

QUARTERLY NEWSLETTER

Dear Reader,



Since the last issue in July last year, a lot has happened.

On 1st September 2006 I took over the helm of the European Rail Infrastructure Managers (EIM) from

Marc Falchi as new Secretary General.

September 2006 witnessed the arrival of a new member of the EIM family; RFI, the Italian infrastructure manager.

Between September 2006 and today the EIM team has almost doubled in size with both permanent staff members and trainees from the membership. This reflects the increased workload and responsibilities related to the ERA.

Last week EIM, together with the -by now- traditional allies (ERFA, UIRR and ERFPC) organised its annual – already fourth(!) – conference on “*Improving Rail Freight Logistics*”.

Indeed, freight is rather prominently present on the European and EIM agenda. The Mid-Term Review of the White Paper for Transport. The European Parliament’s own initiative report on the implementation of the First Railway Package by MEP M. Cramer (DE – Green) which is fully in line with the EIM position. Both are very topical on the EU transport agenda, and in both cases rail freight plays an important role. Hence the keen interest of EIM in this topic.

At the same time, however, other issues equally important to the European Commission also feature on the ‘to do’ list of EIM, next to the Third Railway Package;

- The re-activation of the concept of authorised applicants. The Commission believes that such a system could be interesting for local authorities in the context of local passenger transport.
- Single wagons will be addressed in the EC action plan on Freight Oriented Networks as it is linked to the traffic on freight corridors. The

SERVRAIL report by Steer Davies Gleave which should be officially published very shortly, suggests solutions such as ‘use or loose’ a marshalling yard or co-operation of several freight operators to bear the costs of a marshalling yard. The SERVRAIL report will certainly give some orientations for the recasting of the First Railway Package (2008).

- In this particular context, EIM believes that the EC’s loose interpretation of the independence of essential functions makes it difficult to secure independence of infrastructure managers.
- The Commission will probably issue a report on Multi-Annual Contracts for maintenance of the tracks (problem of cross-subsidies).
- The charging issues as well as freight quality will also be addressed in the framework of the Freight Oriented Networks as they are “corridor based” issues.

Lastly, I would like to return to our newest member, RFI. It is a company of Ferrovie dello Stato Group and was established on 1st July 2001, as a result of a restructuring process of the whole Group. During one of our meetings with the Commission, we were asked the following question; How come EIM accepted the application of Infrabel and RFI, both being part of holding companies?

Both could accept and sign EIM’s statutes as their organisation charts show that they are independent from railway undertakings. Infrabel even has a Board Member in charge of market access. Attached there are two fact sheets on our newest members.

And now I invite you to turn the page and read the update on some of our activities. Should you have any queries whatsoever, please feel free to contact the EIM secretariat or check our website (www.eimrail.org)!

MICHAEL ROBSON





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The journey to the future is a European railway system open to all

During the 4th conference “Improving Rail Freight Logistics” last week, EIM - along with its partner organisations ERFA, ERFCP & UIRR - focused on adding value to the ongoing debate on the development of the railway industry.

In his opening speech to the 130 participants from 20 European nations,



EIM Chairman and ProRail CEO Bert Klerk recognised that “a clear change from ‘modal

shift’ to intermodality is to be observed. And we do agree that a shift to more environmentally friendly modes must be achieved. However, this should not happen at the expense of sustainable mobility.....Rail freight transport is anticipated to grow by 30% over the next decade This means that all of us will face a huge challenge to develop a properly functioning freight logistics network!

EIM and the co-organisers strongly advocate, where possible and appropriate, the development of a freight oriented network.”

State Secretary J. Hennerkes (Federal Ministry of Transport, Building and Urban Affairs) opened the conference with the Presidency’s visions for the future.

“The subject of this Conference, the improvement of logistics in rail freight transport, is of great importance for the Federal Government and also for us as



the current presidency of the Council in the field of transport. It is our opinion that the fields of

transport and logistics are of decisive importance when it comes to stabilising the competitiveness of the European Union and of its individual Member States and to extending and ensuring it for the future.”

The European Parliament again discussed sustainable mobility in its sessions (26-28.02.07), and highlighted that it was not satisfied with the “progress of European transport policy, especially with the implementation and financing¹”.

The conference speakers focused on

improving freight logistics through operational measures

like access

to services



and full and fair

¹ Draft report on Keep Europe moving – Sustainable mobility for our continent (2006/2227(INI))



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implementation of the first railway package. It was also highlighted that the railway industry needs to make progress in reducing costs of infrastructure maintenance and renewals so that costs to the users also go down!

UIRR's Director General, Rudy Colle, underlined the slow progress in the actual 'liberalised'-rail operations, in particular the area of combined transport, which is the proven growth market for rail freight, and expects a more responsible approach of all concerned instead of a defensive one. Last year, hardly 53% of the combined rail transport arrived on time and more than 10% of the trains had a delay of a day or more.

One session of the conference was dedicated to the issue of funding and included a presentation by Matthew Arndt, from the European Investment



Bank (EIB). He underlined the strong priority of the EIB on rail. He recognised two major issues:

- The need for capacity which today is not optimally allocated. Mr. Arndt described this issue as a 'daunting task'.
- The right amount in the right place.

Some of the tools of the EIB consist of:

- Long-term loans to the public sector.
- A series of new initiatives, including
 - Public Private Partnerships (PPPs).

- Structured finance facility (allows more risk).
- A loan guarantee for TENS, i.e. a guarantee during the first five years.
- A tool to guarantee ERTMS on rolling stock.

When the EIB decides on getting involved in a project, one of the main criteria is that it is economically sound. Moreover, a major problem for rail is that many issues are hardly visible; e.g. charges, funding of bottleneck alleviation.

Mr. Matthias Ruete, Director General for Directorate Energy and Transport closed the 2007 conference stating that

"The European Commission strongly believes that the conditions are finally set at EU level for freight transport by rail to regain its competitive position in the multi-modal market for transport services. Further initiatives by the EC will try to foster this development:

a) the enforcement of effective market opening and fair competition

b) the facilitation of competitive and seamless international services

through legislative actions and



other support actions, for example the deployment of the European signaling system ERTMS/ETCS and a European electronic data exchange system

c) promoting the development of a European rail freight oriented network



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d) stepping up EU funding of investment in infrastructure.

A key driver of this renaissance of rail freight will be the efficient integration of rail transport in the European and global logistics chain."

All presentations (a) and more pictures (b) are available through our website:

(a)http://www.eimrail.org/p_events.html

(b)<http://www.eimrail.org/press.html>;



Finding the Funds

During the 4th conference "Improving Rail Freight Logistics" last week, EIM's second "Finding the Funds" brochure was launched and distributed to the railway community at large. Michael Robson, EIM Secretary General, said *"The European Union will make about 90bn Euros available for all transport infrastructures over the coming six years. EIM hopes*



that the major work it has done and published today will help railways to get a fair share of these funds. We also hope that it will create incentives for setting up the right partnerships to attract other public as well as private funding."

The brochure is an update of last year's brochure and provides examples of existing funding opportunities and their uses, including a chapter on **combining the funds**.

One important rule applies for Community funding: there cannot be money made available from different funds for the same eligible costs. However, there are some possibilities to overcome this difficulty and to combine funds:

- Different funds can be applied for different stages or different geographical sections in one single project, (e.g. the project stage of research followed by the implementation: FP7 and TEN-T budget for ERTMS).
- PPPs can be used to attract private funds and could be combined with national / Community funding or for example EIB loans.
- EIB loans or its specific (financial or technical) instruments can be combined with all sorts of funding.
- State aid is allowed in limited cases.

An example of such a project is the "Rail Baltica" project where three different forms of funding are or will be applicable:



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- ERDF (Interreg IIIB).
- Cohesion Fund
- TEN-T

Does the above topic interest you and do you wish to know more about it? Or do you have any questions? Then we invite you to contact us (dan.wolff@eimrail.org) or to go to our website (<http://www.eimrail.org/pdf/bro/Brochure-EIM.pdf>) where you can download the brochure. Alternatively, you can always obtain hard copies from the EIM secretariat.

Finding the Funds and Public Private Partnerships (PPPs)

The EIM kick-off meeting on funding took place on 24th November 2006 and was attended by Joachim Schneider of DG TREN (European Commission) and 11 funding experts from the EIM membership.

The main objective of this meeting was to exchange experiences and best practices on funding but also receive information on funding issues from DG TREN and EIM.

From the meeting it became apparent that PPPs were considered to be an important topic. All EIM experts were of the opinion that the infrastructure managers should be actively involved in PPPs in the [near] future. Mr. J. Schneider, who in turn elaborated on the different PPP instruments in the new TEN Financial Regulation, agreed

with the EIM experts and promised to involve EIM in the next steps.

(A full report of the seminar is available on the EIM website;

http://www.eimrail.org/pdf/otherpapers/Report_on_funding_Seminar_London_November_2006.pdf)

On 19th December 2006 EIM and CER met with DG TREN to exchange ideas on PPPs and to explore what kind of next steps could be taken.

All participants have identified and summarised the positions and agreed on a proposed way forward.

- The position of DG TREN was clarified by J. Schneider. In short he came to the conclusion that DG TREN wants to focus on PPPs regarding rail infrastructure projects. By its nature, EIM is willing to work on the same basis. DG TREN stressed that PPPs are not only about financing projects, but rather about improving their cost efficiency. DG TREN's vision is to help infrastructure managers by preventing old mistakes occurring again in future PPPs.
- A new PPP instrument was suggested by DG TREN; the Seed capital fund. It could support Member States in the development/preparatory phase of a PPP (until the actual tender). Once the PPP is running, the seed capital fund will be "a partner" and will have a share in the equity. This instrument is being set up by the Commission and DG TREN would like to examine whether



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there is a market for this PPP instrument. Not just the Seed capital instrument, but also the other PPP instruments for the loan guarantee and the risk capital facility will then be taken into account.

- EIM and the Commission proposed to start reasoning on a project-basis. We need to examine what rail infrastructure projects EIM and CER members have in mind to carry out as a PPP. DG TREN called for further discussions early in 2007 to examine concrete IM projects. Time is pressing with the setting up of the TEN Agency and the new Multi-annual Indicative Program.

In a follow-up meeting earlier this year, the Commission provided some more insight into the possible application of the new EU financial instruments supporting PPPs. To this purpose, a single legal document – possibly a Regulation – is expected to be issued in May or June. EIM still has questions as to the exact role of the Commission throughout the entire process, and for instance the differences in required information for “small” (less than €300m) and “big” projects. Bilateral meetings between EIM and the Commission and/or EIB could shed more light on these matters, and will be promoted by EIM.

Next steps:

- April 2007: Setting up of an EIM funding hotline – as suggested by the European Commission - and organisation of a further meeting (possibly with DG Regio)
- June 2007: Meeting with other infrastructure managers (members of the Community of European Railway (CER), New Member States, eastern European countries).

Freight Logistics: An EIM position

BACKGROUND

- Since 1995 : important increase of freight for all modes apart from rail and inland waterways
- 1997: Communication on intermodality and intermodal freight transport in Europe
- 2001: White Paper on Transport Policy
- Between 1998 and 2002: percentage of logistics expenditures compared to GDP has increased in Europe and decreased in the US.
- April 2004: Amended proposal for a Directive on intermodal loading units (containers, swap bodies)
- November 2005: ECORYS Study on intermodal terminals
- January 2006: Proposed harmonisation measures by EIM to enhance use of TENs
- February 2006: Public consultation on Logistics for Promoting Freight Intermodality
- 22nd June 2006: Mid-Term Review of the Transport White Paper
- 28th June 2006: Communication on freight logistics in Europe
- 5th October 2006: Seminar on freight transport logistics organised by the Finnish Presidency



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- 12th October 2006: Transport Council - Debate
- 11th December 2006: Transport Council – Conclusions
- December 2006: EP Hearing

Over the last years, no less than six European studies or projects focused on intermodality which tends to be a major aspect of transport policy. The debate on freight logistics is a new opportunity to promote railroads in Europe.

CONTENT OF THE COMMUNICATION ON FREIGHT LOGISTICS

The aim of the communication is to optimise the use of all transport modes and facilitate their integration into a single supply chain. European businesses should then be able to cut costs, get a more competitive edge and foster economic growth. More efficient logistics chains should also serve to tackle pollution, congestion and energy dependence.

The Commission intends to improve the institutional preconditions that Europe can offer for logistics innovation and leave the internal running of company logistics to the companies themselves.

The communication outlines a number of potential areas of action including:

- Institutionalisation of intermodal logistics: a group of **Focal Points** should carry out a continuous exercise of identifying and addressing concrete bottlenecks to freight transport logistics. These Focal Points would represent the Member

States and industry (logistics service providers and customers). They could share know-how, provide best practice, and give input to policy development. Professional organisations and labour unions will participate.

- Better utilisation of the **infrastructure**. TEN priority projects, PPPs and performance regimes will push in this direction.
- Increased promotion of multimodal transport chains. Multimodal **liability** regimes could contribute to this policy.
- Better **quality** of service. One of the proposed methods is to establish a rail freight oriented network.
- Smart **technologies** in all modes of transport.
- Administrative simplification: establishing **one-stop shops** for customs formalities and physical checks.
- Better interoperability thanks to common European standards for **loading** units

EIM KEY MESSAGES:

Rail to Play a Major Part in Freight Logistics

EIM welcomes the Communication of the Commission on Freight Logistics in Europe. It is an occasion to reaffirm the role of environmentally friendly transport modes and the role of railways in particular.



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A right approach

The Commission stresses that the approach should be **market oriented** and that developing freight transport logistics is primarily a business-related activity and a task for industry. EIM strongly supports this statement and points at the counter-example of railways which had for too long an anti-competitive approach. Therefore, EIM believes that the intervention of public authorities (regulatory body, European Commission and Ministries) is indeed necessary to create a level playing field and improve the preconditions that Europe can offer for logistics innovation. As pointed out by the Commission, competition in European logistics sector may be "intense". But a major constituent of the logistics chain, namely rail, is not competitive because of a lack of internal competition.

EIM considers that the proposed **Focal Points** could also look at the correct implementation of the railway packages. As a major professional organisation in the transport sector, EIM wishes to be associated to the works of these Focal Points to help identify bottlenecks in freight logistics and their solutions.

Interoperable rail infrastructures at reasonable cost

The quality and volume of rail freight depend on the quality of the genuine implementation of the First Railway Package in all Member States. The internalisation of external costs is key to get costs right, but the other priority is to

guarantee a good regulated **market opening** via Regulatory Bodies.

Some technical and administrative barriers also hinder the development of intermodal transport and modal shift from road to rail. They could be lifted by the following new actions²;

1. Harmonising loading gauge: the existing situation can be summarised by saying that loading gauges are wider from West to East and from South to North of Europe. Customers (UIRR, CEFIC, ERFCP) are asking for a rapid harmonisation of the loading gauge on the major freight corridors. The cost of such a measure is probably lower than the cost of the larger priority projects, and the benefits are important. The European Commission could appoint a co-ordinator ("intermodal enhancement") to develop a strategic plan for harmonising the loading gauge on the major freight corridors when and where cost efficient.

2. Encouraging the increase of freight train length: Most industry commentators suggest that more efficient use of limited track access capacity can be obtained by harmonising the maximum length of freight trains. EIM agrees to the extent that it is commercially viable and only where there is a demand for it. This approach would encourage Railway Undertakings to make greater use of longer trains, as they could then move a greater distance without the

² These actions should not prevent the promotion of interoperability in the conventional lines. For example, in the Iberian Peninsula, one of the greatest concerns is the interoperability of the track gauge (different from the standard gauge).



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need for re-marshalling. Clearly, this is as much about standardising the network as it is the trains themselves. Examples of current network constraints are:

- Length of loops and by-passes.
- Design of marshalling yards.
- Length of private sidings (factories, warehouses, ports).

The aforementioned co-ordinator could include this additional task while developing a strategic European plan.

3. Improving “trans-shipment” methods: the same co-ordinator could also deal with this issue.

4. Tackling track gauge diversity: Again, the same coordinator could deal with this issue which implies:

- a. The implementation and efficiency of devices to change bogies or axles, or modify axle gauge;
- b. The purchase of freight wagons and locomotives with adaptable bogies;
- c. Efficient trans-loading systems where track gauge changing systems are not feasible, e.g. long distance container traffic on rail

5. Deploy ERTMS on international corridors: The studies on six international corridors should provide a strategy to implement the European Rail Traffic Management System at least along these identified corridors.

In general, the implementation plan will favour:

- Corridors where the implementation can give a significant improvement to rail freight transport (e.g. punctuality

or average speed), allowing quick gain in market share.

- Corridors where ETCS can co-exist with legacy systems for years, making it possible for locomotives not crossing borders to be used without any modification on the concerned corridor.
- Corridors where the legacy systems are to be renewed (end of life) or upgraded (e.g. need for increasing capacity) because any other solution is more expensive.

6. Make “authorised applicants” mandatory: Beyond these technical and non-legislative issues, EIM believes that the pressure in favour of intermodality should come from the customers themselves. They should be given the mandatory opportunity to have a more direct influence on capacity allocation. Ultimately, customer ownership of path allocation should be possible as foreseen by article 13§1 combined with the definition of “applicants” in article 2 of Directive 2001/14/EC. Beyond the mandatory implementation of the concept of “authorised applicants” and the mutual recognition across the EU of this status, infrastructure managers should keep a register of the body which has reserved a path. This would have a double advantage:

- The owner of the path may change its train operator if need be while keeping the path;
- There will not be several path requests for a single client.



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Efficient rail infrastructures at reasonable costs

As the Commission rightfully puts it:

*“Constructing new infrastructure is not an objective in itself. Current infrastructure use can be optimised by deploying efficient and sustainable logistics solutions. This includes fleet management, rail and inland waterway infrastructure management, **closer collaboration between business partners, and infrastructure managers, complete utilisation of loading capacity, avoiding unnecessary empty runs, or pooling resources across modes while respecting the European laws on competition**”.*

1. Cost efficiency: From the infrastructure managers' point of view, efficiency has an important economic dimension. Cost efficiency could lead to a win-win situation between Member States and their infrastructure managers and can be characterised by the following factors:

- a network strategy;
- a multi-annual agreement (including maintenance, renewal and development), undertaken by both the Public Authorities (Member State, regional and local powers) and the infrastructure manager;
- a contractual progress plan between the Member State and its infrastructure manager;
- a progress plan between the infrastructure manager and its suppliers.

Efficient means to **reduce costs** and improve network availability, include new technology, benchmarking, competition between suppliers, risk sharing contracts, global strategies and reducing the complexity of lines. Modern communication technology and computerised measurement of the state of components also allow more efficient planning and use of resources³.

Outsourcing may be another means to reduce costs; however, it is essential that the infrastructure manager should keep control of the state of his assets (required information). It is also necessary that the infrastructure manager retains necessary competencies within the company and that the process is not applied discriminately. The planning process should be operated jointly by the infrastructure manager and contractors.

2. Traffic efficiency: Efficiency of freight logistics can also be enhanced via improved traffic flows related to a **rail freight-oriented network**. In this context several measures have been proposed by the European Commission that EIM supported and commented;

A. Ranking of measures where EU action is needed

- Competition framework:
Competition needs to be enforced
- Priority rules and path allocation:
Harmonisation of priority rules and implement contingency plans
- Corridor infra works:
To be assessed by independent bodies and financed

³ See EIM report on Cost Efficiency, March 2007



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- Interoperability: Put more pressure on ERA
- Charging / financing: Create a level playing field
- Terminal operation: Fair access in general, traffic needs in particular
- Quality clauses & compensations: Performance schemes already foreseen by EU law⁴

B. Ranking of measures where EU action is not needed

- Common corridor organisation: Coordinators and RNE to intervene with IMs when necessary
- Operations Centres: Involve IMs
- Info & data management: With help from RNE
- New business models: New models will emerge from real competition

Financing freight logistics and charging for the use of infrastructure

In its communication on freight logistics, the Commission points at the possibility to finance transport infrastructure by means of PPPs and the 30 TEN priority projects. EIM would like to remind readers that several other funding sources are available⁵. A focus on ERTMS and the most advanced corridors seems reasonable. The reports from the six EU coordinators confirm this realistic approach.

Though the road charging Directive requires the Commission to examine external costs charging in all modes by

2008, EIM strongly believes that the agenda of smart charging should be brought forward whilst making sure that the social marginal charging cost principle applies to all modes.

“Co-modality”, not at the expense of sustainable mobility

Shift to more environmentally friendly modes must indeed be achieved. Therefore, the Commission has to explain why it sets a limit to this approach by adding “when appropriate”. However, EIM fully agrees with the proposal to introduce **multimodal liability** as it will encourage fair intermodal competition. The multimodal liability structure foreseen by the Commission could include rail infrastructure managers as they are confronted with insurance and liability issues on a very large scale.

NEXT STEPS

- April 2007: EP TRAN Vote
- May 2007: EP Plenary vote
- 2007: Action plan for advanced logistic development. These could include identifying concrete obstacles hindering intermodal logistics (see focal points on bottlenecks), best practice, further benchmarking needs, environmental considerations, research and technological development, intermodal statistics and observation of the market and employment.

⁴ Efficiency of global freight logistics will be guaranteed if performance schemes are introduced in all transport modes

⁵ See EIM Brochure “Finding the funds”, March 2007



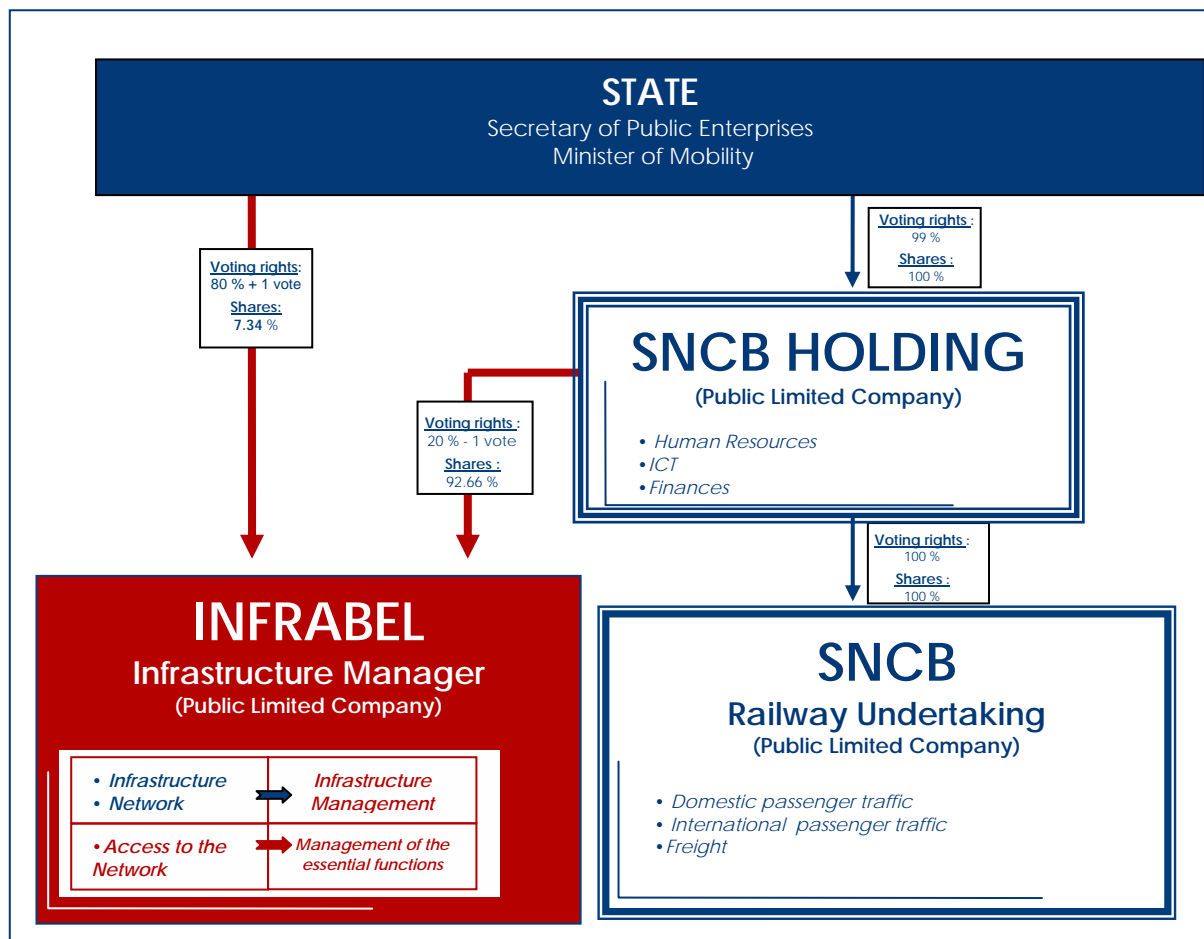
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FACTSHEET: INFRABEL

In accordance with the European directives of the first railway package (91/440, 95/18, 2001/14) and in order to separate transport activities from infrastructure management activities and to keep separate accounts, the Belgian Railways – the former SNCB company – were divided on the 1st of January 2005 into three public limited companies: SNCB Holding, SNCB (railway undertaking) and Infrabel (infrastructure manager).

A) SNCB GROUP



The three public limited companies fall under a holding structure and are controlled by the Belgian State and in particular by the Ministry of Mobility (Renaat Landuyt) and the Secretary of Public Enterprises (Bruno Tuybens).



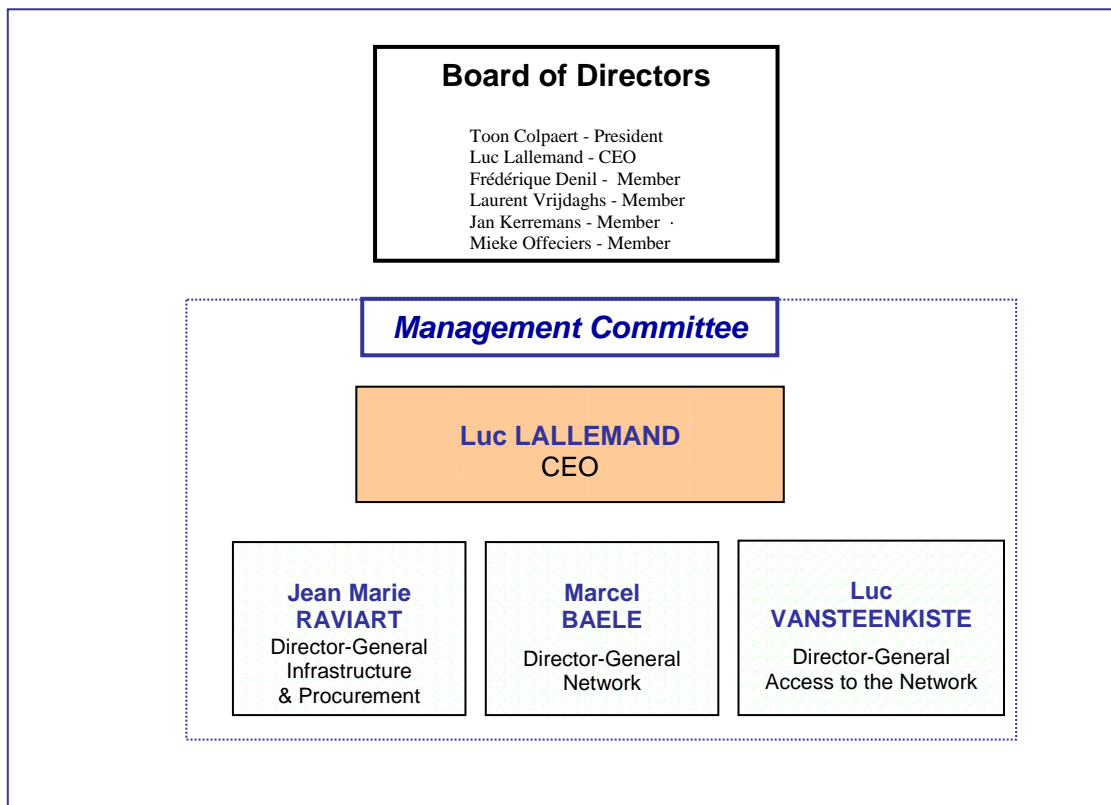
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1. SNCB Holding
The Belgian State owns 100 % of the shares in this company and holds 99 % of the voting rights.
2. SNCB (railway undertaking)
SNCB Holding owns 100 % of the shares and holds 100 % of the voting rights.
3. Infrabel (infrastructure manager)
SNCB Holding owns 92.66 % of the shares in this company and holds 20 % - 1 vote of the voting rights.
The Belgian State owns 7.34 % of the shares and holds 80 % + 1 vote of the voting rights.

His Majesty the King appoints the Chief Executive Officer (CEO) of each of the three companies forming the Group for six years. Their mandate is renewable. They can be dismissed by his Majesty the King.

B) INFRABEL





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Infrabel is composed of three divisions, each headed by a Director-General:

1. Infrastructure: Jean-Marie Raviart
2. Network: Marcel Baele
3. Access to the Network: Luc Vansteenkiste

The two first divisions are in charge of the management, the maintenance and the renewal of the infrastructure (Division Infrastructure) and the management of the traffic and safety monitoring systems (Division Network).

The third division, Access to the Network, is responsible for the essential functions: the allocation of railway infrastructure capacity and the levying of access charges. This division grants access to the Belgian railway network to all domestic and foreign operators provided they have all required licences and a safety certificate.

Infrabel's Board of Directors is composed of six members (including the Chief Executive Officer).

Five members are appointed by his Majesty the King, the sixth by the SNCB Holding.

A member of Infrabel's Board of Directors cannot at the same time be a member of the Board of Directors of a railway undertaking.

The majority of the members of the Board of Directors has to be independent of any railway undertaking.

Infrabel's Management Committee is composed of three Director-Generals and the CEO. The members of the Management Committee, except for the CEO, are appointed by Infrabel's Board of Directors on proposal of the CEO.

They cannot be a member of the Management Committee of a railway undertaking.

The majority of the members of the Management Committee cannot have a financial or professional relationship with any of the railway undertakings.

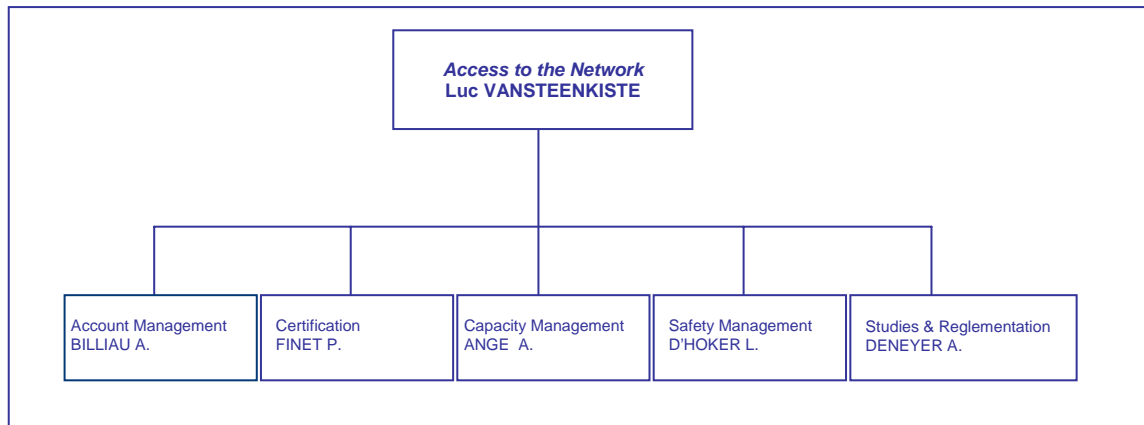
The remuneration of the CEO and the members of the Management Committee is stipulated in a separate agreement with the company. These remunerations are paid by Infrabel.



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C) ACCESS TO THE NETWORK: management of the essential functions



Two departments of this division are in charge of the essential functions:

- Capacity Management (Alain Angé)
- Account Management (Ann Billiau).

The head of this division must act independently from any railway undertaking.

“Independent” means that over a period of two years before taking up this function, he did not work in a railway undertaking and he may not have any financial or professional relationship with a railway undertaking.

Moreover, all the staff of this division are bound by professional secrecy and the violation of this obligation may result in a penal sanction.

The division responsible for the essential functions is completely separated from the premises of the railway undertaking and all clients' information regarding the access to the network is protected and encrypted.

The regulatory body called “*Service de Régulation du transport ferroviaire et de l'exploitation de l'aéroport de Bruxelles-National*” controls the fair and non-discriminatory management of these essential functions and thus the access to the Belgian railway network.

Until the implementation of the directive 2004/49, the “*Conseil de la Concurrence*” (national competition authority) is responsible for the appeal function in case of an unfair and discriminatory situation.



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FACTSHEET: RFI

RFI, a company of Ferrovie dello Stato Group, was established on the 1st of July 2001, as a result of a restructuring process of the whole Group. RFI is the manager of the Italian railway infrastructure, in compliance with the European Legislation for market liberalisation.

The Legislative Decree 188/2003 that enforces the relevant EU Legislation, i.e. EU Directives 2001/12-13-14, has established the functions and responsibilities of the company.

RFI's main responsibilities can be summarised as follows:

- Planning, construction and putting into operation the national railway infrastructure.
- Traffic management and maintenance of the existing network.
- Promotion of the integration of railway infrastructures and cooperation with other railway infrastructure managers.
- Development of the activities relating to safety certification and homologation of rolling stock, including the issuing of safety certificates.
- Provide access to the infrastructure and services.
- Receive the track access charges.

In its capacity as Infrastructure Manager, RFI is also responsible for the following functions:

- Guarantee the coordination and safety of the traffic on the entire network.
- Develop the technology of systems and materials.
- Ensure capacity allocation and efficient maintenance of the railway infrastructure.
- Manage the investments to upgrade, renew and develop railway lines and facilities.
- Provide the railway/maritime connection between the peninsula and the islands.
- Carry out a survey of the employees (health), the working areas, services offered and customer's areas.
- Coordinate the research activities of the Experimental Institute on materials, products and environment.



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RFI in figures¹:

Length of the network	16,295km, two thirds are electrified. 6,800km are both electrified and double track. These are trunk lines that carry a considerable percentage of the overall passengers and freight, next to a fair share of the regional passenger traffic. The remaining lines mainly carry local and freight traffic.
Number of stations	2,300
Number of freight facilities	about 300.
RFI staff	about 35,000 people ensuring the operation of lines, stations and ships.
Daily circulation	9,400 trains.

The following are the primary tasks for RFI, in order to meet the expectations of the customers.

- The development of the national railway transport.
- The presence of an continuously increasing number of railway undertakings.
- The need to satisfy the requirements of the customers, through the development of infrastructure services and technological innovation.

¹ Source: RFI 2006 data