



Opportunities

- An efficient infrastructure minimises the risk of longer disruptions and provides better customer services;
- Investments in interoperability will bring new opportunities for business growth;
- Investments for new, upgraded or renewed lines will bring cost optimisation via innovation (digitalisation and reliability);
- The revised INF TSI gives the chance to clarify and streamline the costly procedures for the evaluation of conformity.

Challenges

- Adaptation of existing infrastructure to the new requirements may require additional investments;
- Growing legal requirements may involve increasing maintenance costs and the impossibility to adapt existing lines to them;
- The next revision of the TSI may create unacceptable costs and complicated procedures.

Objective

The 4th Railway Package and especially [Directive \(EU\) 2016/797](#) on the interoperability of the rail system within the European Union, require the adaptation of the network to European standards to allow a smooth circulation of trains in Europe. The first step for Infrastructure Managers (IMs) towards this goal is to follow the European requirements when renewing, upgrading or building new lines and stations. These requirements are stated in the [\(INF TSI\) \(Regulation \(EU\) 1299/2014\) Technical Specification for Interoperability on Infrastructure](#), which ensures the interoperability of the subsystems.

In the longer run, IMs are committed to increase the capacity and efficiency of their rail infrastructure to contribute to the objective of the EU to shift 50% of medium distance passenger transport from road to rail and to cut CO2 emissions in transport by 60% by 2050, as defined in the 2011 [EU White Paper on "Roadmap to a Single European Transport Area –Towards a competitive and resource efficient transport system"](#).

Involvement of Infrastructure Managers

Investments in building and maintaining an efficient and intermodal rail infrastructure network will enhance the mobility of people and generate economic growth. Whilst investing in the infrastructure's upgrades and developments, IMs also ensure interoperability among all components and railway sub-systems, such as rail lines, associated technical structures (e.g. bridges, tunnels, platforms, etc.), equipment (e.g. energy power lines, etc.) and relevant buildings (e.g. stations). IMs input and experience with the TSI INF are essential. The TSI aims at creating common limit values on infrastructure parameters to cover all safety-related parameters, ensuring the interoperability between rail vehicles and fixed installations.

EIM in action

- EIM's Infrastructures Working Group (INF WG) cooperates with the relevant peer group of CER;
- EIM aims at improving interoperability of the network by filling the gaps in the TSI INF in a cost-efficient way. The implementation of the TSI can be improved by sharing practical experiences with the new TSI.

