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Front cover photo: Modestphotos, Tralikverket (SE)
Back cover photo: Network Rail (UK)
Rail Infrastructure Managers (IMs) are key actors in the transport system.

**2014 EIM Activities**

**PLANNING**
- IMs plan for the future
- Integration
- International cooperation
- Extended role of IMs

**BUILDING**
- IMs build the network
- Time & Services
- Interoperable railway systems
- Central Command & Signaling systems
- IT & Security

**MAINTAINING**
- IMs maintain their assets

**OPERATING**
- IMs make the trains run
- Asset management
- Maintenance
- Revenue
- Collaboration with customers
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Introduction

The rail infrastructure managers (IMs) in Europe are key actors within the railway sector. They play an important role in the European economy as well as in the whole transport sector. Being key actors, the IMs face a wide range of challenges in the fields of policy, technology, business and finance. Some of the challenges include the 4th Railway Package, the digitalisation of the European railways, ERTMS, and the funding of rail infrastructure under CCF, to mention a few.

These challenges increase the pressure on IMs to continuously deliver better and better results, efficiency and reliability to stakeholders and customers. In order to overcome these challenges, the IMs engage in collaboration and co-operation across Europe – both within the railway sector but also by reaching out to other transport modes. These challenges require ambitious planning and a clear vision of the IM’s role at the present point in time and beyond. A clear vision of the role of the IM sets the standard for the future.

The infrastructure managers within EIM are a vital part of the coordinations and co-operations carried out as a result of the increasing importance of the IMs’ roles on both national and European levels. The increasing digitalisation and standardisation of the European railways are two examples of factors which reinforce the role of IMs and EIM is committed to supporting its members in securing future growth and development. At EIM, we support our members in accomplishing these tasks and we work to help our members realise their full potential – every day.
Our Strategic Vision 2014-2019

THE FUTURE EU RAIL TRANSPORT SYSTEM

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

THE FUTURE RAIL INFRASTRUCTURE MANAGER

... will have to provide the best possible return on investment via a whole system, whole life and whole network cost approach
... will need to act as a system coordinator to deliver more and better end-to-end services to its customers and owners
... will need to adopt a leadership role in the optimisation of its processes, via longer term (network) planning on national or EU level
... will have to offer seamless, cross-border and cross-modal transport connections at a local, national and European level (corridors)
... will need to increase its benchmarking to offer unparalleled 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 layers 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 Railway Agency (ERA), 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
Network Rail (UK) maintenance staff examine the Forth Rail Bridge in Scotland which links Edinburgh with the north-east.

Photo: Network Rail
European Infrastructure Managers are at the very heart of rail transport – and of some of its most exciting developments. From long-term planning through to operational collaboration with other transport infrastructures, we can help make journeys seamless for passengers and increase the potential for intermodal freight operations. The development of links with other modes and innovations such as increased use of digital technologies will enable the delivery of greater value for money, increased capacity, and a safer environment.

As Europe’s transport systems develop, the rail infrastructure manager must be at the centre of the transformation and strive towards increased performance and better experiences for our customers, passengers and freight users.

Paul Plummer
President of EIM and Group Strategy Director of Network Rail, United Kingdom
Trafikverket (TV) uses a wide range of measures to remove snow and ice from the infrastructure in order to keep services at normal levels.

Photo: Thomas Johansson, Trafikverket (TV)
We are committed to working in an open and collaborative way with each other and with all our customers to deliver excellent levels of service, innovative transportation solutions and help build the European railway network of the future.

Gunnar Malm
Past President of EIM and Director-General of Trafikverket, Sweden
...The Variante de Tovela was commissioned by REFER (PT) to eliminate a critical bottleneck and reduce journey times on the Linha Via. Photo: REFER (PT)
Infrastructure managers play a key role in the development and the functioning of a sustainable EU transport network. The idea of fully fledged and independent infrastructure managers is a core element of the proposal from the Commission for a Fourth Railway Package. Investments into strategic infrastructure, including railways, are today again at the heart of President Juncker’s recently announced Investment Plan for Europe. To make rail transport more attractive, infrastructure managers need to continue efforts of becoming more efficient, innovative and responsive to customer needs.

João AGUIAR MACHADO
Director-General of DG MOVE
Benedenmark (DK) is expanding the catenary system for electrical trains by approximately 1000 km, doubling the size of the existing network. Photo: Robert Attemann, Benedenmark (DK)
Rail transport has great potential to be the backbone of the Single European Transport Area. It is the most sustainable mode of transport and can offer safe and affordable mobility to everyone. We urgently need to stop neglecting our great railway systems that the rest of the world envies!

Michael CRAMER
Chairman of the European Parliament's Committee on Transport and Tourism (TRAN)
## Our Members and Our Association

### National members

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<td>Denmark</td>
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<td>InfraBel</td>
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<td>Jernbaneverket</td>
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<td>United Kingdom</td>
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<td>ProRail</td>
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<td>Refer</td>
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<td>PKP Polskie Linie Kolejowe S.A.</td>
<td>Poland</td>
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<td>SNCF Réseau</td>
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### Non-national members

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<td>High Speed 1</td>
<td>United Kingdom</td>
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### Associate members

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EIM in a nutshell

Founded: March 2002
Legal entity: AISBL (International Non-Profit Association)
Office: Brussels, Belgium
Coverage: 11 countries
Members: 12 full members and 2 associate members
President: Paul Plummar (Network Rail)
Executive Director: Monica Haering

Vision

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

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 IIMs to share best practices and efficiency tools

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Phone: +32 2 204 37 70
Website: www.eimrail.org
E-mail: info@eimrail.org
London St Pancras International is a National Rail connector station and functions as the UK terminus for Eurostar trains using HS1 (UK) infrastructure from Paris, Lille and Brussels.

Photo: High Speed 1 (UK)
Business Model of an Infrastructure Manager

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

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

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

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

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

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

The Network Maintenance
The Market Investments
The Money Funding
The Customer Operations
Outlook 2015

The future IM must take into account a larger spectrum of different aspects compared to today. Some areas could be completely novel for the IM while some are expansions of the current state of play:

- An enlarged mandate from EU legislation.
- Increasing number of operators due to market opening.
- Evolution towards a more multimodal transport system and seamless end-to-end journeys.
- Benchmarking of the performance of the IM.
- Review of the entire life cycle of the rail network and its interfaces.
- Digitalisation, data handling and new technologies.

These different areas are just examples of how the future IM will be affected. The IM must deliver a product that is suitable for all users, both passengers and goods, to optimise their journey in three different ways.

First, in a multimodal context where the passenger utilises several modes, they must be interlinked and connected. Second, the entire journey must be high-performing and adapted to the needs of the passenger. The value chain must be optimised through, for example, better benchmarking and a life-cycle approach. Last but not least, the passenger needs to be provided with services that realise the full potential of the transport system and provide a more user-centric attitude. Other areas and synergies must be explored further such as digitalisation.

The three vectors of evolution of the future rail infrastructure manager are shown on the right.
Outlook – The Future Rail IM

EIM should also support its members through vertical and horizontal approaches as well as guiding in new areas such as in digital aspects.

**VERTICAL: VALUE CHAIN**
EIM should align with the entire value chain from customers to suppliers.

**NEW AREAS: DIGITAL**
In order to fully embrace new opportunities and find relevant interests for IMs, it is crucial to understand sectors such as telecoms and digital aspects not yet related to railway.

**HORIZONTAL: MULTIMODAL**
It is important to understand other transport modes and identify innovations from the entire transport sector.
The Hollandtunnel Project in south western Sweden will remove a crucial bottleneck between Gothenburg and Malmö by boring through the Haldvindsdalen to double the track and enable much heavier trains to use the route.

Photo: Morpho, Trafikverket (SH)
EIM Key Activities 2014
The West Link project in Sweden will see the creation of a railway tunnel underneath Gothenburg with three new underground stations constructed. Increased capacity on the network and improved accessibility to the second city are the main reasons for the project.

Photo: MagnusWedin, "S:tHållbarhet 360"
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## EU Evolution

In 2014, a new European Commission, a new European Parliament, a new Presidency of the Council and a new Executive Director of ERA took office. The context, impact on IMs and the outlook for 2015 are shown below.

### Context

- The new European Commission (EC), led by Jean-Claude Juncker, started its mandate on 1st November 2014. Violeta Bulc has become the new Commissioner for Transport.
- The main objectives of the new EC are: jobs and growth, reform of the economic and monetary union; the creation of a digital single market; completion of an energy union; and a more effective EU external relations policy.

### Impact on IMs

- The main objectives of the EC and a stronger clustering of all infrastructure-related industries will require IMs to cooperate more and in more innovative areas (e.g. digitalisation).

### Outlook 2015

- DG MOVE’s main priorities for next year will be finalising pending regulatory initiatives (e.g. the 4th Railway Package, implementing acts etc.) and implementing adopted ones (e.g. TSI-7 odometer and contributing to the Juncker investment programme (“ESIF”).

### Context

- The election for the European Parliament took place on 25th May 2014.
- Michael Cramer (Greens, Germany) has been appointed Chair of the EP TRAN (Transport and Tourism).

### Impact on IMs

- In line with the pending EU legislative initiatives (IP IPs): White Paper, but also other issues, IMs have an interest to cooperate across borders.

### Outlook 2015

- The TRAN Committee’s agenda for 2015 mainly includes the revision of the 2011 White Paper, the conclusion of the negotiations on the Fourth Railway Package, the support for President Juncker’s digital agenda, the tackling of social dumping and the Juncker Investment Programme (ESIF).

### Context

- Italy has held the Presidency of the Council of the European Union starting on 1st July 2014 until 31st December of the same year.
- The Italian Presidency worked mainly on EU competitiveness, the completion of the single market and the reduction of the cost of energy but also on the 4th IP.

### Impact on IMs

- The negotiations related to the 4th IP are relevant for the IMs both in organisational but also technical terms.

### Outlook 2015

- On 1st January 2015, Latvia will take over the Presidency of the Council. They are expected to follow in the footsteps of the former Italian Presidency. One of the important issues is also the Juncker Investment Programme (ESIF).

### Context

- On 30th September 2014, Dr. Josef Doppelbauer was elected Executive Director of the European Railway Agency (ERA).

### Impact on IMs

- The 4th IP increases a stronger mandate for ERA, when it comes to, amongst other things, the certification and authorisation processes. ERA’s role as system authority for ETCS/ETCS+ is crucial for the successful deployment of the system in the European railway sector.

### Outlook 2015

- ERA will prepare for the next mandate stemming from the 4th IP and work closely with the sector in ETCS/ETCS+ deployment whilst increasing its role in the economic evaluation of its work and the TSGs (Technical Specifications for Interoperability).
Nominations and Elections at EU level in 2014

2014

**Elections of the European Parliament**

The turnout of the vote was slightly below 50%. Although, there was a significant increase in the support for Euro-sceptic political parties across the whole EU, the traditional “moderates” and pro-EU parties secured a strong majority through their combined results. The European Peoples Party won the largest number of seats.

**Italy takes over the Presidency of the Council of the European Union**

Despite a very ambitious agenda to work on digital technologies, fully commit to the completion of the single market and reduce the cost of energy, the Italian Presidency struggled to enhance the EU’s competitiveness, create economic growth or boost employment.

**Appointment of TRAN Committee’s Chairman**

Michael Craner (Germany) was appointed as Chair of the EP TRAN (Transport and Tourism). His priorities include sustainable mobility, ensuring equal treatment between different modes of transport, opposing gigaliners and improving the integration of different transport modes.

**European Commission President Juncker was elected**

For the first time, the European Parliament in a secret ballot elects, and not merely approves, the President of the European Commission following a proposal by the European Council – according to the rules laid down in the Lisbon Treaty.

**Election of new European Railway Agency’s (ERA) Executive Director**

Dr. Josef Doppelbauer (Dipl.-Ing.) was elected as the new Executive Director of the European Railway Agency (ERA). In his new role, Dr. Doppelbauer is likely to pursue the creation of a more decentralised ERA so it can cooperate more closely with national stakeholders. His other initial aims are to set up an ERTMS stakeholder platform, establish an economic evaluation of TSI’s, and secure an advisory role for ERA in SHIRRail.

**New European Commission starts its 5-year mandate**

The new European Commission led by President Juncker takes office for five years. Following the hearings before the relevant EP Committees, 27 Commissioners have been appointed. Seven of these have been raised to the status of Vice-Presidents in charge of high-level comprehensive policy tasks. Violeta Bulc (Slovenia) has been appointed as the new Commissioner for Transport.

01/01/2015

**Latvia takes over the Presidency of the Council of the European Union**

The Latvian Presidency of the Council took over on 1st January 2015, and will be followed in the second half of the year by Luxembourg.
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”.

Finally, 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. According to the Fourth Railway Package proposal, which is currently being discussed, the infrastructure manager “shall ensure the development, operation and maintenance of railway infrastructure on a network; development includes network planning, financial and investment planning as well as building and upgrades of the infrastructure; operation of the infrastructure includes all elements of the process of train path allocation, including both the definition and the assessment of availability and the allocation of individual paths, traffic management and infrastructure changing, including determination and collection of the charges; maintenance includes infrastructure renewals and the other asset management activities”.
An Infrastructure Manager’s Function in EU Legislation

4th Railway Package proposal (art. 3 (2))

5th Directive 2012/24/EU (art. 3 (2))

Directive 91/440/EEC (art. 3)

Illustration: EIM

- Other asset management activities
- Infrastructure renewals
- Infrastructure changing (define-collect)
- Train path allocation
- Building and upgrades of infrastructure
- Financial & Investment planning
- Network planning
- Operation of railway infrastructure
- Development of railway infrastructure

- Signaling
- Control-command
- Traffic management
- Management of railway infrastructure

- Operation of safety systems
- Operation of control systems
- Maintenance of railway infrastructure
- Establishment of railway infrastructure

Timeline:
- 1991
- 2012
- 201X
- 20XX
FACTS

- The 4th RP is a legal initiative of the European Commission, published on 30 January 2013. The package consists of six legislative proposals, divided into a Political and a Technical pillar—including three proposals each. The aim is to update and revise the legal framework for the functioning of the railway sector in order to complete the Single European Rail Area.
- The Technical Pillar was voted on in the EP plenary on 26 February 2014. Trilogue discussions between the Commission, Parliament and Council began on 23 October 2014 and last until Spring 2015.
- On the Political Pillar, the Italian Presidency, at the TTE Council on December 3rd, reached a “general approach” on the normalisation of the accounts of the RIs and has produced a Progress Report on the governance and markets proposals.

IMPACT ON IMS

- The package reforms the governance structures of the sector, sets the criteria for co-operation between railway undertakings and infrastructure managers (including vertically integrated undertakings) and sets the procedures and criteria for tendering of public service contracts.
- EU-wide co-operation is fostered in a network of infrastructure managers, enabling a regular and direct discussion among European infrastructure managers and between the European Commission and infrastructure managers.
- The potential split of the 4th RP into a technical and political part led to delays and fragmented approaches.

EIM OBJECTIVES

- Safeguard a holistic 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 EU railway market with single/harmonised rules, procedures and tasks.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Establishment of a very constructive co-operation and regular dialogue with the European Commission, MEPs and national transport attachés.
- The compromises reached by the responsible committee of the EP included several EIM recommendations on the Technical Pillar.

OUTLOOK 2015

- The state of play on the Political Pillar is still open. Both the EC and the EP want the Package to be kept together as one.
The 4th Railway Package

**EU PROPOSAL (2015)**

**POLITICAL PILLAR**
- Repeal of Regulation (EC) No 1165/98 on common rules for the normalisation of the accounts of railway undertakings

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

**TRILOGUE NEGOTIATIONS**
- European Parliament
- European Commission
- Member States (Council of the European Union)

**SECTOR**
- RUs
- Ins
- Others
FACTS
- Directive 2012/34/EU recasting the First Railway Package contains the basic provisions for market opening in the railway sector.
- Directive 2012/34/EU empowers the Commission to adopt implementing acts in order to ensure uniform conditions on, among others, the following fields: modalities for the calculation of direct costs; procedures and criteria for framework agreements; non-differentiated track access charges; modulation of charges for trains with ETCS; access to service facilities and to services.
- To this end, the Commission consults the industry through PRIME, amongst other platforms, and Member States through the Single European Rail Area Committee (SERAC).

IMPACT ON IMS
- Implementing acts concern key aspects for IMs such as charging framework agreements.
- The IEC is able to adopt these acts without having to consult the EP or the Council. Once adopted the implementing acts will be directly applicable.

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

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Ongoing bilateral contacts between the European Commission and EIM’s Members, notably through PRIME Subgroup.
- EIM is recognised as a relevant stakeholder in various subgroups of the SERAC Committee.
- A more flexible approach has been endorsed by the EC on the modalities for calculations of direct costs and on framework agreements.
- The application of differentiated track access charges with regards to ERTMS and Noise is non-mandatory.

OUTLOOK 2015
- The Directive shall be transposed into national law by MS by 16 June 2015.
- Throughout 2015 the IEC will continue consultations with stakeholders and present draft acts for further discussions & final approval in the SERAC Committee.
Directive 2012/34/EU – Recast of 1st Railway Package

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

**NOISE DIFFERENTIATED CHARGES**
“The Commission shall adopt implementing measures setting out the modalities to be followed for the application of the charging for the cost of noise effects.”

**SR/TSM DIFFERENTIATED CHARGES**
“Before 16 June 2015 and following an impact assessment, the Commission shall adopt measures setting out modalities to be followed in applying the differentiation of the infrastructure charge.”

**FRAMEWORK AGREEMENTS**
“The Commission may adopt measures setting out the details of the procedure and criteria to be followed for the application of this Article.”

**ACCESS TO SERVICE FACILITIES**
“The Commission may adopt measures setting out the details of the procedure and criteria to be followed for access to the services to be supplied in the service contracts.”

All measures submitted to SERAC (Single European Rail Area Committee) for opinion

Member States
FACTS
- As the Guardian of the Treaties, the European Commission is responsible for ensuring that EU law is correctly applied.
- Consequently, where a Member State fails to comply with EU law, e.g., ensure correct and timely transposition or implementation of EU law, the European Commission may try to bring the infringement to an end and, where necessary, may refer the case to the European Court of Justice (ECJ).

IMPACT ON IIMS
- Several MS have been subject to judgments by the ECJ. MS need to implement the decisions which ultimately may have an impact on the way IIMS are organised or financed.
- Infrastructure managers may risk investigations, especially in relation to their financial transparency and the use of public funds, intended for infrastructure and public services under public service obligations, to cross-subsidise passenger and freight train services open to competition.

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

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

OUTLOOK 2015
- A report of the infringements opened by the Commission is published every month. It shall be disseminated by the EIM Policy Team to all delegates.
Infringement Proceedings

EC
Guardian of the EU Treaties

LEGAL BASIS
As the Guardian of the Treaties, the EC is responsible for ensuring that Community law is correctly applied. Whenever the EC considers that a Member State has breached Community law, the EC has the option of commencing infringement proceedings under art 258 (ex Article 226 TEC) of the Treaty on the Functioning of the EU.

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

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<td>Letter of formal notice</td>
<td>Commission requests national government to comment on non-compliance problem within 2 months or less.</td>
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<td>Reasoned Opinion</td>
<td>In case of no or an unsatisfactory reply, the EC states reasons why it believes the Member State has breached EU law. National government has 3 months or less to comply.</td>
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<td>Referral to EU Court of Justice</td>
<td>In case of no or an unsatisfactory reply, the EC asks the European Court of Justice (ECJ) to open a litigation procedure.</td>
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<tr>
<td>Judgement by the EU Court of Justice</td>
<td>The ECJ decides whether the Member State has breached EU law.</td>
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FACTS
- In October 2012, the European Commission presented its amending proposal of the EIA Directive 2011/92/EU with the aim of making procedures and conditions for environmental impact assessments clearer.
- On 12 March 2014, the European Parliament adopted its first reading position to the revised EIA Directive. The relevant new provisions include a quality control mechanism, mandatory assessment of reasonable alternatives and a broader scope of the EIA, as well as justification for EIA decisions.

IMPACT ON IMS
- Infrastructure managers are directly impacted as rail projects listed in the proposal qualify as having a negative impact on the environment.
- The length and cost of procedures outlined in the proposal may have further increased administrative burden on the infrastructure managers.
- Member States now have a mandate to simplify their different environmental assessment procedures; and the screening procedure (essentially determining whether an EIA is required) is simplified with decisions being duly motivated.

EIM OBJECTIVES
- Establishing and maintaining a coalition with stakeholders potentially impacted by the proposal.
- Avoiding unnecessary administrative burden for large-scale and small-scale projects.
- Promoting a fair balance between further strict environmental criteria and opportunities of investment in the sector.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Successful coalition with stakeholders impacted by the proposal, e.g. further co-operation with several energy companies.
- Most of the amendments proposed by EIM have been adopted by the EP (ENVI Committee) and the Council.

OUTLOOK 2015
- No milestones during 2015, but the revised EIA Directive needs to be transposed into national law by 16 May 2017.
Environmental Impact Assessment Directive

EC
Adopted 25 years ago, the EIA Directive had to be adapted to current challenges and experiences. Following a public consultation, the EC proposed a revised Directive.

LEGAL BASIS

SCOPE
All projects likely to entail critical infrastructure, having significant and adverse environmental effects, shall have an Environmental Impact Assessment (EIA) prior to their authorisation. As part of the permitting process, the EIA shall also assess the environmental costs and benefits of projects to ensure their suitability.

MEMBER STATES
Monitoring
If projects entail critical infrastructure, with significant adverse effects on the environment, they will need to be monitored using procedures determined by the Member States. Member States have to determine appropriate procedures to monitor such adverse effects.

Assessment Procedure
Screening decisions – determining whether an EIA is required for a project implying critical infrastructure – should be taken within 60 days and public consultations should last at least 30 days. Member States also need to ensure that final decisions are taken within a “reasonable period of time”.

Conflict of Interest and Penalties
Where the Competent Authority is also the developer, Member States shall implement, within their organisation of administrative competences, an appropriate separation between conflicting functions. Member States shall also lay down rules on penalties applicable to infringements of the national procedures adopted pursuant to the Directive.

INDUSTRY SECTORS/DEVELOPERS
- Energy
- Transport
- Telecoms

Information to the Commission
Every six years from 10 May 2017 – date of entry into force of the Directive – Member States shall inform the Commission of:
- The number of projects entailing critical infrastructure subject to EIA
- Possible breakdown of EIA
- General estimates on the average direct costs of EIA, including the impact on SMEs

Competent Authority
Member States shall appoint the Competent Authority responsible for performing the duties arising from the Directive. The Competent Authority shall consult the developer and request information about the project.
FACTS
- In September 2013, the Commission put forward its proposal for a Regulation on measures to reduce the cost of deployment of high-speed electronic communications networks.

IMPACT ON IMS
- The Directive contains an obligation for IMSs to grant access of the physical infrastructure to third parties in order to promote the deployment of high-speed broadband more quickly.
- Making physical access to infrastructure available to electronic communication providers on a commercial basis increases the potential for IMS to deliver the best value for infrastructure.
- Potentially negative impact on safety and security of IMS electronic communications.
- Need for the EU to take into account impact on capacity and performance as well as compatibility with state aid rules.

EIM OBJECTIVES
- To ensure that EIM concerns are understood and taken into account by the legislators.
- To support legislators in finding a fair and sustainable solution to the division of responsibilities that arise from sharing existing infrastructure.
- To call for the setting of fair terms and conditions for access to the physical infrastructure in light of existing rules on state aid and subsidies.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM letter to members of the European Parliament’s Committee for Industry, Research and Energy raising the concerns of the members.
- Meetings with relevant members of the European Parliament and members of national Permanent Representations suggesting improvements to the proposal tackling the issues of concern.
- All amendments proposed by EIM have been welcomed by the parliamentary committee and have eventually been reflected in the final version of the Directive.

OUTLOOK 2015
Broadband Proposal

**EC**
Directive aims to facilitate and incentivise the roll-out of high-speed electronic communications networks by promoting the joint use of existing physical infrastructure and by enabling a more efficient deployment of new physical infrastructure so that such networks can be rolled out at lower cost.

**LEGAL BASIS**
Directive 2014/91/EU on measures to reduce the costs of deploying high-speed electronic communications networks.

**SCOPE**
The Directive aims to create a market for physical infrastructure, targeting four areas: improving the sharing of existing infrastructure, such as ducts, poles and masts, with energy, transport and other utilities; better coordination of civil works; better granting of permits; and equipping new buildings and major renovations with high-speed infrastructure and open network access.

**MEMBER STATES**
- **Access to existing physical infrastructure**
  - Member States shall ensure that every network operator has the right to offer to undertakings, providing or authorised to provide electronic communications networks, access to its physical infrastructure with a view to deploying elements of high-speed electronic communications networks.

- **Transparency concerning physical infrastructure**
  - Member States shall ensure that, in order to require access to physical infrastructure every undertaking providing public communications networks has the right to access, upon request, the following minimum information concerning the existing physical infrastructure of any network operator:
    - location and route
    - type and current use of the infrastructure, and
    - a contact point

- **Coordination of civil works**
  - Every network operator has the right to negotiate agreements concerning the coordination of civil works with undertakings providing electronic communications networks with a view to deploying elements of high-speed electronic communications networks.

**INDUSTRY SECTORS**
- Energy
- Transport (DMs)
- Other Utilities

**Dispute Resolution Body**
Member States have to appoint one or more independent bodies to resolve disputes between network operators regarding access to infrastructure, access to information and requests for coordination of civil works.
FACTS
- The EC aims to grant additional spectrum rights of use in specific bands on a shared basis. Meeting growing spectrum needs for wireless connectivity is constrained by a lack of vacant spectrum and by high prices associated with reallocating spectrum to new users.
- 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; it is not yet clear what the successor technology of GSM-R will be.

IMPACT ON IMS
- The proposal concerns radio communication frequencies which are indispensable for safety and performance of Infrastructure managers.
- GSM-R is an essential part of ETMS deployment and the quality of GSM-R service has to be assured for a properly functioning railway system guided by ETMS.
- The EC adopts “spectrum sharing agreements” taking little account of the risks of interference, the costs incurred by minimising the risk of interference and the impact of interference on safety.

EIM OBJECTIVES
- Safeguarding the full involvement of Infrastructure managers with regards to any system which may pose a risk to the system they are responsible for.
- Ensuring sufficient high-quality spectrum is dedicated to railways specifically, to ensure the future Railway Communications system and continuous development of the Single European Rail Area.
- Ensuring that the shared access is on a geographical base (instead of a frequency/time base).

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM has identified several spectrum-related proposals of interest and is in the process of joining the European Spectrum for Forum Coexistence (ESFC).
- EIM is continuously exchanging views with the European Commission regarding risks and opportunities.
- EIM has encouraged the European Commission to instigate a dialogue between DG Communications, Networks, Content and Technology (DG CONNECT), who are responsible for spectrum, and DGs influenced by spectrum policy – including DG Mobility and Transport (DG MOVE).

OUTLOOK 2015
- Further action by the European Commission on “Licensed Shared Access” is expected.
- The EIM TEL WG shall be tasked as the need arises.
Radio Spectrum

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

LEGAL BASIS
Still pending.

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

INDUSTRY SECTORS
Energy
Transport
Other Utilities

INFRASTRUCTURE MANAGERS

Safety
Radio communication services are indispensable for safety and performance; they can therefore not be in any way reduced. Infrastructure Managers bear the responsibility for the safety and quality of the system; they should therefore have a say on any new system which may introduce a risk.

Costs/Growth Constraints
Meeting growing spectrum needs for wireless connectivity is constrained by a lack of vacant spectrum and by high prices associated with re-allocation spectrum to new users. In terms of costs, delays and the occasional need to switch off incumbent users.

Costs/Growth Constraints
Meeting growing spectrum needs for wireless connectivity is constrained by a lack of vacant spectrum and by high prices associated with re-allocation spectrum to new users. In terms of costs, delays and the occasional need to switch off incumbent users.

The GSM-R frequency bands for rail
The frequency bands allocated for rail purposes are 876-880 and 921-925 MHz. This frequency band cannot be used for wireless broadband services which is the focus of DG Digital Economy & Society (formerly DG CONNECT). These frequencies can, however, be used by utility companies to support more efficient energy production in Europe while at the same time contributing to low-carbon society.
FACTS
- The European Commission has set up a Rail Market Monitoring Scheme (RMMS) in order to meet the requirements in regards to monitoring the market. According to the Recast Directive (2012/34/EU) Art. 15(4) the EC is entitled to adopt an implementing act establishing the framework for reporting obligations to be included in the RMMS. There is no deadline for the adoption of the implementing act.
- On 13 June 2014 the EC published its fourth Market Monitoring Report, whose data has been supplied mostly by Member States.

IMPACT ON IMS
- The collection of data by the EC for the RMMS mainly concerns rail infrastructure, bringing the risk of additional administrative burden for infrastructure managers. Data collected will be 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; broader monitoring tasks now include monitoring of investments, development of prices and quality of services, market opening and broadly “the state of the Union railway network”.

EIM OBJECTIVES
- Ensuring a well-functioning and meaningful RMMS based on useful data and methodologies as well as minimising any additional administrative burden on infrastructure managers incurred by the RMMS.
- Ensuring coordination of reporting obligations of the industry and avoiding over-lapping reporting obligations between the RMMS and other existing reporting obligations – e.g. to national authorities and to the European Railway Agency.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Assessment of potential risks and opportunities for EIM members. Regular participation in the RMMS working group and contributions to the drafting phase of the RMMS implementing act.
- The draft implementing act is being submitted to the SERAC working group for discussion and eventually opinion.

OUTLOOK 2015
- SERAC will vote the draft Regulation in April 2015.
- The new Regulation would apply from January 1st 2016.
Rail Market Monitoring Scheme (RMMS)

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

**LEGAL INITIATIVE**
According to the Recast Directive 1656 the EC is entitled to adopt an implementing act, establishing the framework for reporting obligations to be included in the RMMS.

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

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

**RAIL SECTOR**
- Evolution of rail transport performance and compensation of PSOs
- Market Share
- Stations and Service Facilities
- Infrastructure capacity – congestion and path allocations
- Employment
- Infrastructure Expenditure
- Total Public Funding
- Quality of services – Punctuality/reliability
FACTS
- The E-GTC stipulate a set of general contractual terms and conditions (legal, administrative, technical and financial) for the use of railway infrastructure by railway undertakings. Revisions to the E-GTC were planned following the adoption of Directive 2012/34/EU (the Recast Directive).
- The E-GTC is voluntary, aims to govern relations between the IMs and RUs and sets uniform terms and conditions across the EU.
- In November 2014, the EC proposed to change the name to E-GTC-I, including a reference to “I” (Infrastructure).

IMPACT ON IMS
- According to the E-GTC, the infrastructure manager will be responsible for the maintenance of its railway infrastructure and will be authorised to intervene during operations to guarantee the suitability and availability of the railway infrastructure.
- The use of the railway infrastructure gives rise to the collection of a usage charge by the infrastructure manager, in accordance with the applicable law.
- The infrastructure manager shall be liable for any loss or damage caused to the railway undertaking or its auxiliaries during the use of the railway infrastructure if it is caused by the railway infrastructure.

EIM OBJECTIVES
- To ensure that the revision does not go beyond the scope of the Recast Directive.
- To ensure that E-GTC enables transparency and open and fair competition in the market and facilitates more cross-border rail traffic.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM participates in the joint working group with the International Rail Transport Committee (CIT), which was set up to revise the E-GTCs agreed between CIT and Rail Net Europe (RNE).
- EIM opposed CIT’s proposal to include changes not directly linked to the Recast Directive.
- EIM provided linguistic corrections enabling user-friendliness and transparency.

OUTLOOK 2015
- The EIC will continue to discuss the future application of the E-GTC with Member States.
European General Terms and Conditions (E-GTC)

**RNE/GIT/EM/CER**
The E-GTC (European General Terms and Conditions) is a joint initiative of RNE/GIT with the co-operation of EM and CER in order to stipulate a set of general contractual terms and conditions (legal, administrative, technical and financial) for the use of railway infrastructure by railway undertakings.

**SECTOR INITIATIVE**
The former E-GTC were set to be revised following the adoption of Directive 2012/34/EU (the Recast Directive).

**SCOPE**
Regarding the E-GTC, whenever a Member State decides to voluntarily ratify them, they shall apply to all contracts of use of railway infrastructure for the purpose of transport by rail. The scope of application shall be international or international and domestic transport by rail.

**INFRASTRUCTURE MANAGERS**
- Uniform Application: Infrastructure managers shall apply the E-GTC to all railway undertakings using their infrastructure without discrimination.
- Liability: The IM shall be liable for any loss or damage caused to the RRU during the use of the rail infrastructure which was caused by the railway infrastructure.
- Transparency and Legal Security: In the Network Statement the application of the E-GTC shall be published, as well as a declaration of deviations to clauses of the E-GTC.

**MEMBER STATES**
Member States which have voluntarily ratified the E-GTC – at present only the Netherlands and Croatia – would be requested to implement it whenever applicable.

**ICC**
The European Commission cooperates with the rail sector organisations in order to ensure an equal involvement of the contractual parties for balanced conditions of use, a better consistency with European and international law and well balanced liability between the infrastructure managers and the railway undertakings.
FACTS

- OTIF – Intergovernmental Organisation for International Carriage by Rail – seeks to revise the Convention on International Carriage by Rail (COTIF) and its Appendices including Appendix E, specifically concerning the Uniform Rules for the Contract of Use of Infrastructure in International Rail Traffic (CUI UR).

- On December 10th 2014, a WG on the revision of CUI UR took place in Ilem. Most MS agreed with EIM’s positions. It was decided that no extension of the scope nor of liability of IMs will be considered in the prospective revision. The points to clarify would be a few definitions such as “International train path”.

IMPACT ON IMS

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

- A broadening of the scope of CUI to include domestic carriage would conflict with the jurisdiction of MS as well as with contractual freedom. There is a further risk of fragmentation of the applicable law, which opposes the purpose of COTIF as unified law.

EIM OBJECTIVES

- Ensure that the scope of the CUI is not extended beyond international carriage.

- Safeguard the financial sustainability of IMs, and prevent any fragmentation of the applicable law.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM has closely followed the issue and circulated among its members the draft note prepared by the OTIF Secretariat.

- EIM has gathered input from its Members and circulated a Position Paper to the OTIF Secretariat, in view of the Working Group of December 10th in Ilem.

OUTLOOK 2015

- The OTIF Secretariat will circulate a new draft version of revised CUI UR on March 27th 2015 at the latest. MS and the industry will be able to provide comments and input until June 8th 2015.

- The next OTIF Revision WG will take place on July 9th 2015 in Bern.
OTIF CUI UR Revision

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

**LEGAL INITIATIVE**
Revision of CUI UR – Appendix E to COTIF – specifically concerns the contract for use of the infrastructure between RU and RU-x.

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

**RAIL SECTOR**

*Scope of Application*
The CUI UR will not cover domestic carriage, since it falls within the jurisdiction of the States and therefore contractual freedom.

In this regard, Article 29 of the recent Directive 2010/34/EU states that any RU engaged in rail transport services shall conclude the necessary agreements under public or private law with the relevant infrastructure managers.

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

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

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

**OTIF Revision Committee**
OTIF agreed to set up a Revision Committee together with the EC, MS and industry representatives. They propose amendments to the Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (CUI UR).
FACTS
- The sectoral social dialogue (SSD) committees consist of representatives from the social partners, comprising an equal number of employer and worker representatives. They are chaired either by a representative of the social partners or by a representative of the Commission. EIM participates in the committee for railways.
- There was an important development in the social dialogue in 1998 when the Commission decided to establish sectoral dialogue committees to promote communication between the social partners in the sectors at European level (Commission decision of 20 May 1998 – 98/500/EC).

IMPACT ON IMS
- The social dialogue is considered as an essential pillar for sustainable rail transport in Europe. Therefore, the involvement of EIM in the sectoral social dialogue committees is important for IMS.
- SSD allows employer and worker representatives to analyse the national specifics, commonalities and differences between the EU countries and exchange best practices. It also helps maintain and improve the attractiveness of jobs in the sector.

EIM OBJECTIVES
- Safeguarding a holistic approach to infrastructure management as a business as well as ensuring transparent industry structures.
- The creation of a single European rail transport market cannot exclude the social dimension.
- EIM will continue working closely with the European trade unions in order to help the railway sector become more competitive and more attractive in relation to employment.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Participation in dialogues with European Transport Workers Federation (ETF), CER and the Commission through the committee and the plenary.
- Preparatory coordination with EIM members and CER.

OUTLOOK 2015
- In early 2015 the European Commission will launch a High Level Conference to discuss the future of the social dialogue.
- The plenary session of the SSD Committee will take place on June 17th 2015.
**Sectoral Social Dialogue for Railways**

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

**LEGAL INITIATIVE**
Communication 96/300/EC lays down precise provisions concerning the establishment, representativeness and operation of new sectoral committees, including a Committee for Railways.

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

**RAIL SECTOR – COMMITTEE FOR RAILWAYS**
- Industry (ERM, CER)
- Member States
- Worker Representatives (ETF)

**Sectonal Social Dialogue Committee**
The SBD Committee brings together representatives from the EC, industry and worker organisations, to foster consultations, joint initiatives and negotiations.
FACTS
- In February 2014, the EC put forward a proposal for a Directive on network and information security.
- On 13 March 2014, the European Parliament voted in plenary on the amended text extending the provisions of reporting security incidents currently limited to telecommunications providers to other critical infrastructure sectors.
- The EP and the Council are currently working on the draft of the Directive in accordance with the legislative procedure.
- The Commission is confident that the Directive will be adopted during the first half of 2015.

IMPACT ON IMS
- The provisions of reporting security incidents currently limited to telecommunications providers will be extended to other critical infrastructure sectors.
- IMs could be required to develop a culture of risk management, to report incidents to the national competent authorities and to provide competent authorities with information needed to assess the security of their networks.

EIM OBJECTIVES
- Ensure that new obligations on security incidents provide useful information on potential future cyber attacks.
- Ensure that business effectiveness is not reduced as attention may be diverted to new reporting requirements instead of focusing on what the company should deliver in the future.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM has established bilateral contacts with the Council and circulated voting recommendations for the IMCO Committee before the vote.
- EIM has approached and set up contacts with the rapporteurs involved.

OUTLOOK 2015
- The Trilogue negotiations were not finalised by the end of 2014 as expected and will restart in the first half of 2015.
- President Juncker is expected to unveil his global strategy for cybersecurity during the first half of 2016.
The Connecting Europe Facility will provide approximately €2.3 billion of funding to PLK (PL) to modernize much of its track and signalling and thus cut journey times between some of its major cities.

Photo: Wojciech Wróbel, PLK (PL)
Rail infrastructure plays a key role in an interoperable, safe and performing single European market. ERA, the European Railway Agency, cooperates closely with rail infrastructure managers to bring about solutions to ongoing EU-wide initiatives, such as ERTMS and also technical specifications regarding safety, interoperability, economic evaluation and many more. Let’s work together and make the railway system more competitive.

Dr. Joseph Doppelbauer
Executive Director of the European Railway Agency
The Ziklo tunnel, constructed by Infrabel (IB), connects Brussels airport directly to major Belgian and other European cities.

Photo: Benjamin Inizet, Infrabel (IB)
**TOPICS**

**TSI Life Cycle**
- Harmonised Safety Framework
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  - Suicide Prevention
- Remove Technical Barriers
  - Interoperability – TSI Energy
  - Interoperability – TSI Infrastructure
  - Interoperability – Cross Acceptance (KA)
  - Interoperability – TSI Locomotives and Passenger Rolling Stock (LDC & PAS)
  - Interoperability – TSI Operations and Traffic Management (OPM)
  - Interoperability – TSI Noise
- European Rail Traffic Management System
  - ERTMS
  - Train Detection Compatibility (TDC)
  - Telecommunication (TEL)
- Simplified Access for Customers
  - Interoperability – TSI Persons with Reduced Mobility (PRM)
  - Register of Infrastructure (RINF)
  - Interoperability – TSI Telematic Applications for Freight (TAF)
  - Interoperability – TSI Telematic Applications for Passengers (TAP)
- Evaluation, Management and Resources
  - Economic Survey Group (ESG)
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Tunnels on the HS1 (UK) route helped to reduce the impact on nearby communities – eliminating level crossings reduced the impact on local traffic and improved public safety, plus visual and noise pollution were reduced.

Photo: High Speed 1 (UK)
Experts from EIM and other sector organisations develop the new TSI with ERA and the NSAs.

The Commission gives ERA the mandate to draft a new TSI or revise an existing one.

The railway sector applies the new rules and provides feedback on their experiences to ERA and the EC.

Sector = Recognised Bodies including EIM and its members
FACTS

- The Railway Safety Directive and the Safety in Railway Tunnels (SRT) TSI form the basis of EIM’s safety-related activities.
- Safety is ongoing work based on the principle of continuous improvement and a system-based approach – this is a European objective for safety.

IMPACT ON IMS

- The harmonised EU safety regulatory framework could lower the barriers to entry into a market.
- Infrastructure managers hold the main responsibility for bearing the costs of safety measures in railway tunnels.

EIM OBJECTIVES

- National Safety Authorities (NSAs), Independent safety assessors (ISAs) and Notified Bodies (NoBo) act consistently, leading to harmonised European procedures in safety-related activities.
- Ensure a well-functioning framework to facilitate a safe railway system.
- Ensure a balanced safety regulatory framework that is applied in accordance with the same principles across the whole European Union.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM’s Safety working group has supported the European Railway Agency’s safety activities via active participation in the ERA Working Parties and by providing constructive comments.
- EIM’s Safety working group members are sharing best practices on their Safety Management Systems through company visits.
- The EIM Safety working group adopted a position paper on the Safety Directive of the 4th Railway Package that was approved by EIM deciding bodies.
- The Safety in Railways Tunnels TSI takes into account the IM’s view in terms of the mandatory measures imposed on the IM. For example, some of the most expensive measures like emergency exit distances in tunnels were aligned with EIM’s view in the respective ERA Working Party.

OUTLOOK 2015

- Work on the European railway safety framework continues on several topics, for example on Common Safety Methods.
- A new Safety Directive is expected to be approved in the 4th Railway Package’s technical pillar.
- The SRT TSI has been approved by the RISC and will become mandatory at the beginning of 2015.
- EIM continues to cooperate with ERA and other sector organisations to strive for continuous improvements in railway safety.
**Harmonised Safety Framework – Safety**

**LEGAL BASIS**

The basic principle of railway safety is that all actors operating in the railway system, including infrastructure managers and railway undertakings, should bear the full responsibility for the safety of the system, each for their own part.

**SCOPE**

The Directive 2004/49/EC applies to the railway system in the Member States which may be broken down into subsystems for structural and operational areas. It covers safety requirements on the system as a whole, including the safe management of infrastructure and of traffic operation and the interaction between railway undertakings and infrastructure managers.

**SECTOR**

**NSA (NATIONAL SAFETY AUTHORITY)**

- Authorities and certifies the IMs and RUs safety management systems (SMS) respectively.
- Conducts supervisory activities based on the Common Safety Method (CSM) for supervision and verifies that the actors follow their SMS. The CSM supervision shall be used by national safety authorities after issuing a safety certificate or safety authorisation.
- Collects safety-related data in the form of common safety indicators (CSI) from the railway sector.

**IMs AND RUs**

- A railway undertaker (RU) is authorised by the NSA. The SMS of an RU is certified by the NSA. It forms the basis of the daily operations of the railway system.
- Using the CSM for monitoring, the IM and RU checks:
  - The correctness and effectiveness of all the processes and procedures contained in the management system, including the technical, operational and organisational risk control measures, and;
  - The effective application of the safety management system as a whole and check that it achieves the expected safety outcomes,

- If any relevant non-compliance is detected during the railway sector’s own monitoring activities, appropriate preventive, corrective or both types of measures shall be identified and implemented.

**ERA**

Common safety targets (CSTs) and common safety methods (CSMs) are gradually introduced and updated to ensure that a high level of safety is maintained and, when and where necessary and reasonably practicable, improved.

In order to facilitate the assessment of the achievement of the CST and to provide for the monitoring of the general development of railway safety, Member States shall collect information on common safety indicators (CSI) through the annual reports of the safety authorities. The analysis of this data forms an important part of the feedback loop which is used to steer the development of the European railway safety regulatory framework.
FACTS
- On 3 April 2014, EIM organised a “Workshop on Suicide Prevention” due to members’ concerns with suicides on the railways.
- ERA, UIC and the British Transport Police (STP) attended the event along with four EIM members: Trafiikverket, Infrabel, ProRail and Network Rail.

IMPACT ON IMS
- A significant proportion of fatalities on railways are the result of suicides. In some countries it is the leading cause of death in the rail sector. Some data indicates that this is the case in all countries but inconsistencies in the qualification of fatalities hide the real percentage of suicides in the statistics.
- In addition to being personal tragedies, suicide related fatalities cause huge disturbances in the time schedules and often cause trauma in the affected railway personnel. This, and the need to bring the tracks back to the normal state, leads to significant costs.

EIM OBJECTIVES
- To gather different perspectives on the topic, taking into consideration European statistical data (e.g. from ERA), scientific analysis (mainly from the RESTRAIL Project), the perspective of authorities (STP) and the experiences of rail infrastructure managers.
- To obtain an overview of the impact and to collect countermeasures and strategies for a “tool box”.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- The participants exchanged effective countermeasures and approaches including the use of behavioural psychology (e.g. focus of ERA’s “Nudge project” and also already assessed and partially employed by several actors).
- Participants appreciated the exchange and were eager to hold follow-up meetings.

OUTLOOK 2015
- Workshop about suicide prevention organised in February 2015 by ERA.
- EIM may organise further workshops.
Harmonised Safety Framework – Suicide Prevention

ERA
Tackles the issue of suicides on railways addressing it on European level.

LEGAL BASIS
Work Stream on Railway Suicide picked up by ERA’s Safety Unit as ERA own initiative in the field of safety based on Article 6 (2) of Regulation 881/2004.

SCOPE
Both aspects of railway suicides:
- Data: Inconsistent reporting on suicides and accidents due to different procedures and different responsible institutions in the Member States.
- Countermeasures: Different actors (Infrastructure Managers, police, charity organisations) develop and implement various measures.

ACTORS
- Infrastructure Managers (SMs)
  Mainly affected by, and primarily responsible for, cases of lethal incidents on the railway network. Developed various measures and collected data on the phenomenon. Strongly interested in statistics properly accounting suicides.

- Authorities (Police, prosecutors, NSAs)
  Responsible for the legal assessment of deaths on railways, also responsible for, or at least involved in, the decision on how to qualify the cases in the statistics.

- ERA
  Interested in obtaining comparable, consistent data from the Member States and in preventing wrongly assessed suicides to deteriorate the figures on railway safety. Work on harmonising the assessment criteria and eager to provide a European hub for exchange on best practice.
**FACTS**

- The Energy (ENE) TSI established the parameters for the track-side energy supply system including voltage, frequency and mechanical parameters.
- Overhead contact line is the interoperability constituent (C) in this subsystem.
- The revised Energy TSI was voted on in the January 2014 RESCO. The result was in line with the interests of EIM members.
- Drafting of the Application Guide was finished in 2014.

**IMPACT ON IMS**

- The evolution towards a more precise measuring of the distribution of energy used (instead of estimations) may decrease overall energy consumption of the rail system.
- The EC verification process for this subsystem will be streamlined, implying simplifications for infrastructure managers.
- If proper energy management programmes are not introduced by all the relevant parties, energy savings might not be realised.

**EIM OBJECTIVES**

- Infrastructure managers should have the final say regarding which pantograph type is compatible for operations on their network.
- Mandatory requirements to build a catenary system for both 1600 mm and 1950 mm pantographs should not be introduced.
- Energy consumption reduction should be promoted via metering.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- Joint sector letter to the European Commission regarding the implementation of the on-ground data collection system for on-board energy meters resulted in its inclusion in the TSI.
- The European Railway Agency’s Working Party on the ENE TSI was actively attended by EIM experts who supported the Agency in the drafting process.

**OUTLOOK 2015**

- EIM members start to apply the revised ENE TSI in their projects.
- Sharing of best practices continues.
- Solving of unresolved issues (closing of open points) of TSI continues.
Remove Technical Barriers: Interoperability – TSI Energy (ENE)

**LEGAL BASIS**

The ENE TSI is an implementing act relating to the electrification of the Union’s rail system. It permits four different electrification systems: AC 25 kV 50 Hz, AC 15 kV 16.7 Hz, DC 3 kV and DC 1.5 kV. Pantograph lengths of 1600 mm and 1900 mm are allowed for speeds below 250 km/h.

**SCOPE**

The TSI shall apply to any new, upgraded or renewed ‘energy’ subsystem of the rail system in the European Union as defined in point 2.2 of Annex II to Directive 2008/57/EC. Without prejudice to Articles 7 and 8 and point 7.2 of the Annex, the TSI shall apply to new railway lines in the European Union, which are placed in service from 1 January 2016.

**MEMBER STATES**

National Implementation Plans (NIP): Member States shall prepare a national implementation plan, describing their actions to comply with this TSI, in accordance with Section 7 of the Annex. Member States shall send their national implementation plan to the other Member States and the Commission by 31 December 2015. Member States that have already sent their implementation plan do not have to send it again.

**SECTOR**

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

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<th>Procedures</th>
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<td>Placed on the EU market before entry in force of this TSI</td>
<td>CA or CI</td>
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<tr>
<td>Placed on the EU market after entry in force of this TSI</td>
<td>CI + CC or CH1</td>
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FACTS
- The infrastructure subsystem includes the rails, sleepers, ballast, fastenings and switches as well as their interaction with structures such as platforms and bridges.
- A new TSI was positively voted in RSG in January 2014. The TSI INF will come into force in January 2015.
- The revised infrastructure TSI brings together the high-speed and conventional TSI from 2002 and 2011 respectively.

IMPACT ON IMS
- There is a risk of high costs for projects on new, upgraded or renewed lines due to potentially increased technical requirements.
- A poor application guide could reduce the effectiveness of the TSI and cause a divergence in “Interoperable” systems.
- A well-drafted TSI and Application Guide will lay the foundations for an increase in cross-border traffic and a reduction in operational costs.

EIM OBJECTIVES
- Improve interoperability throughout the Union by finishing the work on the draft TSI with the European Railway Agency.
- Improve the implementation of the TSI by providing feedback on the TSI Application Guide and improving its usability.
- Improve the implementation of the TSI by sharing experiences from working with the new TSI.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Requirements on rescue platforms have been relaxed following change requests sent to the ERA working party by the EIM infrastructure working group.
- Requirement for maximum gradient for main tracks has been relaxed following change requests made to the ERA working party from EIM.
- ERA's Technical Opinion (ERA/OP1/2013-) to the Commission reflects EIM objectives on wooden sleepers on non-high speed lines, which allows for greater flexibility amongst members building conventional speed lines.

OUTLOOK 2015
- The majority of changes requested to the INF Application Guide were approved and the final version will be published at the beginning of 2015.
- Work will be required on closing the remaining open points in the TSI.
- More emphasis will be placed on the work of the European Rail Agency’s Unique Authorisation Working Party.
Remove Technical Barriers: Interoperability – TSI Infrastructure

**LEGAL BASIS**

The INF TSI is an implementing act which impacts all infrastructure below the rail-vehicle interface such as ballast, switches and crossings, in addition to platforms and clearances between fixed installations. The act aims to create common limit values on infrastructure parameters to maximise safety and ensure interoperability between rail vehicles and fixed installations.

**SCOPE**

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

**MEMBER STATES**

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

Open Points:

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

**SECTOR**

- IMS and RUs

**Conformity assessment:**

According to modules established in EC Decision 2016/713/EU. The type or design examination certificate of interoperability constraints shall be valid for a 7-year period. New components of the same type are permitted to be placed into service without a new assessment.
FACTS

- Cross acceptance exists to facilitate the mutual recognition of authorisation of vehicles and railway subsystems and enabling cross border traffic.
- Throughout 2014, the European Commission has been updating the document Recommendation for placing into service (DV23) with DV29bis – a simplification of DV29.
- The European Railway Agency has been creating a Reference Document Database with assistance from EIM.

IMPACT ON IMS

- Facilitated cross acceptance could reduce costs for market entry and activate unused business potential.
- New safety risks could emerge if the cross acceptance is not carried out properly, such as having incompatible rolling stock and infrastructure.

EIM OBJECTIVES

- Improve infrastructure managers’ understanding of cross acceptance.
- Improve infrastructure managers’ understanding of the progress made by the European Railway Agency in cross acceptance by giving feedback to the real authorisation cases survey by the European Railway Agency.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM’s requested changes to the DV29bis were accepted by the European Railway Agency.
- Significant progress has been made on the Reference Document Database.

OUTLOOK 2015

- EIM will increase its presence and voice in the Unique Authorisation Working Party recently set up by the European Railway Agency by sending experts.
- EIM will contribute to a new European Railway Agency proposal concerning the conditions of track access for testing purposes.
- DV29bis will be published and become mandatory to apply in 2015.
Remove Technical Barriers: Interoperability – Cross Acceptance (XA)

**EC**: Adopts the Commission Recommendation 2014/887/EU (VD/13a) based on the recommendation from ERA and with the approval of the Member States represented in the Railway Interoperability and Safety Committee (RISC).

**LEGAL BASIS**: The Commission Recommendation 2014/887/EU (VD/13a) is related to the placing into service and use of structural subsystems and vehicles. A single authorisation for the vehicle type or an authorisation for the placing in service of individual vehicles should be sufficient for the whole EU rail network when the conditions specified in Directive 2008/57/EC are met.

**ROLES OF THE ACTORS IN THE AUTHORISATION PROCESS**

- **VD/13a** defines the roles in the authorisation process for:  
  - Applicant (the owner seeking for an authorisation for placing in service of a subsystem as defined in the Interoperability directive).
  - If the Common Safety Method (CSM) is required as part of the authorisation process, the applicant assumes the role of the Proposer.
  - Manufacturers.
  - National Safety Authorities (NSA) and Member States (MIS).
  - Assessment bodies (Independent Safety Assessors, notified bodies, etc.)
  - IM and Ru (The subsystem to be authorised is to be integrated into the railway system whose main actors are the IM and the Ru).
  - Entity in Charge of Maintenance (ECM), has to adapt its maintenance regime (for mobile subsystems) for the newly authorised subsystem. In other words, the organisation responsible for maintaining the rolling stock has to understand the technical characteristics of the new rolling stock.
  - Keeper (of vehicles).
  - Organisations should manage the risks created by their activities. Responsibility for managing risks should sit with those who have the greatest capacity to manage them.
  - As railway undertakings and infrastructure managers are the only actors required to have safety certifications and safety authorities, supported by SMIs, these organisations should have a key role in managing the contributions of others, and for taking the right decisions regarding their contributions. When railway undertakings or infrastructure managers take such decisions or actions under their safety management systems, this is without prejudice to the responsibilities of other entities, such as keepers, ECMs and manufacturers.

**MEMBER STATES**: Member States should create a set of common, consistent rules for authorising the placing in service of structural subsystems. Consequently, when a subsystem (or vehicle) is authorised in one Member State, it is not necessary to entirely repeat the authorisation process if the vehicle is to be used in another EU country.

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**Operation and maintenance**

- Provisions and processes of Ru or Ru Safety Management
- Sector feedback

**Design, production and testing**

- Conformity to system specifications
- Meeting the essential requirements:
  - Safety
  - Technical Compatibility
  - Health
  - Environmental Protection
  - Accessibility
- Checks by assessment bodies

**Authorization for placing into service**

- Technical characteristics
- Conditions and limits of use
- Operational and maintenance requirements related to the design

**Summary of the activities before and after an authorization for placing into service of a structural subsystem**

Illustration: ECM and EC
**FACTS**
- The Rolling Stock TSI was first published in 2002.
- It has since been split into Wagons and Locomotives and Passenger Rolling Stock.
- The new Locomotives and Passenger Rolling Stock TSI was voted in RSC in October 2013.

**IMPACT ON IMS**
- Energy consumption of the railway could be reduced by mandatory energy data collection systems on board trains.
- A new ERA Working Party dealing with the addition of paragraphs relating to unique authorisations will run through 2014 and 2015 to improve the technical compatibility between infrastructure and rolling stock.
- The work on Radio Frequency Identification (RFID) standardisation will allow for better trackside monitoring and proactive maintenance tools.

**EIM OBJECTIVES**
- Improve the implementation of the TSI by finalising the Application Guide in co-operation with other stakeholders and ERA before the end of 2014.
- Reduce the number of national technical rules by working on the closure of open points in the TSI and propose further work to ERA or research bodies.
- Increase the number of locomotives which can run on the network by working with ERA on their technical co-operation with OTIF and its technical partners.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- Knowledge exchange regarding incompatibility of parts of the infrastructure with rolling stock automatic sanding.
- Preparation of joint position on ballast pick-up due to aerodynamic effects with other sector organisations.

**OUTLOOK 2015**
- The Application Guide to the TSI is finished and is due for publication in early 2015.
- Co-operation with GB to develop a Radio Frequency Identification standard for Europe’s railways will be accelerated.
Remove Technical Barriers: Interoperability – TSI Locomotives and Passenger Rolling Stock (LOC & PAS)

**EC**
The EC has mandated ERA to revise Commission Decision 2011/509/EU concerning a TSI relating to the rolling stock subsystem “Locomotive and passenger rolling stock” of the Trans-European conventional rail system, with the aim of extending its scope.

**LEGAL BASIS**

**SCOPE**
This TSI applies to the operation on the High-Speed Network of a Rolling Stock Standard RET with a maximum speed lower than 160 km/h: self-propelling thermal and/or electric trains, thermal or electric traction units, passenger carriages and other related cars, mobile railway infrastructure construction and maintenance equipment.

**MEMBER STATES**

- **Renewal**
The Member States shall use conformity assessments and national migration strategies as a basis for determining the application of this TSI in case of a renewal.

- **Upgrade**
The Member States shall use an economical feasibility parameter and impact assessment as a basis for determining the application of this TSI in case of an upgrade.

**LOC & PAS TSI INTEROPERABILITY CONSTITUENTS**
- Automatic centre buffer coupler
- Manual end coupling
- Rescue coupler
- Wheels
- Head lamps
- Marker lamps
- Tail lamps
- Pantograph
- Contact strips
- Main circuit breaker
- Driver’s seat
- Toilet discharge connection
- Connection water tanks

Member States shall notify the EC, within six months to one year of the entry into force of this Regulation:
- Any existing national, bilateral or international agreements under which the rolling stock within the scope of this Regulation is operated.
- Any future agreements or modifications of existing agreements.
- The list of projects being implemented within their territory that are at an advanced stage of development.
FACTS
- The operations and traffic management subsystem concerns the procedures for enabling coherent operation of the structural subsystems including train, driving, traffic planning and management.
- Operational harmonisation is a requirement for the single European railway area.
- The revised Operations TSI was voted in the RSC (Railway Interoperability and Safety Committee) in November 2014.

IMPACT ON IMS
- The opinions of infrastructure managers have been taken into consideration when drafting the OPE TSI.
- Discussions regarding braking performance continue. EIM is of the opinion that each railway actor is responsible for the safety on its own part. This applies also for the calculation of the braking performance.

EIM OBJECTIVES
- Harmonisation of the European operational framework.
- ERTMS operational harmonisation to ensure that ERTMS-related operational rules are harmonised.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM OPE experts participated actively in the corresponding ERA working groups.
- OPE working group experts supported ERA’s proposal on braking performance which is in line with EIM’s position. The final revised OPE TSI reflects this.
- EIM’s OPE experts elaborated technical opinions on ERTMS operational rules applicable also in ETCS Baseline 3 and on harmonised rules in GSM-R.

OUTLOOK 2015
- Work is expected to focus even more on ERTMS operational harmonisation.
Interoperability – TSI Operations and Traffic Management (OPE)

LEGAL BASIS

In accordance with Articles 18 and 11 of Directive 2004/49/EC (the railway safety directive), railway undertakings and infrastructure managers must demonstrate compliance with the requirements of the OPE TSI within their safety management system when applying for any new or amended safety certificate or safety authorisation. The TSI applies to the ‘operation and traffic management’ subsystem of infrastructure managers and railway undertakings related to the operation of trains on the European rail system.

SCOPE

The TSI shall apply to the following networks:

- The Trans-European conventional rail system network as defined in section 1.1 of Annex I to Directive 2008/57/EC;
- The Trans-European high-speed rail system network (TEN) as defined in section 2.1 of Annex I to Directive 2008/57/EC; and
- Other parts of the network of the rail system in the Union;
- It excludes the cases referred to in Article 11 of Directive 2008/57/EC.

MEMBER STATES

National Implementation Plans (NIP):

Member States shall prepare a national implementation plan, describing the actions they plan to take to comply with this Regulation, in accordance with section 7 of the OPE TSI. Member States shall notify their national implementation plans to the Commission no later than 24 months after the date of application of the Regulation. Member States shall also outline possible updates to these national implementation plans.

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

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

NSA (NATIONAL SAFETY AUTHORITY)

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

IM & RU

Ins and RUs have to define:

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

It is commonly understood that the full implementation of all elements of the OPE TSI cannot be complete until the hardware (infrastructure, control and command, etc.) that is to be operated has been harmonised.
FACTS
- The Noise TSI establishes the framework for noise emitted by rolling stock including passenger and freight vehicles.
- EIM’s Noise Working Group has actively participated in the drafting of the current Noise TSI and the corresponding Application Guide.

IMPACT ON IMS
- Infrastructure managers are allowed to take voluntary measures against the reduction of noise, reducing the cost of implementing the TSI.
- The next TSI revision may impose more costly requirements on infrastructure managers.

EIM OBJECTIVES
- Prevent new legally binding requirements on infrastructure managers.
- Ensure that the supporting documents and measures create the best possible circumstances to apply the TSI correctly.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- The Noise TSI was adopted without obligations on infrastructure managers.
- EIM successfully argued that imposing noise abatement measures on the infrastructure would lead to additional costs for infrastructure managers without a guaranteed significant effect on noise abatement itself.
- EIM successfully defended the exclusion of railway infrastructure from the Noise TSI in the European Railway Agency’s Economic Survey Group.

OUTLOOK 2015
- Implementation of the revised TSI commences in the beginning of 2015.
Remove Technical Barriers: Interoperability – TSI Noise

**Legal Basis**

**Scope**
The NOS TSI came into force on 1 January 2015 and will apply to all rolling stock within the scope of Regulation (EU) No 1300/2014 (OGCMRS TSB) and Regulation (EU) No 571/2013 (WAG TSB).

The geographical scope of this TSI corresponds to the scopes defined in Section 1.2 of Regulation (EU) No 1300/2014 and in Section 1.2 of Regulation (EU) No 321/2013, each for their rolling stock (RST) concerned.

**Member States**
Notification of existing contracts on noise emission limits
Within six months of the entry into force of this Regulation, Member States shall notify the Commission of all agreements containing requirements relating to noise emission limits, provided they were not already notified under Commission Decisions 2000/66/EC (1) or 2011/259/EU.

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

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

**ERU**
The Agency is mandated to start and regularly update application guides intended to help the stakeholders in the application of the NOS TSI.

**IM**
No technical requirements are placed on the IM (there are requirements for On Track Machines (DTM)).
FACTS
- The European Rail Traffic Management System (ERTMS) can assist in the removal of technical barriers against interoperability regarding the train control system.
- It comprises of a European Train Control System (ETCS) and GSM for railways (GSM-R).
- The first ERTMS line was opened in Spain in 2004.

IMPACT ON IMS
- The original release for ERTMS Baseline 3 included several unsolved problems (e.g. no backwards compatibility between Baselines 3 and 2) which reduce technical compatibility.
- The Change Control Management process, which helps resolve issues relevant to IMS, is not fully respected by the relevant actors.
- The low ERTMS on-board reliability requirement proposed by ERA is a risk to EIM members because of possible disruptions to the members’ networks.

EIM OBJECTIVES
- Improve system reliability by working with ERA to improve the change control management process.
- Improve the safety of the system by increasing the minimum acceptable mean time between failures for ERTMS equipment.
- Improve system reliability by improving maintenance releases for ERTMS equipment through work with ERTMS Users’ Group and ERA.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM’s position paper on ERTMS Onboard Subsystem Reliability Requirement for Operational Safety has been published.
- EIM has worked closely with other actors to reach a common position on the content for the next release of the ERTMS specifications.
- The quality of ERTMS Maintenance Release 1 items has improved significantly.

OUTLOOK 2015
- The content of Baseline 3 Maintenance Release 2 needs to be defined and the ongoing work closely monitored.
- Working groups continue to prepare for the RSC vote on the Annex to the CCO TSI.
European Rail Traffic Management System – ERTMS

EC
- Adopts the Control, Command and Signalling TSI based on the recommendation from ERA and the approval of the other Union States represented in the Railway Infrastructure and Safety Committee (RISC).
- Creates the ERTMS Management Subgroup and Steering Committee meetings.
- Appoints the European ERTMS Coordinator.

LEGAL INITIATIVE
Commission Decision 2013/388/EU on the 29th January 2013 (CCS TSI) introduced the following:
- merged the former TSI for High Speed (HS) and Conventional Rail (CR) into one TSI
- expanded the on-board and trackside subsystems for signaling (since 2015/08/01 EU), on-board and trackside subsystems are defined as subsystems
- closed open points (although not all open points have been closed).

This decision has been amended twice, latest of which is the Commission Decision (EU) 2015/14 on the 9th of January 2015. Main elements of these amendments are:
- extending the geographical scope to the whole EU railway networks,
- introducing the ETCS Baseline 3 specifications,
- amending the on-board test specifications for ETCS Baseline 3,
- updating the SDR-R specifications and,
- clarification of the certification process.

In addition to ERTMS, the existing national systems (class-B systems) are mentioned in the CCS TSI.

SCOPE
The geographical scope of this TSI covers the whole rail system, composed of:
1. The trans-European conventional rail system network (TER), as described in Annex 1 section 1.1. "Network" to Directive 2008/57/EC;
2. The trans-European high-speed rail system network (TERH) as described in Annex 1 section 2.1. "Network" to Directive 2008/57/EC;
3. Other parts of the network of the whole-rail system, following the extension of the scope as described in Annex 1 section 4 to Directive 2008/57/EC.

and excludes the cases referred to in Article 15 of Directive 2008/57/EC.

The TSI shall apply to networks with 1435 mm, 1520 mm, 1524 mm, 1668 mm and 1868 mm track gauges. However, it shall not apply to short border crossing lines with 1020 mm track gauges that are connected to the network of third countries.

SECTOR
- Participates in the EC led ERTMS Memorandum of Understanding Steering Committees.
- Participates in the ERA Change Control Management (CCM) process for ERTMS specifications.
- Supports the stable maintenance of Baseline 2 and supports the further validation of Baseline 3 including:
  - Baseline 3 Maintenance Release 1
  - Baseline 3 Maintenance Release 2
- Forms a view on testing and certification.
- European deployment plans in the RIs for deploying the track-side part of the ERTMS, this is not responsible for the on-board ERTMS equipment deployment.

Deadlines for ERTMS trackside deployment are specified for six corridors (as defined in chapter 7 of the CCS TSI):

1. When railway infrastructure projects receive financial support from certain European funds, the fitting of ERTMS/ETCS is mandatory when:
   - installing the train protection part of a Control-Command and Signalling Subsystem for the first time or
   - upgrading the train protection part of a Control-Command and Signalling Subsystem already in service, where this changes the functioning or the performance of the subsystem.

New vehicles authorized to be placed in service for the first time shall be equipped with ERTMS in line with the set of specifications 1 or the set of specifications 2 listed in Table A2 of Annex A of the CCS TSI. From 1 January 2016, new vehicles authorized to be placed in service for the first time shall be equipped with ERTMS only in line with the set of specifications 2 listed in Table A2 of Annex A of the CCS TSI.

The equipment to be equipped with ERTMS does not apply to new mobile railway infrastructure construction and maintenance equipment, new shunting locomotives or other new vehicles meeting certain requirements established in the CCS TSI.
FACTS
- The Train Detection Compatibility working group deals mainly with electromagnetic effects caused by direct current (DC) traction to axle counters.
- The group works on amendments to the Control, Command and Signalling (CCS) TSI, especially on open point closure.
- Official publication in the beginning of 2016 as part of the CCS TSI update.

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

EIM OBJECTIVES
- Improve technical compatibility by improving the CCS TSI with respect to electromagnetic compatibility.
- Improve the understanding of electromagnetic compatibility of IMSs by following measurement campaigns carried out on existing axle counter systems.
- Improve the implementation of the TSI by extending the CCS TSI to a non-standard wider gauge.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- The European Railway Agency redefined the TSI text along EIM’s input on inrush current.
- Sanding and metal free space for axle counters was studied in ERA’s Working Party on the annexes to the CCS TSI.
- EIM supported the closure of TSI open points in relation to electromagnetic compatibility (EMC).
- EMC measurement campaigns amongst the participating EIM members were conducted and results analysed during the first half of 2014.

OUTLOOK 2015
- Work on electromagnetic compatibility (EMC) compliance of the track circuits is seen as the next activity by this work group.
European Rail Traffic Management System – Train Detection Compatibility (TDC)

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

**LEGAL BASIS**

**SCOPE**
The geographical scope of both TSIls is the network of the entire EU rail system, composed of:
1. The trans-European conventional rail system network (TEN) as described in Annex I section 1.1 “Network” to Directive 2008/57/EC;
2. The trans-European high-speed rail system network (TSN) as described in Annex I section 2.1 “Network” to Directive 2008/57/EC;
3. Other parts of the network of the whole rail system, following the extension of scope as described in Annex I section 4 to Directive 2008/57/EC;
and excludes the cases referred to in Article 10 of Directive 2008/57/EC.

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

**MEMBER STATES**
Train detection is implemented by:
- Axle counters
- Track circuits
- The sector, in co-operation with the Agency, has focused on closing open points related to axle counter based train detection systems.
- Future activities will focus on closing open points related to track circuit based train detection systems.

Closure of TSI open points in the CSS TSI
- Open Point for vehicle metal mass has been closed.
- Open Point for compatibility with axle counters has been closed (metal and inductive components free space between wheels).

The process for open points closure included measurement campaigns conducted by the sector.

Closure of the TSI open points in the LOCMA/PAS TSI
The LOCMA/PAS TSI makes a reference to the CSS TSI in relation to the compatibility with the train detection systems. Open points closed were the same ones featured in the CSS TSI.

**ERA**
- Creates the TSIls with assistance from the sector experts. The TSIls are subject to RISC vetting.
- Is responsible for the closure of open points.
- Sector experts support this process.
FACTS
- The EIM telecommunications working group focuses mainly on GSM-R related topics and its successor technology.
- GSM-R is based on the Global System for Mobile Communications with a railway layer added to it. It is used by the ERTMS system.
- GSM-R guarantees communications at speeds of up to 300km/h.

IMPACT ON IMS
- Poor spectrum management policies in Member States could result in interferences with GSM-R.
- If there is no harmonisation of the spectrum allocation, different equipment will need to be installed for every different specification which will result in unnecessary costs and fragmentation of the Single European Rail Area.
- GSM-R’s successor has not yet been decided. If this is defined badly then it could result in high costs for the infrastructure manager.

EIM OBJECTIVES
- Prepare for the next generation railway mobile system, the successor to GSM-R.
- Increase system reliability by reducing the possibility of spectrum interference.
- Improve Lifecycle Management of the GSM-R system.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Successfully argued to ERA that their plans for the future railway mobile communication system must align with those of the International Union of Railways.
- Contributed to the ongoing GSM-R interference activities to monitor their status and thereby highlight the seriousness of the problem to ERA.

OUTLOOK 2015
- The working group’s activities are related to the respective stage of ERTMS deployment.
- The working group has agreed to press the European Railway Agency to make EDGE (Enhanced Data for Global Evolution), an improved communication tool with high speeds and information transfer, mandatory on trains but optional on the railway network.
European Rail Traffic Management System – Telecommunications (TEL)

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

**LEGAL BASIS**
Commission Decision (EU) 2015/14 of 5 January 2015 amending Decision 2012/89/EU on the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European rail system (CCS TSI) has elements related to the railway telecommunications system. GSM-R is defined in the CCS TSI.

**SCOPE**
ITU International Radio Regulations are implemented by the MSs and provide a full set of allocation rules (for the radio spectrum).
- The geographical scope of the TSI is the network of the whole rail system, composed of:
  1. The trans-European conventional rail system network (TEN) as described in Annex I section 1.1 “Network” to Directive 2008/57/EC.
  2. The trans-European high-speed rail system network (TEN) as described in Annex I section 2.1 “Network” to Directive 2008/57/EC.
  3. Other parts of the network of the whole rail system, following the extension of scope as described in Annex I section 4 to Directive 2008/57/EC, and excludes the cases referred to in Article 11(3) of Directive 2008/57/EC.
- In addition to the geographical scope, the CCS TSI applies to the following mobile subsystems:
  1. Self-propelling thermal or electric trains,
  2. Thermal or electric traction units,
  3. Passenger carriages,
  4. Mobile railway infrastructure construction and maintenance equipment.

**MEMBER STATES**
- A telecommunication system with a high quality of service is a requirement for the competitiveness of rail as a transport system.
- The performance of both the EU and EUA rely on it.
- Current and future activities for the sector are:
  - Solving GSM-R interference issues.
  - GSM-R Successor technology – specifications for the future railway telecommunications system.
  - GSM-R Lifecycle Management – including migration for the future telecommunications system.
- In addition to the purely technical aspects of the railway telecommunications systems, operational aspects have to be taken into account.
- To facilitate properly functioning interfaces between the different actors.
Simplified Access for Customers: Interoperability – TSI Persons with Reduced Mobility (PRM)

FACTS
- The UNCRPD is an international treaty and as such, it takes precedence over national laws and forms part of the EU legal order.
- UNCRPD has been signed by the EU and all EU Member States; it has been ratified by most.

IMPACT ON IMS
- Accessibility for all people on the railway system can increase the demand for railway services.
- ERA is expecting the revised PRM TSI to have costs of 20-40 billion euros over the migration period. However, this estimate is based on the assumption that accessibility is enhanced for all stations (with smaller stations being subject to less demanding requirements).
- The European Commission is expected to create a European implementation plan based on the national implementation plans submitted by Member States. This might introduce more demanding requirements to some EIM members than initially anticipated.

EIM OBJECTIVES
- The railway should be made accessible but requirements placed on infrastructure managers and railway undertakings in relation to accessibility should be fair. Excessive costs may force IMs to implement cuts elsewhere, possibly reducing the overall service for everyone.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- The EIM working group has produced a Fact Sheet which summarises the financial implications of the revised PRM TSI to infrastructure managers. The EIM working group also contributes to the Application Guide.
- Several change requests were filed in the European Railway Agency’s Working Party for the PRM TSI.

OUTLOOK 2015
- Member States will have two years to create a National Implementation Plan from the date that the PRM TSI enters into force (January 1st, 2016).
- Based on the national Implementation plans, the RC has six months to create a European Implementation Plan regarding accessibility.
- EIM is represented in the European Commission Advisory Board for the PRM TSI Implementation which is to be launched in 2015.
Simplified Access for Customers: Interoperability – TSI Persons with Reduced Mobility (PRM)

**EC**
Adopt the TSI based on the recommendation from ERA and with the approval of the Member States represented in the Railway Interoperability and Safety Committee (RIS).

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

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

**MEMBER STATES**
National Implementation Plan (NIP):
Member States shall create NIPs two years after the TSI comes into force (beginning of January 2016). A NIP can be a rolling plan covering 10 years and is updated at least every 5 years. It shall contain a strategy for stations, formulated in co-operation with infrastructure and station managers, local authorities, representative associations of users including disabled persons and persons with reduced mobility. NIPs have to be communicated to the EC which will publish them and draw up a European implementation plan.

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

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

**SECTOR**
- NUs
- Ms
- Others

**Advisory Body:**
The EC shall establish an Advisory Body which is chaired by the EC and composed of representatives of the railway sector, representative bodies of users and ERA. It shall monitor the development of a minimum data structure for the inventory of assets, support the Member States and facilitate the exchange of best practice. EIM is represented in this board as a representative body.
**FACTS**
- The Register of Infrastructure (RINF) will be a database containing parameters suitable for the design of new trains and routes.
- The Application Guide was due for publication by the European Railway Agency in March 2013, but this has been delayed until January 2015.
- The date that the first RINF databases have to be uploaded by National Registration Entities was delayed from March to October 2015.

**IMPACT ON IMS**
- In the proposal for the revised Interoperability Directive (part of the 4th Railway Package), access to lines is to be granted based on the Register of Infrastructure; however, the adopted timeline for the RINF implementation might cause delays for this procedure.
- Separate work by each Member State would increase the costs of collecting and governing the data for RINF.
- There is a risk of diverging views amongst all stakeholders on the necessity and format of RINF. This may result in asymmetry of information between IMs, reducing the overall usability.

**EIM OBJECTIVES**
- Improve the implementation of the RINF by bettering the quality of the data input to it.
- Reduce the cost of the RINF by further developing the IT systems which upload to EIM’s databases.
- Improve the implementation of the RINF by ensuring that the goals to the RINF from the European Commission remain achievable.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- EIM successfully initiated a sector request to postpone the deadlines for the RINF to allow IMs to populate the data more completely.

**OUTLOOK 2015**
- By October 2015, all National Registration Entities must upload their RINF databases to the European Railway Agency.
- With the Application Guide and TSI finished, the Working Group intends to meet with other stakeholders to share best practices on their national RINF implementation.
- EIM and other stakeholders will encourage the European Railway Agency to adopt RaXML as a standard XML data exchange format to reduce the costs and time taken for national RINF implementation.
Simplified Access for Customers: Register of Infrastructure (RINF)

EC
Adopts the Implementing Decision based on the recommendation from ERA and with the approval of the Member States represented in the Railway Interoperability and Safety Committee (RISC).

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

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

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

MEMBER STATES
National Implementation Plan (NIP):
Each Member State must create a NIP and a timetable outlining when different subsystems will be incorporated into the RINF by July 1st, 2015. It must be submitted to the EC and will detail any issues the Member State has with meeting any of the deadlines outlined in the Implementing Decision. Each Member State must appoint an entity in charge of setting up and maintaining the RINF by April 1st, 2015. Said entity will submit a progress report on the implementation 3 months after their appointment, then again every 3 months.

RINF Data:

SECTOR
Rail and RUs
Simplified Access for Customers: Interoperability – TSI Telematic Applications for Freight (TAF)

**FACTS**
- TAF is a TSI aimed at improving communications among railway actors related to freight transport.
- TAF aims to define data exchange between railway undertakings and infrastructure managers.
- ERA holds a change control management process working party for both the TAP and TAF TSIs.
- Revision of the TAF TSI text was voted in June 2014.
- The Telematic Applications for Freight TSIs will come into force from January 1st 2015.

**IMPACT ON IMS**
- IMS will need to implement the TAF TSI.

**EIM OBJECTIVES**
- Improve infrastructure managers’ control on the TAP/TAF by monitoring the implementation of the TAP/TAF TSI.
- Improve infrastructure managers’ control of the TAP/TAF by informing EIM’s members of the TAP/TAF TSI status.
- Reduce the costs of the TAP/TAF implementation by representing the interests of IMS in the TAP/TAF governance structure.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- Successful revision of TAF TSI for infrastructure managers.
- New TAF TSI governance was defined in early 2014.
- Input to the revision of TAF TSI via ERA’s Working Party. The revised proposal is acceptable for EIM, despite some open points (compatibility check between rolling stock and infrastructure, interface TAF TSI system and RINF, interface TAF TSI System (e.g. RSRO) and vehicle register).
- EIM is represented in the TAP/TAF Support Management Office (SMO) via EIM’s TAP/TAF expedit (SMO offers support on TAP/TAF implementation related questions).

**OUTLOOK 2015**
- EIM’s TAP/TAF WG will continue to work with and support the respective steering committees in this field (TAP, TAF and TAP/TAF SCs).
- EIM will attend the ERA TAF TSI Implementation Co-operation Group meetings.
- Deadline for implementation is 2019.
Simplified Access for Customers: Interoperability – TSI Telematic Applications for Freight (TAF)

**EC**

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

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

**RAIL SECTOR**
- TAF TSI Masterplan
  - Deliverables: Functional requirements of the TAF TSI; Performance requirements of the TAF TSI; Implementation strategy and its underlying rationale; Roll-out programme and support investment plan; Governance structure.
- Realisation of TAF TSI functions
  - Realisation of the nine functions which are jointly realised by both RRs: Common Interchange; Reference Files; Train Running Information; Train Forecast; Service Disruption; Train Enquiries; Train Preparation; Infrastructure Restrictions Notice; Ad-hoc Path Request.

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

**TAF TSI Governance Bodies**
- TAF TSI Steering Committee (representative bodies, FAA, IC)
- ERA Working Parties (WPs)
- National Contact Points (NCPs)
- RRs/RR Telematics Joint Sector Group (JSG) (experts and WGs)
- Common Components Group (CCG) and WGs
FACTS
- TAP is a TSI aimed at improving communications among railway actors and between railway actors and passengers.
- ERA holds a change control management process working party for both the TAP and TAF.

IMPACT ON IMS
- The TAP TSI will potentially incur a high cost of implementation.
- The TAP TSI will potentially result in a more transparent management of capacity and movement of railway undertakings.

EIM OBJECTIVES
- Improve infrastructure managers’ control on the TAP/TAF by monitoring the implementation of the TAP/TAF TSI.
- Improve infrastructure managers’ control of the TAP/TAF by informing EIM’s members of the TAP/TAF TSI status.
- Reduce the costs of the TAP/TAF implementation by representing the interests of IMs in the TAP/TAF governance structure.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM is represented in the TAP/TAF Support Management Office (SMO) via EIM’s TAP/TAF expert (SMO offers support on TAP/TAF implementation related questions).

OUTLOOK 2015
- EIM’s TAP/TAF WG will continue to work with and support the respective steering committees in this field (TAP, TAF and TAP/TAF SC).
- The deadline for implementation is 2019.
- The common components group will be transferred to RNE (Rail Net Europe).
- EIM may initiate a TAP TSI Implementation Co-operation group.
Simplified Access for Customers: Interoperability – TSI Telematic Applications for Passengers (TAP)

LEGAL BASIS

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

RAIL SECTOR
- Phase I: Implementation preparation, containing detailed IT specifications, a master plan and a governance mode
- Phase II: Development of the data exchange system
- Phase III: Implementation of the data exchange system

MEMBER STATES
- Member States shall ensure that railway undertakings, station managers and ticket vendors are informed of the TAP TSI.
- Member States are to designate a national contact point (NCP) for the follow-up of its implementation.

TAP TSI Governance Bodies
- TAP TSI Steering Committee (representative bodies, FRA, ECA)
- ERA Working Parties (WPs)
- National Contact Points (NCPs)
- RUs & IMTs (Telematics Joint Sector Group JSG) (experts and WGs)
- Common Components Group (CCG) and WGs
Bosnianfruit (BiH) is implementing an ambitious programme to harmonise the various signalling systems in ERTMS and CTC (Communication Based Train Control).

Photo: Tito Lytton, Bosnianfruit (BiH)
Several electrification specifications exist on the French railway network but for European interoperability, the majority of ongoing and future projects will incorporate a 25kV, 50Hz system.

Photo: SNCF Réseaux (FR)
FACTS
- ERA has strengthened the role of its economic evaluation (EcoEv) activities in its new annual Work Programme 2014.
- Further evolution of the Work Programme is to be linked to KPIs.
- The economic impact of TSIs and other rules drafted by ERA are to be assessed.
- It is foreseen that stakeholders will be able to contribute to that process.

IMPACT ON IMS
- ERA's legal outputs – TSIs and various safety-related provisions – can have a very significant financial impact due to costs of their implementation.
- Assessing the economic impact and taking it into consideration when drafting new legal provisions provides an unprecedented opportunity to mitigate negative financial impacts on the business of rail infrastructure managers.

EIM OBJECTIVES
- To remain influential in the Work Programme proceedings that deal with KPIs and TSIs.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM commented extensively on the drafts of the “Economic Evaluation Framework” – the document setting the principles for the Economic Evaluation Unit including the involvement of stakeholders via the Economic Survey Group (ESG).
- The main aim was to ensure a wording that would allow EIM and other associations representing the railway sector to participate in the assessment of impacts of ERA’s decisions on the railway businesses.
- EIM was successful in obtaining a satisfying text of the Economic Evaluation Framework.

OUTLOOK 2015
- EIM has already participated in the EcoEv workshop on the Rationalisation of Vehicle Related Registers (RVRR) and will participate in further workshops e.g. on Railway indicators.
Evaluation, Management and Resources: Economic Survey Group (ESG)

**ERA**
The economic evaluation activity is a horizontal support function of ERA and part of ERA's multi-annual planning.

**LEGAL BASIS**
Economic evaluation is an integral part of the 2012 ERA Administrative Board position paper and ERA's multi-annual planning, as requested by the European Court of Auditors and endorsed by ERA’s Administrative Board (Member States). It is enshrined into ERA’s Quality Management Approach to deliver better business support by visible impact assessments and more on-time & quality deliverables.

**SCOPE**
All projects of ERA will be subject to an economic analysis (e.g. cost-benefit, proportionality, efficiency of ERA’s activities per project) coupled with performance indicators.

**DELEIVERABLES**
- Improved co-operation with stakeholders on data co-operation and information exchange for monitoring railway indicators
- Lighter but quicker early assessment for proposed new tasks
- Detailed ex-ante assessments according to their strategic importance (e.g. evolution of the railway commons systems)
- Ex-post evaluation (comprehensive policy evaluation)

**STAKEHOLDERS**
- Member States
- RIIs
- RMIs
- Others

Illustration: EIM

Ensuring ERA’s work is making railways more competitive.
FACTS

- For a long time, the associations representing the railway sector vis-à-vis ERA, called upon ERA to improve the management of its workgroups.
- On 2 October 2013, EIM used the joint ERA/sector forum of the Network of Representative Bodies (NREB) to address the topic on behalf of all 9 associations which form the Group of Representative Bodies. Several suggestions were put forward which might alleviate the problems.
- Following this, ERA created a draft set of "working methods" which would introduce common procedures for ERA’s manifold Working Parties, Task Forces and other Workgroups.
- The draft was further developed together with the sector organisations and the NSAs in two meetings hosted by EIM (ERA/GRB task force on 28 May 2014 and ERA/GRB/NSAs meeting on 09 December 2014).

IMPACT ON IMS

- All TSIs, CSMs, CSTs and CSSs (as listed in the chapter above) have a direct impact on the business of Infrastructure Managers as they establish mandatory rules for the design of the Infrastructure and the organisation of operations.
- Since these rules are developed by ERA in co-operation with the representatives of the sector and the NSAs in joint workgroups, ERA’s organisation of its groups indirectly affects the quality of the resulting TSIs, CSMs, CSTs and CSSs.

EIM OBJECTIVES

- More clarity with regard to the procedures applicable in the ERA workgroups which EIM’s experts participate in or could participate in.
- A ruleset ensuring that the input of the experts from IMs is properly taken into account.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- The creation of common working methods is a huge success as it establishes, for the first time, formalised procedures for all groups.
- ERA took many of the comments made by EIM and the other sector organisations into account. The adopted set of rules is expected to largely improve the quality of the various work streams and should result in the opinions of the IMs having a bigger impact on the final legal documents.

OUTLOOK 2015

- Work on specific provisions continues.
The single track Garabit Viaduct (FRA), built by Gustave Eiffel to connect Périgueux and Buglèdes, spans the Tulle River.
Photo: SNCF Réseaux (FRA)
Maintaining, renewing and upgrading our rail infrastructure is the main challenge facing our sector in a context where the public purse is empty. While the EU mainly focuses on extending the infrastructure, I believe that priority should be given to the efficiency, quality and ultimately to the sustainability of the existing network. I strongly believe that the European Commission has an important role to play in steering reflections in this area.

Alain Quinet
Vice-President of RÉM and Deputy Director-General of SNCF Réseau, France
The River Viaduct on the Orense to Santiago high speed line was constructed by Adif (EM) and is the tallest high speed railway bridge in Europe.

Photo: Photo: Adif (EM)
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FACTS
- TEN-T guidelines entered into force on 1 January 2014.
- On 14 March 2014, the EC appointed a European Coordinator for each of the nine TEN-T Core Network Corridors and for the two horizontal priorities: TEN-T and Motorways of the Sea.
- In April 2014 the first corridor forum meeting was held between the EC and Member States.

IMPACT ON IMS
- If a project is delayed, there will be a risk of repercussions on IMS.
- The introduction of the corridor forums may create additional administrative and bureaucratic burdens on IMS.

EIM OBJECTIVES
- To advocate flexible deadlines for the development of the network in order to reduce the risk of repercussions on IMS if a project is delayed.
- To ensure financial viability through socio-economic analyses and exceptions in technical requirements.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Organised several meetings with the Commission (DG MOVE and DG ECFIN) and the European Investment Bank.
- On 31 March 2014, EIM’s article on the GEF and TEN-T was published by The Parliament Magazine.

OUTLOOK 2015
- The Event “TEN-T Days 2015” will take place in Riga, Latvia, in June 2015 under the Latvian Presidency of the Council.
The Core Network Corridors and The Comprehensive Network

Illustration: European Commission
**FACTS**
- The CEF, Connecting Europe Facility, is part of the EU Budget Proposal for the multi-annual financial framework 2014-2020. With a total budget of €33.2 billion (out of which €36.3 billion goes to transport alone), CEF aims to support the development of interconnected trans-European networks in the fields of transport, energy and digital services.
- On 5 March 2014, MS representatives of the CEF coordination committee gave a unanimously positive opinion on the 3rd multi-annual work programme covering a budget of €12 billion to be allocated to transport projects, including a number of support actions, through grants.

**IMPACT ON IMS**
- Funding available for transport is considerably greater than during the previous financial perspective 2007-2013 (€ 63 billion).
- The highest co-funding rates are dedicated to matters of fundamental importance such as ERTMS, rail interoperability and cross-border sections.

**EIM OBJECTIVES**
- Ensuring effective monitoring and analysis of the funding opportunities.
- Providing members with the best expertise in order to successfully apply for a funding scheme.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**
- EIM (except Trafi) signed and participated in the sector’s initiative on saving the €32 billion of the CEF in the framework of the MFF 2014-2020 (Multiannual Financial Framework).
- EIM participated on the CEF Info Days in October 2014.

**OUTLOOK 2015**
- The announced Juncker Investment Plan will transfer 10% of the CEF (€3.3 billion) to the new EFSI Fund (European Fund for Strategic Investments).
- The deadline for submission of projects under the call for proposals presented in September 2014 is on 26 February 2015.
Connecting Europe Facility (CEF)

**LEGAL BASIS**

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

**OVERALL BUDGET ENVELOPE: €69 BILLION**
- **Energy**: €5.8 billion
- **Transport**: €25.2 billion (14.0 + 11.3 from Cohesion fund for transport projects)
- **Digital service infrastructures**: €1.1 billion

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

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

**INEA**
The Innovation and Networks Executive Agency (INEA) is in charge of supporting the Commission, project promoters and stakeholders by providing expertise and high-quality management for infrastructure, research and innovation projects in the fields of transport, energy and telecommunications.
FACTS
- The EC has made tackling the economic decline a priority and intends to reverse this negative trend of declining private investment by putting forward an Investment Plan of €315 billion over the next three years.
- On 13th January 2015 the European Commission issued a proposal for a Regulation setting up the European Fund for Strategic Investments (EFSI Fund).
- The initiative aims to channel those much needed investments towards the needs of the European economy. Although the initial funds being earmarked amount to just €21 billion, this would then be raised to the targeted €315 billion through a multiplier effect of factor 15.

IMPACT ON IMS
- Juncker’s Plan entails a diversion of already existing funds. This has been the case with the Connecting Europe Facility (CEF) and Horizon 2020 which, respectively, will transfer €3.3 billion and €2.7 billion to the EFSI Fund.
- Investments under EFSI will not follow the TEN-T priorities for funding of transport infrastructure and the prioritisation as defined in the Corridor approach.
- The measures included in the Plan may provide greater regulatory predictability and would remove barriers to investment, potentially also making the economic infrastructure more attractive for investors.

EIM OBJECTIVES
- To keep the focus of Juncker’s Plan on transport infrastructure, making sure EFSI is applicable to investment projects in rail.
- To ensure that the money dedicated to transport infrastructure in the MFF (multiannual financial framework 2014-2019) and the Connecting Europe Facility continues to serve the transport objectives defined in the TEN-T Guidelines.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM has closely followed the issue and has attended the hearings of Transport Commissioner Violeta Bulc before the TRAN Committee in December 2014 and the statements made by the EC and the Council before the EP Plenary in January 2015.
- EIM has joined other relevant transport sector Industry Associations in preparing a draft open letter which aims to draw the attention of the Parliament to, among other things, the risk of the allocated funds being absorbed by other sectors.

OUTLOOK 2015
- The goal of the Council is to reach a general approach on the proposal establishing the EFSI Fund by March 2015.
- The EC aims to have the proposal adopted by June 2015 so the new EFSI Fund and project pipeline can be operational by the end of the Summer 2015.
EFSI/Juncker’s Investment Plan

EU GUARANTEE
€16 billion
(50% guarantee; €5 billion from OGF, €13 billion from Horizon 2020, €2.7 billion from budget margin)

EIB
€5 billion

EUROPEAN FUND FOR STRATEGIC INVESTMENTS (EFSI)
€21 billion

X 15

LONG-TERM INVESTMENTS
approx €240 billion

SMEs AND MID-CAP FIRMS
approx €75 billion

TOTAL EXTRA OVER 2015-17
approx €315 billion
(net of the initial EU contributions used as guarantee: €307 billion)

Potentially other public and private contributions

Illustration: European Commission, EM
FACTS
- EIM has produced a brochure called “Finding the Funds” as a guide for Infrastructure Managers to find available finance, in particular from the EU.
- The first draft of the “Finding the Funds” brochure was released during EIM’s General Assembly meeting on November 19th 2014.

IMPACT ON IMS
- Finance is available within many funds, such as the CEF programme, LIFE and the Cohesion Fund. Significant benefits are possible if the Infrastructure managers are able to improve their chances of receiving funds.
- Examples of funding tools and examples from other sectors has the potential to provide valuable additional organisational and financial information to all European Infrastructure Managers.

EIM OBJECTIVES
- EIM’s objectives are to assist Infrastructure Managers and other stakeholders in the transport sector in identifying available funds and financial instruments. Thus, to assist Infrastructure Managers in achieving business excellence.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM produced the first part of the Finding the Funds brochure containing information on EU Funds and examples of, and interviews on, co-funded projects.
- EIM has started discussions within PRIME on the topic of EU funding and funding alternatives.

OUTLOOK 2015
- The final version of the brochure will be published in the second half of 2015.
Completed in 2006 and designed to minimize the impact on the environment, the Jaulny Viaduct forms part of the LGV Bel line in north-eastern France and crosses the Med Rept valley.

Photo: SNCF Réseau (FR)
FACTS
- As the majority of significant infrastructure projects have stopped or have been struggling in their implementation phase, in October 2014 MEP Dominique Riquel (France) initiated the project of a parliamentary Intergroup aimed at finding solutions to lack of investment in Europe.
- On 11th December 2014 the Conference of Presidents formally adopted the establishment of 28 Intergroups during the 8th parliamentary term (2014-2019), including an Intergroup on long-term investment and re-industrialisation.

IMPACT ON IMS
- One of the main priorities of the Intergroup would be economic infrastructure, considered in a holistic way, targeting transport, energy and telecoms infrastructure. The Intergroup would also focus on EU research & innovation funding, which will be a crucial determinant of EU competitiveness over the coming years.
- The Intergroup aims to work as a forum for MEPs, investors and stakeholders to discuss first-hand long-term investment policies and projects, but also to debate the EU financing framework in more general terms.

EIM OBJECTIVES
- Empowering EIM members to have the opportunity to share best long-term investment practices and effective infrastructure project management with representatives of several different industry sectors.
- Ensuring the Intergroup brings together law-makers and industry representatives in a constructive and proactive way in order to establish a fruitful dialogue around the EU’s strategic infrastructure projects in the future.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM has approached several key MEPs to introduce the scope and goals of the Intergroup and has successfully ensured their support before the final vote of the political groups.
- EIM has joined the final Position Paper in support of the Intergroup, together with stakeholders from different industry sectors.

OUTLOOK 2015
- The Intergroup would meet formally once a month in Strasbourg, and informally every 6-weeks in Brussels.
- Several events in the framework of the Intergroup’s scope will be organised throughout 2015, with the participation of both MEPs and industry representatives.
Intergroup on long-term investment

The European Parliament has created an intergroup regarding the promotion and financing of long-term sustainable investments in the real economy. The intergroup would accompany future European regulatory work during the period 2014-2019.

Legal Basis


Mandate of the intergroup

- Focus on strategic economic infrastructure and EU research & innovation funding
- Forum for MEPs, investors and stakeholders
- Discussion of first-hand long-term investment policies and projects and the EU financing framework

The intergroup will provide a forum for exchanges with public and private European Long-Term Financial Institutions involved with the implementation of long-term investment strategies defined at national or EU level by public authorities. Thematic meetings between affected financial institutions and private investors, long-term investment users and MEPs will be organized.

Sector

Investors

Investors will contribute to identifying the most efficient ways to exercise a leverage effect on private investments toward the main priorities (SMEs, economic and social infrastructures).

Industry sectors

Industry sectors will be allowed to tackle the challenges which lay ahead to encourage long-term investments to support competitiveness, jobs creation and to revive smart, sustainable and inclusive growth.
FACTS
- The Shift2Rail initiative is part of the Horizon 2020 framework programme covering the Union’s research and innovation policy for 2014-2020.
- One of the main aims of Horizon 2020 is to strengthen European society and optimise the use of EU funding for innovation.
- The Shift2Rail Joint Undertaking will be founded by the Union, and represented by the European Commission and railway stakeholders.
- EU funding alone amounts to €450 million over the 2014-2020 budget period of the Horizon 2020 programme.

IMPACT ON IMS
- For members of the Joint Undertaking, the Shift2Rail initiative will contribute funding for research and innovation activities.
- This initiative should have a positive effect on the sector as a whole, increasing the competitiveness of the European railway sector on a global scale.

EIM OBJECTIVES
- The infrastructure management sector should benefit as much as possible from the Shift2Rail programme.
- The sector should receive the highest possible return on investments in research and development through the Shift2Rail initiative.
- Support the Shift2Rail programme to streamline the innovation process from research to demonstration and to shorten the time to market for key innovations.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM participates in the Shift2Rail initiative via the Founding Members Trainsvernet and Network Rail.
- EIM has had bilateral contacts with the Council and the Presidency in charge of the negotiations of the Council regulation advising, for example, on membership and associate membership criteria.

OUTLOOK 2015
- The Shift2Rail regulation was adopted by the Council in June 2014, and the remainder of 2014 will be used for developing the Shift2Rail Strategic Master Plan and enrolling Associate Members in the Joint Undertaking.
- The evaluation of potential Joint Undertakings is ongoing and they are expected to be operational in due time.
**COUNCIL**
- Adopted the Shift2Rail Regulation (EU) No 642/2014 of 16 June 2014 establishing the Shift2Rail Joint Undertaking
- Endorses the Strategic Master Plan (approved by the governing board and acting on a proposal from the EC)
- Has 7 Joint Undertakings (JUs) in the research fields, 3 of them focus on the transport sector. Shift2Rail is the newest of the JUs and has a budget of almost €1 billion
- Endorses the Strategic Master Plan with the Council
- Conducts an independent assessment of all Associate Member applications

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

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

**STATES REPRESENTATIVE GROUP**
The States Representatives Group shall be involved and, in particular, review information and possible opinions on the following matters:
- Updating of strategic orientation of the JU Master Plan and progress towards achievement of its targets
- The JU’s annual work plans
- Links to Horizon 2020 and other Union and Member State funding instruments, including the Connecting Europe Facility and the EFSI (European Structural and Investment Fund)
- Links to the Union rail transport legislation and the goal of achieving a Single European Railway Area
- Encourage participation of SMEs and relevant actors from outside the traditional rail sector

**RAILWAY SECTOR**
- Has 8 Founding Members in the JU regulation
- Made up of Founding and Associate Members
- Participates in open calls
- Organises the railway research activities and engages universities etc. as part of the process
- Implements the JU results in their systems
The Channel Tunnel, which links south east England and northern France, opened in 1994 and is owned and managed by Groupe Eurotunnel (FR). Photo: EIM
Railways must innovate to provide the level and quality of service that its customers need in the 21st Century. However, innovation in isolation will be wasted, so a clear vision of the future needs of railways is essential. Our customers demand a cost efficient, high capacity infrastructure. This means we must achieve radical new designs of track and switches that deliver high performance at half the cost of today’s railway.

Prof. Andy Doherty
Chair of EIM’s Technical Steering Group and Director,
Systems Engineering, Network Rail, United Kingdom
By 2020, Jernbaneverket NOS predicts that passenger and freight traffic can triple and double in size respectively, in part from cross border services from Sweden and Denmark.

Photo: Eyvind Oume, Jernbaneverket NOS

112 potassium Annual Report 2014
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FACTS
- EIM initiative that has been ongoing since 2012. Sharing best practices and learning from each other is key.
- Masterclasses, workshops and training sessions are incorporated in order to improve the railway sector from the perspective of the infrastructure manager.

IMPACT ON IMS
- Lower cost, more value for money and increased performing infrastructure through gaining deep understanding of advanced implementation of:
  1) Risk Based Maintenance,
  2) Use of a whole life cycle model in the development of an asset strategy/management plan,
  3) Use of performance in the planning process.

EIM OBJECTIVES
- Improve the railway sector through sharing and assessing existing as well as innovative practices.
- Improve business performance amongst members through professional Asset Management.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- Performance comparison: identification of key issues raised by data production across members, detailed report including initial findings at network level and questions raised by data production differences across members.
- Common view of asset management cost drivers as well as issues and benefits of capacity building/complexity reduction, group high level recommendations for members who face similar issues, examples of implementation.
- Material based on Network Rail Masterclass describing issues and benefits of using whole life cycle costs in asset management planning, group high level recommendations for members who face similar issues, examples of implementation.

OUTLOOK 2015
- 4 workshops/masterclass will be planned in 2015.
- Finalisation of work on performance and then combining it with the work on costs done in 2013.
1. IM position

IM has the second highest average ratio among the ten participants, suggesting that IM should prioritise performance when considering cost/performance trade-off. However, the situation is contrasted for IM:

- Around average for 3 performance indicators (safety, speed restrictions and % of trains cancelled due to infrastructure).
- Significantly above average for the 2 others (% of trains delayed and number of failures due to infrastructure). Part of these positions may be explained by IM collection process (see below).
- IM has no data for “number of delayed minutes caused by infra”.

2. Possible causes for IM position related to data production

- Safety, speed restrictions and % of trains cancelled: no reason related to data collection process that may question IM position and/or results magnitude has been identified yet.
- Possible causes for high % of trains delayed and number of failures:
  - IM specific count of delayed trains may explain the high level of % of trains delayed and number of failures due to infrastructure.
  - Indeed, it seems that each delay observed at any measurement point is counted as one train delay. Thus, one train could generate several delays during the journey.
  - As IM allocates each delay to one cause, the high number of trains delayed could generate a higher number of infrastructure failures.
FACTS
- PRIME is a platform co-created by EIM that allows direct exchange between IMs and the European Commission. It is co-chaired by one representative from the railway sector and one representative from the European Commission.
- It is a new type of collaboration where the participants interact on topics such as legislative initiatives, benchmarking, safety culture, funding etc. Thus, it encompasses all strategic aspects which are relevant for Infrastructure Managers.

IMPACT ON IMS
- The impact is large and affects the IMs in several areas:
  > "Influencing" function: IMs able to affect draft legislation.
  > "Early warning" function: EC to IMs and IMs to EC.
  > "Stress-test" function: EC to test legislative proposals regarding their implementability.
  > "Warning" function: EC and IM to improve mutual understanding of respective "businesses".
  > "Business" function: Facilitating benchmarking on best practice to enhance IMs business capabilities.

EIM OBJECTIVES
- To improve rail performance in general and the infrastructure managers in particular. It is through the good collaboration of PRIME that the sector may advance.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM’s role is to act as the link between the participants and the European Commission and to support the industry co-chair. EIM coordinates meetings, both at CEO level and also in the different subgroups.

OUTLOOK 2015
- All IMs are expected to join PRIME over time, thus enhancing the collaboration further which will truly strengthen the role of the infrastructure manager. PRIME itself will continue to focus on benchmarking, safety culture, funding and legislative discussions, it will also focus on other topics such as IRTMS development.
Governance of PRIME
FACTS
- The EC is working on a “Digital Agenda” to aggregate applications for digital solutions.
- As part of this initiative, the EC will analyse data access.

IMPACT ON IMS
- The EC intends to leverage the digital potential of each and every mode of transport, including its infrastructure, to set up a common digital data layer across all modes and borders.
- The first legislation proposal of the EC will aim to enable a streamlined flow of information for journey planning and ticketing services.
- Other elements of the EC policy will include the deployment of digital ETMS and the development of ITS (Intelligent Transport System).
- IMS have a strong stake in digital data applications due to the high quantity of data but also their sensitive nature.

EIM OBJECTIVES
- Position the rail infrastructure manager as one of the industry stakeholders in the EC consultations.
- Foster a dialogue with all other relevant actors inside and outside the rail sector.

OUTLOOK 2015
- EIM will:
  > continue its discussions with the EC and its partners in the upcoming months.
  > participate in the stakeholder consultation of the EC due to start in May 2015.
  > foster an internal discussion on the digital railway based on the initiatives of its members.
  > suggest that the EC covers digitalisation on a permanent basis in PRIME (Platform of Rail Infrastructure Managers in Europe).
FACTS
- Several important security issues have an international dimension (e.g. terrorism, metal theft).
- Although mainly a responsibility of the Member States, the European Commission also addresses several transport related security issues in its Land Transport Security Expert Group (LANDSEC).

IMPACT ON IMS
- Recent acts of terrorism in the EU may result in initiatives to impose security measures for railways at EU level.
- Cross-border activities of metal thieves cause significant problems to rail infrastructure managers.

EIM OBJECTIVES
- Develop an EIM position on all relevant security issues vis-à-vis the European institutions.
- Exchange internally on best practice between EIM’s members.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- The security working group has carried out a risk assessment for railway infrastructure managers and exchanges on Critical Infrastructure Protection (CIP).
- EIM developed a Railway Security Handbook summarising the results e.g. impact, countermeasures and model strategy regarding metal theft.

OUTLOOK 2015
- EIM will lobby the European institutions with the aim of obtaining harmonised legislation with regards to metal theft.
- The security working group will continue with its work on risk assessment and CIP.
Security

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

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

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

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

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

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

EIM Security Activities
- Encompass:
  - Co-operation with LANDSEC
  - Other security related activities on the level of EIM’s deciding bodies on an ad hoc basis
  - Internal activities of EIM’s Security Working Group
  - Development of an EIM Handbook on Railway Security
FACTS
- Due to a significant increase in demand on the world market, copper prices tripled between 2004 and 2011.
- This resulted in a surge of metal theft incidences in many European countries with railway infrastructure being one of the most affected sectors.

IMPACT ON IMS
- Replacing stolen items, improving security equipment and maintenance results in significant costs for the IMS.
- During 2011-2013 alone, metal theft cost IMS’s members at least €150 million in total.

EIM OBJECTIVES
- Disrupt the causal chain between high metal prices incentivising metal theft on one side and the indirect costs of unprevented thefts (like indemnities and lost track access charges) on the other at any possible point.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT
- EIM’s Security working group assessed the impacts of metal theft, compiled countermeasures and developed a model strategy to combat it.
- In parallel, many of the most affected members managed to achieve a reduction in thefts between 2011 and 2013.

OUTLOOK 2015
- The results of the work on metal theft, including all available data on the impact and an extensive collection of the countermeasures, will be compiled.
- The potential for a cross-sector (telecommunications, energy, etc.) co-operation against metal theft will be assessed.
- Specific workshops on countermeasures and communication strategies for metal theft will be organised for EIM members.
EIM Model Strategy Against Metal Theft

Prevention

Field

Security & Legal

Safety & Operations

Operations & Resilience

Legal

Mitigation of Impact

Causal chain

High copper price → Thefts → Reasons, delays, lost revenue

Indirect costs

Direct costs

Countermeasures
Co-operation

SNOW and interoperability are particularly challenging on the line from Helsinki to Saint Petersburg.
Photo: Finnish Transport Agency (F)

05
Transport policy increasingly relies upon an integrated and multimodal approach between the infrastructure managers. Increased co-operation of rail infrastructure managers within EIM and the European Directors of Roads within CEDR will help to develop best practice and the efficiency of road and rail to the benefit of a well performing transport system and should be taken further.

Antti Vehtiläinen
Vice-President of EIM and Director-General of FTA,
Finland
The new Rotterdam Central Station, opened in 2014, was realised by ProRail (NL) in conjunction with the local municipality.

Photo: ProRail (NL)
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**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 sector and, where relevant, outside the transport sector.
- Depending on the subject or area covered, EIM has concluded standing co-operation agreements, project based co-operation terms or ad hoc contacts with a variety of stakeholders to leverage or streamline positions.
- The proposed “co-operation in specific areas” is in line with the EC’s main objective to contribute to the single European transport area and in particular to the Single European Railway Area. As part of EIM’s objective to provide enhanced support and analysis to its members for them to improve business excellence of rail infrastructure management, EIM fosters joint analyses and benchmarking amongst its members in different areas.

**CO-OPERATION IN SPECIFIC AREAS**

- **Close co-operation between members**
  - to benchmark and share best practices between EIM members
  - develop key performance indicators as part of the drive for business excellence.
- **Cross-industry co-operation** to develop a common approach to infrastructure resilience in order to enjoy a more efficient approach when tackling seasonal performance issues.
- **Co-operation with other modes** in order to realise the potential of the entire transport industry rather than single modes.
- **Close co-operation with European institutions** in the development of EU legislative and policy initiatives e.g. charging, funding, harmonisation of the functions of the IMs, development of framework agreements; digitalisation, environment, public procurement, etc.
- **Close co-operation with the European agency ERA** in the development of TSIs to support future rail interoperability across Europe in aspects such as safety, noise, ERTMS, etc.
Co-operation

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>CEDR</td>
<td>Conference of European Directors of Roads</td>
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<td>CER</td>
<td>Community of European Railway and Infrastructure Companies</td>
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<td>CTG</td>
<td>Coordination Technical Groups</td>
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<td>ELP</td>
<td>European Logistics Platform</td>
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<td>ERA</td>
<td>European Railway Agency</td>
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<td>EPRAC</td>
<td>European Rail Research Advisory Council</td>
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<tr>
<td>GRB</td>
<td>Group of Representative Bodies</td>
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<tr>
<td>NRB</td>
<td>Network of Representative Bodies (all railway associations recognised by UIC plus ERA representatives)</td>
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<tr>
<td>UIC</td>
<td>International Union of Railways</td>
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<tr>
<td>CEN</td>
<td>European Committee for Standardisation</td>
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<tr>
<td>CENELEC</td>
<td>European Committee for Electrotechnical Standardisation</td>
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<td>CER</td>
<td>Committee of the Regions</td>
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<td>Council</td>
<td>Council of the EU</td>
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<td>IECC</td>
<td>European Commission</td>
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<td>EEESC</td>
<td>European Economic and Social Committee</td>
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<td>EP</td>
<td>European Parliament</td>
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<tr>
<td>IRG-Rail</td>
<td>Independent Regulator’s Group – rail</td>
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<td>JPCI</td>
<td>Joint Programming Committee Rail</td>
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<td>JTI</td>
<td>Joint Technology Initiative</td>
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<td>PemRep’s</td>
<td>Permanent Representations of the Member States to the EU</td>
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<td>RNE</td>
<td>RailNetEurope</td>
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<tr>
<td>GT</td>
<td>International Rail Transport Committee</td>
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<tr>
<td>Academia</td>
<td>Universities, Institutes, Consultants</td>
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<tr>
<td>CLIRCAT</td>
<td>European association for forwarding, transport, logistics and customs services</td>
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<tr>
<td>EPFRC</td>
<td>European Federation of Railway Trackworks Contractors</td>
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<td>ERFA</td>
<td>European Rail Freight Association</td>
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<tr>
<td>ESC</td>
<td>European Shippers Council</td>
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<tr>
<td>SERAC</td>
<td>Single European Railway Area Committee</td>
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<td>TMC</td>
<td>Transport &amp; Environment</td>
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<td>IUP</td>
<td>International Union of Wagon Keepers</td>
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<td>UIRR</td>
<td>International Union of Combined Road-Rail Transport Companies</td>
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<td>UTP</td>
<td>International Association of Public Transport</td>
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<tr>
<td>UNIFE</td>
<td>Association of the European Rail Industry</td>
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The energy department of Jernbaneverket (JVR) buys and sells electricity for use by the railway sector and converts the frequency down to 16.2/Hz.

Photo: Eyetal-Foto, Jernbaneverket (JVR)
HLIM (High-Level Infrastructure Meeting) 2014

**CONTEXT**

Once a year, the HLIM event brings together all rail infrastructure managers in Europe. The 2014 event took place in Stockholm (SE) and was hosted by Trafikutstaltet, the Swedish infrastructure manager.

The HLIM event serves as a platform for exchange on all subjects of importance and relevance to the top management of rail infrastructure managers.

In 2014, the main issues were how to achieve greater excellence in performance and safety of service delivery for customers and stakeholders.

Amongst the speakers were also:

- JR East on condition-based maintenance (CBM)
- Turkish State Railways on infrastructure investments
- Rail Net Europe on harmonisation and rail freight corridors.

**SAFETY LEADERSHIP WORKSHOP**

The key section of the HLIM 2014 was the safety leadership workshop, chaired jointly by ProRail (NL) and Network Rail (UK) on:

- how to achieve a more holistic and proactive approach to a fair safety culture.
- the importance of safety for performance and punctuality.
- the safety leadership role of the rail infrastructure manager.
- how to develop a clear safety vision with commitments throughout the entire value chain of rail infrastructure management.

**OUTLOOK**

The next HLIM will be hosted by the Polish rail infrastructure manager PLK in June 2015 in Warsaw (PL).
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<td>Introductory Presentation</td>
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<tr>
<td>10 min</td>
<td>1a: Compelling Reason for Change</td>
<td>Pro-Rail CEO</td>
</tr>
<tr>
<td></td>
<td>1b: Creating the Foundations for Safety Culture</td>
<td>NR Expert</td>
</tr>
<tr>
<td>10 min</td>
<td>1c: Building a Pro-Active Safety Culture</td>
<td>Pro-Rail Expert</td>
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<td>1d: Our Role as Safety Leaders</td>
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<td>12.20</td>
<td>Plenary Discussion 1: Sharing RM Experiences</td>
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<td>Workshop: Dilemmas in Improving Safety Culture (Break into 2 Groups)</td>
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<td>15 min</td>
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<td>Q1: How do we engage our external stakeholders in the safety culture change journey?</td>
<td>Q2: What do we need to do as safety leaders to create change?</td>
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<td>Q2: How do we learn from Near Accidents in a culture of alarm and/or blame?</td>
<td>Q3: How do we engage our employees to be proactively involved in safety change?</td>
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<td>15 min</td>
<td>Commit to Action: What do we want to work on as a community to drive change?</td>
<td>Commit to Action: What do we want to work on as a community to drive change?</td>
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<td>Finish &amp; Lunch</td>
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**What is our role as safety leaders?**
- Visible commitment to safety – talk safety first
- Open conversations
- Listen and give feedback
- Role model: workforce will follow our example
- Don’t walk by: acceptable is what you tolerate
- Credible: serious | consistent

**What will we commit to do next?**
- Measure journey/safety culture
- Identify journey/safety culture
- Benchmark journey/safety culture
- Collaborate on journey/safety culture
European rail infrastructure managers discuss excellence in performance and safety

European rail infrastructure managers discuss how to achieve greater excellence in performance and safety of their services delivery for customers and stakeholders.

At the invitation of the Swedish Infrastructure Manager Professor, the High-Level Infrastructure Managers’ meeting took place in Stockholm. 80% of all major European rail infrastructure managers attended the meeting aimed at achieving a stronger performance and safety for their customers and stakeholders.

At the beginning of the meeting, the results of actions specified in previous high-level infrastructure managers’ meetings were presented by several high-ranking officials from major clients and operators.

The last session of the event was dedicated to a workshop led by the Dutch Infrastructure Manager Professor and the British Infrastructure Manager Healey that focused on the need for excellence in performance and safety. Several initiatives and recommendations were presented, including the importance of effective management structures and processes to achieve better performance and safety outcomes.

The event was attended by representatives from the European Commission, the European Parliament, and various national and regional authorities.

Samuel Molin, Director General of RailNet and President of ENI, stated that the conference was a platform for discussing strategies to improve the performance and safety of rail infrastructure across Europe.

"The rail infrastructure is the essential component that makes rail attractive both to the rail operator and to the end customer. Easter’s meeting emphasized the impact of infrastructure investment on the quality of service and the safety of passengers and operators. It was an opportunity to share best practices and to discuss the challenges faced by rail operators in achieving excellence in performance and safety.

Participants agreed to pursue further opportunities to develop benchmarking and exchange of best practices to ensure safety leadership across Europe’s railways."
CO-OPERATION

HLIM – Safety Culture Workshop 2014

HLIM plenary session on 9th June 2014, in Stockholm (SE)
HLIM – Safety Culture Workshop 2014

Paul Plimmer, Network Rail (UK)
Hans Ring, Trafikverket (SE)
Elsa Houtman, Inhiber (BE)
Right: Martin Goud-van Sinderen, Pronar (NL)

Dean Thijssen, ProRail (NL)
Jürgen Mäier, BLS (CH)
Emma Hase, Network Rail (UK)
1st left: Francisco Cardozo dos Reis, Renfe (ES), 2nd left: Joaquín Jeronimo, Adif (ES)
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 Co-operative 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 practices, 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 relating to developments and activities in the EU law making process as well as on priorities, activities and results of research and innovation in rail, road and transport infrastructure.

EIM/CEDR ACTIONS AND OBJECTIVE ACHIEVEMENT
A memorandum of understanding between EIM and CEDR was signed in November of 2014. Since then, CEDR and EIM have had several meetings to identify work streams which would benefit most from co-operation in both the short and long term.

OUTLOOK FOR 2015
Creation of a joint coordination body and development of a joint activity plan for 2015 and beyond.
Memorandum of Understanding between EIM and CEDR

Memorandum of Understanding

Conclusion:

The Conference of European Infrastructure Managers (CEM) was established in Lyon, France, with the objective to foster the exchange of experience and information and to exchange views on current and future issues which are common to the field.

In addition, the CEM network provides the means for European infrastructure managers to share their experiences and to contribute to the technical and safety activities of the European Infrastructure Managernet (EIM).

Both organizations aim to prevent the overlap of the relevant remedial organizations for exchange information and best practices with their peers and facilitate cooperation and information sharing between their staff.

1. Objectives

The objective of CEM is to improve efficiency, avoid unnecessary duplication of efforts, and enhance the exchange of knowledge and support between managers in relevant EIM activities.

Both partners agree that cooperation between the two is mutually beneficial for the respective organizations and their members.

Both organizations will continue to access the distribution and exchange data of their operators. Although there is no intention or desire to create new operational data systems.
Progressive railway infrastructure management is crucial for a single European market.
Photo: Mogens Lynge, 'Trainverbetet, (SE)
2014 was a successful year for EIM and our members. With co-operation and commitment, EIM reinforced its position as Europe’s single voice for rail infrastructure managers. Through profound co-operation with the members, all relevant EU institutions, PRIME and CEDR, EIM has made significant impact on the developments of the European railway sector. At EIM, we regard the future as bright, and we look forward to continuing with our participation in positively developing the European railway sector, and to seek new business opportunities to secure growth and sustainability.

Monika Heiming
Executive Director of EIM
In 2014, PL.K (PL) highlighted their commitment to safety by awarding a £25 million contract to upgrade level crossings in 16 Polish provinces. Photo: Westaimer, Wroclaw; PL.K (PL)
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Communications of EIM

FACTS
- EIM is part of several external EU and sector bodies and communicates with a large variety of actors.
- EIM is keen to communicate in an open and transparent manner. Sharing news and opinions allows EIM to be more accessible and interactive with all its stakeholders:
  > Internal (members, delegates, experts, staff)
  > External (EU Institutions, sector media)
- Therefore, EIM has updated all media tools in order to become more available and accessible.
- EIM is registered with the EU Transparency Register under the number 72770998007-81

DIGITAL COMMUNICATION VECTORS
- Within the scope of its communication activities, EIM has developed the following communication vectors:
  > EIM Website: http://www.eimrail.org (72,007 visits)
  > EIM LinkedIn profile: EIM European Rail Infrastructure Managers (262 followers)
  > EIM Facebook profile: European Rail Infrastructure Managers (85 followers)
  > EIM Twitter account: @MRExDeEIM (65 followers)
  > EIM Intranet (for members only): https://eim.vladecki.com (379 members)

OTHER COMMUNICATION VECTORS
In line with its objective to openly and transparently communicate with all its stakeholders, EIM has offered training sessions on EU affairs to a variety of internal and external stakeholders. EIM seeks a collaborative approach with its numerous direct and indirect customers.
EIM Interactive Analysis

EIMRail
- 95 Followers
- 95 Average clicks on a publication
- 95 Average visits per day

@EIM_evelin
- 88 Followers
- 2,077 Following
- 64 Tweets

eim3
- 262 Followers
- 8 Average visits per day

eimrail.org
- 7,207 Visits
- 30,946 Pageviews
- 00:01:59 Avg. visit duration
- 61.46% New visits

European_Rail_Infrastructure_Managers
The European Rail Congress 2014

EVENT

The European Rail Congress celebrates achievements in the wider European rail sector by presenting awards. The awards aim to:
- reward and encourage European railway excellence and innovation.
- disseminate the very best practices throughout Europe.
- help new markets learn from more established players.
- promote interoperability to achieve seamless rail travel across the whole of Europe.

AT THE 2014 EVENT, AWARDS WERE GRANTED IN THE FOLLOWING MAIN AREAS

- Passenger train operator of the year
- Freight operator of the year
- Rail station of the year
- Excellence in technology
- Most innovative project of the year
- Excellence in environmental sustainability
- Best partnership of the year
- Engineering excellence
- Excellence in safety & security
- Best integration
- Excellence in infrastructure (special award)

JUDGES

- Mr Brian Simpson – Chair of the Judges Panel.
- European Commission (DG MOVE) – Mr J.A. Machado, Director-General of DG MOVE.
- European Railway Agency (ERA) – Mr M. Verslype, Executive Director of ERA.
- European Rail Infrastructure Managers (EIM) – Ms M. Heimig, Executive Director of EIM.
- European Passenger Federation (EPF) – Mr W. Smeulders, Board Member of EPF.
- European Rail Freight Association (ERFA) – Ms J. Lamb, Secretary General of ERFA.
- International Association of Public Transport (UITP) – Mr A. Flusser, Secretary General of UITP.
The European Rail Congress 2014

AWARD WINNERS FROM EIM IN 2014

- High Speed 1 took the prize for Excellence in Environmental Sustainability. Their performance has been due to increasing innovation in design and persistent railway landscape management. Through this, they have created a sustainable railway corridor (the green corridor) which has increased biodiversity yet reduced overall maintenance costs.

- Network Rail received the Excellence in Safety and Security award for their cable theft prevention strategy. Their team managed to reduce the number of incidents and delay minutes by 80% in recent years.

- The Network Rail managed Glasgow Central Station received the European Rail Station of the Year award. The station had been substantially upgraded with the passenger in mind. All platforms, toilets, showers, escalators and entry gates were rebuilt and a new mobility access point was installed.

JUDGES SPECIAL AWARD FOR EXCELLENCE IN INFRASTRUCTURE IN 2014

- EIM presented a special award to FCC Construction for the New Europe Bridge project across the Danube.

OUTLOOK

The next European Rail Congress is scheduled for 2016.
COMMUNICATIONS

HLIM-events on 2nd and 3rd June 2014 in Stockholm (SE)
Other events in 2014 (selection)

06/2014: EIM at ERA conference, Ljubljana (SLO)
08/2014: EIM at EC seminar on ETIFRM, Riyadh (KSA)
13/2014: Technical visit to FTA (FIN)
02/2014: EIM at ERA workshop, Valenciennes (F)
02/2014: EIM at strategic technical session, SPK (B)
03/2014: EIM technical workshop, Bux (B)
02/2014: EIM at ERA round table at JTI, Brussels (BE)

09/2014: EIM at Wascsosa future day, Lucerne (CH)
### All events in 2014

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<td>PRIME kick-off meeting at the EIC</td>
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<td>EFFRC Policy &amp; Research Committee</td>
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<td>07.05.2014</td>
<td>ERA Rail System Conference</td>
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<td>15.05.2014</td>
<td>URRR annual event</td>
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<td>04.06.2014</td>
<td>PRIME plenary meeting No. 3</td>
<td>EC / IRM / Tiffenwerte</td>
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<td>20.06.2014</td>
<td>EC SHIPRail conference</td>
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<td>26.06.2014</td>
<td>ERA’s 10th anniversary event</td>
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<td>01.07.2014</td>
<td>EC / ERTMS strategy meeting</td>
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<td>IC’s Logistics Policy event</td>
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<td>ERC Selection Panel Meeting</td>
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<td>03.09.2014</td>
<td>Club Feroviar meeting on RO/EU issues</td>
<td>Club Feroviar</td>
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<td>Wamcossa Future Day event on transport</td>
<td>Wamcossa</td>
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<td>PRMIE plenary meeting No. 4</td>
<td>EC/ERAMODF</td>
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<td>06-07.11.2014</td>
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The bridge over the River Sado (PT) forms part of an important high speed route into Lisbon and was completed in 2010.

Photo: SMDNA (PT)
As a founding member of EIM, I am extremely proud to see that the association has evolved into a truly representative body of rail infrastructure managers which work in an open and cooperative manner to deliver a safe, sustainable, performing and customer oriented rail network. President Juncker has placed infrastructure at the centre of his economic agenda for Europe. This shall also mark a new era for EIM which shall strive to become the first port of call for all infrastructure management related issues in the years to come.

Francisco Cardoso dos Reis
Vice-President of EIM and Senior Advisor of REFER
Board of Administration, Portugal
The use of railway traffic simulators by PLK (PL) is just one of more than 200 ongoing initiatives to improve security on their infrastructure.

Photo: Władysław Włoch, PLK (PL)
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Legal Information of EIM

- **Designation**: European Rail Infrastructure Managers
- **Legal Status**: aisbl (International Non-Profit Association)
- **Registered office**: Square de Meeûs 1; B-1000 Brussels
- **Statutes**: www.emirail.org/pages/em-r-statutes
- **VAT number**: BE0827.786.090
- **Transparency Register n°**: 72173698037-81
- **Auditor**: Deloitte

**THE ASSOCIATION**

EIM is a Brussels based, international, non-profit association which represents the common interests of European rail infrastructure managers. EIM currently has 12 full and 2 associate members from 11 different European countries.

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.
EIM Board (as of November 2014)

Paul Plummer  
Network Rail (UK)  
President

Antti Vehviläinen  
Finnish Transport Agency (Fi)  
Vice-President

Alain Quinet  
SNCF Réseau (FR)  
Vice-President

Francisco Cardoso dos Reis  
REFER (PT)  
Vice-President
Human Resources

**FACTS**
- EIM strives to be a valuable employer, offering an attractive, multicultural and balanced working environment.
- EIM’s objective is to be a more open, diverse and inclusive organisation.
- EIM has a culture based on team work, mutual trust, empowerment, gender equality.

**STAFF**
- EIM hosts both, permanent staff and also seconded experts from its members.
- EIM’s staff is 60 % male and 40 % female.
- In 2014, EIM employed staff with nine different nationalities (EU and US).
EIM Secretariat

Management

Monika Heiming
Executive Director

Internal Affairs & Communications

Sandrine Roussel
Manager Internal Affairs

Rail Policy & Regulations

Ana Malheiro
Manager Legal Affairs

Tommasso Spinevello
Advisor Legal Affairs

Technical Policy & Standards

Ville Searinen
Manager Technical Affairs

Toby Brookes
Advisor Technical Affairs

Strategy & Economics

Viktor Anderson
Manager Economic Affairs

Siamak Jalali
Analyst Financial Affairs

Asset Management

Vincent Bouitseau
Manager Asset Management

EIM Annual Report 2014
EIM Membership

MEMBERSHIP CATEGORIES

EIM has three categories of members: national, non-national and associate.

The membership requirements are:
- national member: owner/operator of >50% of the national rail network of an EU, EEA or EU applicant country;
- non-national member: owner/operator of >30 km of track length on the TEN-T Core Network or an EU, EEA or EU applicant country;
- associate member: any company or organisation associated with management, maintenance or use of rail infrastructure which does not fulfil the criteria above.

WHY BECOME A MEMBER?

- EIM is the only European association which exclusively represents the interests of rail infrastructure managers.
- EIM membership grants direct access to the European Commission to influence the policy making process.
- EIM membership results in exclusive opportunities to exchange with other CEOs on all business relevant issues.
- EIM members can participate in expert working groups where, amongst other activities, best practices are exchanged and rail technology and safety are benchmarked.

HOW TO BECOME A MEMBER?

Candidates for membership must submit an application in writing to the President of EIM.

This can be performed by either:
- sending an e-mail to info@eimrail.org,
- by completing the membership application form on EIM’s website.

MEMBERSHIP FEES

The fee structure depends on the membership category. Please contact EIM for details.
Quality Management

CONTEXT
- EIM always strives towards increasing its own performance as part of its customer approach. Continuous Improvement is an inherent business activity at EIM but there is potential in some areas to go even further to become a high-performing organisation that provides the best possible service to its members.

PROCESS
- EIM’s quality drive was started in mid 2013 in order to further improve its performance.
- EIM consequently reviewed the procedures of all the technical working groups to identify the potential impacts that may occur by empowering them further.
- The process was completed in November 2014 and several aspects of the working groups were improved as a result, such as more experts being assigned and increasing the level of co-operation between different groups to face multidisciplinary and uncertain challenges.

OUTPUT
- Coherent technical strategy in line with the strategic objectives of the association.
- Improved access to and knowledge of all main technical issues.
- Strengthened exchange between the members at expert and management level.
- Improved processes and output.
- Early identification of the needs of members.
- Customised specialist events and training sessions.
ERM's member Ligne (FR) has won the contract to construct and operate a new high speed line between Tours and Bordeaux in France, reducing journey times by one hour and providing a fast connection between Spain and northern Europe.

Photo: Lihan Montenui, LIRSA (FR)
Glossary

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

Community of European Railway and Infrastructure Companies (CER)
A body representing railway operators and infrastructure managers at European level.

Contractual agreement
An agreement, or mutatia mutandis, within the framework of administrative measures.

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)
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. It also coordinates European space policy and therefore has ties with the European Space Agency.

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.

Convention concerning International Carriage by Rail (COTIF)
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.

European Committee for Standardisation/European Committee for Electrotechnical Standardisation (CEN/CENELEC)
These bodies are responsible for defining technical standards for the European Single Market in all areas of economic activity.

European Court of Justice (ECJ)
The European Court of Justice is the highest court in the European Union in matters of European Union law. As a part of the Court of Justice of the European Union, it is tasked with interpreting EU law and ensuring its equal application across all EU Member States.
**Glossary**

**European Federation of Railway Trackworks Contractors (EFRTC)**
Body representing companies which are contracted by IIMs to carry out maintenance/construction work on railways.

**European Rail Infrastructure Managers (EIM)**
The association promoting the views of railway infrastructure managers in Europe.

**European Rail Freight Association (ERFA)**
ERFA is the association of new operators in the rail freight market across Europe, mostly private and independent companies.

**European Rail Research Advisory Council (ERRAC)**
Body that coordinates rail research at the European level.

**European Rail Traffic Management System (ERTMS)**
A project aimed at replacing the different national rail control-command and signalling systems in Europe with a single system.

**European Railway Agency (ERA)**
An agency of the European Commission responsible for promoting interoperability in the European railway system.

**European Parliament (EP)**
The European Parliament is the directly elected parliamentary institution of the European Union. Together with the Council of the European Union and the European Commission, it exercises the legislative function of the EU.

**First Railway Package**
A package 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 proposals put forward by the Commission in 2013 with the aim of improving rail transport in Europe. It encompasses measures aimed at liberalising the European domestic passenger market, strengthening the functions and independence of the rail infrastructure manager in Europe, reinforcing the role of ERA, and streamlining the certification and authorisation procedures.

**Framework agreement**
A legally binding general agreement under public or private law, setting 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.

**Infrastructure Manager (IM)**
Any body or firm responsible for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signaling. The functions of the IMs on a network or part of a network may be allocated to different bodies or firms.

**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.

**International Association of Public Transport (UITP)**
International network for public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry.
Glossary

**International Union of Railways (UIC)**
An international rail industry body promoting rail transport at a world level.

**International Union of Wagon Keepers (UIP)**
Brussels based umbrella association of national associations of wagon keepers from fourteen European countries.

**International Union of Combined Road-Rail Transport Companies (UIIRC)**
Organisation representing European operators of intermodal transport (involving the combination of road and rail transport).

**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 RM in exchange for agreed levels of service/performance.

**National Safety Authority (NSA)**
The national body entrusted with the tasks regarding railway safety by a Member State in order to ensure a unified safety regime in Europe.

**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 better than planned performance.

**Policy and Management Committee (PMC)**
EMI body, consisting of at least one delegate from every EMI member. The PMC shall be the normal mechanism through which member companies exercise day-to-day influence in the activities and statements of EMI.

**Public Private Partnership (PPP)**
A financial arrangement where a private investor works together with the public services to build or operate infrastructure.

**Rail Net Europe (RNE)**
A body grouping European infrastructure managers to allow the planning of international train paths.

**Rail Market Monitoring Scheme (RMMS)**
The RMMS is a tool through which the European Commission monitors the technical and economic conditions and market developments of European rail transport.

**Railway Interoperability and Safety Committee (RISC)**
Holds the deciding vote on whether a draft TSI, CSM, CS or CBT can be adopted by the European Commission. The committee consists of representatives from the Member States and is chaired by the European Commission.

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

**Regulatory body**
A body established by Member States responsible for monitoring competition in the railway market and to which an applicant has the right to appeal in cases where it believes it has been unfairly treated, discriminated against or in any other way aggrieved, in particular against decisions adopted by an infrastructure manager or where appropriate a railway undertaking.
Glossary

Rolling Stock (RS)
Vehicles which operate on the railway, such as locomotives, freight wagons or coaches.

Safety Management System (SMS)
A set of rules, processes and procedures that infrastructure managers and railway undertakings are required to establish in order to control all risks related to their activities and ensure a safe management of their operations on a continuous basis.

Sectoral Social Dialogue (SSD)
The sectoral social dialogue is an instrument of political governance aiming to foster dialogue between the social partners at a European level, acting as a forum for consultation on the drafting of EU policies on employment and social affairs.

Single European Railway Area Committee (SERAC)
The SERAC is a committee that is composed of Member States and chaired by the Commission. It was set up a few years ago 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 ERA and adopted by the EC, to ensure the interoperability of the trans-European rail system.

Technical Steering Group (TSG)
ERA body consisting of senior technical managers involved in ERA’s TSI process or other areas. The TSG’s task is to monitor and review the work of ERA’s Working Groups and to decide ERA’s positions on specific technical issues.

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

Union of the European Railway Industries (UNIFE)
Represents the railway supply industry i.e. companies responsible for the design, manufacture, maintenance and refurbishment of guided land transport systems, subsystems and related equipment.

Working Group (WG)
Basic EM Unit in which experts from EM’s member organisations work on technical aspects of the rail system. WGs report to the TSG and advise EM’s decision bodies on technical issues. Most EM Working Groups second speakers to ERA Work Groups.

Working Party (WP)
A significant part of ERA’s Workgroups are called “Working Parties”. Working Parties are dedicated to the drafting of specific TSI’s, CSAs, CSI, CST etc. with experts from rail stakeholder organisations.
## Acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Full Form</th>
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<tbody>
<tr>
<td>AEIF</td>
<td>European Association for Railway Interoperability</td>
</tr>
<tr>
<td>CBTC</td>
<td>Communications Based Train Control</td>
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<tr>
<td>CCM</td>
<td>Company Control Manager</td>
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<tr>
<td>CEE</td>
<td>Central and Eastern Europe</td>
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<tr>
<td>CEDR</td>
<td>Conference of European Directors of Roads</td>
</tr>
<tr>
<td>CEF</td>
<td>Connecting Europe Facility</td>
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<tr>
<td>CEN</td>
<td>European Committee for Standardisation</td>
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<tr>
<td>CENELEC</td>
<td>European Committee for Electrotechnical Standardisation</td>
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<tr>
<td>CER</td>
<td>Community of European Railways</td>
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<tr>
<td>CSM</td>
<td>Common Safety Methods</td>
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<tr>
<td>DG MOVE</td>
<td>Directorate General for Mobility and Transport</td>
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<tr>
<td>DG R&amp;I</td>
<td>Directorate General for Research and Innovation</td>
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<tr>
<td>DG TRADE</td>
<td>Directorate General for Trade of the EC</td>
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<tr>
<td>DMI</td>
<td>Driver Machine Interface</td>
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<tr>
<td>EC</td>
<td>European Commission</td>
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<tr>
<td>E-GTC</td>
<td>European General Terms and Conditions</td>
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<tr>
<td>EIM</td>
<td>European Rail Infrastructure Managers</td>
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<tr>
<td>EMC</td>
<td>Electro-Magnetic Compatibility</td>
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<tr>
<td>ENE</td>
<td>Energy</td>
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<tr>
<td>EP</td>
<td>European Parliament</td>
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<tr>
<td>ERA</td>
<td>European Railway Agency</td>
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<tr>
<td>ERFA</td>
<td>European Rail Freight Association</td>
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<tr>
<td>ERFTP</td>
<td>European Federation of Railway Track-Works Contractors</td>
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<tr>
<td>ERRAC</td>
<td>European Rail Research Advisory Council</td>
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<tr>
<td>ERTMS</td>
<td>European Rail Traffic Management System</td>
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<td>ETCS</td>
<td>European Train Control System</td>
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<tr>
<td>EU</td>
<td>European Union</td>
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<tr>
<td>GRB</td>
<td>Group of Representative Bodies</td>
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<tr>
<td>IM</td>
<td>Infrastructure Manager</td>
</tr>
<tr>
<td>INEA</td>
<td>The Innovation and Networks Executive Agency</td>
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<tr>
<td>ITRE</td>
<td>Committee on Industry, Research and Energy in the EP</td>
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<tr>
<td>INF</td>
<td>Infrastructure</td>
</tr>
<tr>
<td>JPCR</td>
<td>Joint Programming Committee Rail</td>
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<tr>
<td>JSG</td>
<td>Joint Sector Group</td>
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<tr>
<td>JTI</td>
<td>Joint Technology Initiative</td>
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<tr>
<td>LCC</td>
<td>Life Cycle Cost</td>
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<tr>
<td>LOC &amp; PAS</td>
<td>Locomotives and Passenger Rolling Stock</td>
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</table>
### Acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>MEP</td>
<td>Member of European Parliament</td>
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<tr>
<td>MFF</td>
<td>Multi-Annual Financial Framework</td>
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<td>NOI</td>
<td>Noise</td>
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<tr>
<td>MoU</td>
<td>Memorandum of Understanding</td>
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<tr>
<td>NRB</td>
<td>Network of Representative Bodies</td>
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<tr>
<td>NSA</td>
<td>National Safety Authority</td>
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<tr>
<td>OPE</td>
<td>Operations and Traffic Management</td>
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<tr>
<td>OTM</td>
<td>On-Track Machines</td>
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<tr>
<td>PRIME</td>
<td>Platform for Rail Infrastructure Managers in Europe</td>
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<tr>
<td>PRM</td>
<td>Persons with Reduced Mobility</td>
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<tr>
<td>PSO</td>
<td>Public Service Obligations</td>
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<tr>
<td>R&amp;D</td>
<td>Research and Development</td>
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<tr>
<td>RFC</td>
<td>Rail Freight Corridors</td>
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<td>RNE</td>
<td>RailNetEurope</td>
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<td>RINF</td>
<td>Register of Infrastructure</td>
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<td>RISC</td>
<td>Railway Interoperability and Safety Committee</td>
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<td>RP</td>
<td>Railway Package</td>
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<td>RU</td>
<td>Railway Undertaking</td>
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<td>S2R</td>
<td>ShiftRail</td>
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<td>SAF</td>
<td>Safety</td>
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<tr>
<td>SEC</td>
<td>Security</td>
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<tr>
<td>SRT</td>
<td>Safety in Railway Tunnels</td>
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<tr>
<td>TAF</td>
<td>Telematic Applications for Freight</td>
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<tr>
<td>TAP</td>
<td>Telematic Applications for Passengers</td>
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<tr>
<td>TDC</td>
<td>Train Detection Compatibility</td>
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<tr>
<td>TEL</td>
<td>Telecom</td>
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<tr>
<td>TEN</td>
<td>Trans-European Networks</td>
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<tr>
<td>TEN-T</td>
<td>Trans-European Transport Network</td>
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<tr>
<td>TRAN</td>
<td>Committee on Transport and Tourism in the European Parliament</td>
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<tr>
<td>TSI</td>
<td>Technical Specification for Interoperability</td>
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<tr>
<td>UIC</td>
<td>International Union of Railways</td>
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<tr>
<td>UIP</td>
<td>International Union of Wagon Keepers</td>
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<tr>
<td>UIRR</td>
<td>International Union of Combined Road – Rail Transport Companies</td>
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<td>UITP</td>
<td>International Association of Public Transport</td>
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<tr>
<td>UNIFE</td>
<td>European Railway Industry Association</td>
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<tr>
<td>XA</td>
<td>Cross Acceptance</td>
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