DISCLAIMER

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Author: EIM aisbl, 1, square de Meeûs, B-1000 Brussels, T: + 32.2.234.37.70, www.eimrail.org
Front cover photo: ProRail
Back cover photo: Trafikverket
The Infrastructure Environment

- Interoperability
- RFID
- ERTMS
- Safety
- Traffic Management
- Multimodal cooperation
- Digitalisation
- Cooperation with customers

Illustration: EIM
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**EIM Annual Report 2017**
Introduction

In 2017, rail Infrastructure Managers (IMs) across Europe committed in implementing the 4th Railway Package whilst striving to deliver better results, efficiency and reliability to stakeholders and customers. They play a key role in the European arena by moving the economy forward and making Europe one single community which is easily accessible, multimodal and sustainable.

The challenges faced by the rail transport sector today include globalisation, digitalisation and security. Infrastructure Managers are dedicated in tackling these challenges whilst enhancing the travellers’ experience through smart, cost efficient and user-friendly rail infrastructure. The end of 2017 saw the promotion of rail passengers’ rights and their security which is one of the priorities of the rail sector. To overcome these challenges, the rail Infrastructure Managers engage in collaboration and cooperation across Europe both within the railway sector but also with other transport sectors.

EU funding is crucial to meet European citizens’ expectations and face the challenges of today and tomorrow by providing safe, competitive and interoperable rail services in Europe. The combination of funding at European level, such as CEF with other financial instruments is becoming increasingly important in the eyes of the European institutions and stakeholders. EFSI 2.0 will emerge from the first roll-out to trigger some significant investments in different sectors. In these times, rail Infrastructure Managers shall seize the opportunities with the aim of tackling the challenges ahead.

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

Pier Eringa
President of EIM and CEO of ProRail,
The Netherlands

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 of transport
… 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
First electric train to Zwolle (NL), © ProRail (NL)
Managing rail infrastructure and keeping trains running is a daily task of rail Infrastructure Managers (IMs). However, this is only one part of the story. Rail Infrastructure Managers need to develop solutions on how to make rail transportation more CO₂ neutral, reduce its noise, interact with other modes of transport, deliver high level of safety and embrace new digital technologies whilst delivering on increased security expectations. IMs will be requested to innovate quicker than in the past and across their entire value chain. In order to do so, exchange, cooperation and dialogue are key.

As the President of EIM, I will strive to foster a dialogue with all relevant stakeholders, such as RUs, passengers, shippers and forwarders, investors, public authorities, regulators and other stakeholders.

Let’s move forward together.

Pier Eringa
President of EIM and CEO of ProRail,
The Netherlands
Replacement of tracks (DK).

© Banedanmark Trk (DK) – Jesper Blæsild
The role of the European Union is more important today than ever in order to open up and modernise the European rail market. The EU single transport market has many challenges and our response must be to deliver reliable, interconnected and innovative mobility. Rail Infrastructure Managers are key to driving positive change towards the future – oriented, sustainable and digitalised mobility in Europe.

Already today, the role of rail Infrastructure Managers goes far beyond the management of tracks or catenaries – they play an important function in covering life cycle costs, noise, procurement, environment, resilience, but also security, cybersecurity and even artificial intelligence.

We very much value and appreciate the constructive dialogue with rail Infrastructure Managers in order to deliver the modern, innovative and competitive European single rail market of tomorrow.

Henrik Hololei
Director-General for Mobility and Transport,
European Commission
High-speed line between Madrid and Valladolid (ES).
© ADIF (ES)
The role of the EU and its EU institutions are more important than ever for the EU single market, its businesses and citizens. The role of transport and Infrastructure Managers to foster an economic upturn of the EU market should not be underestimated.

The European Parliament (EP) is an important player in making the EU market competitive. The EP is a political body with a strong vision in rail infrastructure policy illustrated by our long-standing support for rail competitiveness including an ambitious investment policy. I have been personally involved in the definition of the 2011 Transport White Paper and I will keep working to ensure that its modal shift objectives are reached in the coming decade. Rail Infrastructure Managers naturally contribute to this objective.

Antonio Tajani
President of the European Parliament
# Our Members and Our Association

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EIM in a Nutshell

Founded: March 2002
Designation: European Rail Infrastructure Managers
Legal form: 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: Pier Eringa (ProRail)
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

Address: Square de Meeûs 1, B-1000, Brussels
Phone: +32 2 234 37 70
Website: www.eimrail.org
E-mail: info@eimrail.org
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
Outlook – The Future Rail IM

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

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

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

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

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

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

**New digital enablers to implement multimodal strategy**
EIM Key Activities 2017
Rossio tunnel in Lisbon (PT).
© Infraestruturas de Portugal S.A. (PT)
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**FACTS**

- Rail Infrastructure Managers (IMs) are often state-owned monopolies with limited competitive pressure.
- Governments in Europe aim to reduce public spending in a context of budget constraints.
- Rail clients are expected more quality (especially punctuality) in a context of increasing road competition (car sharing, buses...) and increasing 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 monitor their costs, potentially leading to inefficient cost structure.
- Budgeting pressure combined with higher punctuality expectations have increased the need for improved asset management.

**EIM OBJECTIVES**

- Improve the railway sector through identification and sharing of innovative practices for asset management.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- Identification of good practices to be spread across IMs on asset management on:
  - Boosting innovation;
  - Asset Information management;
  - Remote condition monitoring;
  - Leverage ERTMS implementation in asset management.

**OUTLOOK 2018**

- 4 workshops/masterclasses are planned in 2018 on “Boosting innovation & Asset Information management” and “Remote condition monitoring & Leverage ERTMS implementation in Asset Management”.
- Each workshop will be planned according to the answers given by members to a questionnaire covering key areas of the topics.
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 min. per failure) increases when traffic density increases.
- The failure number and failure impact decrease when the maximal speed increases.
- The network’s average number of asset failure and the network’s average delay min. 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.

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) for the following topics:
  > 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);
  > Innovation-related initiatives (e.g. digitalisation).

EIM OBJECTIVES
- Foster an open, constructive and transparent discussion between its members and the EU.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- In 2017, two PRIME plenary meetings took place.
- The work priorities addressed in individual subgroups were related to:
  > Performance indicators and benchmarking;
  > Digitalisation;
  > Implementing Acts (service facilities, future implementing acts of the 4th RP);
  > Safety culture;
  > Financing;
- Multimodality;
- Interoperability;
- Trends in infrastructure management;
- Charges.

OUTLOOK 2018
- PRIME will focus on the work priorities defined for 2018.
- PRIME will hold a joint meeting with the RU Dialogue (platform of railway undertakings) on the topic of contingency planning.
- The next PRIME plenary meetings will take place in June 2018 in Amersfoort (NL) and in November 2018 in Brussels (BE).
PRIME (Platform of Rail Infrastructure Managers in Europe)
FACTS
- Following the Lisbon Treaty and the 2011 Transport White Paper, the EC has a strong mandate to represent the EU railway policy outside the Member States, especially in neighbouring countries (e.g. Balkans) but also in strategic markets (e.g. Asia).
- DG MOVE, DG TRADE and DG GROWTH are keen in a constructive dialogue with non-EU countries with the aim to ensure growth, jobs and competitiveness as well as exporting the achievements of the EU market including its rail know-how. This dialogue takes place bilaterally and multilaterally.
- The EU has set up various platforms to formalise the exchange, such as the EU-China Connectivity and the EU-Asia Connectivity Platform to promote various partnerships and exchange on the progress made.

IMPACT ON IMS
- Rail Infrastructure Managers may be able to export their know-how to third countries.
- Increased trade flows may lead to more demand for rail infrastructure capacity.
- Infrastructure projects of non-EU countries, such as the One Road One Belt initiative, may require further interfaces with already existing EU infrastructure initiatives, such as TEN-T and Rail Freight Corridors.

EIM OBJECTIVES
- Assessment of impact of international relations, third parties and their projects on rail Infrastructure Managers.
- Close cooperation with all relevant EU bodies and stakeholders for potential alliances and exchange of information and possible best practice.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Participation in several meetings of the EC related to international relations.
- EIM produced an internal report on the impact of China and Russia on EU railways.
- EIM started a very constructive dialogue with numerous stakeholders inside and outside the rail market.
- EIM assessed the potential risks and opportunities related to third countries.

OUTLOOK 2018
- The EU-China Summit 2018 is scheduled for autumn 2018.
- The EU-Asia Connectivity Platform will be further enlarged.
- The EP and the EC will launch further initiatives as regards the impact of Asia on the EU market.
Electro-Mobility

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

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

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

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM participated in the Platform’s event on 28th March 2017 at the European Parliament with EC Vice-President Sefkovic attending.

OUTLOOK 2018
- Several initiatives will have an impact on electro-mobility in Europe, such as the potential revision of Alternative Fuels Infrastructure (AFI) Directive and the revision of the Energy Performance of Building (EPBD) Directive.
- The Platform will organise an event on 27th February 2018 at the European Parliament on electric vehicles.
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 EC regarding risks and opportunities around spectrum access.
- EIM and other railway stakeholders prepared several position papers on the railway industry spectrum needs. These papers were shared with the EC and are being used for the future spectrum allocation.

OUTLOOK 2018
- A decision is expected on spectrum allocation during the course of 2018.
- EIM, in close co-operation with other railway stakeholders, will continue to promote the needs of the railway industry for appropriate spectrum.
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.
POLLICY

Jarnvag station (SE).
© Trafikverket (SE) – Göran Fält
Mobility is constantly evolving and so does society. Transport behaviour becomes less mode dependent but more system oriented. Infrastructure Managers will have an important role in such a system. Hence, they need to act as incubators and cross-fertilise ideas between different actors.

The society expects quick and sustainable answers to its needs and Infrastructure Managers must be able to deliver them.

Therefore, dialogue and cooperation, especially across sectors, are crucial to instil new thinking and concepts so that we can all contribute to the transport system of tomorrow.

I expect EIM to foster such innovative thinking, in close cooperation with all stakeholders.

Lena Erixon  
Vice-President of EIM and Director-General of Trafikverket, Sweden
Track works on the line (PL).
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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 91/440/EEC (art. 3)**
- Operations of safety systems
- Operations of control systems
- Maintenance of railway infrastructure
- Establishment of railway infrastructure

**Recast Directive 2012/34/EU (art. 3 (2))**
- Signalling
- Control-command
- Traffic management
- Management of railway infrastructure

**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.

Illustration: ElM
The 4th Railway Package

FACTS

- The 4th RP was divided into a Political and a Technical pillar – including three proposals each which was all adopted between May and December 2016. The aim was to update the legal framework for the functioning of the railway sector in order to complete the Single European Rail Area (SERA).
- In 2017, the EC started consulting the Single European Railway Area Committee (SERAC) and other stakeholders on a discussion paper in order to adopt an Implementing Regulation on the Economic Equilibrium Test (EET) which forms part of the 4th RP. Indeed, such a test run by the Regulatory Body may reveal that a new rail service may threaten the economic equilibrium of an existing public service and should therefore not be allowed.

IMPACT ON IMS

- Directive 2016/2370/EU reforms the governance structures of the sector and sets the criteria for co-operation between RUs and IMs (including vertically integrated undertakings).
- The same Directive also specifies the EU-wide co-operation via the PRIME network, enabling a formal dialogue between European IMs and the EC, and sets the conditions for opening of long-distance passenger services.
- Regulation 2016/2338/EU sets the procedures and criteria for tendering regional public service contracts.
- IMs will be involved in the process to safeguard capacity for future potential operators and to support competent authorities in providing all relevant infrastructure specifications.
- IMs could be indirectly involved in the process related to the EET. The essential functions of the IMs – e.g. the path allocation procedure/capacity – could become subject of recommendations by the Regulatory Body.

EIM OBJECTIVES

- Close cooperation with the EU and all relevant stakeholders in the implementation of the political and technical pillar of the 4th RP.
- 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 with single/harmonised rules, procedures and tasks.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM established a very constructive dialogue with the European Commission, MEPs and national transport attachés.
- EIM is closely involved in the implementation phase related to each of the pillars.

OUTLOOK 2018

- By the end of 2018, the EC will propose an Implementing Regulation on the EET.
- EIM is still closely involved in all consultation processes of the EU.
The 4th Railway Package

EC PROPOSAL ADOPTED IN 2016

6 LEGAL INITIATIVES

POLITICAL PILLAR


Regulation 2016/798 of the European Parliament and of the Council of 11th May 2016 on railway safety (recast)

Regulation 2016/797 of the European Parliament and of the Council of 11th May 2016 on the interoperability of the rail system within the European Union (recast)

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
- Setting up the technical compatibility of infrastructure, rolling stock, signalling and other subsystems of the rail system across Europe

SECTOR

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

FACTS
- Directive 2012/34/EU recasting the 1st 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 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.
- 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 and Delegated Acts concern key provisions of the Directive for IMs such as the provisions on charging, framework agreements, access on service facilities and schedule for capacity allocation.

EIM OBJECTIVES
- Ensure a continuous and open dialogue with the European Commission in the drafting phase of the Implementing Acts and 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.
- Pursue an ongoing and constructive dialogue with the relevant stakeholder organisations, especially with the PRIME sub-group on Implementing Acts.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Ongoing bilateral contacts between the European Commission and EIM Members, notably through PRIME Subgroup on Implementing and Delegated Acts.
- EIM had open and constructive exchanges with the EC on the latest initiatives on access to service facilities and schedule for allocation process.
- A delegated Decision on Schedule for Capacity Allocation was published in November 2017, which takes into account the position of the sector on the Redesign of the International Timetable Process.

OUTLOOK 2018
- The Common Template for requesting the service facilities shall be produced by the railway sector and the regulatory bodies by 30th June 2018.

DIRECT COSTS
"Before 16th 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 for the calculation of the cost of noise effects has been published in the Official Journal of the European Union on 13th June 2015.

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

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

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

ERTMS differentiated charges were made optional following the adoption of Directive (EU) 2016/2370/EU; The Directive also deletes the obligation for the EC to adopt corresponding measures.

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."


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 2015, all Corridors are now operational.
- 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 10 priority projects among the topics of the Declaration and the Statement to further develop them on sectorial level to unleash the potential of RFCs.
- On 17th April 2017, the Sector Statement Group was created and held its first meeting. Two more meetings of the SSG followed in 2017.

**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 governance structure and 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 participated in the “Rail Freight Day” hosted by the EC and RailNetEurope (RNE) on 7th December 2017 in Vienna (AT).
- EIM became a member of the informal “Volunteers Working Group” which defined the 10 priority projects amongst the topics of the “Rotterdam Declaration”/“Sector Statement”.
- EIM’s input has been decisive to approve the Guidelines of the Sector Statement Group (SSG), outlining precisely the role and tasks of each actor part of it.

**OUTLOOK 2018-2019**
- The Sector Statement Group will continue to discuss their 10 priority proposals which are at the inception/evaluation stage. The working programme for these priorities will be published by June 2018.
- The actual revision of the Regulation EU 913/2010 is due for 2019 in order to allow the sector to effectively work on its priority projects. The revision may touch aspects such as governance, traffic management and investment planning.
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."


Source: Railway Sector Declaration on Boosting International Rail Freight
**POLICY**

Recast of Regulation (EC) 1371/2007 on Rail Passengers’ Rights and Obligations

**FACTS**
- A vast majority of Member States does not fully apply Regulation 1371/2007 on rail passengers’ rights and obligations.
- EIM welcomes the initiative of the Commission to review the Regulation, tackling some of the hurdles to its smooth implementation in the best interests of rail passengers.
- In September 2017, the EC published its proposal to review the Regulation 1371/2007 on rail passengers’ rights and obligations.

**IMPACT ON IMS**
- New obligations for station managers and Infrastructure Managers which will result in an increase in costs, as well as an additional administrative burden.
- An unlimited scope used to determine what information should be made available to passengers could result in the potential breach of confidentiality agreements made between IMs and other parties.

**EIM OBJECTIVES**
- To identify problematic areas of the EC’s proposals for rail Infrastructure Managers.
- To target the relevant policy decision-makers to bring greater legal certainty and proportionality to the measures being put forward.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- EIM published a Position Paper on this issue in November 2017 presenting the main concerns, risks and expectations for IMs.
- Meetings with all relevant members of the European Parliament.

**OUTLOOK 2018**
- The vote at the TRAN Committee is expected to take place on 7th June 2018.
- A general approach will probably be achieved by the Austrian Presidency at the end of 2018.
Recast of Regulation (EC) 1371/2007 on Rail Passengers’ Rights and Obligations

EC
Proposal of a recast of the Regulation (EC) 1371/2007 published on 29th September 2017

IMPACT ON IMs

Compensation
- Right of Redress (Art. 19)
- Compensation in respect of mobility equipment, other specific equipment or assistance devices (Art. 25)
- Complaint handling (Art. 28)

Information
- Travel Information (Art. 9.4)
- Information to Persons with Disabilities and Persons with Reduced Mobility (Art. 21.1)

Quality
- Staff Training (Art. 26)
- Service Quality (Art. 29)
- Minimum Service Quality Standards (Annex III)

Accessibility
- Assistance in Railway Stations (Art. 22.4)
POLICY
Infringement and Competition Proceedings

FACTS
- As the Guardian of the Treaties, the European Commission is responsible for ensuring that EU law is correctly applied.
- Consequently, when Member States fail to comply with EU law, e.g. ensure correct and timely transposition or implementation, the European Commission may invite them to bring the infringement to an end and, where necessary, may refer them to the European Court of Justice (ECJ).
- DG COMP is now jointly working with DG MOVE to identify cases where competition is being distorted.

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.
- MSs need to implement the judgments by the ECJ which ultimately may have an impact on the way IMs are organised or financed.
- Infrastructure Managers may face regulatory uncertainty as well as investigations, especially in relation to their financial transparency and the use of public funds, intended for infrastructure and public services under public service obligations.

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

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

OUTLOOK 2018
- The Commission will report on infringements on a regular basis.
- More cases will be launched by DG COMP on the ground of infringement to State aid rules or abuse of dominant position.
Infringement and Competition 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.
POLICY
Noise Reduction

FACTS
- In 2017, the European Commission launched an official public consultation concerning the NDTAC schemes.

IMPACT ON IMS
- IMs may be affected, should a potential revision includes the non-voluntary approach for the Member States.
- 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.
- The "quieter routes" strategy may affect the capacity allocation process and the day-to-day rail traffic management. Therefore, the competitiveness of the rail sector vis-à-vis other transport modes might be distorted.

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.
- Avoiding additional (administrative) costs for IMs.
- Tackling the issue of the source.

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

OUTLOOK 2018-2025
- The Agency’s opinion to the European Commission for a Noise TSI is expected in April 2018.
- Shift2Rail work output addressing noise reduction technologies and targets should be addressed between 2019 and 2025.
FACTS

- In March 2015, glyphosate was classified as “probably carcinogenic to humans” by the International Agency for Research on Cancer of the World Health Organisation. In March 2017, the European Chemicals Agency (ECHA) concluded that the available scientific evidence did not meet the criteria to classify glyphosate as carcinogenic.
- In November 2017, MSs agreed to the proposal of the EC to renew glyphosate authorisation for five years.
- On 14th December 2017, the Commission published an Implementing Decision (EU) 2017/2334 postponing the expiry date of approval of creosote for use to October 2020.
- In December 2017, the Commission organised a consultation forum on the revision of its Regulations on eco-design requirements (REG 244/2009; REG 1194/2012) and on energy labelling for lighting products (REG 874/2012).

IMPACT ON IMS

- Glyphosate is used by many IMs to secure proper maintenance of weed along the tracks. No renewal of its licence would have had a negative impact on IMs in terms of costs, performance and, most importantly, on the overall performance of the railway system, as long as no cost efficient and high-performance alternative is available.
- IMs already explore own alternatives (e.g. pelargonic acid, anti-vegetation mats, hot air, etc.)
- Creosote has been used in the rail industry to protect the wooden sleepers on lines and railway bridges and therefore extend their lifetime by 10 to 30 years. A potential ban on the use of creosote would have significant consequences on the railway network and operations.
- The fluorescent lamp T8 is broadly used for rolling stock and infrastructures. The technologies of the current alternatives to T8 lamps, such as LED lamps, are not mature enough to fully meet the railway sector’s needs.

EIM OBJECTIVES

- Ensure that either the licence of glyphosate is renewed, or, at least, that its use by the railway sector is further permitted whilst alternative ways are researched.
- A transition period until 2030 is essential for the railway sector to allow for a replacement of the lightning installation at its end of life.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Assessment of potential risks and opportunities of the proposals for EIM members.
- Regular meetings with Commission, Permanent Representations and MEPs.

OUTLOOK 2018

- After the authorisation of glyphosate at EU level, companies will have to register the products containing glyphosate at national level. Member States will decide whether to approve or ban the products.
- The EC aims to adopt revised Implementing Regulation on EcoDesign and Delegated Regulation on Energy Labelling and therefore ban the fluorescent lamps T8 by June 2018.
Facts

- The European Commission has set up a Rail Market Monitoring Scheme (RMMS) in order to meet the requirements with regards to monitoring the 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 is fully applicable since 1st January 2016.

Impact on IMS

- Data collected by the EC is made public in the RMMS and will be used by the EC to conduct impact assessments.
- The Recast Directive reinforced the EC’s reporting requirements to the EP and the Council. EC’s broader monitoring tasks include: investments, development of prices and quality of services, market opening.
- The EC is considering a possible revision of Implementing Regulation (EU) 2015/1100 which depending on the amendments and additions might have several impacts on the IMs.

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 overlapping reporting obligations.
- Avoid overloading IMs with overlapping requests for data unless proven useful especially as Regulatory Bodies have already started collecting additional market information.

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 2018

- The EC is considering a revision of the Regulation (EU) 2015/1100 and will propose amendments by the end of 2018.
- In RMMS report of 2018, data collection will be mandatory, better defined and Member States’ reports will be made publicly accessible.
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

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.

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

Illustration: EIM

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

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MEMBER STATES

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.

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

Illustration: EIM
FACTS

- Regulation (EU) 2016/2032 amending Regulation (EC) No 91/2003 on Rail Transport Statistics entered into force on 13th December 2016 and is binding and directly applicable in all Member States.
- In November 2017, the Commission (Eurostat) published a detailed guidance on the application of Regulation (EU) 2016/2032.
- A recast for amending Regulation (EU) 2016/2032 was launched in 2017 not from a content point of view but for cosmetic changes of the numbering of the Annexes.

IMPACT ON IMS

- The new Regulation reduces the administrative burden on IMs, which are very often invited 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 the MoUs signed between the Eurostat and the EUAR and between the Eurostat and DG MOVE significantly improved the consistency of the current regulatory framework and overall reduced the administrative burden on IMs as advocated by EIM.

OUTLOOK 2018

- The recast for amending Regulation (EU) 2016/2032 will be voted in the EP and Council in the first half of 2018.
- Throughout 2018, the Commission (Eurostat) will further cooperate with the Agency 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)
OTIF CUI UR Revision

FACTS
- OTIF (Intergovernmental Organisation for International Carriage by Rail) seeks to revise the Convention on International Carriage by Rail (COTIF) and its Appendices including Appendix E, concerning the Uniform Rules for the Contract of Use of Infrastructure in International Rail Traffic (CUI UR).
- 4 working groups meetings took place between December 2014 and May 2016. They were attended by MSs 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.
- The European Council supported these amendments in calling for legal certainty, and once published in the Official Journal of the EU, must be adopted by all OTIF Member States.

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 which have ratified it.
- A broadening of the scope of CUI to include domestic carriage would conflict with the jurisdiction of MSs as well as with contractual freedom.

EIM OBJECTIVES
- Having a scope of application which is full clarified, notably with regard to the terminology being used.
- Safeguard the financial sustainability of IMs, especially concerning the indirect liability regime/recourse of the carrier models.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM is an official negotiating party before the OTIF’s revision committee.
- EIM organised four Legal Experts’ WGs in Brussels to prepare the OTIF WG.
- The OTIF Revision Committee submitted its official revision proposal in September 2017.
- EIM positions have been constantly fully endorsed by Member States at the OTIF WGs in Bern in the period 2015-2017.

OUTLOOK 2018
- Associations and MSs will be able to submit final comments. A vote on the CUI UR by the OTIF Revision Committee can be expected by September 2018.
- Further meetings of the Legal Experts WG foreseen, following the circulation of the revision proposal.
- The OTIF Revision Committee taking place on 27th February 2018 should adopt the amendment to the Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (CUI UR).
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).

**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 which have ratified the COTIF would be requested to implement the revised CUI UR wherever applicable.
**FACTS**
- The Combined Transport Directive 92/106/EEC can be considered as the only legal instrument at EU level to directly incentivise the shift from road to freight to lower emission modes such as inland waterways, maritime transport and rail.

**IMPACT ON IMS**
- A positive impact is foreseen on rail sector because of the shift from road to other transport modes, mostly in intermodal cross-border traffic.
- The proposal extends the scope of the Directive to national intermodal transport.
- Economic support measures would boost new investments by Member States on the necessary infrastructure such as transhipment terminals.

**EIM OBJECTIVES**
- Ensure that all the instruments fostering modal shift prevail in the amended proposals by Parliament and Council, in particular the extension to domestic operations and measures to support investments in terminals.
- 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 reacted to EC public consultation.

**OUTLOOK 2018**
- On the second half of 2018, negotiations among Member States and within EP on the EC draft proposal should take place.
Low-Emission Mobility

FACTS
- On 20th July 2016, the EC published its Communication on “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.
- The Report on “a European strategy for low-emission mobility” was adopted by the EP Plenary on 14th December 2017.
- In 2017, the EC launched the first and second Mobility Packages—a set of legislative initiatives mostly targeting the road sector, such as the revision of the Eurovignette Directive 1999/62/EC, the revision of the European Electronic Tolling Service (EETS) Directive 2004/52/EC and the revision of Directive 92/106/EEC on combined transport.

IMPACT ON IMS
- The initiatives have 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.
- Impact on sector-based competitiveness: it will be up to MSs to decide whether access to specific road infrastructure must be charged. This is not the case for rail.

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 monitored the progress of the draft report in the EP TRAN Committee.

OUTLOOK 2018
- The EC is expected to launch a forthcoming third Mobility Package including road safety and alternative fuels infrastructure on 16th May 2018.
- The Mobility Package will mobilise most of EU transport decision makers before entering parliamentary elections mode.
POLICY

Sectoral Social Dialogue for Railways

FACTS

- The Sectoral Social Dialogue (SSD) committees consist of representatives from the social partners, comprising an equal number of employer and worker representatives.
- In 1998, the Commission established sectoral dialogue committees to promote communication between social partners of each sector at European level.
- In 2017, the SSD for railways focused on three issues:
  > Adaptability and Interoperability;
  > Railway security for passengers and workers;
  > Employability and Equal Opportunities.
- In 2017, EIM was reappointed member of the SSD after an update of the Survey on Representativeness of the European Social Partners Organisations.

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.
- Continue working with the European trade unions in order to help the railway sector become more competitive and more attractive.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM signed the Women in Transport – EU Platform for Change in December 2017.
- Participation in the various dialogues and meetings between all social partners in the railway sector.

OUTLOOK 2018

- A common work program for the period 2018-2019 was agreed between the social partners addressing ongoing trends and challenges facing the rail sector, and promoting common activities on safety, employability, digitalisation and integration of women.
- Results of the 2017 Survey Women in Rail.
- Revision of the Train Drivers Directive: 2007/59/EC.
Sectoral Social Dialogue for Railways

EC
Commission decided on the establishment of sectoral dialogue committees promoting dialogue between the social partners in the sectors at European level.

LEGAL INITIATIVE
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.

SCOPE
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.

RAIL SECTOR – COMMITTEE FOR RAILWAYS
Industry (EIM, CER)

MEMBER STATES
Worker Representatives (ETF)
FACTS
- In 2017, the European Commission published an Inception Impact Assessment for Improving Railway Passenger Security. Policy options are proposed in order to address the increasing risks of harm to rail passengers due to terrorist attacks.

IMPACT ON IMS
- Potential security measures at European level may directly involve Infrastructure Managers and station managers to improve and align their communication and security systems.
- The same framework for both international and domestic passenger services may have severe consequences on the infrastructure management business from the financial and operational perspectives.

EIM OBJECTIVES
- Safeguarding the IMs interests and ensuring that IMs are not deemed responsible or co-responsible for security enforcement actions.
- Avoid additional administrative costs for IMs.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

OUTLOOK 2018
- The European Commission is preparing an Impact Assessment on potential legislative initiative on passenger railway security.
- A draft proposal for a new legislative text is expected by the beginning of 2019.
3D simulator for training guards (BE).
© INFRABEL (BE) – Benjamin Brolet
Beilhack snow blower (NO).
© Bane NOR (NO) – Terje Walle
2017 was a critical year in preparing the Agency and its stakeholders for the new role and mandate under the 4th Railway Package. In 2019, the EU Agency for Railways will become the main body for rail vehicle authorisation, safety certification and ERTMS track side approval.

Key milestones achieved in 2017 include the adoption by RISC of the Practical Arrangements for both single safety certificates (July) and for vehicle authorisation (November). In addition, the Management Board of the Agency adopted in September the specification of the One-Stop-Shop.

Another turning point is the evolution of international market actors, making the Agency an important “gatekeeper” of EU technical specifications on a wider level where cooperation and dialogue will be key.

The Agency is also preparing for other game changers, such as multi-modality, artificial intelligence, and next generation communications systems.

In an era of change, the importance of constructive dialogue becomes ever more important. Therefore, I am keen to continue this dialogue with the members of EIM to develop innovative answers to the challenges ahead.

Dr. Josef Doppelbauer
Executive Director of the European Union Agency for Railways
Works on a line (DK).
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In 2017, 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 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 3 legal elements (2 Directives, 1 Regulation). They bring by significant changes in the field of interoperability and safety but also in the mandate of the EUAR. 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 has 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 2018 and beyond.

- In addition to the legal acts of the 4th Railway Package and its technical pillar, the Commission Delegated Decision (EU) 2017/1474 of 8th June 2017 supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to specific objectives for the drafting, adoption and review of technical specifications for interoperability was adopted. In practice this delegated decision sets the overall objective of each subsystem and hence the objective for each TSI. For a delegated decision there is no voting procedure in RISC.

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**TECHNICAL PILLAR**

Regulation 2016/796 on the European Union Agency for Railways

Directive (EU) 2016/798 on railway safety (recast)

Directive (EU) 2016/797 on interoperability (recast)

One-Stop-Shop (OSS) Board of Appeal Fees and Charges

Single Safety Certificate (SSC) Actors and their roles

Common Occurrence Reporting (COR) and Safety Alerts

Safety Critical Components

Vehicle Authorisation (VA) ERTMS Trackside Approval European Vehicle Register Revision of the TSIs
EIM’s Activities in The Technical Field

Main changes for IMs
> EUAR to deliver a TSI cost-benefit analysis and the 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 application to not use EUAR for the authorisation.

Main changes for IMs
> EUAR to act as One-Stop-Shop (safety certificates; authorisations for placing vehicles on the market);
> EUAR to act as System Authority (ERTMS assessments of track-side ERTMS tendering documents; telematic applications TAP/TAF);
> 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 the common information exchange / early warning platform (authorisations of track-side control command and signalling subsystems (ERTMS); Coordination between decisions to be taken by National Safety Authorities and EUAR).

Main changes for IMs
> EUAR 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>Value chain</th>
<th>Finance</th>
<th>Safety</th>
<th>Engineering expertise</th>
<th>Railway operations</th>
<th>Existing Business processes</th>
<th>RU/IM interface</th>
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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 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. The Railway Safety Directive provides a legal base for the Agency on EU Common Occurrence Reporting (COR), processes, database and sets the framework for harmonised safety management systems.

- **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 & Validation (testing of laboratories). In September 2016, the EU and all recognised stakeholders signed a Memorandum of Understanding (MoU) concerning the cooperation for the deployment of ERTMS.

C. STANDARDISATION

- EIM is committed to the standardisation process of the official European standardisation organisations European Committee for Standardisation (CEN), the European Committee for Electrotechnical Standardisation (CENELEC) and the European Telecommunications Standards Institute (ETSI). Therefore, EIM actively participates in the CEN/CENELEC/ETSI Joint Programming Committee Rail (JPCR), in charge of guiding the rail EN standardisation process.

- In 2016, CEN started a new work stream to develop a standard for the “Radio Frequency Identification” (RFID) for rail, following the request of EIM. Global Standards (GS1) support EIM in this work.

- EIM also participates in other standardisation and specification related bodies, such as the Rail Standardisation Coordination Platform for Europe (RASCOP).

- EIM forecasts that cooperation at the sector level regarding standardisation and research will increase over the forthcoming years 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 Railway Agency (ERA) changed its name and legal status to become the European Union Agency for Railways (EUAR).
- EIM’s technical activities mirror most of the EUAR work activities both bilaterally and multilaterally, i.e. via the relevant sectoral bodies dealing with the work of the EUAR (e.g. CTG, GRB, NRB, etc.).
- In 2017, the wider sector input – including the one of EIM – was largely dedicated to the EUAR work streams related to the 4th Railway Package.
- 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 (SPD) 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 safely performed 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 Common Safety Indicators (CSIs).
- The future mandate of the EUAR as the authorising entity in the process of ERTMS trackside pre-approval will have a legal and financial impact on the tendering 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.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM committed a high number of technical experts to all relevant EUAR technical working parties, workshops, support and expert groups.
- Proactive approach towards upcoming legislation and input in a fact-based and constructive manner through Position Papers.
- EIM contributed to the EUAR Single Programming Document (SPD) for 2018.

OUTLOOK 2018
- Contribute to the EUAR activities in the field of the technical pillar of the 4th RP and collection of experience with the application of the revised TSIs.
- Analysis of potential areas for improvement.
- EIM sponsorship within the EUAR “access to customer” field.
- Budget cuts will have a strong impact on experts’ participation to the EUAR WPs in 2018.
Technical Working Structure EIM – EUAR

European Union Agency for Railways (EUAR) Management Board

- ERTMS
- SAFETY
- INTEROPERABILITY
  - User Groups (UG), Network/Development Group (N&D), Working Parties (WP), Workshops (WS)

European Union Agency for Railways (EUAR) Executive Board

- ECO EV
- MISC.
- SECTOR
- RISC

MULTISTAKEHOLDERS PLATFORM
- ERTMS
- CCM
- 4th RP

SAFETY
- CCS
- CG
- OH
- CECB
- CSM
- ECM
- TDC
- TEL
- COR
- JNS
- SRT
- TDD
- INF
- OPE
- NOI
- PRM
- RST
- TAP
- TAF
- ENE
- INF
- OPE
- NOI
- PRM
- RST
- TAP

INTEROPERABILITY
- ENE
- INF
- OPE
- NOI
- PRM
- RST
- TAP
- TAF

EX DIR
- SRT
- EX DIR

RES
- SEC
- EIM

TSG
- EX DIR

EB: Executive Board
MB: Management Board
AB: Advisory Board
TF: Task Force
BoA: Board of Appeal
ERTMS CCM: ERTMS Change Control Management
TEL: Telecommunications
TDC: Train Detection Compatibility
SAF: Safety
SRT: Safety in Railway Tunnels
ENE: Energy
INF: Infrastructure
OPE: Operations
NOI: Noise
PRM: Persons with Reduced Mobility
RST: Rolling stock
TAP: Telematics Applications for Passengers
TAF: Telematics Applications for Freight
RES: Resilience
SEC: Security
CECB: Cooperation of ECM Certification Bodies
CSM: Common Safety Method (assessment and supervision)
ECM: Entity in Charge of Maintenance
SC: Safety Culture
SMS: Safety Management System
TDD: Transport of Dangerous Goods
HFN: Human Factors Network
4RP SSC: Single Safety Certificate
COR: Common Occurrence Reporting
JNS: Joint Network Secretariat
NR: National Rules (Safety/Technical)
UA: Unique Authorisation
MNB: Monitoring & Notified Bodies
OSS: One Stop Shop
F&C: Fees & Charges
WG: Working Group
EC Expert Group
JPCR
RASCOP
CORE
MB
PLEN
NRB
GRB
ECO EV
INTEROPERABILITY
POLICY
TECHNICAL
FINANCIAL
BUSINESS
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 and 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 and secure MFF funds.
- Support the Shift2Rail programme on non-integrated communication and application solutions.

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 2018
- Shift2Rail JU will work in a closer collaboration with the 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.
- EIM will participate in the S2R User Group in order to contribute to the initiative and to push for the IM perspective.
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

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%

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

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))

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.

COUNCIL

- Adopted the Shift2Rail Regulation (EU) No 642/2014 of 16th 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))

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)
Glasgow-Edinburgh Scotland electrification (UK).
© Network Rail (UK)
In this age of artificial intelligence, innovation is more important than ever. Intelligent infrastructure operations, maintenance and interconnections are key to the rail Infrastructure Manager of tomorrow.

Research and Development, such as Shift2Rail, is crucial to make this a reality while enabling performance enhancements and energy efficiency. Unlocking capacity on rail networks will also be key to remaining competitive.

We as EIM must drive forward new concepts within our organisations to secure the future of our industry and remain competitive, both in Europe and world-wide.

Let's innovate.

Prof. Andy Doherty
Chair of EIM’s Technical Steering Group and Director, Systems Engineering, Network Rail, United Kingdom
FACTS
- The Railway Safety Directive (RSD) 2016/798/EU and where relevant the directive on Transport of Dangerous Goods form the basis of EIM SAF WG’s safety related 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 safety regulatory framework balanced in costs and benefits that is applied in accordance with harmonised principles across the whole European Union.
- A consistent and transparent work performed by NSAs, independent Assessment Bodies (AsBos) and Notified Bodies (NoBos).

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM’s Safety WG actively monitors the upcoming EU legislation related to railway safety and acts proactively vis-à-vis the relevant EU institutions.
- EIM’s Safety WG supports the EUAR safety activities via active attendance in the Agency Working Parties and 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, Safety Management Data (SMD) and Safety Alert IT tool (SAIT);
  > Guide for CSM for Risk Evaluation and Assessment, focus on Design Targets;
  > Dangerous goods. Guides on data collection, risk estimation practices, and decision making;
  > Extension of Entity in Charge of Maintenance (ECM) regulation to all vehicles and work related to Safety Critical Components (SCC);
  > Reduction of national rules.
- EIM SAF WG members continue to share best practices and to share information on their SMS.

OUTLOOK 2018
- EIM continues to cooperate with the Agency and other sector organisations to strive for continuous improvements in railway safety and the Agency vision of applying big data to safety occurrences with the purpose of preventing future incidents.
- Ongoing cooperation with CER and other bodies via their System Safety Management Group (SSMG).
- Continuation in sharing of best practice in relation to IM SMSs including reporting of accidents and occurrences, human factors, and safety culture.
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 on railway Safety applies to the railway system 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 RU and IMs as well as other actors.

The recast Directive has taken into account the further development of SERA. Local systems were excluded from the scope, impacts of human factors and Safety Culture were included and addressed using recognised methods. The number of national safety rules to decrease, risk mitigation and with specific regards to Transport of Dangerous goods is to be handled in the Safety Management System. There will be a new split of roles and responsibilities, new mandates, a new IT tool and new processes for SSC, Safety authorisations and occurrences reporting.

IMs and RUs
- Authorises and certifies the IMs and RUs safety management systems (SMS) respectively.
- Conducts supervisory activities based on the CSM for supervision and verifies that the actors follow their SMS. The CSM supervision shall be used by NSAs after issuing a safety certificate or safety authorisation. Information should be shared amongst NSAs and if appropriate with the Agency, for which the Safety Information System (SIS) was developed.
- Collects safety related data in the form of CSI from the railway sector.
- Cooperates with the Agency on issuing and for withdrawal of a SSC.

IMs have an SMS authorised by the NSA. The SMS of an 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:
- 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;
- 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.

The Agency
Common safety targets (CSTs) and common safety methods (CSMs) are gradually introduced and updated to ensure that a high level of safety is maintained and, when and where necessary improved. In order to facilitate the assessment of the achievement of the CST and to provide for the monitoring of the general development of railway safety, MS shall collect information on CSIs through the annual reports of the safety authorities. The analysis of this data forms an important part of the feedback loop which is used to steer the development of the European railway safety regulatory framework. Acting as the authorising entity for SSC when the area of operation is in several Member states.

Managing the One-Stop-Shop (OSS).
Managing the Safety Alert IT tool (SAIT) to facilitate exchange of safety risks with other actors.
Definition of the requirements and development of the COR system.
FACTS
- The Energy TSI established the parameters for the track side energy supply system including voltage, frequency and mechanical parameters.
- The overhead contact line is the interoperability constituent (IC) in this subsystem.
- The revised Energy TSI is being applied in the EIM members’ projects.

IMPACT ON IMS
- The evolution towards a more precise measuring of the distribution of energy used 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 1 600 mm and 1 950 mm pantographs should not be introduced.
- Reduction of energy consumption should be promoted via metering of the rolling stock.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- The ENE WP was actively attended by EIM experts who supported the 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 closing the open points.
- EIM Position Paper on Energy Measuring was supported by the EC. In addition the LOC&PAS TSI now has new requirements in relation to the rolling stock.
- Ex-post evaluation Report of the ENE TSI Implementation was published in June 2017 with the support of EIM members.

OUTLOOK 2018
- The 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 experienced in the implementation of the TSI, leading to greater clarity and benefit for future revisions of the ENE TSI.
- EIM ENE WG members will contribute to the work of the EUAR WP meetings.
- EIM ENE WG members will contribute to the Route Compatibility process for the parameters related to ENE TSI.
The ENE TSI is an implementing act which lays down the essential requirements for 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 1st January 2015. The TSI does not apply to existing infrastructure, except subject for renewal or upgrade.

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

Conformity Assessment (CA) for Interoperability Constituents (IC):
The following modules 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>
<td>CB + CC or CH1</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 INF TSI came into force in January 2015, the practical implementation triggered questions. The proposal for the closure of open points and other amendments to the TSI and the Ex-Post evaluation of the TSI were published in 2017.
- At the end of 2017, the EUAR set up a new WP aimed at supporting the EUAR WP on Route Compatibility and preparing the revision of the INF TSI.

IMPACT ON IMS
- Risk of high costs for projects on new, upgraded or renewed lines due to potential technical requirements or misunderstandings thereof.
- A poor application guide could diminish the effectiveness of the TSI and cause a divergence in interoperable systems. On the contrary, a well-drafted TSI and Application Guide will lay the foundations for an increase in cross-border traffic and a reduction in operational costs.
- Increasing numbers of interoperability constituents will lead to increasing costs for IMs.
- Time based maintenance will result in increasing investment costs for IMs but in the long run, proactive maintenance will reduce the total cost.

EIM OBJECTIVES
- Improve interoperability throughout the Union by closing the open points of the TSI with the EUAR in a cost-effective way.
- Improve the implementation of the TSI by sharing experiences from working with the new TSI.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM INF WG published a joint Position Paper with CER regarding the open points in the TSI related to ballast pick-up.
- EIM INF members joined the new EUAR subgroup on Route Compatibility Checks.
- The Ex-Post Evaluation report was published with participation of EIM members in 2017.

OUTLOOK 2018
- 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.
- EIM INF WG will continue its co-operation with the EUAR INF WP, as well as the newly formed Structures Task Force.
- In 2018, an interim report on the TSI Revision will be drafted. The replacement of national rules by TSI requirements is expected.
- The Draft Commission Implementing Act on the amendment of INF TSI should be voted in RISC 84 in January 2019.
The INF TSI is a Commission Regulation which impacts all infrastructure below the rail-vehicle interface such as tracks, ballast, switches, bridges, and crossings, in addition to platforms and clearances between fixed installations. The regulation 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 Commission Delegated Decision 2017/1474 includes provisions ensuring continued interoperability while allowing for the reduction of infrastructure maintenance costs through the use of time-based maintenance, sensors and condition monitoring technologies among others.

The INF TSI came into force on 1st January 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 shall create a NIP, detailing the methodology for complying with the INF TSI by 31st December 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 1st January 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 1st July 2015, each Member State must communicate to the EC and other Member States a list of national rules, a conformity assessment and the verification procedures which will be carried out to apply the national rules and the bodies designated to carry out the conformity assessment and verification procedures.

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.

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). The INF TSI 2014/1299 should be amended in September 2018 and a full revision is expected by 2020.

LEGAL BASIS
The INF TSI is a Commission Regulation which impacts all infrastructure below the rail-vehicle interface such as tracks, ballast, switches, bridges, and crossings, in addition to platforms and clearances between fixed installations. The regulation 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 Commission Delegated Decision 2017/1474 includes provisions ensuring continued interoperability while allowing for the reduction of infrastructure maintenance costs through the use of time-based maintenance, sensors and condition monitoring technologies among others.

SCOPE
The INF TSI came into force on 1st January 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.

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.

MEMBER STATES
National Implementation Plans (NIP):
Each Member State shall create a NIP, detailing the methodology for complying with the INF TSI by 31st December 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 1st January 2018.

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SECTOR
IMs and RUs
TECHNICAL
Rolling Stock TSIs (RST)

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 three main workstreams:
  1) Vehicle Authorisation
  2) Freight Wagons (WAG) TSI
  3) Locomotives and Passenger Rolling Stock (LOC&PAS) TSI

FACTS VEHICLE AUTHORISATION
- Recommendation 2014/897/EU (DV29bis) for placing in service and use of structural subsystems and vehicles was published on 5th December 2014.
- The Agency has created a Reference Document Database (RDD) with input from EIM.
- An Implementing Act on practical arrangements for the vehicle authorisation process was positively voted in RISC in 80 November 2017.

FACTS ROLLING STOCK TSIs
- The Rolling Stock TSI was first published in 2002. It has since been split into WAG and 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 allows 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 could be aligned to reduce costs. This is outlined in the LOC&PAS TSI and is outside the scope of the 4th Railway Package.
Rolling Stock TSIs (RST)

**EIM OBJECTIVES**
- Improve IMs’ understanding of the vehicle authorisation process.
- Improve IMs’ 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 stock 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 Vehicle Authorisation Workshops and provided clarity on the necessity of contacting the IM in the “pre-engagement phase”.
- EIM RST members gave comments on the Implementing Act on Vehicle Authorisation and in the Application Guide.
- EIM RST members followed the EUAR LOC&PAS WPs and provided some input to the discussions from an IM point of view. They also contributed to the EUAR Task Force on the amendment for a limited revision of the WAG TSI in 2016.

**OUTLOOK 2018**
- EIM will contribute to the new EUAR proposals concerning the conditions of track access for testing purposes.
- EIM RST members will contribute to the Agency’s workstream in the drafting of the Application Guide for Vehicle Authorisation.
- EIM RST members will further contribute to the EUAR workshops on Vehicle Authorisation, LOC&PAS and WAG WPs.
- 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. The standard will be published during 2018 and 2019.
- EIM RST members will contribute, on behalf of EIM, in the upcoming revision of the LOC&PAS and WAG TSIs until 2019.
- EIM RST members will contribute to the Vehicle Authorisation process and will define the future process for Route Compatibility, Vehicle Authorisation and will coordinate the work between the rest of EIM WGs.
LOC&PAS and WAG TSIs Revisions under the RST TSIs

Subgroup 1
LOC&PAS and WAG TSI: technical compatibility
Definition of parameters relevant for route compatibility & area of use.

Subgroup 2
LOC&PAS and WAG TSI: modifications
Align the clauses dealing with modifications of TSI LOC&PAS and WAG with the 4RP, in particular in the event of upgrading and renewal, and the modification work which requires an application for a new authorisation.

Subgroup 3
LOC&PAS specific technical aspects
Technical aspects of the LOC&PAS TSI as set out in art. 3 and 4 of the Delegated Decision, including specific cases and application guide.

Subgroup 4
LWAG specific technical aspects
Technical aspects of the WAG TSI as set out in art. 3 and 4 of the Delegated Decision, including specific cases and application guide.

September 2017- February 2019
> Recommendations for the amendment of the TSI WAG and TSI LOC&PAS sent to EC in December 2018
> Application guides available in February 2019

September 2018- February 2020
> Recommendations for the amendment of the TSI WAG and TSI LOC&PAS sent to EC in December 2019
> Application guides available in February 2020

Illustration: EIM (adapted chart from the EUAR)
The Vehicle Authorisation Procedure

Illustration: EIM (adapted chart from the EUAR)

- **Placing on the Market of Mobile Subsystems**
- **Integration of subsystems**
- **Vehicle Authorisation for Placing on the Market in Area of Use**
- **Check before the use of an authorised vehicle**
- **Supervision**

**Essential Requirements**

1. Technical compatibility of the subsystem
2. Safe integration of the subsystems within the vehicle
3. Technical compatibility with fixed installations in the area of use

**Route compatibility on the basis of the RINF**

**Inter Alia:** in case of justified doubts, a NSA could question the decision of placing in service made by the railway undertaking

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**> 1 Member State**

- **Applicant for the authorisation:** Contracting Authority (Manufacturer or his established agent)

**1 Member State**

- **Applicant for placing on the market:** RU, IM, Manufacturer

**One-Stop-Shop**

- **EUAR**
  - Mandatory

**Railway Undertakings**

**National Safety Authority**

**Applicant may choose its authorisation entity**
FACTS
- The operations and traffic management subsystem concern 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 IMs have been taken into consideration when revising the OPE TSI; this is expected to be finalised in 2018.
- 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/network statement 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 synchronised.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM OPE experts participated actively in the corresponding EUAR working parties.
- EIM OPE experts are engaged in active co-operation with other stakeholders.
- EIM OPE WG has been active in several EUAR WPs and has identified current and the future EUAR work streams which would affect EIM members.
- EIM OPE WG actively follows operational aspects to be taken into account in the definition of the Future Railway Mobile Communication System (FRMCS).
- EIM and CER took a leading role regarding the communication principles and procedures, including rules in Appendix A, B and C as well as designing new forms for safety related information.

OUTLOOK 2018
- The work in the EUAR ERTMS Operational Harmonisation WP is expected to focus even more on Automatic Train Operation (ATO).
- Elements related to the reduction of National Safety Rules (NSRs) has become part of the EUAR OPE WP activities.
- Continued cooperation with EIM RINF WG and EUAR RINF WP regarding the future of RINF and Appendix D of the OPE TSI.
- The EUAR foresees the next workstream on OPE TSI to start around 2021 at the earliest.
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 entry into force date was the 1st July 2015.

The TSI:
- Establishes functional and technical requirements for the target system but also its interfaces.
- Determines the interoperability constituents and interfaces covered by European specifications (or standards), necessary to achieve interoperability.
- Indicates the professional qualifications and health and safety conditions required for work performed for the operation and maintenance of the subsystem.

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 1st July 2017 at the latest. Member States shall also notify possible updates to the NIPs. The Commission shall publish the NIPs, 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.

For open points and specific cases each Member State was obliged to notify its national rules to EC and other MS latest by 1st of January 2016.

NSA (NATIONAL SAFETY AUTHORITY)
The Common Safety Methods on conformity assessment require NSA to set up an inspection regime to supervise and monitor the day to day compliance with the safety management system of the RU and IM including all TSIs.

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

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

- 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 costs of the TSI.
- In the Delegated Decision 1474/2017, the introduction of Composite Braking Blocks (CBB) is a preferred technical solution to achieve noise reduction.

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

- EIM continues to attend the EUAR WP meetings and influences the drafting of the revised TSI Noise.
- EIM has challenged the Agency on stated retrofitting costs and NOI TSI compliance timescales.
- EIM successfully lobbied for feasible properties of the maps showing the “quieter routes”, i.e. that the night period will be defined the same as in the Environmental Noise Directive.
- EIM successfully lobbied for a feasible time scale to produce the maps showing the “quieter routes”.
- EIM successfully lobbied for wagons used for construction and maintenance works to be excluded from the Noise TSI requirements for existing freight wagons.
- EIM’s speakers have participated in all EUAR Task Force meetings and contributed to major issues affecting IMs.

OUTLOOK 2018

- The use of Composite Brake Blocks remains the desired solution of use in the draft delegated acts to supplement the Interoperability Directive (EU) 2016/797.
- 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 “quieter routes” noise reduction strategy is adopted by the Agency in the revised NOI TSI.
- EIM will lobby for the principle of “once a quieter route, always a quieter route” to minimise future deterioration of the noise situation on specific lines.
- EIM will continue to push for a feasible start date for implementation of the TSI, for a fixed end date at which all wagons should be silent and for feasible properties of the maps for the quieter routes in the Noise TSI as well as in the guideline.
The NOI TSI 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 concerned.

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

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.

Identified basic parameters (critical for interoperability) are: stationary noise, starting noise, pass-by noise, drivers’ cab interior noise.

IM
No technical requirements are placed on the IM (there are requirements for On Track Machines (OTM)). The “limits for pass-by” noise might end up as a cost for the IMs, to invest in noise barriers on the trackside. The introduction of composite braking blocks may change the preconditions for IMs related to track maintenance and a safety lever.
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. It is complemented by the Commission Regulation (EU) 2017/6 of 5th January 2017 on the ERTMS European deployment plan, which lays down the timetable for the trackside deployment of the ERTMS on core network corridors.
- The Agency published an opinion regarding CCS TSI Error Corrections in October 2017. It mainly addresses error corrections on the ERTMS specifications impacting interoperability. Most of them impact the ERTMS onboard equipment and prevent from running “a normal service”, if the onboard is not corrected according to the opinion.
- 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.
- The benefits from the identified game changers (ATO, L3, etc.) will be leveraged respecting the key principles of compatibility and protection of investments. The development of this specification will include the assessment of the impact on the Operations and the reuse of existing flow of data between IMs and RUs.
- With the application of the 4th RP, the Agency will help the sector in the correct implementation of ERTMS by offering an opinion before the authorisation of trackside implementations and by advising applicants on the technical compatibility when requested.

IMPACT ON IMS

- The Change Control Management process, helping to resolve issues relevant to IMs, is not fully respected by all actors.
- 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. The impact on costs and planning of ERTMS track side implementations remains unclear.

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 Stakeholder Platform.
- Provide the core management and technical functions associated with EIM ERTMS activities.
- 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.
- Provide the core management and technical functions associated with EIM ERTMS activities.
European Rail Traffic Management System – ERTMS

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- ERTMS Baseline 2, Baseline 3 Maintenance Release 1, and Baseline 3 Release 2 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 for ERTMS (e.g. ATO and L3) and was involved in the Network Rail / ProRail L3 demonstrator projects in Hitchin (UK) in 2017.
- 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.
- EIM contributed with comments to the CCS TSI revision WP.

OUTLOOK 2018

- 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. For the moment, this evolution focuses on stability and protection of existing investments, capacity increase, and business driven game changers.
- EIM will influence stakeholders to improve the proposal for the ERTMS trackside approval and strive for a fixed fee for the ERTMS trackside approval.
- EIM will contribute in the ERTMS test and validation process carried out by the Agency under the ERTMS Stakeholder Platform, strengthening the position of the IMs as system integrator.
- The first draft recommendation of the revision of the CCS TSI is expected for June 2018. The final recommendation should be voted in RISC 84 in January 2019.
European Rail Traffic Management System – ERTMS

Trackside approval procedure

1. Initial Engagement (non-mandatory but highly recommended)
   - Initiated by the Applicant in an early stage – in any case before the tender is launched.

2. Submission and verification of completeness
   - Applicant submits request for approval for an ERTMS trackside project

3. Assessment and decision
   - Application file is considered complete or agreed deadline is reached

4. NSA authorizes the project including the ERTMS trackside subsystem
   - NSA authorizes the project including the ERTMS trackside subsystem

> Responsibilities

**Applicant/Agency and other parties involved**
- The Agency will not charge for any costs incurred during this stage
- The Applicant can upload available information at this stage in the OSS
- The Agency and Applicant agree on a schedule for provision of documentation

**Applicant**
- Applicant uploads and submits available documentation and evidences in OSS

**Agency**
- Within 1 month it will inform applicant of completeness

**NSA**
- NSA will have full visibility to the submitted request and in OSS and can provide opinions
- Authorisation of the fixed installation and the approval shall be part of the application file for authorisation

**Legal Basis**

1. Agency Regulation, art. 22
   "The Agency shall, before any call for tender relating to ERTMS trackside equipment, check that the technical solutions are fully compliant with the relevant TSIs and are therefore fully interoperable, and take a decision for approval in accordance with Article 19 of Directive (EU) 2016/797.”

2. Interoperability Directive art. 19 (4)
   "Within one month of receipt of the applicant’s request, the Agency shall inform the applicant that the file is complete or ask for relevant supplementary information, setting a reasonable deadline for the provision thereof.”

3. Interoperability Directive art. 19 (4)
   "The Agency shall base its opinion on the file of the applicant and on possible opinions from the national safety authorities.”
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.
- 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 with 1520 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 1st January 2018, new vehicles authorised to be placed in service in 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
- EIM TDC WG deals with all the compatibility problems linked to the train detection systems:
  - electromagnetic effects caused by traction current to axle counters (magnetic fields and conductibility),
  - sanding problems for track circuits;
  - eddy current brakes (magnetic fields) for axle counters;
  - wheel diameters for axle counters;
  - frequency management in general and for rolling stock for axle counters and track circuits;
  - 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.

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

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

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Metal free space for axle counters was studied in the EUAR WP on the annexes to the CCS TSI.
- EIM supported the closure of open points regarding Electro Magnetic Compatibility (EMC) and gauges and 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 EC validating the compatibility limits between axle counters and rolling stock on TEN-T.
- EIM contributed to the corrections in the table for axle counter compatibility, the development of conformity assessment (wheel detectors) and the requirements on axle distances for high speed.

OUTLOOK 2018
- EIM members will continue to attend and influence the joint rail sector SG and TDC WP.
- 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 2018.
The scope is to deal with revisions of an annex to the CCS TSI. The aim for the TDC work is to finalise the specifications of all Electro Magnetic Compatibility (EMC) related interface parameters. 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.

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.
FACTS
- EIM TEL WG focuses on the current rail communication system (GSM-R), its successor technology (FRMCS) as well as the telecommunication aspects of the ERTMS project.
- GSM-R is based on the Global System for Mobile Communications with a railway layer added to it. GSM-R guarantees communications at speeds of up to 500km/h.
- The future communication system is currently being defined. The recommendation to the EC should be issued by the end of 2018.

IMPACT ON IMS
- The future railway mobile communication system will have a significant importance for IMs by allowing changes in the way the entire railway industry operates.
- Ensuring an effective migration between GSM-R and FRMCS will be essential for IMs to save operational costs and spectrum.
- Having appropriate spectrum for FRMCS will enable to re-use most of the GSM-R infrastructure for the future system and limit implementation costs.
- A clear split between the mobile communication module and ETCS will be key to limit the implementation costs of FRMCS.

EIM OBJECTIVES
- Ensure that the next generation railway mobile communication system will be performant, robust and cost effective.
- Analysing solutions for a good access to spectrum frequency to support GSM-R, FRMCS as well as the migration between these two systems.
- Ensure that there is a clear interface between the mobile modules and ETCS.
- Address cybersecurity issues related to telecommunications in transport.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM and other stakeholders reached a common position on the future spectrum range made available to the railway industry. Discussions are ongoing with the EC and a decision is expected by mid-2018.
- EIM reached an agreement with CER regarding the migration strategy and communicated it to the Agency.
- EIM is actively cooperating with the EUAR to ensure the different components needed for a successful development and implementation of FRMCS are addressed.

OUTLOOK 2018
- EIM will propose with other stakeholders a strategy to ensure a good split between the mobile module and ETCS.
- EIM TEL WG will keep on participating to the ongoing spectrum discussions and will continue its work on the migration strategy.
- Ensure that the Agency’s recommendation for FRMCS is in line with the requirements identified by EIM in its Position Paper published in November 2016.
- Cybersecurity issues will be addressed in relation to telecommunication modules.
ERTMS – Telecommunications (TEL)

**EC**
- Coordinates the EU Member States vis-à-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 nonvoting 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 5th 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**
A telecommunication system with a high quality of service is a requirement for the competitiveness of rail as a transport system. The performance of both the IMs and RUs rely on it. Current and future activities for the sector are:
- Solving GSM-R interference issues
- GSM-R Successor technology – specifications for the future railway telecommunications system
- GSM-R Lifecycle Management – including migration for the future telecommunications system

In addition to the purely technical aspects of the railway telecommunications systems, operational aspects have to be taken into account to facilitate properly functioning interfaces between the different actors.
Travaux sur aiguillage à Dreux (FR).
© SNCF Réseau (FR) - Sylvain Gambon
People working on marshalling yard (FI).
© FTA (FI) – Markku Nummelin
FACTS
- In September 2016, the EC launched a revision of the PRM TSI. The revision includes the Inventory of Assets (IoA) and National implementation plans (NIPs).
- The EUAR PRM WP discussed the topics IoA and its data collection, timeframe and cost as well as interrelation with the RINF TSI.
- In December 2015, the EU also launched a proposal for the European Accessibility Act (EAA) which makes various products and services more accessible for persons with disabilities. In September 2017, the EP Plenary voted on the report and in December 2017, MSs agreed on a common position.

IMPACT ON IMS
- Increased accessibility to and within the railway system can increase the demand for railway services.
- The EUAR is expecting the revision to cost some €20-40 billion 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 harmonised European implementation plan based on the NIPs, introducing more demanding requirements for some EIM members. The effect on IMs is not clear yet as it will depend on its formulation and the harmonised prioritising rules set.
- The current version of the EAA may affect PRM TSI as it targets the accessibility of the “built environment” which is not covered by PRM TSI.

EIM OBJECTIVES
- The railway should be made accessible, but requirements should be fair. Excessive costs may force IMs to implement cuts, possibly reducing the overall service.
- The three to four years’ timeframe to set up processes within the MS and register all the stations to the IoA is considered too short.
- Gathering data for the IoA is new for some Member States and might create some financial and administrative burdens.
- The estimated cost of €750 per station for registering data is not realistic and EIM expects to be higher.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM is a member of the EC PRM TSI Advisory Body. EIM speakers ensured that decisions have limited impact on the IMs in terms of finance, operations and Human Resources.
- EIM contributed to define the scope of data collection, timeframe, costs for collecting data for the IoA as well as proposing recommendations for clarification in Article 4 of the PRM TSI. The proposition of EIM to remove the “Station Rapporteur” was accepted.
- Continuous dialogue with the Agency and providing documents or figures.

OUTLOOK 2018
- The Agency launched a voluntary testing period for data collection tool, data conversion and appendix O beginning of 2018. Conclusion on the revised chapter 4 on Technical Requirements and outcomes of the testing of the tool are expected.
- Detailed presentation of NIPs will take place at the PRM TSI advisory body meeting in May 2018.
- The EUAR opinion on the amendment of the PRM TSI and IoA shall take place at RISC 82 in June 2018.
- Trialogue negotiations between Council and Member States on the European Accessibility Act.
TSI Persons with Reduced Mobility (PRM)

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). The PRM TSI 2014/1300 will be amended during the period of entry into force of the 4th Railway Package.

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. The general objective is to ensure that persons with disabilities have access on an equal basis with others.

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. IMs or station managers are obliged to keep a written policy to ensure accessibility to passenger infrastructure.

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

Advisory Body:
The EC established an Advisory Body which is chaired by the EC and composed of Member States, representative bodies from the railway sector, representative bodies of users and 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.

SECTOR
- RUs
- IMs
- Others

Illustration: EIM
FACTS

- The Register of Infrastructure (RINF) is a system, consisting of:
  > An EU-level integrated database, containing all parameters as mentioned in the RINF Decision (2014/880/EU) and uploaded by each participating Member State;
  > 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 corridors 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 update every 3 months. Data relating to infrastructure placed in service before the entry into force of the Directive will have to be added to the RINF before 16th March 2017.
- The Agency carried out a gap analysis between the RINF dataset and data needed for the Route Compatibility Check between vehicles and route.

IMPACT ON IMS

- In the revised Interoperability Directive, 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 MS would increase the costs of collecting and governing the data for the RINF.
- Risk of diverging views 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 quality of the implementation of the RINF by ensuring the goals of the EC and the end-users in the railway market remain achievable.
- Improve the usability of the RINF by smart use of existing data.
- Sharing best practice of understanding the impact of the RINF model and data specification, data collection and the processing of the data to meet the Agency’s requirements.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM RINF Vision Paper was published in August 2017 stating recommendations for the RINF stabilisation and development.
- EIM RINF WG members sent the RINF cost questionnaire to the Agency.
- National Registration Entities (NRE) have been appointed and continued uploading their RINF databases to the Agency’s CUI.
- Introduction of a meaningful naming convention for RINF parameters.

OUTLOOK 2018

- EIM members will participate in the updating of the RINF Decision and will review the changes on the gap between the RINF dataset and data needed for the compatibility check between vehicles and route.
- EIM members will check the new requirements coming from the EUAR subgroup on Route Compatibility Check.
- EIM speakers will continue to support the EUAR various RINF WPs to coordinate and support the national RINF implementation.
- In July 2018, a new CUI will be released. EIM members are requested to check the current list of parameters needed for the check of compatibility between vehicle and a route.
- EIM members will analyse the possible impact with interfaces like RDD, ERATV, or TEN-T.
The RINF Implementing Decision (2014/880/EU) refers to the creation of a web-based register of infrastructure which will give transparency to the characteristics of the European rail network. Furthermore, the RINF will be used to 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. The purpose is to provide transparency on the characteristics of the 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.

MEMBER STATES

The 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’s 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.

EC
Adopts the Implementing Decision 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
The RINF Implementing Decision (2014/880/EU) refers to the creation of a web-based register of infrastructure which will give transparency to the characteristics of the European rail network. Furthermore, the RINF will be used to ensure that newly designed trains are compatible with infrastructure and ascertain route compatibility for proposed train services along a route.

SCOPE
The RINF requires data on the infrastructure, energy and trackside control-command and signalling subsystems across the whole European network. The purpose is to provide transparency on the characteristics of the network.

01 TECHNICAL
02 POLICY
03 BUSINESS
04 FINANCIAL

Illustration: EIM
FACTS

- The revised Telematic Applications for Freight (TAF) TSI came into force on 1st January 2015. This TSI aims at improving communications among railway actors related to freight transport by defining data exchange between RUs and IMs.
- The Agency holds a Change Control Management (CCM) process WP for both the TAP and TAF TSIs. TAF CCM Revision started in 2017 and a new process will be the output from this WP.
- Deadline for TAF TSI implementation depends on individual IM Master Plans. Most Master Plans foresee completion by 2019.
- The railway sector and the EC are investigating Soft Compliance as a solution to fulfill the legal requirements. TAF Soft Compliance will start in 2018 in order to simplify the access for small RUs for being compliant with TAF TSI.

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 IMs’ 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 IMs to exchange implementation experience and align strategies.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM is represented in the TAP/TAF Support Management Office (SMO).
- EIM members are involved in the TAF Co-operation Group for the follow up of implementation.
- EIM members are represented in the Telematics Joint Sector Group and involved in the Change Control Management procedure.
- 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)
- Most members of the group are nominated as their companies TAF TSI project manager who monitor and report on the implementation of the TAF TSI.

OUTLOOK 2018

- EIM will hold internal workshops in 2018 to share experience of implementation.
- EIM members will attend and support the EUAR Regional Workshops to stimulate and facilitate the TAF TSI implementation.
- EIM will attend the EUAR TAF TSI Implementation Co-operation Group meetings.
- EIM TAP/TAF WG will continue to work with and support the respective steering committees in this field (TAP, TAF and TAP/TAF SCs) and in the Telematics Joint Sector Group.
TAF TSI Telematic Applications for Freight (TAF)

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 efficiently address the intense competition it has to face.

- **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, and 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.
- The NCP with the help of the MS to encourages and support the sector to report on the implementation degree of the TAF TSI Regulation.

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

**LEGAL BASIS**

**SCOPE**

**RAIL SECTOR**
**FACTS**
- TAP TSI aimed at improving communications among railway actors and passengers. The revision of the TSI began in April 2017.
- The Agency holds a Change Control Management (CCM) process WP for both the TAP and TAF TSIs. TAP CCM Revision started in 2017 and a new process will be the output from this WP.
- 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 Infrastructure Managers control on the TAP by monitoring the implementation of the TAP TSI.
- Reduce the costs of the TAP implementation by representing the interests of IMs in the TAP governance structure.
- Provide a platform for IMs to exchange implementation experience and align strategies.
- Align TAP TSI requirements to the work already done inside TAF TSI Revision WP.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- EIM is represented in the TAP/TAF Support Management Office (SMO).
- Letter sent to the EUAR regarding the governance structure of TAF/TAP signed with other sector organisations.
- The sector organisations achieved that the IMs only have to report once for those TAF/TAP TSI functions which are similar.
- The EIM TAF/TAP WG is organised twice a year to inform members of the latest evolutions and provide a forum to share experiences.

**OUTLOOK 2018**
- EIM 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 will continue the work of the TAP TSI Revision WP.
- EIM members will contribute to the TAP TSI Revision.
- EIM will contribute to the EUAR Change Control Management procedure revision.
TSI Telematic Applications for Passengers (TAP)


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) as well as providing information and issue tickets to passengers.

**Governance Bodies**
- TAP TSI Steering Committee (representative bodies, EUAR, EC).
- EUAR Working Parties (WPs): In charge of publishing documents on its website but also to establish related change management process.
- National Contact Points (NCP).
- RUs & IMs Telematics Joint Sector Group (JSG) (experts and WGs).
- Sector driven WGs.

**Phase I – Deliverables**
- Application Guides, Architecture (IT specifications), Governance, a Master plan with a risk assessment and assessment of the total life cycle cost (LCC).

**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.
- Member States shall ensure via the National Contact Point that the TAP 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.
- The NCP with the help of the MS to encourages and support the sector to report on the implementation degree of the TAP TSI Regulation.
FACTS
- In June 2017, the Economic Survey Group was replaced by the Economic Steering Group (ESG).
- The Agency has strengthened the role of its Economic Evaluation (EcoEv) activities with the objective to avoid any decrease of the competitiveness of railway transportation.
- Economic impact assessments of TSIs and other rules drafted by the EUAR are to be undertaken to ensure that EUAR’s measures contribute to a more competitive railway sector.
- “Railway Indicators” set out the by the ESG aim to collect data and construct metrics or parameters by which to measure the progress of Railway Interoperability and Safety across the EU.
- These 24 Railway Indicators will assist with future railway technical and safety policy development.

IMPACT ON IMS
- The EUAR 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.
- New goals have been given to the ESG Group which focusses on the identification, estimation and evaluation of impacts generated from the EUAR activities:
  > Evaluation of benefits & costs of the EUAR work programme;
  > Link the EUAR outcomes to sector impacts;
  > Improve the visibility of impact assessments and other EcoEv work.

EIM OBJECTIVES
- To remain influential within the Agency’s programme for the different EcoEv operational activities.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- The EUAR took EIM’s comments into account in the subsequent ESG meetings to follow-up measures on the first Rail System Report
- EIM participated in the assessment of impacts of the EUAR decisions on the railway businesses.

OUTLOOK 2018
- The Agency will draw up “terms of references” for the future orientation of the ESG, called “Network Framework”.
- The Agency will keep on implementing ESG’s new goals.
FACTS
- The latest developments in terrorism have had a significant impact in terms of security perception in public transport systems. Following these events, the EC started considering additional measures to address terrorist threats for international traffic.
- Discussions were ongoing in the LANDSEC meetings organised by the EC on possible measures at European level.
- 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.
- Cybersecurity is also gaining momentum for the railway community.

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 and need to respect specificities of each country (threat level, organisational structure, etc).
- Cybersecurity can have significant impacts on railway stakeholders. For instance, the Wannacry ransom attack affected a railway company (DB).

EIM OBJECTIVES
- Promote EIM position on security issues to European institutions.
- EIM SEC WG advocates the importance of promoting guidelines instead of mandatory measures due to the different security environments and organisations between European countries.
- Exchange on best practice amongst EIM members related to all security aspects, including cybersecurity.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM actively participated in EU LANDSEC meetings and promoted EIM position regarding future actions with respect to the specificities of each country with a focus on best practice exchange.
- Responded to EU surveys on possible future action.
- EIM developed a cybersecurity best practice document for the railway industry.

OUTLOOK 2018
- EIM Security WG will continue focusing on terrorism and will extend its work on cybersecurity.
- Monitoring of EU’s future measures due to be proposed in 2018.
- EIM will continue to advocate guidelines and sharing of best practice whilst avoiding mandatory legislation to prevent unnecessary complexity.
- EIM Security WG will increase its focus on cybersecurity with practical best practice exchange among EIM members.
Security (SEC)

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

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.

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 deciding bodies on an ad hoc basis.
- Development of EIM Handbooks on Railway Security dedicated to specific topics.
Signalling technicians – Infrapolé Lorraine.
© SNCF Réseau (FR) – Arnaud Février
EU funding instruments are crucial for the mobility of the single market via investments in a seamless, safe and sustainable European rail network. Whilst the Connecting Europe Facility was the classical and preferred funding tool, especially for rail Infrastructure Managers, new forms of investments, blended with private money, will become increasingly the norm.

Rail Infrastructure Managers have every interest to develop, in close cooperation with the EU, new forms of funding taking stock of the investment cycle for infrastructure.

This dialogue is crucial to keep the trains going and modernise ageing infrastructure so that it can deliver the mobility requirements of tomorrow.

Alain Quinet
Vice-President of EIM and Deputy Director-General of SNCF Réseau, France
Control center in Madrid (ES). © ADIF (ES)
### TOPICS

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The TEN-T guidelines entered into force on 1st January 2014, and on 14th March 2014, the EC appointed a European Coordinator for each of the 9 TEN-T Core Network Corridors and for the 2 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.

At the end of 2017, TEN-T Coordinators Secchi and Bodewig finalised their Progress Report on “Making the best use of new financial schemes for European transport infrastructure projects”.

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 offers a very important chance to develop multimodal policies at the European level, especially through the concept of Urban Nodes.

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 that the identification of priority projects on the core and comprehensive networks match the priorities of its members.

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

EIM monitors further EU TEN-T related activities of the EU, notably with regard to the funding-related aspects. It is actively supporting the earmarking of a substantial EU budget to TEN-T investments in the next EU Multiannual Financial Framework (MFF) post-2020.

EIM attended the Connecting Europe Event in Tallinn on 21-22nd September 2017.

TEN-T Days will take place in Ljubljana on 25-27th April 2018.

The EC will officially present its formal proposal of the next EU MFF for the post-2020 long-term EU budget on 2nd May 2018.

The EC will issue a new proposal for a Regulation on “streamlining the permitting procedures of TEN-T projects” in May 2018.
The Core Network Corridors and the Comprehensive Network

Illustration: European Commission
The Connecting Europe Facility (CEF) is part of the EU Budget Proposal for the Multi-annual Financial Framework (MFF) 2014-2020. The negotiations regarding the forthcoming MFF post-2020 including CEF are about to start in 2018. The outcome of the debates will have a direct impact on the future of the TEN-T and the finalisation of the EFSI 2.0.

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 2017 CEF Transport Blending Calls for Proposals, opened on 8th February 2017, made €1.35 billion of funding available for projects of common interest in the transport sector. The objective of the CEF Blending is to combine CEF grants with private financing, from various sources like EFSI or any National Promotional Bank (NPB).

**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.
- CEF would not be based only on pure grants anymore. Combination of grants with financial instruments via the so-called Blending approach will be encouraged.

**EIM OBJECTIVES**

- To prepare the ground for the 2018 negotiations on MFF and CEF Programme.
- 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.
- Position Paper is being developed within the PRIME Financing Subgroup. This Position Paper will be part of a joint EIM/CER Position Paper on MFF.

**OUTLOOK 2018**

- The deadline for submission of projects under the calls for proposals will be 12th April 2018.
- A new non-blending call for proposals is expected in Spring 2018. It should earmark around €100 million to ERTMS and rail interoperability.
- The EC will publish its mid-term evaluation of the CEF in early February 2018.
- The EC will officially present its formal proposal of the next MFF for the post-2020 long-term EU budget on 2nd May 2018. The proposal would just outline the general architecture of the MFF, without allocating the specific resources to the different sectors.
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.

**INA**
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.
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 billion of private and public investment could be mobilised, the guarantee cushion will be increased to €26 billion from the previous €16 billion.

IMPACT ON IMS
- EFSI Phase 2 entails a further diversion of existing EU resources. In order to strengthen this guarantee scheme, €500 million will be taken from the CEF Programme, of which €155 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 current and future MFF 2014-2020 and 2021-2027 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 2017 and conducted regular meetings with the EC and the relevant EP Committees.
- EIM assessed potential risks and opportunities of the EFSI Phase 2 proposal for EIM members.
- EIM’s amendments on the EFSI Phase 2 proposal have been successfully endorsed.

OUTLOOK 2018
- The final approval of the revised EFSI Phase 2 Regulation is expected by the summer 2018. The approval of the proposal depends on the future of CEF in the next MFF post-2020.
- As of the end of December 2017, less than 11% 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

Investors

2020

500 € Billion

Investors
FINANCIAL
Public Procurement

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.
- In October 2017, the EC adopted its Communication “Helping investment through a voluntary ex-ante assessment of the procurement aspects for large infrastructure projects” to set up a mechanism to help the contracting authorities to make the most of the procurement framework.

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 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 organised two workshops in cooperation with UNIFE (supply industry), involving members of the respective Associations (for EIM: Infrabel, SNCF Réseau, PKP-PLK, HS1; for UNIFE: Alstom and Voestalpine).
- EIM participated in various seminars organised by the Japanese Industry on procurement and innovation.

OUTLOOK 2018

- The EC will launch a new EC Expert Group on the “Competitiveness of the European Rail Supply Industry” in spring 2018 in which EIM will participate.
Training on the LGV SEA (FR).
© Lisea (FR)
The rail system is going through profound changes. The 4th Railway Package is opening up the last segments of the rail market whilst centralising the certification and authorisation processes with the EU Agency for Railways.

The EU as an institution is preparing for change as well in order to bring it closer to the EU citizen and make it also more competitive. Non-EU stakeholders review their relationship with the EU, with some wishing to get closer to it whilst others move away from it.

Last but not least, new technologies will bring innovation. The rail market and especially rail Infrastructure Managers will need to embrace these changes. In order to do so, dialogue and cooperation are key.

Francisco Cardoso dos Reis
Vice-President of EIM and Senior Advisor of IP Board of Administration, Portugal
Digital evolution (BE).
© INFRABEL (BE) – Benjamin Brolet
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<tr>
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Railway bridge under a rainbow (NL).
© ProRail (NL)
Co-operation

**CONTEXT**
- EIM is an open organisation that strives to strengthen information flow and co-operation between its members and all relevant organisations within the railway sector, the transport 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 objective to provide enhanced support and analysis to its members for them to improve business excellence of rail infrastructure management, EIM fosters joint analyses and benchmarking amongst its members in different areas.

**CO-OPERATION IN SPECIFIC AREAS**
- **Close co-operation between members**
  > to benchmark and share best practices between EIM members;
  > develop key performance indicators as part of the drive for business excellence.
- **Cross-industry co-operation** to develop a common approach to infrastructure resilience in order to enjoy a more efficient approach when tackling seasonal performance issues.
- **Co-operation with other modes** in order to realise the potential of the entire transport industry rather than single modes, overcoming a so-called “silo approach”, in areas such as electro-mobility and digitalisation.
- Close **co-operation with European institutions** in the development of EU legislative and policy initiatives e.g. the governance of the rail sector, funding/financing, market opening, attractiveness and efficiency of rail freight, environment and public procurement.
- Close **co-operation with the European Union Agency for Railways** in the development of TSIs to support future rail interoperability across Europe in aspects such as safety, noise, ERTMS, etc.
<table>
<thead>
<tr>
<th>Acronyms</th>
<th>Full Names</th>
</tr>
</thead>
<tbody>
<tr>
<td>Academia</td>
<td>Universities, institutes, Consultants</td>
</tr>
<tr>
<td>ALLRAIL</td>
<td>Alliance of Rail New Entrants</td>
</tr>
<tr>
<td>ASECAP</td>
<td>European Association of Operators of Toll Road Infrastructures</td>
</tr>
<tr>
<td>Avere</td>
<td>European Association for Electromobility</td>
</tr>
<tr>
<td>Bellona Europa</td>
<td>Bellona foundation meeting and fighting climate challenges</td>
</tr>
<tr>
<td>CEDR</td>
<td>Conference of European Directors of Roads</td>
</tr>
<tr>
<td>CEN</td>
<td>European Committee for Standardisation</td>
</tr>
<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>
</tr>
<tr>
<td>Change Partnerships</td>
<td>ChangePartnerships</td>
</tr>
<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>
</tr>
<tr>
<td>Council</td>
<td>Council of the EU</td>
</tr>
<tr>
<td>CTG</td>
<td>Coordination Technical Groups</td>
</tr>
<tr>
<td>Cu</td>
<td>European Copper Institute</td>
</tr>
<tr>
<td>EC</td>
<td>European Commission</td>
</tr>
<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>
</tr>
<tr>
<td>EESC</td>
<td>European Economic and Social Committee</td>
</tr>
<tr>
<td>EFRTC</td>
<td>European Federation of Railway Trackworks Contractors</td>
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<tr>
<td>ELP</td>
<td>European Logistics Platform</td>
</tr>
<tr>
<td>EP</td>
<td>European Parliament</td>
</tr>
<tr>
<td>ERFA</td>
<td>European Rail Freight Association</td>
</tr>
<tr>
<td>ERRAC</td>
<td>European Rail Research Advisory Council</td>
</tr>
<tr>
<td>ESC</td>
<td>European Shippers Council</td>
</tr>
<tr>
<td>ESPO</td>
<td>European Sea Ports Organisation</td>
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<td>EUAR</td>
<td>European Union Agency for Railways</td>
</tr>
<tr>
<td>Eurelectric</td>
<td>Union of the Electricity Industry</td>
</tr>
<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>FEPORT</td>
<td>Federation of European Private Port Operators</td>
</tr>
<tr>
<td>GRB</td>
<td>Group of Representative Bodies</td>
</tr>
<tr>
<td>INE</td>
<td>Inland Navigation Europe</td>
</tr>
<tr>
<td>IRG-Rail</td>
<td>Independent Regulator’s Group – rail</td>
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<tr>
<td>JPCR</td>
<td>Joint Programming Committee Rail</td>
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<tr>
<td>JTI</td>
<td>Joint Technology Initiative</td>
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<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>
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<tr>
<td>Platform for Electro-Mobility</td>
<td>e-mobility collaboration platform</td>
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<tr>
<td>Polis</td>
<td>European Cities and Regions networking for innovative transport solutions</td>
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<tr>
<td>RNE</td>
<td>RailNetEurope</td>
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<td>SEDC</td>
<td>Smart Energy Demand Coalition</td>
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<td>SERAC</td>
<td>Single European Railway Area Committee</td>
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<td>Transport &amp; Environment</td>
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<tr>
<td>UIC</td>
<td>International Union of Railways</td>
</tr>
<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>
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<tr>
<td>UNIFE</td>
<td>Association of the European Rail Industry</td>
</tr>
</tbody>
</table>
HLIM (High-Level Infrastructure Meeting) 2017

CONTEXT
- Once a year, the HLIM event brings together all rail Infrastructure Managers in Europe.
- As in previous years, the 2017 event was an opportunity for the top executives of Europe’s rail Infrastructure Managers to discuss and improve their cooperation on key strategic and political issues facing the railway sector such as innovation or performance.
- The 2017 event took place in Sopron (HU), jointly hosted by MAV, Gysev and VPE.

OUTLOOK 2018
- The next HLIM will be hosted by ProRail in June 2018 in Amersfoort (NL).
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**
The Memorandum of Understanding between EIM and CEDR was renewed in November 2017. Since 2014, 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 2018**
Continuous development of joint activities in all fields of interest between rail and road Infrastructure Managers across the value chain.
Railway siding Kraków Zablocie–Kraków Krzemionki (PL).
© PKP Polskie Linie Kolejowe S.A. (PL)
TOPICS

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EIM Publications ............................................................ 134
All events in 2017 ............................................................ 136
## EIM Interactive Analysis

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<th>Followers</th>
<th>New followers</th>
<th>Total Reach</th>
<th>Like/year</th>
<th>Tweets</th>
<th>Average impression per month</th>
<th>Page views</th>
<th>Avg. visit duration</th>
<th>New visits</th>
<th>Average page views per month</th>
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<td>EIMRail</td>
<td>220</td>
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<td>210</td>
<td>+12%</td>
<td>+33%</td>
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<tr>
<td>@MHExDirEIM</td>
<td>492</td>
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<td></td>
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<td></td>
<td></td>
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<td>eimrail.org</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Followers: The number of followers varies across platforms, with EIMRail having 220 followers, @MHExDirEIM having 492 followers, EIM European Rail Infrastructure Managers having 604 followers, eimrail.org having 11,250 visits/year, and European_Rail_Infrastructure_Managers having 162 average page views per month.
- New followers: The increase in followers is noted for EIMRail with a +33% increase, @MHExDirEIM with a +13% increase, EIM European Rail Infrastructure Managers with no change, eimrail.org with a +13% increase, and European_Rail_Infrastructure_Managers with a +13% increase.
- Total Reach: The total reach is highest for eimrail.org with 11,250 visits/year.
- Like/year: The like rate is highest for EIMRail with +12%.
- Tweets: The number of tweets varies with EIMRail having 653 tweets, and eimrail.org having 1,031 average impression per month.
- Avg. visit duration: The average visit duration is highest for eimrail.org with 00:01:13.
- New visits: The number of new visits is highest for eimrail.org with 162 average page views per month.
Discussion between EIM and the EC, June 2017, Sopron (HU)

HLIM Gala Dinner, June 2017, Sopron (HU)

EIM ERTMS WG members, March 2017, Hitchin (UK)

Meeting between the Agency and the Israeli Ministry of Transports, October 2017, Brussels (BE)
EIM produces several publications for internal and external stakeholders.

**INTERNAL STAKEHOLDERS:**
- Weekly publications
- Mid-Year Review
- Full-Year Review

**EXTERNAL STAKEHOLDERS:**
- Annual Report

EIM also provides ad-hoc reporting on train accidents and EU or sectoral issues.
IN 2017, EIM ALSO PRODUCED SEVERAL GUIDES FOCUSING ON SOME SPECIFIC ISSUES:

- EIM Guide on the 4th Railway Package for beginners
- Follow-up Report on China-Russia (internal)
- Follow-up Report on Cybersecurity (internal)
### Main events in 2017

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<th>Events</th>
<th>Organiser</th>
<th>Location</th>
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<td>9.01.2017</td>
<td>GRB core meeting</td>
<td>CER / all</td>
<td>Brussels, BE</td>
</tr>
<tr>
<td>10.01.2017</td>
<td>EIM RINF WG</td>
<td>EIM / CER</td>
<td>Brussels, BE</td>
</tr>
<tr>
<td>10-11.01.2017</td>
<td>EIM SAF WG</td>
<td>EIM</td>
<td>Brussels, BE</td>
</tr>
<tr>
<td>12.01.2017</td>
<td>EUAR Executive Board no 3</td>
<td>EUAR</td>
<td>Lille, FR</td>
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<tr>
<td>17.01.2017</td>
<td>RMMS Meeting</td>
<td>EC</td>
<td>Brussels, BE</td>
</tr>
<tr>
<td>17.01.2017</td>
<td>Meeting with EC on language derogation</td>
<td>DG MOVE</td>
<td>Brussels, BE</td>
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<tr>
<td>17-18.01.2017</td>
<td>TTR Timetabling WG Meeting</td>
<td>SNCF Reseau</td>
<td>Paris, FR</td>
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<tr>
<td>18.01.2017</td>
<td>EIM ERTMS WG</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>18.01.2017</td>
<td>EC international meeting</td>
<td>EC</td>
<td>Brussels, BE</td>
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<tr>
<td>18-19.01.2017</td>
<td>PRIME – subgroup on KPIs</td>
<td>EC/EIM</td>
<td>Lille, FR</td>
</tr>
<tr>
<td>19.01.2017</td>
<td>TSG Telco</td>
<td>EIM /</td>
<td></td>
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<tr>
<td>19.01.2017</td>
<td>EC Landsec meeting</td>
<td>EC</td>
<td>Brussels, BE</td>
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<tr>
<td>19.01.2017</td>
<td>EIM-EUAR meeting on ERTMS T.A. and Vehicule Authorisation</td>
<td>EIM</td>
<td>Brussels, BE</td>
</tr>
<tr>
<td>20.01.2017</td>
<td>PRIME- RU Dialogue meeting</td>
<td>EC / EIM</td>
<td>Brussels, BE</td>
</tr>
<tr>
<td>24.01.2017</td>
<td>Meeting with UNIFE on CEF</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>24.01.2017</td>
<td>EIM-CER INF ex-post evaluation meeting</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>25.01.2017</td>
<td>EIM Board call 1/5</td>
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<td>26.01.2017</td>
<td>ERTMS platform subgroup validation and test meeting</td>
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<td>Brussels, BE</td>
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<td>27.01.2017</td>
<td>EIM-CER discussion on telecommunications</td>
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<td>Brussels, BE</td>
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<tr>
<td>30.01.2017</td>
<td>EIM-EUAR discussion on V.A. and SSC</td>
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<td>Brussels, BE</td>
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<td>31.01.2017</td>
<td>EIM Asset Management meeting</td>
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<td>Brussels, BE</td>
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<tr>
<td>January</td>
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<tr>
<td>February</td>
<td>EIM INF WG meeting</td>
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<td>1-2.02.2017</td>
<td>EIM PRM WG meeting</td>
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<td>1-2.02.2017</td>
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<td>3.02.2017</td>
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<tr>
<td>3.02.2017</td>
<td>GRB core meeting</td>
<td>UIP / all</td>
<td>Brussels, BE</td>
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<tr>
<td>7.02.2017</td>
<td>CER / UNIFE European Railway Awards</td>
<td>CER / UNIFE</td>
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<td>7.02.2017</td>
<td>Meeting with Ferrovie Emilia-Romagna</td>
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<td>Bologna, IT</td>
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<td>7-8.02.2017</td>
<td>EIM TEL WG meeting</td>
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<td>8-9.02.2017</td>
<td>EIM PMC meeting</td>
<td>EIM / HS1</td>
<td>London, UK</td>
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<td>9.02.2017</td>
<td>EC RASCOP meeting</td>
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<td>Brussels, BE</td>
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<tr>
<td>10.02.2017</td>
<td>Stakeholder’s workshop on access to service facilities</td>
<td>EC</td>
<td>Brussels, BE</td>
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</tbody>
</table>

Events marked in **orange** have been c-/organised by EIM. Events in **blue** are PRIME related.
<table>
<thead>
<tr>
<th>Date</th>
<th>Events</th>
<th>Organiser</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>14.02.2017</td>
<td>EIM NOI WG meeting</td>
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<td>Brussels, BE</td>
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<td>14.02.2017</td>
<td>EIM-EUAR update on ERTMS</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>15.02.2017</td>
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<td>16.02.2017</td>
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<td>16.02.2017</td>
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<td>16.02.2017</td>
<td>RFID meeting</td>
<td>CEN/CENELEC</td>
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<td>20.02.2017</td>
<td>EIM-CER meeting on EUAR ERTMS LoI</td>
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<td>24.02.2017</td>
<td>JPCR meeting</td>
<td>CEN/CENELEC</td>
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<td>27.02.2017</td>
<td>CEF blending call info day</td>
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<tr>
<td>March</td>
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<td>1.03.2017</td>
<td>EIM SAF WG meeting</td>
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<td>1.03.2017</td>
<td>EIM-CER-Unife TDC WG meeting</td>
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<td>1.03.2017</td>
<td>Workshop : Nordic Road to decarbonisation of Road Freight Transport</td>
<td>Perm. Rep. SE</td>
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<td>2.03.2017</td>
<td>Industrial dialogue on European supply industry</td>
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<td>3.03.2017</td>
<td>GRB core meeting</td>
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<td>7-8.03.2017</td>
<td>EIM Asset Management WG meeting</td>
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<td>7.03.2017</td>
<td>ERFA Annual Event</td>
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<td>8-9.03.2017</td>
<td>EIM OPE WG meeting</td>
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<td>Strasbourg, FR</td>
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<td>9.03.2017</td>
<td>Platform for Electro-mobility plenary meeting</td>
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<td>9.03.2017</td>
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<td>Strasbourg, FR</td>
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<tr>
<td>15.11.2017</td>
<td>EIM GA + CEOs Club meeting</td>
<td>EIM</td>
<td>Brussels, BE</td>
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<tr>
<td>16.11.2017</td>
<td>PRIME plenary</td>
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<tr>
<td>16.11.2017</td>
<td>GRB plenary meeting</td>
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<td>17.11.2017</td>
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<td>Utrecht, NL</td>
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<td>24.11.2017</td>
<td>RASCOP meeting</td>
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<td>27.11.2017</td>
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<td>28.11.2017</td>
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<td>28.11.2017</td>
<td>EIM TDC WG meeting</td>
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<td>28-29.11.2017</td>
<td>EIM TEL WG meeting</td>
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<td>29.11.2017</td>
<td>EUAR Management Board no 44</td>
<td>EUAR</td>
<td>Valenciennes, FR</td>
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<td>December</td>
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<td>1.12.2017</td>
<td>GRB core meeting</td>
<td>CER / all</td>
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<td>6.12.2017</td>
<td>EIM ERTMS WG meeting</td>
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<td>6.12.2017</td>
<td>RNE General Assembly</td>
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<td>7.12.2017</td>
<td>Rail Freight Days</td>
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<td>12-13.12.2017</td>
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<td>13-14.12.2017</td>
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<td>14.12.2017</td>
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<tr>
<td>14.12.2017</td>
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<td>15.12.2017</td>
<td>EIM Board call 5/5</td>
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<tr>
<td>29.12.2017</td>
<td>EIM PRM WG meeting</td>
<td>EIM / CER</td>
<td>Brussels, BE</td>
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2017 was once again a very busy but also exciting year for EIM and its members. EIM’s main focus was on accompanying ongoing EU reforms in the field of the EU budget, the implementation of the 4th Railway Package but also environmental initiatives. EIM and its members were keen in approaching the reforms as opportunities.

In parallel, EIM and its members have started to develop several new work streams, including one on railway stations. Other activities, which will be implemented in 2018, will consist in best practice across the value chain of the IM as well as innovation.

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
EIM General Assembly & CEOs Club meeting, November 2017, Brussels (BE) © EIM
### TOPICS

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Organisational Structure

- Board
- General Assembly
- CEOs Club
- Executive Director
- Policy and Management Committee
  - Thematic ad hoc Working Groups
- Technical Steering Group
  - Technical Working Groups
EIM Board (as of November 2017)

Pier Eringa
ProRail (NL)
President

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

Lena Erixon
Trafikverket (SE)
Vice-President

Alain Quinet
SNCF Réseau (FR)
Vice-President
EIM Statutory meetings

**EIM GENERAL ASSEMBLY**
The General Assembly is the highest and final governance authority of the association. The General Assembly is responsible for defining the general policy orientations of the association and decides on all major strategic and financial matters of the association including the annual budget and the Business Plan.

**CEO’S CLUB**
The CEO’s Club is a forum for the CEOs of EIM to exchange on matters of mutual interests. Discussions include innovation and best practices, national and European developments, key performance indicators as well as any other issue which CEOs may find of interest.

**BOARD OF DIRECTORS**
The Board of Directors consists of the President, the Vice-Presidents and the Executive Director of EIM. The Board provides guidance and support to the Executive Director on strategic, operational, statutory and other issues. The Board also oversees the implementation of EIM Business Plan.

**POLICY AND MANAGEMENT COMMITTEE (PMC)**
The PMC brings together representatives of the members who advise and influence the daily policy and management activities of EIM. They also provide strategic input to EIM on specific political matters.

**TECHNICAL STEERING GROUP (TSG)**
The TSG coordinates the contribution of the members in the technical area, including to the European Union Agency for Railways working parties. TSG members also provide strategic input to EIM on specific technical matters.
TSG meeting, June 2017, Brussels (BE)

PMC meeting, October 2017, Brussels (BE)

EIM General Assembly & CEOs Club meeting, November 2017, Brussels (BE)

EIM Gala Dinner, November 2017, Brussels (BE)
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: FR, EN, safety/security aid).

**STAFF**
- EIM hosts both, permanent staff and also seconded experts from its members.
- EIM staff is 60% female and 40% male.
- In 2017, EIM employed staff with 8 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 assignments 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 IN 2017**
- Traineeships for graduates (economics and strategy/European studies).
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
Glossary

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

Connecting Europe Facility (CEF)
CEF is a key EU funding instrument to promote growth, jobs and competitiveness through targeted infrastructure investment 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.
Glossary

**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.

**European Fund for Strategic Investments (EFSI)**
An initiative to help overcome the current investment gap in the European Union, jointly launched by the European Investment Bank Group and the European Commission. It aims to mobilise private investment in strategically important projects for the EU.

**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 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.

**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.

**Group of Representative Bodies (GRB)**
Body with several other railway association supporting the rail sector’s input to the Agency work programme and its effect on safety and interoperability.

**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.
Glossary

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.

Joint Programming Committee Rail (JPCR)
Joint co-ordination group of CEN, CENELEC and ETSI with participation of railway stakeholder organizations and in cooperation with the EC and the Agency.

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.

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

Multi-annual Financial Framework (MFF)
A seven-year framework regulating the EU’s annual budget.

National Safety Authority (NSA)
An EUAR working group encompassing members of the GRB to meet representatives of the Agency.

Network of Representative Bodies (NRB)
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 a higher level than planned performance.

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.
**Glossary**

**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.

**Rail Standardisation Coordination Platform for Europe (RASCOP)**
Platform contributing to streamlining the European standardisation landscape with the EC and stakeholders.

**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.

**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.

**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.

**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.

**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.
The Betjeman Statue in Saint-Pancras Station (UK).
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