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Front cover photo: FTA (FI)
Back cover photo: Trafikverket (SE)
The Infrastructure Environment
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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 Heiming
Executive Director of EIM
Our Strategic Vision 2014-2019

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

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

THE FUTURE AGENDA OF THE EU
... will continue to support rail infrastructure managers and engage in dialogue via the platform of rail infrastructure managers (PRIME) to allow for EU objectives, system coherence, service delivery and benchmarking to be delivered successfully
... will drive forward the connection of rail with other transport modes through a collaborative cross-modal platform
... will give rail infrastructure managers the appropriate mandate encompassing all functions and levers for optimal planning, building, charging and capacity allocation as well as service and performance delivery
... focuses on creating a stable legal framework for the rail sector by completing all pending EU legislation whilst ensuring an increased return of experience
... will set up, via the European 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 4\textsuperscript{th} 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.

\textit{Wim van de Camp}  
MEP and TRAN Coordinator for the EPP, European Parliament
Our Members and Our Association

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| 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

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.

Contact

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Business Model of an Infrastructure Manager

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

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

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

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

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

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

---

The Network
Maintenance

The Market
Investments

The Money
Funding

The Customer
Operations
Outlook – The Future Rail IM

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

**IM value chain**

- Planning / Funding
- Maintaining
- Operating
- Building

**Multimodal strategy**

- Airport
- Railway
- Port
- Road
- Waterways

**Digitalisation**

- Broadband communication
- Automation / Robotics
- Big Data
- IP based applications
- Cybersecurity

**New digital enablers to implement multimodal strategy**

- Digitally driven improvements (service quality, assets use, efficiency, ...)
- Digital challenges (HR transition, performance transparency, funding process, ...)

Illustration: EIM
Approaching Brussels-Midi train station (BE).

Photo: Infrabel (BE) – © Benjamin Brolet
EIM Key Activities 2016
POLICY

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

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

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

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

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

- **Directive 2016/2370/EU**
  - (art. 3 (2))
  - Operation of railway infrastructure
    - Train path allocation
    - Traffic management
    - Infrastructure charging
  - Maintenance of railway infrastructure
    - Works intended to maintain the condition and capability of existing infrastructure
  - Renewal of railway infrastructure
    - Major substitution works on the existing infrastructure not changing overall performance
  - Development of railway infrastructure*
    - Network Planning
    - Financial & Investment planning
    - Building and upgrades of infrastructure
  - *within the framework established by the Member States.

- **Recast Directive 2012/34/EU**
  - (art. 3 (2))

- **Directive 91/440/EEC**
  - (art. 3)
  - Operations of safety systems
  - Operations of control systems
  - Maintenance of railway infrastructure
  - Establishment of railway infrastructure
  - Signalling
  - Control-command
  - Traffic management
  - Management of railway infrastructure

Illustration: EIM
The 4th Railway Package

FACTS
- The 4th RP is a legal initiative of the European Commission, published on 30 January 2013. The package consists of six legislative proposals, divided into a Political and a Technical pillar – including three proposals each. The aim is to update and revise the legal framework for the functioning of the railway sector in order to complete the Single European Rail Area.
- 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

EC PROPOSAL ADOPTED IN 2016

6 LEGAL INITIATIVES

POLITICAL PILLAR

TECHNICAL PILLAR

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

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

FACTS
- Directive 2012/34/EU recasting the First Railway Package contains the basic provisions for market opening in the railway sector.
- Directive 2012/34/EU empowers the Commission to adopt implementing acts in order to ensure uniform conditions 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

**DIRECT COSTS**

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

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

**NOISE DIFFERENTIATED CHARGES**

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

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

**ERTMS DIFFERENTIATED CHARGES**

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

The Commission Implementing Regulation (EU) 2015/2370/EU setting out the modalities to be followed in applying the differentiation of the infrastructure charge has been published in the Official Journal of the European Union on 13 June 2015.

**FRAMEWORK AGREEMENTS**

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


**ACCESS TO SERVICE FACILITIES**

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

The Commission is currently consulting stakeholders and expects to submit a proposal for approval by the SERAC in 2017.

All measures need to be submitted by the EC to the Member States for opinion via SERAC (Single European Rail Area Committee).
Revision of Regulation 913/2010 (RFC)

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.
PRESS RELEASE

Rotterdam, 21 June 2016

Railway Sector Declaration on Boosting International Rail Freight

Today the rail sector and its customers, represented by CER, CLECAT, EIM, ERFA, ERTMS Users Group, ESC, UIP, UIRR, and UNIFE, and supported by the Rail Freight Corridors, presented a declaration at the TEN-T Days in Rotterdam, committing themselves to the aim of enhancing the competitiveness of the Rail Freight Corridors for the benefit of all customers, and to improving the quality, reliability and efficiency of transporting goods by rail across Europe.

The sector declaration complements the one presented by the Transport Ministers of the EU member states, and seeks to boost the development of rail freight transport. Both declarations were presented at the Business Conference on Rail Freight Corridors organised during the TEN-T Days in Rotterdam on 21 June 2016.

The sector declaration identifies important measures which are needed to improve the competitiveness of the Rail Freight Corridors in order to make rail freight a more attractive option for all customers, to enhance the operational efficiency of rail freight operators, and to ensure adequate capacity for all users. One such measure includes a single list of important operational issues to be resolved for improving international rail freight, updated annually by the advisory groups of railway undertakings, and proposed to rail freight corridors in order to support their action plan. Additionally, the corridors will continue providing and improving an adequate, generic and comparable set of key performance indicators (KPIs) on the quality of service at regular intervals, and in consultation with the stakeholders, taking into account already existing work carried out by the sector.

Finally, the rail sector associations have committed to report on the results of the actions agreed in the declaration on a regular basis.

All signatories of the declaration jointly state: “The sector declaration, in combination with the ministerial declaration, is an unprecedented effort to increase the competitiveness of international rail freight, unlocking its growth potential, and promoting rail’s key role in a sustainable transport system. It shows that the European rail sector and member states are pulling together on the same string with a common goal in mind: boosting international rail freight for the benefit of the whole sector, particularly shippers and other end-users. All parties are committed to working together towards that goal.”

The sector declaration is available at:
Infringement Proceedings

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

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

**LEGAL BASIS**

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

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

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

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

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

- **Judgement by the EU Court of Justice**
  The ECJ decides whether the Member State has breached EU law.
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
- 2019-2025: Shift2Rail work output addressing noise reduction technologies and targets.
POLICY

Rail Market Monitoring Scheme (RMMS)

FACTS
- The European Commission has set up a Rail Market Monitoring Scheme (RMMS) in order to meet the requirements 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)

**EC**
The EC has set up a Rail Market Monitoring Scheme (RMMS) in order to meet the requirements for monitoring the market with regards to the use of the networks and the evolution of framework conditions in the rail sector.

**LEGAL INITIATIVE**
According to the Recast Directive Art.15(4) the EC is entitled to adopt an implementing act, establishing the framework for reporting obligations to be included in the RMMS.

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

**MEMBER STATES**

**RAIL SECTOR**
- Evolution of rail transport performance and compensation of PSO
- Market Share
- Stations and Service Facilities
- Infrastructure capacity – congestion and path allocations
- Employment
- Infrastructure Expenditure
- Total Public Funding
- Quality of services – Punctuality/reliability

**SERAC**
The Commission meets the representatives of Member States in the Single European Railway Area Committee, in order to monitor the development of the railway sector and the evolution of the market, to assess the effect of the measures adopted and to analyse the impact of the measures planned by the Commission.
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
- 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

Illustration: EIM (adapted chart of the EC)
**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.

**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

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

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

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

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

EC

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

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

Liability for indirect damages
The provisions of the CUI UR, in terms of liability for indirect damages, shall not be broadened. This would lead to a fragmentation of the applicable law, which is opposite to the purpose of the COTIF of unified law. If such a situation arises, it would certainly result in imposing another national law on the infrastructure manager.

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

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

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

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

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

Renewal of the authorisation to use glyphosate

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)
Polic y

Sectoral Social Dialogue for Railways

**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.
The SSD Committee brings together representatives from the EC, industry and worker organisations, to foster consultations, joint initiatives and negotiations. Communication 98/500/EC lays down precise provisions concerning the establishment, representativeness and operation of new sectoral committees, including a Committee for Railways.

The social dialogue is considered to be an essential pillar for sustainable rail transport in Europe, notably when it comes to increasing public awareness concerning the advantages of the railway sector, analysing the national specifics, commonalities, and differences between EU countries and enabling the exchange of best practices.
02 TECHNICAL

Czempin–Poznan 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).

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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

**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.

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**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).

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**TECHNICAL PILLAR OF THE 4TH RP**

- **Directive (EU) 2016/797 on interoperability** (recast)
- **Regulation 2016/796 on the European Union Agency for Railways**
- **Directive (EU) 2016/798 on railway safety** (recast)

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**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.
### Impact of EU level initiatives on Infrastructure Managers

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<th>Finance</th>
<th>Safety</th>
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<th>Railway Operations</th>
<th>Existing Business Processes</th>
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- Green circle: Low Impacts
- Orange circle: High Impacts

**Value chain**

- Finance
- Safety
- Engineering expertise
- Railway operations
- Existing Business processes
- RU/IM interface
- Human resources
- IT systems/Obligatory reporting
- Security

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4th RP Interoperability initiatives

4th RP safety initiatives

Secondary Legislation
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 Rail 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 Frequence 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 forthcoming 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.
Technical Working Structure EIM – EUAR

Illustration: EIM
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

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

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

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

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

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

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

**Increased competition of the railway sector via research**
- Double the capacity of the railway transport system
- Reduce its lifecycle cost by 50%
- Decrease unreliability and late arrivals by 50%
- Reduce emissions by 50%
FACTS
- The Railway Safety Directive (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.
The basic principle of railway safety is that all actors operating in the railway system, including infrastructure managers and railway undertakings, should bear the full responsibility for the safety of the system, each for their own part.

The Directive 2016/798 applies to the railway system in the Member States which may be broken down into subsystems for structural and operational areas. It covers safety requirements on the system as a whole, including the safe management of infrastructure and of traffic operation and the interaction between railway undertakings and infrastructure managers.

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

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

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

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

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

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

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

If any relevant non-compliance is detected during the railway actors’ own monitoring activities, appropriate preventive, corrective or both types of measures shall be identified and implemented.
**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.
The ENE TSI is an implementing act relating to the electrification of the Union’s rail system. It permits four different electrification systems (AC 25 kV 50 Hz, AC 15 kV 16,7 Hz, DC 3 kV and DC 1,5 kV). Pantograph lengths of 1600 mm and 1950 mm are allowed for speeds below 250 km/h (1600 mm is the only pantograph length used for speeds in excess of 250 km/h).

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

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

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

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<td>Placed on the EU market after entry in force of this TSI</td>
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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.
The INF TSI is an implementing act which impacts all infrastructure below the rail-vehicle interface such as ballast, switches and crossings, in addition to platforms and clearances between fixed installations. The act aims to create common limit values on infrastructure parameters to cover all safety-related parameters and ensure interoperability between rail vehicles and fixed installations.

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

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

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

Conformity assessment: According to modules established in EC Decision 2010/713/EU. The type or design examination certificate of interoperability constituents shall be valid for a 7-year period. New constituents of the same type are permitted to be placed into service without a new assessment.

Long-term objective
To harmonise, as far as reasonably practical, the technical characteristics and features of rail infrastructure across the European network to promote interoperability and safety.
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 AUTHORIZATION
- Recommendation 2014/897/EU (DV29bis) for placing in service and use of structural subsystems and vehicles was published on 5th December 2014.
- 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).
**NEW VEHICLE AUTHORISATION PROCESS**

**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.

**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 fulfill 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

**New' Vehicle Authorisation Process**

**Agency Authorisation Entity**

- Identify the rules, applicable requirements, conditions of use and assessments
- Propose pre-engagement file
- Assess vehicle
- Compile the application file and apply for authorisation
- Resolve issues identified by assessors
- Request for review (if necessary!)
- Request for appeal (if necessary!)

**NSA Authorisation Entity**

- Identify the rules, applicable requirements, conditions of use and assessments
- Propose pre-engagement file
- Assess vehicle
- Compile the application file and apply for authorisation
- Resolve issues identified by assessors
- Request for review (if necessary!)
- Request for appeal (if necessary!)

**Agency**

- Examine, propose changes and agree to pre-engagement baseline with AP (if requested)
- Examine, propose changes and agree to pre-engagement baseline with AP (if requested)

**NSA(s)**

- Examine, propose changes and agree to pre-engagement baseline with AP (if requested)

**BoA arbitrate**

- Deliver authorisation or refusal to AP
- Review decision (if necessary!)
- BoA appeal (if necessary!)

**IMs involvement in the VA Process**

*Possible information exchange with IMs*
TECHNICAL

TSI Operations and Traffic Management (OPE)

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.

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).
In accordance with Articles 10 and 11 of Directive 2004/49/EC (the railway safety directive), railway undertakings and infrastructure managers must demonstrate compliance with the requirements of the OPE TSI within their safety management system when applying for any new or amended safety certificate or safety authorisation. The TSI applies to the ‘operation and traffic management’ subsystem of infrastructure managers and railway undertakings related to the operation of trains on the European rail system.

The TSI shall apply to the following networks:

a. The trans-European conventional rail system network as defined in section 1.1 of Annex I to Directive 2008/57/EC;

b. The trans-European high-speed rail system network (TEN) as defined in section 2.1 of Annex I to Directive 2008/57/EC; and

c. Other parts of the network of the rail system in the Union;

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

MEMBER STATES

National Implementation Plans (NIP):

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

The Commission shall publish the national implementation plans, and any subsequent revisions notified, on its website and inform Member States about them through the Committee referred to in Directive 2008/57/EC.

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

NSA (NATIONAL SAFETY AUTHORITY)

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

IMs and RUs

IMs and RUs have to define

- the procedures and related equipment enabling a coherent operation of the various structural subsystems, during both normal and degraded operation, including train composition and train driving, traffic planning and management.

- the professional qualifications which may be required for carrying out cross-border services.

It is commonly understood that the full implementation of all elements of the OPE TSI cannot be complete until the hardware (infrastructure, control and command, etc.) that is to be operated has been harmonised.
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.
The NOI TSI came into force on January 1st, 2015 and will apply to all rolling stock within the scope of Regulation (EU) No 1302/2014 (LOC&PAS TSI) and Regulation (EU) No 321/2013 (WAG TSI). The geographical scope of this TSI corresponds to the scopes defined in Section 1.2 of Regulation (EU) No 1302/2014 and in Section 1.2 of Regulation (EU) No 321/2013, each for their rolling stock (RST) concerned.

Notification of existing contracts on noise emission limits
Within six months of the entry into force of this Regulation, Member States shall notify the Commission of all agreements containing requirements relating to noise emission limits, provided they were not already notified under Commission Decisions 2006/66/EC (4) or 2011/229/EU.

The agreements to be notified shall be:

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

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

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

IM
No technical requirements are placed on the IM (there are requirements for On Track Machines (OTM)).
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

LEGAL INITIATIVE

Commission Regulation (EU) 2016/919 on the 15th June 2016 (CCS TSI) introduced the following:
- Editorial improvements and clarifications in the TSI text
- Introduction of GSM-R Baseline 1 specifications replacing Baseline 0
- Introduction of ETCS Baseline 3 release 2 specifications (B3R2) as a new set of mandatory specifications that will coexist in parallel with the current Baseline 2 and Baseline 3.
- Maintenance of ETCS Baseline 3 Maintenance release 1 (B3 MR1), on the basis of two Technical Opinions of the Agency already approved (ERA/OPI/2014-8 and ERA/OPI/2015-6)
- Changes in Chapter 7 to align with the revised ERTMS European Deployment Plan to be adopted under a separate legal basis

SCOPE

The geographical scope of this TSI is the network of the whole rail system, composed of:
1. The trans-European conventional rail system network as described in Annex I point 1.1 of Directive 2008/57/EC;
2. The trans-European high-speed rail system network as described in Annex I point 2.1 of Directive 2008/57/EC;
3. Other parts of the network of the rail system in the Union, following the extension of scope as described in Annex I point 4 of Directive 2008/57/EC; and excludes the cases referred to in Article1(3) of Directive 2008/57/EC.
The TSI shall apply to network with 1435 mm,1520 mm,1524 mm,600 mm and 1668 mm track gauges. However, it shall not apply to short border crossing lines with1 520 mm track gauges that are connected to the network of third countries.

SECTOR

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

Deadlines for ERTMS trackside deployment are specified for six corridors (as defined in chapter 7 of the CCS TSI and the European Deployment Plan)
When railway infrastructure projects receive financial support from certain European funds, the fitting of ERTMS/ETCS is mandatory when:
1. installing the train protection part of a Control-Command and Signalling Subsystem for the first time or
2. upgrading the train protection part of a Control-Command and Signalling Subsystem already in service, where this changes the functioning or the performance of the subsystem.
New vehicles authorised to be placed in service for the first time shall be equipped with ERTMS in line either with the set of specifications # 1 or the set of specifications # 2 listed in Table A2 of Annex A of the CCS TSI. From 1 January 2018, new vehicles authorised to be placed in service for the first time shall be equipped with ERTMS only in line with the set of specifications # 2 listed in Table A2 of Annex A of the CCS.
The requirement to be equipped with ERTMS does not apply to new mobile railway infrastructure construction and maintenance equipment, new shunting locomotives or other new vehicles meeting certain requirements established in the CCS TSI.
FACTS

- The 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 lineside 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)

**LEGAL BASIS**

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

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

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

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

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

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

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

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

**SCOPE**
ITU International Radio Regulations are implemented by the MSs and provide a full set of allocation rules (for the radio spectrum).
The geographical scope of the TSI is the network of the whole rail system, composed of:
1. The trans-European conventional rail system network (TEN) as described in Annex I section 1.1 “Network” to Directive 2008/57/EC;
2. The trans-European high-speed rail system network (TEN) as described in Annex I section 2.1 “Network” to Directive 2008/57/EC;
3. Other parts of the network of the whole rail system, following the extension of scope as described in Annex I section 4 to Directive 2008/57/EC; and excludes the cases referred to in Article 1(3) of Directive 2008/57/EC.
In addition to the geographical scope, the CCS TSI applies for the following mobile subsystems:
1. Self-propelling thermal or electric trains,
2. Thermal or electric traction units,
3. Passenger carriages,
4. Mobile railway infrastructure construction and maintenance equipment.

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

© IP (PT)
Three transport modes (Fl).
photo: Simo Toikkanen – © FTA (Fl)
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)

**LEGAL BASIS**

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

**SCOPE**

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

**MEMBER STATES**

**National Implementation Plans (NIP):**

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

**Inventory of Assets (IoA):**

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

**Conformity assessment (by NoBos):**

According to modules established in EC Decision 2010/713/EU. The examination certificate shall be valid for five years.

**EC**

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

**Advisory Body:**

The EC established an Advisory Body which is chaired by the EC and composed of Member States, representative bodies from the railway sector, representative bodies of users and the Agency. It monitors the development of a minimum data structure for the inventory of assets, supports the Member States and facilitate the exchange of best practice. EIM is represented in this board as a representative body.
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).
The RINF Implementing Decision (2014/880/EU) refers to the creation of a register of infrastructure which will give transparency to the characteristics of the European rail network. Furthermore, the RINF will ensure that newly designed trains are compatible with infrastructure and ascertain route compatibility for proposed train services along a route.

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

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

RINF Data:
Data relating to infrastructure for freight corridors, and infrastructure placed into service after the entry into force of Directive 2008/57/EC should have been inserted into the RINF by 1st October 2015. Data relating to infrastructure placed in service before the entry into force of Directive 2008/57/EC must be inserted into the RINF by 16th March 2017. Data relating to private sidings placed into service before the entry into force of Directive 2008/57/EC must be inserted into the RINF by 16th March 2019.

European Railway Agency
- The Agency created and will manage a common user interface which will store the RINFs and which will be accessible to all Member States. The RINF common user interface is accessible via the Agency website.
- The Agency published a guide on the application of the common specifications for the RINF and will continue to update it periodically.
- The Agency will be required to coordinate, monitor and support the implementation of the RINF. It shall set up a group composed of representatives of the entities in charge of setting up and maintaining the RINF and coordinate its work. The Agency shall regularly report to the Commission on progress in implementing this Decision.
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)

**TSI Telematic Applications for Freight (TAF)**

**EC**

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

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

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

**RAIL SECTOR**

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

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

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

Illustration: EiM
TECHNICAL

TSI Telematic Applications for Passengers (TAP)

FACTS
- TAP is a TSI aimed at improving communications among railway actors and between railway actors and passengers.
- 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 IMS’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 IMSs 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 IMS’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)

**LEGAL BASIS**

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

**RAIL SECTOR**

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

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

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

**MEMBER STATES**
- Member States shall ensure via the National Contact Point that railway undertakings, station managers and ticket vendors are informed of the TAP TSI

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

Illustration: EIM
EIM Annual Report 2016

ECONOMIC SURVEY GROUP (ESG)

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 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.
Railway System Report
Pilot Phase
Findings
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)

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

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

ACTORS
Police forces (Europol, Railpol etc.) and security companies:
- Public and private actors from the security field responsible for the actualisation of security strategies and targets
- Interested mainly in the exchange of information with the broad set of actors provided by LANDSEC

Member States:
- Security is mainly a responsibility of the EU Member States
- They are interested in a coordination of efforts with regards to cross-border security threats

IMs and RUs:
- Are affected strongly by several cross-border security threats addressed by LANDSEC (e.g. terrorism and metal theft)
- Are interested in the exchange with authorities and security companies
- Are also involved in discussions about national or, possibly, European legal initiatives

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

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

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

Illustration: European Commission
Connecting Europe Facility (CEF)

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)

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

**LEGAL BASIS**

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

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

**MEMBER STATES**
Member States can present infrastructure, research and innovation projects in the fields of transport, energy and telecommunications following the proposals managed by the INEA.

**INEA**
The Innovation and Networks Executive Agency (INEA) is in charge of supporting the Commission, project promoters and stakeholders by providing expertise and high quality of programme management to infrastructure, research and innovation projects in the fields of transport, energy and telecommunications.
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03

FINANCIAL
EFSI/Juncker’s Investment Plan

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

16 € Billion + 10 € Billion = 26 € Billion

5 € Billion + 2,5 € Billion = 7,5 € Billion

21 € Bn + 12,5 € Bn = 33,5 € Billion

1 € x 15

500 € Billion

Illustration: European Commission, EIM
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
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!
Malaga railways technology centre lab (ES).
© ADIF (ES)
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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 definitions 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.

**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.
**PRIME (Platform of Rail Infrastructure Managers in Europe)**

**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
  - Safety culture
  - Digitalisation
  - Financing
  - Implementing Acts (service facilities, future implementing acts of the 4th RP)
- In 2016, PRIME also addressed recurrent topics of importance:
  - ERTMS
  - Promotion of rail freight
  - Security
  - 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)
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.
Digitalisation

Rail Technology Hype Cycle* as of December 2016

Technology on the rise:
> Consist mainly in R&D
> First-generation products, high price, lots of customisation needed

At the peak of hype:
> Mass media hype
> Supplier proliferation

Sliding to the trough:
> Negative press
> Supplier consolidation and failures
> Very few have fully adopted the technology
> Second-generation products

Low-growth adoption:
> Methodologies and best practices developing
> Third-generation products (out of the box) more generic and lower priced products.

High-growth adoption:
> Mass adoption begins

Supporting technology
Optimising technology
Transformative technology

* Technology moves along the slope

Illustration: EIM
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-sectoral 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

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

LEGAL BASIS
Still pending.

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

INDUSTRY SECTORS
- Energy
- Transport
- Other Utilities

INFRASTRUCTURE MANAGERS
- Safety: Radio communication services are indispensable for safety and performance; they can therefore not be in any way reduced. Infrastructure Managers bear the responsibility for the safety and quality of the system; they should therefore have a say on any new system which may introduce a risk.
- Costs/Vacancy Constraints: Meeting growing spectrum needs for wireless connectivity is constrained by a lack of vacant spectrum and by high prices associated with re-allocating spectrum to new users, in terms of costs, delays and the occasional need to switch off incumbent users.
- The GSM-R frequency bands for rail: The frequency bands allocated for rail purposes are 876-880 and 921-925 MHz. This frequency band cannot be used for wireless broadband services which is the focus of DG Digital Economy & Society (formerly DG CONNECT). These frequencies can, however, be used by utility companies to support more efficient energy production in Europe while at the same time contributing to low-carbon society.
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

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<td>Co-operation Agreement between EIM and CEDR</td>
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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 ‘silos 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

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Academia</td>
<td>Universities, institutes, Consultants</td>
</tr>
<tr>
<td>Avere</td>
<td>European Association for Electromobility</td>
</tr>
<tr>
<td>Bellona Europe</td>
<td>Bellona foundation meeting and fighting climate challenges</td>
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<tr>
<td>CEDR</td>
<td>Conference of European Directors of Roads</td>
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<tr>
<td>CEN</td>
<td>European Committee for Standardisation</td>
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<tr>
<td>CENELEC</td>
<td>European Committee for Electrotechnical Standardisation</td>
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<tr>
<td>CER</td>
<td>Community of European Railway and Infrastructure Companies</td>
</tr>
<tr>
<td>CHAdeMO</td>
<td>e-mobility collaboration platform</td>
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<tr>
<td>Change Partnerships</td>
<td>ChangePartnerships</td>
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<tr>
<td>CIT</td>
<td>International Rail Transport Committee</td>
</tr>
<tr>
<td>CLECAT</td>
<td>European association for forwarding, transport, logistics and customs services</td>
</tr>
<tr>
<td>COR</td>
<td>Committee of the Regions</td>
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<tr>
<td>Council</td>
<td>Council of the EU</td>
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<tr>
<td>CTG</td>
<td>Coordination Technical Groups</td>
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<tr>
<td>Cu</td>
<td>European Copper Institute</td>
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<tr>
<td>EC</td>
<td>European Commission</td>
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<tr>
<td>ECF</td>
<td>European Cyclists’ Federation</td>
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<tr>
<td>ECOS</td>
<td>European Environmental Citizens Organisation for Standardisation</td>
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<tr>
<td>EESC</td>
<td>European Economic and Social Committee</td>
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<tr>
<td>EFRTC</td>
<td>European Federation of Railway Trackworks Contractors</td>
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<td>ELP</td>
<td>European Logistics Platform</td>
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<td>EP</td>
<td>European Parliament</td>
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<tr>
<td>ERFA</td>
<td>European Rail Freight Association</td>
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<td>ERRAC</td>
<td>European Rail Research Advisory Council</td>
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<td>ESC</td>
<td>European Shippers Council</td>
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<tr>
<td>EUAR</td>
<td>European Union Agency for Railways</td>
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<tr>
<td>Eurelectric</td>
<td>Union of the Electricity Industry</td>
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<tr>
<td>Eurobat</td>
<td>Association of European Automotive and Industrial Battery Manufacturers</td>
</tr>
<tr>
<td>Eurocities</td>
<td>Network of major European cities</td>
</tr>
<tr>
<td>GRB</td>
<td>Group of Representative Bodies</td>
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<tr>
<td>IRG-Rail</td>
<td>Independent Regulator’s Group – rail</td>
</tr>
<tr>
<td>JPCR</td>
<td>Joint Programming Committee Rail</td>
</tr>
<tr>
<td>JTI</td>
<td>Joint Technology Initiative</td>
</tr>
<tr>
<td>NRB</td>
<td>Network of Representative Bodies (all railway associations recognised by EUAR plus EUAR representatives)</td>
</tr>
<tr>
<td>PermRep’s</td>
<td>Permanent Representations of the Member States to the EU</td>
</tr>
<tr>
<td>Polis</td>
<td>European Cities and Regions networking for innovative transport solutions</td>
</tr>
<tr>
<td>RNE</td>
<td>RailNetEurope</td>
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<tr>
<td>SEDC</td>
<td>Smart Energy Demand Coalition</td>
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<tr>
<td>SERAC</td>
<td>Single European Railway Area Committee</td>
</tr>
<tr>
<td>T&amp;E</td>
<td>Transport &amp; Environment</td>
</tr>
<tr>
<td>UIC</td>
<td>International Union of Railways</td>
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<tr>
<td>UIP</td>
<td>International Union of Wagon Keepers</td>
</tr>
<tr>
<td>UIRR</td>
<td>International Union of Combined Road-Rail Transport Companies</td>
</tr>
<tr>
<td>UITP</td>
<td>International Association of Public Transport</td>
</tr>
<tr>
<td>UNIFE</td>
<td>Association of the European Rail Industry</td>
</tr>
</tbody>
</table>
CO-OPERATION

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).
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.
Snowblower in action on the Bergen line (NO).
Photo: Njål Svingle / 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 Heiming
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

EIMRail

197 Followers
191 Total Reach
+36% Like/year

@MHExDirEIM

372 Followers
+83% New followers

EIM European Rail Infrastructure Managers

536 Followers
+27% New followers

eimrail.org

13 245 Visits/year

European_Rail_Infrastructure_Managers

148 Average page views per month

536 Followers
1 515 Average impression per month

523 Tweets

1 Hashtag: #EIMrail

1 515 New followers

29 580 Page views

00:01:26 Avg. visit duration

69,38% New visits
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.
COMMUNICATIONS

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)

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

©EIM
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)
All events in 2016

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<tr>
<th>Date</th>
<th>Events</th>
<th>Organiser</th>
<th>Location</th>
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<tr>
<td>12.01.2016</td>
<td>PRIME – subgroup on digitalisation</td>
<td>EC/EIM</td>
<td>Frankfurt, DE</td>
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<tr>
<td>12.01.2016</td>
<td>EFTC/EIM strategic meeting</td>
<td>EIM/EFRTC</td>
<td>Brussels, BE</td>
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<tr>
<td>13.01.2016</td>
<td>EIM/Prorail meeting</td>
<td>EIM/Prorail</td>
<td>Brussels, BE</td>
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<tr>
<td>14.01.2016</td>
<td>PRIME – subgroup on safety</td>
<td>EC/EIM</td>
<td>TelCo</td>
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<td>14.01.2016</td>
<td>EIM/Rail Delivery Group meeting</td>
<td>EIM/RDG</td>
<td>Brussels, BE</td>
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<tr>
<td>19.01.2016</td>
<td>ERTMS IT security meeting</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>20.01.2016</td>
<td>EIM Asset Management WG meeting</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>20.01.2016</td>
<td>EIM meeting with German ports (owning own infrastructure)</td>
<td>EIM</td>
<td>Germany</td>
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<tr>
<td>21.01.2016</td>
<td>Rail Delivery Group think tank meeting</td>
<td>RDG</td>
<td>Brussels, BE</td>
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<tr>
<td>25.01.2016</td>
<td>Strategic meeting of selected RUs/EIM</td>
<td>RU</td>
<td>Brussels, BE</td>
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<td>25.01.2016</td>
<td>TRAN Committee</td>
<td>EP</td>
<td>Brussels, BE</td>
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<td>25.01.2016</td>
<td>“Single Wagon Load” Workshop</td>
<td>T&amp;É</td>
<td>Brussels, BE</td>
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<td>25.01.2016</td>
<td>LANDSEC WG meeting</td>
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<td>Brussels, BE</td>
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<td>26.01.2016</td>
<td>CER Digital Task Force meeting</td>
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<td>Brussels, BE</td>
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<td>28.01.2016</td>
<td>RNE – PRIME – ENRBB joint meeting</td>
<td>EC/EIM</td>
<td>Vienna, AT</td>
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<td>29.01.2016</td>
<td>Digital disruption meeting of EIM</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>29.01.2016</td>
<td>EC/CEN joint initiative on Standardisation</td>
<td>EC/CEN</td>
<td>Brussels, BE</td>
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<td>01.02.2016</td>
<td>EIM/railway media meeting</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<td>02.02.2016</td>
<td>EIM TAF TSI workshop</td>
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<td>Brussels, BE</td>
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<td>02-03.02.2016</td>
<td>PRIME – subgroup on KPIs</td>
<td>EC/EIM</td>
<td>Rome, IT</td>
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<tr>
<td>03.02.2016</td>
<td>EIM/EC DG MOVE meeting</td>
<td>EC DG MOVE</td>
<td>Brussels, BE</td>
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<td>03.02.2016</td>
<td>STA Annual Conference 2016</td>
<td>STA</td>
<td>Brussels, BE</td>
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<tr>
<td>04.02.2016</td>
<td>9th meeting of the Single European Railway Area Committee</td>
<td>SERAC</td>
<td>Brussels, BE</td>
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<td>05.02.2016</td>
<td>EIM speaking at the Copper Theft Workshop</td>
<td>CEN/CENELEC</td>
<td>Brussels, BE</td>
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<tr>
<td>10.02.2016</td>
<td>EIM/CEDR preparatory meeting</td>
<td>EIM/CEDR</td>
<td>Brussels, BE</td>
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<tr>
<td>10.02.2016</td>
<td>EIM/ERA strategic exchange on occurrence reporting</td>
<td>EIM/ERA</td>
<td>Brussels, BE</td>
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<tr>
<td>09-10.02.2016</td>
<td>RNE LM WG – CUI UR and SCU-I Contract revisions</td>
<td>RNE</td>
<td>Zagreb, CR</td>
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<tr>
<td>12.02.2016</td>
<td>EIM Board call</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>15.02.2016</td>
<td>Electro-mobility Platform general meeting</td>
<td>T&amp;É</td>
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<td>15-16.02.2016</td>
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Events marked in orange have been organised by EIM. Events in blue are PRIME related.
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<tr>
<td>16.02.2016</td>
<td>EIM speaking at UNIFE meeting on digital strategies</td>
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<td>EU audit delegation with EIM on ERTMS</td>
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<td>Launching Event of four Rail Freight Corridors</td>
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<td>EIM/ProRail meeting on secondments</td>
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<td>TEN-T Seminar European Coordinators and Transport Organisations</td>
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<td>10.03.2016</td>
<td>UIC EMC</td>
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<td>11.03.2016</td>
<td>Région Rhônes-Alpes/EIM meeting</td>
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<td>CEDR Electric Road System Workshop</td>
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<td>ERFA Annual Event</td>
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<td>EC Mobility Lunch “ITS, Connected Mobility, and Data Economy”</td>
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<td>RFG/EIM Meeting on 4th RP</td>
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<td>RFE Event “Erasing borders: connecting Europe with rail services”</td>
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<td>Workshop on certification of security properties in ICT products</td>
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<td>EIM/ERA meeting on Safety Occurrence Reporting</td>
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<td>Shift2Rail “User requirements/implementation and deployment Working Group”</td>
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<td>26.04.2016</td>
<td>EIM/EC/EIB Funding Workshop</td>
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<td>27.04.2016</td>
<td>EIM attending International Rail Standards Meeting</td>
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<td>EIM attending the Workshop on the results of the business case report on the RALP and NSM Rail Freight Corridors</td>
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<td>EIM speaking at the European Rail Summit 2016</td>
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<td>28-29.04.2016</td>
<td>JR East Seminar on Public Procurement</td>
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<td>03.05.2016</td>
<td>High Level Meeting on “Track Access Charges and Competitiveness of the Rail Sector” with MEP Wim van de Camp, EP</td>
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<td>10.05.2016</td>
<td>LANDSEC WG meeting – Best practices in rail security Conference</td>
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<td>EIM attending RFCs NL Presidency’s meeting</td>
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<td>Strategic exchange with deputies Savary and Pancher of the French National Assembly</td>
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<td>&quot;Convention of IMs and RUAs on capacity allocation&quot; WG</td>
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<td>24-25.10.2016</td>
<td>“Shaping the Future of the EU Core Network Corridors” Conference</td>
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**November**

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<td>“Trans-Eurasian railway connections and multimodal links in EU and neighbouring countries” Conference</td>
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<td>EIM CEOs Club Meeting</td>
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INTERNAL AFFAIRS

Lisbon bridge (PT).
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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
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Organisational Structure

Board ➔ General Assembly ➔ CEOs Club

Executive Director

Policy and Management Committee ➔ Thematic ad hoc Working Groups

Technical Steering Group ➔ Technical Working Groups
EIM Board (as of November 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.
- Secondees receive job assignements based on the needs of the sending organisation and the profile of the secondee.
- All secondees receive special training (e.g. thematic coaching, involvement in high-level meetings with the EU, participation in strategic discussions, coaching by the ExDir / a senior staff member, public presentation opportunities, career advice, life-long membership with the EIM “staff alumni club”).

TRAINEESHIPS/STAGE

- Traineeships for graduates (economics and strategy).
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
ANNEXES

The Channel tunnel, Groupe Eurotunnel (FR).
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**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.
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**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.
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**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.
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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.
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