EIM
ANNUAL REPORT 2018

European Rail Infrastructure Managers EIM

ANNUAL REPORT 2018

SPECIAL THANKS

EIM would like to thank Infrabel for its advice and support regarding the Annual Report 2018 and the new Website of EIM.

DISCLAIMER

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INTRODUCTION

2018 has been an exciting year for the rail Infrastructure Managers (IMs) across Europe.

EIM and its members have been actively engaged in implementing the various political and technical reforms, especially those stemming from the 4th Railway Package. Furthermore, rail Infrastructure Managers have held a very constructive dialogue on EU and national levels on how rail can help to tackle climate change, but also on accessibility, contingency planning, multimodality as well as funding and investment needs.

This dialogue will intensify in the next years, not least due to more infrastructure investment needs to cater for growing transport volumes above rail, the EU decarbonisation targets, new safety and security requirements, increasing weather resilience issues, reforms to the Trans-European Transport Networks (TEN-T) and the Rail Freight Corridors (RFCs). By the same token, rail Infrastructure Managers will continue to digitalise their networks while preparing for further disruptive technologies, e.g. new propelling technologies, self-repairing assets, multimodal connectivity, increased performance monitoring, etc.

In essence, the role and importance of the rail Infrastructure Managers continue to grow. EIM and its members are keen in continuing the constructive dialogue with all stakeholders on all macro and microeconomic issues, such as the zero-emission EU 2050, geopolitics, future connectivity objectives, procurement, innovation, logistics, performance, standardisation, specification and decarbonisation. With these challenges, Infrastructure Managers are continuously committed in offering smart, cost-efficient, sustainable and user-friendly rail infrastructure while meeting customers' needs and expectations.

Let's move forward together.

Pier Eringa,
President of EIM and CEO of ProRail (NL)

Monika Heiming,
Executive Director of EIM

OUR STRATEGIC VISION 2014-2019

The Future EU Rail Transport System

...will have to deliver excellent **value for money** for customers and taxpayers

...will need to connect better to allow **end-to-end journeys** within and across modes of transport

...will need to grow to **serve more passengers and carry more goods**

...will need to have the **highest standards of safety for passengers and workers and the society as a whole**

...will need to provide **new services and better information**

...will need to integrate **cutting edge information technology**

...will need to increase its **overall energy efficiency**

The Future Rail Infrastructure Manager

...will have to provide the **best possible return on investment** via a whole system, whole life and whole network cost approach

...will need to act as a **system coordinator** to deliver more and better end-to-end services to its customers and owners

...will need to adopt a **leadership role** in the optimisation of its processes, via long term (network) planning on national or EU level

...will have to offer seamless, cross-border and cross-modal **transport connections** at a local, national and European level (corridors)

...will need to increase its **benchmarking** to offer unrivalled levels of customer service and performance within rail and across other industries

...will need to create a strong and inclusive **safety culture** amongst all rail Infrastructure Managers

...will need to embrace **innovation** and **digital technologies** for a more efficient overall delivery and performance

The Future Agenda of the EU

...will continue to support **rail Infrastructure Managers** and engage in **dialogue via the Platform of Rail Infrastructure Managers (PRIME)** to allow for EU objectives, system coherence, service delivery and benchmarking to be delivered successfully

...will drive forward the **connection of rail with other transport modes** through a collaborative cross-modal platform

...will give **rail Infrastructure Managers the appropriate mandate** encompassing all functions and levers for optimal planning, building, charging and capacity allocation as well as service and performance delivery

...will focus on creating a stable legal framework for the rail sector by completing all **pending EU legislation** whilst ensuring an increased return of experience

...will set up, via the European Union Agency for Railways (ERA), an **EU railway indicator**, monitoring actions and investments in areas with the biggest impact

...will foster adequate funding for a quicker uptake of innovation and digital technologies

OUR MEMBERS AND OUR ASSOCIATION

National Members

Adif (ES)
www.adif.es

Banedanmark (DK)
www.bane.dk

Bane NOR (NO)
www.banenor.no

Infraestruturas de Portugal S.A. (PT)
www.infraestruturasdeportugal.pt

Infrabel (BE)
www.infrabel.be

Network Rail (UK)
www.networkrail.co.uk

PKP Polskie Linie Kolejowe S.A. (PL)
www.plk-sa.pl

ProRail (NL)
www.prorail.nl

SNCF Réseau (FR)
www.sncf-reseau.fr

Trafikverket (SE)
www.trafikverket.se

Väylä (FI)
www.vayla.fi

Non-national Member

High Speed 1 (UK)
www.highspeed.co.uk

Associate Members

Groupe Eurotunnel (FR)
www.eurotunnel.com

High Speed 2 (UK)
www.hs2.org.uk

Lisea (FR)
www.lisea.fr

EIM IN A NUTSHELL

The Association

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

Mission

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

Vision

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

Founded: March 2002
Designation: European Rail Infrastructure Managers
Legal form: aisbl (International Non-Profit Association)
VAT number: BE0827.789.090
Transparency Register: 531034421340-14
Auditor: Deloitte
Coverage: 11 countries
Members: 15
President: Pier Eringa (ProRail)
Executive Director: Monika Heiming

Contact:

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

EIM FIGURES IN 2018

EIM REPRESENTED:

15 Members

11 Countries

250 Experts

EIM ORGANISED:

2 General Assembly meetings

2 CEOs Club meetings

1 High-Level Infrastructure meeting

6 Policy and Management Committee meetings (PMC)

5 Technical Steering Group meetings (TSG)

1 Chairs and Speakers meeting

82 EIM working group meetings

EIM PARTICIPATED IN:

2 PRIME Plenary meetings

16 PRIME subgroup meetings

25 EIM-EU executive meetings

116 ERA meetings

EIM PUBLISHED:

1 Annual Report

2 Internal Reports

50 Newsletters for its CEOs

46 Political newsletters for its delegates

46 Technical newsletters for its experts

10 Press Releases

8 Position Papers

8 Accident alerts to CEOs and experts

5 Internal reports
- ERTMS
- Asia's impact on Europe
- Innovation and Market needs of IMs
- Main trends
- Accident report

MEDIA :

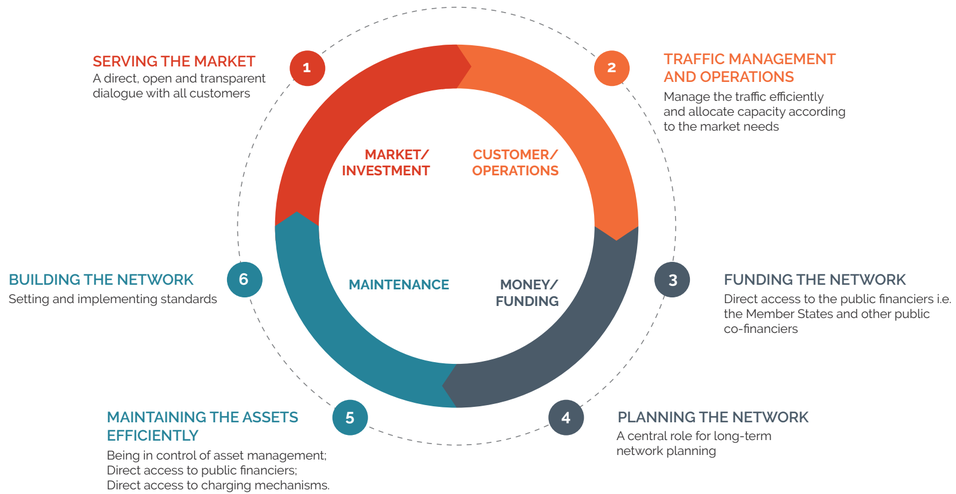
eimrail.org
8045 Visits/year
26093 Pageviews

LinkedIn
714 Followers

@MHExDirEIM
627 Followers
798 Tweets

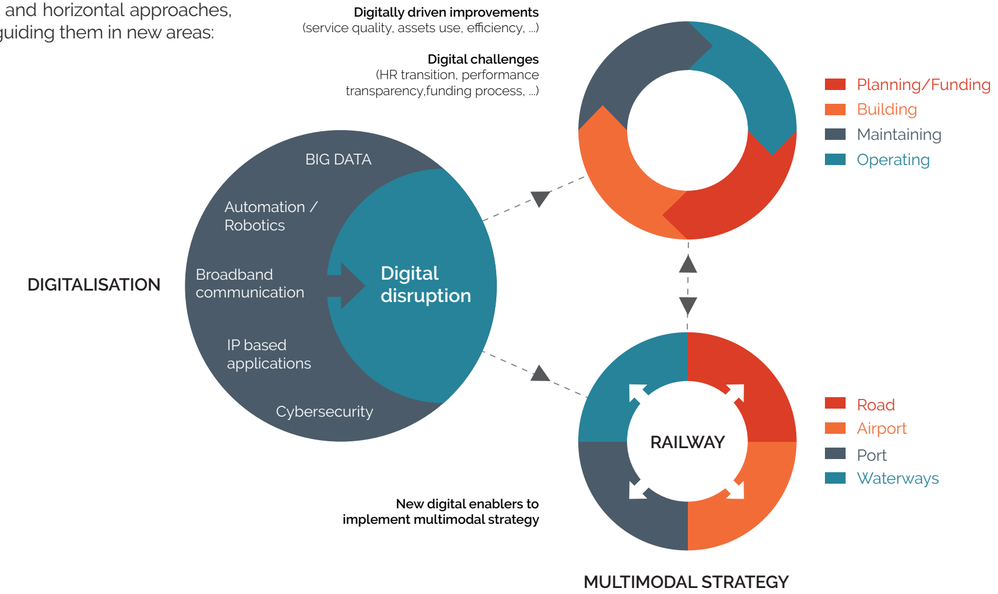
@EIMrail
(created in June 2018)
88 Followers
38 Tweets

BUSINESS MODEL OF INFRASTRUCTURE MANAGERS



OUTLOOK

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



EIM KEY ACTIVITIES IN 2018

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EIM's NEW WEBSITE

Sharing information between rail Infrastructure Managers but also all actors of the sector is very important for EIM and its members.

Therefore, EIM has decided to review its information policy. The new website of EIM aims to explain the individual activities of the association. It also pinpoints the opportunities and challenges and a time scale.

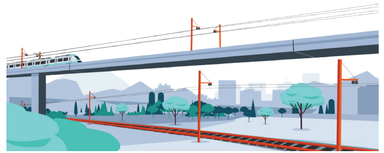
All activities of EIM have been clustered to facilitate the understanding in the form of fact sheets, which you can download.

In addition, EIM also publishes an electronic version of the Annual Report which you can download on the Website.

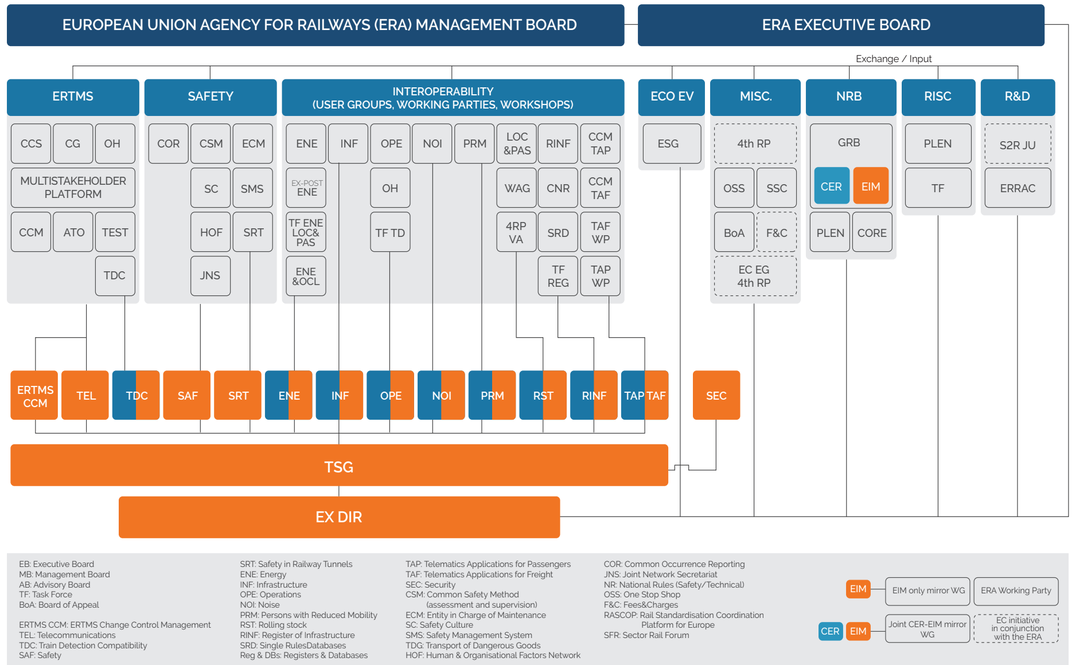
EIM also produces guides and leaflets on topics of major interest, such as ERTMS or the 4th Railway Package. Some of these guides are public, others for members only. Do not hesitate to contact us for further information.

The Team of EIM

Curious about this new project?
Visit us on www.eimrail.org



EIM-ERA COOPERATION



LEGISLATION

4TH RAILWAY PACKAGE

Objective

The Fourth Railway Package (4th RP) is divided into a Political and a Technical pillar – each comprising three proposals. All of them were adopted between May and December 2016.

The 4th RP contains rules concerning the opening of domestic passenger transport, common rules for the normalisation of the accounts of Railway Undertakings (RUs), additional rules on safety (1 **Directive 2016/798)** and interoperability (2 **Directive 2016/797)**, as well as the reform of the European Railway Agency (3 **Regulation 2016/796)**, which changed its name to EU Agency for Railways (ERA).

From June 2019 or June 2020 (depending on the date of transposition of the Member state), ERA acts as a One-Stop-Shop for safety certifications, vehicle authorisations and ERTMS track side approvals. This means that RUs and manufacturers can reduce costs and efforts by only having to apply to one single authority. This authority will then issue a safety certificate or a vehicle authorisation which is valid across the entire EU.

EIM in action

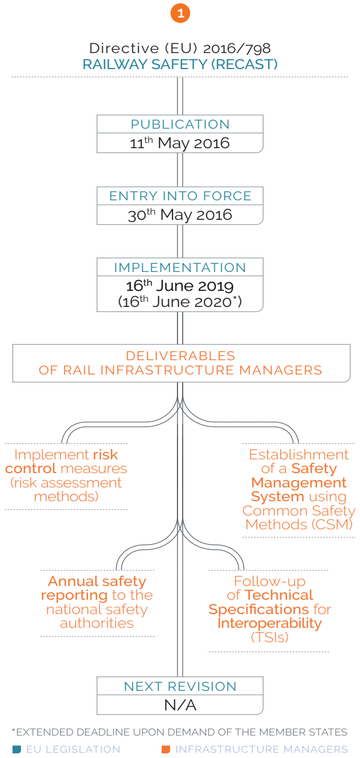
- EIM has produced a legal analysis of the 4th RP for its members;
- EIM has consolidated and advised its members on a wide variety of topics related to the 4th RP: the economic equilibrium test, the role of the Platform of Rail Infrastructure Managers (PRIME), the improvement of the process of issuing safety certificates, the vehicle authorisation process, the new route compatibility checks as well as the ERTMS track side approvals and their related fees & charges, etc;
- EIM was one of the main authors of the sector guideline on the technical pillar of the 4th RP;
- EIM contributed to all amendments to the TSIs and Application Guides related to the already known open points, error corrections and text adaptations during the revision processes carried out by the European Commission and the EU Agency for Railways;
- EIM monitors the work of the European Commission's Single European Railway Area Committee (SERAC) and the Rail Interoperability and Safety Committee (RISC). EIM is also a recognised stakeholder in the EC Expert Group meetings related to the technical pillar of the 4th RP.

2018

- EIM closely monitors the initiatives of PRIME;
- EIM has monitored, and where possible commented, the work of the European Commission on the implementation of the Political and the Technical pillars of the 4th RP.

Outlook 2019

- EIM will continue monitoring all activities of the European Commission related to the 4th RP.



2

Directive (EU) 2016/797
INTEROPERABILITY OF THE RAIL SYSTEM WITHIN THE EUROPEAN UNION

PUBLICATION
11th May 2016

ENTRY INTO FORCE
30th May 2016

IMPLEMENTATION
16th June 2019
(16th June 2020*)

DELIVERABLES
OF RAIL INFRASTRUCTURE MANAGERS

Follow-up of the vehicle **authorisation testing procedure**

Follow-up of **Technical Specifications for Interoperability** (TSIs)

NEXT REVISION
N/A

*EXTENDED DEADLINE UPON DEMAND OF THE MEMBER STATES

EU LEGISLATION INFRASTRUCTURE MANAGERS

3

Regulation (EU) 2016/796
EUROPEAN UNION AGENCY FOR RAILWAYS (ERA)

PUBLICATION
11th May 2016

ENTRY INTO FORCE
30th May 2016

DELIVERABLES
OF RAIL INFRASTRUCTURE MANAGERS

Indirect impact on IMs

NEXT REVISION
N/A

EU LEGISLATION INFRASTRUCTURE MANAGERS

4

Regulation (EU) 2016/2338
PUBLIC SERVICE CONTRACTS

PUBLICATION
14th December 2016

ENTRY INTO FORCE
24th December 2017

DELIVERABLES
OF RAIL INFRASTRUCTURE MANAGERS

Provide all relevant specifications for the **PSO-procedures** to the competent authorities

NEXT REVISION
N/A

EU LEGISLATION INFRASTRUCTURE MANAGERS

5

Directive 2016/2370/EU
GOVERNANCE OF THE RAILWAY INFRASTRUCTURE

PUBLICATION
14th December 2016

ENTRY INTO FORCE
15th December 2016

DELIVERABLES
OF RAIL INFRASTRUCTURE MANAGERS

Non-discriminatory traffic management and maintenance planning

NEXT REVISION
N/A

EU LEGISLATION INFRASTRUCTURE MANAGERS

6

Regulation (EU) 2016/2337
NORMALISATION OF THE ACCOUNTS OF RAILWAY UNDERTAKINGS

PUBLICATION
14th December 2016

ENTRY INTO FORCE
3rd January 2017

DELIVERABLES
OF RAIL INFRASTRUCTURE MANAGERS

No deliverable for IMs

NEXT REVISION
N/A

EU LEGISLATION INFRASTRUCTURE MANAGERS

LEGISLATION

1ST RAILWAY PACKAGE (RECAST)

Objective

Directive 2012/34/EU (the so-called "Recast Directive") was adopted in November 2012 and aimed to simplify and consolidate the three Directives of the First Railway Package by merging them into a single text. In addition, the Recast Directive clarified existing provisions on funding and maintenance of infrastructure, access to rail-related facilities and the independence of regulatory bodies.

EIM in action

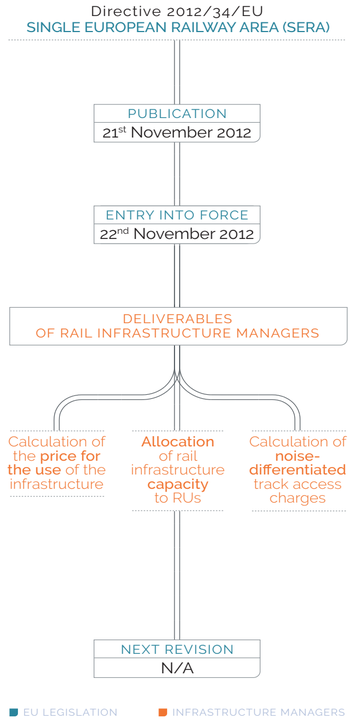
- EIM advocated the interests of its members during the recast process, thanks to its involvement with the Platform of Rail Infrastructure Managers (PRIME);
- EIM monitors the work of the European Commission's Single European Railway Area Committee (SERAC) and the Rail Interoperability and Safety Committee (RISC). EIM is also a recognised stakeholder in the EC Expert Group meetings.

2018

- EIM closely monitors the implementation of the Delegated Decision on schedule for capacity allocation, especially the redesign of the international timetable process.

Outlook 2019

- EIM will continue monitoring any initiative of the European Commission related to capacity allocation and timetabling.



Regulation (EU) 1315/2013
GUIDELINES ON THE DEVELOPMENT OF TEN-T

PUBLICATION
11th December 2013

ENTRY INTO FORCE
12th December 2013

DELIVERABLES
OF RAIL INFRASTRUCTURE MANAGERS

Cooperation with other IMs and stakeholders

Efficient implementation of **TEN-T** rail infrastructure projects

Sufficient financing of key projects that foster the implementation of **TEN-T**

NEXT REVISION
N/A

EU LEGISLATION INFRASTRUCTURE MANAGERS

NETWORKS

TRANS-EUROPEAN TRANSPORT NETWORK (TEN-T)

Objective

The Trans-European Transport Network (TEN-T) is a set of rail, road, air and water transport networks in the European Union. They provide integrated and intermodal long-distance high-speed routes across the continent by taking away border obstacles and removing gaps in the network. This 'flagship' project of the EU Transport Policy aims at contributing to a real Single European Transport Area. The TEN-T network for rail (amongst other modes) is regulated by **Regulation (EU) 1315/2013** on Union guidelines for the development of the Trans-European transport network. TEN-T is divided into two layers:

- a core-network of routes which should be finished by 2030;
- and a comprehensive network which should be implemented by 2050.

EIM in action

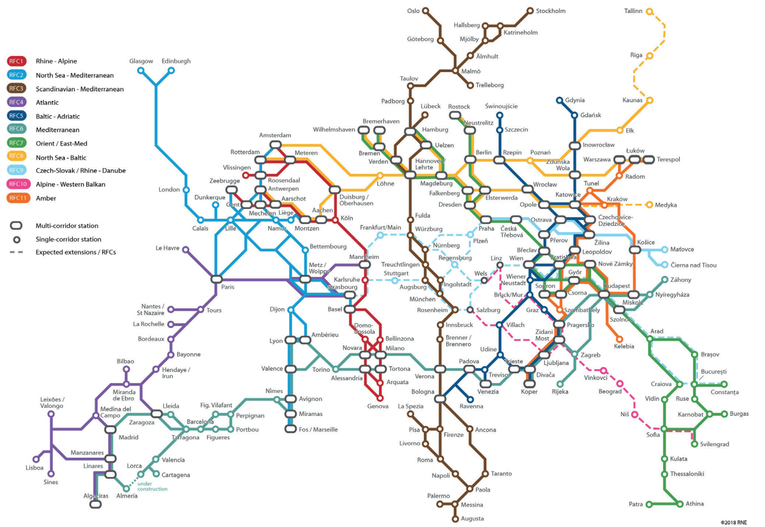
- EIM supports the transport policies implementing the TEN-T legislation (including the "Smart TEN-T" proposal), and advocates sufficient funding and support on European and national level to achieve the TEN-T goals.

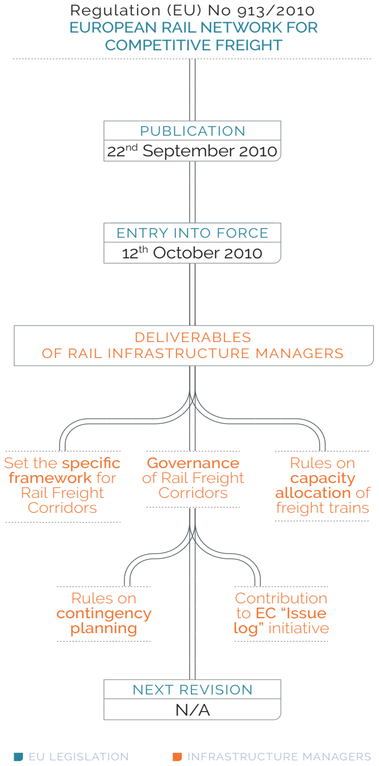
2018

- EIM supported the campaign and petition "MoreEUbudget4transport" in order to secure sufficient funding for the completion of the TEN-T network;
- EIM published a position paper on MFF advocating sufficient funding and emphasised the digital transformation of the railways, notably by the efficient use of Shift2Rail.

Outlook 2019

- EIM will participate in the TEN-T & CEF Conference on 28rd March 2019 in Bucharest (RO);
- By the end of 2019, the EC will launch an evaluation for a potential revision of the TEN-T Guidelines based on Regulation 1315/2013. It will publish final recommendations in 2020. EIM will be closely involved in this initiative;
- In 2019, the European Commission will adopt a legislative proposal to streamline the permit-granting procedures for the development of infrastructure that is part of a TEN-T line, the so-called "Smart TEN-T proposal".





NETWORKS

RAIL FREIGHT CORRIDORS (RFCs)

Objective

The Rail Freight Corridors (RFCs) have been designed to promote freight transport on rail. **Regulation EU 913/2010** on the establishment of a European rail network for competitive freight fosters:

- the cooperation between the different stakeholders, including Member States and Infrastructure Managers (IMs);
- the coordination in terms of capacity offers;
- traffic management;
- infrastructure works and conditions of use of the infrastructure;
- the harmonisation of processes and rules;
- the development of the infrastructure and the related coordination in terms of investments.

The development of each RFC is monitored through an annual performance report and an annual customer satisfaction survey.

EIM in action

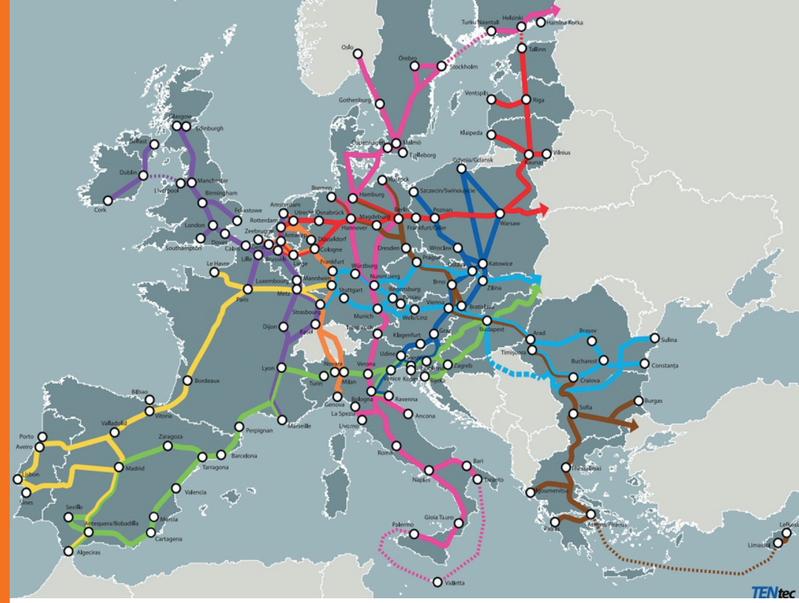
- EIM actively participates in the various platforms promoting and improving the RFCs;
- EIM supports the principle that RFCs contribute to the decarbonisation of transport.

2018

- EIM and its members participated in the Rail Freight Day, which took place on 6th December 2018 in Vienna (AT);
- EIM closely followed all initiatives of the rail sector to promote RFCs.

Outlook 2019

- DG MOVE will launch an evaluation of the RFC Regulation which is foreseen to take place in the first half of 2020. EIM will be closely involved in the initiative.



NETWORKS

CROSS-BORDER CONTINGENCY MANAGEMENT

Objective

On 16th May 2018, RailNetEurope (RNE) and the Platform of Rail Infrastructure Managers in Europe (PRIME) approved the "**International Contingency Management Handbook**". It describes rules and procedures in the case of disruption on a rail network which impacts cross-border traffic on Rail Freight Corridors (RFCs). The Handbook is a guideline to standardised procedures. It also clarifies the division and distribution of responsibilities in the case of a contingency management.

EIM in action

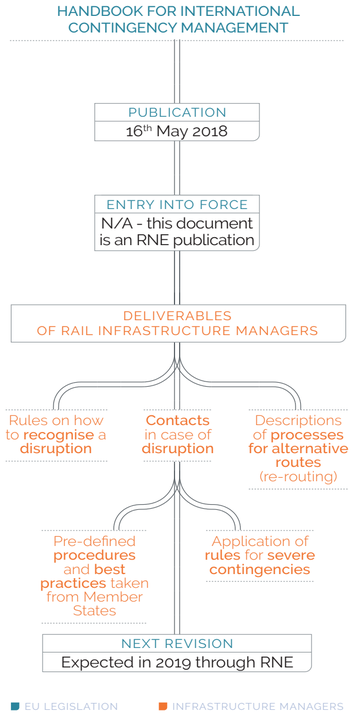
- EIM has been closely involved in the preparation of this document;
- EIM and its members understand the importance of a harmonised contingency management to support seamless cross-border rail operations.

2018

- EIM and its members contributed to the handbook through the PRIME platform. The Handbook was published in March 2018.

Outlook 2019

- The first revision of the Contingency Handbook is foreseen by June 2019. The revision will involve the relevant stakeholders.



CROSS-BORDER ISSUES LOGBOOK

Objective

In March 2017, the European Commission launched a "**Rail Technical Operational Issues Logbook**". Its main aim is to identify barriers to interoperability hampering international rail freight traffic, especially on Rail Freight Corridors (RFCs). It shall allow all stakeholders to identify issues and potential solutions. The Infrastructure Managers (IMs) will be requested to report about various operational issues, such as:

- Braking safety;
- Train composition and technical checks;
- Real time communication about train composition.

EIM in action

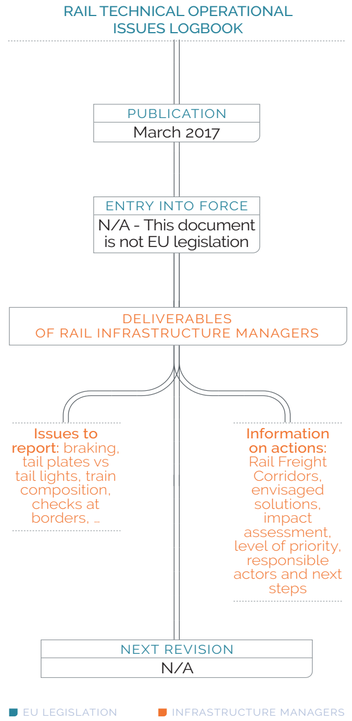
- EIM contributes to the Joint PRIME/RU Dialogue meetings dealing with the Issues Logbook.

2018

- The first meeting on the Issues Logbook took place in May 2018. The first version of the Issues Logbook and its accompanying documents were published following the meeting;
- EIM closely followed the Issues Logbook initiatives as IMs are strongly involved in the project.

Outlook 2019

- The Issues Logbook should be implemented in 2019.



FINANCING

MFF AND CEF

Objective

The EU budget is crucial to translate EU Members States' political priorities into concrete programmes and activities. The European Union usually forecasts its budget for periods of five years under the so-called 1 **"Multiannual Financial Framework" (MFF)**. The current MFF is due to end in 2020.

The 2 **Connecting Europe Facility (CEF)** is part of the MFF and especially relevant for Infrastructure Managers (IMs) as it finances transport projects across Europe and provides the financial lifeline for the completion of the TEN-T Network.

Military mobility, which is part of the Connecting Europe Facility, will finance dual-use infrastructure projects on the TEN-T Network and IMs are at the forefront of the discussions.

EIM in action

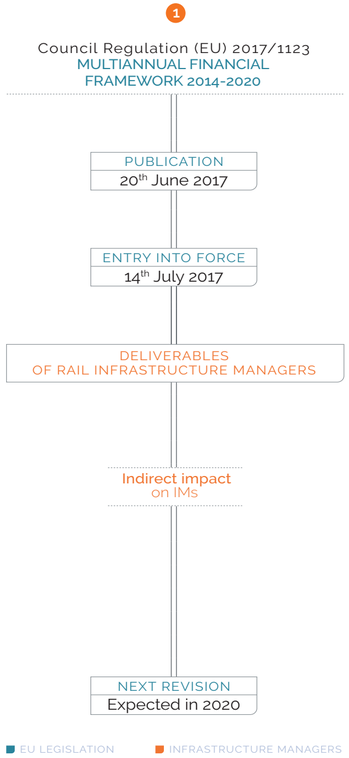
- EIM advocates increased EU funding for rail infrastructure projects focusing on upgrades and renewals of existing rail infrastructure and the finalisation of major projects across the TEN-T Network;
- EIM regularly publishes position papers on the EU budget and gives feedback to a number of public consultations concerning the transport budget;
- EIM also calls for financial support for the digitalisation of rail operations, in particular the deployment of ERTMS and the continuation of Shift2Rail.

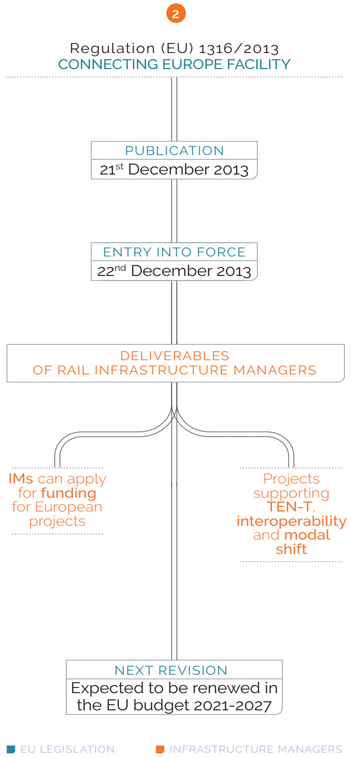
2018

- EIM and CER jointly published a Position Paper on MFF "A Sufficient EU Budget for the best Rail System in Europe";
- EIM provided feedback to several MFF and CEF public consultations of the European Commission;
- EIM has met relevant MEPs and proposed amendments, a few of which have been taken into account in the final report of the European Parliament (EP).

Outlook 2019

- The trialogues on CEF between the Council, the EP and the European Commission will take place in 2019, which will cover MFF but also other programmes such as InvestEU and Horizon Europe. EIM will closely follow the process and advocate the interests of IMs;
- The EU may come to an agreement on the EU budget by the end of 2019.





FINANCING

SUSTAINABLE FINANCING

Objective

Climate change mitigation activities are becoming increasingly important for the EU. As citizens are more aware of the consequences of climate change, businesses are seeking to offer more green and sustainable products and services. Consequently, the EU is currently developing a framework for more sustainable investments. The EU sustainability objectives consist in climate change mitigation and adaptation, including pollution prevention and control and protection of healthy ecosystems. In this context, rail is considered as a green mode of transport and can contribute substantially to these objectives. The European Commission is also working on an **"EU Green Taxonomy"**, a classification system of economic activities that deliver on EU sustainability objectives. Rail should be included in this list.

EIM in action

- EIM is fully involved in the EU Green Taxonomy for transport and rail infrastructure projects via the PRIME financing subgroup;
- EIM provides its members with an assessment of potential risks and opportunities;
- EIM advocates rail projects to be fully included in the EU Green Taxonomy classification to benefit from sustainable financing. Neutrality of the taxonomy on types of goods being transported is essential.

2018

- EIM has been actively participating in PRIME financing subgroup meetings concerning sustainable financing and EU Taxonomy.

Outlook 2019

- Several public consultations on EU Taxonomy for rail and transport are expected in 2019;
- The European Commission will organise several workshops to collect expertise of the transport sector with sustainable projects financing.

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PUBLIC PROCUREMENT AND MARKET

TRACK ACCESS CHARGES

Objective

Track Access Charges (TACs) are the price that Railway Undertakings (RUs) have to pay to the Infrastructure Manager (IM) to be allowed to run their train on the network. The calculation is quite complex and IMs can only charge costs that are directly incurred as a result of operating the train service. In addition to some provisions in the Single European Railway Area Directive, a specific regulatory framework on Track Access Charges has been developed in the **Implementing Regulation (EU) 2015/909 of 12 June 2015** on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service.

EIM in action

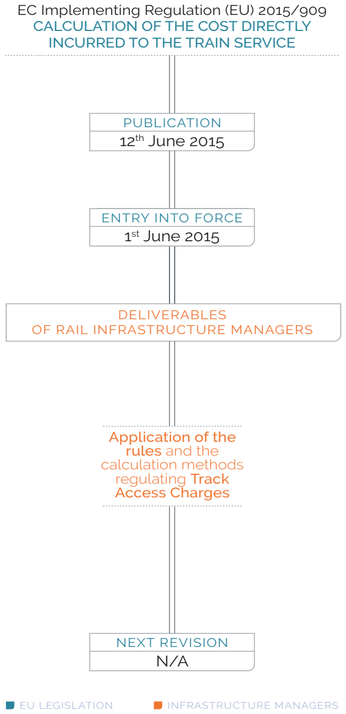
- TACs are one of the two financing source of IMs. Due to the impact on its members, EIM closely follows the topic.
- Even though the regulatory framework for TACs is strict, they can be used as an instrument to achieve various goals, such as making rail freight more attractive.

2018

- EIM monitored the discussions on a potential exemption of TACs for Combined Transport as proposed by some Members of the European Parliament (MEPs). No decision has been taken so far;
- EIM participated in the Platform of Rail Infrastructure Managers in Europe (PRIME) subgroup on Track Access Charges;
- EIM attended the Track Access Charges Summit in April 2018 in Rotterdam (NL).

Outlook 2019

- EIM will continue assisting its members with questions and legal analysis regarding possible reductions of Track Access Charges.



PUBLIC PROCUREMENT AND MARKET

PUBLIC PROCUREMENT

Objective

1 **Public Procurement** refers to the process by which public authorities, such as government departments or local authorities, purchase works, goods or services from companies. Public procurement plays an important role for the railway sector and especially for Infrastructure Managers (IMs) since they usually manage large and costly projects which need to be procured under national and EU law.

The new legal framework on public procurement sets the 2 **"Most Economically Advantageous Tender" (MEAT)** as a principle guiding the contract awards' criteria, enabling the contracting authority to take account of criteria that reflect qualitative, technical and sustainable aspects of the tender submission, as well as the price.

EIM in action

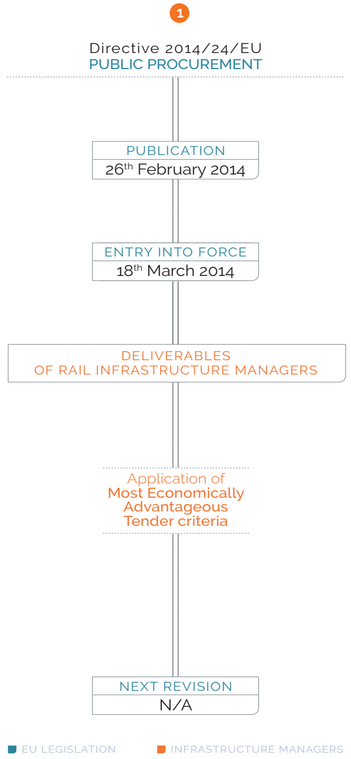
› EIM advocates a public procurement system which takes into consideration not only the price but also criteria related to innovation, sustainability and social corporate responsibility.

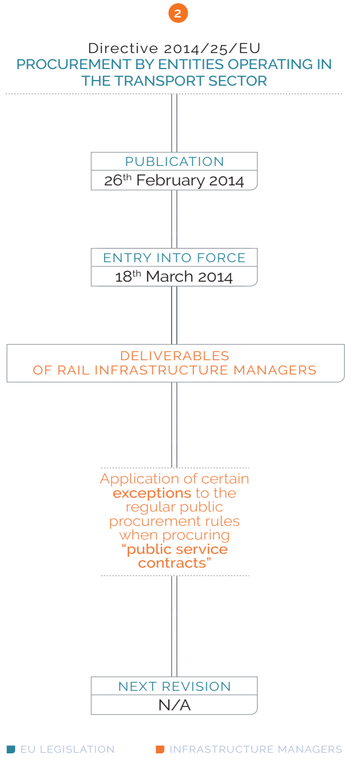
2018

- EIM has played an active role in the consultation regarding the Most Economically Advantageous Tender (MEAT) principles and worked on guidelines on this topic in cooperation with CER and UNIFE;
- EIM worked in cooperation with the European Commission and other stakeholders to help its members to share best practices in public procurement.

Outlook 2019

- EIM will continue to work with other stakeholders on recommendations on the MEAT criteria to provide guidelines for good practice in procurement;
- EIM will participate in the future meetings of the EU Expert group on the "Competitiveness of the European Rail Supply Industry" (RSI).





PUBLIC PROCUREMENT AND MARKET

RAIL MARKET MONITORING SCHEME (RMMS)

Objective

The European Commission has set up a Rail Market Monitoring Scheme (RMMS) in order to meet the requirements for monitoring the rail market. The RMMS was implemented in 2015 with **Regulation (EU) 2015/1100** on the reporting obligations of the Member States in the framework of rail market monitoring, which establishes the content and data to be submitted to the European Commission. Infrastructure Managers (IMs) provide all relevant data and information to the RMMS reports. The RMMS report is published every second year and gives an overview of the rail market.

EIM in action

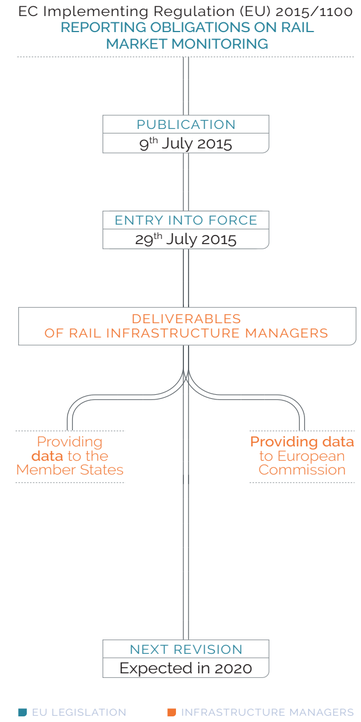
- EIM follows the outcome of the Single European Railway Area Committees (SERAC) meetings;
- EIM advocates avoiding the risk of additional reporting obligations or double reporting for IMs which may create an additional administrative burden;
- EIM also supports limiting the reporting of information that can be accessed from other sources.

2018

- EIM has been participating in the RMMS Working Group of the European Commission to discuss the draft implementing act on reporting obligations of the Member States;
- EIM proposed amendments and additions to the new draft Regulation 2015/1100.

Outlook 2019

- In March 2019, the RMMS WG will discuss the output of the most recent data collection exercise;
- In February 2019, the European Commission will adopt its "Sixth Report on monitoring development of the rail market".



INNOVATION

SHIFT2RAIL

Objective

Research and Innovation (R&I) at European level is mainly carried out under the **"Horizon 2020" initiative**. In the rail sector, Shift2Rail is the first European rail initiative that seeks R&I and market-driven solutions by accelerating the integration of new and advanced technologies into innovative rail products. Shift2Rail manages various R&I "Innovation Programmes" (IP) with a total financing of about 900M€ and involves more than 300 organisations. The most relevant IPs for Infrastructure Managers are those on "Advanced Traffic Management and Control Systems" (IP2) and on "Cost Efficient, Sustainable and Reliable High Capacity Infrastructure" (IP3). A new multiannual initiative of "Shift2Rail 2.0" is currently under discussion.

EIM in action

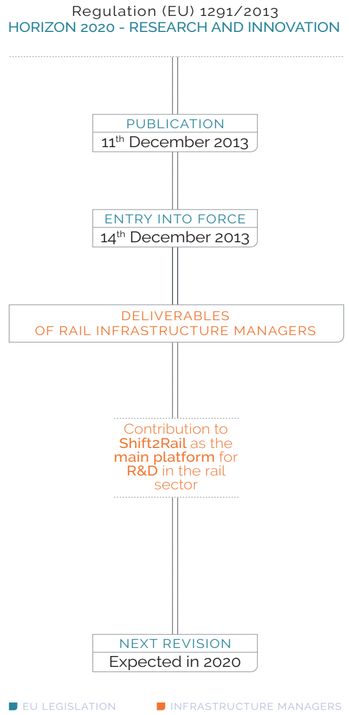
- EIM is a member of the Advisory Board of the IP3 Programme and supports the Shift2Rail initiative;
- EIM is involved in the Shift2Rail User Requirement-Implementation and Deployment (S2R UR-ID) working group where the sector receives information on th different initiatives.
- EIM advocates to increase the participation and visibility of IMs in the next generation Shift2Rail. It also promotes the alignment of the output from Shift2Rail projects with the standardisation platforms and the activities of ERA.
- EIM liaises with its members that are active in Shift2Rail: FTIA, IP, Network Rail, ProRail and Trafikverket

2018

- EIM held regular meetings with Shift2Rail staff to share information on the progress of European research initiatives;
- EIM promoted the alignment of the output from Shift2Rail projects with standardisation activities (e.g. in the Sector Forum Rail of the European standardisation organisations);
- EIM also promotes a stronger alignment of Shift2Rail results with ERA.

Outlook 2019

- EIM will continue to promote the link between Shift2Rail deliverables and standardisation activities, the relevant stakeholders' groups and the activities of ERA.



INNOVATION

MULTIMODALITY

Objective

Individual transport modes, such as aviation, waterways, rail and road are becoming increasingly interconnected to form a seamless, multimodal transport network. The added value for society and industry consists in a greater service offer amongst different modes of transport, depending on the environmental footprint, convenience, offer, speed, distance, cost, etc.

The EU has developed various legislative and policy initiatives to foster a multimodal transport network, e.g. via the 'Year of Multimodality in 2018'. A key enabler in this regard is digitalisation in the form of asset data, information systems, etc.

By the same token, the EU co-finances multimodal infrastructure and innovation via its funding programmes, such as the Multiannual Financial Framework (MFF) and in particular the Connecting Europe Facility (CEF).

Rail Infrastructure Managers play a crucial role in multimodal transport systems, given their strategic location at urban nodes or multimodal hubs as well as their low environmental footprint and their interconnectivity at e.g. stations, terminals, ports and airports.

Rail Infrastructure Managers are aware of their increasing role as multimodal managers. Therefore, they have engaged in a dialogue on various levels to prepare for the upcoming multimodal opportunities and challenges:

- EIM signed a cooperation agreement with its road peers from the Conference of European Directors of Roads (CEDR) to exchange best practice on multimodality and infrastructure-related topics;
- EIM has joined the Electro-Mobility Platform, bringing together a large variety of transport and energy-related stakeholders;
- The members of EIM have also engaged in an internal dialogue related to stations and their role as multimodal hubs.

EIM in action

- EIM fosters a regular and constructive dialogue with other transport modes;
- EIM closely monitors EU activities and initiatives for a multimodal transport system;
- EIM cooperates with all EU institutions and market stakeholders to address interoperability issues hampering seamless transport flows;
- EIM cooperates with CEDR in various innovation activities, such as "Infrastructure for the Future" (i4Df). This project focuses on developing a common innovation ambition of transport Infrastructure Managers (EU-funded research and innovation programme);
- EIM also exchanges regularly with its experts about future infrastructure investment needs in view of automation of rail services, digitalisation of assets and services, harmonisation of infrastructure assets, etc;
- EIM closely follows the ambition of the EU Agency for Railways (ERA) to become a "land transport" agency.

2018

- The European Commission declared 2018 as the "Year of Multimodality";
- EIM participated in the "Infrastructure for the Future" (i4Df) project;
- EIM engaged in a constructive dialogue with all relevant stakeholders related to multimodality.

Outlook 2019

- EIM and its members will continue to participate in the "Infrastructure for the Future" (i4Df) project;
- EIM and CEDR will jointly draft a position paper on "Infrastructure Financing and Common Definitions" to support infrastructure related funding in the next EU budget;
- EIM will continue to join forces with other Infrastructure Managers and stakeholders to leverage the role of the rail Infrastructure Manager in the multimodal discussions on EU level.

INNOVATION

STANDARDISATION

Objective

A Single European Railway Area (SERA) requires national rail systems to be interoperable. This is ensured by some key high-level directives **(4th Railway Package)**. These are completed with specific implementing regulations (see the **Technical Specifications for Interoperability -TSI**). These TSIs are complemented by European standards (ENs) of the **European Standardisation** organisations. ENs are sometimes also used as part of the conformity process with the TSIs specifications.

EIM in action

EIM is actively involved in standardisation matters via dedicated groups, such as:

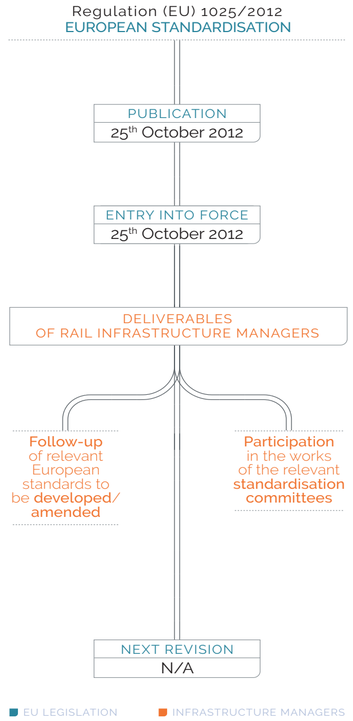
- the European Sector Forum Railways (SFR, formerly JPCR), composed of rail manufacturers, railway undertakings, IMs and CEN-CENELEC-ETSI;
- the Standardisation Coordination Platform for Europe (RASCOP), composed of the above stakeholders plus the European Commission and the EU Agency for Railways (ERA).

2018

- EIM promoted more coordination between research in the rail sector and standardisation, notably concerning the outcome of Shift2Rail research projects;
- EIM attended all RASCOP meetings and contributed to the identification of the sector priorities in terms of standardisation.

Outlook 2019

- EIM continues to increase the visibility of the current processes linking the outcome of Shift2Rail projects with standardisation but also with the activities of ERA.



ERTMS AND TELECOMMUNICATIONS

ERTMS

Objective

ERTMS (European Rail Traffic Management System) is the European standard for automatic train protection. ERTMS consists in a safety system that enforces compliance by the train with speed limitations and the signalling status. This system is installed both on the rail track (trackside subsystem) and on the rolling stock (on-board subsystem).

According to the relevant EU legislation, such as the **Guidelines on the Trans-European Network Transport (TEN-T)**, the deployment of ERTMS is mandatory on railway infrastructure projects for new or upgraded rail subsystems receiving financial support from the EU. Furthermore, following the entry into force of the **4th Railway Package** any ERTMS project has to be approved by the EU Agency for Railways (ERA) to ensure interoperability **("ERTMS Trackside Approval")**. ERTMS is therefore one of the key enablers to create a Single European Railway Area in which trains can run seamlessly.

Infrastructure Managers (IMs) are the key drivers of the deployment of ERTMS on national level. Traditionally, national rail safety and signalling systems have been developed by manufacturers considering the specificities of each single national system. The **"ERTMS Trackside Approval"** process will therefore enable interoperability, reduce purchasing and maintenance costs, while ERTMS shall improve the capacity of the infrastructure via increased train speeds as well as improved safety of the network.

The activities are regulated by **Regulation (EU) 2016/919** on the Technical Specification for Interoperability relating to the Control-Command and Signalling (CCS TSI). CCS TSI applies to both on-board subsystems of vehicles and control-command and signalling trackside subsystems of the rail networks.

EIM in action

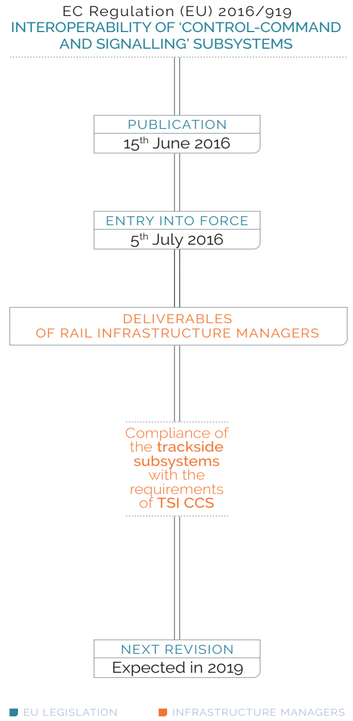
- EIM contributes to the European Commission's "ERTMS Stakeholder Platform" together with the EC, ERA, railway undertakings and suppliers;
- EIM's ERTMS Working Group (ERTMS WG) reviews the evolution of ERTMS in Europe. The ERTMS WG cooperates with other EIM WGs (e.g. Train Detection Compatibility (TDC WG) and Telecommunications Working group (TEL WG)) to ensure a single, coherent EIM position in this domain.

2018

- EIM organised the members' input to the draft update of the TSI CCS which was successfully discussed with ERA and the European Commission;
- EIM contributed to the work of ERA "Validation & Testing" WG to clarify the role of the IMs in the ERTMS System Compatibility Checks;
- EIM participated via the ERA "Control Group" in the ERTMS Change Control Management (CCM) process to keep the ERTMS specifications stable via a controlled evolution of "Game Changers".

Outlook 2019

- EIM will launch initiatives to influence the discussions regarding the "Future of CCS". The aim is to drive down the costs for CCS while increasing the performance of the rail infrastructure;
- EIM members will share experiences regarding the implementation of the technical pillar of the 4th Railway Package and the lessons learnt from ERTMS implementation on national level;
- EIM speakers will continue to contribute to the ERA ERTMS CCM process.



ERTMS AND TELECOMMUNICATIONS

TRAIN DETECTION COMPATIBILITY

Objective

Train Detection Compatibility (TDC) defines the specifications of all Electro Magnetic Compatibility (EMC) issues related to interface parameters. This applies in particular to all compatibility issues related to train detection systems. These range, among others, from electromagnetic effects caused by traction and track circuits, sanding problems for track circuits, eddy current brakes, to more general frequency management issues of rolling stock. TDC is defined in **Regulation (EU) 2016/919** on the Technical Specification for Interoperability relating to the Control-Command and Signalling (CCS TSI). IMs are actively involved in this matter as they manage the EMC and the "immunity" of the signalling and telecommunications systems of their infrastructure with the emissions/frequencies of the rolling stock.

EIM in action

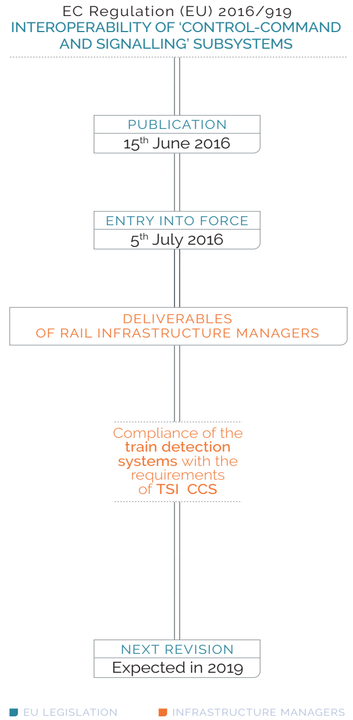
- EIM's Train Detection Compatibility Working Group (TDC WG) works in cooperation with CER notably on EMC compliance of track circuits, frequency management and migration;
- EIM commented TDC related aspects in the CCS TSI and contributed to the corrections in the table for axle counter compatibility, the development of conformity assessment (wheel detectors) and the requirements on axle distances for high speed;
- EIM advocates to improve compatibility in the CCS TSI by extending its scope to non-standard wider gauges.

2018

- EIM members continued to attend and influence the joint rail sector Subgroup and TDC Working Party;
- EIM members worked on the closure of further open points in the TSI CCS;
- EIM contributed to the ERA workstream on frequency management for track circuits in 2018;
- EIM and CER set up a dedicated Working Group on sanding issues.

Outlook 2019

- ERA expects to finish the application guide to use frequency management for track circuits between IMs and manufacturers of track circuits by spring 2019.



TELECOMMUNICATIONS

Objective

Telecommunication technologies are a highly strategic topic for Infrastructure Managers (IMs) as they enable safe and secure communication of railway operations. The current railway mobile telecom technology, GSM-R, will be phased out by 2030, and getting a proper successor is essential for the railway industry and IMs. The future railway mobile communication system (called FRMCS) is currently being defined and its roll out is expected to start from 2023.

Like ERTMS, the **Regulation (EU) 2016/919** on the Technical Specification for Interoperability relating to the Control-Command and Signalling (CCS TSI) applies to telecommunications.

EIM in action

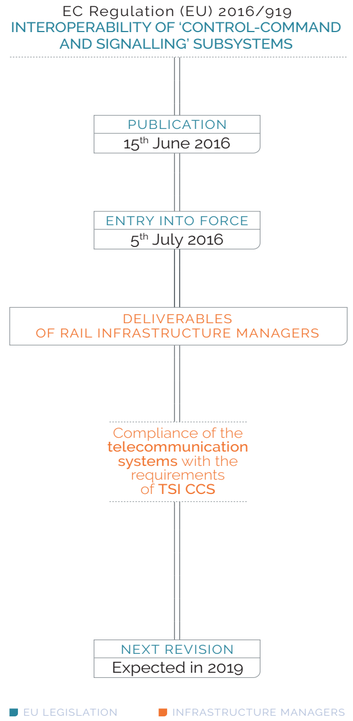
- EIM's Telecom Working Group (TEL WG) supports the strategy for the Future Railway Mobile Telecom system (FRMCS) in cooperation with the ERTMS community;
- EIM advocates a high-performing, robust and cost-efficient FRMCS, as well as a clear migration plan between the two telecom systems.

2018

- EIM TEL WG focused mostly on the GSM-R successor technology (FRMCS) and more specifically its architecture spectrum and migration. The group reached an agreement with other sector representatives and presented this position to the ERA. A decision is expected by November 2020;
- The WG also addressed cybersecurity issues related to telecommunication modules.

Outlook 2019

- ERA will make an intermediate recommendation on the FRMCS to the European Commission (functionalities, architecture, technology used, spectrum needs and migration strategy). EIM TEL WG will analyse this report;
- EIM will promote its position on spectrum allocation in view of a decision on EU level by November 2019;
- EIM's TEL WG will develop further its position and arguments on the Future Railway Mobile Telecom system.



DATABASES

TELEMATIC APPLICATIONS FOR FREIGHT AND PASSENGERS

Objective

Telematics applications ensure constant interfaces and dialogue between the train and the infrastructure at all stages of the process. The interchange of information between the Infrastructure Manager (IM) and the railway undertaking is essential to make telematics successful. Telematics are composed of two systems and regulations:

1. **Regulation (EU) 2016/527** on the Technical Specification for Interoperability relating to 'Telematics Applications for Passenger services' (TSI TAP) which aims at improving communications among railway actors and towards the passengers;

2. **Regulation (EU) 1305/2014** on the Technical Specifications for Interoperability relating to the Telematic Applications for Freight subsystem of the rail system (TSI TAF) which aims at improving communications among railway actors related to freight transport.

EIM in action

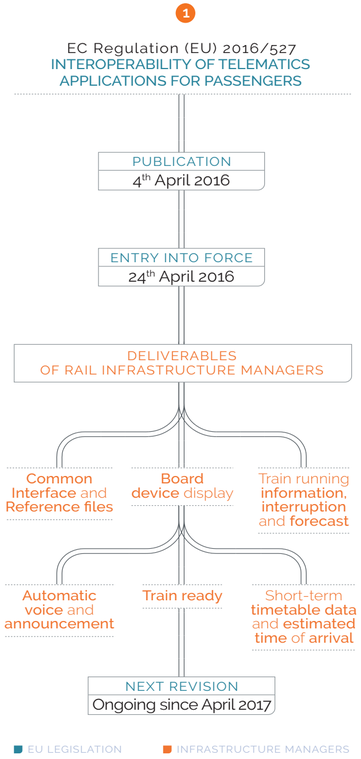
- EIM and its members are involved in several telematic platforms with the European Commission and the EU Agency for Railways (ERA);
- EIM's TAP-TAF Working Group (TAP-TAF WG) participates in these platforms and shares best practices between IMs;
- EIM cooperates with RailNetEurope (RNE), which is in charge of the deployment of the necessary IT tools for telematics together with EIM members.
- EIM participates in the Joint Sector Group (JSG) and the EC Steering Committee.

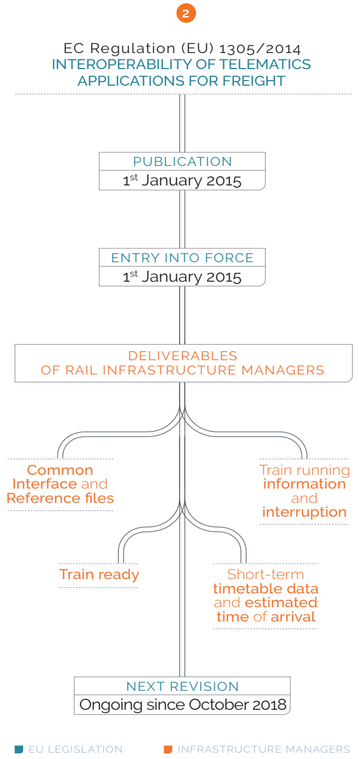
2018

- In the TAP-TAF revision, EIM has actively participated in the preparation of proposals to the ERA Change Control Management (CCM) Working Group and the Board;
- EIM TAP-TAF WG members contributed to many groups dealing with the implementation of the TSIs, as well as the Joint Sector Group with the rail stakeholders to promote the interests of IMs.

Outlook 2019

- EIM will develop with ERA and the European Commission the future telematics applications and will continue to develop TAF-TAP and the required IT systems;
- EIM and its members will participate in the project on "Electronic Estimated Time of Arrival" (ELETA).





DATABASES

REGISTER OF INFRASTRUCTURE

Objective

The Register of Infrastructure (RINF) is the main tool for describing the static rail network characteristics and capabilities as required by **Directive (EU) 2016/797 on rail Interoperability**, including all the relevant information for the Route Compatibility, the Network Statement and the Route Book. The RINF consists of a centralised database hosted and managed by the EU Agency for Railways (ERA), describing:

- Operational Points (OP) representing stations, junctions, sidings etc;
- Section of Lines (SoL) describing the characteristics of tracks which link Operational Points together.

As specified in the Commission Implementing **Decision 2014/880/EU**, the objective of the RINF in the process of route compatibility checks is to provide a description of the rail network and its capabilities. This will enable the Railway Undertakings (RUs) and/or their suppliers to know all the possible routes across the network. This process is defined in the TSI OPE Appendix D1.

Infrastructure Managers (IMs), who have full knowledge of the characteristics and evolution of their own rail infrastructure, provide regularly the necessary data describing their network infrastructure to the National Register Entity (NRE), i.e. the entity in charge of uploading data to the RINF application. From 2021 onwards, IMs will be in charge of updating the RINF themselves while the NRE remains in charge of the implementation of the register on national level.

EIM in action

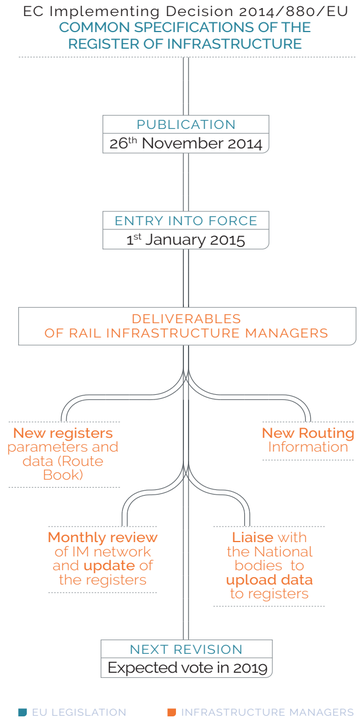
- EIM represents the IMs as data providers for the RINF and, as such, ensures that all RINF parameters are providing a real added-value;
- EIM's RINF Working Group (RINF WG) shares best practices and participates in the relevant ERA Working Party.

2018

- EIM contributed to the RINF decision and gave comments on the parameters;
- EIM checked the coherence and alignment of the Route Compatibility Checks in the TSI OPE and RINF parameters;
- EIM negotiated additional time for its members to gather the data required and more flexibility in the time scales for updating the RINF;
- EIM engaged in discussions regarding the need for national RINFs compared to the current European one.

Outlook 2019

- EIM will follow-up the implementation of the RINF Decision 2014/880/EU, including the obligations of IMs to update the RINF on a monthly basis from January 2020 onwards;
- EIM will assist ERA in defining and modelling the Route Book information which is to be included in the RINF and will encourage ERA to improve the web-application for exploiting RINF data;
- EIM will contribute to a coherent implementation of the Route Book, geographical information and network connectivity data requirements, as well as ERA's cost-benefit analysis;
- EIM will discuss the financing of the RINF.



SECURITY

CYBERSECURITY

Objective

Digitalisation of the rail systems increases cybersecurity threats for IT systems for both Infrastructure Managers (IMs) and Railway Undertakings (RUs). On European level, cybersecurity is regulated by **Directive (EU) 2016/1148** on security of Network and Information Systems (NIS Directive).

According to this Directive, Member States have to develop contingency plans against cyberattacks. As IMs are identified as "operators of essential services" and represent potential targets for cyberattacks, the application of measures under the NIS Directive is compulsory. IMs also participate in the pan-European Rail ISAC (Information Sharing and Analysis Centre) Platform, whose objective is to develop and share best practices related to cybersecurity.

EIM in action

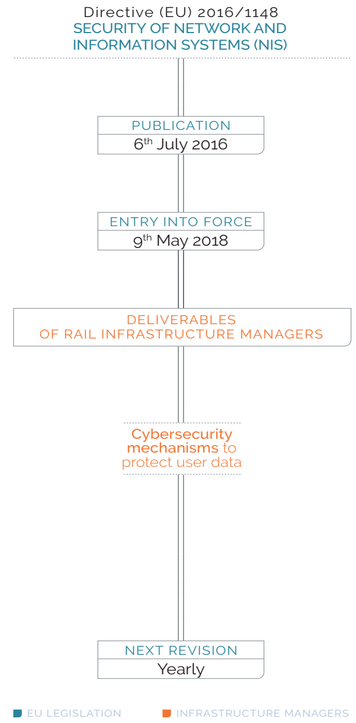
- EIM has set up a Security Working Group (SEC WG) with experts tackling cybersecurity measures. The SEC WG aims at advocating the importance of promoting security guidelines instead of mandatory measures due to the different security environments and IT landscapes in the EU;
- EIM promotes best practices in cybersecurity amongst its members and the wider sector;
- EIM participates in Rail ISAC (Information Sharing Analysis Center) meetings to exchange on cybersecurity issues with other stakeholders.

2018

- The issue of cybersecurity was discussed at the last HLIM (High-Level Infrastructure Meeting) in June 2018 in Amersfoort (NL) with the CEOs of IMs;
- EIM responded to EU surveys on possible future cybersecurity actions;
- EIM and its members are actively participating in the Rail ISAC Platform focusing on information and knowledge sharing in the field of cybersecurity.

Outlook 2019

- EIM's SEC WG foresees an increasing participation in the Rail ISAC platform dedicated to cybersecurity. Rail ISAC insights will be monitored among EIM members.



SECURITY

INFRASTRUCTURE SECURITY

Objective

Infrastructure security covers several aspects: terror attacks, vandalism, suicides and metal theft. Risk mitigation and exchange of best practices are crucial for all sensitive sectors, especially rail infrastructure. The latest developments in terrorism have had a significant impact on the perception of security of public transport systems. While no specific binding European legislation exists in this domain, best practices and an "Action Plan" to improve the security of rail passengers are developed on European level. Each Infrastructure Manager (IM) ensures the security of its network.

EIM in action

- EIM's Security Working Group (SEC WG) gathers security and cybersecurity experts who exchange on security and cybersecurity issues and measures;
- EIM advocates the importance of promoting security guidelines instead of mandatory measures due to the different systems in the EU;
- EIM participates in the EU "LANDSEC" meetings organised by the European Commission.

2018

- EIM was appointed member of the EU "Rail Passengers Security Platform". This Platform supports the implementation of the European Commission's Action Plan to improve the security of rail passengers in the EU;
- EIM responded to various EU surveys on possible future actions;
- The measures adopted so far by the European Commission are in line with the position promoted by EIM.

Outlook 2019

- EIM will actively participate in the "Rail Passenger Security Platform" and its subgroups.

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SAFETY

Objective

Infrastructure Managers (IMs) are committed to ensure a high-level of safe and reliable rail network. In this framework, their activities are regulated in accordance with the European legislation on safety: the **Railway Safety Directive (EU) 2016/798** and related **Common Safety Methods** (CSMs) and, where relevant, **Directive 2008/68/EC on Transport of Dangerous Goods**. All actors operating in the railway system, including IMs and railway undertakings, cooperate effectively to bear the full responsibility for the safety of their network within the wider railway system.

On European level, some initiatives have been developed by the EU Agency for Railways (ERA) to improve the global level of safety by sharing information, data and best practices such as Common Occurrence Reporting (COR), a tool aiming to harmonise the process for reporting data on safety incidences on the rail network.

EIM in action

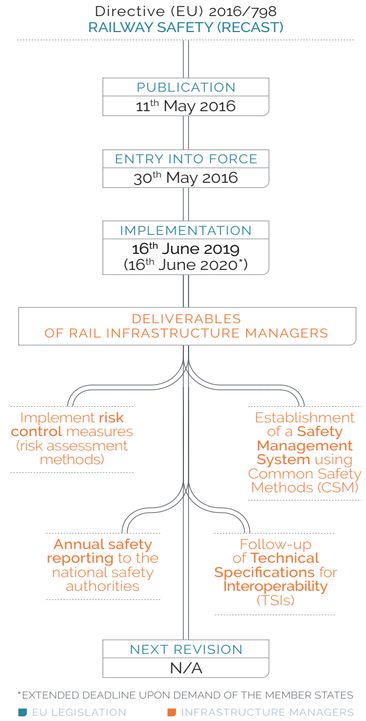
- EIM has a Safety WG where IMs share their best practices and information on their Safety Management System (SMS);
- EIM Safety WG contributes to all safety-related activities of ERA;
- EIM cooperates with the rail sector to achieve improvements in railway regulation and safety, including by participating to the "System Safety Management Group".

2018

- EIM contributed to the ERA revision of Regulation (EU) 445/2011 on the Entity in Charge of Maintenance (ECM);
- EIM and its members signed the ERA "European Railway Safety Declaration";
- EIM contributed to two ERA technical documents on "Just Culture & Liability" and "Risk Profiling", which are related to Common Occurrence Reporting (COR);
- EIM experts follow the ERA Human & Organisational Factors (HOF) Network and attended the "Just Culture Training" organised by ERA in November 2018.

Outlook 2019

- The work on a new legislation on COR will be postponed from 2019 to 2020;
- ERA intends to develop a virtual HOF network as a platform for discussions. ERA will involve the stakeholders in this process;
- EIM will continue supporting ERA in its activities to promote the safety culture.



SAFETY IN RAILWAY TUNNELS

Objective

By being in a closed area, railway tunnels present a higher risk for the safety of train passengers and on-board staff during operations. Fire, derailment, long stops and other accidents require preventive safety measures to minimise the risk and increase the comfort of passengers. In addition to the **Railway Safety Directive (EU) 2016/798** applying to all infrastructures, specific requirements for tunnels have been developed in **Regulation (EU) 1303/2014** on Technical Specification for Interoperability for Safety in Railway Tunnels (TSI SRT). The TSI SRT establishes safety specifications and recommendations for all tunnels.

EIM in action

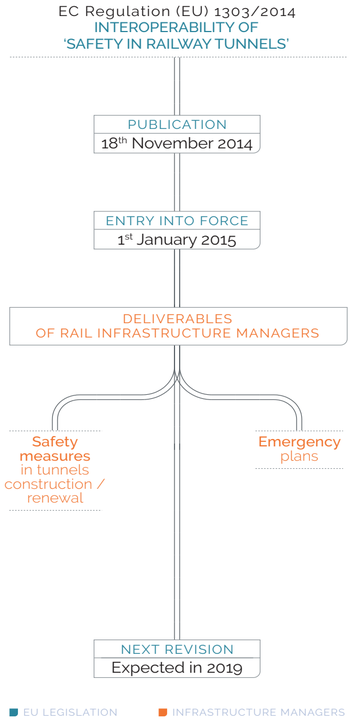
- EIM's Working Group on Safety in Railway Tunnels (SRT WG) discusses common issues on tunnel safety and follows the workstream of the EU Agency for Railways (ERA);
- EIM experts are also actively engaged in the ERA Working Party for the TSI SRT;
- EIM promotes the dialogue between IMs, Railway Undertakings, and emergency response services to ensure that European countries adopt a coherent approach between risk mitigation, investments and feasibility of projects.

2018

- EIM presented a document on "Mechanical Ventilation Systems in Railway Tunnels" in the ERA Working Party meeting in October 2018;
- EIM SRT WG responded to the public consultation on the TSI SRT Revision;
- EIM submitted a proposal to ERA to review the characteristics of exposed cables in tunnels. This position was endorsed by ERA.

Outlook 2019

- EIM will continue assessing on how the revised TSI is implemented so that the advantages and disadvantages will be taken into account during the next revision;
- The EIM SRT WG will also take action if the results of the risk-based paragraphs in the revised TSI lead to lower safety levels in the future.
- EIM will participate in the drafting of the Application Guide with ERA.



ENVIRONMENT

NOISE

Objective

Noise pollution is one of the most widespread public health threats in industrialised countries and the second largest environmental cause of health problems in the EU, impacting the railway sector and rail operations. The EU is taking several actions on noise exposure, one of which is reducing noise emissions from rail freight at night time. **Regulation (EU) 1304/2014** on the Technical Specification for Interoperability related to Rolling stock – Noise (NOI TSI) establishes the framework for noise emitted by rolling stock (locomotives and passenger and freight wagons). Infrastructure Managers (IMs) ensure that the network is compliant with the NOI TSI, especially where the railways are close to a populated area.

EIM in action

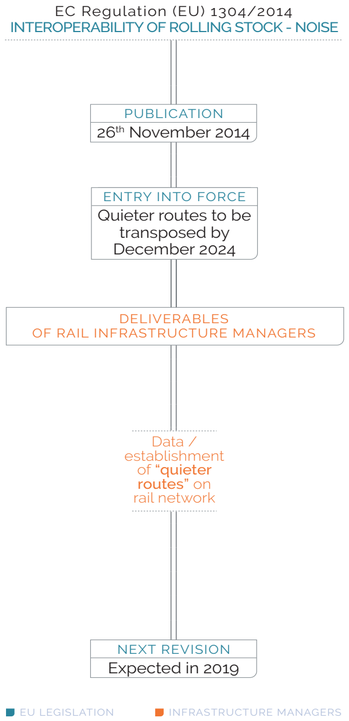
- EIM's Noise Working Group is active in the EU Agency for Railways (ERA) task force dealing with the application of the TSI Noise to existing freight wagons;
- EIM advocates the importance of tackling the issue at the source by speeding-up the process for freight wagons to become quieter, as well as the importance of availability of cost-efficient noise reducing solutions, in order to prevent a shift to other transport modes;
- EIM advocates the introduction of the concept "once a quieter route always a quieter route", in order to maintain a long-term low noise perspective for railway lines.

2018

- EIM Noise WG contributed to the public consultation on the TSI NOI and to the preparatory work of the revision of the TSI;
- EIM has been providing comments to the Application Guide of the TSI. All of them have been accepted by ERA;
- EIM has successfully advocated the use of a table defining quieter routes;
- EIM has been promoting the introduction of the concept "once a quieter route always a quieter route" in meetings with the European Commission and the rail sector.

Outlook 2019

- The revision of the TSI Noise is expected to be voted in January 2019;
- The European Commission is currently evaluating the Implementing Regulation 2015/429 on Noise Differentiated Track Access Charges;
- In 2019, the Connecting Europe Facility, among others, will provide €100 million of funding for the retrofitting of existing freight wagons;
- Following the publication of the new TSI NOI, IMs will provide the data defining quieter routes to their respective Member State;
- Follow-up mechanisms (controls and checks) of the wagon brakes will take place in 2019;
- The results of the tests of composite brake blocks during winter conditions in Nordic countries are expected to be published in 2019.



ENVIRONMENT

SUBSTANCES

Objective

Rail Infrastructure Managers (IMs) deploy the following substances to maintain their rail network:

- Glyphosate is a herbicide used in agriculture. In railways, it is used to control the growth of weed along tracks.
- Creosote is a wood preservative to protect wooden sleepers from natural elements and increase their longevity by 10 to 30 years.

1 **Regulation (EC) 1107/2009** concerning the placing of plant protection products on the market regulates the renewal of approval of active substances. The European Commission is assessing if it should still allow the use of glyphosate and creosote in the rail sector.

2 **Implementing Decision (EU) 2017/2334** extends the period of use of creosote until 31st October 2020.

EIM in action

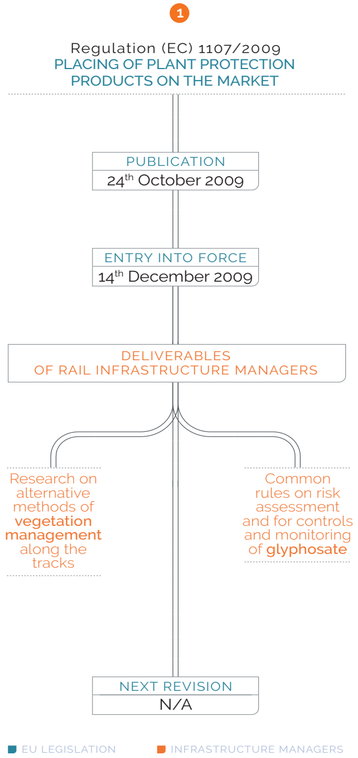
- EIM advocates the extensive research of equivalent alternative products.

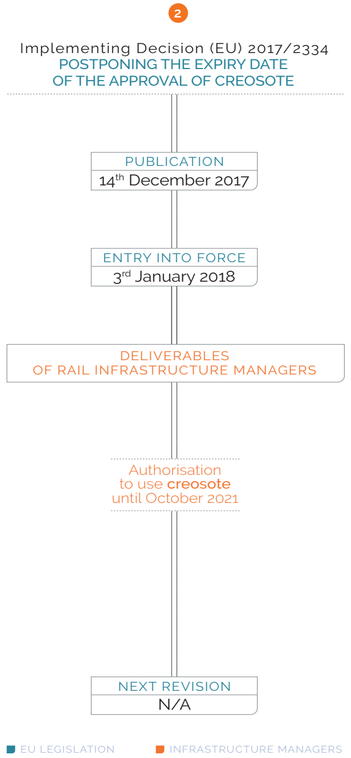
2018

- EIM, CER and UIC set up a platform for exchanging best practices and alternative products and methods;
- EIM conducted an internal survey on alternative products;
- EIM has been closely following all legislations related to glyphosate and creosote.

Outlook 2019

- National competent authorities shall submit their assessment about creosote to the European Chemicals Agency (ECHA) in 2019;
- EIM will monitor the progress of the UIC AT-WOOD project on alternatives to creosote, which will start in March 2019.
- In 2019, France, Hungary, the Netherlands and Sweden will be jointly responsible for the next evaluation of the active substance glyphosate.





ENVIRONMENT

LOW-EMISSION AND ELECTRO-MOBILITY

Objective

It is of utmost importance for European mobility managers to work towards a greener and less polluting transport sector in compliance with the ambitious goals set in the "**Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system**" (European Commission's 2011 White Paper for Transport), and in the European Commission's Communication "A European Strategy for low-emission mobility". The development of electromobility plays a key role in transport decarbonisation and increasingly contributes to cleaner and more sustainable transport flows, while effectively meeting mobility needs and demands. Currently, there is no binding legislation on EU level.

EIM in action

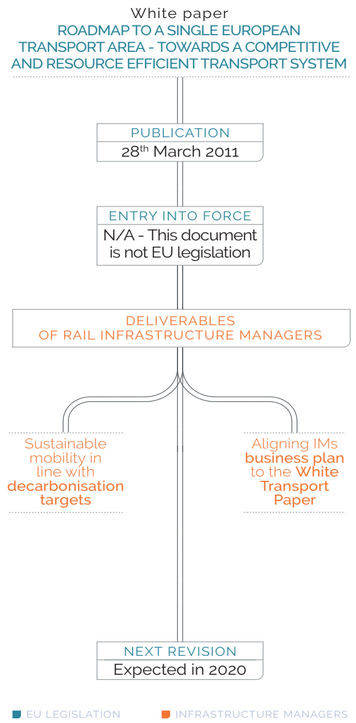
- EIM is a full member of the Electromobility Platform- a multimodal, cross-sectorial forum of industry stakeholders with the goal of fostering e-mobility in the European transport;
- EIM advocates the recognition of the strategic importance of electric rail services for passengers and freight.

2018

- EIM, CER and UNIFE published a position paper "EU strategy for long-term greenhouse gas emissions reductions" following the European Commission's Communication on "A European strategic long-term vision for a prosperous, modern, competitive and climate neutral economy";
- EIM proposed a number of amendments to the position paper of the E-mobility platform on the MFF.

Outlook 2019

- In 2019, the European Commission will launch an evaluation of the "White Paper on Transport of 2011" to prepare for a new revision in 2020;
- In May 2019, the Council meeting in Sibiu (RO) is expected to close the ongoing topics under the Mobility Packages.



ENERGY

Objective

The electrification of the European railways is progressing with around half of the network already upgraded. However, the supply and modality of the use of energy in rail can have a huge impact on cross border traffic, notably because of the different electrification structures (alternating or direct) and the different typology of rolling stock.

IMs invest in interoperability and energy efficiency according to the parameters set by the European Technical Specification for Interoperability (TSI) on interoperability of 'energy' of the rail system **(Regulation (EU) 1301/2014)**.

EIM in action

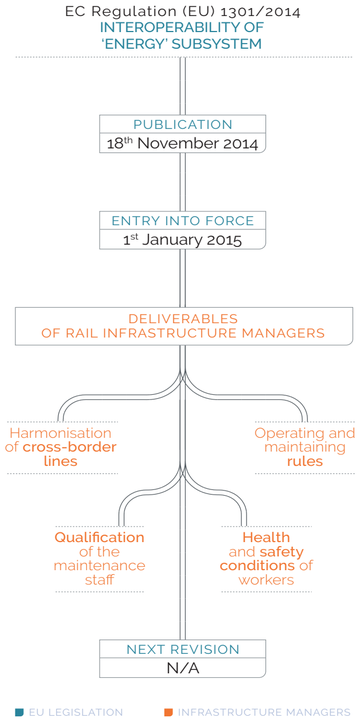
- EIM advocates an efficient, sustainable and cost-saving energy supply on the railway network;
- EIM's Energy Working Group (ENE WG) deals with the implementation of the energy legislation in the rail sector and the associated technical aspects;
- EIM also collaborates with other stakeholders to share information and define joint positions.

2018

- EIM ENE WG contributed to the EU Agency for Railways (ERA) report on the ex-post evaluation of the ENE TSI by providing a positive outlook on the future revision of the TSI ENE and by commenting all the closing points in the TSI;
- EIM made proposals to ERA on "current at standstill in DC Systems, key-points and conclusions related to 'multiple pantograph operations";
- EIM established a joint position with other stakeholders against the merger of the TSIs ENE and INF as proposed in the Delegated Decision;
- EIM ENE WG supported other EIM WGs regarding Vehicle Authorisation, electrical compatibility, energy measuring, Route Compatibility checks and the revision of the TSI on Safety in Railway Tunnels (SRT).

Outlook 2019

- EIM will be involved in the revision of the Energy Working Party which will apply the new Common and Control Management process set up by ERA;
- The WG will continue contributing to the open points of the previous TSI ENE and possible deficiencies to be amended or new improvements to be included in the current text.



OPERATIONS

Objective

Interoperability of rail operations and traffic management across Europe is crucial for the safety of passenger and freight trains, in particular for cross-border services. The EU aims to achieve interoperability in this domain via the implementation of the Technical Specifications for Interoperability for Operation and traffic management (TSI OPE) **(Regulation (EU) 2015/995)**. TSI OPE sets the responsibilities between Railway Undertakings (RUs) and Infrastructure Managers (IMs) regarding the operations and traffic management (e.g. train composition issues, on-board equipment failures, emergency evacuation, pre-departure checklists tests, written orders and management of emergency situations).

EIM in action

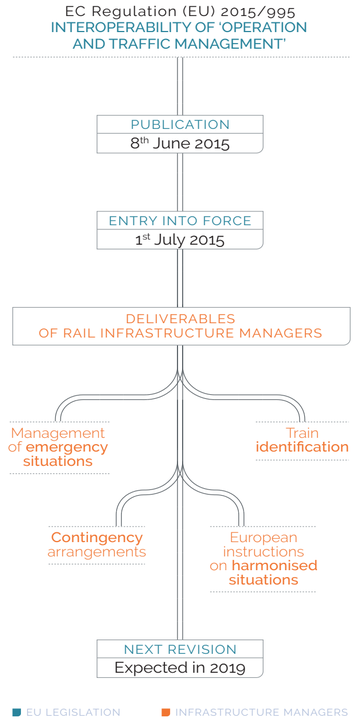
- EIM's OPE Working Group deals with all interfaces between IMs and RUs, notably the definition of communication principles, procedures, as well as the design of new forms of safety-related information and operational rules;
- EIM OPE experts participate actively in the corresponding EU Agency for Railways (ERA) Working Parties, including the ERTMS Operational Harmonisation Working Party.

2018

- EIM experts contributed to the drafting of the TSI OPE Application Guide and gave comments on the TSI OPE revision, including parameters needed for the Route Compatibility between a vehicle and the infrastructure;
- The OPE WG continued to work on the revision of Operational Harmonisation rules.

Outlook 2019

- The increasing interaction between operational processes and Automatic Train Operations (ATO) will be closely monitored and coordination will be ensured when necessary;
- EIM will contribute to the drafting of the TSI OPE Application Guide.



ROUTE COMPATIBILITY CHECKS

Objective

Before a Railway Undertaking (RU) operates a vehicle on a specific line, it is required to check that this vehicle is compatible with the relevant route. **Articles 21 and 23 of Directive (EU) 2016/797** on Interoperability introduce the process for obtaining authorisation of a vehicle for an area of use and the Route Compatibility checks that must be done to ensure route compatibility before the authorised vehicle(s) can be used. The Technical Specifications for Interoperability on Operations (TSI OPE) Appendix D1 further defines the parameters the RUs have to check.

EIM in action

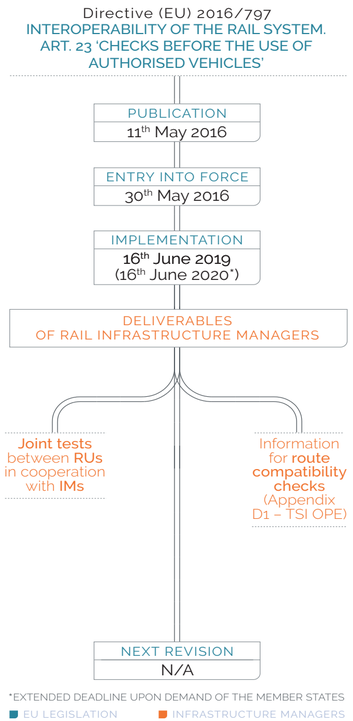
› EIM experts are involved in the relevant European Commission and EU Agency for Railways (ERA) committees when drafting and defining the parameters needed for the route compatibility.

2018

- EIM contributed to the drafting of the TSI OPE Application Guide and the TSI OPE Appendix D1 on Route Compatibility;
- EIM experts were involved in the ad-hoc ERA Subgroups and European Commission Expert Groups related to Route Compatibility.

Outlook 2019

- EIM experts will continue to contribute to the drafting of the TSI OPE Application Guide;
- The TSI OPE revision is expected to be voted in April 2019;
- EIM will follow-up the application of the 4th Railway Package, notably the implementation of Article 21 and Article 23.



ROLLING STOCK

Objective

Rolling stock comprises all the vehicles that move along a railway, i.e. powered and unpowered vehicles such as locomotives, freight wagons, on-track machines and passenger carriages. An effective cross-border train traffic can be ensured only if national rail infrastructure networks are technically compatible with the rolling stock running on their cross-border lines.

A specific "vehicle authorisation" process ensures that the rolling stock is compatible with the rail infrastructure on which it operates. The requirements for rolling stock on European level are defined by 1 **Regulations (EU) 321/2013** concerning the Technical Specification for Interoperability relating to the subsystem 'rolling stock — freight wagons' (TSI WAG) and 2 **(EU) 1302/2014** concerning a Technical Specification for Interoperability relating to the 'rolling stock — locomotives and passenger rolling stock' (TSI LOC&PAS).

EIM in action

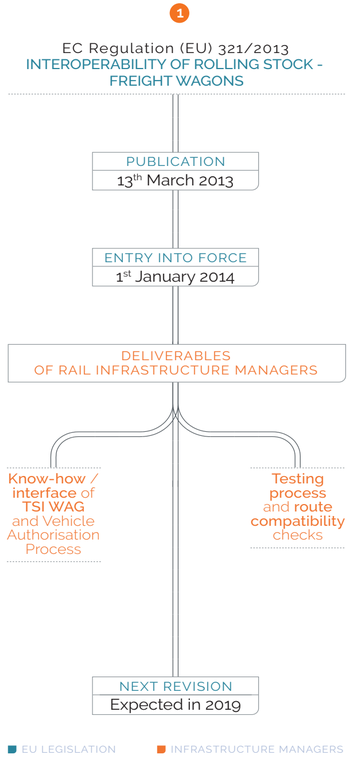
- EIM's Rolling Stock Working Group (RST WG) discusses the interfaces between the infrastructure and the trains running on it, the processes for vehicle authorisation and route compatibility checks;
- EIM's RST WG follows the ERA Vehicle Authorisation Working Groups and the ERA LOC&PAS and WAG Working Parties.

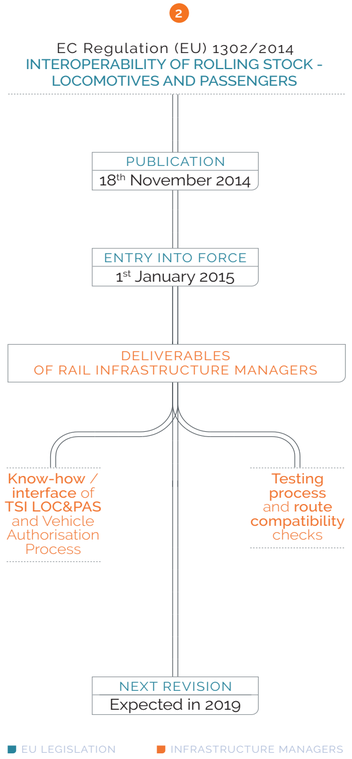
2018

- EIM contributed to the new European Commission proposals concerning the conditions of track access for testing purposes and the drafting of the Application Guide for Vehicle Authorisation;
- EIM RST contributed to the ERA sub-groups on LOC&PAS and WAG revision, including Route Compatibility Checks;
- EIM contributed to the standardisation of Radio Frequency Identification (RFID) for European railways.

Outlook 2019

- EIM will continue contributing to the ERA Task Force on classification of National Rules (NRs) for Vehicle Authorisation;
- EIM's RST WG will continue contributing to the ERA sub-groups "III and IV" which deal with the open points in the TSI LOC&PAS and the TSI WAG;
- EIM will monitor the progress of the implementation of the vehicle authorisation, route compatibility and testing as well as the approval of the European standard on Radio Frequency Identification (RFID).





PASSENGERS

PERSONS WITH REDUCED MOBILITY

Objective

The rail sector is fully engaged in addressing the important societal needs for a better accessibility of persons with disabilities to public infrastructure. In this regard, rail Infrastructure Managers (IMs) are committed to continue investing in making the railway infrastructure, such as stations and platforms, accessible for all users including persons with reduced mobility (PRM). At European level, **Regulation (EU) 1300/2014** on the Technical Specifications for Interoperability relating to accessibility of the EU's rail system for persons with disabilities and persons with reduced mobility (TSI PRM) applies to infrastructure, operation and traffic management, telematics applications and rolling stock where accessibility of persons with disabilities and persons with reduced mobility is necessary. Only new or renewed infrastructure and/or rolling stock will have to comply with the accessibility rules as defined in the TSI PRM.

EIM in action

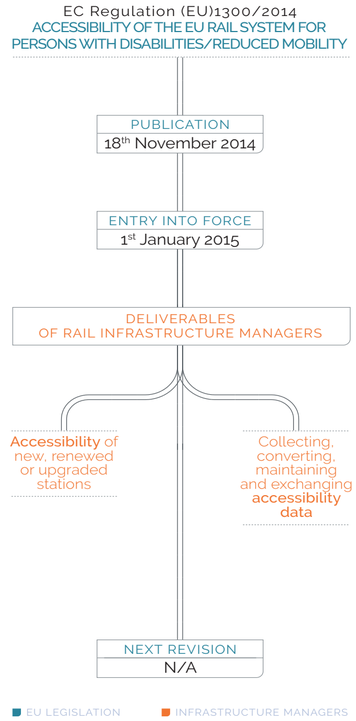
- EIM advocates accessibility of persons with disabilities to rail infrastructures via EIM's PRM Working Group. The speakers of the EIM PRM WG are regularly attending ERA's Working Party meetings;
- EIM is a member of the "European Commission TSI Advisory Body", a Commission Expert Group dealing with the TSI PRM. EIM speakers ensure a fair balance between accessibility, financial impact, operations and human resources requirements.

2018

- EIM has provided its feedback to the European Commission proposal for a draft Implementing Regulation on the Inventory of Assets;
- EIM has provided its experience and feedback to the testing pilot for data collection tool, data conversion and Appendix O.

Outlook 2019

- The vote on TSI PRM revision is expected in June 2019;
- The Application Guide for the TSI PRM will be drafted and amended throughout 2019;
- The European Commission and the Member States will discuss possible synergies between PRM and Rail Passengers' Rights;
- In April 2019, the European Parliament is expected to approve the proposal for a European Accessibility Act (EAA), which refers to the TSI PRM regarding accessibility to services for persons with disabilities.



PASSENGERS

RAIL PASSENGERS' RIGHTS

Objective

Since the "Third Railway Package" of 2007, the EU guarantees the rights of transport passengers through **Regulation (EC) 1371/2007** aiming at ensuring a minimum level of protection for rail passengers across the EU, including rights for persons with disabilities or reduced mobility. In 2017 the European Commission proposed a revision of this Regulation in order to fix some shortcomings (notably on the availability/accessibility of information and passengers' rights in situations of delays, missed connections or train cancellations) to enforce appropriate and higher compensations and to enhance assistance for PRMs.

EIM in action

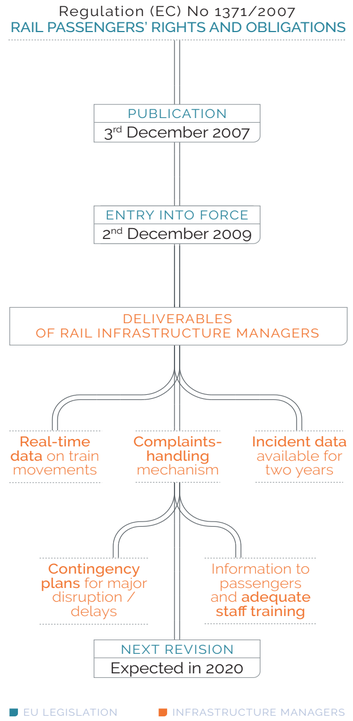
- EIM advocates a balanced approach between the obligations of Infrastructure Managers and stations managers and high level of protection of rail passengers;
- EIM advocates the issues of its members through regular contacts with several Members of the European Parliament (MEPs) directly with rail passengers' rights.

2018

- EIM has published an updated Position Paper on the Recast Regulation 1371/2007 as well as a number of related press releases;
- EIM has had numerous bilateral and multilateral meetings with MEPs (rapporteurs/shadow rapporteurs) and other stakeholders dealing with passengers rights.

Outlook 2019

- Progress reports are expected at Council level in the second half of 2019;
- An agreement on the final text is expected by 2020.



INFRASTRUCTURE AND STATIONS

STATIONS

Objective

In Europe, some Infrastructure Managers (IMs) are station owners or station managers. In some cases the operational part of the station management is delegated to another entity, which could also be a railway undertaking. As station manager, IMs have a crucial interest in sharing knowledge and experiences with European peers on topics such as station management, development and operations, critical and strategic issues (e.g. security, digitalisation and multimodality).

EIM in action

- EIM's Stations Working Group shares information and best practices related to the stations. The Working Group focuses on the status and application of standards for stations and on the division of responsibilities regarding platforms;
- EIM monitors the relevant legislation affecting stations (e.g. safety, PRM, capacity, etc) and triggers its members' input when needed;
- EIM seeks to increase participation in the group to maximise the benefit for each member.

2018

- The Station WG met twice a year and increased the number of participants from EIM's members;
- The WG launched a benchmark study related to stations.

Outlook 2019

- The WG will focus on the management of platforms (safety, PRM, capacity) and the design of stations and platforms;
- The WG will also address the evolution of stations to "mobility hubs".

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INFRASTRUCTURE AND STATIONS

INFRASTRUCTURE

Objective

The 4th Railway Package and especially **Directive (EU) 2016/797** on the interoperability of the Rail System within the European Union, require the adaptation of the network to European standards to allow a smooth circulation of trains in Europe. The first step for Infrastructure Managers (IMs) towards this goal is to follow the European requirements when renewing, upgrading or building new lines and stations. These requirements are stated in **Regulation (EU) 1299/2014** on the Technical Specification for Interoperability on Infrastructure (TSI INF) which ensures the interoperability of the subsystem of infrastructure. IMs are committed to increase the capacity and efficiency of their rail infrastructure to the goal of the EU to shift 50% of medium-distance passenger transport from road to rail and to cut CO2 emissions in transport by 60% by 2050, as defined in the 2011 EU White Paper on "Roadmap to a Single European Transport Area —Towards a competitive and resource efficient transport system".

EIM in action

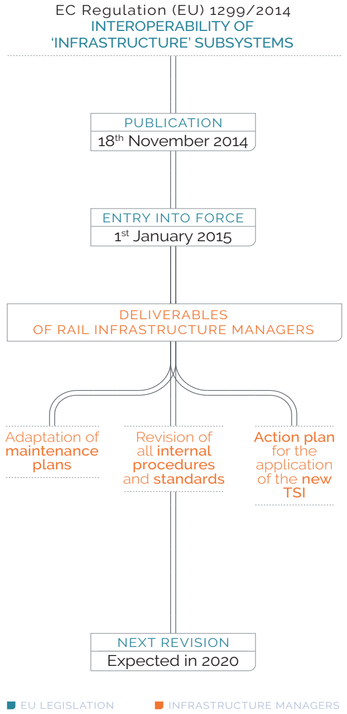
- EIM's Infrastructures Working Group (INF WG) discusses the interfaces between the different subsystems of the rail infrastructure;
- EIM aims at improving interoperability of the network by filling the gaps in the TSI INF in a cost-efficient way. The implementation of the TSI can be improved by sharing practical experiences with the new TSI.

2018

- EIM and its members supported the EU Agency for Railways (ERA) in the revision of the TSI INF via technical experience;
- On route compatibility checks, EIM INF WG supported ERA in the revision of the TSI LOC&PAS and WAG;
- ERA took into account the opinion of EIM's INF WG during the closing of the open points in the TSI INF.

Outlook 2019

- EIM's INF WG is currently discussing with ERA how to simplify and streamline the procedures to evaluate conformity;
- EIM will be involved in the revision of the Infrastructures Working Party which will apply the new Change and Control Management process set up by ERA.



INFRASTRUCTURE AND STATIONS

ASSET MANAGEMENT

Objective

The efficient management of rail infrastructure assets by Infrastructure Managers (IMs), as well as the accurate forecast of related investment plans, are the cornerstone of their business. IMs are looking for maximizing the "value for money" of their operations to the benefit of funders and other stakeholders, as well as of their service delivering to the rail customers.

An efficient asset management is therefore about obtaining the right balance between costs of maintenance, renewal, traffic management, efficient customer services and the revenues coming from commercial activities and subsidies.

EIM in action

- EIM organises a Working Group on Asset Management with the objective to promote the exchange of information among IMs for an evidence-based analysis and a benchmark of management practices for business performance improvement;
- The EIM Asset Management Working Group coordinates with the new EIM Maintenance Platform when relevant.

2018

- The Asset Management WG met twice a year and exchanged information on boosting innovation in Asset Management, developing integrated asset information, remote condition monitoring and ERTMS in Asset Management.

Outlook 2019

- In 2019, the WG will discuss Asset Management during extreme weather conditions, usage fees, price incentives and Asset Management design for maintenance.

INFRASTRUCTURE AND STATIONS

RESILIENCE

Objective

Degraded situations stemming from lacking preparedness for extreme and unexpected events are of an increasing concern, as these may affect the performance or lifetime of the assets of Infrastructure Managers (IMs). This can have severe operational, financial, environmental and social consequences. Hence, the concept of "resilience" is becoming an increasingly critical topic. IMs ensure efficient rail operations through the development of dedicated resilience plans and processes which cover the entire value chain of infrastructure management. Resilience aspects may include, among others, climate change, technical failures, security and human errors.

EIM in action

- EIM's Resilience Working Group exchanges information among IMs and acts as a platform for exchanges of information among the IMs and benchmarking of the main infrastructure "vulnerabilities" as well as the respective "Business Continuity plans" in place.

2018

- Following the request of some members, EIM decided to set up a new "Resilience" WG.

Outlook 2019

- The kick-off meeting of the Resilience WG will take place in March 2019.
- A questionnaire to benchmark IMs practices will be circulated amongst the members and the WG will elaborate recommendations on the basis of the replies received;
- EIM will promote the outcome of the WG activities vis-à-vis other relevant rail stakeholders.

MAINTENANCE

Objective

One of the main priorities of Infrastructure Managers (IMs) is to ensure a high standard of safety of their rail infrastructure network for train passengers, freight, as well as for their own staff. IMs develop maintenance plans to perform timely, efficient maintenance of their infrastructure while striving to increase the capacity and efficiency of their rail transport networks. Efficient maintenance is also crucial to ensure rail security. Within the value chain of IMs, this represents a long-term cost-efficient driver.

EIM in action

- EIM organises a Maintenance Platform attended by Maintenance Directors with the purpose to discuss key strategic rail maintenance issues and benchmark relevant national practices for IMs;
- The EIM Platform members discuss maintenance issues having an impact on:
  - IMs value chain and return on investments;
  - the optimisation of rail maintenance planning and processes;
  - maintenance aspects in multimodal, intermodal and international transport;
  - safety culture of IMs;
  - maintenance management through innovation and digital technologies.

2018

- The members of EIM decided to set up a Maintenance Platform during the EIM General Assembly meeting in November 2018.

Outlook 2019

- The Maintenance Platform kick-off meeting will take place in March 2019.

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COOPERATION

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SCOPE

EIM's core values are based on dialogue, transparency and mutual understanding. These values are applied to all internal and external working relationships.

In line with these values, EIM has developed a constructive dialogue with all stakeholders within the rail and in the wider transport sector as well as with all other bodies and/or institutions relevant for the activities of EIM, as outlined beside:

Stakeholders	Cooperation
Advocacy groups	EIM cooperates with various advocacy groups on issues of joint interest (e.g. citizens and passengers)
Customers	EIM regularly liaises with operators, passengers and industry on rail-related initiatives of the EU (e.g. EU work programmes, EU funding)
EU Institutions	EIM gives expert advice to all EU institutions on all legislative and policy initiatives relevant for its members (e.g. market opening, corridors and networks, financing, environment, technical specifications)
EU Member States	EIM liaises with the EU Member States (via their Members and via their permanent representation to the EU) on all relevant rail-related policy issues
Industry stakeholders	EIM cooperates with all relevant industry stakeholders on issues of joint interest (e.g. environment, funding)
Multimodal infrastructure managers	EIM shares information and cooperates with all Infrastructure Managers on joint opportunities (e.g. electro-mobility, digitalisation)
Non-Governmental Organisations	EIM maintains a constructive dialogue with NGOs (e.g. environmental and climate change issues)
Other institutions	EIM gives expert advice to the various working activities of OTIF and RNE (e.g. legal matters, time tabling); EIM participates in the relevant governing bodies of Shift2Rail (e.g. user's perspective, innovation needs)
Rail Infrastructure Managers	EIM develops, shares and benchmarks best practices in all relevant rail infrastructure related areas (e.g. resilience, performance, maintenance, etc.); EIM cooperates closely with all rail Infrastructure Managers within the framework of PRIME
Think-Tanks	EIM gives input to various Think-Tanks (e.g. transport regulation and decision-making in Europe)

ACTORS

RAIL STAKEHOLDERS

> Alliance of Rail New Entrants (ALLRAIL)
> Community of European Railway and Infrastructure Companies (CER)
> European Rail Freight Association (ERFA)
> International Union of Railways (UIC)
> International Union of Wagon Keepers (UIP)
> International Union of Combined Road-Rail Transport Companies (UIRR)
> Association of the European Rail Industry (UNIFE)

EUROPEAN INSTITUTIONS

> Committee of the Regions (COR)
> Council of the EU (Council)
> European Commission (EC)
> European Economic and Social Committee (EESC)
> European Parliament (EP)
> European Union Agency for Railways (ERA)
> Shift2Rail Joint Undertaking (Shift2Rail)

OTHER MODES OF TRANSPORT

> Conference of European Directors of Roads (CEDR)
> European Shippers Council (ESC)
> European Sea Ports Organisation (ESPO)
> Federation of European Private Port Operators (FEPORT)
> E-mobility collaboration platform (Platform for Electro-Mobility)
> International Association of Public Transport (UITP)

OTHER BODIES

> European Committee for Standardisation and Electrotechnical Standardisation (CEN-CENELEC)
> International Rail Transport Committee (CIT)
> European Rail Research Advisory Council (ERRAC)
> Independent Regulator's Group – rail (IRG-Rail)
> Joint Programming Committee Rail (JPRC)
> RailNetEurope (RNE)
> Transport & Environment (T&E)

HLIM (HIGH-LEVEL INFRASTRUCTURE MEETING) 2018

Once a year, the HLIM event brings together the top executive of all rail Infrastructure Managers in Europe.

In 2018, the HLIM event was organised by the Dutch rail Infrastructure Manager ProRail in Amersfoort (NL). The main topic adressed were:

- Geopolitics: China/Russia
- Cybersecurity

Outlook 2019

In June 2019, the HLIM event will be organised by the Swiss rail Infrastructure Manager SBB, in Bern (CH).

PRIME

Objective

The Platform of Rail Infrastructure Managers in Europe (PRIME) was created in 2013 to facilitate the exchange of views, knowledge and best practices between Infrastructure Managers (IMs) and the European Commission. PRIME focuses on key matters concerning the implementation of the Single European Rail Area, including the deployment of the European Rail Traffic Management System (ERTMS).

PRIME plenary meetings take place twice per year, while different subgroups meet regularly to discuss and make proposals on dedicated topics such as digitalisation, charges, financing, KPIs and benchmarking, implementing acts and safety culture. In addition, a PRIME Commission Expert Group provides expertise to the European Commission (DG MOVE) when preparing relevant implementing legal measures in the rail sector.

PRIME is a high-level forum where European decision-makers and CEOs of IMs meet to discuss a variety of topics which has a strategic impact on the development of the European rail systems. Through PRIME, IMs can exchange and influence the European legislation to ensure that their interests and vision are taken into account.

EIM in action

- All EIM members actively participate in PRIME;
- EIM acts as an observer of the platform;
- EIM and its members foster and advocate an open, constructive and transparent dialogue between all Infrastructure Managers and the EU.

2018

- In 2018, two PRIME Plenary meetings took place in June and November;
- PRIME members discussed the EU implementing regulation on the Economic Equilibrium Test related to the liberalisation of national rail passenger markets, safety culture, track access charges and digitalisation, but also EU funding such as the European Fund of Strategic investments (EFSI) and the Connecting Europe Facility (CEF);
- PRIME members endorsed the RNE International Contingency Management Handbook providing rules and procedures in case of unforeseen international disruption;
- PRIME also discussed various operational issues and contingency measures with the "Dialogue of Railways Undertakings" (RUD)

Outlook 2019

- The next PRIME Plenary meeting will take place on 13th June 2019 in Bern (CH);
- PRIME will discuss timetabling issues and contingency management with RUD;
- An ad-hoc subgroup "Human Resources" will be set up to develop proposals to attract young professionals and women to the rail sector.

CEDR

Objective

Since several years, the EU fosters multimodal networks via various policy and financial initiatives (e.g. White Papers, TEN-T guidelines, Juncker's investment programme, European Commission's C-ITS programme for Cooperative Intelligent Transport Systems, etc.).

In addition, there is an increasing number of national Infrastructure Managers and regulators with a multimodal portfolio (rail, road, waterways).

In line with this trend, EIM and the Conference of European Directors of Road (CEDR) have signed a Memorandum of Understanding (MoU) in 2014, which was renewed in 2017. The aims of the MoU are to:

- increase the mutual sharing of knowledge;
- present coherent messages to relevant EU institutions;
- identify the challenges that intermodal transport faces.

EIM and CEDR share information and knowledge related to developments and activities in the EU law making process as well as on priorities, activities and results of research and innovation in rail, road and transport infrastructure.

Infrastructure Managers are expected to increasingly offer interconnected and seamless end-to-end services. Multimodal approaches in terms of customer service, best practice, interface planning, joint charging, door-to-door infrastructure, etc. will require improved co-operation between different modes of transport and their Infrastructure Managers. Several members of EIM are already multimodal.

EIM in action

- Since the signature of the MoU in 2014, CEDR and EIM identified different work streams and cooperation opportunities;
- CEDR and EIM continue to exchange across various business activities of their respective members;
- CEDR and EIM closely monitor upcoming opportunities in the next EU work programme (White Paper 2020).

2018

- In 2018, EIM and CEDR took part in the joint innovation initiative "Infrastructure for the Future" (i4Df) under the EU R&D programme Horizon Europe;
- EIM and CEDR also exchanged on obstacles to international transport and potential research opportunities.

Outlook 2019

EIM and CEDR will:

- continue their high-level exchange;
- strive to cooperate on operational and other issues, in line with the evolution of the EU work programme and the needs of their members;
- seek to engage in a dialogue with other modes of transport.

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OTIF

Objective

The Intergovernmental Organisation for International Carriage by Rail (OTIF) promotes, improves and facilitates international traffic by rail. The main areas of activities of OTIF are technical interoperability, dangerous goods and railway contract law. OTIF develops uniform legal regimes for the contracts of carriage of passengers and goods.

Through its main convention named COTIF, OTIF sets out legal terms concerning the liability, the termination of contracts and the legal framework for contracts between Railways Undertakings (RUs) and Infrastructure Managers (IMs) in the countries which have ratified it. IMs will need to apply these rules.

The Convention concerning International Carriage by Rail (COTIF) is OTIFs reference text. It is accompanied by seven appendices, that include rules on (1) the carriage of passengers and (2) goods, (3) dangerous goods, (4) the use of vehicles, (5) the use of the rail infrastructure, (6) validation of technical standards and (7) the technical admission of railway vehicles.

EIM in action

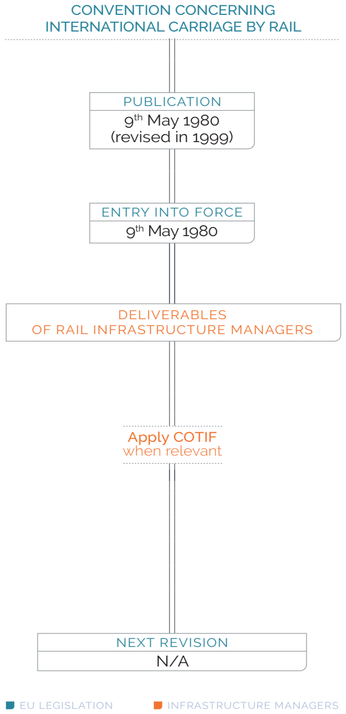
- EIM is an official negotiating party in OTIF's revision committee;
- EIM participates in the OTIF Working Groups;
- EIM supports a scope of application of COTIF which is fully clarified, notably with regards to the terminology being used;
- EIM aims to safeguard the financial sustainability of IMs, especially concerning the indirect liability regime/recourse of the carrier models.

2018

- During 2018, the rules regarding the Contract of Use of Infrastructure in International Rail Traffic (appendix 5) have been revised by the OTIF Revision Committee.

Outlook 2019

- EIM will continue to participate in the OTIF Working Groups and General Assemblies;
- EIM will continue to closely monitor the output of OTIF's legal group of experts and will remain well informed about any possible upcoming change or revision of the rules.



WORLD-WIDE

Objective

Following the Lisbon Treaty and the 2011 Transport White Paper, the EC has a strong mandate to represent the EU railway policy outside the EU Member States, especially in neighbouring countries (e.g. Balkans) but also in strategic markets (e.g. Asia). DG MOVE, DG TRADE and DG GROWTH are keen to engage in a constructive dialogue with non-EU countries to ensure growth, jobs and competitiveness. An important ambition of the EU is to export European rail know-how and to expand its flagship initiative, the European Trans-European Transport Networks (TEN-T), beyond EU borders. For that purpose, the EU engages with neighbouring countries but also trade partners and other actors on a bilateral and multilateral level.

Within the framework of this ambition, the EU has set up various platforms addressing infrastructure issues, such as the EU-China Connectivity and the EU-Asia Connectivity Platforms.

Rail infrastructure has become a strategic asset in geopolitics. The growing number of trade agreements concluded by the EU naturally foster trade and thus import and export of services and goods. This requires increasing rail infrastructure capacities and better interconnectivity between EU and non-EU rail systems. By the same token, several European rail infrastructure managers are eager to export their know-how to foreign countries.

EIM in action

- EIM participates in many international activities of the EU related to the export / import of rail know-how and the extension of the TEN-T to non-EU countries;
- EIM has developed a constructive dialogue with all relevant EU bodies and stakeholders to foster EU rail know-how on international level;
- EIM is also a recognised member of various EU expert groups, e.g. the EU China Connectivity Platform but also various EU trade platforms.

2018

- EIM produced an internal report on the impact of Asia on EU railways;
- EIM became a recognised member of various EU expert groups, e.g. the EU China Connectivity Platform, the EU-Japan railway industrial dialogue, the EU expert group on the competitiveness of the European rail supply industry, the EU international working group, etc.

Outlook 2019

- EIM continues to be closely involved in all relevant international activities of the EU;
- EIM will analyse the opportunities for rail Infrastructure Managers of the EU-Japan trade agreement (entry into force: February 2019) and seek to engage in a dialogue with other modes of transport.

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INTERNAL AFFAIRS

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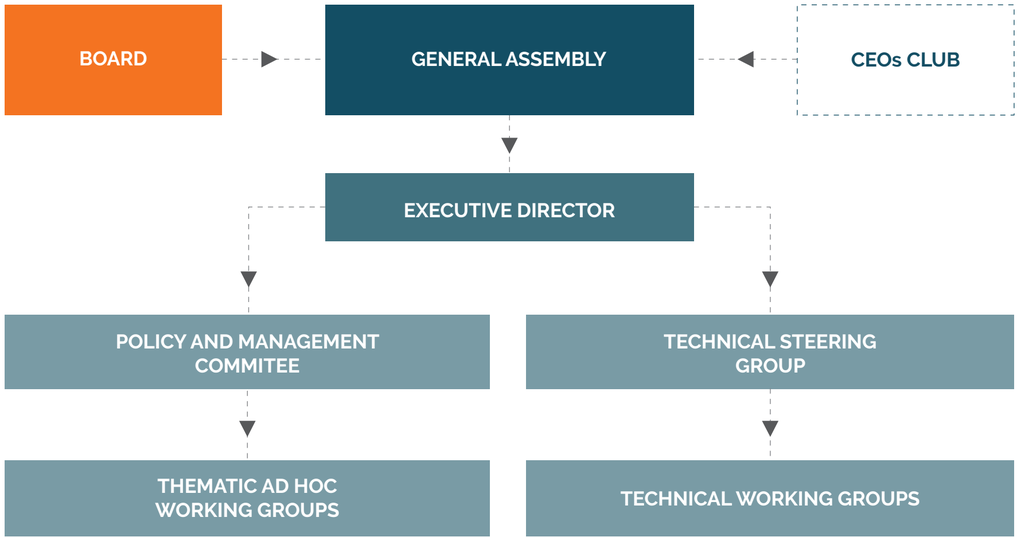
ORGANISATIONAL STRUCTURE



EIM BOARD *(as of December 2018)*

PIER ERINGA
PRORAIL (NL)
PRESIDENT

LENA ERIXON
TRAFIKVERKET (SE)
VICE-PRESIDENT

LUC LALLEMAND
INFRABEL (BE)
VICE-PRESIDENT

EIM GENERAL ASSEMBLY MEETINGS

HUMAN RESOURCES

EIM as an employer

EIM strives to be a valuable employer, offering an attractive, multicultural and balanced working environment based on cooperation, mutual trust, empowerment, gender equality and training.

EIM's working environment offers:

- High quality of team work and cooperation;
- Quality of workplace;
- Leadership and Empowerment;
- Training (project management, IT, languages: FR, EN, safety/security aid).

Staff

EIM hosts both, permanent staff and also seconded experts from its members.

EIM staff is 60% female and 40% male.

In 2018, EIM employed staff with 8 different nationalities (EU).

Secondments

EIM has a long tradition with secondments from its members.

Assignments take various forms and shapes and can last from 3 months –5 years.

Secondees receive job assignments based on the needs of the sending organisation and the profile of the secondee.

All secondees receive special training (e.g. thematic coaching, involvement in high-level meetings with the EU, participation in strategic discussions, coaching by the ExDir / a senior staff member, public presentation opportunities, career advice, life-long membership with the EIM "staff alumni club").

EIM SECRETARIAT

Management

Monika Heiming
Executive Director

Internal Management & Communications

Sandrine Roussel
Manager
Internal Affairs

Camille Durez
Communications Officer

Rail policy & Regulations

Marina Potapidou
Advisor
EU Policy

Guus de Bruijn
EU Legal and Policy Expert
From July 2018

Technical policy & Standards

Business & Strategy

Bardo Schettini Gherardini
Manager
Technical Affairs
From October 2018

Javier Moreno Coloma
Deputy Manager
Technical Affairs

Sanae Hadj-Abdelkader
Adminitrative Coordinator
From December 2018

Caroline Huusko
Manager
Technical Affairs
Until December 2018

Graeme Mann
Advisor
Technical Affairs
Until March 2018

Kauser Ismailjee
Advisor
Technical Affairs
March-September 2018

Security & Telecoms

Laurent Wanet
Advisor
Security & Telecom

Asset management

Vincent Boutteau
Advisor
Asset Management
Until December 2018

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