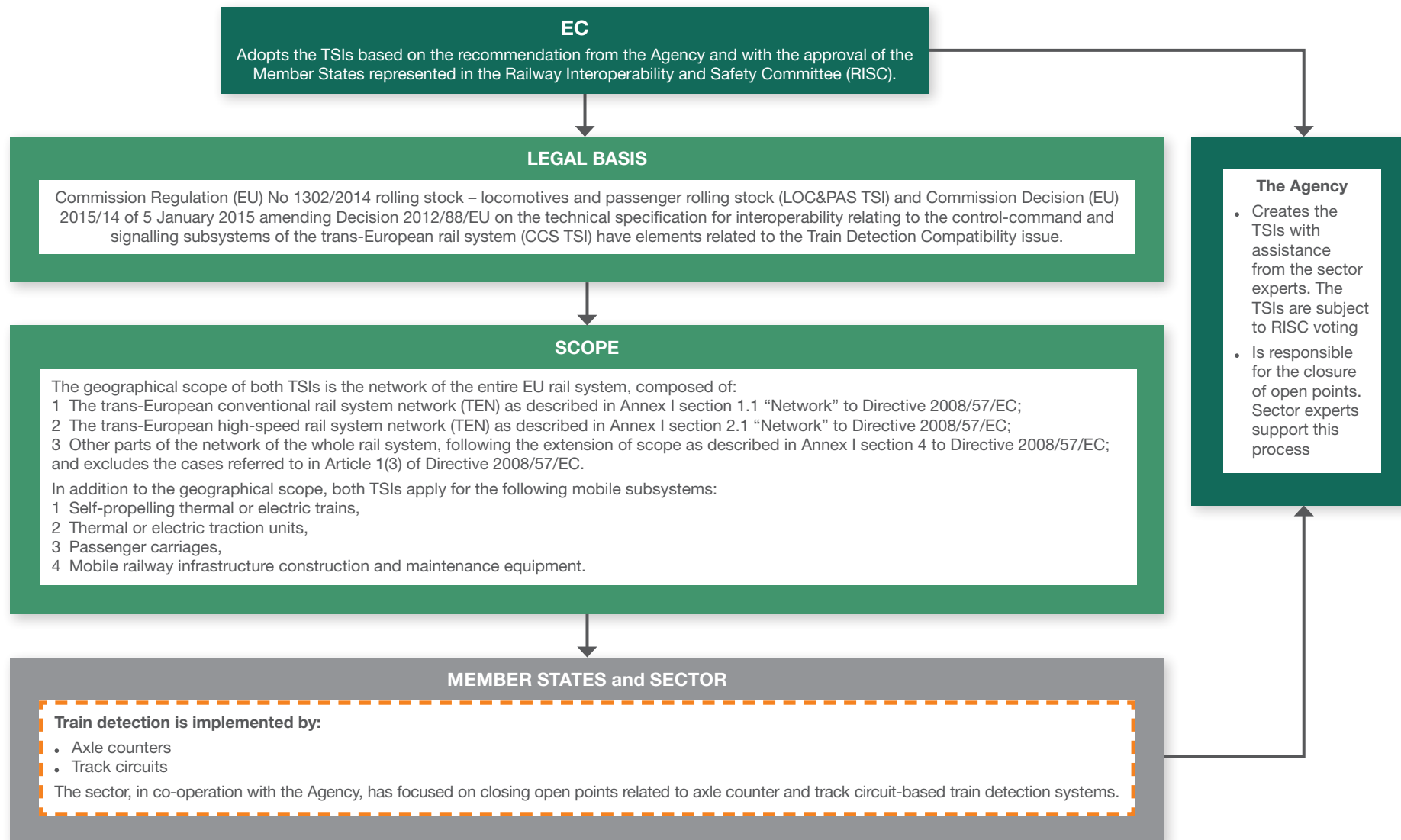
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- The EUAR redefined the TSI text along EIM's input on inrush current.
- Metal free space for axle counters was studied in EUAR's Working Party on the annexes to the CCS TSI.
- EIM supported the closure of open points regarding EMC and gauges.
- EIM supported the extension of CCS TSI to non-standard wider gauge.
- EIM worked on EMC compliance of the track circuits, frequency management and migration.
- Completion of EMC validating the compatibility limits between axle counters and rolling stock on TEN-T.
- EIM contributed to a) the corrections in the table for axle counter compatibility; b) the development of conformity assessment (wheel detectors) and c) the requirements on axle distances for high speed.

OUTLOOK 2017

- EIM members will continue to attend and influence the joint rail sector SG and EUAR's TDC Working Party.
- EIM members will work on the closure of further open points within the TSI CCS.
- EIM shall contribute to the frequency management for track circuits work stream in 2017.

ERTMS – Train Detection Compatibility (TDC)



FACTS

- The EIM TEL WG focuses mainly on the current rail communication system (GSM-R), its successor technology (FRMCS) and 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. 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. The EUAR intends to issue a recommendation to the European Commission for this new system by 2018.

IMPACT ON IMS

- GSM-R has been suffering interference issues with other networks during the last years. This issue increased due to the extensive use of spectrum and the roll-out of broadband technology by public mobile operators.
- Actions to mitigate interferences were identified and rolled out in several countries, through the implementation of additional equipment or by a better coordination between IMs and public mobile operators. However, the EIM TEL WG believes some issues related to interferences remain in several countries. EIM engaged a discussion with the EUAR to clarify these points.
- The future mobile communication system will have a significant importance for IMs and the railway industry by allowing changes in the way the industry operates.

EIM OBJECTIVES

- Ensure that the next generation railway mobile system, fulfils the needs of IMs in terms of performance, quality, robustness and cost effectiveness.
- Increase reliability by reducing the possibility of GSM-R interferences.
- Improve Lifecycle Management of the GSM-R system and ensure that GSM-R is properly maintained until it is replaced by FRMCS.
- Ensure good access to spectrum frequency to support GSM-R, FRMCS as well as the migration between these two systems.
- Address cybersecurity issues related to telecommunications in transport.

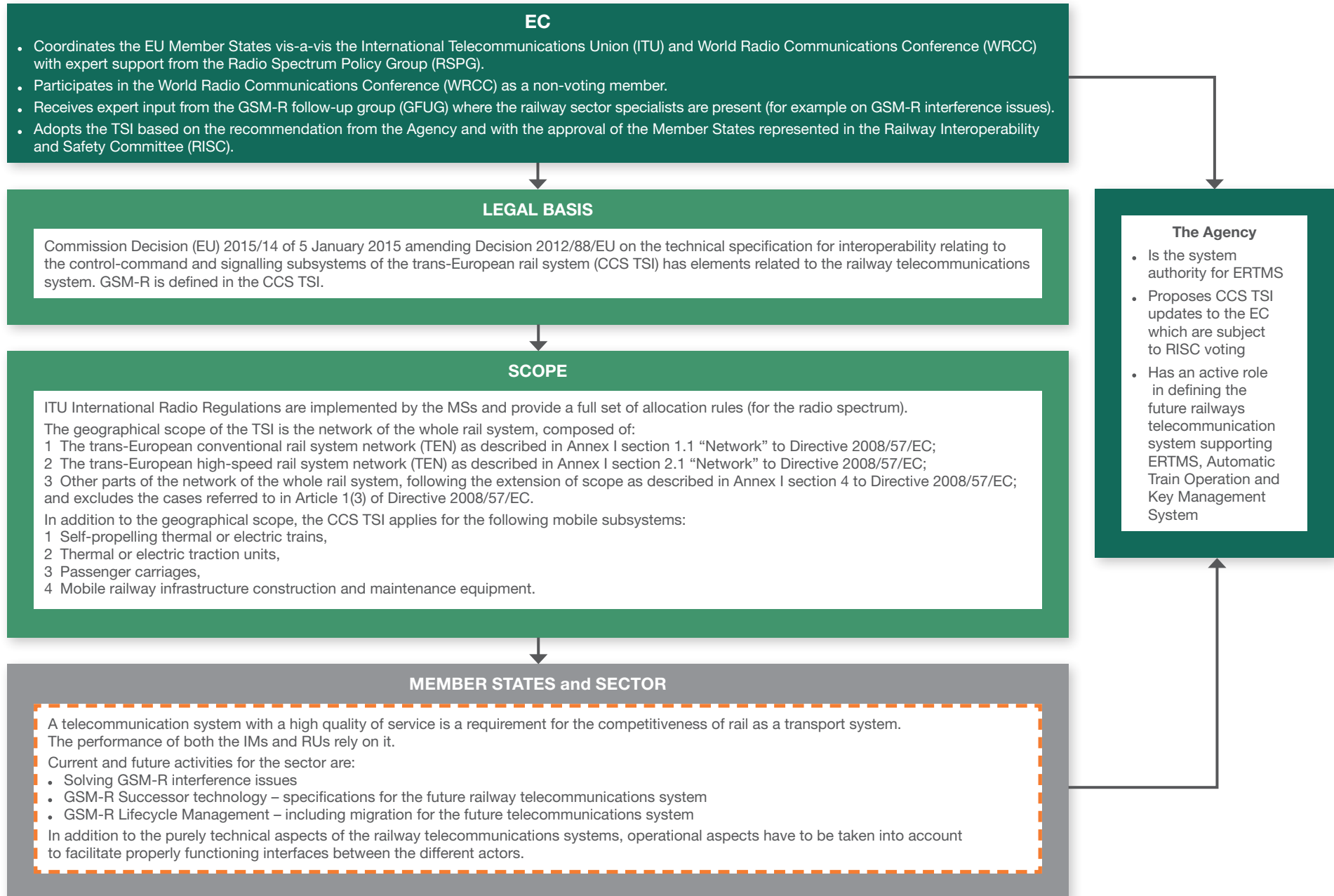
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- The EIM TEL WG produced a position paper identifying the remaining actions required to fully address interference issues. Discussions are ongoing with the EUAR regarding the suggested measures.
- The EIM TEL WG issued a position paper which clearly lists the expectations for the future telecommunication system. It focuses especially on the ability to use the same systems as the mobile industry to benefit from economies of scale and the ongoing developments in the mobile sector. EIM aims to ensure that the rail sector is not forced to operate legacy systems, which are expensive and difficult to maintain over time and limit innovation.
- EIM also analysed the implications of frequency spectrum access for the future telecommunications system. Several scenarios have been scrutinised to identify the most favourable ones for the railway industry which EIM seek to promote.

OUTLOOK 2017

- Convince the EUAR to support the additional measures identified by EIM's TEL WG for GSM-R interference mitigations.
- Be proactively involved in the decision process regarding the future railway communication system and ensure that the future system is cost effective whilst offering a high degree of quality.
- Address the frequency spectrum issue in the appropriate forums to ensure that the frequencies allocated to the railway industry fit with the needs of the future system (FRMCS).

ERTMS – Telecommunications (TEL)





Rossio Railway Station, Lisbon (PT).

© IP (PT)



Three transport modes (FI).
photo: Simo Toikkanen – © FTA (FI)

FACTS

- In September 2016, the Agency launched a PRM WP to deal with the revision of the TSI PRM. The revision includes article 7 – Inventory of Assets (IoA) and article 8 – National implementation plans (NIP). However, in 2016 the WP only discussed the topics IoA and its data collection, timeframe and cost as well as interrelation with TSI RINF.
- In 2015, the Commission put forward a proposal for a Directive regarding the accessibility requirements for products and services (European Accessibility Act).

IMPACT ON IMS

- Accessibility for all people on the railway system can increase the demand for railway services.
- The EUAR is expecting the revision to cost 20-40 billion euros over the migration period. However, this estimate assumes 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 demanding more requirements for some EIM members.

EIM OBJECTIVES

- The railway should be made accessible but requirements placed on IMs and RUs in relation to accessibility should be fair. Excessive costs may force IMs to implement cuts, possibly reducing the overall service.
- The three to four-year timeframe to set up processes within the MS and register all the stations to the IoA is considered too short.
- The estimated cost of €600 per station for registering data is not realistic and EIM expects it to be higher.

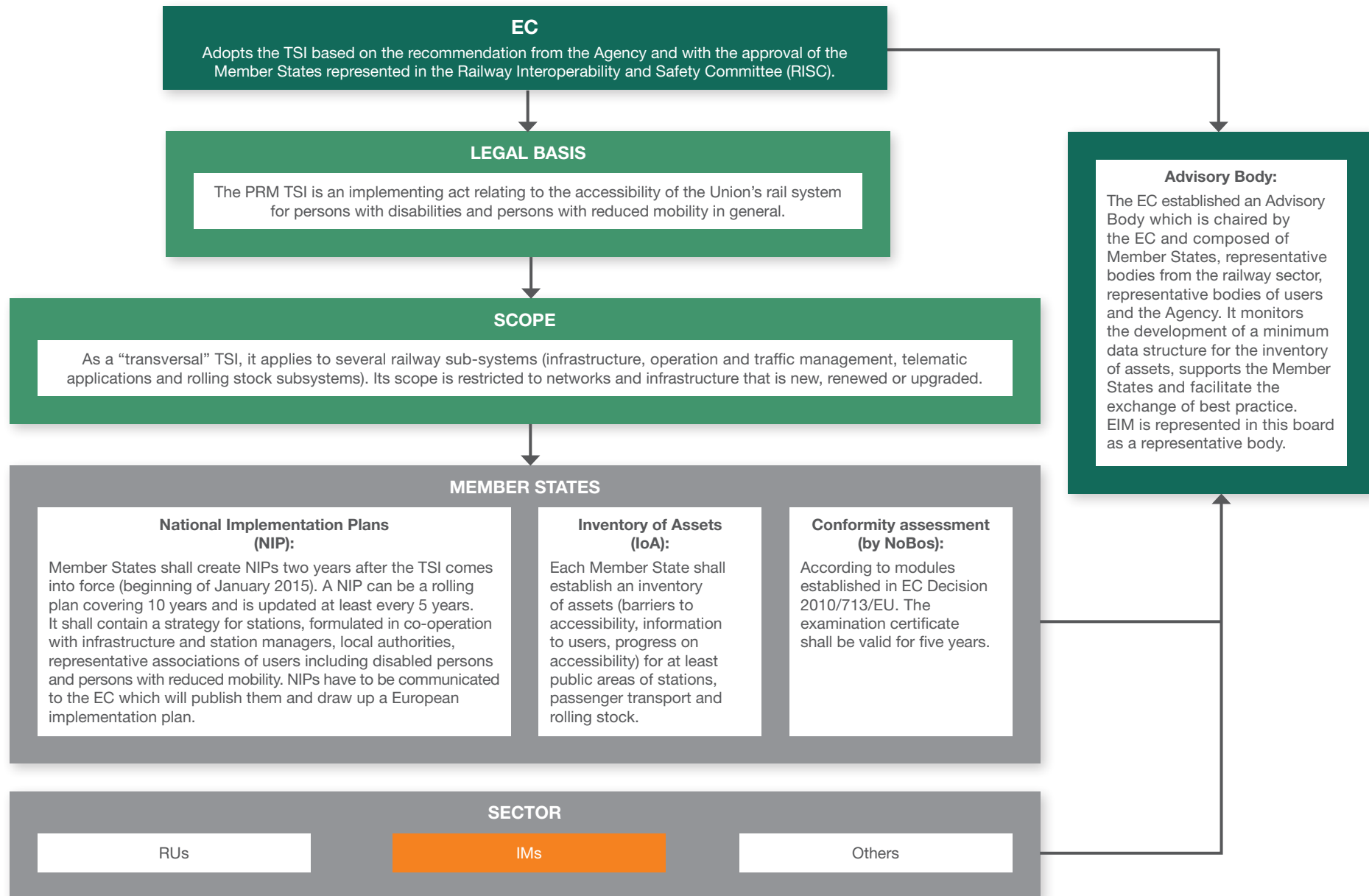
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM is a member of the European Commission PRM TSI Advisory Body. Delegates have ensured that decisions have limited impact on the IMs in terms of finance, operations and human resources.
- EIM contributed to the defining of the scope of data collection, timeframe, costs for collecting data for the IoA as well as, proposing recommendations for clarification in chapter 4 of the PRM TSI.
- The single entity 'Station Rapporteur' role was removed. The data collection can be done by multiples entities and the database can be updated by more than one entity. However, once the data is converted and sent to the Agency's central database, this last step will have to be done by one single entity to avoid confusion.

OUTLOOK 2017

- Finalisation on the revised article 7 – Inventory of Assets and minor changes in chapter 4.
- Near finalisation on chapter 8 – European implementation plan based on the Member States' national implementation plans.
- Within six months of the notification process, the European Commission shall compare the strategies and identify common priorities and criteria to further the implementation of the TSI. EIM shall monitor and challenge the European implementation plan.
- Adoption of the revised EAA by the Member States.

TSI Persons with Reduced Mobility (PRM)



FACTS

- The Register of Infrastructure (RINF) will be a system comprising of:
 1. An EU-level integrated database, 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) facilitating uploading, integration and web-based publishing of the data.
- The Application Guide 1.2.1 was published by the EUAR in January 2017.
- The first RINF upload for international freight corridor(s) or infrastructure placed into service after Directive 2008/57/EC and before the date of the application of the Decision, was uploaded in October 2015, with an update every 3 months.
- Data relating to infrastructure placed in service before the entry into force of Directive 2008/57/EC shall be added to the RINF before 16th March 2017.
- The Agency is carrying out a gap analysis between RINF dataset and data needed for vehicles and route compatibility check.

IMPACT ON IMS

- In the revised Interoperability Directive (part of the 4th Railway Package), the RINF and other registers shall be used for capability check between vehicles and infrastructure. This may increase the scope of the required data placing extra data requirements on the IM's.
- Separate work by each Member State would increase the costs of collecting and governing the data for RINF.
- Risk of diverging views amongst IMs and RUs on the necessity and format of RINF resulting in asymmetrical information amongst IMs. End-users shall be analysed, converging to end-user business requirements.

EIM OBJECTIVES

- Improve the implementation of the RINF by improving quality of data input and ensuring that the goals of the European Commission and the end-users in the railway market remain achievable.
- Improve the usability of the RINF by smart use of existing data.

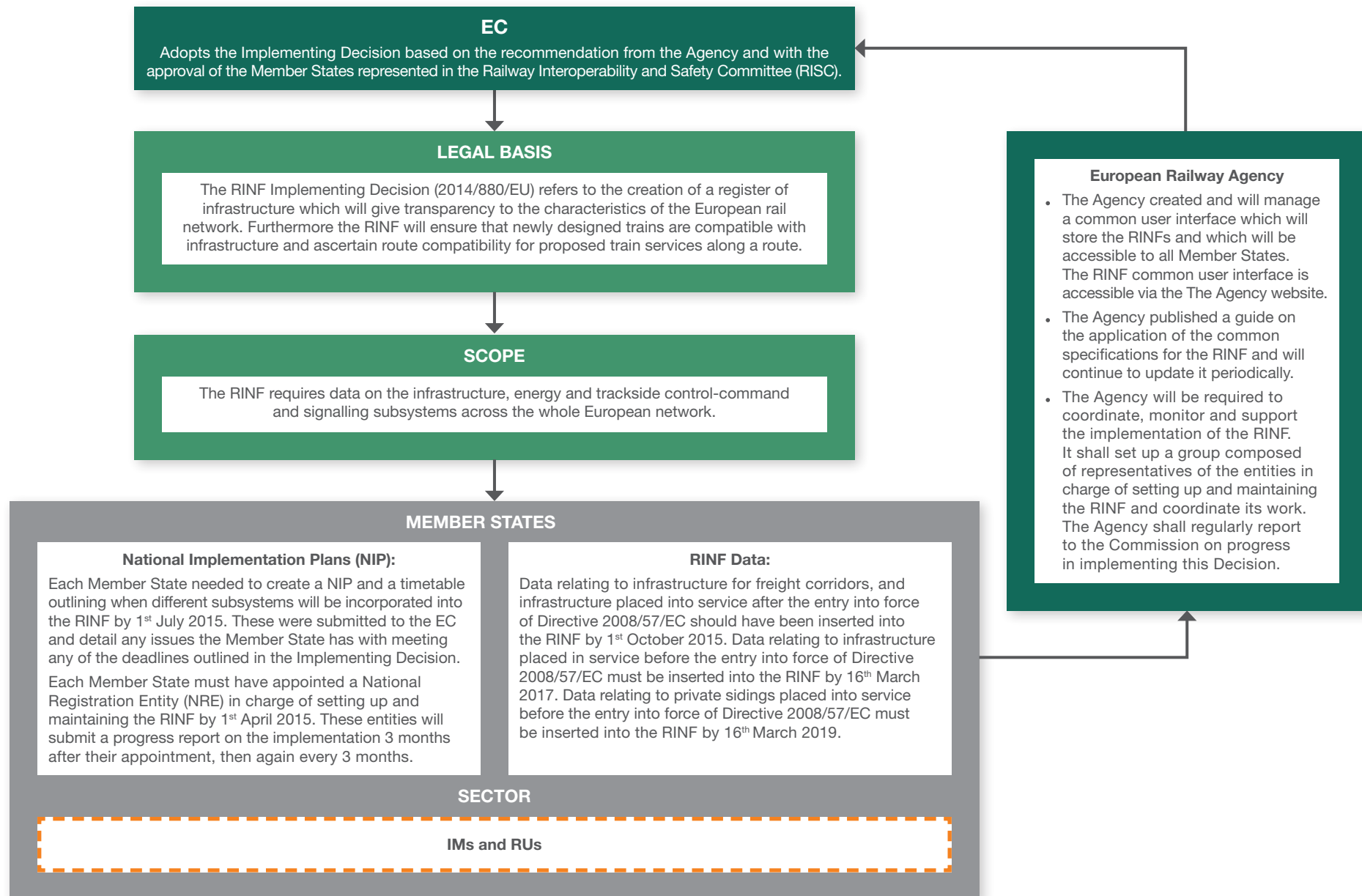
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- National Registration Entities (NRE) have been appointed and began to upload their RINF databases to the Agency's CUI in October 2015.
- Introduction of a meaningful naming convention for RINF parameters.
- EIM is leading the pilot of the RailML approach for RINF as data exchange is increasing.
- EIM/CER wrote a letter to EUAR due to inconsistencies between the Application Guide and CUI and change control process issues when the CUI was updated. EUAR made the changes needed to improve the data quality.

OUTLOOK 2017

- EIM members will review the changes required by the Agency's report on the gap between the RINF dataset and data needed for the compatibility check between vehicles and route.
- EIM members will continue to share best practice on their national RINF implementation.
- EIM members will influence the Agency on the scope of RINF, considering end-users needs.
- EIM speakers will continue to support the EUAR's various RINF WG to coordinate and support the national RINF implementation.
- NRE's submitted data to CUI (every 3 months) and produced a report for EUAR on their implementation (every 4 months).

Register of Infrastructure (RINF)



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.
- The EUAR 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 on 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 consensus 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 EIM members to exchange implementation experience and align strategies.

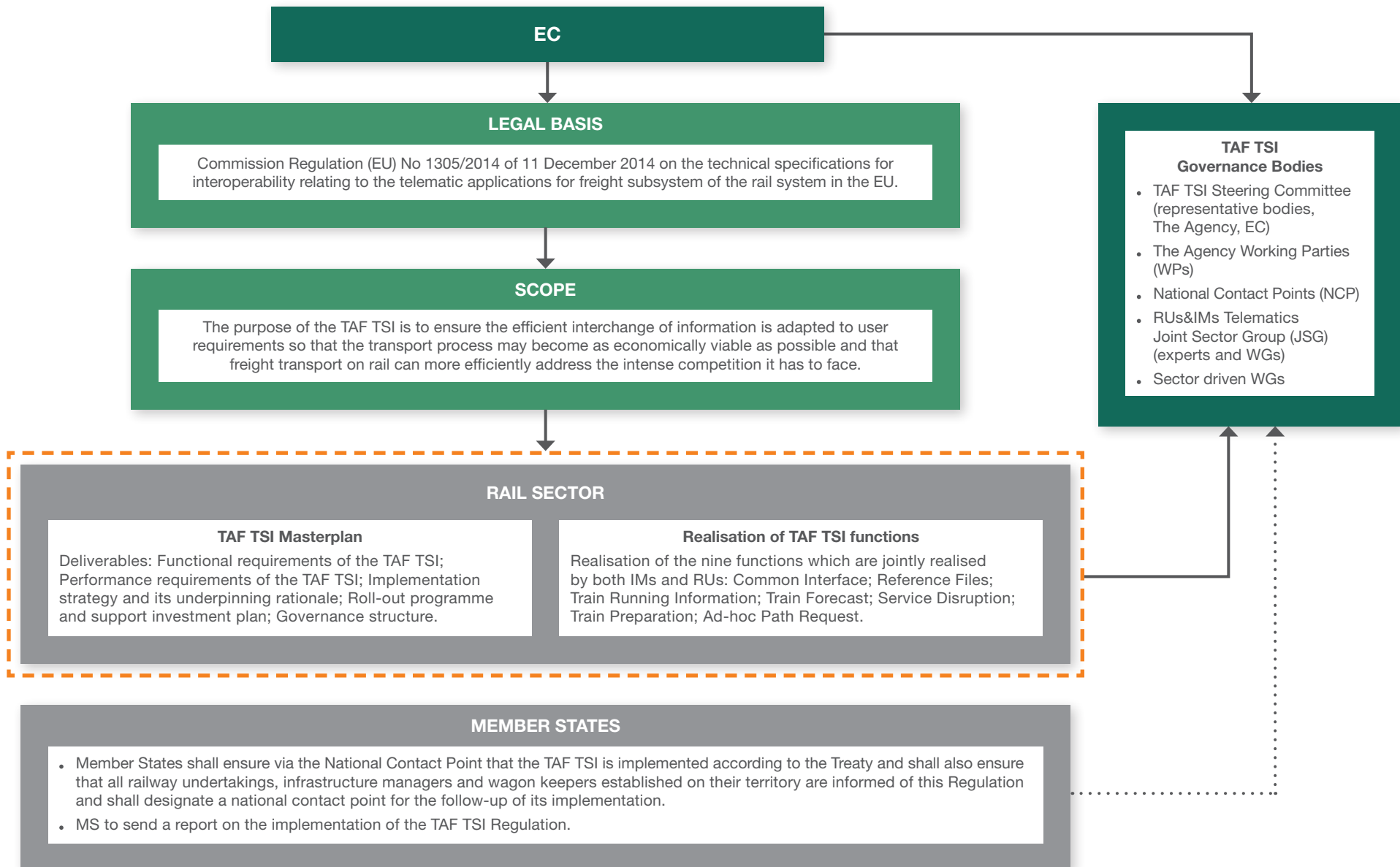
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- 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 participates in the TAF TSI Steering Committee together with the European Commission, the EUAR and all nominated sector organisations.
- Representation in the EUAR TAF TSI Implementation Cooperation Group (ICG).
- The National Contact Point (NCP) role was set up and some EIM members have taken over this role.
- Most members of the group are nominated as their companies TAF TSI Project Manager and monitor and report on the implementation of the TAF TSI.
- EIM and CER successfully opposed a proposal to fast track code list updates.

OUTLOOK 2017

- EIM will hold internal workshops in 2017 to share experience of implementation.
- EIM members will attend and support the European Union Agency for Railways' (EUAR) Regional Workshops to stimulate and facilitate the TAF TSI Implementation.
- EIM will attend the EUAR 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)



FACTS

- TAP is a TSI aimed at improving communications among railway actors and between railway actors and passengers.
- The EUAR runs a change control management process working party for both, TAP and TAF.
- The implementation of the TAP TSI depends on the individual Master Plans of the infrastructure managers. Most of these plans foresee TAP to be completed by 2019.

IMPACT ON IMS

- The TAP TSI will entail several processes of the IMs to be changed.

EIM OBJECTIVES

- Improve IM's 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 IMs to exchange implementation experience and align strategies.

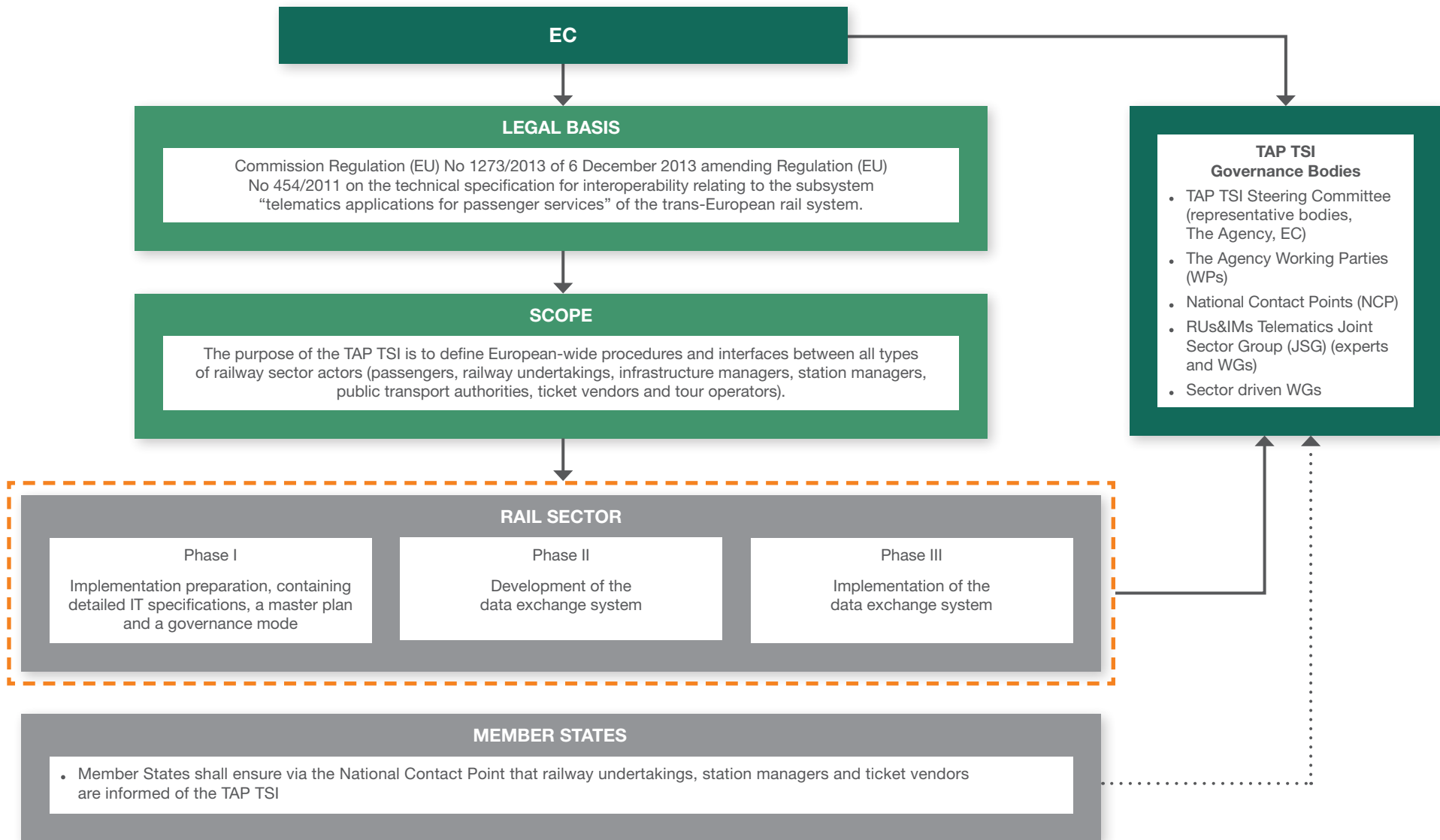
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- 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).
- Letter sent to EUAR regarding the governance structure of TAF/TAP signed, together with other sector organisations.
- The sector organisations achieved that the IM's only have to report once for those TAF/TAP TSI functions which are similar
- EIM and CER successfully opposed a proposal to fast track code list updates via email.
- The EIM TAF/TAP WG is organised twice a year to inform members of the latest evolutions and offers a forum to share experiences.

OUTLOOK 2017

- 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).
- The EUAR initiated a "TAP TSI Implementation Co-operation group", which will run in parallel with the "TAF TSI Co-operation group".
- The EUAR will start a working party for the revision of TAP TSI.

TSI Telematic Applications for Passengers (TAP)



FACTS

- The EUAR 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 the EUAR are to be undertaken to ensure that EUAR's 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" will assist with future railway technical and safety policy development.

IMPACT ON IMS

- EUAR's legal outputs – TSIs and various safety related provisions – can have a very significant financial impact on IMs.
- 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

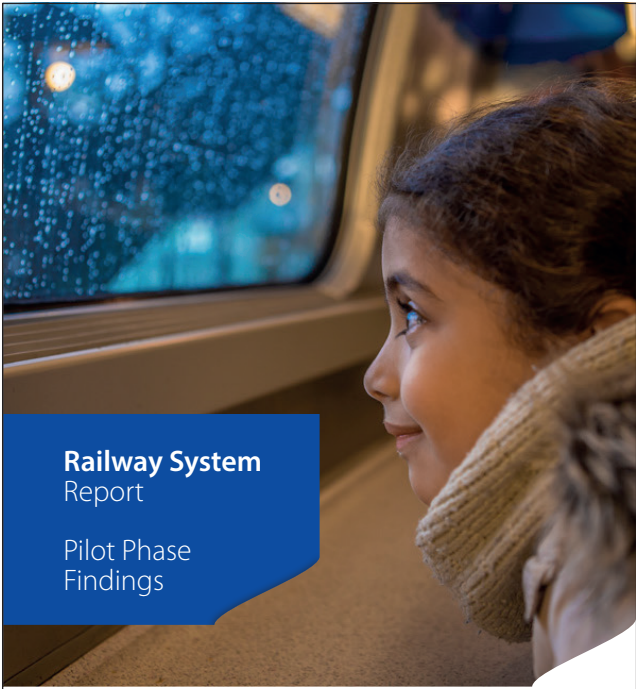
- To remain influential within the Agency's Programme for the different EcoEv Operational Activities.


EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM contributed to the ex-post evaluation of EUAR's first 'Rail System Report' (published in September 2016).
- EUAR took EIM's comments into account in the subsequent ESG meeting on the follow-up measures to the first Rail System Report.

OUTLOOK 2017

- EUAR will draw up 'terms of references' for the future orientation of the ESG, called 'Network Framework'.
- The draft Network Framework will be discussed at the next ESG meeting in April 2017.
- EUAR will issue a call for experts within the framework of the ESG Network Framework.

	<h2>Contents</h2> <ul style="list-style-type: none">List of Figures.....2List of abbreviations.....3Foreword.....5Background.....8Operational activity 1: Harmonised safety framework.....11<ul style="list-style-type: none">RI 1.1 — Licenced railway undertakings holding a safety certificate.....12RI 1.2 — Improvement of safety maturity level in Member State authorities.....14RI 1.3 — Improvement of safety maturity level in the railway sector.....16RI 1.4 — Improvement of railway safety performance.....18RI 1.5 — Proportion of railway undertakings applying for Part B safety certificate in other Member States and reporting problems.....20RI 1.6 — Train drivers with a European licence in accordance with the train drivers directive.....22RI 1.7 — Infrastructure managers with safety authorisation.....24Operational activity 2: Removing technical barriers.....27<ul style="list-style-type: none">RI 2.1 — Evolution of the applicable national technical rules for vehicles.....28RI 2.2 — Evolution of Member State processes for the authorisation of railway vehicles.....30RI 2.3 — Time required from contract signing to commercial use per vehicle type.....32RI 2.4 — Trackside infrastructure conforming to TSIs (INF, ENE, SRT).....34RI 2.5 — Technical barriers for vehicles resulting from derogations from infrastructure-related TSIs.....36RI 2.6 — Progress towards interoperability of vehicles.....38Operational activity 3: Single EU train control and communication system.....41<ul style="list-style-type: none">RI 3.1 — ETCS trackside costs and cost drivers.....42RI 3.2 — ETCS on-board costs and cost drivers.....44RI 3.3 — Maturity of ETCS specifications.....46RI 3.4 — Proportion of vehicles equipped with the ETCS and with ETCS only.....48RI 3.5 — Core network equipped with the ETCS and the GSM-R.....50Operational activity 4: Simplified access for customers.....53<ul style="list-style-type: none">RI 4.1 — Proportion of use cases served by the registers.....54RI 4.2 — Impacts of TAF TSI functions.....56RI 4.3 — Easiness-of-use (usability) of the Agency registers' IT tools.....58RI 4.4 — Degree of satisfaction of the various end-users.....59RI 4.5 — Proportion of stations recorded in the PRM TSI inventory of assets out of the total number of stations.....60RI 4.6 — Proportion of TAF TSI functions implemented compared to the master plan.....62Annex.....65List of the Agency's registers.....66Update on the technical specifications for interoperability.....67Making the railway system work better for society.....74
--	--



EUROPEAN
UNION
AGENCY
FOR RAILWAYS

MAKING THE RAILWAY SYSTEM WORK BETTER FOR SOCIETY | 1

FACTS

- The latest developments in terms of terrorism (attack on a Thalys train, bomb explosions at the airport and in the underground of Brussels) have had a significant impact in terms of security perception in public transport systems. Following these events, the EU has started considering additional measures to address terrorist threats for international traffic.
- Exchange of experience between IMs allows best practice to be established in fields such as Terrorism, Critical Infrastructure Protection, Security of Depots, Sidings & Shunting Yards.

IMPACT ON IMS

- Recent acts of terrorism in the EU resulted in initiatives to impose security measures for railways. These additional measures need to be analysed in terms of added value for the railway industry (no 'one size fits all approach' in terms of security) as security and threat levels are different in each Member State.

EIM OBJECTIVES

- Promote EIM's position on security issues vis-à-vis the EU institutions.
- EIM's Security WG has strongly advocated the importance of promoting guidelines instead of mandatory measures due to the different security environment between countries.
- Exchange of best practice amongst EIM members related to all security aspects.

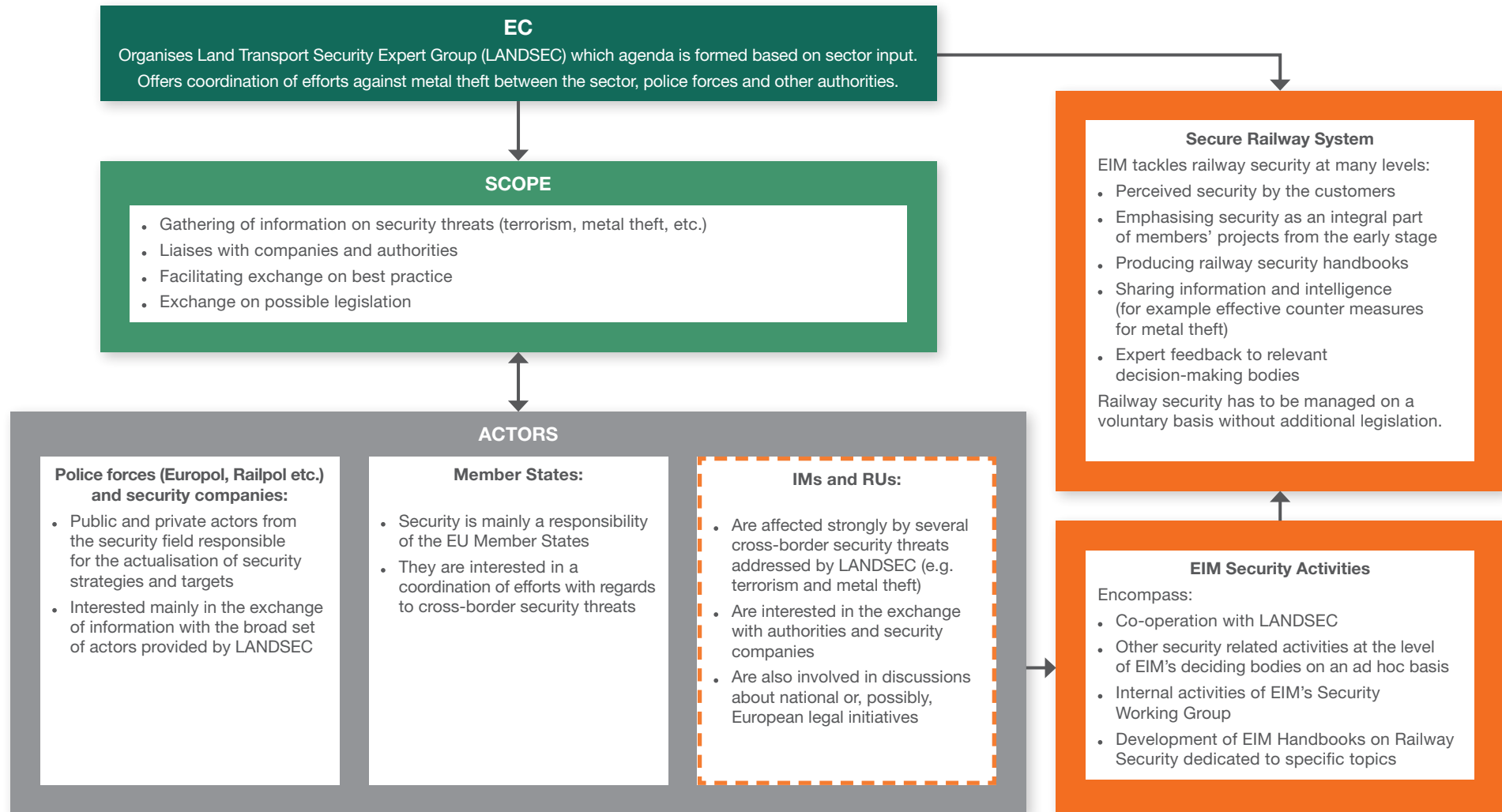
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- In 2016, EIM Security working group has mostly focused on terrorism related issues. The paper "Counter-Terrorism on Railways – Facts and Figure" has been completed.
- Review of EU proposals regarding mitigation of terrorism to ensure that these proposals meet rail industry needs and do not generate unnecessary complexity and additional costs.
- EIM has actively participated in all EC security related events (EC LANDSEC).

OUTLOOK 2017

- The EIM Security WG will continue focusing on terrorism in general.
- EIM will scrutinise all future EU measures being proposed in 2017.
- EIM will continue to advocate guidelines and sharing of best practice whilst avoiding mandatory legislation to prevent unnecessary complexity.
- The EIM Security WG also continues to work on Critical Infrastructure Protection (CIP), Emergency Planning & Crisis Management and Security of Depots as well as on Sidings & Shunting Yards.

Security (SEC)



03

FINANCIAL



The Jaulny viaduct, TGV Est line, Lorraine (FR).
© SNCF RESEAU (FR)

”



EU funding has become a challenge. Classical co-funding instruments, such as CEF (Connecting Europe Facility) are increasingly blended with other funding mechanisms, such as EFSI (European Fund for Strategic Investments).

In parallel, rail infrastructure funding needs are on the rise, due to newly built lines or existing track to be maintained or upgraded.

At the same time, digital technologies trigger additional investment needs to reduce costs and make infrastructure more reliable and fit for the future.

Infrastructure managers will need to explore new ways of funding from new sources for new investments. Let's overcome the challenges and overcome them collectively.

Alain Quinet

Vice-President of EIM and Deputy Director-General of SNCF Réseau,
France



Snow and gravel being removed manually from switch point at Grefsen station in Oslo (NO).

Photo: Øystein Grue / Norwegian Railway Directorate

TOPICS

Trans-European Transport Network (TEN-T)	98
Connecting Europe Facility (CEF)	100
EFSI/Juncker's Investment Plan	102
Public Procurement	104

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”).
- In June 2016, the TEN-T Coordinators published the “TEN-T Issue Paper” outlining the EC’s strategy in the field of freight logistics, urban nodes and digitalisation along the TEN-T Corridors.

IMPACT ON IMS

- At large, the completion of the two layers of the TEN-T – the Core Network by 2030 and the Comprehensive Network by 2050 – will allow to build a real Single European Transport Area, fostering the creation of employment, attracting investments and stimulating the growth of the EU economy.
- TEN-T offer a very important chance to develop multimodal policies at the European level, especially through the concept of Urban Nodes.

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.
- To safeguard the appropriate level of EU financing in order to complete the Network within the given deadlines.

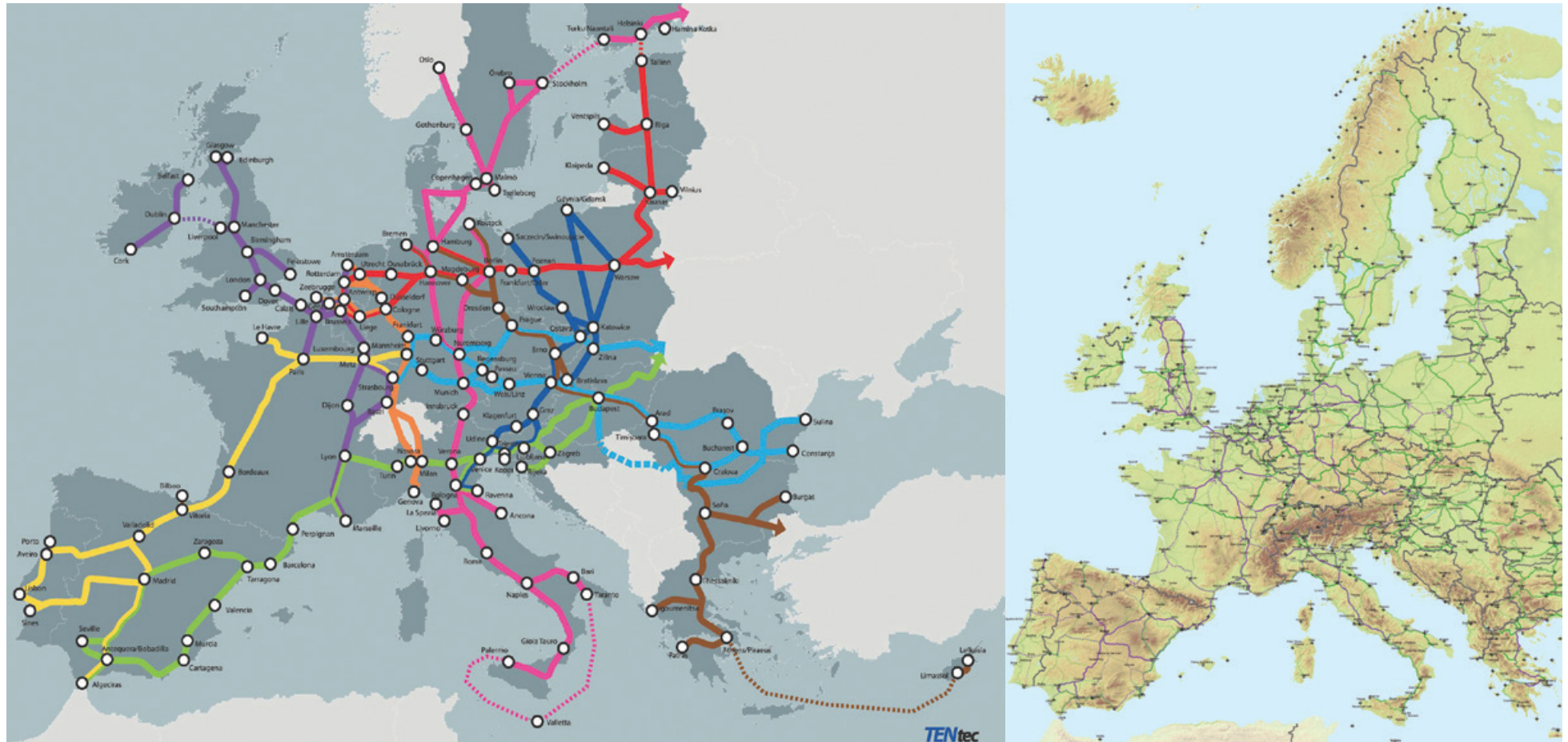
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM organised several meetings with the Commission (DG MOVE and DG ECFIN) and the European Investment Bank.
- EIM attended the “TEN-T Days 2016” organised from 20th to 22nd June 2016 in Rotterdam (NL).

OUTLOOK 2017

- EIM will follow-up further EU TEN-T related initiatives, notably with regards to the funding-related aspects.
- Delegated Acts to be drafted by the European Commission on the basis of Regulation EU 1315/2013.

The Core Network Corridors and the Comprehensive Network



FACTS

- The CEF is part of the EU Budget Proposal for the multi-annual financial framework 2014-2020.
- With an initial budget of €33.2 billion (€26.3 billion for transport), CEF aimed to support the development of interconnected trans-European networks in the fields of transport, energy and digital services.
- The 2016 CEF Transport Calls for Proposals, opened on 13 October 2016, made €1.9 billion of funding available for projects of common interest in the transport sector.

IMPACT ON IMS

- The CEF is the financial lifeline of the TEN-T, fundamental to achieve the objectives of completion of the Core Network Corridors, bridging missing links, removing bottlenecks and increasing interoperability across the EU rail area.
- The highest co-funding rates are dedicated to matters of fundamental importance such as ERTMS, rail interoperability and cross-border sections.

EIM OBJECTIVES

- To safeguard the transport envelope in the CEF, following the European Commission's mid-term review.
- To provide Members with the best expertise in order to successfully apply for a funding scheme.

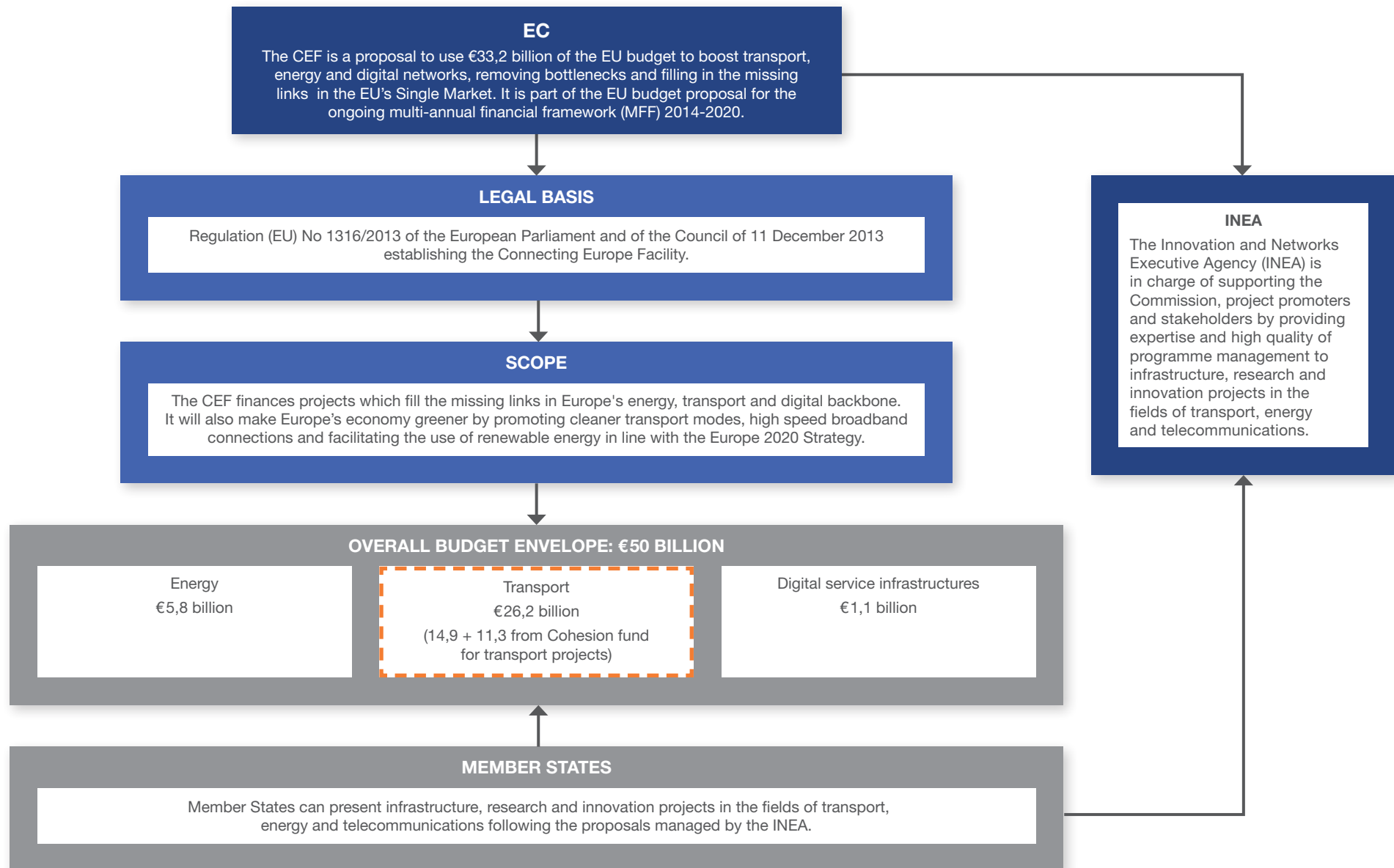
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM has joined the transport sector's initiative in preparing a joint Position Paper & Infographic to address the policy-makers in view of the EC's mid-term review of the MFF 2014-2020.
- EIM attended the CEF Info Days in October 2016.

OUTLOOK 2017

- In February 2017, the EC will launch its first CEF transport Blending Call, aiming at combining CEF grants with private finance or financing from National Promotional Banks or EIB. Blending with EFSI financial instruments will be used whenever possible to maximise the leverage of private sector's involvement.
- The EC is currently preparing the mid-term review of the CEF, expected for December 2017.
- The mid-term review of the Multi-Annual Financial Framework 2014-2020 is also being conducted. Accordingly, 500 M EUR will be taken from the CEF financial instruments (of which, 155 M EUR from the transport envelope) to be transferred to EFSI. Furthermore, 1 B EUR will be given to the CEF grants budget for transport, to be mandatorily blended with financial instruments. Further 400 M EUR for CEF grants/transport are expected.
- The MFF mid-term review and the CEF mid-term review will be finalised in 2017.

Connecting Europe Facility (CEF)



FACTS

- The EC has made tackling the economic decline a priority, intending to reverse the trend of declining private investment by putting forward an Investment Plan of €315 billion over the years 2015-2017. The European Fund for Strategic Investment (EFSI) officially entered into force in September 2015.
- In September 2016, the European Commission launched its proposal for EFSI Phase 2, revising Regulation EU 2015/107.
- Accordingly, EFSI will be extended until the end of the current Multi-Annual Financial Framework (31st December 2020), at least 500 EUR billion of private and public investment could be mobilised, the guarantee cushion will be increased to 26 EUR billion from the previous 16 EUR billion.

IMPACT ON IMS

- EFSI Phase 2 entails a further diversion of existing EU resources. In order to strengthen this guarantee scheme, 500 EUR million will be taken from the CEF Programme, of which 155 EUR million from the transport envelope.
- Investments under EFSI have not followed so far the CEF priorities for funding of transport infrastructure and the prioritisation as defined in the TEN-T Guidelines.
- The measures contained in EFSI may provide greater regulatory predictability and may remove barriers to investment, potentially also making the economic infrastructure more attractive for investors.

EIM OBJECTIVES

- Strengthening the EFSI transport pipeline.
- 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.

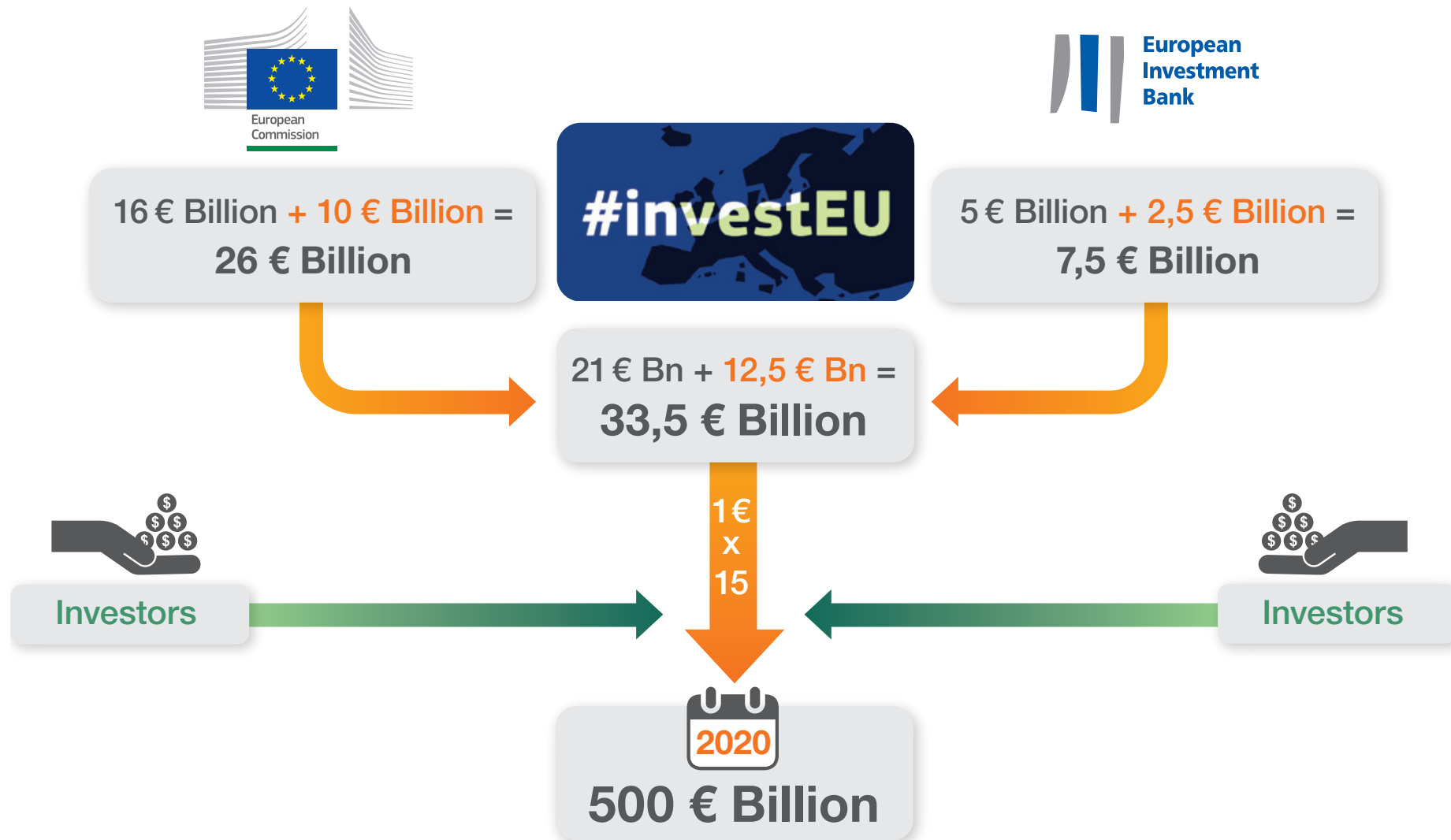
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM closely followed the issue throughout 2016.
- EIM wrote a joint letter with other transport associations to highlight the risks of having further resources of the CEF transferred to the EFSI.

OUTLOOK 2017

- The EC expects the EFSI Phase 2 Regulation to be approved by the summer 2017.
- As of the end of December 2016, less than 10% of the mobilised investments have been allocated for transport projects. EFSI financial instruments will be blended with CEF grants in the framework of the CEF Blending Call aiming at reversing this negative trend.

EFSI/Juncker's Investment Plan



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 simplifying public procurement procedures and make them more flexible, benefitting public purchasers and businesses, particularly SMEs.
- In 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” (MEAT) 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 and 5th EU-Japan Industrial Dialogue for the railways in Tokyo (JP) and Brussels (BE) within the framework of the Free Trade Agreement (FTA) negotiations on contract awards’ criteria.

OUTLOOK 2017

- The new EU legal framework had to be transposed into national legislation by Member States by 18th April 2016.
- The European Commission has started infringement proceedings against 15 Member States for not transposing one or more of the three Directives into national legislation. In the upcoming months, the EC may take those Member States before the European Court of Justice.

Public Procurement



04

BUSINESS



Kings Cross Station (UK).
© Network Rail (UK)

”



The era of classical innovation, i.e. more of the same thing but better, will be ‘disrupted’.

In the race to implement the 21st century technologies, there will be optimising technologies, disruptive technologies and supporting technologies.

Rail infrastructure managers will be heavily impacted by all of them. Stakeholders will expect IMs to understand the opportunities, to master them and to deploy these innovations across their business in a smart way.

The rail infrastructure manager of tomorrow is expected to double its capacity, performance and energy efficiency whilst halving its costs whilst delivering outstanding service to its customers.

Shift2Rail is one of the main drivers to achieve this.

Join the course!

Prof. Andy Doherty

Chair of EIM’s Technical Steering Group and Director, Systems Engineering, Network Rail,
United Kingdom



TOPICS

Asset Management	110
PRIME (Platform of Rail Infrastructure Managers in Europe)	112
Digitalisation	114
Electro-Mobility	116
Radio Spectrum	118

FACTS

- Rail Infrastructure Managers (IMs) are often state-owned monopolies with limited competitive pressure.
- Governments in Europe aim at reducing public spending in a context of budget constraints.
- Rail customers are expecting more quality (especially punctuality) in a context of increasing road competition (car sharing, buses...) and increased demand especially in the commuter market segment.
- Strong safety focus tends to slow down innovation adoption in the rail industry.

IMPACT ON IMS

- Historically, IMs had low incentive to innovate and to monitor their costs, potentially leading to inefficient cost structures.
- IMs have difficulties to identify and share good practices.
- Budget pressure combined with higher punctuality expectations have increased the need for improved asset management through:
 - 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

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

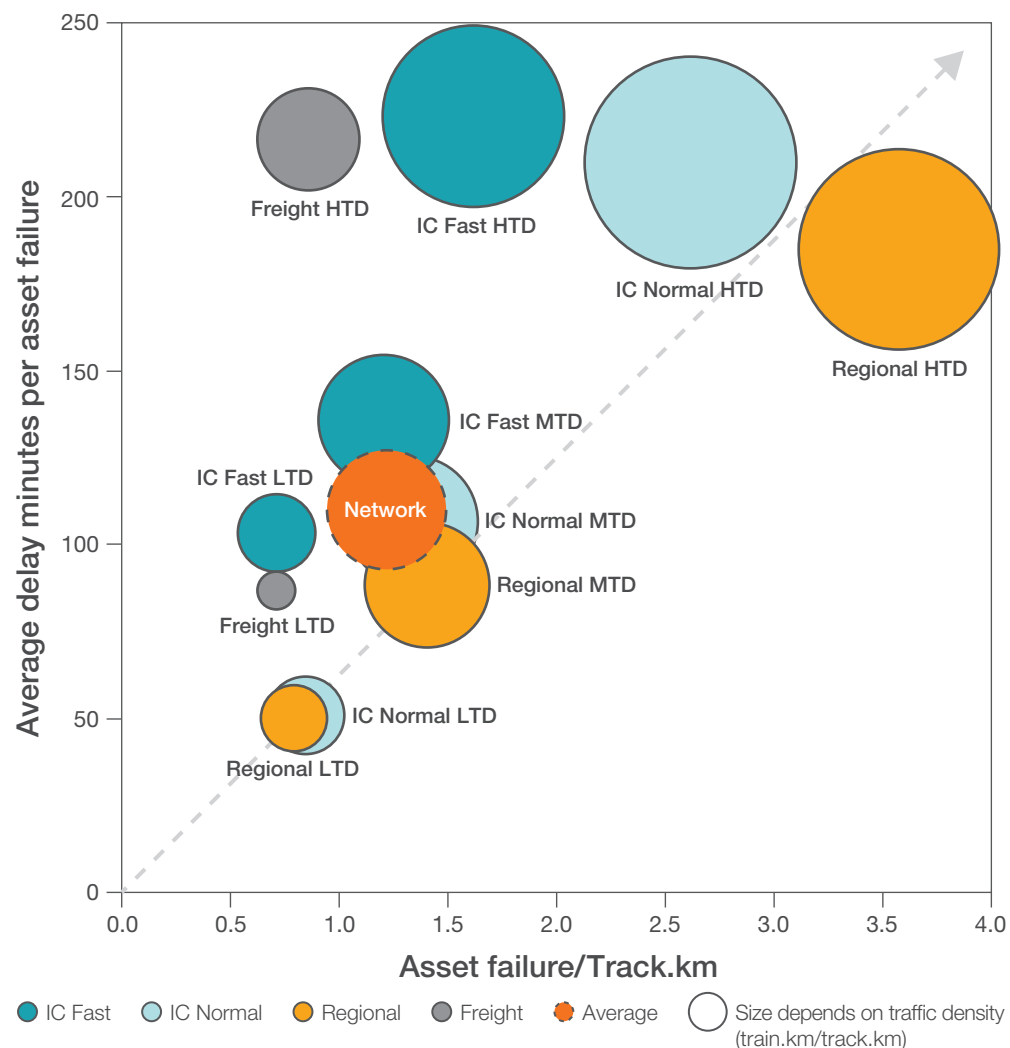
- Performance comparison:
 - > Consolidation of common définitions and common data production process for selected KPI.
 - > Mapping of existing monitoring system for punctuality and asset failures.
 - > First set of harmonized data at network segment level and initial findings drawn the results.
- Identification of good practices to be spread across IMs on asset management on:
 - > Renewal project monitoring.
 - > Asset management digitalisation.
 - > Asset management strategy.
 - > High level reporting on condition monitoring.

OUTLOOK 2017

- 4 Workshops/masterclasses are planned in 2017 (risk management, cost modelling, asset management in high traffic density areas, contracting).
- Performance benchmark results will be further analysed in order to favor additional discussions between clusters of IM having similar benchmarking profile and different results.

Analysing performance by similar network segments enables to mitigate some of the specificities of the networks

MEMBER PERFORMANCE OVERVIEW BY NETWORK SEGMENT (TYPICAL PROFILE)



NETWORK SEGMENT

- > The network is broken down according to route traffic density, maximal speed and traffic type in order to become “comparable”.

CONSEQUENCES

- > High traffic density network segments have more failures per track.km.
- > The failure impact (average delay mn per failure) increases when traffic density increases.
- > The failure number and failure impact decreases when the maximal speed increases.
- > The network’s average number of asset failure and the network’s average delay mn per asset failure (orange bubble) result from the combination of each network segment position timed by the number of track.km of this network segment.

FACTS

- PRIME was 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 for rail infrastructure management (regulatory, operational, financial).
- PRIME is chaired jointly by the European Commission and the rail infrastructure managers.
- In November 2015, PRIME elected Alain Quinet, Deputy Director General of SNCF Réseau as industry chair.

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

- In 2016, two PRIME plenary meetings took place.
- The 2016 PRIME work priorities addressed in individual subgroups were related to:
 - > Performance indicators and benchmarking
 - > Digitalisation
 - > Implementing Acts (service facilities, future implementing acts of the 4th RP)
 - > Safety culture
 - > Financing
- In 2016, PRIME also addressed recurrent topics of importance:
 - > ERTMS
 - > Security
 - > Promotion of rail freight
 - > Reduction of national rules

OUTLOOK 2017

- PRIME will focus on the work priorities defined for 2017.
- PRIME will hold a joint meeting with the RU Dialogue on issues of joint interest.
- PRIME will see its mandate and working arrangements changed following the adoption of the political pillar of the 4th Railway Package in December 2016.
- The next PRIME plenary meeting will take place in June 2017 in Sopron (HU).

PRIME (Platform of Rail Infrastructure Managers in Europe)



©EIM

FACTS

- 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 – C-ITS (intelligent transport systems)
- 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 2016, EIM started meeting with CEN/CENELEC to discuss data standardisation.
- A cryptocurrency (Bitcoin) made its entry in the European Rail.

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.

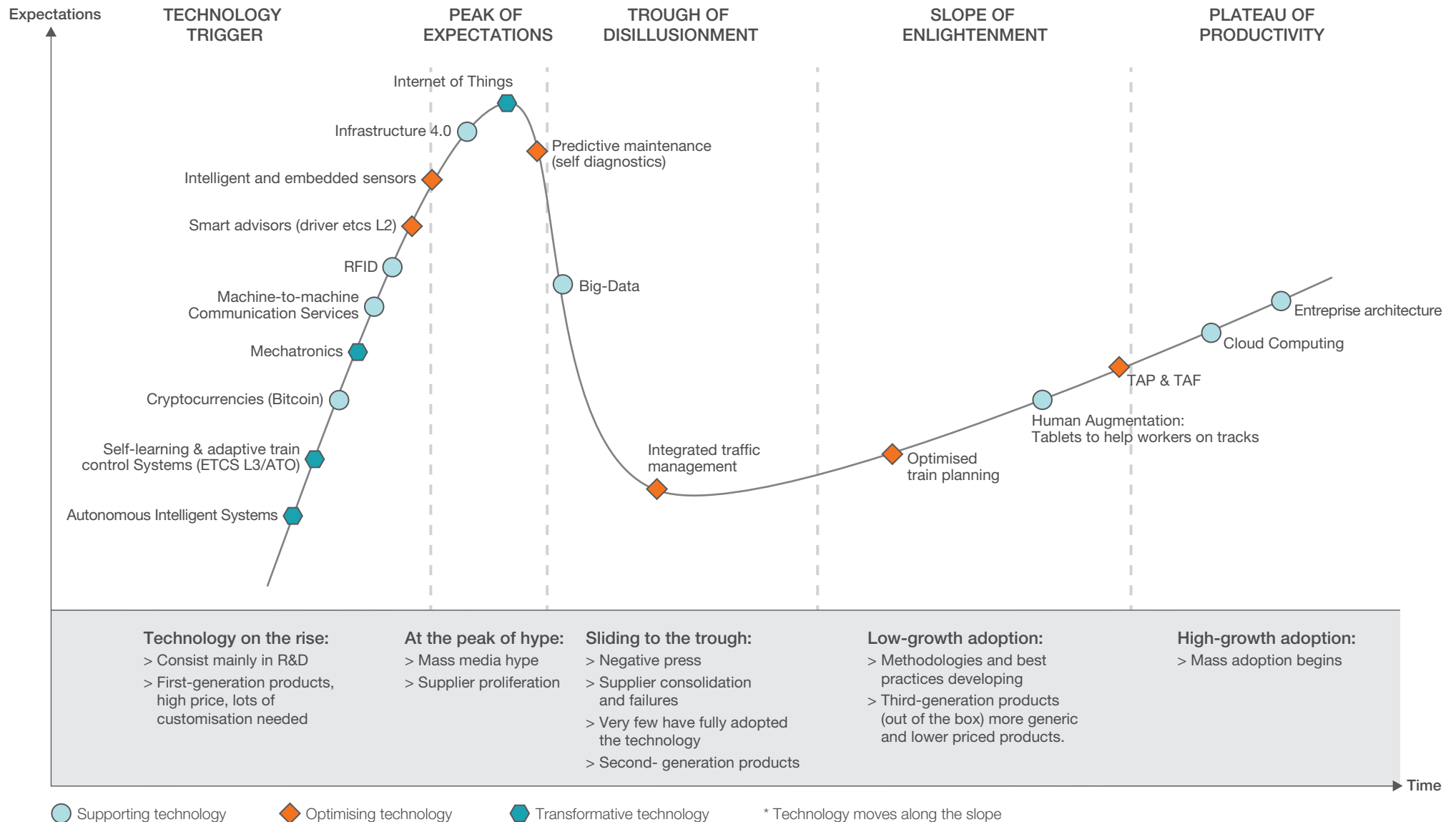
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM is a member of all EU and platform initiatives relevant for rail infrastructure managers.
- EIM continues to foster the exchange and dialogue with all other relevant actors inside and outside the rail sector.

OUTLOOK 2017

- EIM will:
 - > continue its discussions at EU and sectoral level on digitalisation.
 - > follow closely the EU strategy in terms of digitalisation (e.g. telecoms, data protection/access, cybersecurity, etc.).
- Prime is expected to become a Standard Setter for Infrastructure Managers.

Rail Technology Hype Cycle* as of December 2016



FACTS

- In line with its Communication on “low-emission mobility” – a pillar of the Energy Union strategy –, the EC focuses increasingly on e-mobility.
- EIM joined the “Platform for Electro-Mobility” – a multimodal, cross-sectorial forum of industry stakeholders – with the goal of fostering electro-mobility in European transport.

IMPACT ON IMS

- Electro-mobility brings together the elements of innovation and multimodality, making a shift to more efficient and sustainable transport, to the advantage of European consumers, industry, business, and environment.
- The Platform allows different sectors to build synergies and cooperation models, working as a forum for Industry stakeholders and policy-makers to discuss investment policies and projects in innovative mobility solutions.

EIM OBJECTIVES

- To ensure that the importance of electric rail services for both passengers and freight is fully recognised.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM cooperated in the Platform’s joint Position Paper in view of the EC’s Communication on the “Decarbonisation of Transport”.
- EIM participated in the organisation of the Platform’s launch event in April 2016.

OUTLOOK 2017

- Several initiatives will have an impact on electro-mobility in Europe, such as: the “Alternative Fuels Infrastructure” (AFI) Directive, the revision of the “Energy Performance of Building” (EPBD) Directive.
- The Platform will organise an event on 28th March 2017 at the European Parliament with EC Vice-President Sefcovic attending.

Electro-Mobility



Road bridge over rail, Cross-border (SE).
Photo: Christiaan Dirksen © Trafikverket

FACTS

- Railway mobile communication systems are used for safety critical applications.
- 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, while it is expected that its successor (FRMCS) will be available from 2022/2023.
- There will be a period of coexistence when both systems will be used simultaneously in a same country. This will increase the need for spectrum during this transition period.
- In parallel, the EU is pushing for spectrum/infrastructure sharing agreements to support broadband roll-out.

IMPACT ON IMS

- Access to the appropriate spectrum is key from a quality and cost perspective for the railway industry.
- GSM-R (and its successor) are 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.
- "Spectrum sharing agreements", if not well managed, could significantly increase the risk of interferences and impact safety critical applications.

EIM OBJECTIVES

- Ensure that GSM-R current frequency spectrum is maintained until the system is in use.
- Ensure that GSM-R successor (FRMCS) gets access to proper spectrum frequencies, with a particular attention to the ability of re-using existing GSM-R infrastructure while allowing the use of "off the shelf technologies" for FRMCS.
- By using off the shelf technologies, the railway industry will be able to benefit from the economies of scale from the mobile industry while ensuring that technology used by FRMCS is always up to date.

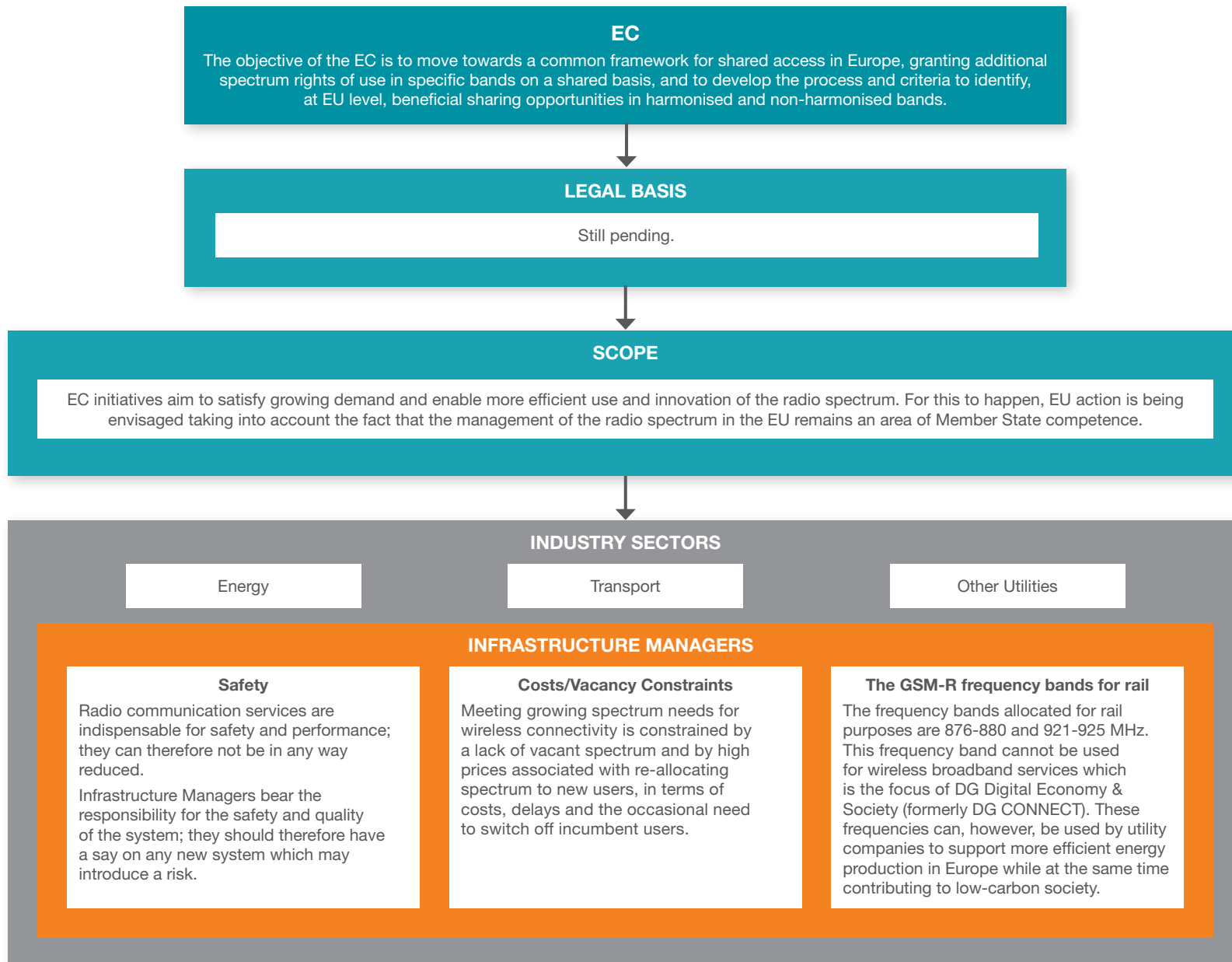
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM is continuously exchanging views with the European Commission regarding risks and opportunities around spectrum access.
- EIM is preparing a position paper to analyse the different options for spectrum of the future system. This paper will not only be shared with European authorities, but also in the forum where future spectrum bands are allocated.

OUTLOOK 2017

- The European Commission is working on spectrum sharing agreements. EIM is ensuring that the risks associated with increasing interferences are well taken into consideration by the authorities when defining the future regulation.
- The EIM TEL WG will finalise its position paper on spectrum while taking regular initiatives to ensure a proper spectrum access for FRMCS.

Radio Spectrum



05

CO-OPERATION



City Rail (Citybanan) Stockholm City, Open House (SE).
Photo: Hans Ekestang – © Trafikverket



”

Transport does not work in isolation. All modes and actors are somehow interconnected with each other. Cooperation has moved up the value chain to start at the early planning phase to reduce costs and increase efficiency.

In the future, this cooperation will intensify in order to make the best out of key assets in terms of planning, investments, operations, maintenance but also benchmarking, digitalisation and innovation.

In that sense I am very much welcoming EIM's increasing number of cooperation partners and in particular the increasing exchange with the European Directors of Roads (CEDR).

That is the future and we prepare it now!

Lena Erixon

Vice-President of EIM and Director-General of Trafikverket,
Sweden

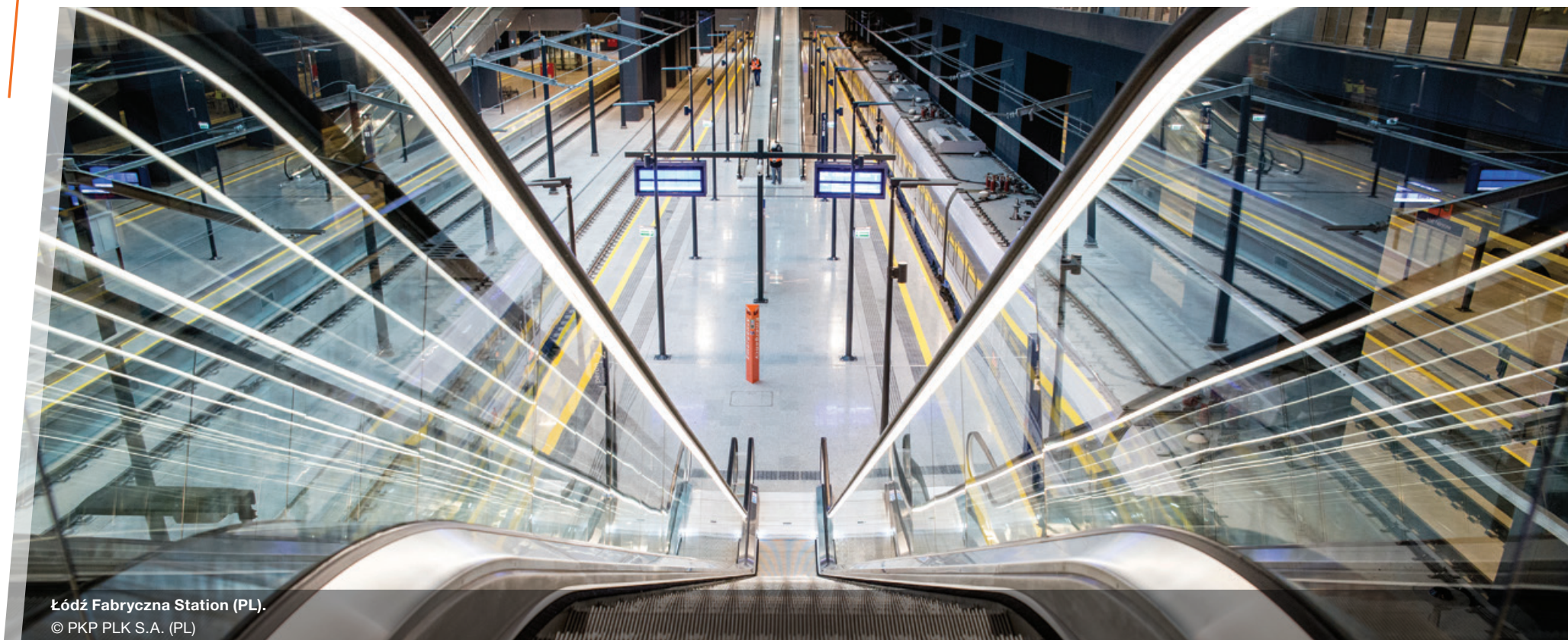


Maintenance of the rail on the Ringsted-Nykøbing line (DK).

Photo: Christoffer Regild – © Banedanmark (DK)

TOPICS

Co-operation	126
HLIM (High-Level Infrastructure Meeting) 2016	128
Co-operation Agreement between EIM and CEDR	130



Łódź Fabryczna Station (PL).
© PKP PLK S.A. (PL)

CONTEXT

- EIM is an open organisation which strives to strengthen the information flow and co-operation between its members and all relevant organisations within the railway sector, the transport industry and, where relevant, beyond those borders.
- 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, overcoming a so-called ‘silo approach’, in areas such as electro-mobility and digitalisation.
- Close **co-operation with European institutions** in the development of EU legislative and policy initiatives e.g. the governance of the rail sector, funding/financing, market opening, attractiveness and efficiency of rail freight, environment and public procurement.
- Close **co-operation with the European Union Agency for Railways** in the development of TSIs to support future rail interoperability across Europe in aspects such as safety, noise, ERTMS, etc.

Co-operation

Academia	Universities, institutes, Consultants
Avere	European Association for Electromobility
Bellona Europa	Bellona foundation meeting and fighting climate challenges
CEDR	Conference of European Directors of Roads
CEN	European Committee for Standardisation
CENELEC	European Committee for Electrotechnical Standardisation
CER	Community of European Railway and Infrastructure Companies
CHAdEMO	e-mobility collaboration platform
Change Partnerships	ChangePartnerships
CIT	International Rail Transport Committee
CLECAT	European association for forwarding, transport, logistics and customs services
COR	Committee of the Regions
Council	Council of the EU
CTG	Coordination Technical Groups
Cu	European Copper Institute
EC	European Commission
ECF	European Cyclists' Federation
ECOS	European Environmental Citizens Organisation for Standardisation
EESC	European Economic and Social Committee
EFRTC	European Federation of Railway Trackworks Contractors
ELP	European Logistics Platform
EP	European Parliament
ERFA	European Rail Freight Association

ERRAC	European Rail Research Advisory Council
ESC	European Shippers Council
EUAR	European Union Agency for Railways
Eurelectric	Union of the Electricity Industry
Eurobat	Association of European Automotive and Industrial Battery Manufacturers
Eurocities	Network of major European cities
GRB	Group of Representative Bodies
IRG-Rail	Independent Regulator's Group – rail
JPCR	Joint Programming Committee Rail
JTI	Joint Technology Initiative
NRB	Network of Representative Bodies (all railway associations recognised by EUAR plus EUAR representatives)
PermRep's	Permanent Representations of the Member States to the EU
Polis	European Cities and Regions networking for innovative transport solutions
RNE	RailNetEurope
SEDC	Smart Energy Demand Coalition
SERAC	Single European Railway Area Committee
T&E	Transport & Environment
UIC	International Union of Railways
UIP	International Union of Wagon Keepers
UIRR	International Union of Combined Road-Rail Transport Companies
UITP	International Association of Public Transport
UNIFE	Association of the European Rail Industry



Track yielding (ES).
© ADIF (ES)

HLIM (High-Level Infrastructure Meeting) 2016

CONTEXT

- Once a year, the HLIM event brings together all rail infrastructure managers in Europe.
- The HLIM event serves as a platform for exchange on all subjects of importance and relevance to the top management of rail infrastructure managers.
- The 2016 event took place in Westwood (UK), hosted by Network Rail.
- At the 2016 event, the HLIM discussed corridors, digitalisation and transport planning.

OUTLOOK 2017

- The next HLIM will be commonly hosted by MAV, GYSEV and VPE in June 2017 in Sopron (HU).



©EIM

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 2017

Continuous development of joint activities in all fields of interest between rail and road infrastructure managers across the value chain.



St Pancras station, London (UK).

© High Speed 1 (UK)

05

CO-OPERATION

06

COMMUNICATIONS

07

INTERNAL AFFAIRS

08

ANNEXES

06

COMMUNICATIONS



Snowblower in action on the Bergen line (NO).
Photo: Njål Svingheim / Norwegian Railway Directorate

”



2016 was once more challenging but also a highly successful year for EIM and its members. With co-operation and commitment, EIM reinforced its position as Europe’s single voice for rail infrastructure managers. Through profound co-operation with all stakeholders, including all relevant EU institutions and within PRIME, EIM has managed to make a significant impact on the developments of the European railway sector.

At EIM, we look forward to continuing in delivering innovative solutions whilst securing growth and sustainability. Over the next years, EIM will continue to develop its internal business-related activities and to work towards enlarging its membership and stakeholder service.

Monika Heimig
Executive Director of EIM

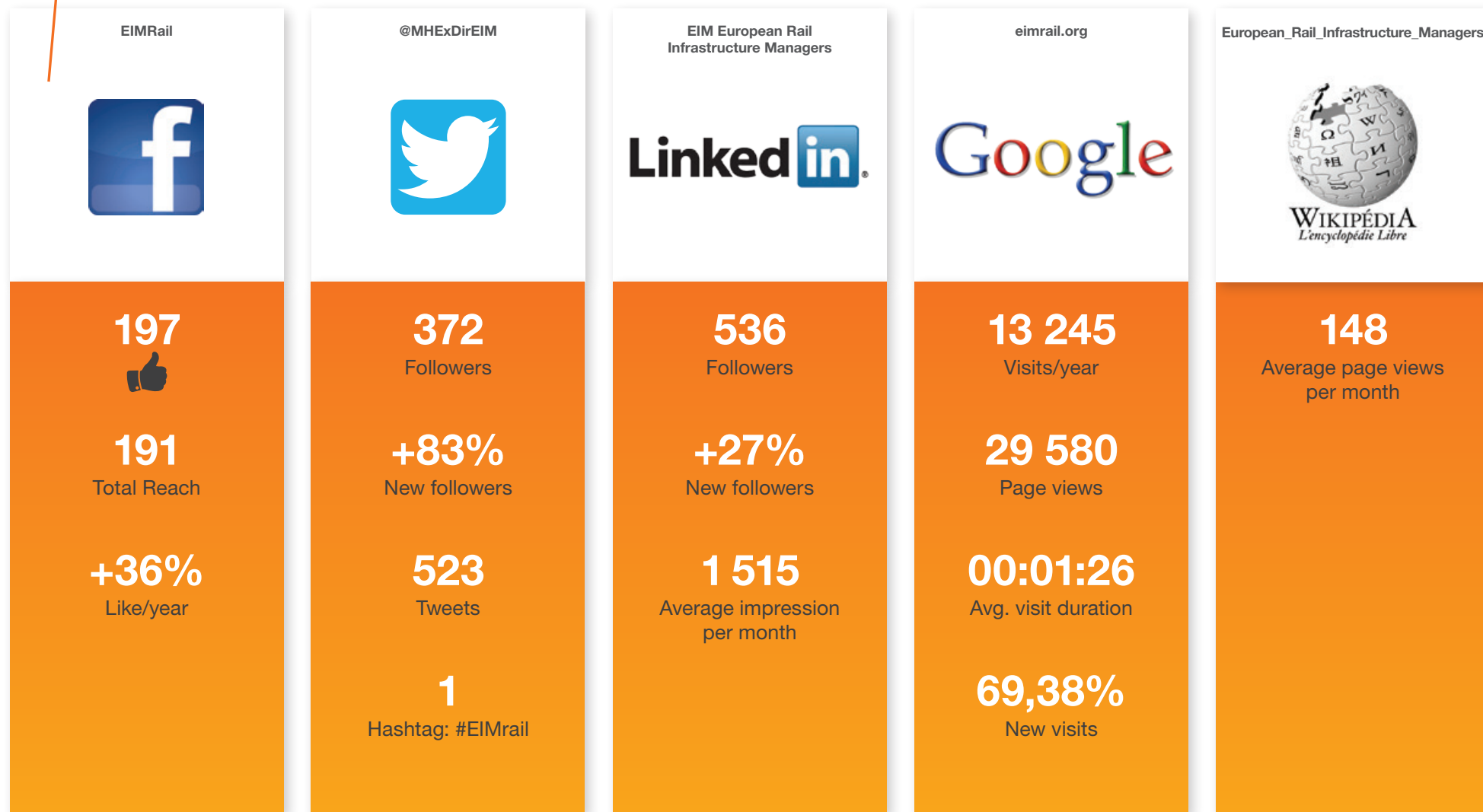


Training on the LGV SEA (FR).
© LISEA (FR)

TOPICS

EIM Interactive Analysis	136
EIM workshops	137
All events in 2016	140

EIM Interactive Analysis



EIM Workshops

In 2016 EIM organised numerous workshops for its members covering issues of legal, financial and operational nature such as the revision of the Convention concerning International Carriage by Rail (COTIF), Public Procurement, TEN-T & logistics and Charging.

Workshops in 2016:

- > **February 2016:** 1st EIM-UNIFE Joint Workshop on Public Procurement.
- > **March 2016:** Workshop on OTIF's revision of COTIF.
- > **May 2016:** 2nd EIM-UNIFE Joint Workshop on Public Procurement.
- > **November 2016:** Oslo Region/EIM/Port of Gothenburg Workshop on TEN-T and Logistics.
- > **December 2016:** 1st Workshop on Charging.



26.04.2016: EIM/EIB workshop on Funding, Brussels (BE)



10.05.2016: EC Conference on Rail Passenger Security in the EU, Brussels (BE)



20.06.2016: EIM speaking at the TEN-T Days, Rotterdam (NL)

©EIM



21.06.2016: EIM/CEDR breakfast during the TEN-T Days, Rotterdam (NL)



11.07.2016: Meeting with MEP Wim van de Camp, Brussels (BE)



15.07.2016: EIM/Mitsubishi Consulting workshop, Brussels (BE)



15.11.2016: EIM speaking at the workshop on TEN-T at the Norway House, Brussels (BE)



09.12.2016: Rail Freight Day 2016, RNE, Vienna (AT)

©EIM

All events in 2016

Date	Events	Organiser	Location
January			
12.01.2016	PRIME – subgroup on digitalisation	EC/EIM	Frankfurt, DE
12.01.2016	EFTC/EIM strategic meeting	EIM/EFRTC	Brussels, BE
13.01.2016	EIM/Prorail meeting	EIM/Prorail	Brussels, BE
14.01.2016	PRIME – subgroup on safety	EC/EIM	TelCo
14.01.2016	EIM/Rail Delivery Group meeting	EIM/RDG	Brussels, BE
19.01.2016	ERTMS IT security meeting	EIM	Brussels, BE
20.01.2016	EIM Asset Management WG meeting	EIM	Brussels, BE
20.01.2016	EIM meeting with German ports (owning own infrastructure)	EIM	Germany
21.01.2016	Rail Delivery Group think tank meeting	RDG	Brussels, BE
25.01.2016	Strategic meeting of selected RUs/EIM	RUs	Brussels, BE
25.01.2016	TRAN Committee	EP	Brussels, BE
25.01.2016	“Single Wagon Load” Workshop	T&E	Brussels, BE
25.01.2016	LANDSEC WG meeting	EC	Brussels, BE
26.01.2016	CER Digital Task Force meeting	CER	Brussels, BE
28.01.2016	RNE – PRIME – ENRBB joint meeting	EC/EIM	Vienna, AT
29.01.2016	Digital disruption meeting of EIM	EIM	Brussels, BE
29.01.2016	EC/CEN joint initiative on Standardisation	EC/CEN	Brussels, BE
February			
01.02.2016	EIM/railway media meeting	EIM	Brussels, BE
02.02.2016	EIM TAF TSI workshop	EIM	Brussels, BE
02-03.02.2016	PRIME – subgroup on KPIs	EC/EIM	Rome, IT
03.02.2016	EIM/EC DG MOVE meeting	EC DG MOVE	Brussels, BE
03.02.2016	STA Annual Conference 2016	STA	Brussels, BE
04.02.2016	9 th meeting of the Single European Railway Area Committee	SERAC	Brussels, BE
05.02.2016	EIM speaking at the Copper Theft Workshop	CEN/CENELEC	Brussels, BE
10.02.2016	EIM/CEDR preparatory meeting	EIM/CEDR	Brussels, BE
10.02.2016	EIM/ERA strategic exchange on occurrence reporting	EIM/ERA	Brussels, BE
09-10.02.2016	RNE LM WG – CUI UR and SCU-I Contract revisions	RNE	Zagreb, CR
12.02.2016	EIM Board call	EIM	Brussels, BE
15.02.2016	Electro-mobility Platform general meeting	T&E	Brussels, BE
15-16.02.2016	TRAN Committee	EP	Brussels, BE

Events marked in orange have been organised by EIM. Events in blue are PRIME related.

Date	Events	Organiser	Location
16.02.2016	EIM speaking at UNIFE meeting on digital strategies	UNIFE	Brussels, BE
16.02.2016	EIM's 3 rd Legal Experts meeting on OTIF's revision of CUI UR	EIM	Brussels, BE
17.02.2016	EIM/UNIFE Joint Workshop on Public Procurement	EIM/UNIFE	Brussels, BE
17-18.02.2016	EIM PMC meeting	EIM	Brussels, BE
18.02.2016	EU audit delegation with EIM on ERTMS	ECJ	Brussels, BE
22-23.02.2016	Launching Event of four Rail Freight Corridors	RFCs	Vienna, AT
23.02.2016	EIM/ProRail meeting on secondments	EIM/ProRail	Brussels, BE
25.02.2016	EIM/Sieps meeting	Sieps	Brussels, BE
March			
02.03.2016	IRU spring cocktail	IRU	Brussels, BE
02.03.2016	IRG-Rail Meeting on Rail Freight Corridors	CER	Brussels, BE
03.03.2016	TEN-T Seminar European Coordinators and Transport Organisations	EC	Brussels, BE
08.03.2016	EIM Asset Management WG meeting	EIM	Lisbon, PT
08-09.03.2016	PRIME – subgroup on safety	EC/EIM	Valenciennes, FR
10.03.2016	UIC EMC	UIC	Paris, FR
11.03.2016	Région Rhône-Alpes/EIM meeting	EIM	Brussels, BE
14-15.03.2016	CEDR Electric Road System Workshop	CEDR	Berlin, DE
14-15.03.2016	TRAN Committee	EP	Brussels, BE
15-16.03.2016	PRIME – subgroup on KPIs	EC/EIM	Brussels, BE
15.03.2016	ERFA Annual Event	ERFA	Brussels, BE
15.03.2016	EC Mobility Lunch “ITS, Connected Mobility, and Data Economy”	EC	Brussels, BE
16.03.2016	RFG/EIM Meeting on 4 th RP	RFG	Brussels, BE
16.03.2016	RFE Event “Erasing borders: connecting Europe with rail services”	RFE	Brussels, BE
16.03.2016	Workshop on certification of security properties in ICT products	ENISA	Brussels, BE
21.03.2016	ATOC/RDG/EIM meeting	ATOC/RDG	Brussels, BE
21-22.03.2016	EIM TSG meeting	EIM	Brussels, BE
22.03.2016	EIM/EC strategic meeting on EU funding for IMs	EIM	Brussels, BE
23.03.2016	PRIME security meeting	NR	London, UK
29.03.2016	EIM/ERA meeting on Safety Occurrence Reporting	ERA	Valenciennes, FR
30.03.2016	RFID kick-off meeting	CEN/CENELEC	Brussels, BE
30.03.2016	Shift2Rail “User requirements/implementation and deployment Working Group”	EC	Brussels, BE
31.03.2016	ERA Management Board	ERA	Valenciennes, FR

Date	Events	Organiser	Location
April			
04.04.2016	EU RMMS meeting	EC	Brussels, BE
06-07.04.2016	EXPO Ferroviaria 2016	Expo Ferrov.	Turin, IT
05.04.2016	CER Digital Task Force	CER	Brussels, BE
07.04.2016	PRIME – subgroup on digital-disruptions	EC/EIM	TelCo
08.04.2016	PRIME – subgroup on digital-enablers	EC/EIM	TelCo
08.04.2016	EIM Board call	EIM	Brussels, BE
11.04.2016	EU LANDSEC (security) meeting	EC	Brussels, BE
11.04.2016	EIM/Cabinet Bulc meeting	EIM	Brussels, BE
12.04.2016	PRIME – ad hoc subgroup on KPIS	SNCF Réseau	Paris, FR
12-13.04.2016	3 rd European Conference on Sustainable Urban Mobility Plans (SUMP)	Eltis/EC	Bremen, DE
14.04.2016	EIM/EC DG MOVE strategy meeting	EC	Brussels, BE
14-15.04.2016	CEDR Road Noise Technical Meeting	CEDR	Oslo, NO
15.04.2016	Shift2Rail – 1 st Meeting of the User Requirements/Implementation and Deployment Working Group	EC	Brussels, BE
19.04.2016	EIM/DB strategic exchange on corridors	EIM	TelCo
19.04.2016	EC Road Transport Conference	EC	Brussels, BE
20.21-04.2016	EIM PMC meeting	EIM	Paris, FR
22.04.2016	EIM/Duisport meeting	EIM	Duisburg, DE
26.04.2016	EIM/EC/EIB Funding Workshop	EIM	Brussels, BE
25-26.04.2016	TRAN Committee	EP	Brussels, BE
26.04.2016	PRIME – subgroup on digitalisation	EC/EIM	Brussels, BE
27.04.2016	EIM/CEDR strategic meeting	EIM/CEDR	Brussels, BE
27.04.2016	EIM attending International Rail Standards Meeting	DG Move	Brussels, BE
28.04.2016	EIM attending the Workshop on the results of the business case report on the RALP and NSM Rail Freight Corridors	EC	Brussels, BE
28.04.2016	EIM speaking at the European Rail Summit 2016	Railway Gazette	Brussels, BE
28-29.04.2016	JR East Seminar on Public Procurement	JR East	Milan, IT
29.04.2016	EIM/ProRail meeting	ProRail	Brussels, BE
29.04.2016	PRIME – subgroup on implementing acts	EC/EIM	Brussels, BE

Date	Events	Organiser	Location
May			
03.05.2016	High Level Meeting on “Track Access Charges and Competitiveness of the Rail Sector” with MEP Wim van de Camp, EP	MEP van de Camp	Brussels, BE
04.05.2016	EIM/RUs strategic meeting	RUs	Brussels, BE
10.05.2016	LANDSEC WG meeting – Best practices in rail security Conference	EC	Brussels, BE
10-11.05.2016	EIM Asset Management WG meeting	EIM	Helsinki, FI
11-12.05.2016	PRIME – subgroup on KPIs	EC/EIM	Helsinki, FI
11-12.05.2016	EIM PMC meeting	EIM	Oslo, NO
13.05.2016	EIM attending the Platform for Electro-Mobility general meeting	CER	Brussels, BE
17.05.2016	EIM attending RFCs NL Presidency’s meeting	EC	Brussels, BE
18.05.2016	EIM/PKP PLK meeting	PKP PLK	Warsaw, PL
20.05.2016	EIM/EFRTC cooperation meeting	EIM/EFRTC	Brussels, BE
23-24.05.2015	TRAN Committee	EP	Brussels, BE
24.05.2016	EIM Board call	EIM	Brussels, BE
24-25.05.216	EIM attending RNE Legal Matters WG	RNE	Lisbon, PT
25.05.2016	EIM UNIFE joint event on Procurement	EIM/UNIFE	Brussels, BE
26.05.2016	PRIME – subgroup on financing	EC/PRIME	Brussels, BE
26.05.2016	4 th EU Electromobility Stakeholder Forum	UITP	Brussels, BE
26.05.2016	Strategic exchange with deputies Savary and Pancher of the French National Assembly	Savary/Pancher	Brussels, BE
27.05.2016	PRIME – subgroup on security	EC/EIM	London, UK
27.05.2016	EIM/BDK meeting	BDK	Copenhagen, DK
30-31.05.2016	EIM attending OTIF revision of CUI UR WG	OTIF	Bern, CH
June			
02.06.2016	EIM GA and CEOs Club meeting	EIM	Westwood, UK
03.06.2016	HLIM meeting	EIM/CER	Westwood, UK
03.06.2016	PRIME plenary	EC/EIM	Westwood, UK
08.06.2016	EIM attending Infrastructure WG – Electro-Mobility Platform	Bellona	Brussels, BE
08.06.2016	Economic comparison of decarbonised heavy road freight options	Webinar	TelCo
13.06.2016	EIM attending the Forum for Mobility & Society debate on “Mobility as a Service”	MaaS Alliance	Brussels, BE
14.06.2016	Bilateral meeting CER (L Lochman) and EIM (M Heiming)	EIM/CER	Brussels, BE
15.06.2016	Strategy meeting EIM/Rail Freight Group (UK)	EIM/RFG	Brussels, BE
15-16.06.2016	TRAN Committee	EP	Brussels, BE
16.06.2016	MEP W. van de Camp/EIB meeting on track access charges	EP	Brussels, BE
17.06.2016	EIM attending the meeting DG ENERGY/Electro-Mobility Platform	DG ENERGY	Brussels, BE
21.06.2016	EIM speaking at TEN-T rail freight corridor event	NL Presidency	Rotterdam, NL

Date	Events	Organiser	Location
20-22.06.2016	TENT-T Days 2016	NL/EC	Rotterdam, NL
21.06.2016	CEDR/EIM breakfast	EIM/CEDR	Rotterdam, NL
21-22.06.2016	EIM TSG meeting	EIM	Brussels, BE
22.06.2016	Infrastructure Dialogue Berlin	IDB	Berlin, DE
23.06.-2016	Conference "Networking for Urban Nodes Conference"	NL Presidency	Amsterdam, NL
23.06.2016	ERA Admin Board	ERA	Valenciennes, FR
24.06.2016	EIM Asset Management WG meeting	EIM	Brussels, BE
28.06.2016	EIM attending the Workshop "Transport Links in Border regions"	Committee of the Regions	Brussels, BE
28.06.2016	Event "The Juncker Plan" – EP Intergorup on long-term investment	EP	Brussels, BE
28-29.06.2016	PRIME – subgroup on safety	EC/EIM	Westwood, UK
29.06.2016	Strategy meeting EIM/ASTOC (SE)	EIM/ASTOC	Brussels, BE
29.06.2016	EIM speaking at the ETCR Seminar on EU Transport and Railway Affairs	College of Europe	Bruges, BE
30.06.2016	EFRTC Policy and Research Committee	EFRTC	Paris, FR
30.06.2016	Bilateral meeting EIM-CER on revision Regulation EU 913/2010 (RFCs)	EIM	Brussels, BE
July			
05.07.2016	Bilateral meeting EIM/HS2	EIM	Brussels, BE
05.07.2016	"Putting Rail Freight on the Right Track" Workshop	T&E	Brussels, BE
06.07.2016	Electro-mobility Platform's Infrastructure WG meeting	Bellona	Brussels BE
07.07.2016	GRB CORE	CER	Brussels, BE
08.07.2016	EC/EIM bilateral strategic meeting on upcoming EU initiatives	EC/EIM	Brussels, BE
11-12.07.2016	TRAN Committee	EP	Brussels, BE
11.07.2016	EP TRAN/EIB meeting on EFSI (initiative: NL MEP van der Camp)	EP TRAN	Brussels, BE
12.07.2016	Meeting of EIM/ATOC (UK)	EIM/ATOC	Brussels, BE
13.07.2016	ERTMS MoU no 3 preparatory meeting	EUAR + rail sector	Brussels, BE
15.07.2016	Bilateral meeting EIM/Mitsubishi UFJ Research & Consulting	EIM/Mitsubishi	Brussels, BE
18.07.2016	Bilateral meeting EIM/DB Personenverkehr	EIM/DB	Brussels, BE
19.07.2016	Bilateral meeting EIM/T&E on Eurovignette	EIM/T&E	Brussels, BE
19.07.2016	Bilateral meeting EIM/EC DG MOVE on ERTMS strategy	EC/EIM	Brussels, BE
19.07.2016	Bilateral strategic meeting EC DG MOVE/EIM on technical issues	EC/EIM	Brussels, BE
25.07.2016	Bilateral strategic meeting EIM/HS2	EIM/HS2	London, UK
August			
16.08.2016	EIM/Trainline meeting on digitalisation	Trainline	Brussels, BE
16.08.2016	RFCs' Sector's Declaration task-force meeting	RFCs/DB Netze	Frankfurt, DE
24.08.2016	EIM meeting with LIT infrastructure manager	EIM/LIT IM	Vilnius, LT
30.08.2016	EIM/Network Rail meeting	NR/EIM	Brussels, BE
31.08.2016	EIM OPE WG	EIM	Brussels, BE

Date	Events	Organiser	Location
September			
01.09.2016	EIM/CER meeting WG OPE	EIM/CER	Brussels, BE
01.09.2016	TRAN Committee meeting	EP	Brussels, BE
05.09.2016	EIM WG on Persons with Reduced Mobility (PRM)	EIM	Brussels, BE
06.09.2016	EIM/CER meeting on Persons with Reduced Mobility (PRM)	EIM/CER	Brussels, BE
06.09.2016	EIM WG on Safety I	EIM	Warsaw, PL
07.09.2016	EIM WG on Safety II	EIM	Warsaw, PL
07.09.2016	Bilateral meeting EIM/MEP Revault d'Allones Bonnefoy	EIM	Brussels, BE
07.09.2016	EIM/CER WG on LocPas	EIM/CER	Brussels, BE
08.09.2016	GRB CORE meeting	CER/all	Brussels, BE
08.09.2016	EUAR LocPas meeting	EUAR	Valenciennes, FR
09.09.2016	Electro-Mobility Platform General Assembly	Siemens	Brussels, BE
09.09.2016	"Convention of IMs and RUs on capacity allocation" WG	DB Netze	Frankfurt, DE
09.09.2016	Meeting EIM/Prorail	EIM/Prorail	Brussels, BE
12.09.2016	RFCs' Sector's Declaration task-force meeting	ERTMS Users' Group	Brussels, BE
13.09.2016	CEDR/EIM Asset Management WG meeting	CEDR/EIM	Brussels, BE
14.09.2016	EUAR Working Party on Telematics (TAF/TAP)	EUAR	Valenciennes, FR
14.09.2016	EUAR Working Party on Safety	EUAR	Valenciennes, FR
14.09.2016	EIM PMC meeting I	EIM	Copenhagen, DK
15.09.2016	EIM PMC meeting II	EIM	Copenhagen, DK
15.09.2016	EUAR Working Party on Safety	EUAR	Valenciennes, FR
19.09.2016	PRIME subgroup: Digitalisation	DB	Berlin, DE
19.09.2016	EIM presenting on digitalisation at THALES conference	Thales	Berlin, DE
20.09.2016	EIM SEC WG	EIM	Oslo, NO
20.09.2016	Signature of ERTMS MoU	EUAR	Berlin, DE
20-23.09.2016	Innotrans fair	Innotrans	Berlin, DE
21.09.2016	EIM SEC WG	EIM	Oslo, NO
21.09.2016	EIM/CER meeting on train detection compatibility (TDC)	EIM/CER	Brussels, BE
21.09.2016	EIM WG ERTMS	EIM	Brussels, BE
22.09.2016	EUAR working party on train detection compatibility (TDC)	EUAR	Valenciennes, FR
22.09.2016	ERTMS Cost Benefit Analysis Meeting EIM/EC	EIM/EC	Brussels, BE
23.09.2016	MFF 2014-2020 mid-term review sectorial meeting	ESPO	Brussels, BE
26.09.2016	TRAN Committee	EP	Brussels, BE
26.09.2016	RISC task force meeting on 4 th RP (technical part)	EC DG MOVE	Brussels, BE
27.09.2016	RNE LM WG	RNE	Utrecht, NL
27.09.2016	Set-up of Network of Executive Boards – RFCs	Infrabel	Brussels, BE

Date	Events	Organiser	Location
27.09.2016	EIM attending the conference “Reduction of CO ₂ emissions from transport: where do we stand?”	European Transport Forum	Brussels, BE
28.09.2016	Horizon 2020 Info Day	EC	Brussels, BE
28.09.2016	Strategy meeting EIM/Deutsche Bahn	EIM/DB	Brussels, BE
28.09.2016	EIM TSG meeting	EIM	Brussels, BE
28-29.09.2016	EIM Asset Management WG meeting	EIM	Stockholm, SE
29.09.2016	Workshop on combined transport	T&E	Brussels, BE
29.09.2016	EC meeting on EU international affairs	EC DG MOVE	Brussels, BE
29.09.2016	EIM/CER INF WG I	EIM/CER	Brussels, BE
30.09.2016	EIM/CER INF WG II	EIM/CER	Brussels, BE
October			
03.10.2016	EC Landsec meeting	EC	Brussels, BE
05.10.2016	EIM PRM WG	EIM	Brussels, BE
05.10.2016	PRIME subgroup financing	PRIME	Brussels, BE
05.10.2016	GRB plenary meeting	CER/all	Brussels, BE
06.10.2016	EIM Board call no 4/5	EIM	Brussels, BE
06.10.2016	EIM/CER WG on Persons with reduced Mobility (PRM)	EIM/CER	Brussels, BE
06.10.2016	EIM/CER/UNIFE strategy meeting on GRB issues	CER/UNIFE/EIM	Brussels, BE
06.10.2016	EIM OPE WG	EIM	Utrecht, NL
07.10.2016	EIM/CER OPE WG	EIM/CER	Utrecht, NL
07.10.2016	Expert Group Timetabling	EU	Brussels, BE
11.10.2016	PRIME subgroup meeting Regulators (ENRRB)	PRIME	Torino, IT
11.10.2016	EIM/CER SRT WG	EIM/CER	Brussels, BE
11-12.10.2016	EUAR VA WP	EUAR	Lille, FR
10-11.10.2016	TRAN Committee	EP	Brussels, BE
12.10.2016	Bilateral meeting EIM/FTA (Shippers) on revision of Regulation EU 913/2010 (RFCs)	EIM	Brussels, BE
12.10.2016	EIM attending the Infrastructure WG – Electro-Mobility Platform	Bellona	Brussels, BE
12.10.2016	EUAR WG on registers (RINF)	EUAR	Valenciennes, FR
12-13.10.2016	EIM WG Telecoms	EIM	Brussels, BE
13.10.2016	EUAR WG on registers (RINF)	EUAR	Valenciennes, FR
13.10.2016	Strategic exchange EIM (MHeiming) with EC dep DG (M. Baldwin)	EC DG MOVE	Brussels, BE

Date	Events	Organiser	Location
17.10.2016	EIM SAF Conference TelCo	EIM	TelCo
17.10.2016	RFCs' Sector's Declaration task-force meeting	RFCs	Brussels, BE
17-18.10.2016	EU Rail Conference EU/Iran (SNCF Réseau)	DG Growth	Teheran, IR
18.10.2016	EIM ERTMS WG on testing	EIM	Brussels, BE
18.10.2016	EUAR working party on Rolling Stock (RST)	EUAR	Valenciennes, FR
18.10.2016	RFCs – Follow-up Rotterdam's Declaration task-force	CER	Brussels, BE
19.10.2016	EUAR working party on Rolling Stock (RST)	EUAR	Valenciennes, FR
19.10.2016	EIM WG on ERTMS CCM	EIM	Brussels, BE
19-20.10.2016	EIM PMC Meeting	EIM	Brussels, BE
20.10.2016	GRB core meeting	CER/all	Brussels, BE
20.10.2016	EIM/CER WG on LocPas	CER/EIM	Brussels, BE
21.10.2016	"Convention of IMs and RUs on capacity allocation" WG	RNE	Vienna, AT
24-25.10.2016	"Shaping the Future of the EU Core Network Corridors" Conference	EC/FSI	Milan, IT
26.10.2016	Bilateral meeting EIM/Oslo Region	EIM/Oslo Region	Brussels, BE
26.10.2016	Evaluation of five Representativeness study Reports	Eurofund	Brussels, BE
26-27-10.2016	EUAR SAF WP	EUAR	Lille, FR
28.10.2016	PRIME subgroup meeting Implementing Acts	PRIME	Brussels, BE
November			
02.11.2016	EIM PRM WG	EIM	Brussels, BE
02-03.11.2016	EIM/CER PRM WG	EIM/CER	Brussels, BE
03.11.2016	EIM TAP&TAF WG	EIM	Lisbon, PT
03.11.2016	Bilateral meeting EIM/SNCF Réseau	EIM/SNCF R	Brussels, BE
03.11.2016	GRB core meeting	CER/all	Brussels, BE
07.11.2016	Expert Group Timetabling	EU	Brussels, BE
07.11.2016	EIM attending the Infrastructure WG – Electro-Mobility Platform	Bellona	Brussels, BE
07.11.2016	EC Standardisation Platform kick off meeting	EC DG MOVE	Brussels, BE
08.11.2016	EC ERTMS WG	DG MOVE	Brussels, BE
08.11.2016	EIM RST WG	EIM	Brussels, BE
08.11.2016	EC RISC Task Force Meeting on ERTMS	EC DG MOVE	Brussels, BE
08.11.2016	EC Expert Group on technical pillar of 4 th RP	EC DG MOVE	Brussels, BE
08-09.11-2016	PRIME – subgroup on KPIs	EC	London, UK
09-10.11.2016	TRAN Committee	EP	Brussels, BE

Date	Events	Organiser	Location
09.11.2016	EIM SAF TelCo	EIM	TelCo
09-10.11.2016	EIM Asset Management WG meeting	EIM	London, UK
10.11.2016	“Trans-Eurasian railway connections and multimodal links in EU and neighbouring countries” Conference	Bavaria EU Office	Brussels, BE
10.11.2016	EUAR working party on LocPas	EUAR	Valenciennes, FR
10.11.2016	ETF Safety and Security Conference	ETF	Brussels, BE
10.11.2016	EIM attending the EUAR Executive Board	EUAR	Valenciennes, FR
11.11.2016	EUAR working party on Safety	EUAR	Valenciennes, FR
15.11.2016	EP Press Seminar	EP	Brussels, BE
15.11.2016	EIM speaking at TEN-T conference	EU Norway Office	Brussels, BE
16.11.2016	EIM speaking at EP TRAN press seminar	EP	Brussels, BE
16.11.2016	EC RISC breakfast meeting	Rail sector	Brussels, BE
16.11.2016	EIM General Assembly Meeting	EIM	Brussels, BE
16.11.2016	EIM CEOs Club Meeting	EIM	Brussels, BE
16.11.2016	EIM dinner (EIM members + EU guests)	EIM	Brussels, BE
16.11.2016	EUAR TAF TAP CCM Board meeting	EUAR	Lille, FR
16.11.2016	EC SERAC working group on rail freight corridors	EC	Brussels, BE
16.11.2016	EIM ERTMS WG	EIM	Brussels, BE
17.11.2016	PRIME plenary meeting	PRIME	Brussels, BE
21.11.2016	EIM OPE WG	EIM	Brussels, BE
22.11.2016	EIM/CER OPE WG	EIM/CER	Brussels, BE
22.11.2016	EUAR working party on ERTMS track side approval	EUAR	Valenciennes, FR
23.11.2016	EIM/CER meeting: Train Detection Compatibility (TDC)	EIM/CER	Brussels, BE
24.11.2016	EUAR working party: Train Detection Compatibility (TDC)	EUAR	Valenciennes, FR
28.11.2016	EIM RINF WG	EIM	TelCo
29.11.2016	EIM attending the EUAR Administrative Board no 41	EUAR	Lille, FR
29.11.2016	EIM WG on Security	EIM	Brussels, BE
29.11.2016	“CEF Call for cross-border infrastructure projects on Comprehensive and on Core Networks” Conference	CoR	Brussels, BE
30.11.2016	Workshop Rail Baltica “Sustainable transport connecting the Baltic Sea region”	EP	Brussels, BE
30.11.2016	EIM WG on Security	EIM	Brussels, BE
30.11.2016	EIM/Prorail trainees	Prorail	Brussels, BE

Date	Events	Organiser	Location
December			
01.12.2016	EIM SAF WG	EIM	Brussels, BE
02.12.2016	Meeting with Malta's Permanent Representation	Malta Office EU	Brussels, BE
02.12.2016	Bilateral meeting EIM/DG MOVE on Train Drivers Directive (TDD)	EC	Brussels, BE
02.12.2016	RFCs' Sector's Declaration task-force meeting	Infrabel	Brussels, BE
05.12.2016	TRAN Committee	EP	Brussels, BE
06.12.2016	High Level Meeting on Rail Competitiveness on Trac Access Charges	MEP Wim van de Camp	Brussels, BE
06.12.2016	EIM TSG meeting	EIM	Brussels, BE
07.12.2016	Electro-Mobility Platform General Assembly	Alstom	Brussels, BE
07.12.2016	EIM ERTMS meeting	EIM	Brussels, BE
07.12.2016	PMC meeting I	EIM/Adif	Madrid, ES
08.12.2016	PMC meeting II	EIM/Adif	Madrid, ES
08.12.2016	LANDSEC Meeting WG	EC	Brussels, BE
08.12.2016	RNE GA	RNE	Vienna, AT
09.12.2016	EU Rail Freight Day	EC	Vienna, AT
09.12.2016	GRB core meeting	CER/all	Brussels, BE
12.12.2016	EIM Workshop on Charging	EIM	Brussels, BE
12.12.2016	EIM TEL WG TelCo	EIM	TelCo
12.12.2016	EIM OPE WG	EIM	Vienna, AT
13.12.2016	EC fees & charges support group	EC DG MOVE	Brussels, BE
13.12.2016	EIM/CER OPE WG	EIM/CER	Vienna, AT
13.12.2016	PRIME – subgroup on KPIs	PRIME	Brussels, BE
13.12.2016	EIM WG Safety I	EIM	Brussels, BE
13.12.2016	EIM PMC I	EIM	Madrid, ES
14.12.2016	EIM WG Safety II	EIM	Brussels, BE
14.12.2016	EIM PMC II	EIM	Madrid, ES
14.12.2016	EUAR WP Economic Survey Group (ESG)	EUAR	Valenciennes, FR
14-15.12.2016	EIM/CER PRM WG	EIM	Brussels, BE
15.12.2016	GRB plenary meeting	CER/all	Brussels, BE
15.12.2016	EIM Board call 5/5	EIM	Brussels, BE
15.12.2016	EIM ENE WG	EIM	Brussels, BE
16.12.2016	EUAR/rail sector NRB meeting	EUAR	Lille, FR
16.12.2016	Workshop on revision of Regulation EU 913/2010 – Rail Freight Corridors (RFCs)	EC	Brussels, BE

07

INTERNAL AFFAIRS



Lisbon bridge (PT).
© IP (PT)



”

In June 2002, EIM advocated for an ambitious implementation of the 2nd Railway Package. Fifteen years later, it is our responsibility to implement the 4th Railway Package to promote a rail system providing smart transportation services and mobility in general. Cooperative involvement with the various European political bodies is fundamental for the rail sector and our growing influence within the railways and transport communities can only be achieved through a logic of strengthened cooperation between all European Rail Stakeholders and by maximizing their contributions on a systemic basis.

Francisco Cardoso dos Reis

Vice-President of EIM and Senior Advisor of IP Board of Administration,
Portugal



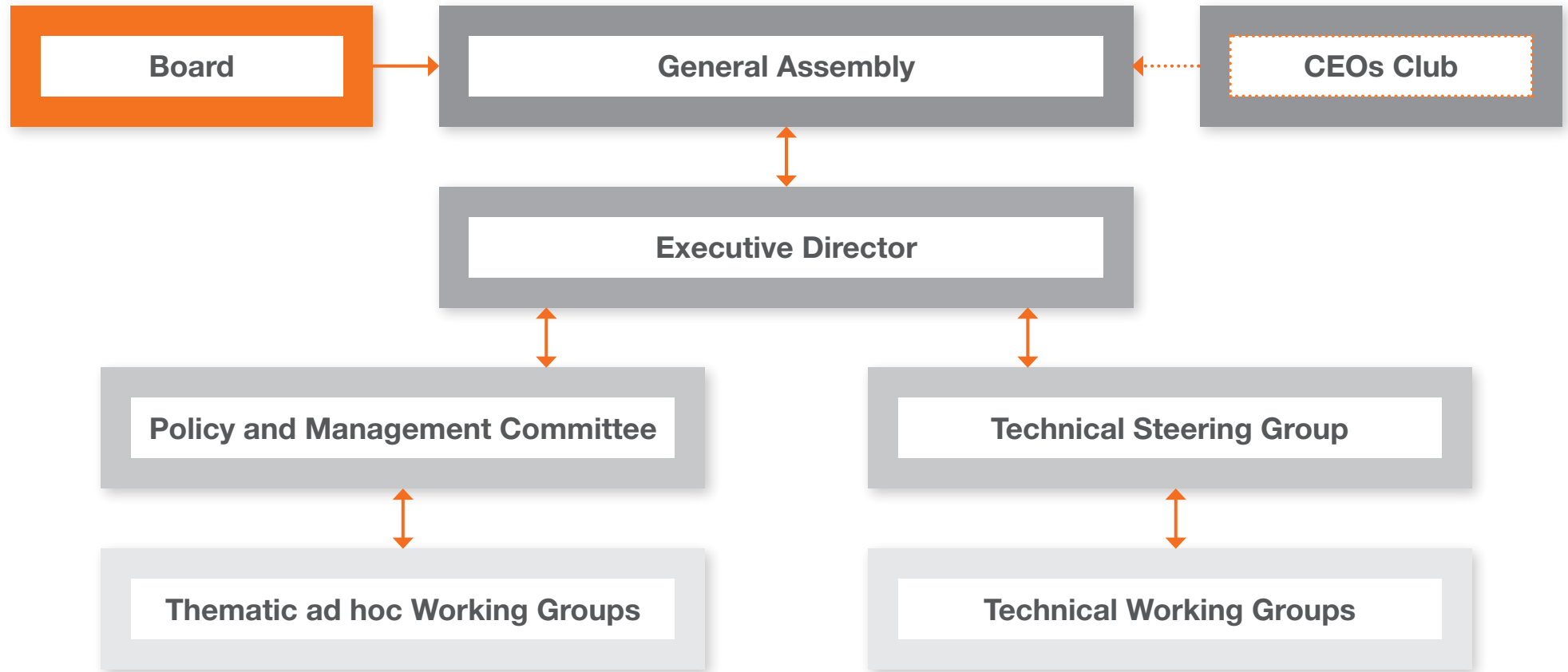
EIM General Assembly & CEOs Club Meeting, November 2016, Brussels (BE).

© EIM

TOPICS

Organisational Structure	154
EIM Board (as of November 2016)	155
Human Resources	156
EIM Secretariat	157
EIM Membership	158
EIM covering the entire Europe	159

Organisational Structure



EIM Board (as of November 2016)

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 2016, EIM employed staff with 10 different nationalities (EU).

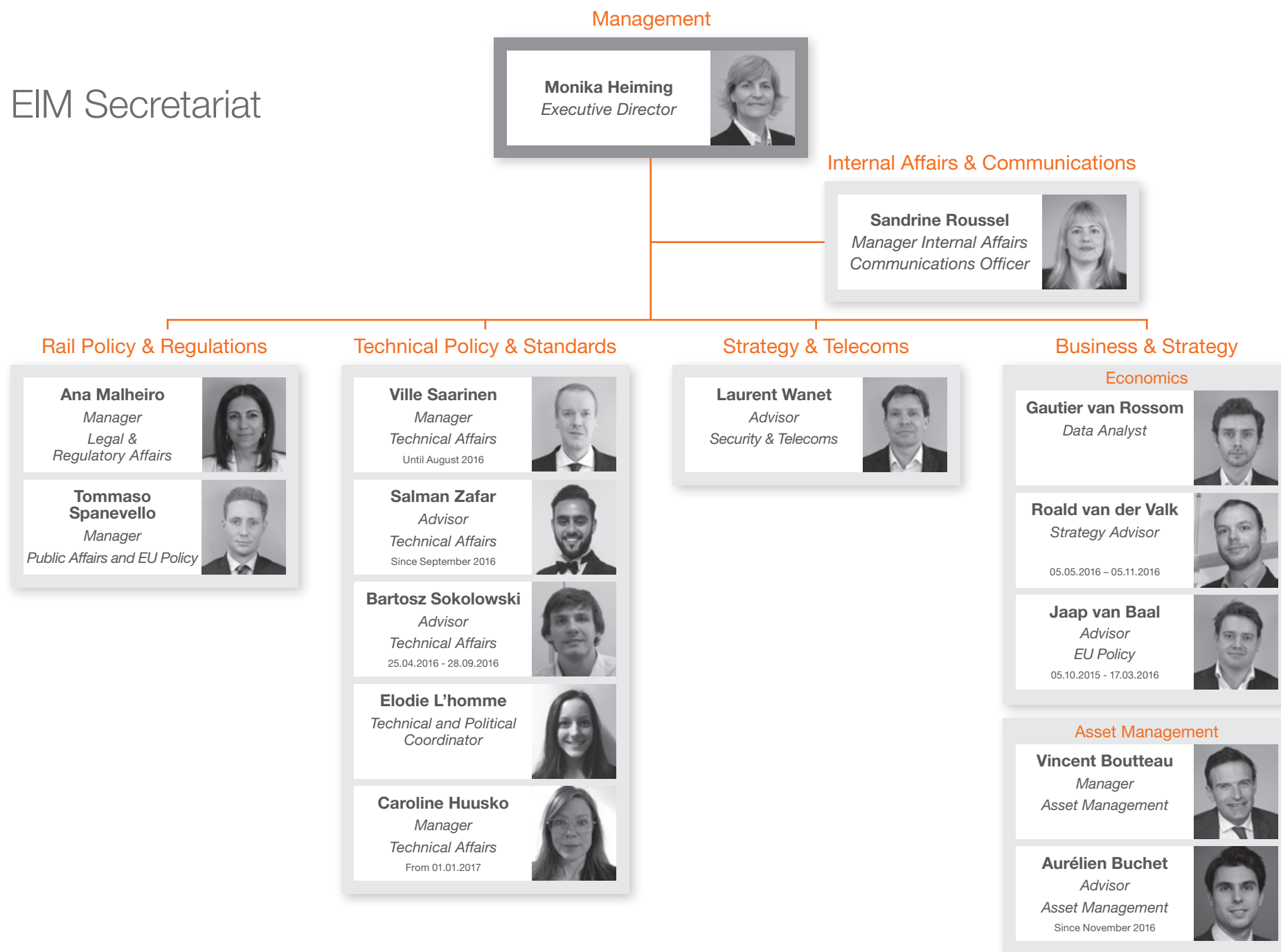
SECONDMENTS

- EIM has a long tradition with secondments from its members.
- Assignments take various forms and shapes and can last from 3 months – 5 years.
- Seconded staff receive job assignments based on the needs of the sending organisation and the profile of the seconded staff.
- All seconded staff 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 (economics and strategy).

EIM Secretariat



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 shape the policy making 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 fulfil the above criteria.

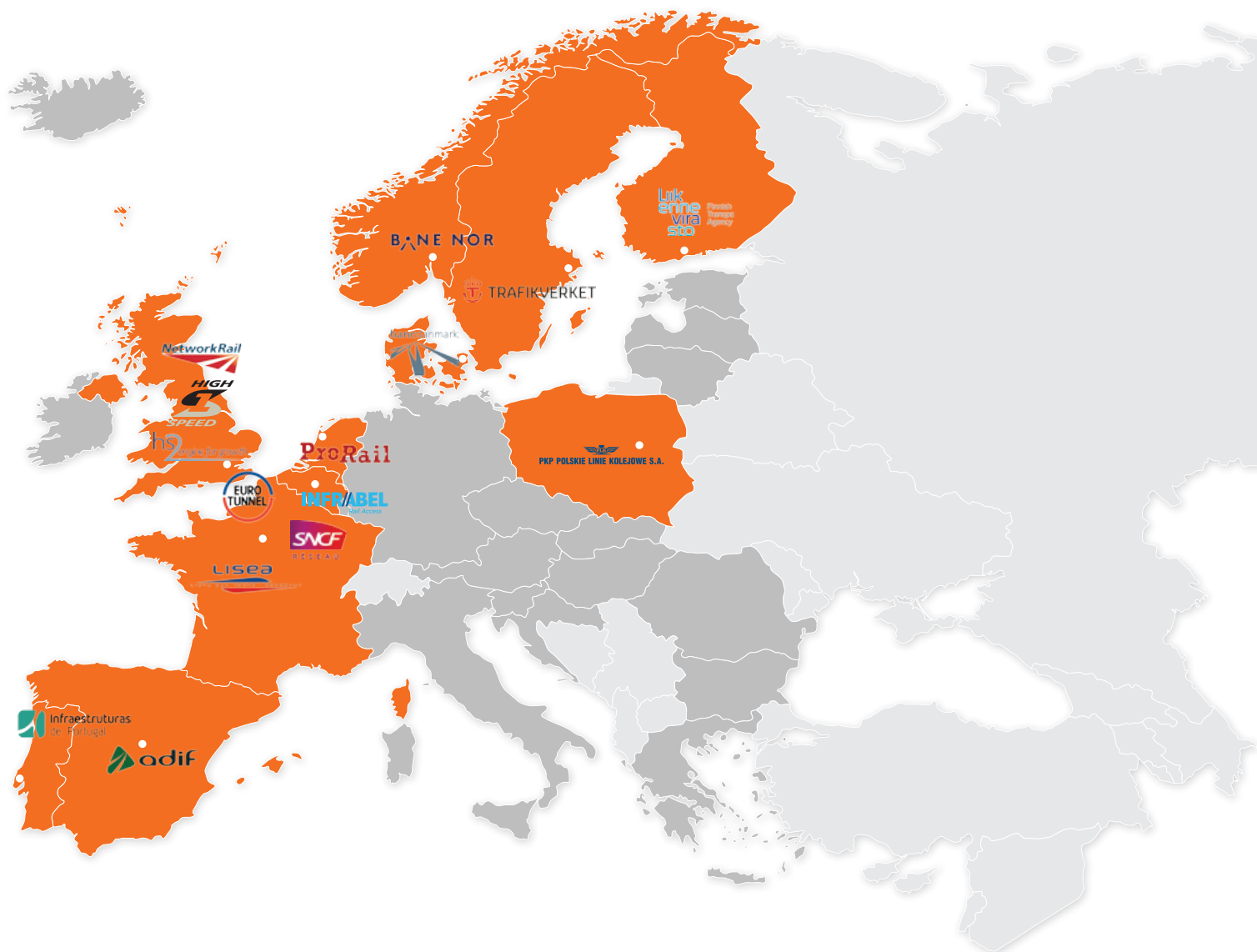
HOW TO BECOME A MEMBER?

- 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





The Channel tunnel, Groupe Eurotunnel (FR).
© EIM

TOPICS

Glossary

162

Glossary

Asset Management

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

Community of European Railway and Infrastructure Companies (CER)

A body representing railway operators and infrastructure managers at European level.

Contractual agreement

An agreement or, mutatis mutandis, an arrangement which is concluded between the competent authority and the infrastructure manager covering a period of not less than five years and a set of parameters and principles set by the Recast Directive (Directive 2012/34/EU).

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)

The Committee on the Environment, Public Health and Food Safety is a 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)

The Committee on Industry, Research and Energy is a committee of the European Parliament, whose areas of responsibility relate to industry, information technology, and telecommunications.

Committee on the Internal Market and Consumer Protection (IMCO)

The Committee on the Internal Market and Consumer Protection is a 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)

The Committee on Transport and Tourism is a 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)

A harmonised framework to improve the level of safety in the EU railway, with regards to assessment, supervision and monitoring.

Convention concerning International Carriage by Rail (COTIF)

An 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. 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)

The association promoting the views of railway infrastructure managers in Europe.

European Rail Freight Association (ERFA)

The 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)

A project aimed at replacing the different national rail control-command and signalling systems in Europe with one single system.

European Union Agency for Railways (EUAR)

An 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 and the European Commission, it exercises the legislative function of the EU.

European Passengers Train and Traction Operating Lessors' Association (EPTTOLA)

Representative body for European passengers 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 set 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 measures adopted by the European Parliament and the Council in 2016 with the aim of improving rail transport in Europe. It encompasses measures aimed at liberalising the European domestic passenger market, strengthening the functions and improving the governance of the rail infrastructure manager in Europe, reinforcing the role of the European Union Agency for Railways and streamlining the certification and authorisation procedures.

Framework agreement

A global agreement between the infrastructure manager and the applicant which sets 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 – covering both tangible and intangible objects such as software.

Infrastructure Manager (IM)

Body or firm responsible for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling.

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)

An international rail industry body promoting rail transport worldwide.

International Union of Wagon Keepers (UIP)

Brussels based umbrella association of national associations of wagon keepers from 14 European countries.

International Union of Combined Road-Rail Transport Companies (UIRR)

Organisation representing European operators of intermodal transport (involving the combination of multiple modes of transport e.g. road, rail, maritime).

Member States (MS)

Countries which are members 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 the United Kingdom.

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)

An accredited organisation designated in an EU country to assess the conformity of certain products, systems and subsystems according to applicable legislation (IOD only). The European Commission publishes a list of such notified bodies.

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 to a higher level than planned performance.

Policy and Management Committee (PMC)

EIM body, consisting of at least one delegate from each EIM member. The PMC is 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 Freight Corridors (RFCs)

9 international, market-oriented, corridors for rail freight established by Regulation EU 913/2010.

Rail Net Europe (RNE)

An international organisation which brings together a number of railway infrastructure managers and Allocation Bodies with the aim to facilitate their international business e.g. by allowing the planning of international train paths.

Rail Market Monitoring Scheme (RMMS)

The document published by the European Commission every two years based on information submitted by the Member States which gives an overview on the evolution of the European railway market.

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.

Glossary

Railway Undertaking (RU)

Any public or private undertaking, which principal business is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking ensures traction; this also includes undertakings which provide traction only.

Regulatory body

A public body established by Member States which is responsible for enforcing the regulatory framework for the railway sector at national level. According to EU law, regulatory bodies need to be independent from any other public or private entity, including railway undertakings infrastructure manager, charging body or allocation body. Applicants have the right to appeal to the regulatory body 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 (RS)

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)

The SERAC is a committee that is composed of Member States and chaired by the European Commission. It was set up 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 the Agency and adopted by the EC, to ensure the interoperability of the trans-European rail system.

Technical Steering Group (TSG)

EIM body, consisting of senior technical managers involved in the Agency'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)

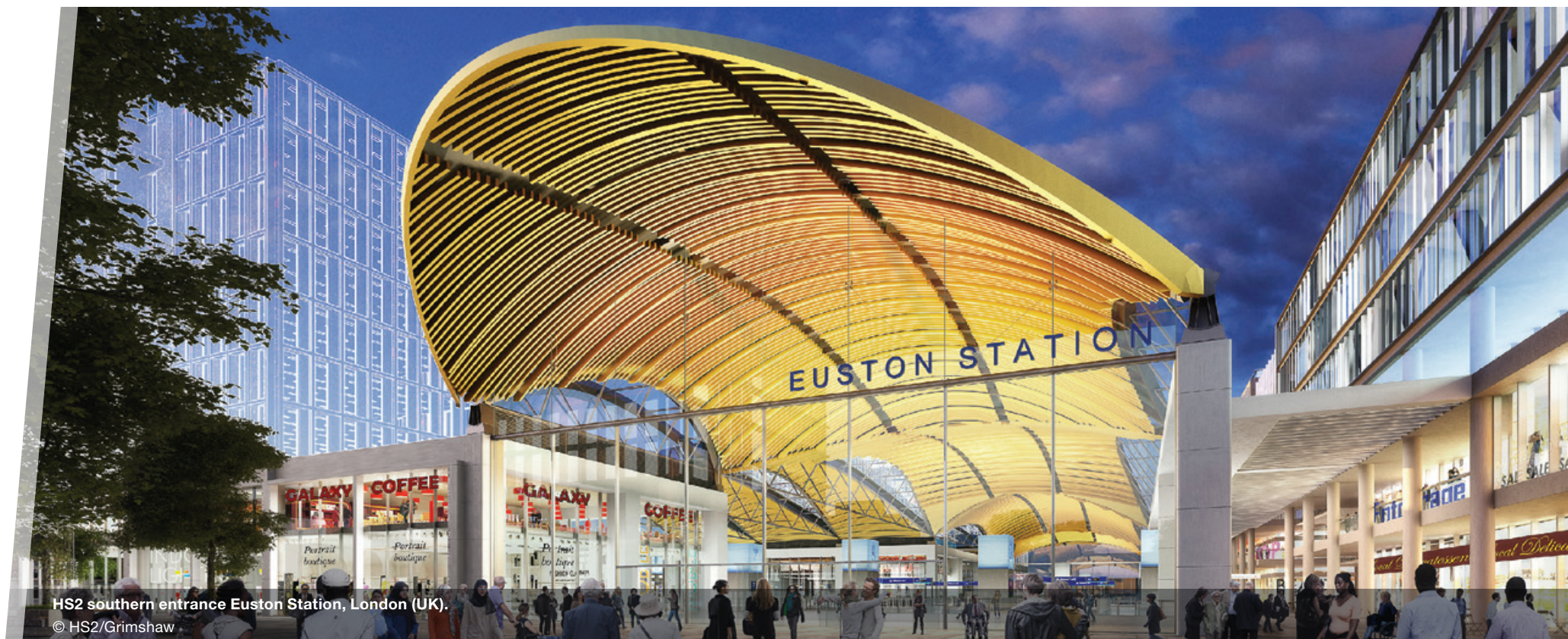
The association of the European Rail Industry, representing the railway supply industry i.e. companies responsible for the design, manufacture, maintenance and refurbishment of guided land transport systems, subsystems and related equipment.

Working Group (WG)

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 the Agency Work Groups.

Working Party (WP)

A significant part of the EUAR's workgroups are called "Working Parties". Working Parties are dedicated to the drafting of specific TSIs, CSMs, CSI, CST etc. with experts from rail stakeholder organisations.





European Rail
Infrastructure
Managers



EIM aisbl
(European Rail Infrastructure Managers)

Square de Meeûs 1
1000 Brussels
Belgium
T. +32 (0) 2 234 37 70
F. +32 (0) 2 234 37 79
info@eimrail.org