

# EIM

## ANNUAL REPORT 2017



European Rail  
Infrastructure  
Managers



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# The Infrastructure Environment



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# Introduction

In 2017, rail Infrastructure Managers (IMs) across Europe committed in implementing the 4<sup>th</sup> 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.

A stylized, handwritten signature in black ink, consisting of a large, loopy 'P' followed by a series of connected loops and a final horizontal stroke.

**Pier Eringa**

President of EIM and CEO of ProRail,  
The Netherlands

A handwritten signature in black ink, featuring a large, stylized 'M' followed by a series of loops and a long, sweeping horizontal stroke at the end.

**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)



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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 CO<sub>2</sub> 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 (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)



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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

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

## EIM in a Nutshell

Founded:	March 2002
Designation:	European Rail Infrastructure Managers
Legal form:	aisbl (International Non-Profit Association)
Statutes:	<a href="http://www.eimrail.org/pages/eim-statutes">www.eimrail.org/pages/eim-statutes</a>
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

## Contact

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B-1000, Brussels

Phone: +32 2 234 37 70

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E-mail: [info@eimrail.org](mailto:info@eimrail.org)

## The Association

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

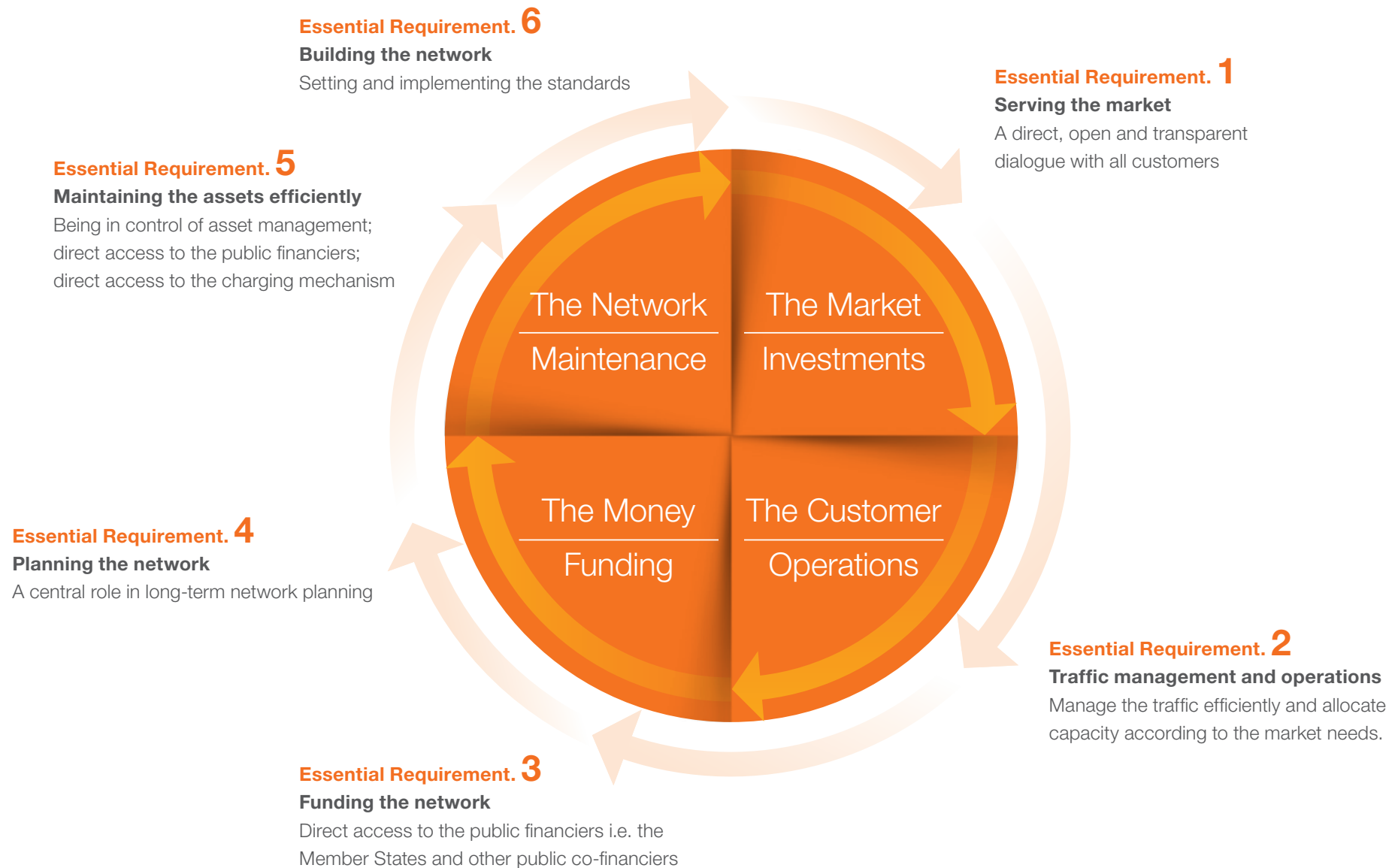
## Mission

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

## Vision

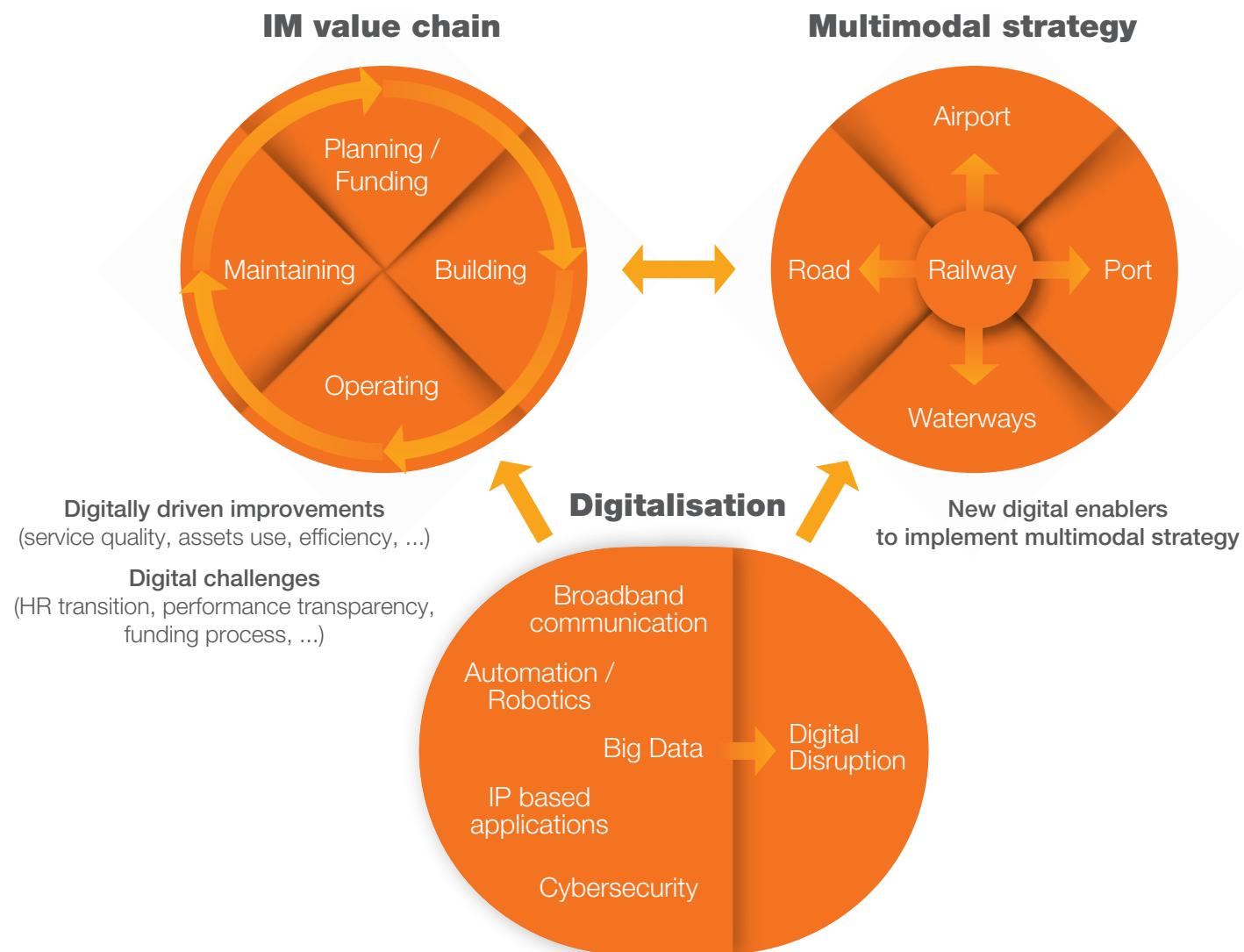
- EIM supports an open and seamless European rail network, promoting a safe and sustainable transport system.

# Business Model of an Infrastructure Manager



# Outlook – The Future Rail IM

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





Ordsall Chord (UK).

© Network Rail (UK)

# EIM Key Activities 2017

**01**  
BUSINESS

**02**  
POLICY

**03**  
TECHNICAL

**04**  
FINANCIAL

# 01

## BUSINESS



Rossio tunnel in Lisbon (PT).  
© Infraestruturas de Portugal S.A. (PT)

## TOPICS

Asset Management	20
PRIME (Platform of Rail Infrastructure Managers in Europe)	22
International Relations	24
Electro-Mobility	25
Radio Spectrum	26

## FACTS

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- 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

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- 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

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

## EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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- 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.

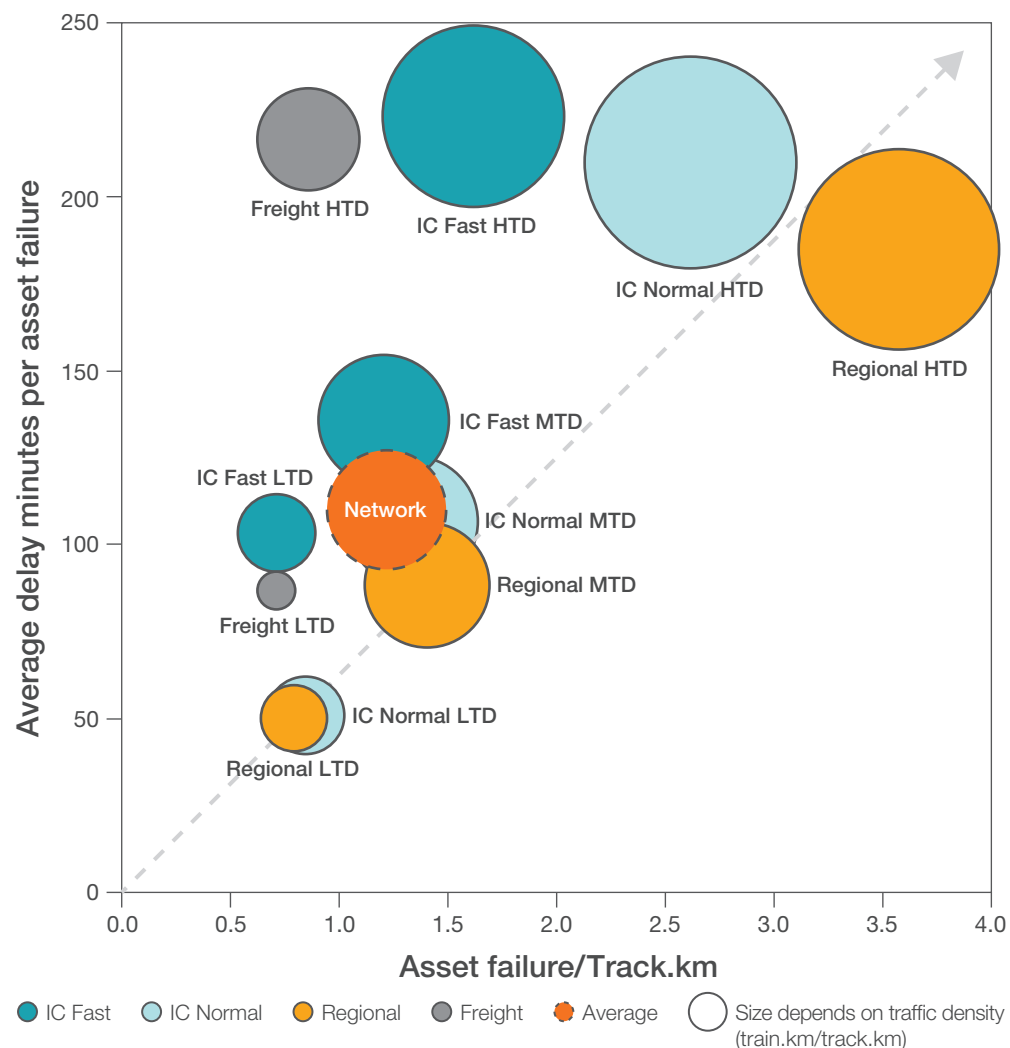
## OUTLOOK 2018

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- 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**

**MEMBER PERFORMANCE OVERVIEW BY NETWORK SEGMENT (TYPICAL PROFILE)**



## NETWORK SEGMENT

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

## CONSEQUENCES

- > High traffic density network segments have more failures per track.km.
- > The failure impact (average delay 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.

## 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. 4<sup>th</sup> 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;	> Multimodality;
> Digitalisation;	> Interoperability;
> Implementing Acts (service facilities, future implementing acts of the 4 <sup>th</sup> RP);	> Trends in infrastructure management;
> Safety culture;	> Charges.
> Financing;	

## 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)



©EIM

**FACTS**

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- 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**

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- 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**

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- 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**

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- 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**

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- 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.

## 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 cooperated in the Platform's joint Position Paper in view of the EC Communication on the Decarbonisation of Transport.
- EIM participated in the Platform's event on 28<sup>th</sup> 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 27<sup>th</sup> February 2018 at the European Parliament on electric vehicles.

## FACTS

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- 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

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- 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

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- 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

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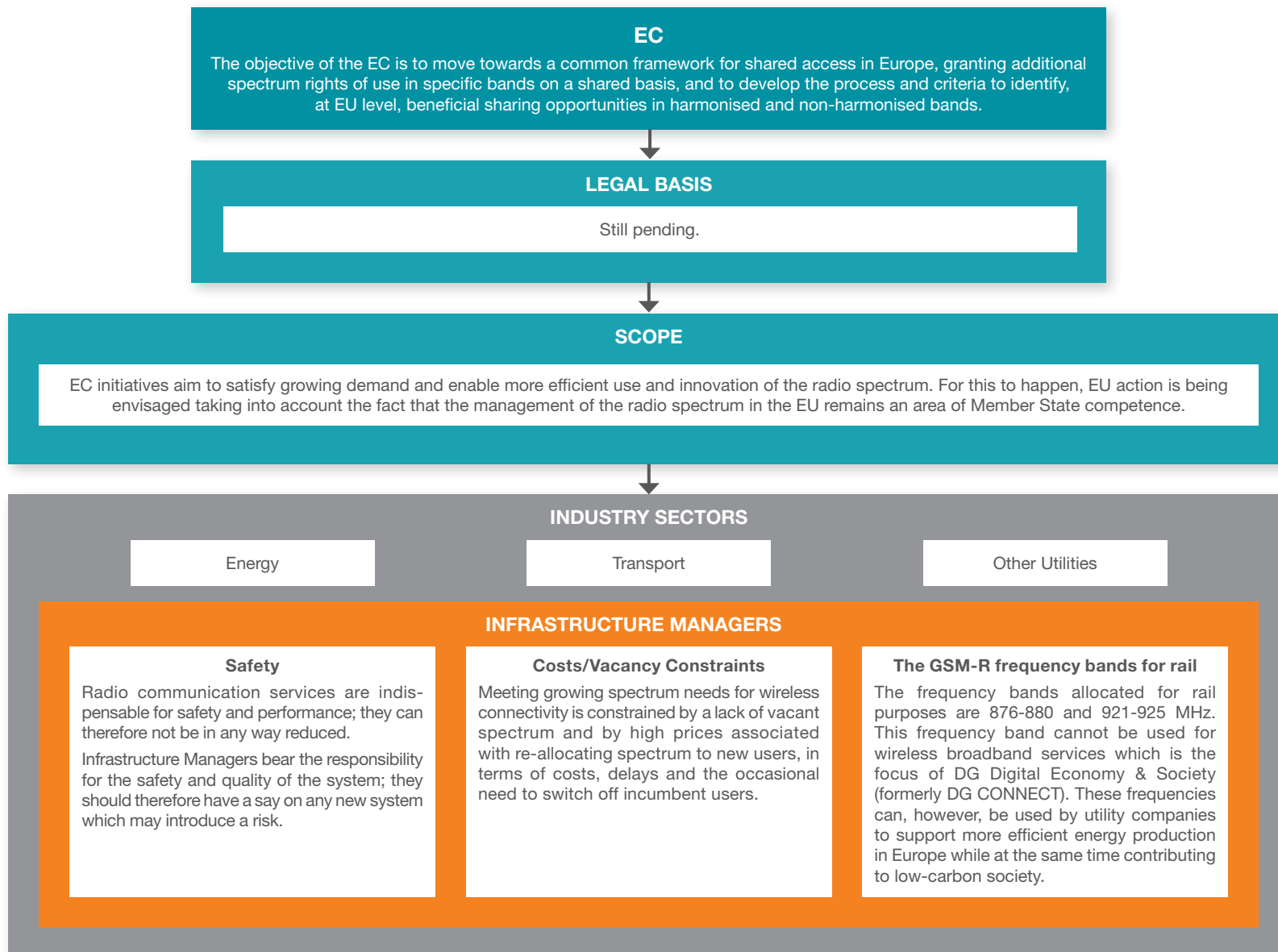
- EIM is continuously exchanging views with the EC regarding risks and opportunities around spectrum access.
- EIM and other railway stakeholders prepared several position papers on the railway industry spectrum needs. These papers were shared with the EC and are being used for the future spectrum allocation.

## OUTLOOK 2018

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- 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



# 02

## POLICY



Järnvag station (SE).  
© Trafikverket (SE) – Göran Fält



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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).

© PKP Polskie Linie Kolejowe S.A. (PL)

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## An Infrastructure Manager's Function in EU Legislation

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

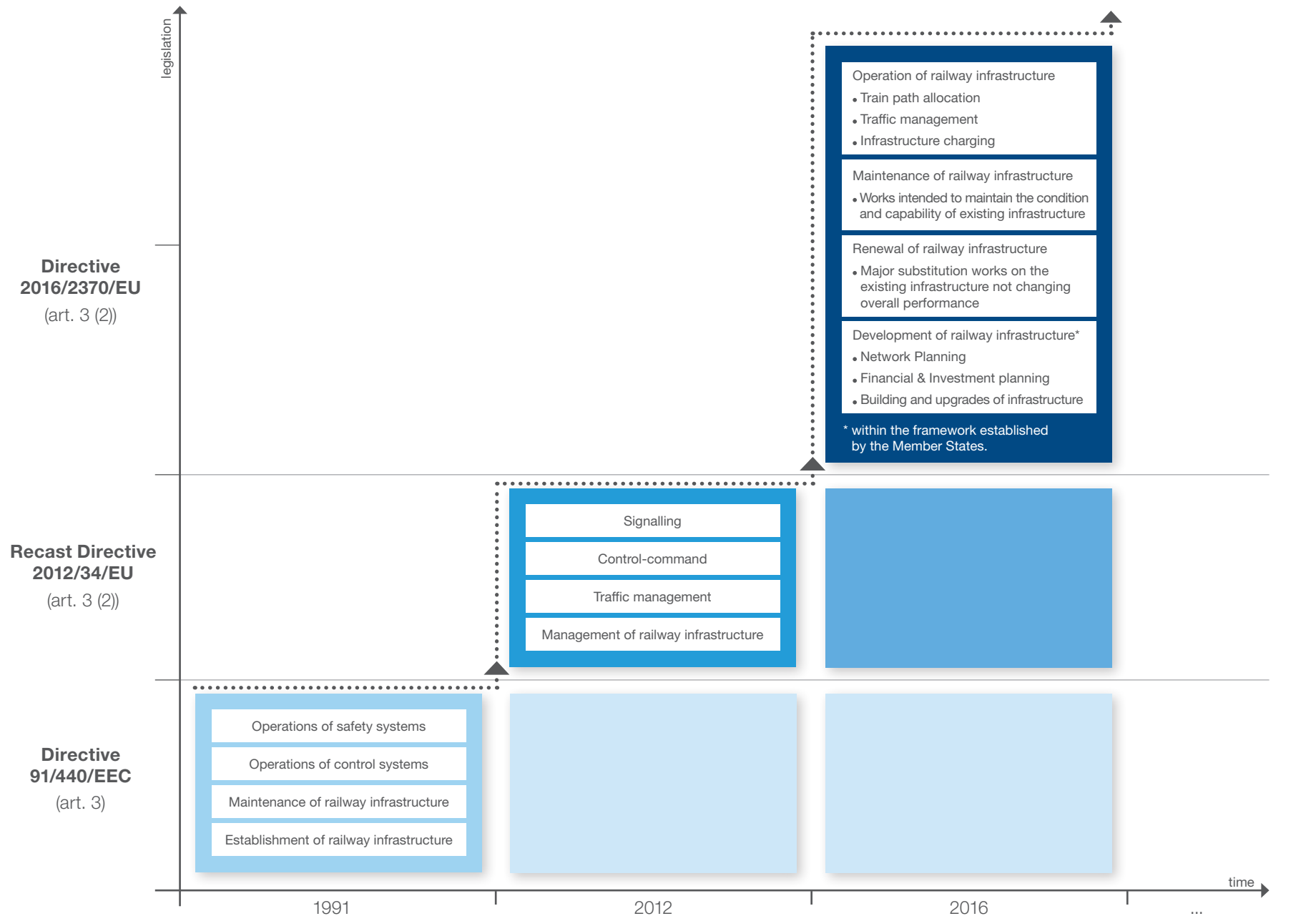
**Directive 91/440/EEC** defined an Infrastructure Manager as “any public body or undertaking responsible in particular for establishing and maintaining railway infrastructure, as well as operating the control and safety systems”.

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

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

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

# An Infrastructure Manager's Function in EU Legislation



## FACTS

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- The 4<sup>th</sup> 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 4<sup>th</sup> 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

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- 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

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- Close cooperation with the EU and all relevant stakeholders in the implementation of the political and technical pillar of the 4<sup>th</sup> 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

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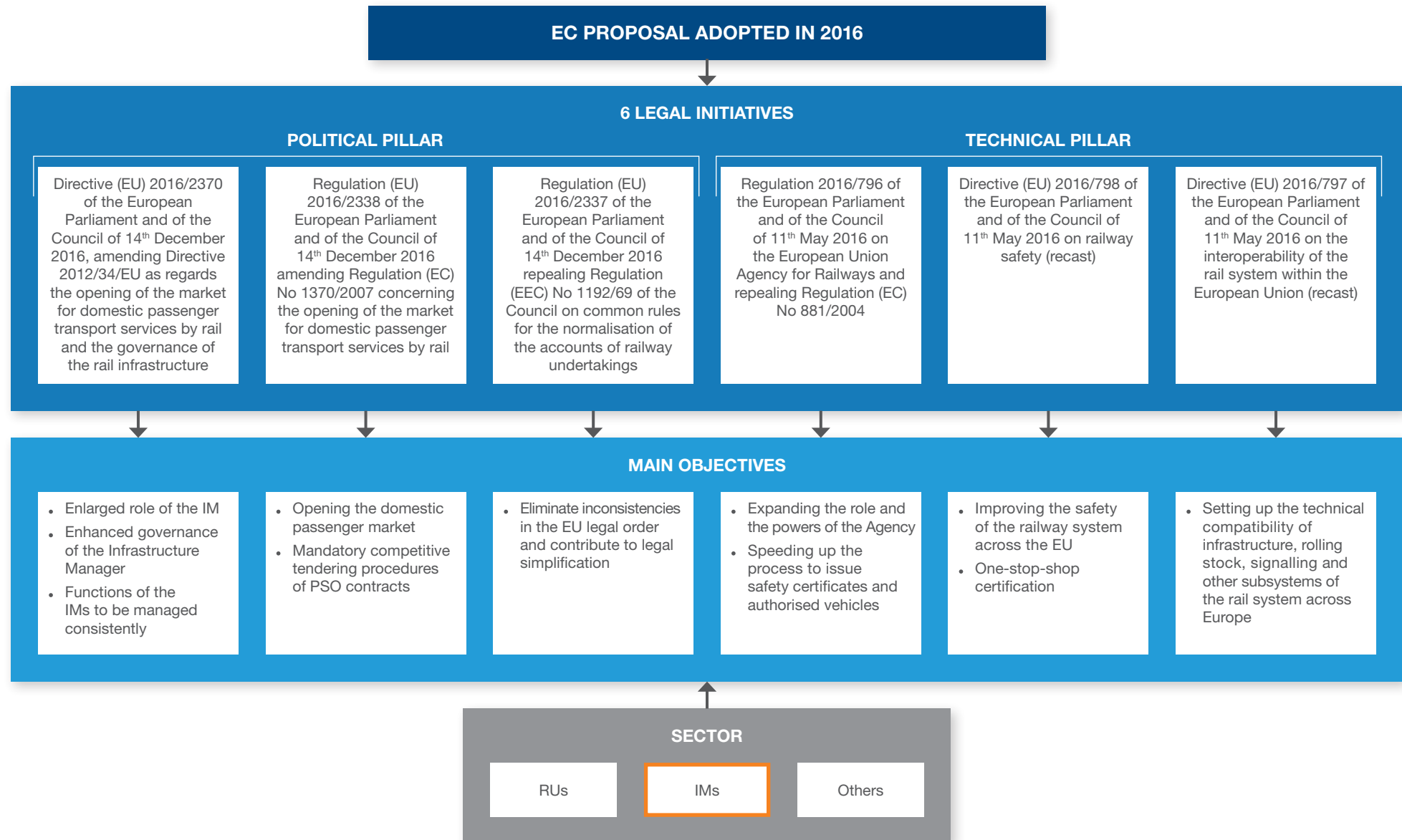
- EIM established a very constructive dialogue with the European Commission, MEPs and national transport attachés.
- EIM is closely involved in the implementation phase related to each of the pillars.

## OUTLOOK 2018

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- 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 4<sup>th</sup> Railway Package



## Directive 2012/34/EU – Implementation of the Recast of the 1<sup>st</sup> Railway Package

### FACTS

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- Directive 2012/34/EU recasting the 1<sup>st</sup> 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

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- 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

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- 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

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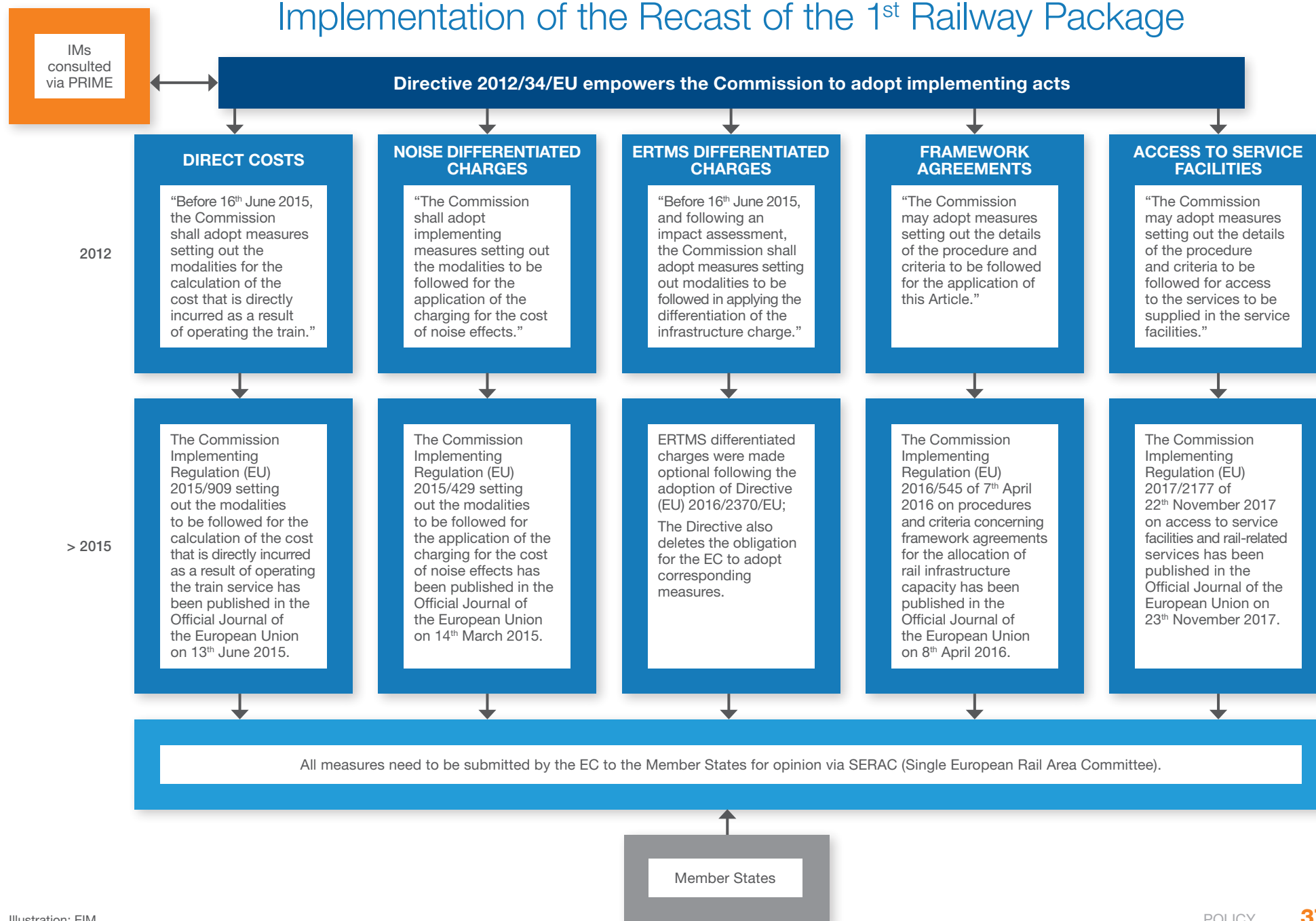
- Ongoing bilateral contacts between the European Commission and EIM Members, notably through PRIME Subgroup on Implementing and Delegated Acts.
- EIM had open and constructive exchanges with the EC on the latest initiatives on access to service facilities and schedule for allocation process.
- A delegated 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

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

# Directive 2012/34/EU – Implementation of the Recast of the 1<sup>st</sup> Railway Package



### FACTS

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- On 9<sup>th</sup> November 2010, the Rail Freight Corridors (RFCs) Regulation EC 913/2010 entered into force.
- Since November 2015, all Corridors are now operational.
- On 21<sup>st</sup> 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 17<sup>th</sup> 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

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- 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

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- 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

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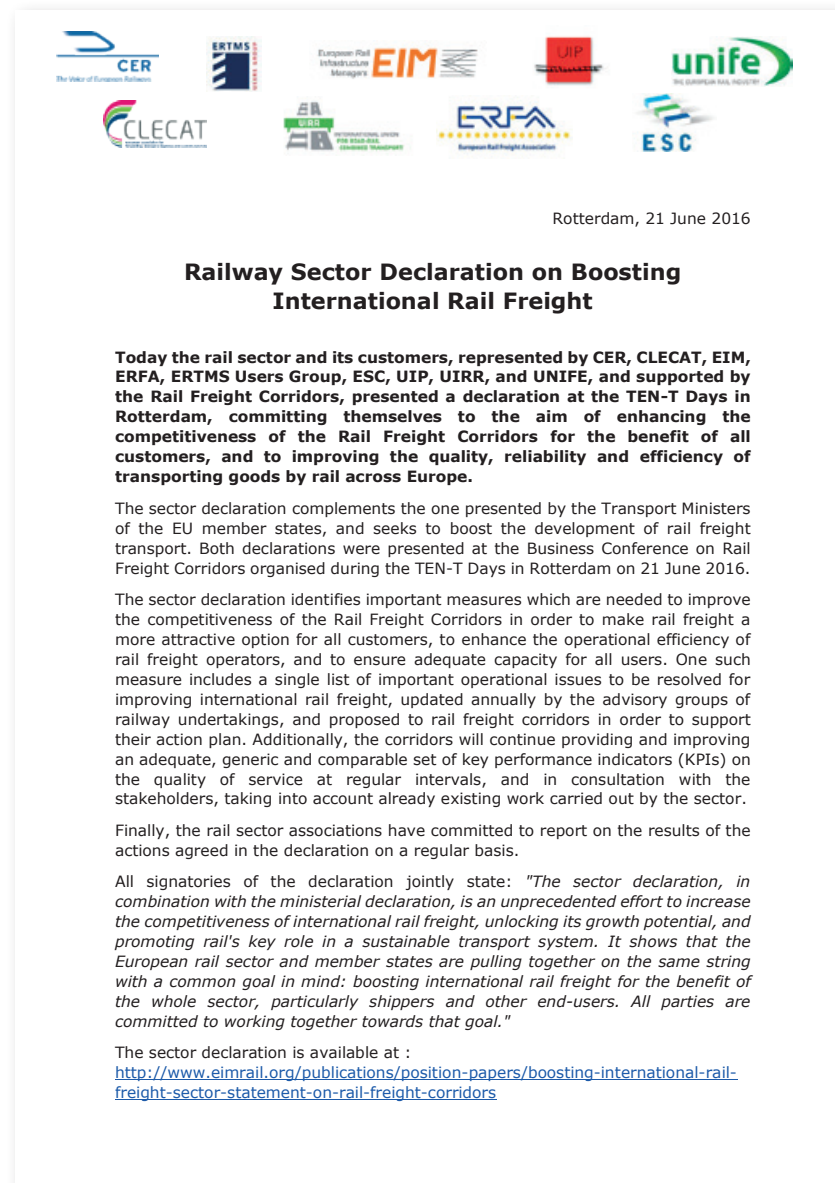
- EIM actively contributed to the drafting of the joint “Sector Statement”, endorsed by the rail industry in the framework of the TEN-T Days 2016.
- EIM participated in the “Rail Freight Day” hosted by the EC and RailNetEurope (RNE) on 7<sup>th</sup> December 2017 in Vienna (AT).
- EIM became a member 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

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- 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.

# Revision of Regulation 913/2010 (RFC)



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

### FACTS

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- 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

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- 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

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- 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

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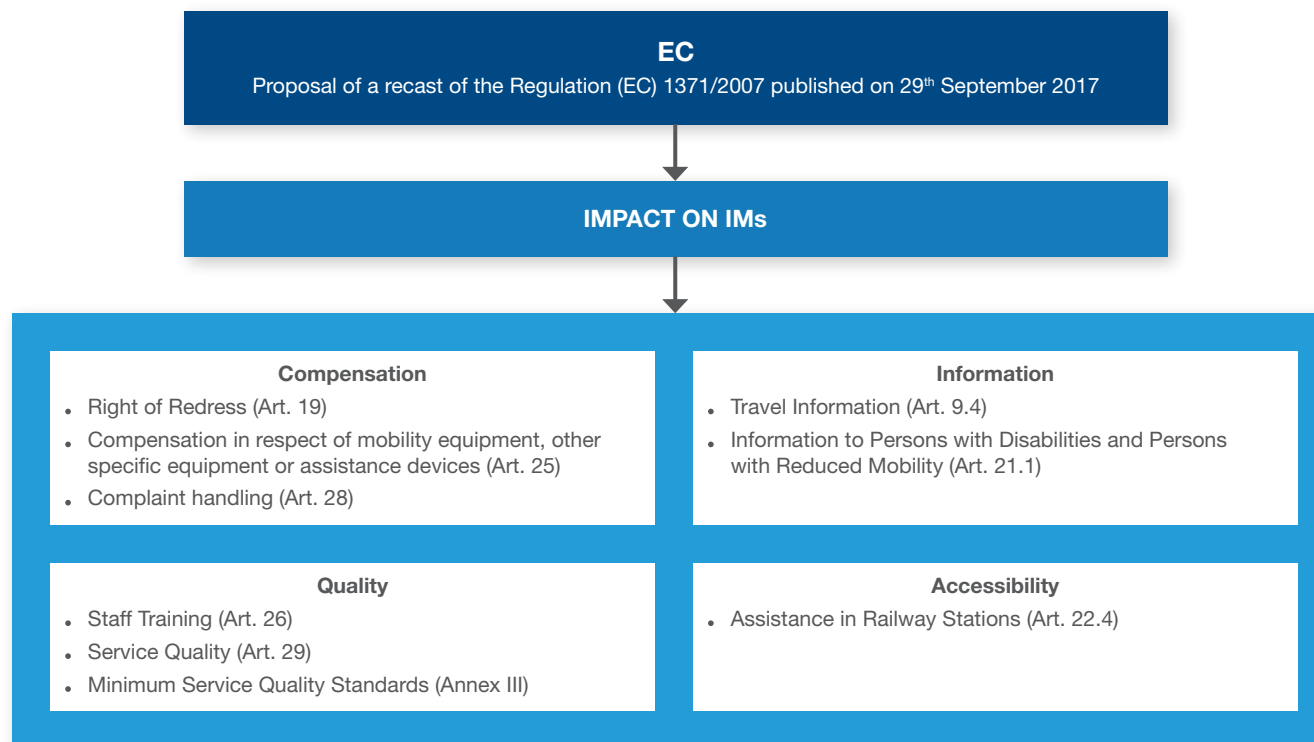
- EIM published a Position Paper on this issue in November 2017 presenting the main concerns, risks and expectations for IMs.
- Meetings with all relevant members of the European Parliament.

### OUTLOOK 2018

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- The vote at the TRAN Committee is expected to take place on 7<sup>th</sup> 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



**FACTS**

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- 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**

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- 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**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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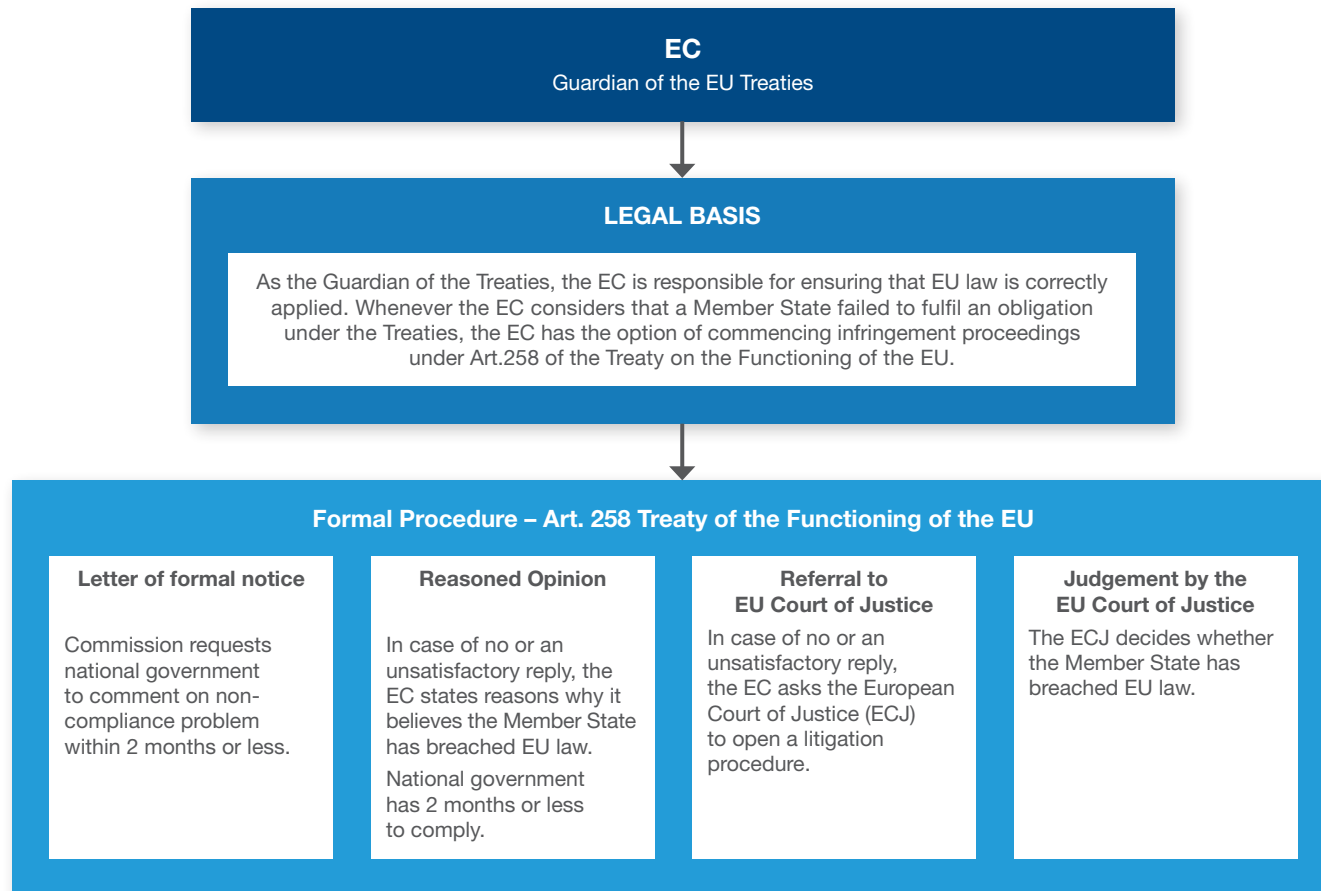
- EIM monitors the development of infringement and competition procedures and their outcomes and provides legal advice to members on compliance.

**OUTLOOK 2018**

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- 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



### FACTS

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- Directive 2012/34/EU on a Single European Railway Area empowered the Commission to develop rules for charging for rail noise. On this basis, the Commission adopted Implementing Regulation (EU) 2015/429 that provides the legal framework for Noise Differentiated Track Access Charges (NDTAC) schemes.
- In 2017, the European Commission launched an official public consultation concerning the NDTAC schemes.

### IMPACT ON IMS

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- IMSs may be affected, should a potential revision include the non-voluntary approach for the Member States.
- IMSs may be affected via new approaches to grinding potential future standard as well as noise related track access charges.
- IMSs 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

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- Safeguarding the full involvement of IMSs with regards to any measure which may pose a risk to the system for which IMSs are responsible.
- Avoiding additional (administrative) costs for IMSs.
- Tackling the issue of the source.

### EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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

### OUTLOOK 2018-2025

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- 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 14<sup>th</sup> 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**

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- 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 1<sup>st</sup> January 2016.

**IMPACT ON IMS**

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- 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**

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- 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**

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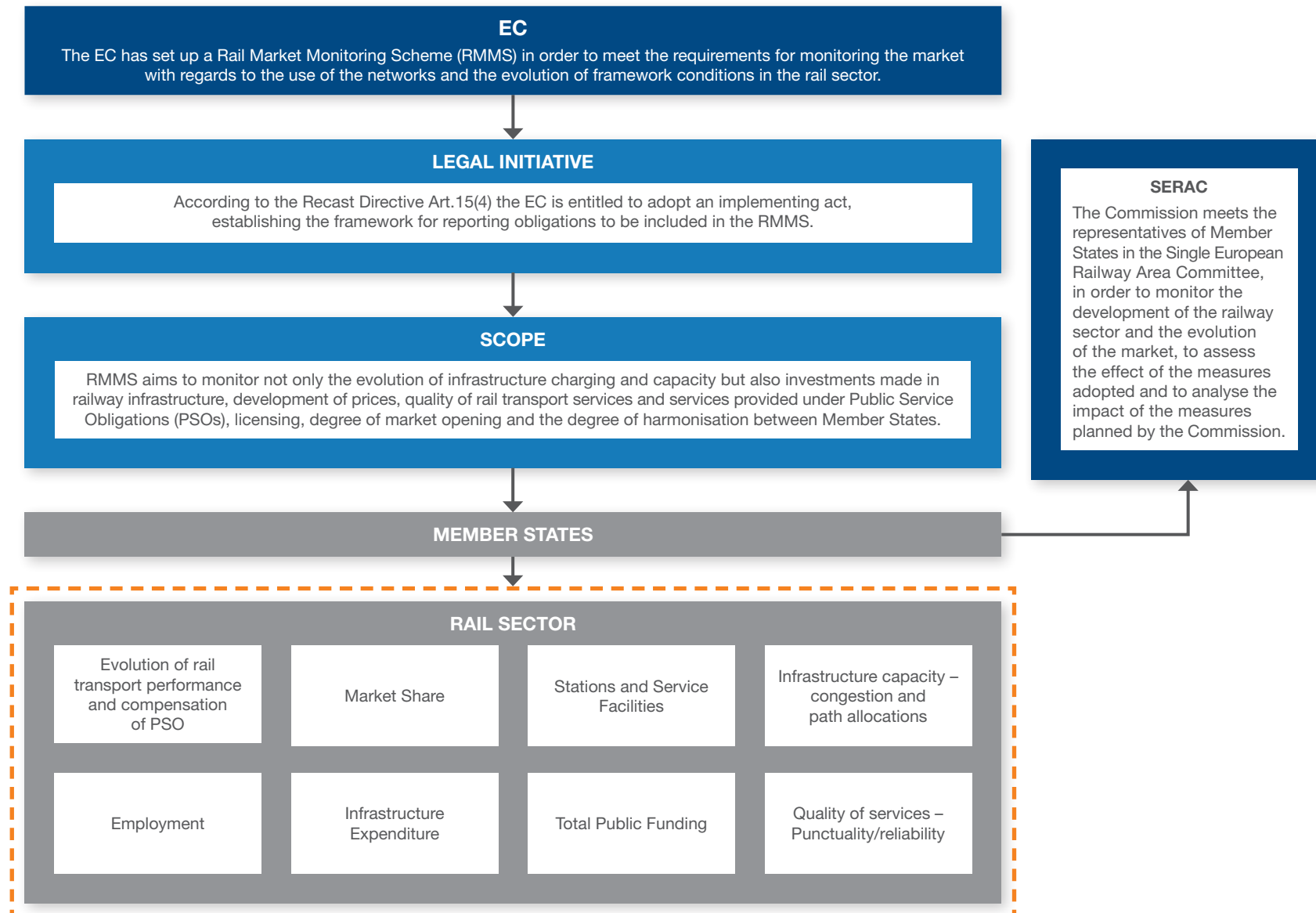
- Assessment of potential risks and opportunities for EIM members.
- Regular participation in the RMMS working groups.
- Contribution to the drafting phase of the RMMS Implementing Act.

**OUTLOOK 2018**

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- 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)



### FACTS

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- Regulation (EU) 2016/2032 amending Regulation (EC) No 91/2003 on Rail Transport Statistics entered into force on 13<sup>th</sup> 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

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- 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

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

### EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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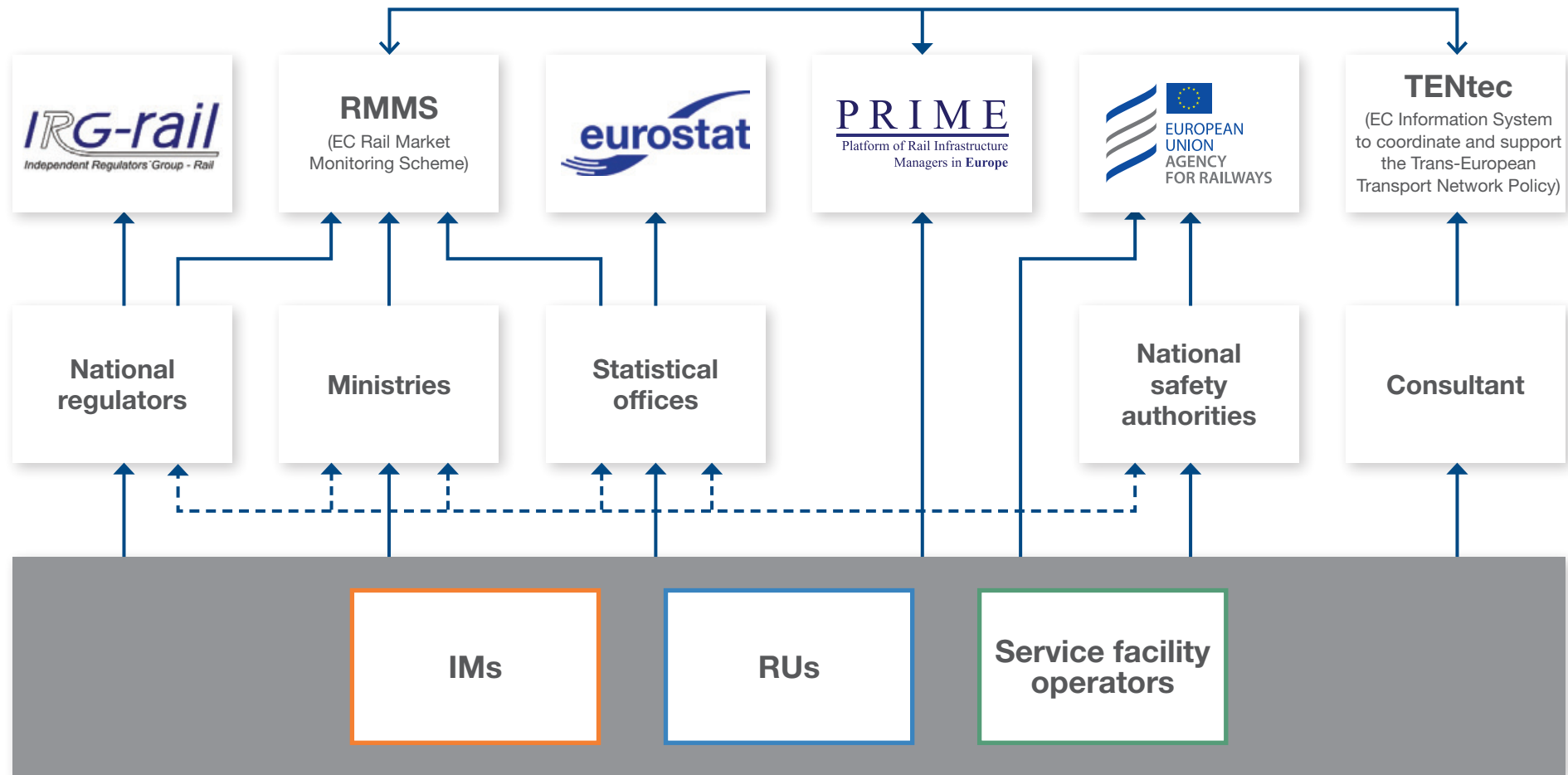
- Continuous bilateral dialogue with the Commission, the European Parliament and the Council throughout the legislative procedure.
- The new Regulation and the MoUs signed between the Eurostat and the EUAR and between the Eurostat and DG MOVE significantly improved the consistency of the current regulatory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

### OUTLOOK 2018

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- 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



**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.

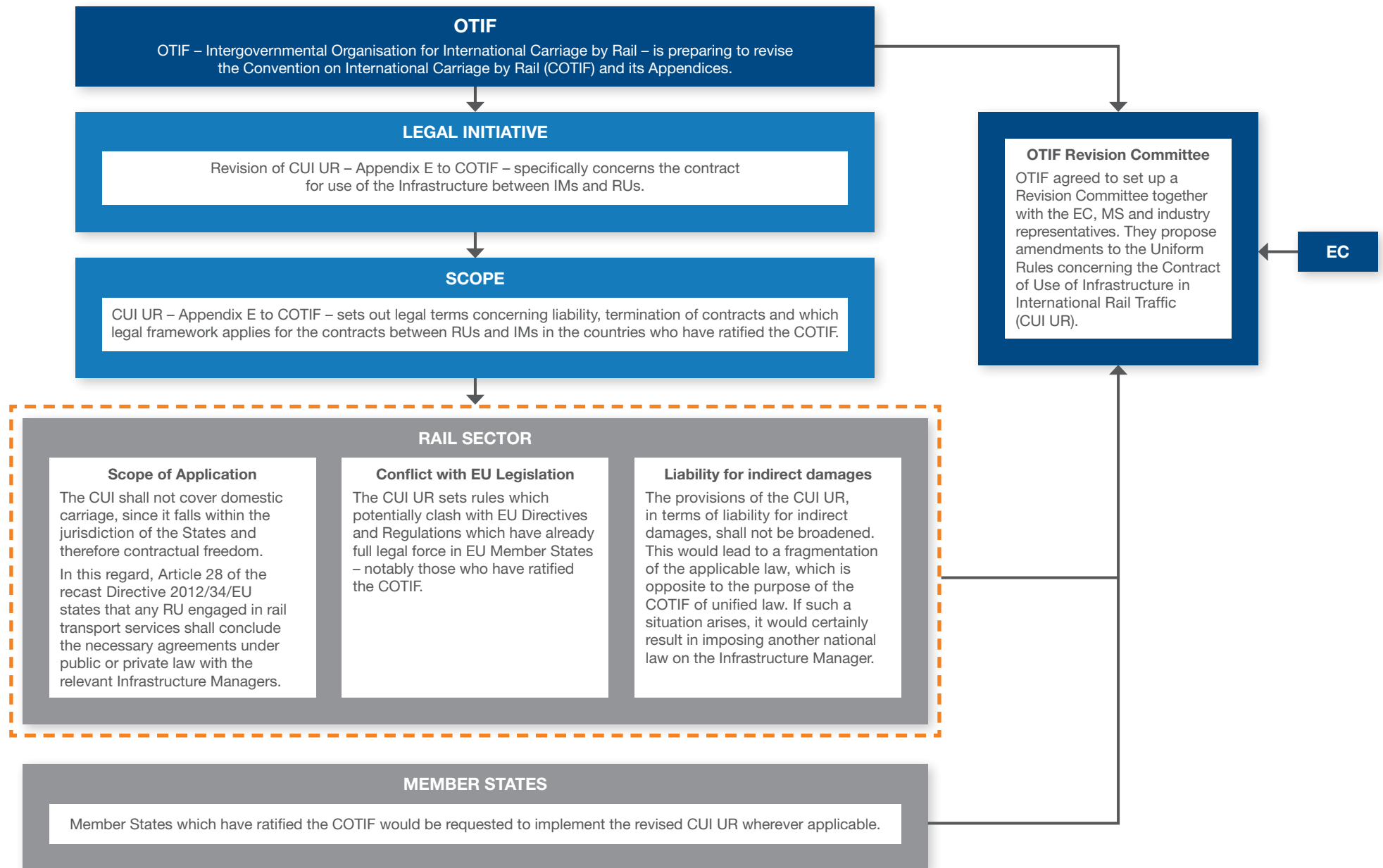
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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 27<sup>th</sup> February 2018 should adopt the amendment to the Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (CUI UR).

# OTIF CUI UR Revision



**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.
- In November 2017, the EC proposed a comprehensive update of the outdated provisions of Directive, notably in view of the year of multimodality in 2018: proposal for a Directive amending Directive 92/106/EEC on the establishment of common rules for certain types of combined transport of goods between Member States.

**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 transshipment 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 20<sup>th</sup> 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 14<sup>th</sup> 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

- Joint Press Release of the Platform of Electro-Mobility.
- 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 16<sup>th</sup> May 2018.
- The Mobility Package will mobilise most of EU transport decision makers before entering parliamentary elections mode.

**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.

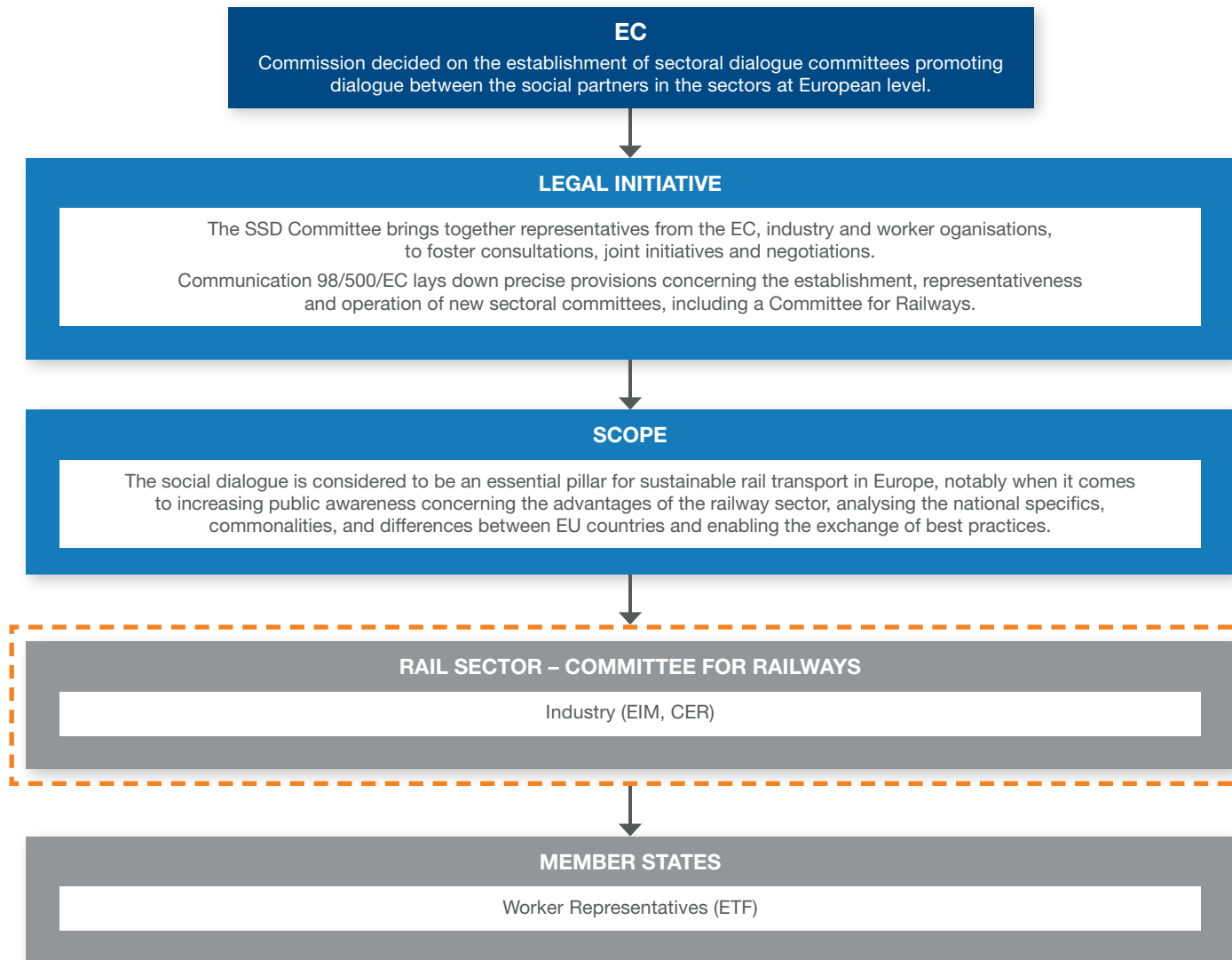
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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.
- EU strategy for gender equality 2016-2020.

# Sectoral Social Dialogue for Railways



**FACTS**

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- 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**

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- 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**

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- 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**

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- EIM replied to the European Commission's public consultation on the Inception Impact Assessment for improving railway passenger security.

**OUTLOOK 2018**

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- 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.



# 03

## TECHNICAL



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 4<sup>th</sup> 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).

© Banedanmark (DK) – Jens Hasse

**TOPICS**

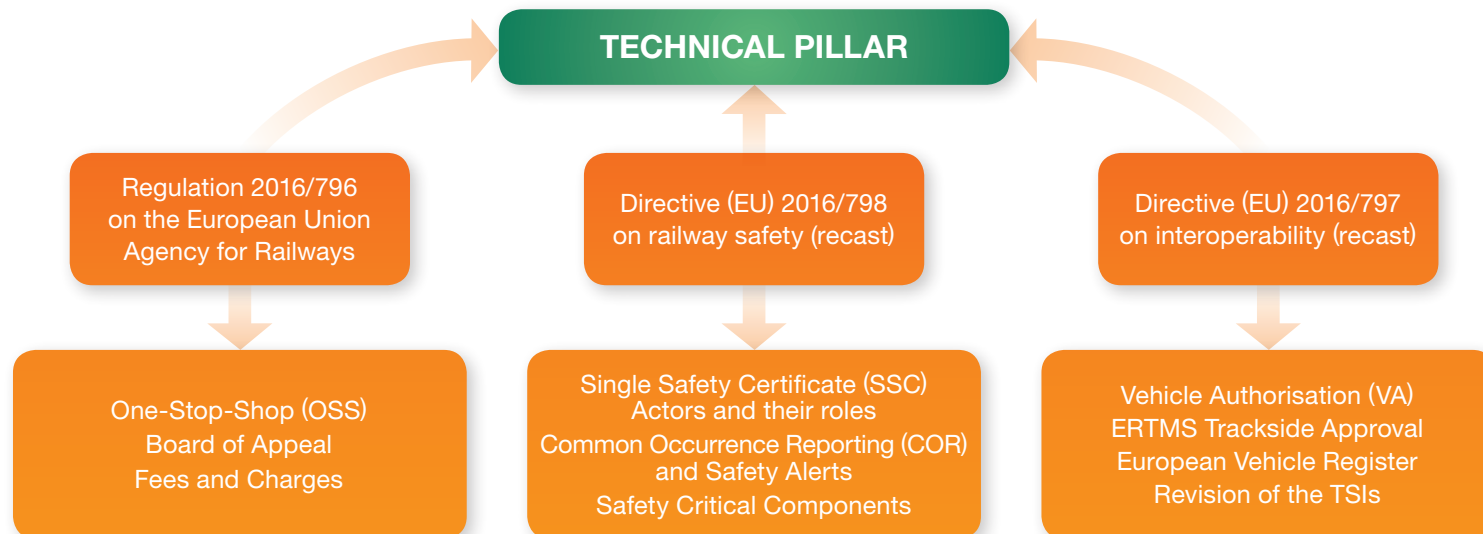
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In 2017, the activities of EIM in the technical area mainly focused on:

- a) the implementation of the technical pillar of the 4<sup>th</sup> 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. 4<sup>TH</sup> RAILWAY PACKAGE (4<sup>TH</sup> RP)

- The so-called “technical pillar” of the 4<sup>th</sup> 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 15<sup>th</sup> June 2016 and has to be transposed by all EU Member States into national law by 16<sup>th</sup> 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 4<sup>th</sup> Railway Package and its technical pillar, the Commission Delegated Decision (EU) 2017/1474 of 8<sup>th</sup> 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.



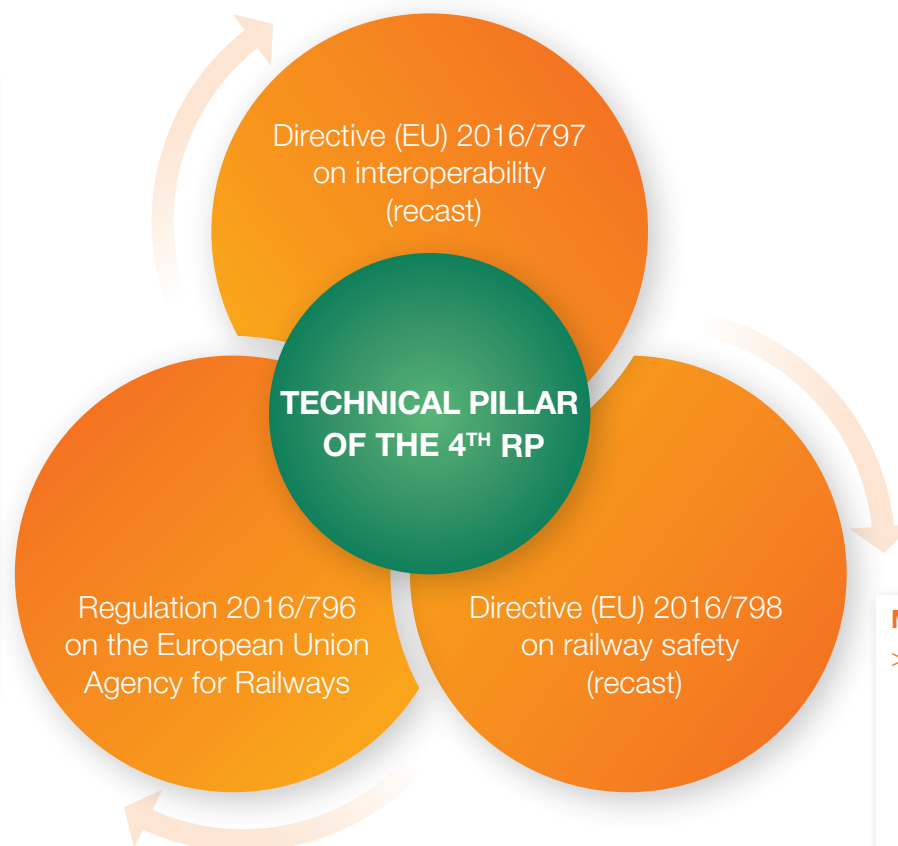
# EIM's Activities in The Technical Field

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

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

● Low Impacts    ● High Impacts

## B. INTEROPERABILITY, SAFETY, ERTMS

- **Interoperability:** The main “facilitators” of interoperability in the EU are the Technical Specifications for Interoperability (TSIs). These are drafted by the EUAR, together with the National Safety Authorities (NSAs), involving the railway sector – including EIM. The Rail Interoperability and Safety Committee (RISC), made up of the European Commission (EC) and the Member States adopt these TSIs. The legal basis for this is enshrined in the Directive 2016/797/EC on the interoperability of the rail system within the Community. The same stakeholders also develop TSI Implementation Guides to help the compliance.
- **Safety:** The Agency 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 Train Traffic Management System):** A strategically important element of interoperability is the European Rail Traffic Management System (ERTMS) which is part of the Control, Command and Signalling (CCS) TSI. The TSI drafting and voting procedures are the same as for the other TSIs. In December 2015, an ERTMS stakeholder's platform was set up to support ERTMS deployment. In 2016, it was enlarged by several working groups in charge of coordination, ATO (Automatic Train Operation) and Test & 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 4<sup>th</sup> 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 4<sup>th</sup> 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.

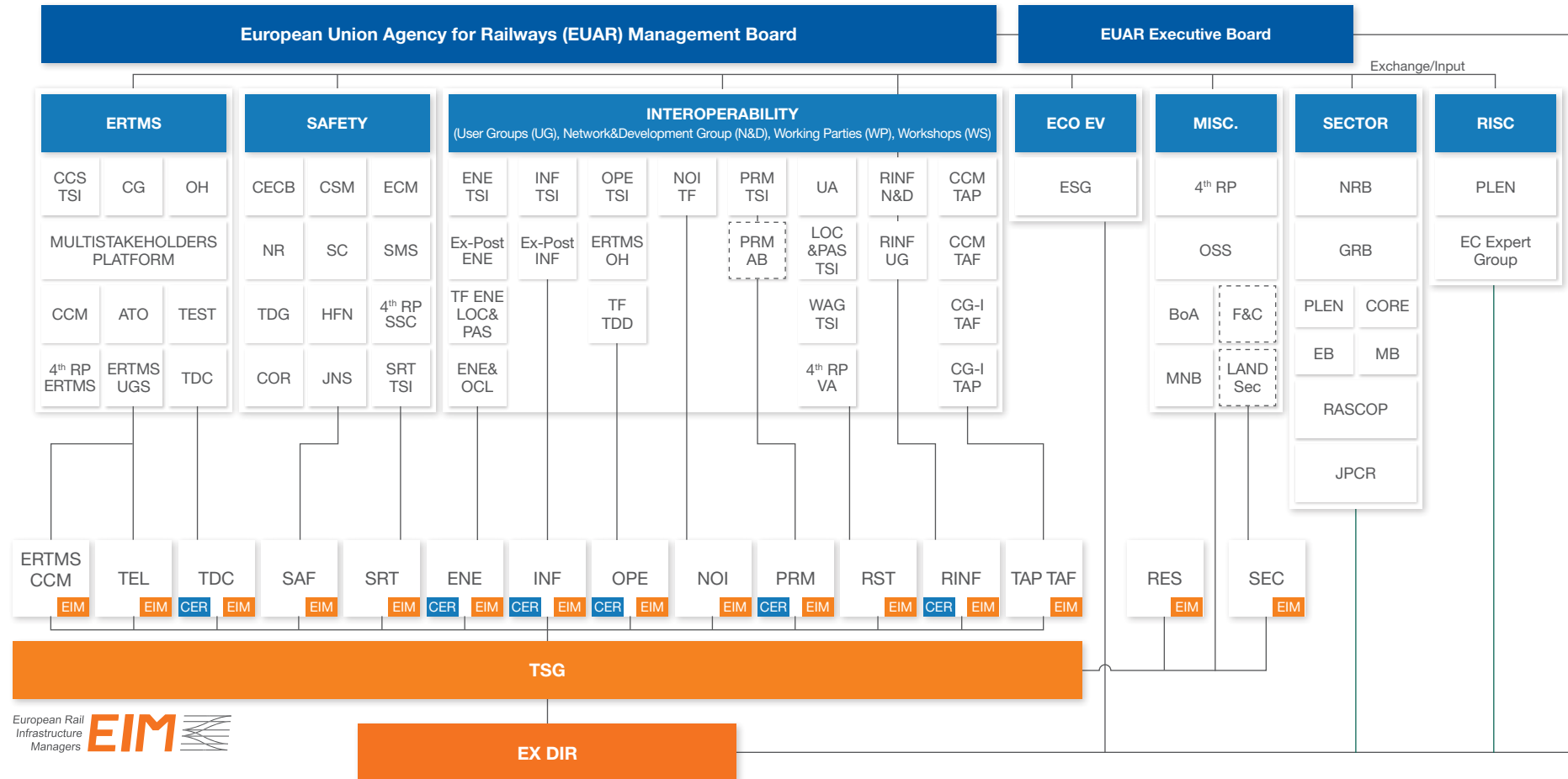
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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 4<sup>th</sup> 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 Rail Infrastructure Managers **EIM**

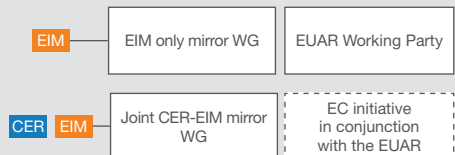
EB: Executive Board  
MB: Management Board  
AB: Advisory Board  
TF: Task Force  
BoA: Board of Appeal

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  
RINF: Register of Infrastructure  
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  
TDG: 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



## FACTS

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- 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

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- 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

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- 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

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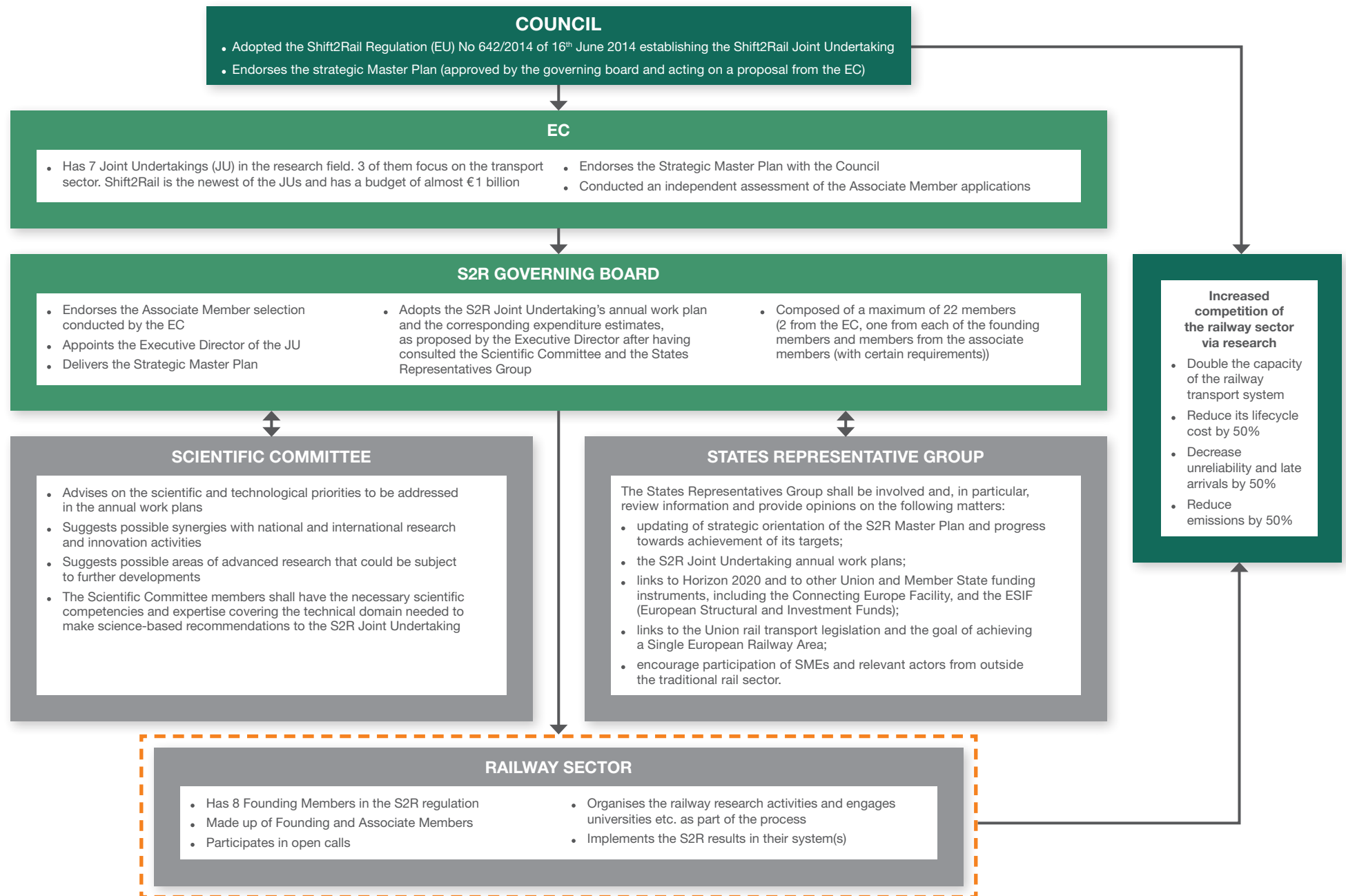
- EIM participates in the Shift2Rail initiative via the Founding Members Trafikverket and Network Rail.
- In addition, several EIM members are part of Shift2Rail via their own consortium.

## OUTLOOK 2018

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- 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.

# Shift2Rail





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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).

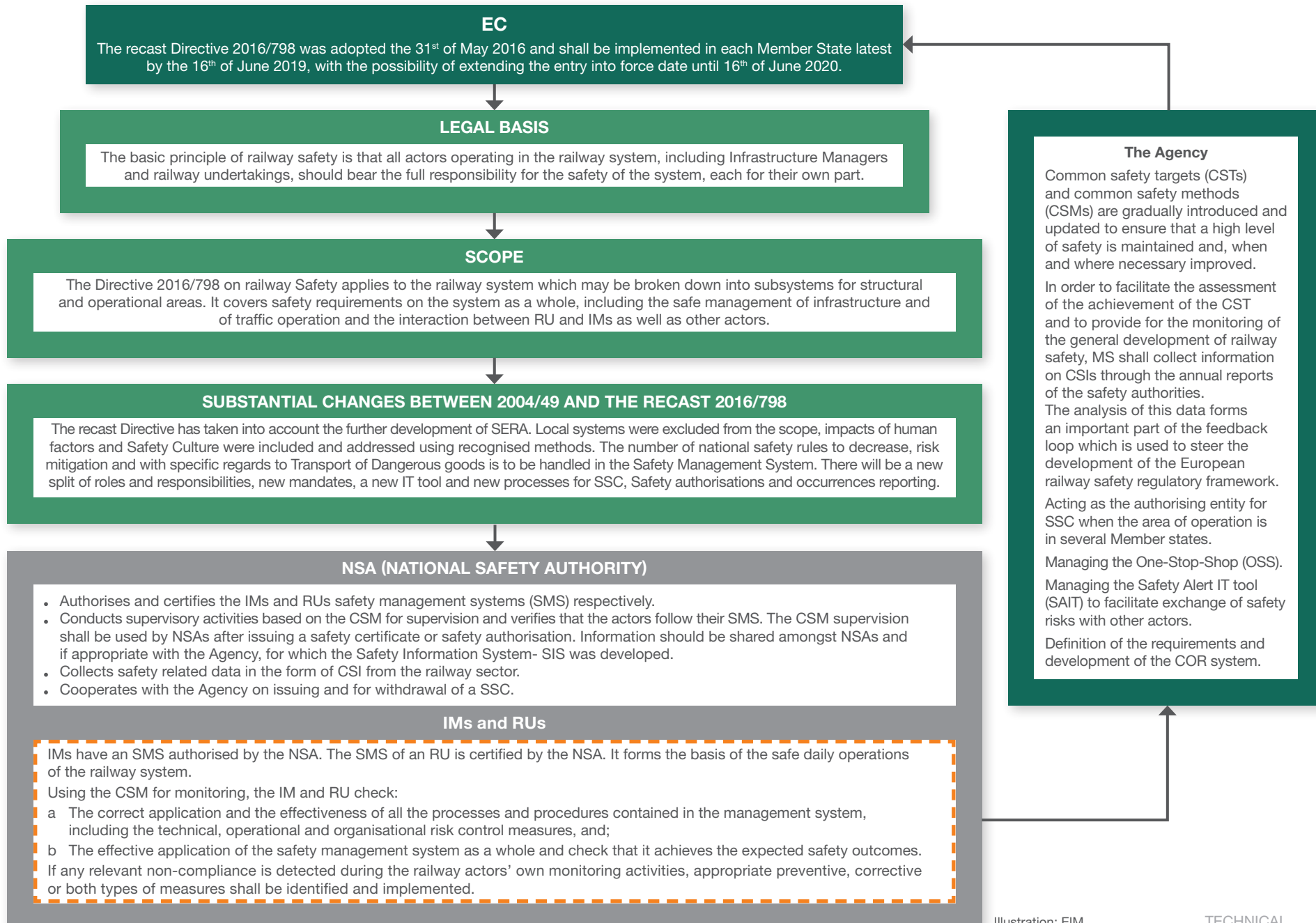
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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.

# Safety (SAF)



**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.

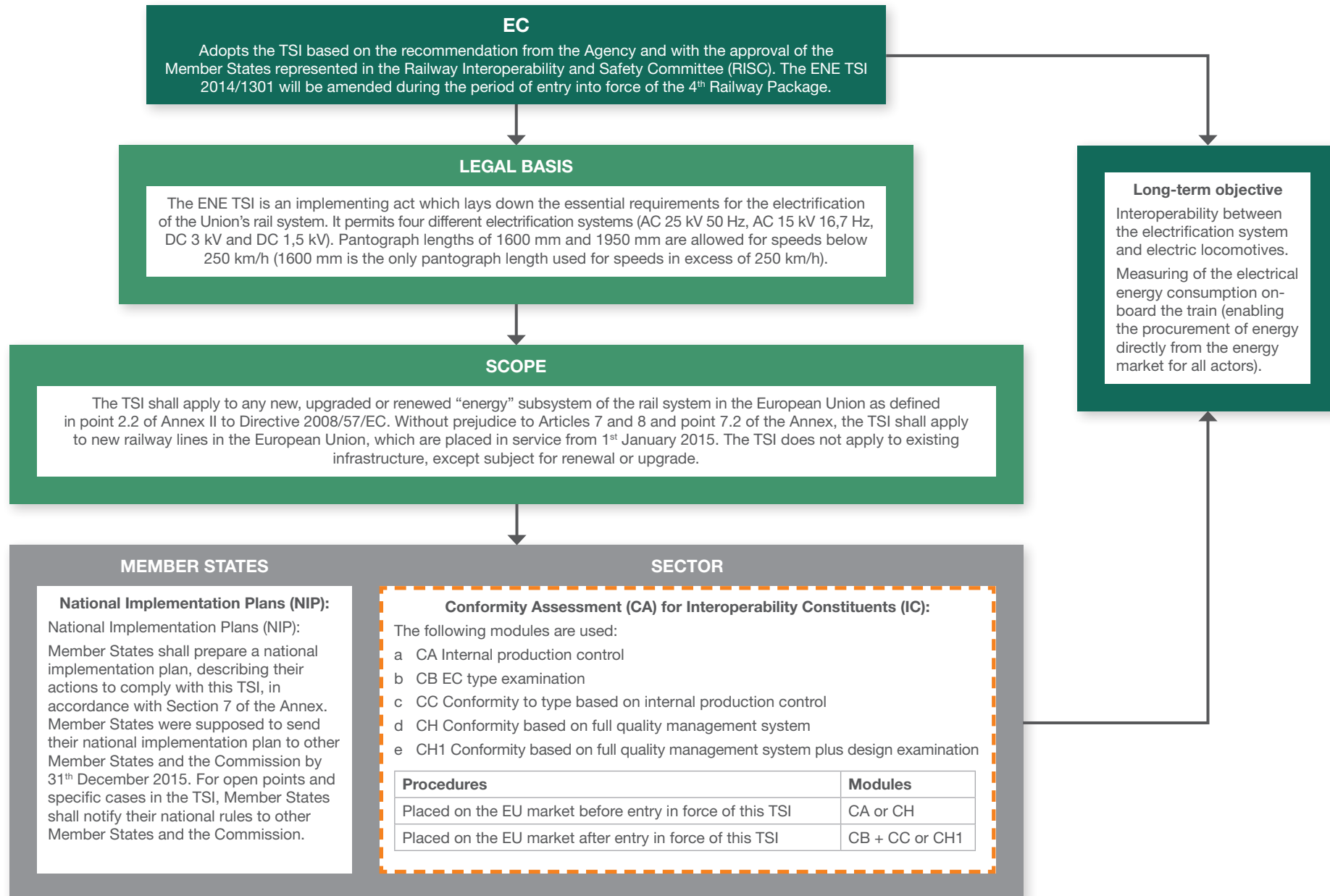
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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.

# TSI Energy (ENE)



**FACTS**

- The infrastructure subsystem includes the rails, sleepers, fastening systems, ballast, switches and crossings as well as their interaction with substructure and structures such as bridges and platforms.
- Although a revised 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.

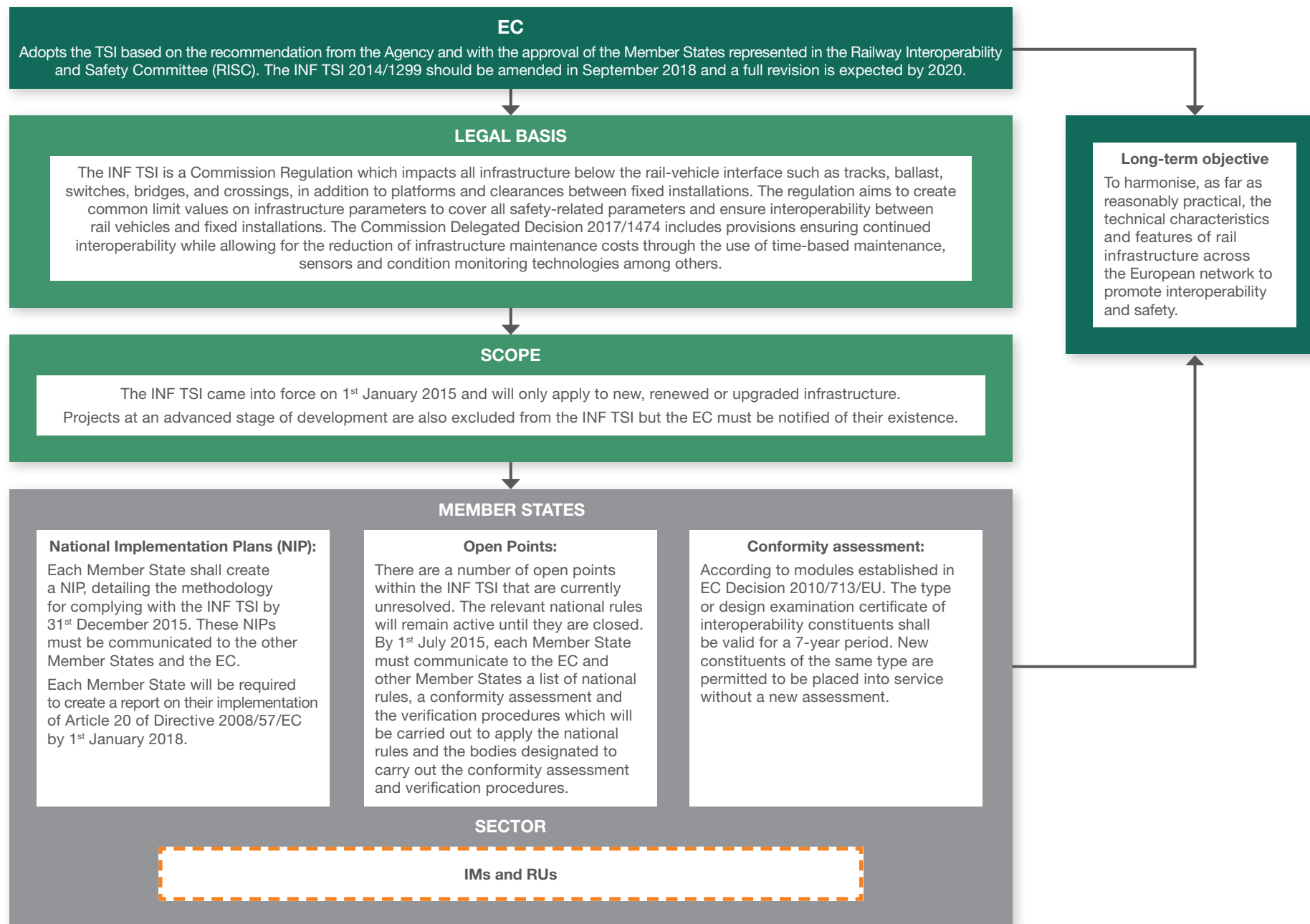
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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.

# TSI Infrastructure (INF)



### GENERAL FACTS

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- 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

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- Recommendation 2014/897/EU (DV29bis) for placing in service and use of structural subsystems and vehicles was published on 5<sup>th</sup> 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

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- 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 1<sup>st</sup> January 2015 with the accompanying Application Guide published on the same date.
- The WAG TSI came into force on 1<sup>st</sup> January 2014.

### IMPACT ON IMS

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- 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 4<sup>th</sup> Railway Package.

# Rolling Stock TSIs (RST)

## EIM OBJECTIVES

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- 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

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- 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

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- 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&amp;PAS and WAG TSIs Revisions under the RST TSIs

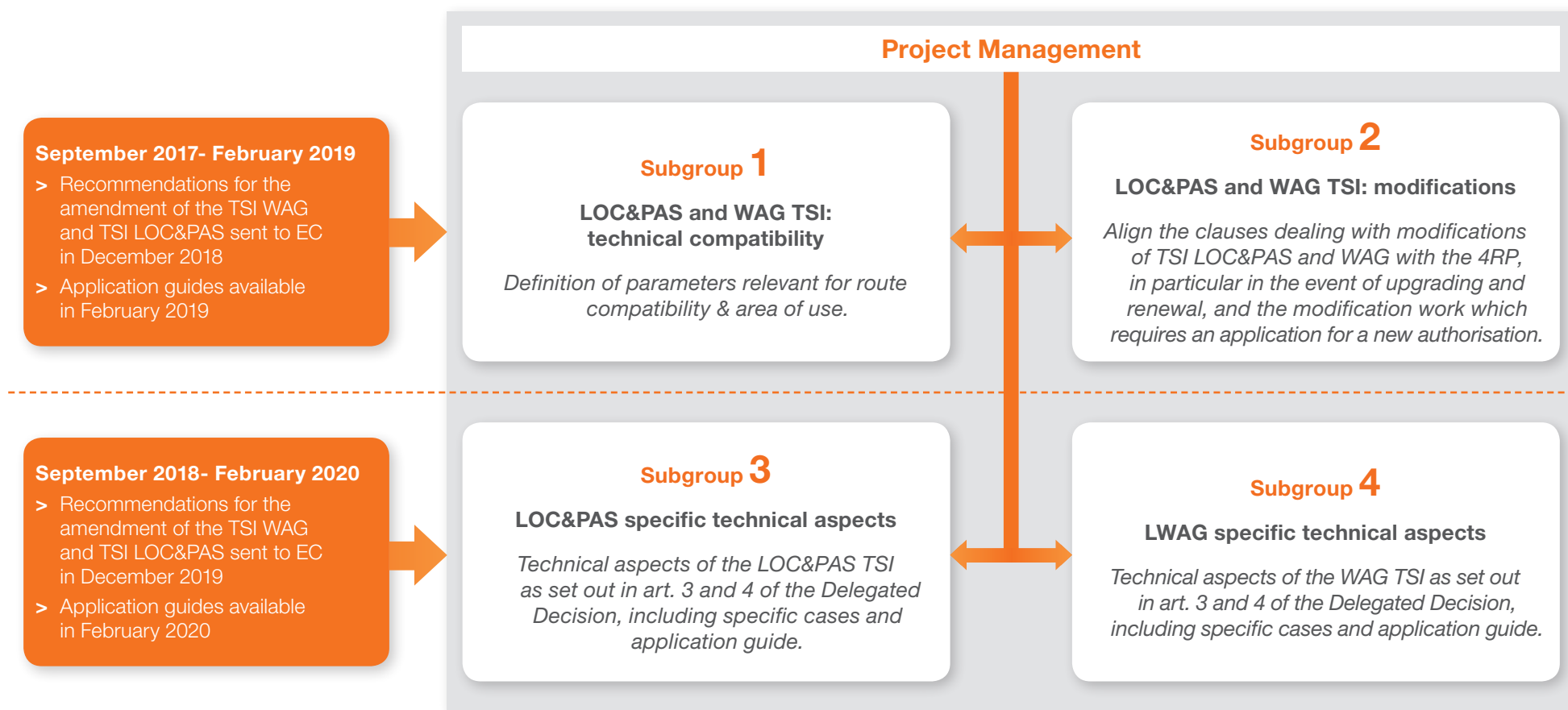


Illustration: EIM (adapted chart from the EUAR)

# The Vehicle Authorisation Procedure

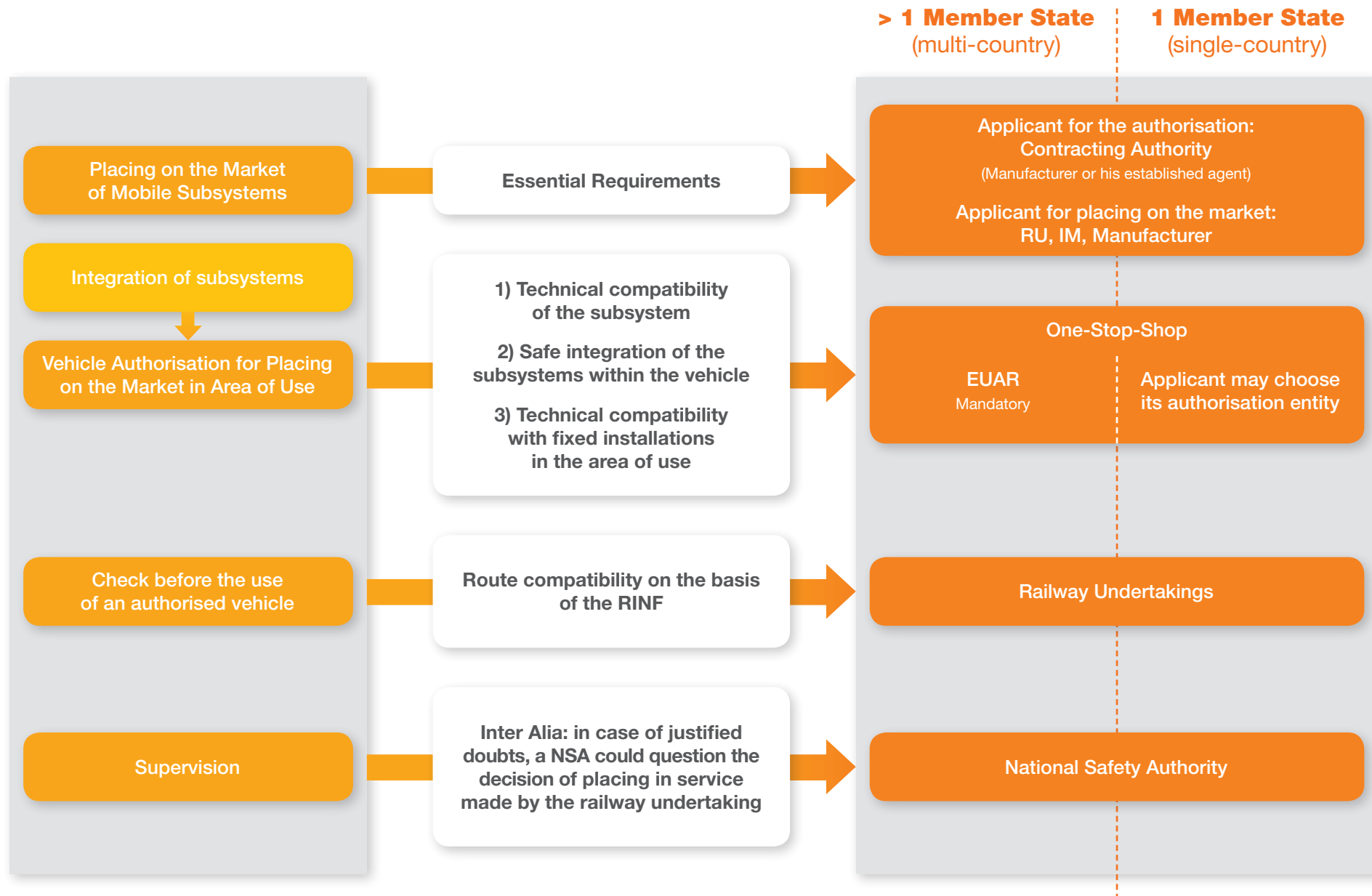


Illustration: EIM (adapted chart from the EUAR)

TECHNICAL

**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.
- Review of the EUAR Single Programming Document.

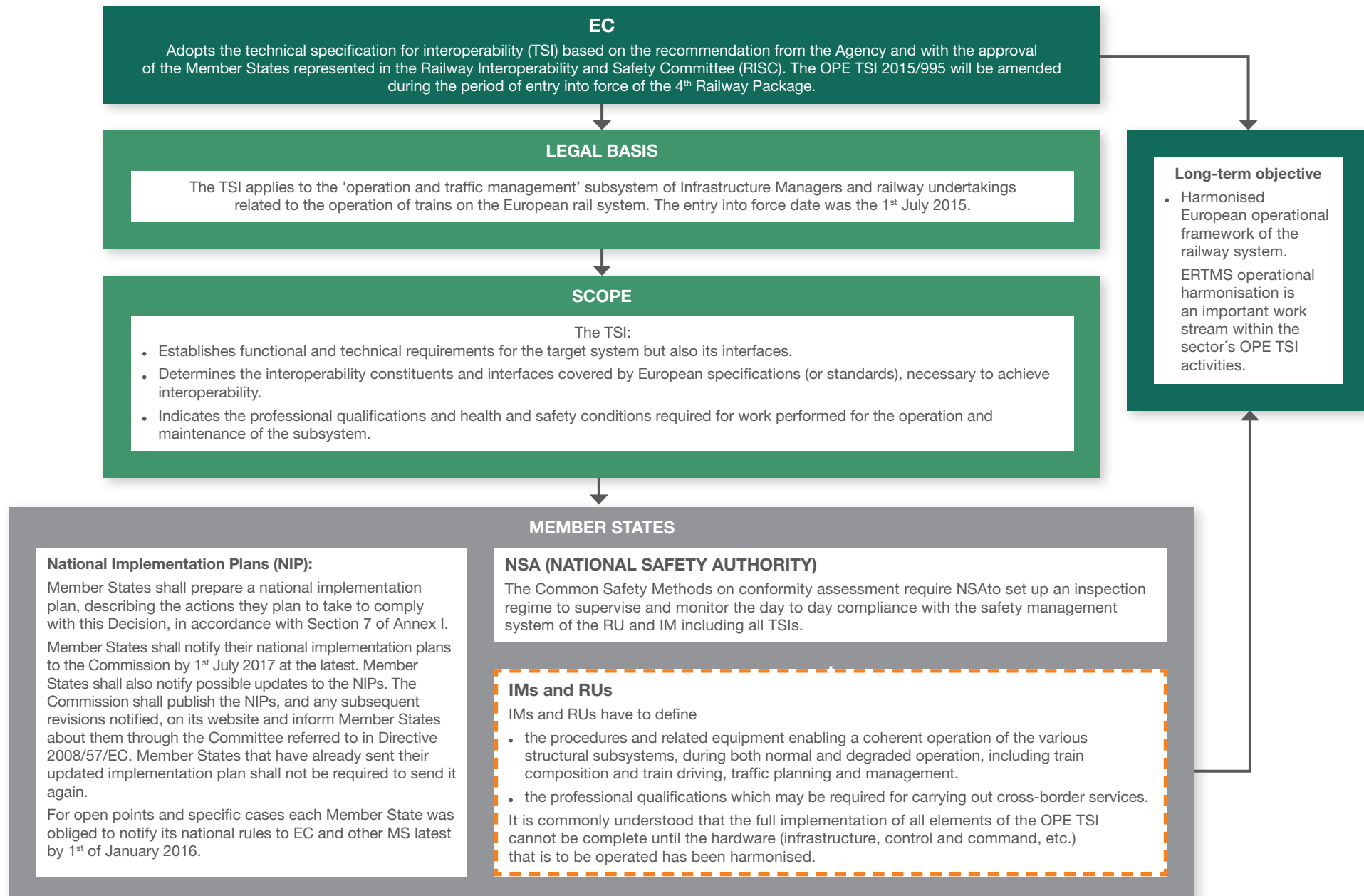
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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.

# TSI Operations and Traffic Management (OPE)



## FACTS

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

## IMPACT ON IMS

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- 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

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- 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

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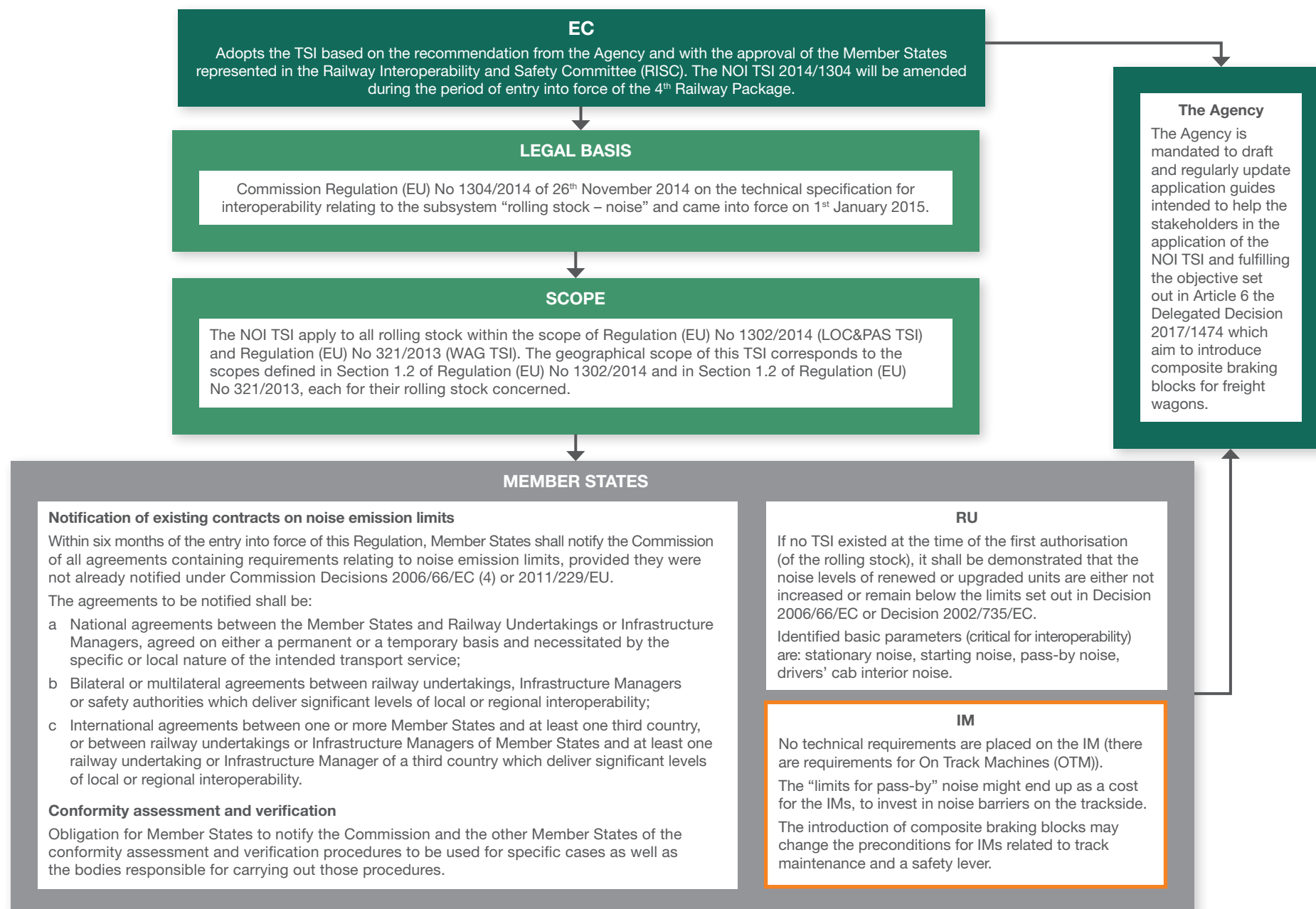
- EIM continues to attend the EUAR WP meetings and influences the drafting of the revised TSI Noise.
- EIM has challenged the Agency on stated retrofitting costs and NOI TSI compliance timescales.
- EIM successfully lobbied for feasible properties of the maps showing the “quieter routes”, i.e. that the 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

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- 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.

# TSI Noise (NOI)



**FACTS**

- The European Rail Traffic Management System (ERTMS) harmonises the automatic train control and communication system, ensuring interoperability throughout the rail system. It comprises of the European Train Control System and GSM-R.
- The revised TSI CCS entered into force as of 5<sup>th</sup> July 2016. It is complemented by the Commission Regulation (EU) 2017/6 of 5<sup>th</sup> 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 4<sup>th</sup> 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 4<sup>th</sup> RP, the Agency will help the sector in the correct implementation of ERTMS by offering an opinion before the authorisation of trackside subsystems 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 4<sup>th</sup> 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

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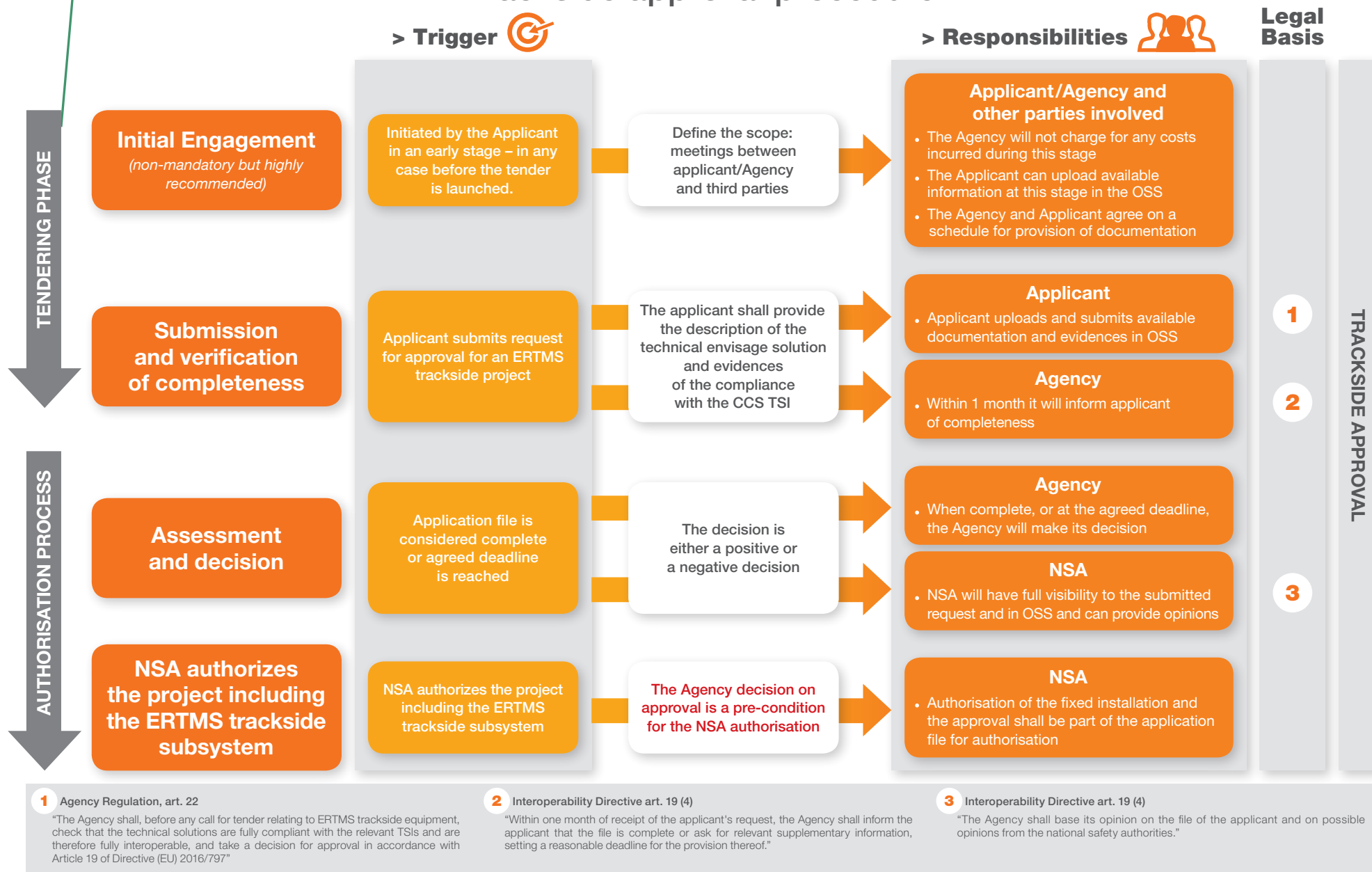
- ERTMS Baseline 2, Baseline 3 Maintenance Release 1, and Baseline 3 Release 2 remained stable.
- EIM worked closely with other actors to reach a common position regarding the error corrections for the ERTMS specifications.
- EIM contributed to game changers for ERTMS (e.g. ATO and L3) and was involved 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

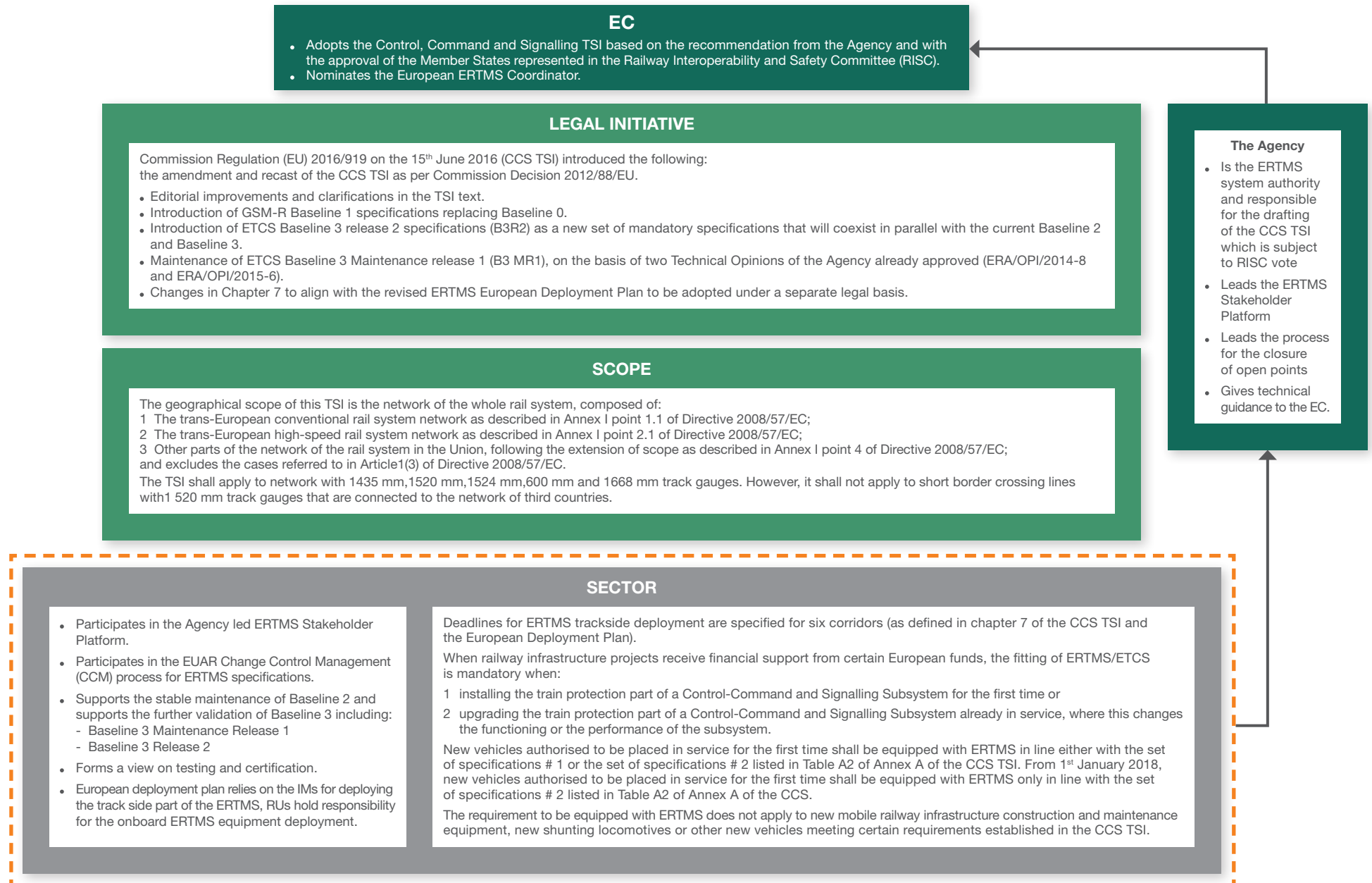
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- EIM shall input to the EUAR Change Control Management process for the ERTMS Specifications.
- Stable maintenance of Baseline 2 and Baseline 3 will be supported.
- The content of the ERTMS longer term evolution needs to be defined in more detail and 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.

## Trackside approval procedure



# European Rail Traffic Management System – ERTMS



### FACTS

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- 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 conductivity),
  - > 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

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- 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

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- 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

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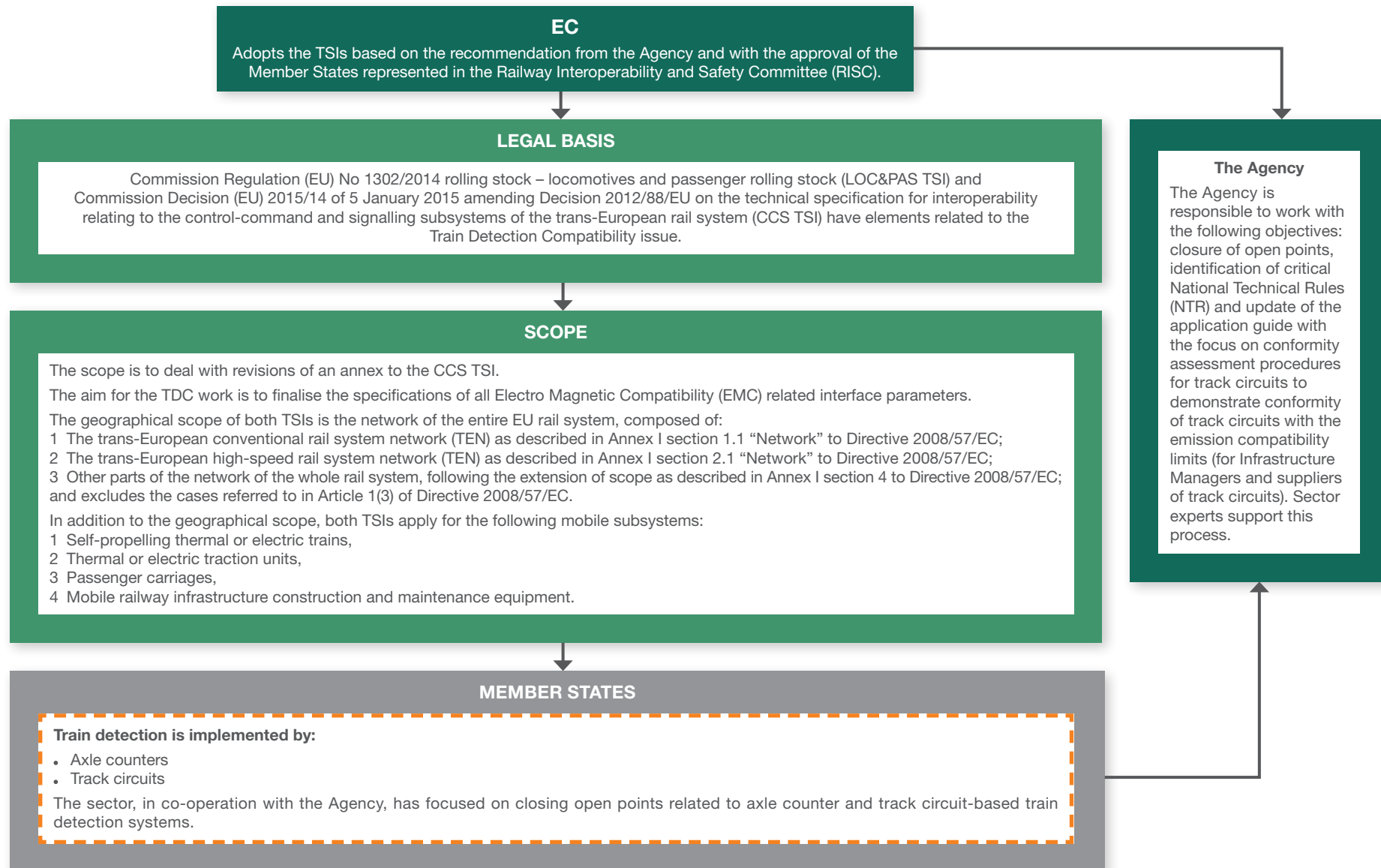
- Metal free space for axle counters was studied in the EUAR WP on the annexes to the CCS TSI.
- EIM supported the closure of open points regarding Electro Magnetic Compatibility (EMC) and gauges and the extension of CCS TSI to non-standard wider gauge.
- EIM worked on EMC compliance of the track circuits, 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

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- 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.

# ERTMS – Train Detection Compatibility (TDC)



**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.

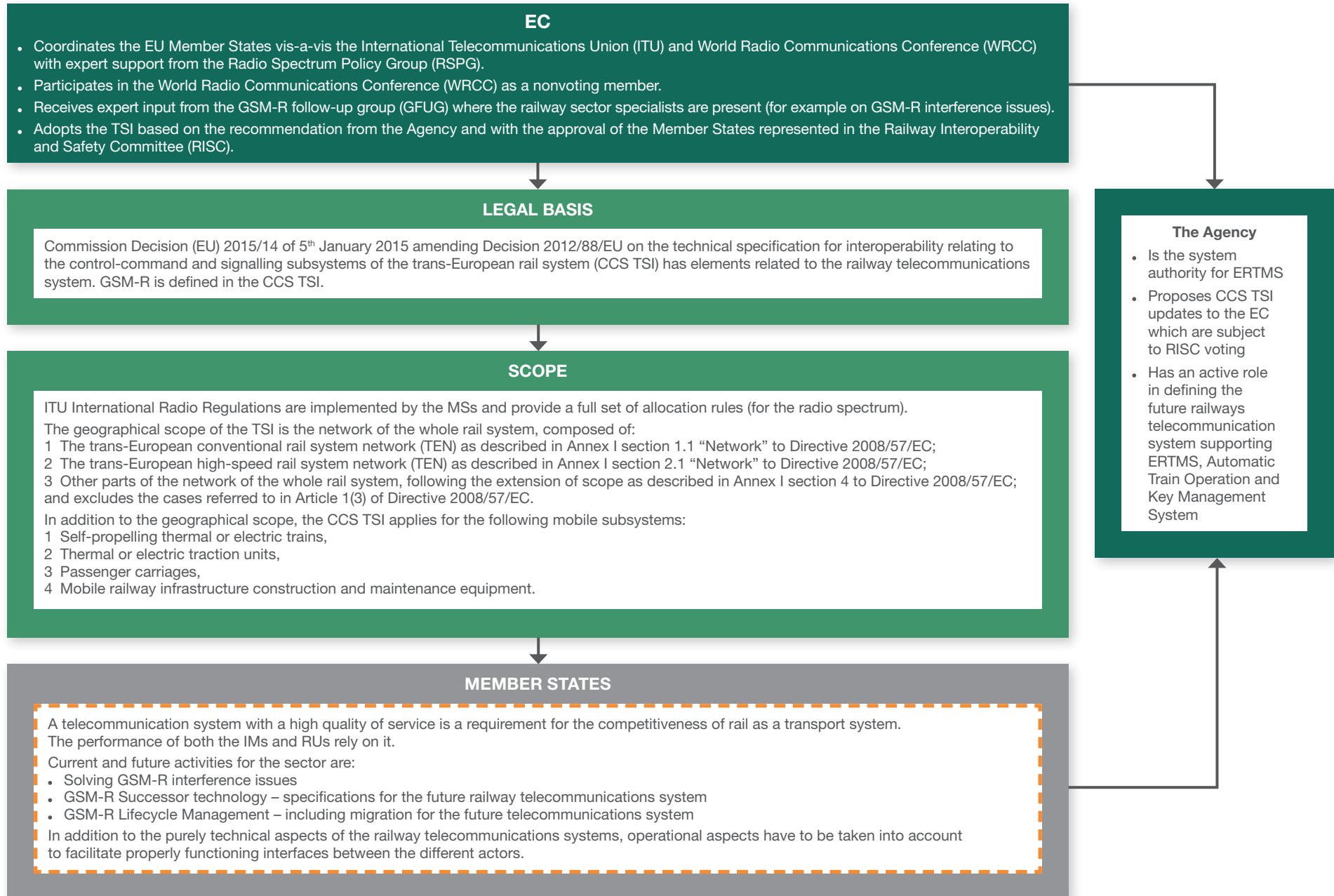
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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.

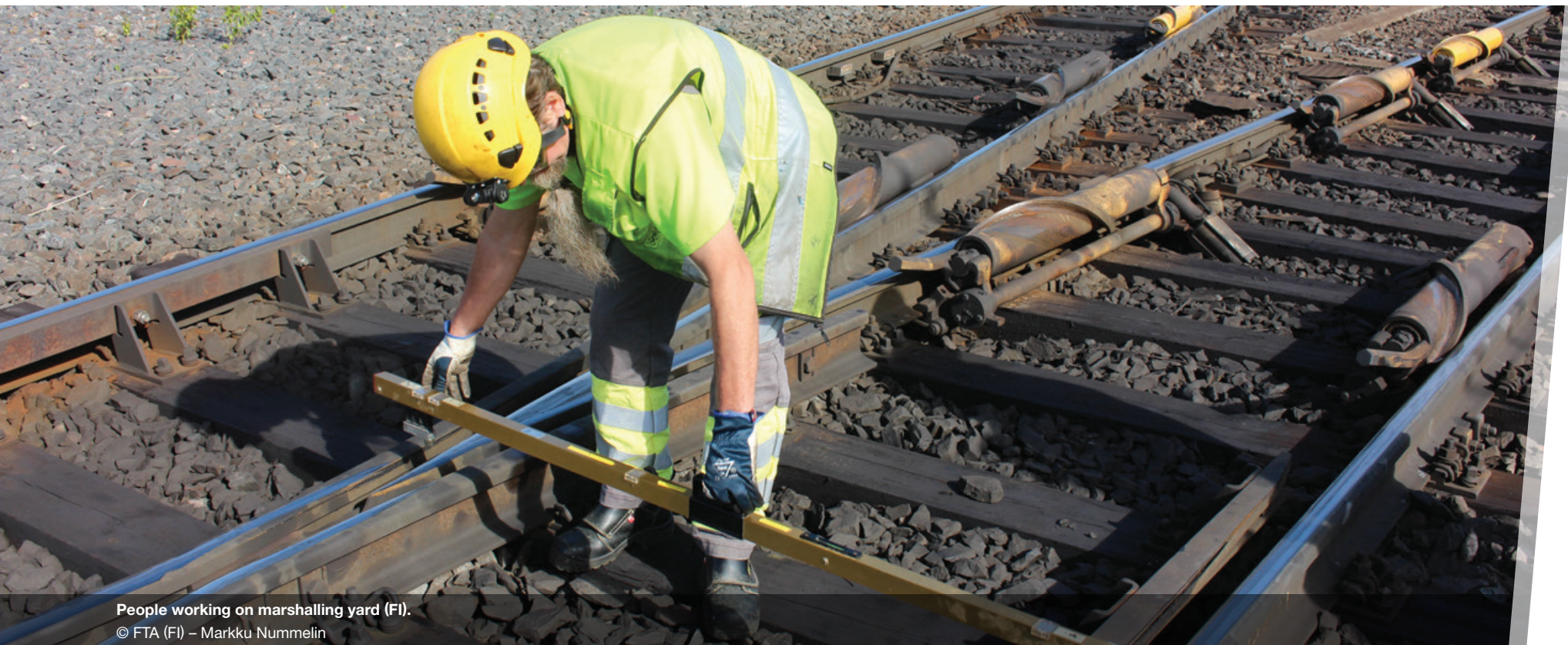
**OUTLOOK 2018**

- 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)







People working on marshalling yard (FI).  
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**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.

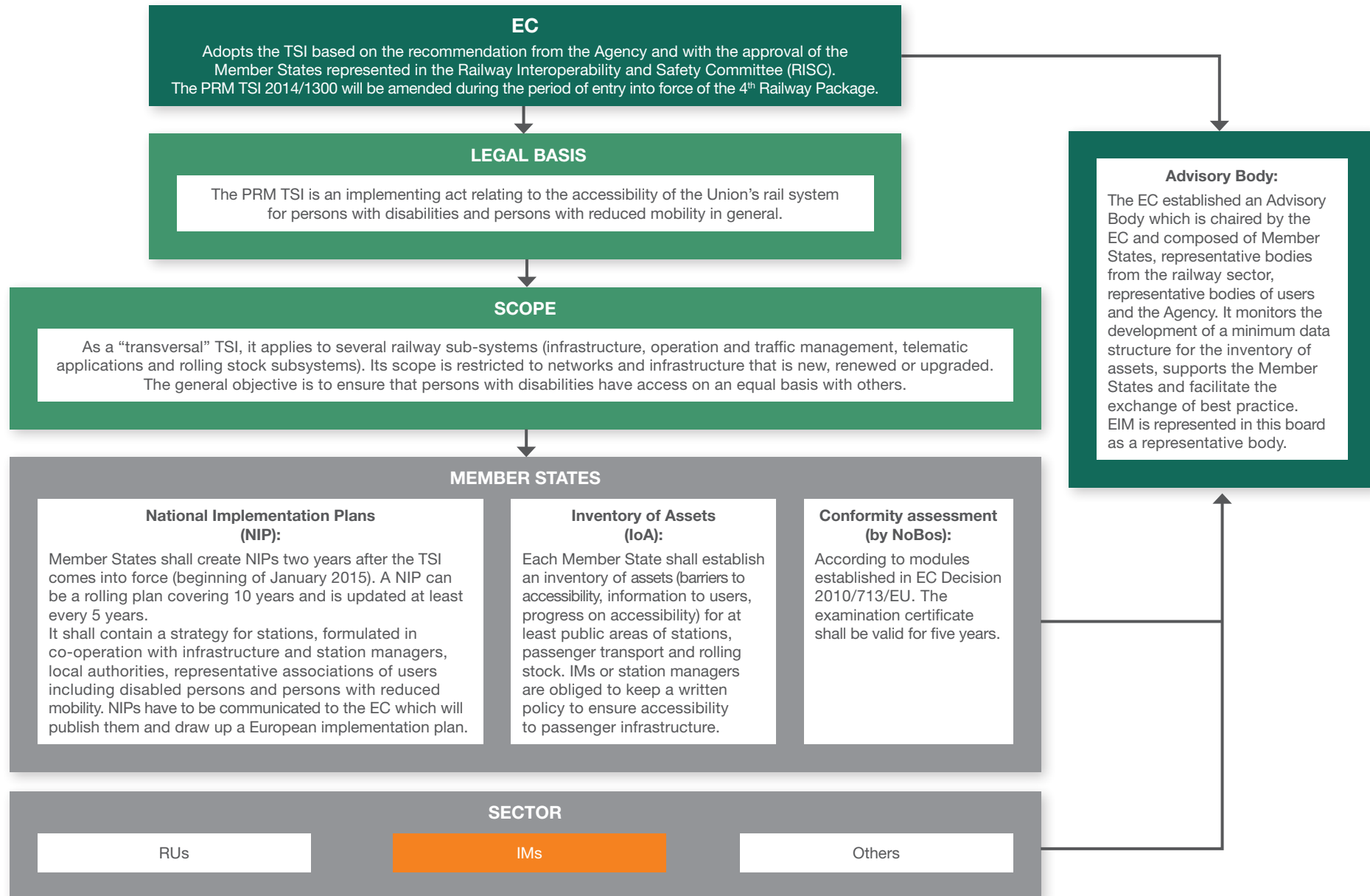
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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)



## 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 16<sup>th</sup> 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.

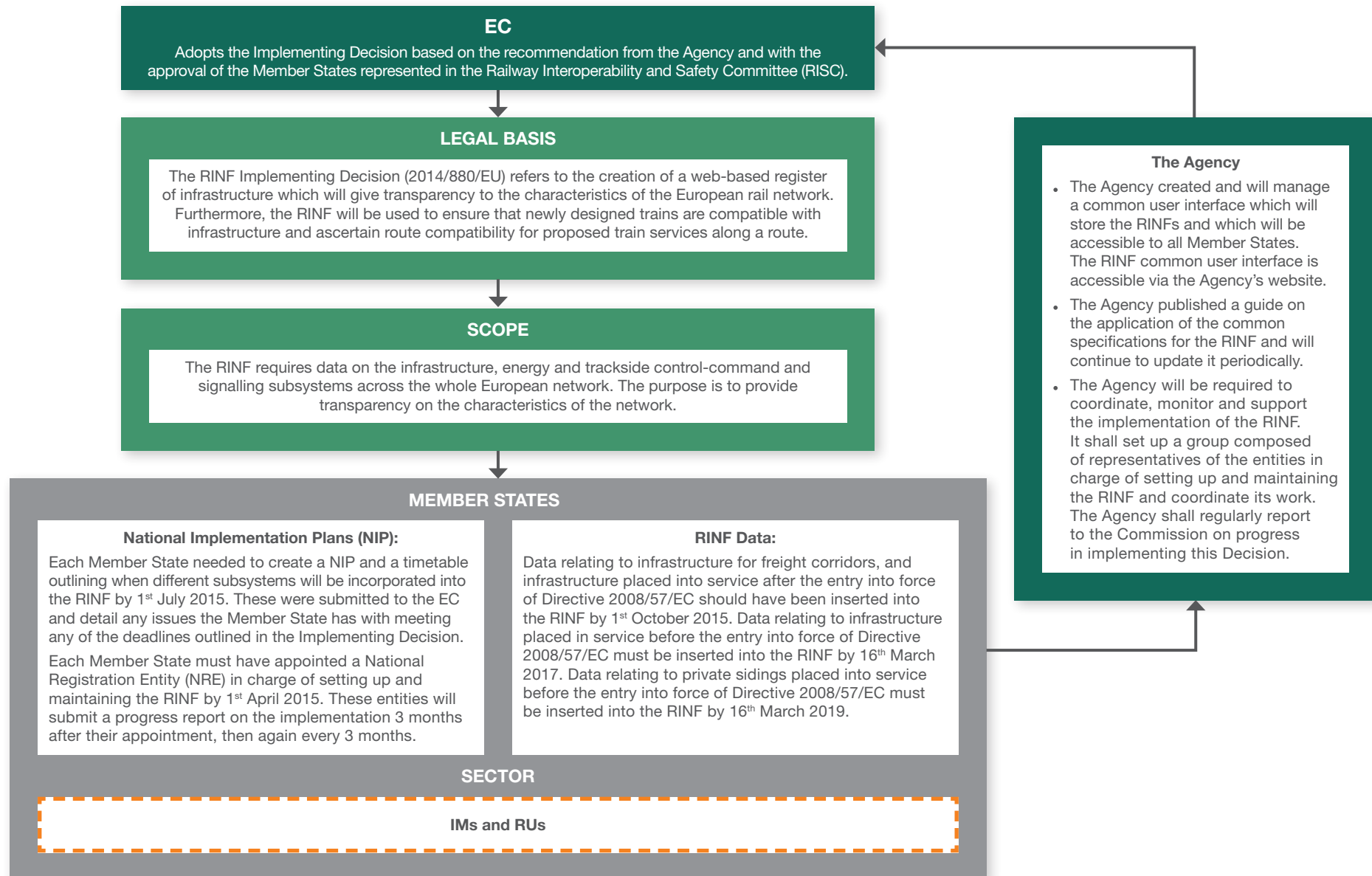
## EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- 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.

# Register of Infrastructure (RINF)



**FACTS**

- The revised Telematic Applications for Freight (TAF) TSI came into force on 1<sup>st</sup> 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 fulfil 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.

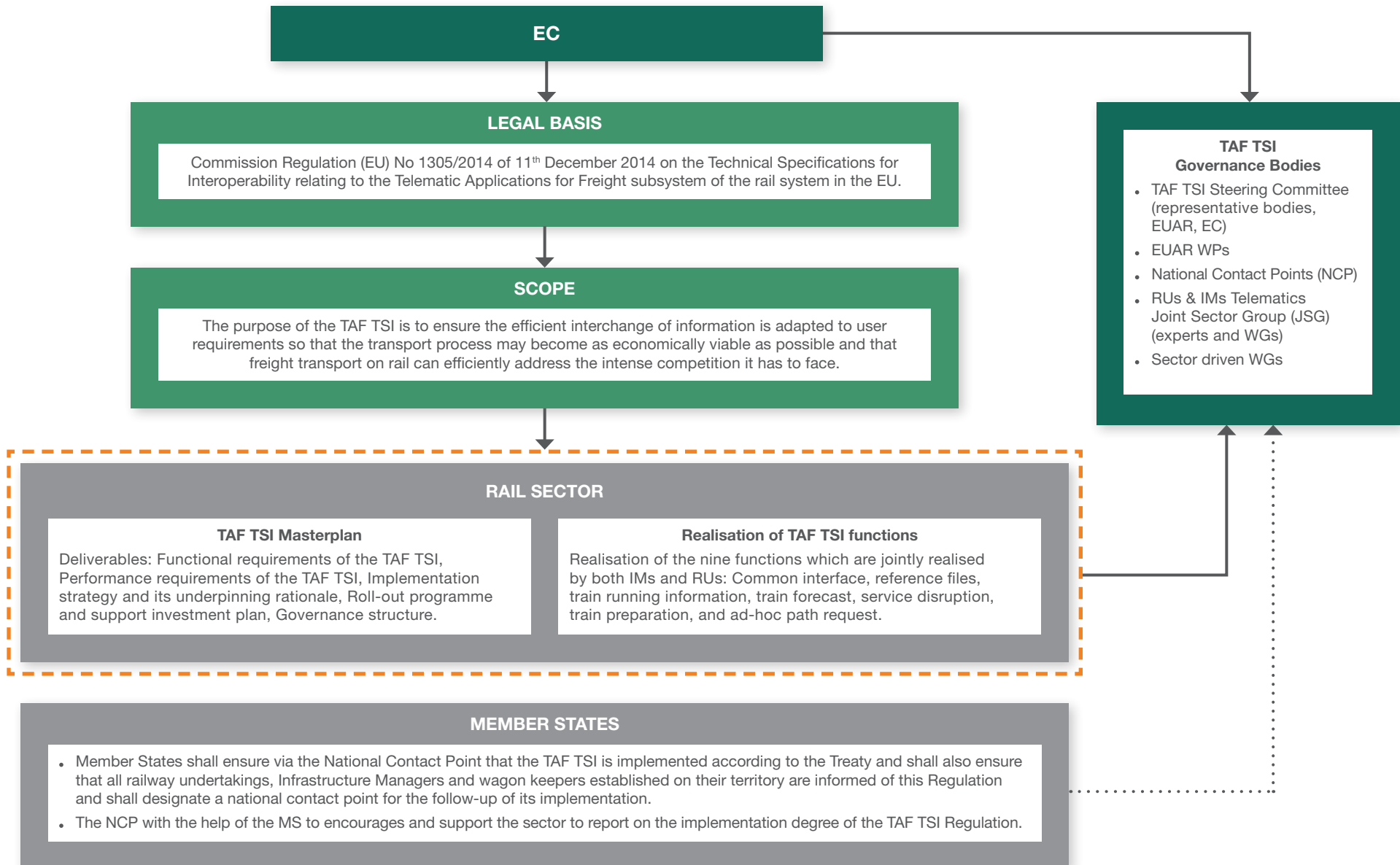
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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.

# TSI Telematic Applications for Freight (TAF)



**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.

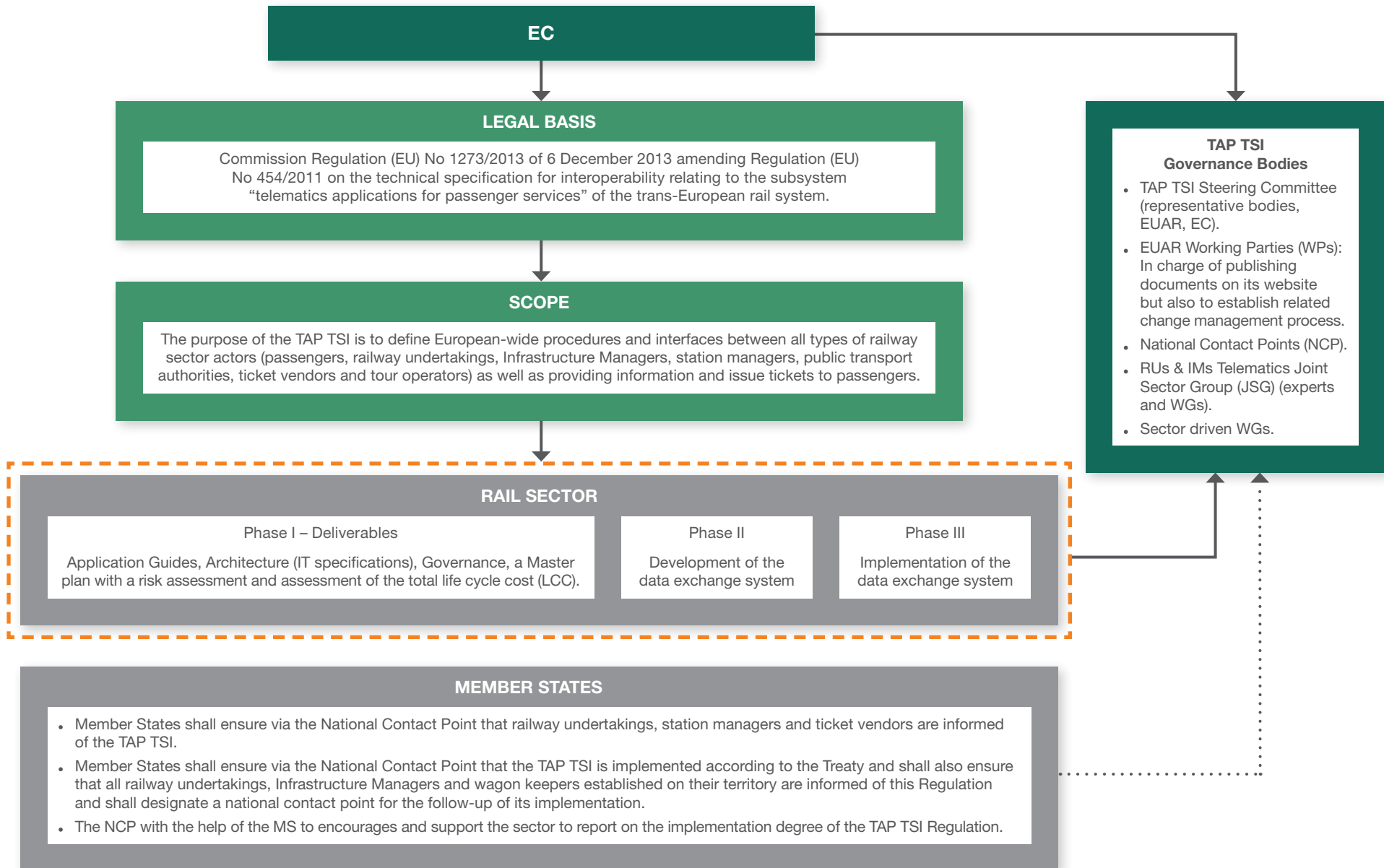
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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)



**FACTS**

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- 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**

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- 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**

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- To remain influential within the Agency's programme for the different EcoEv operational activities.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

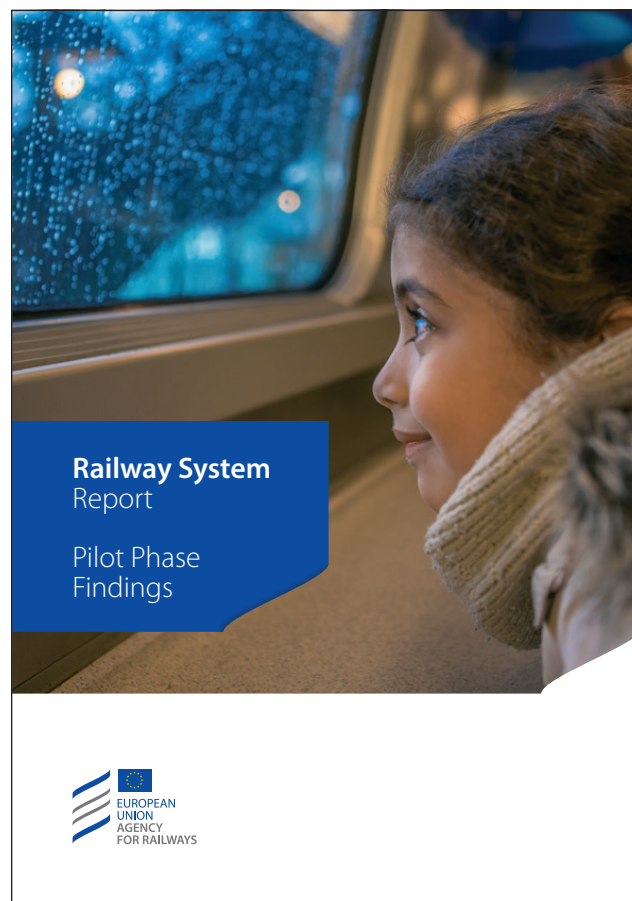
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- The EUAR took EIM's comments into account in the subsequent ESG meetings to follow-up measures on the first Rail System Report
- EIM participated in the assessment of impacts of the EUAR decisions on the railway businesses.

**OUTLOOK 2018**

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- 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.



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MAKING THE RAILWAY SYSTEM WORK BETTER FOR SOCIETY | 1

**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.

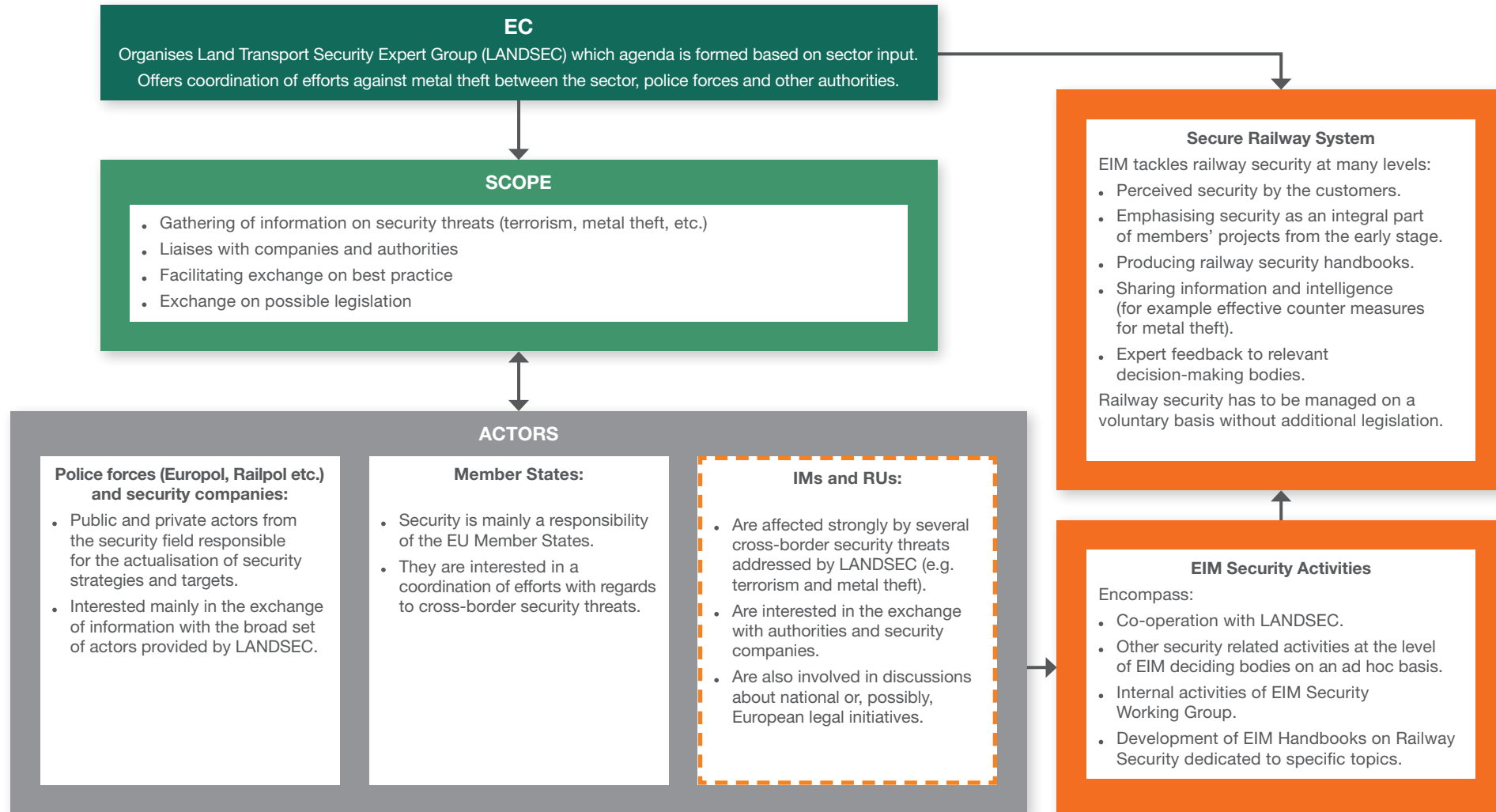
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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)



# 04

## FINANCIAL



Signalling technicians – Infrapôle Lorraine.  
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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).  
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**FACTS**

- The TEN-T guidelines entered into force on 1<sup>st</sup> January 2014, and on 14<sup>th</sup> 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”.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

- To advocate flexible deadlines for the development of the network in order to reduce the risk of repercussions on IMS if a project is delayed.
- To ensure 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.

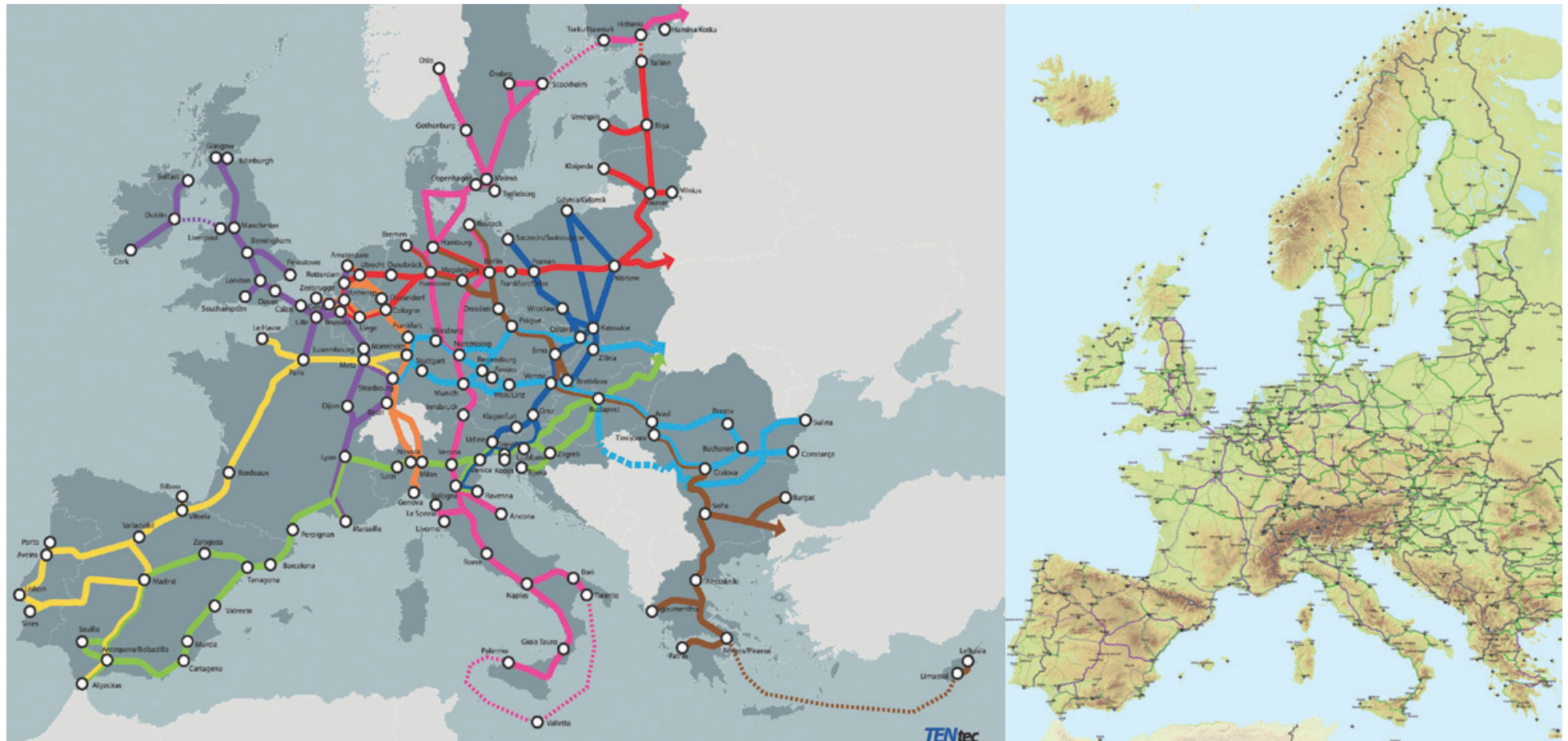
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- 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 21-22<sup>nd</sup> September 2017.

**OUTLOOK 2018**

- TEN-T Days will take place in Ljubljana on 25-27<sup>th</sup> April 2018.
- The EC will officially present its formal proposal of the next EU MFF for the post-2020 long-term EU budget on 2<sup>nd</sup> 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



## Multi-Annual Financial Framework post-2020 (MFF) and Connecting Europe Facility (CEF)

### FACTS

- 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 8<sup>th</sup> 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.

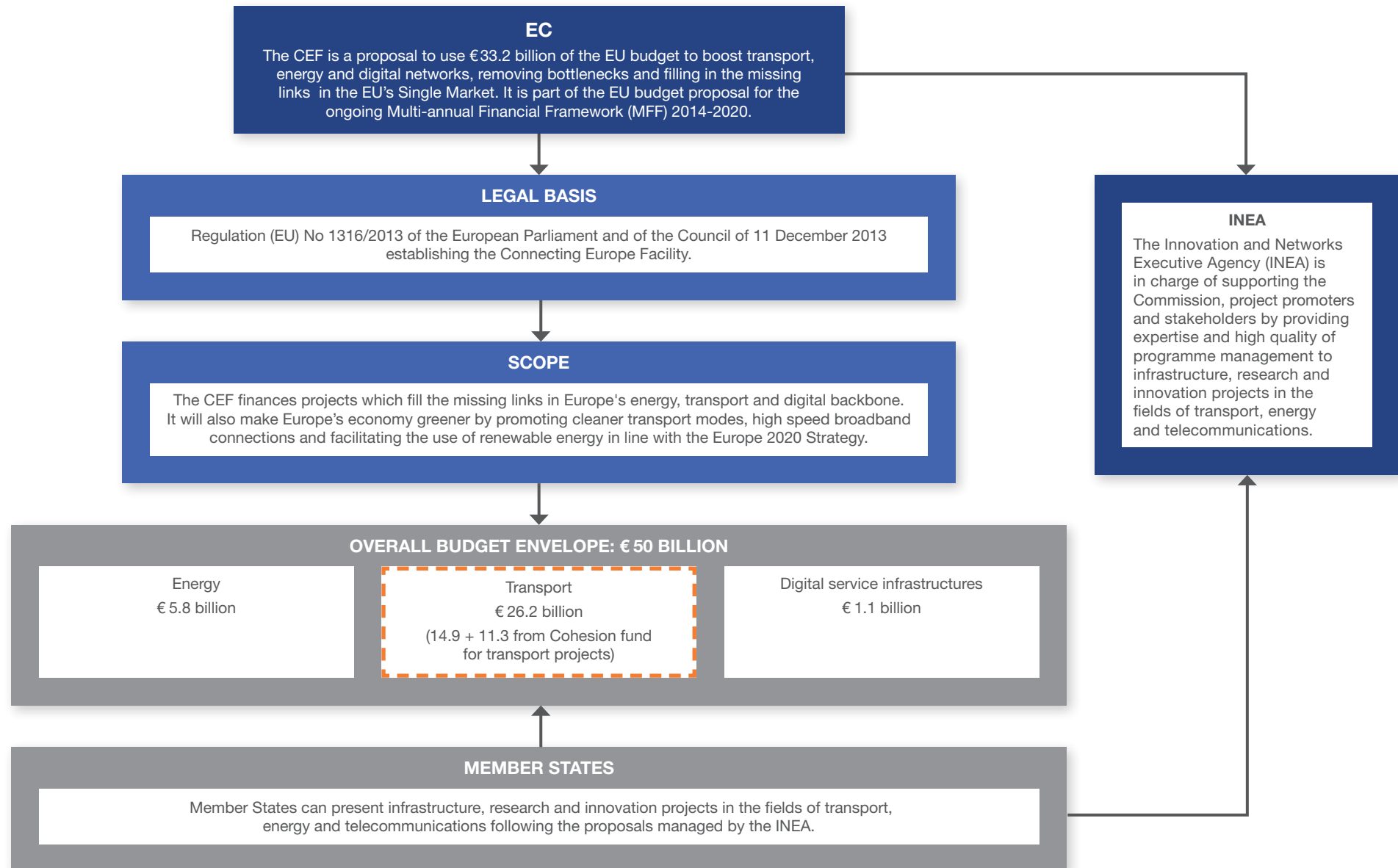
### EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- 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.
- Rail joint Position Paper "Post-2020 Multi-Annual Financial Framework".
- 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 12<sup>th</sup> 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 2<sup>nd</sup> 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)



## 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 (31<sup>st</sup> 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.

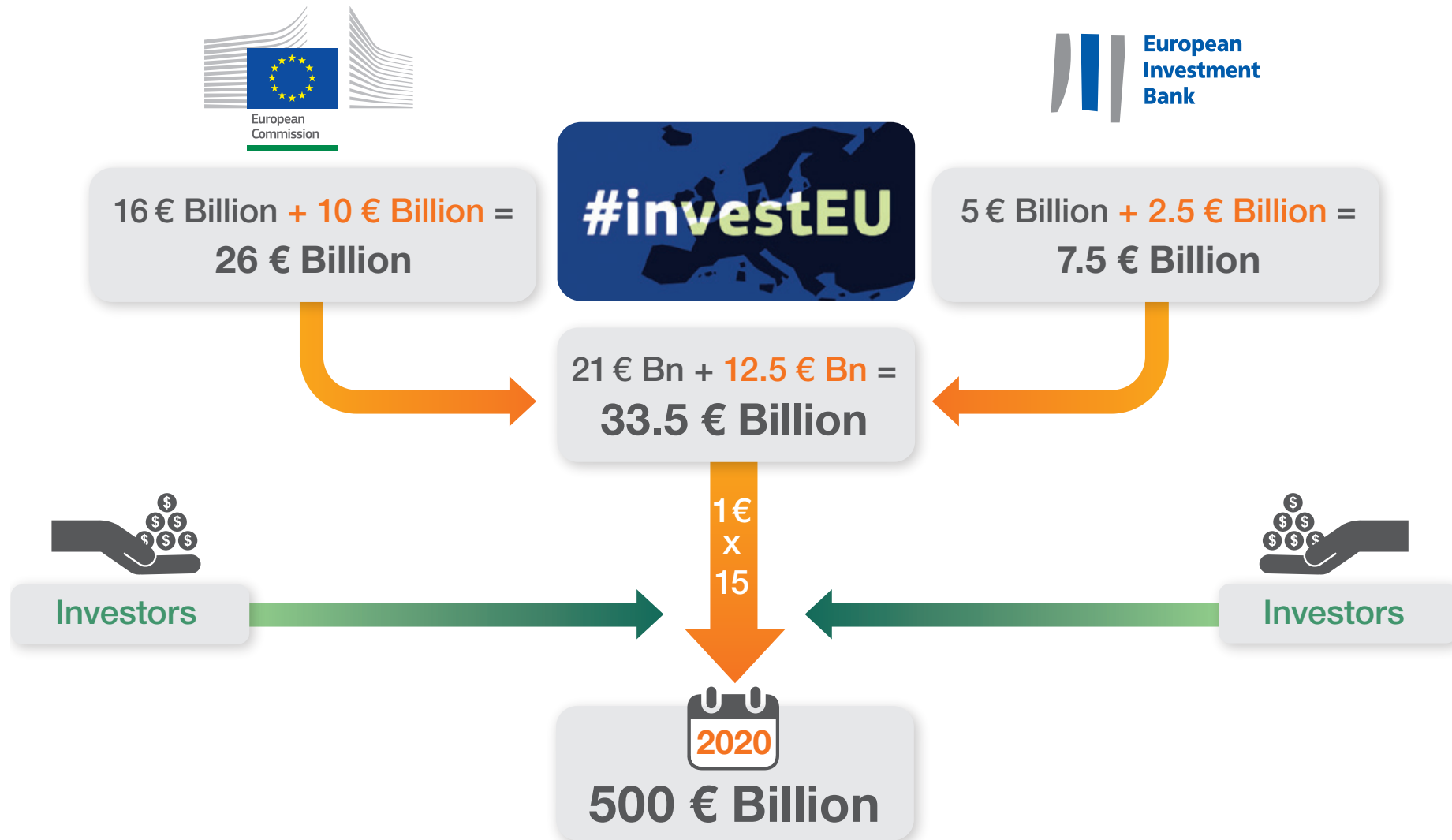
## EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- 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



**FACTS**

- On 26<sup>th</sup> 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 the Forum on the “Competitiveness of the European Rail Supply Industry” in March 2017.
- 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).  
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# 05

## CO-OPERATION



**Ponte del 25 Abril (PT).**  
© Infraestruturas de Portugal S.A. (PT)



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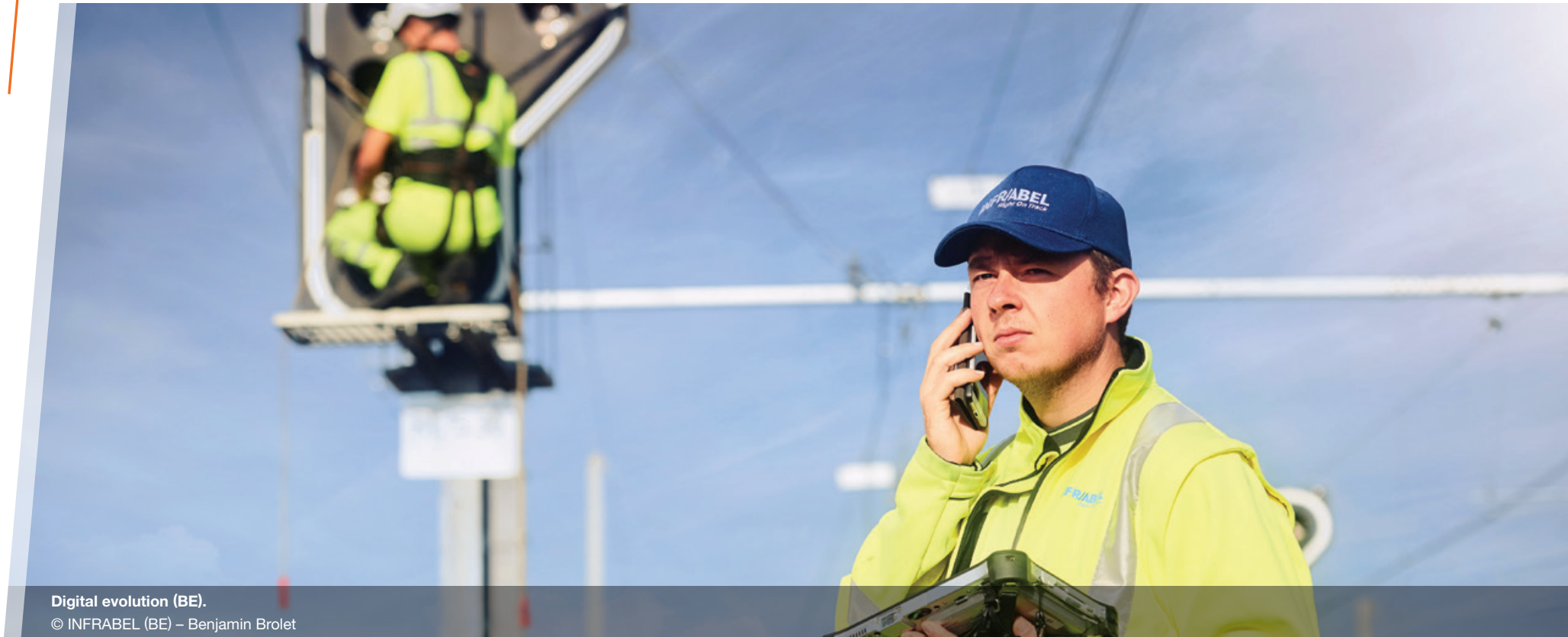
The rail system is going through profound changes. The 4<sup>th</sup> Railway Package is opening up the last segments of the rail market whilst centralising the certification and authorisation processes with the EU Agency for Railways.

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).

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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.

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

ESPO	European Sea Ports Organisation
EUAR	European Union Agency for Railways
Eurelectric	Union of the Electricity Industry
Eurobat	Association of European Automotive and Industrial Battery Manufacturers
Eurocities	Network of major European cities
FEPOT	Federation of European Private Port Operators
GRB	Group of Representative Bodies
INE	Inland Navigation Europe
IRG-Rail	Independent Regulator's Group – rail
JPCR	Joint Programming Committee Rail
JTI	Joint Technology Initiative
NRB	Network of Representative Bodies (all railway associations recognised by EUAR plus EUAR representatives)
PermRep's	Permanent Representations of the Member States to the EU
Platform for Electro-Mobility	e-mobility collaboration platform
Polis	European Cities and Regions networking for innovative transport solutions
RNE	RailNetEurope
SEDC	Smart Energy Demand Coalition
SERAC	Single European Railway Area Committee
T&E	Transport & Environment
UIC	International Union of Railways
UIP	International Union of Wagon Keepers
UIRR	International Union of Combined Road-Rail Transport Companies
UITP	International Association of Public Transport
UNIFE	Association of the European Rail Industry

# 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.



Euston Station (UK).  
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# 06

## COMMUNICATIONS

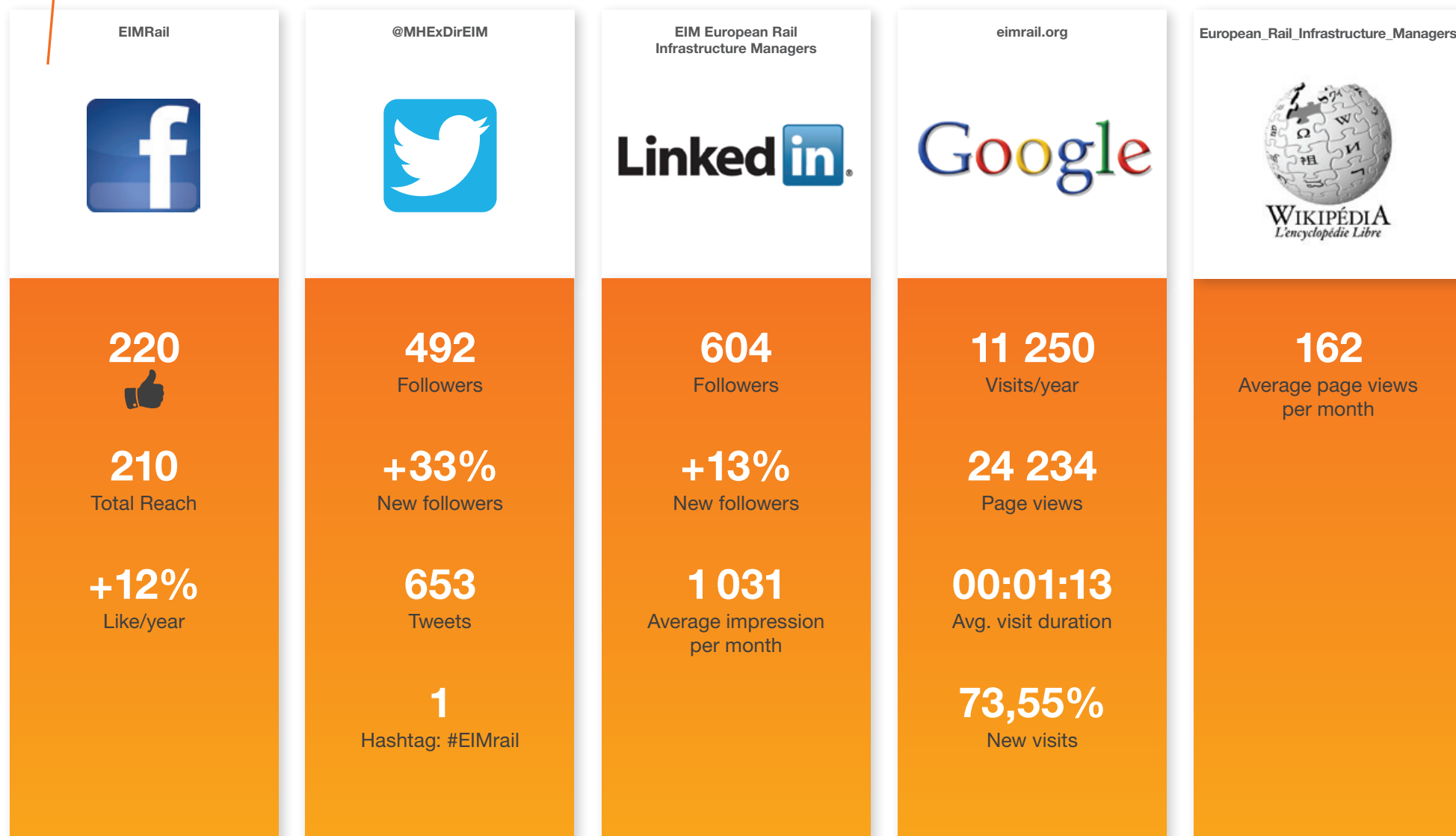


Railway siding Kraków Zabłocie-Kraków Krzemionki (PL).  
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## EIM Interactive Analysis





HLIM Gala Dinner, June 2017, Sopron (HU)



Discussion between EIM and the EC, June 2017, Sopron (HU)



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



Meeting between the Agency and the Israeli Ministry of Transport, October 2017, Brussels (BE)

## EIM Publications

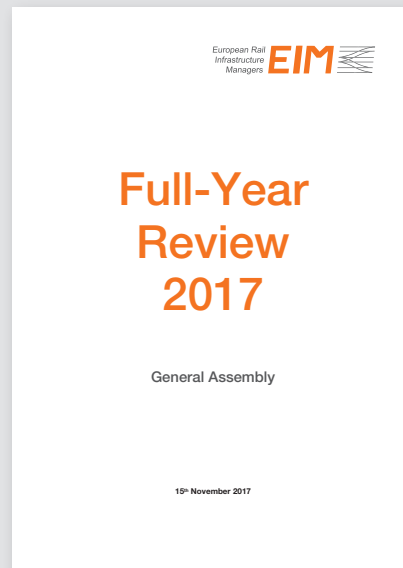
EIM produces several publications for internal and external stakeholders.

### INTERNAL STAKEHOLDERS:

- **Weekly publications**



- **Mid-Year Review**
- **Full-Year Review**



### EXTERNAL STAKEHOLDERS:

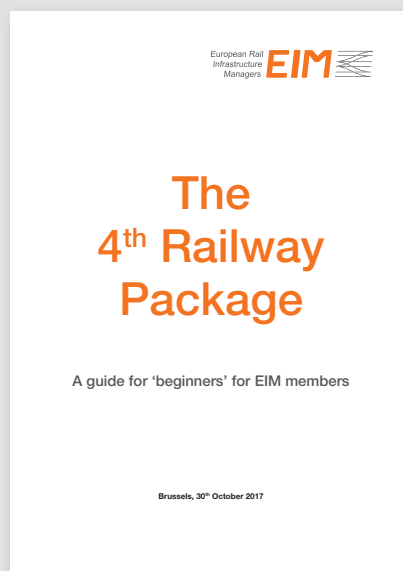
- **Annual Report**



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 4<sup>th</sup> Railway Package for beginners**
- **Follow-up Report on China-Russia (internal)**
- **Follow-up Report on Cybersecurity (internal)**



## Main events in 2017

Date	Events	Organiser	Location
January			
9.01.2017	GRB core meeting	CER / all	Brussels, BE
10.01.2017	EIM RINF WG	EIM / CER	Brussels, BE
10-11.01.2017	EIM SAF WG	EIM	Brussels, BE
12.01.2017	EUAR Executive Board no 3	EUAR	Lille, FR
17.01.2017	RMMS Meeting	EC	Brussels, BE
17.01.2017	Meeting with EC on language derogation	DG MOVE	Brussels, BE
17-18.01.2017	TTR Timetabling WG Meeting	SNCF Reseau	Paris, FR
18.01.2017	EIM ERTMS WG	EIM	Brussels, BE
18.01.2017	EC international meeting	EC	Brussels, BE
18-19.01.2017	PRIME – subgroup on KPIs	EC/EIM	Lille, FR
19.01.2017	TSG Telco	EIM	/
19.01.2017	EC Landsec meeting	EC	Brussels, BE
19.01.2017	EIM-EUAR meeting on ERTMS T.A. and Vehicule Authorisation	EIM	Brussels, BE
20.01.2017	PRIME- RU Dialogue meeting	EC / EIM	Brussels, BE
24.01.2017	Meeting with UNIFE on CEF	EIM	Brussels, BE
24.01.2017	EIM-CER INF ex-post evaluation meeting	EIM	Brussels, BE
25.01.2017	EIM Board call 1/5	EIM	/
25.01.2017	EC Expert Group	EC	Brussels, BE
26.01.2017	ERTMS platform subgroup validation and test meeting	EIM	Brussels, BE
27.01.2017	EIM-CER discussion on telecommunucations	EIM	Brussels, BE
30.01.2017	EIM-EUAR discussion on V.A. and SSC	EIM	Brussels, BE
31.01.2017	EIM Asset Management meeting	EIM	Brussels, BE
February			
1.02.2017	EIM INF WG meeting	EIM / CER	Brussels, BE
1-2.02.2017	EIM PRM WG meeting	EIM / CER	Brussels, BE
1-2.02.2017	EIM OPE WG meeting	EIM	Brussels, BE
3.02.2017	PRIME-ENRRB meeting	EC	Brussels, BE
3.02.2017	GRB core meeting	UIP / all	Brussels, BE
7.02.2017	CER / UNIFE European Railway Awards	CER / UNIFE	Brussels, BE
7.02.2017	Meeting with Ferrovie Emilia-Romagna	FER	Bologna, IT
7-8.02.2017	EIM TEL WG meeting	EIM	Brussels, BE
8-9.02.2017	EIM PMC meeting	EIM / HS1	London, UK
09.02.2017	EC RASCOP meeting	EC	Brussels, BE
10.02.2017	Stakeholder's workshop on access to service facilities	EC	Brussels, BE

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

Date	Events	Organiser	Location
14.02.2017	EIM NOI WG meeting	EIM	Brussels, BE
14.02.2017	EIM-EUAR update on ERTMS	EIM	Brussels, BE
15.02.2017	EIM ERTMS WG meeting	EIM	Brussels, BE
16.02.2017	PRIME financing subgroup meeting	EC	Brussels, BE
16.02.2017	Support group on fees and charges meeting	EC	Brussels, BE
16.02.2017	RFID meeting	CEN/CENELEC	Brussels, BE
20.02.2017	EIM-CER meeting on EUAR ERTMS Lol	EIM	Brussels, BE
24.02.2017	JPCR meeting	CEN/CENELEC	Brussels, BE
27.02.2017	CEF blending call info day	EC	Brussels, BE
March			
1.03.2017	EIM SAF WG meeting	EIM	Brussels, BE
1.03.2017	EIM-CER-Unife TDC WG meeting	EIM / CER	Brussels, BE
1.03.2017	Workshop : Nordic Road to decarbonisation of Road Freight Transport	Perm. Rep. SE	Brussels, BE
2.03.2017	Industrial dialogue on European supply industry	EC	Brussels, BE
3.03.2017	GRB core meeting	EIM	Brussels, BE
7-8.03.2017	EIM Asset Management WG meeting	EIM	Brussels, BE
7.03.2017	ERFA Annual Event	ERFA	Brussels, BE
8-9.03.2017	EIM OPE WG meeting	EIM	Strasbourg, FR
9.03.2017	Platform for Electro-mobility plenary meeting	Alstom	Brussels, BE
9.03.2017	GRB plenary	UNIFE/all	Brussels, BE
15.03.2017	EIM ERTMS WG meeting	EIM	London, UK
15-16.03.2017	RNE TTR WG meeting	RNE	Vienna, AT
15-16.03.2017	PRIME – subgroup on KPIs	EC / EIM	Rome, IT
17.03.2017	NRB meeting	EUAR	Lille, FR
17.03.2017	EC Expert Group meeting on Fees & Charges	DG MOVE	Brussels, BE
20.03.2017	High level meeting on Rail Competitiveness	EP	Brussels, BE
20-21.03.2017	EIM RST WG meeting	EIM	Brussels, BE
21-22.03.2017	EIM SEC WG meeting	EIM	London, UK
22.03.2017	EIM TSG meeting	EIM	Brussels, BE
22-23.03.2017	Electro-mobility Stakeholder Forum	EC	Brussels, BE
23.03.2017	EIM-CER meeting on Timetabling	EIM	Brussels, BE
24.03.2017	Electromobility platform meeting on eurovignette directive	Renault-Nissan	Brussels, BE
28.03.2017	PRIME- RU Dialogue meeting	EC / EIM	Brussels, BE
28-29.03.2017	EIM PRM WG meeting	EIM / CER	Brussels, BE
29.03.2017	EIM meeting with Rail Baltica	EIM	Brussels, BE
29.03.2017	RFCs Sector's Statement SG meeting	EC / EIM	Brussels, BE
30.03.2017	EIM discussion on TAP TSI revision	EIM	Brussels, BE

Date	Events	Organiser	Location
April			
3.04.2017	EIM Experts Meeting on timetabling	EIM	Brussels, BE
4-5.04.2017	EIM SAF WG meeting	EIM	Brussels, BE
5-6.04.2017	EIM OPE WG meeting	EIM	Rome, IT
5-6.04.2017	EIM PMC meeting	EIM / ProRail	Amsterdam, NL
6.04.2017	PRIME – subgroup on regulatory bodies	EC / EIM	Vienna, AT
6.04.2017	EUAR Executive Board no 4	EUAR	Lille, FR
7.04.2017	EIM Board Call 2/5	EIM	Brussels, BE
7.04.2017	GRB core meeting	CER/all	Brussels, BE
10.01.2017	EIM-CER discussion on D.A. on Timetabling	CER	Brussels, BE
12.04.2017	EC Expert Group	EC	Brussels, BE
19.04.2017	RFCs Priority Projects – Follow up Rotterdam Declaration	DB Netze	Frankfurt, DE
19.04.2017	EIM ERTMS WG meeting	EIM	Brussels, BE
20.04.2017	EIM RINF WG Telco	EIM	/
24.04.2017	Noise in Europe conference	EC	Brussels, BE
25-26.04.2017	RFID for Rail meeting	CEN/CENELEC	Milton Keynes, UK
26.04.2017	EIM-CER RINF WG meeting	EIM	Brussels, BE
28.04.2017	TTR meeting with the EC	CER	Brussels, BE
May			
2.05.2017	OTIF's revision of COTIF	OTIF	Brussels, BE
3.05.2017	Workshop on Access to Service Facilities I.A.	CCAB	Brussels, BE
3.05.2017	Conference on Rail Freight Noise	CER	Brussels, BE
5.05.2017	GRB core meeting	CER / all	Brussels, BE
10.05.2017	SERA Conference	EC / EUAR	Helsinki, FI
10.05.2017	EIM PMC meeting	EIM	Brussels, BE
11-12.05.2017	PRIME – subgroup on KPIs	EC / EIM	Brussels, BE
15.05.2017	ProRail + Network Rail meeting on ERTMS hybrid level 3	EIM	Brussels, BE
16.05.2017	EIM SEC WG internal meeting	EIM	Brussels, BE
16-17.05.2017	EIM OPE WG meeting	EIM	Madrid, ES
17-18.05.2017	Conference on GSM-R and FRMCS	UIC	Paris, FR
18-19.05.2017	EIM Asset Management WG meeting	EIM	London, UK
18.05.2017	EIM NOI WG Telco	EIM	/
18.05.2017	PRIME subgroup meeting on I.A. Energy Metering	CER	Brussels, BE
22-23.05.2017	RNE Legal Matters WG	RNE	Ljubljana, SI
30-31.05.2017	EIM PRM WG meeting	EIM / CER	Brussels, BE
31.05.2017	EIM Board Call 3/5	EIM	Brussels, BE

Date	Events	Organiser	Location
June			
1.06.2017	JPCR meeting	CEN/CENELEC	Brussels, BE
2.06.2017	GRB core meeting	CER / all	Brussels, BE
6.06.2017	Electromobility plenary	Alstom	Brussels, BE
7-8.06.2017	EIM TEL WG meeting	EIM	Brussels, BE
7.06.2017	EIM ERTMS WG meeting	EIM	Brussels, BE
7-8.06.2017	EIM SAF WG meeting	EIM	Borlänge, SE
8.06.2017	GRB plenary meeting	CER / all	Brussels, BE
8.06.2017	GRB meets Josef Doppelbauer Event	CER / all	Brussels, BE
8.06.2017	EUAR Executive Board	EUAR	Lille, FR
9.06.2017	RASCOP meeting	EC	Brussels, BE
12.06.2017	PRIME plenary	EC / EIM	Sopron, HU
12.06.2017	EIM GA + CEOs Club meeting	EIM	Sopron, HU
13.06.2017	HLIM meeting	EIM / CER	Sopron, HU
13-14.06.2017	EIM SEC WG meeting	EIM	Stockholm, SE
14-15.06.2017	EIM RST WG	EIM	Brussels, BE
15.06.2017	NRB meeting	EUAR	Lille, FR
15.06.2017	CEDR Executive Board	CEDR	Rome, IT
19.06.2017	EIM NOI WG meeting	EIM	Brussels, BE
22.06.2017	Timetabling with CER and RNE	EIM/CER	Brussels, BE
23.06.2017	GERM WG on Timetabling	DG MOVE	Brussels, BE
27.06.2017	EUAR Management Board no 42	EUAR	Lille, FR
27-29.06.2017	Rail Baltica Conference	FTA	Helsinki, FI
28.06.2017	EIM TSG meeting	EIM	Brussels, BE
30.06.2017	EIM RINF WG meeting	EIM	Brussels, BE
July			
4.07.2017	EIM TEL WG Telco	EIM	/
5-6.07.2017	EIM OPE WG meeting	EIM	Helsinki, FI
7.07.2017	GRB core meeting	CER / all	Brussels, BE
7.07.2017	EIM TAP TAF WG meeting	EIM	Utrecht, NL
12.07.2017	EIM ERTMS WG meeting	EIM	Brussels, BE
13.07.2017	RFCs SSG Governance meeting	CER	Brussels, BE
August			

Date	Events	Organiser	Location
September			
5-6.09.2017	EIM RST WG meeting	EIM	Helsinki, FI
8.09.2017	GRB core meeting	CER / all	Brussels, BE
12.09.2017	GRB plenary meeting	CER / all	Brussels, BE
12-13.09.2017	PRIME – subgroup on KPIs	EC / EIM	Bern, CH
12-13.09.2017	EIM ENE WG meeting	EIM	Oslo, NO
13.09.2017	EIM NOI WG meeting	EIM	Brussels, BE
13.09.2017	EIM ERTMS WG meeting	EIM	Brussels, BE
13-14.09.2017	EIM PMC meeting	EIM / PKP-PLK	Krakow, PL
14.09.2017	EUAR Executive Board no 6	EUAR	Lille, FR
18-19.09.2017	EC Expert Group	EC	Brussels, BE
19.09.2017	EIM INF WG meeting	EIM	Brussels, BE
19-20.09.2017	EIM OPE WG meeting	EIM	Prague, CZ
20-21.09.2017	PRIME subgroup on Charging	EC / EIM	Riga, LT
20-21.09.2017	EIM SAF WG meeting	EIM	Madrid, ES
21-22.09.2017	Connecting Europe Facilities Event	EC	Tallinn, ET
26-27.09.2017	EIM TEL WG meeting	EIM	Brussels, BE
26-27.09.2017	EIM Asset Management WG meeting	EIM	Lisbon, PT
26.09.2017	EUAR Management Board no 43	EUAR	Lille, FR
26.09.2017	Rail Forum Europe	EC	Brussels, BE
27.09.2017	EIM PRM WG meeting	EIM / CER	Brussels, BE
27-28.09.2017	Infrabel ICT on Train Conference	Infrabel	Brussels, BE
29.09.2017	PRIME subgroup on Implementing Acts	EC / EIM	Brussels, BE
October			
3.10.2017	EIM Board Call 4/5	EIM	/
4.10.2017	Cybersecurity4Rail conference	EUAR	Valenciennes, FR
4-5.10.2017	EIM TSG meeting	EIM	Brussels, BE
4-5.10.2017	EIM SEC WG meeting	EIM	Brussels, BE
6.10.2017	GRB core meeting	CER / all	Brussels, BE
09.10.2017	PRIME subgroup on Digitalisation	EC/EIM	Utrecht, NL
11.10.2017	RNE Legal matters	RNE	Roma, IT
18.10.2017	EIM ERTMS WG meeting	EIM	Brussels, BE
18-19.10.2017	EIM PMC meeting	EIM	Brussels, BE
23-24.10.2017	EUMEDRAIL - EUAR meeting with a delegation from Israeli MoT	EIM / EUAR	Brussels, BE
24-25.10.2017	PRIME – subgroup on KPIs	EC / EIM	Frankfurt, DE
25.10.2017	EIM RINF WG meeting	EIM	Brussels, BE
30.10.2017	EIM SAF WG Telco	EIM	/

Date	Events	Organiser	Location
November			
3.11.2017	GRB core meeting	CER / all	Brussels, BE
6.11.2017	EIM PRM WG meeting	EIM / CER	Brussels, BE
7.11.2017	EIM NOI WG meeting	EIM	Brussels, BE
8.11.2017	EIM ERTMS WG meeting	EIM	Brussels, BE
8-9.11.2017	EIM Asset Management WG meeting	EIM	Utrecht, NL
9.11.2017	PRIME subgroup on Financing	EC/EIM	Brussels, BE
9.11.2017	EUAR Executive Board no 7	EUAR	Lille, FR
13-14.11.2017	EIM OPE WG meeting	EIM	Brussels, BE
14.11.2017	EC Expert Group	EC	Brussels, BE
15.11.2017	Connecting Europe Facilities Event	EC	Strasbourg, FR
15.11.2017	EIM GA + CEOs Club meeting	EIM	Brussels, BE
16.11.2017	PRIME plenary	EC / EIM	Brussels, BE
16.11.2017	GRB plenary meeting	CER / all	Brussels, BE
17.11.2017	JPCR meeting	CEN/GENELEC	Brussels, BE
20.11.2017	Workshop on Critical Infrastructure Protection	EC	Brussels, BE
22.11.2017	EIM SAF WG meeting	EIM	Utrecht, NL
24.11.2017	RASCOP meeting	EC	Brussels, FR
27.11.2017	NRB meeting	EUAR	Brussels, BE
28.11.2017	EIM TSG meeting	EIM	Brussels, BE
28.11.2017	EIM TDC WG meeting	EIM	Brussels, BE
28-29.11.2017	EIM TEL WG meeting	EIM	Brussels, BE
29.11.2017	EUAR Management Board no 44	EUAR	Valenciennes, FR
December			
1.12.2017	GRB core meeting	CER / all	Brussels, BE
4.12.2017	PRIME – subgroup on Financing	EC / EIM	Brussels, BE
6.12.2017	EIM ERTMS WG meeting	EIM	Brussels, BE
6.12.2017	RNE General Assembly	RNE	Vienna, AT
7.12.2017	Rail Freight Days	RNE	Vienna, AT
12-13.12.2017	EIM PMC meeting	EIM / Infrabel	Brussels, BE
12-13.12.2017	PRIME – subgroup on safety culture	EC / EIM	Birmingham, UK
13-14.12.2017	EIM OPE WG meeting	EIM	Brussels, BE
13-14.12.2017	EIM SEC WG meeting	EIM / Infrabel	Brussels, BE
14.12.2017	GRB plenary meeting	CER / all	Brussels, BE
14.12.2017	eMobility Platform plenary meeting	eMobility Platform	Brussels, BE
15.12.2017	EIM Board call 5/5	EIM	/
29.12.2017	EIM PRM WG meeting	EIM / CER	Brussels, BE

# 07

## INTERNAL AFFAIRS



Control center (FI).  
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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 4<sup>th</sup> 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



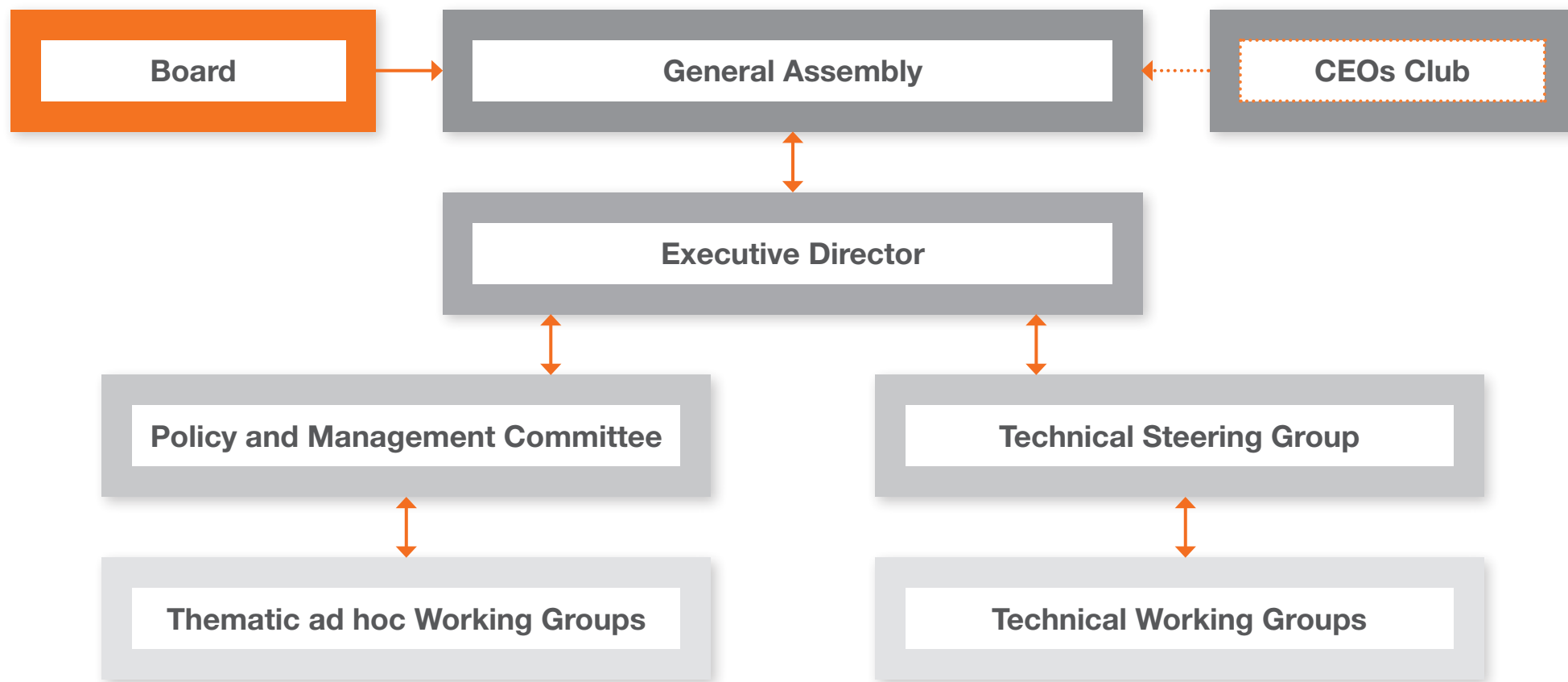
EIM General Assembly & CEOs Club meeting, November 2017, Brussels (BE)

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## TOPICS

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## Organisational Structure



## 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)

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## Human Resources

### EIM AS AN EMPLOYER

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- 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

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- 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

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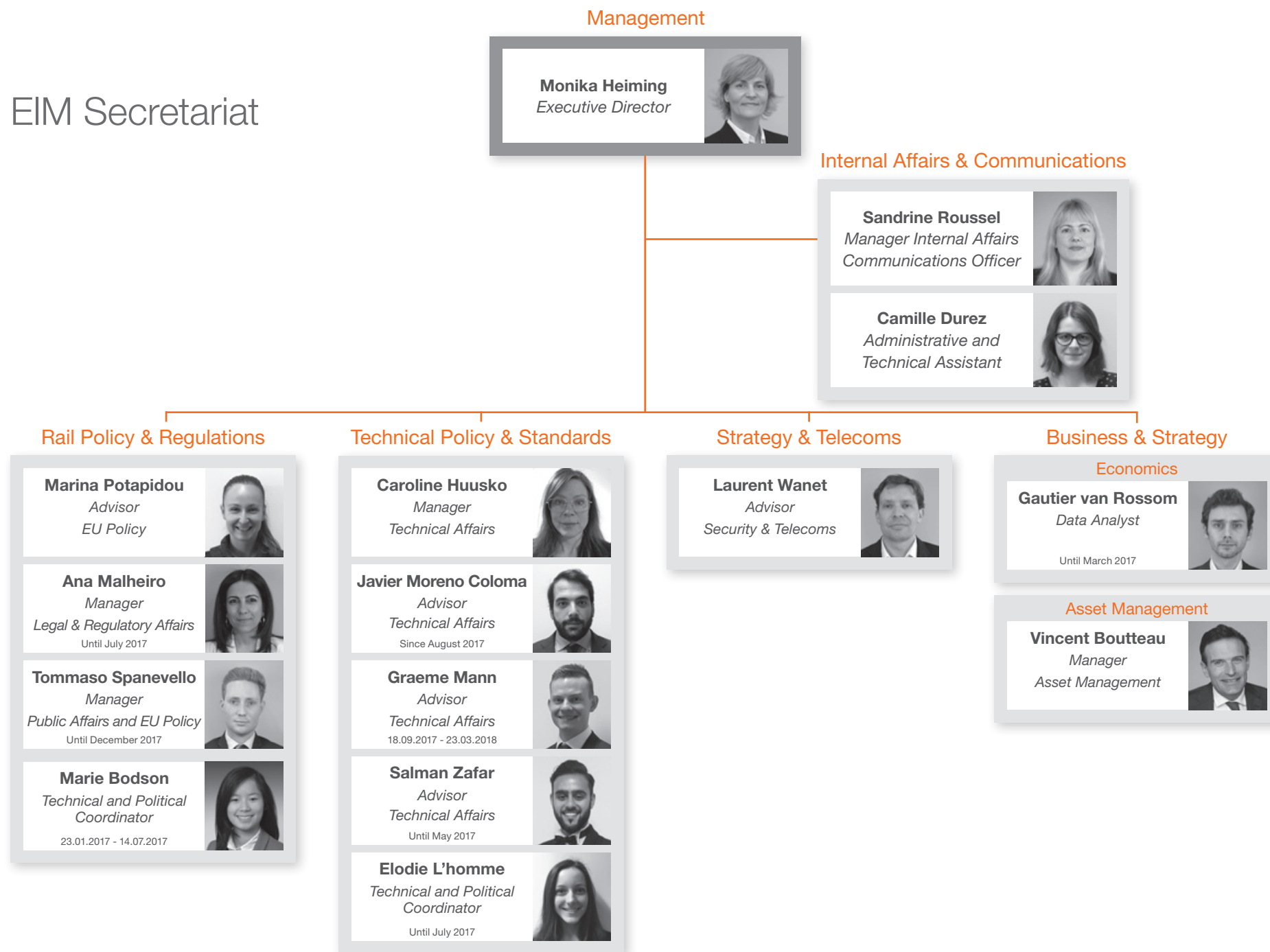
- EIM has a long tradition with secondments from its members.
- Assignments take various forms and shapes and can last from 3 months – 5 years.
- Seconded staff receive job assignments based on the needs of the sending organisation and the profile of the secondeed.
- All secondees receive special training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

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- Traineeships for graduates (economics and strategy/European studies).

# EIM Secretariat



## EIM Membership

### WHY BECOME A MEMBER?

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- 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

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- 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?

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- Candidates for membership must submit a written application to the President of EIM.
- The options are:
  - > send an e-mail to [info@eimrail.org](mailto: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

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- 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.

## CO-OPERATION



## INTERNAL AFFAIRS

## ANNEXES



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## TOPICS

Glossary

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## Glossary

### **Asset Management**

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

### **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 to 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)**

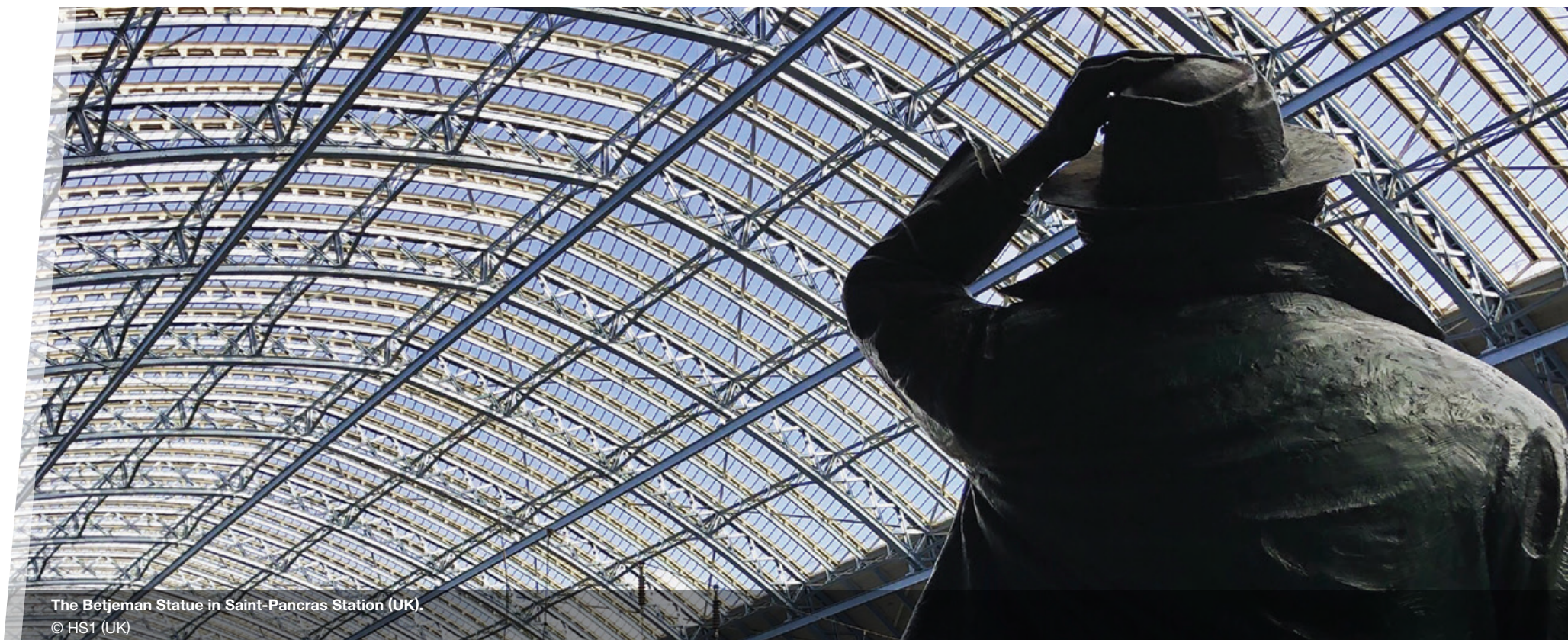
A network of highways, railway lines, inland waterways and other transport networks, which is in part funded by the European Union. The goal of the TEN-T program is to connect all European regions to the single market.

## **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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