

# EIM

ANNUAL  
REPORT  
2014



European Rail  
Infrastructure  
Managers



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Back cover photo: Network Rail (UK)



## Rail Infrastructure Managers (IMs) are key actors in the transport system

**2014** EIM  
KEY  
ACTIVITIES



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## Introduction

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

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

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

## Our Strategic Vision 2014-2019

### THE FUTURE EU RAIL TRANSPORT SYSTEM

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

### THE FUTURE RAIL INFRASTRUCTURE MANAGER

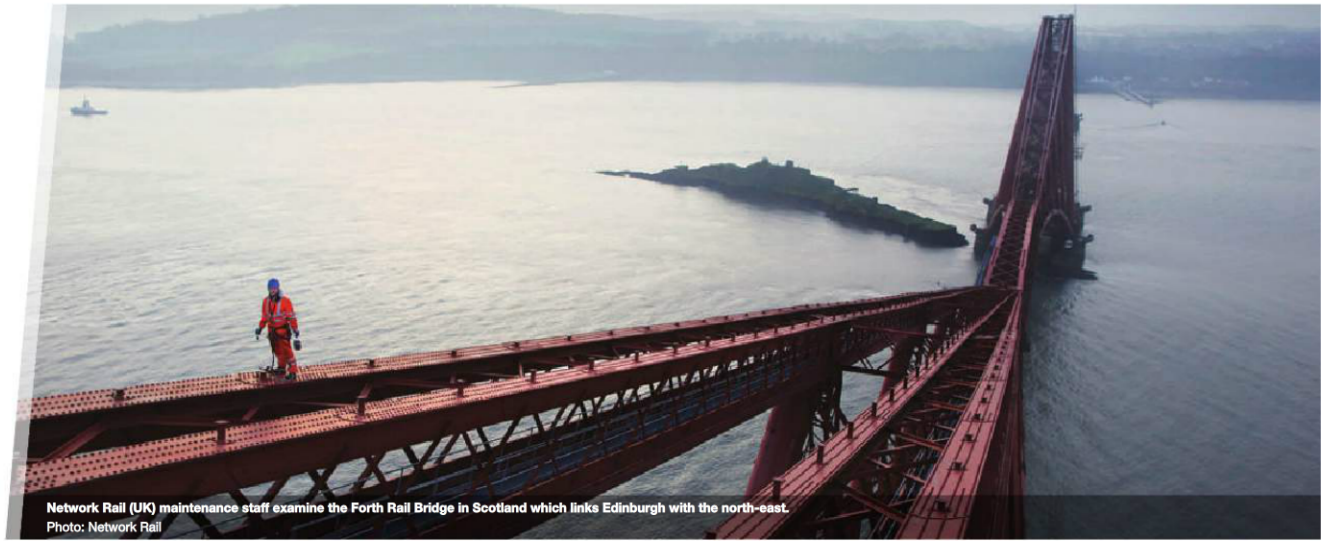
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- ... will have to provide the **best possible return on investment** via a whole system, whole life and whole network cost approach
- ... will need to act as a **system coordinator** to deliver more and better end-to-end services to its customers and owners
- ... will need to adopt a **leadership role** in the optimisation of its processes, via longer term (network) planning on national or EU level
- ... will have to offer seamless, cross-border and cross-modal **transport connections** at a local, national and European level (corridors)
- ... will need to increase its **benchmarking** to offer unrivalled levels of customer service and performance within rail and across other industries
- ... will need to create a strong and inclusive **safety culture** amongst all rail infrastructure managers
- ... will need to embrace **innovation** and **digital technologies** for a more efficient overall delivery and performance

### THE FUTURE AGENDA OF THE EU

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- ... will continue to support **rail infrastructure managers** and engage in **dialogue via the platform of rail infrastructure managers (PRIME)** to allow for EU objectives, system coherence, service delivery and benchmarking to be delivered successfully
- ... will drive forward the **connection of rail with other transport modes** through a collaborative cross-modal platform
- ... will give **rail infrastructure managers the appropriate mandate** encompassing all functions and levers for optimal planning, building, charging and capacity allocation as well as service and performance delivery
- ... focuses on creating a stable legal framework for the rail sector by completing all **pending EU legislation** whilst ensuring an increased return of experience
- ... will set up, via the European Railway Agency (ERA), an **EU railway indicator**, monitoring actions and investments in areas with the biggest impact
- ... fosters **adequate funding** for a quicker uptake of innovation and digital technologies



Network Rail (UK) maintenance staff examine the Forth Rail Bridge in Scotland which links Edinburgh with the north-east.  
Photo: Network Rail

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European Infrastructure Managers are at the very heart of rail transport – and of some of its most exciting developments. From long-term planning through to operational collaboration with other transport infrastructures, we can help make journeys seamless for passengers and increase the potential for intermodal freight operations. The development of links with other modes and innovations such as increased use of digital technologies will enable the delivery of greater value for money, increased capacity, and a safer environment. As Europe's transport systems develop, the rail infrastructure manager must be at the centre of the transformation and strive towards increased performance and better experiences for our customers, passengers and freight users.

**Paul Plummer**

President of EIM and Group Strategy Director of Network Rail, United Kingdom



Trafikverket (SE) uses a wide range of measures to remove snow and ice from the infrastructure in order to keep services at normal levels.  
Photo: Thomas Johansson, Trafikverket (SE)



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

**Gunnar Malm**

Past President of EIM and Director-General of Trafikverket, Sweden



The Variante da Trofa was commissioned by REFER (PT) to eliminate a critical bottleneck and reduce journey times on the Minho line.  
Photo: REFER (PT)

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Infrastructure managers play a key role in the development and the functioning of a sustainable EU transport network. The idea of fully fledged and independent infrastructure managers is a core element of the proposal from the Commission for a Fourth Railway Package. Investments into strategic infrastructure, including railways, are today again at the heart of President Juncker's recently announced Investment Plan for Europe. To make rail transport more attractive, infrastructure managers need to continue efforts of becoming more efficient, innovative and responsive to customer needs.

**João AGUIAR MACHADO**  
Director-General of DG MOVE



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Rail transport has great potential to be the backbone of the Single European Transport Area. It is the most sustainable mode of transport and can offer safe and affordable mobility to everyone. We urgently need to stop neglecting our great railway systems that the rest of the world envies!

**Michael CRAMER**

Chairman of the European Parliament's Committee on Transport and Tourism (TRAN)

## Our Members and Our Association

National members		
<b>Adif</b> www.adif.es		Spain
<b>Banedanmark</b> www.bane.dk		Denmark
<b>Infrabel</b> www.infrabel.be		Belgium
<b>Jernbaneverket</b> www.jernbaneverket.no		Norway
<b>Liikennevirasto</b> www.fta.fi		Finland
<b>Network Rail</b> www.networkrail.co.uk		United Kingdom
<b>ProRail</b> www.prorail.nl		The Netherlands
<b>Refer</b> www.refer.pt		Portugal
<b>PKP Polskie Linie Kolejowe S.A.</b> www.plk-sa.pl		Poland
<b>SNCF Réseau</b> www.rff.fr		France
<b>Trafikverket</b> www.trafikverket.se		Sweden
Non-national members		
<b>High Speed 1</b> www.highspeed1.co.uk		United Kingdom
Associate members		
<b>Groupe Eurotunnel</b> www.eurotunnel.com		France
<b>Lisea</b> www.lgv-sea-tours-bordeaux.fr		France



## EIM in a nutshell

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

## Contact

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Phone: +32 2 234 37 70  
Website: [www.eimrail.org](http://www.eimrail.org)  
E-mail: [info@eimrail.org](mailto:info@eimrail.org)

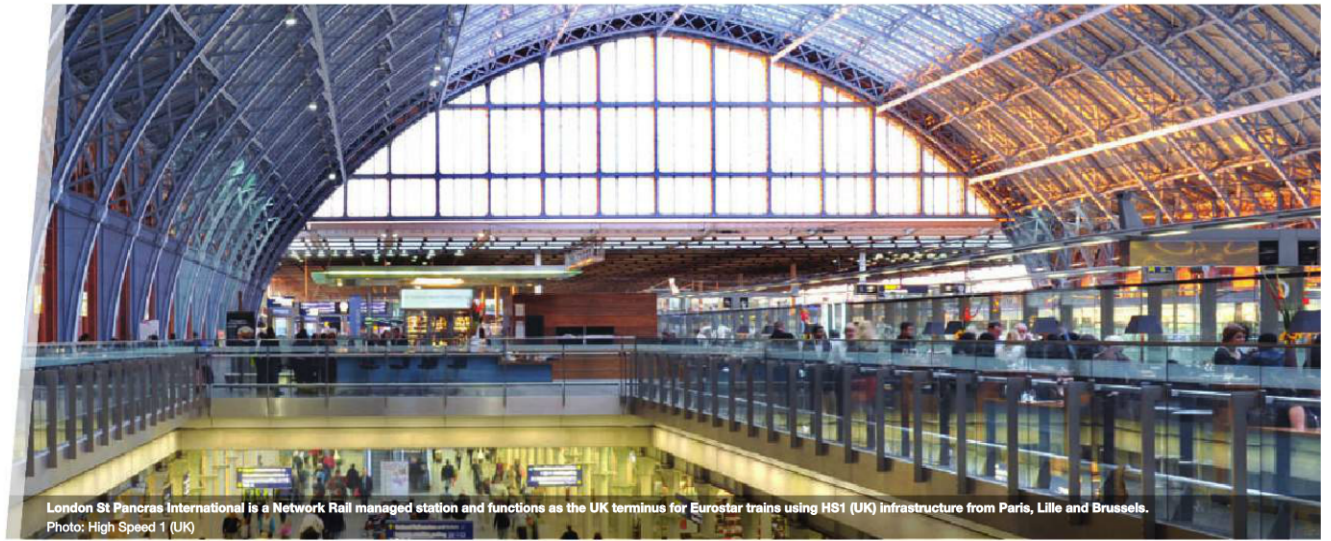
## Mission

- 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





London St Pancras International is a Network Rail managed station and functions as the UK terminus for Eurostar trains using HS1 (UK) Infrastructure from Paris, Lille and Brussels.  
Photo: High Speed 1 (UK)



## Business Model of an Infrastructure Manager

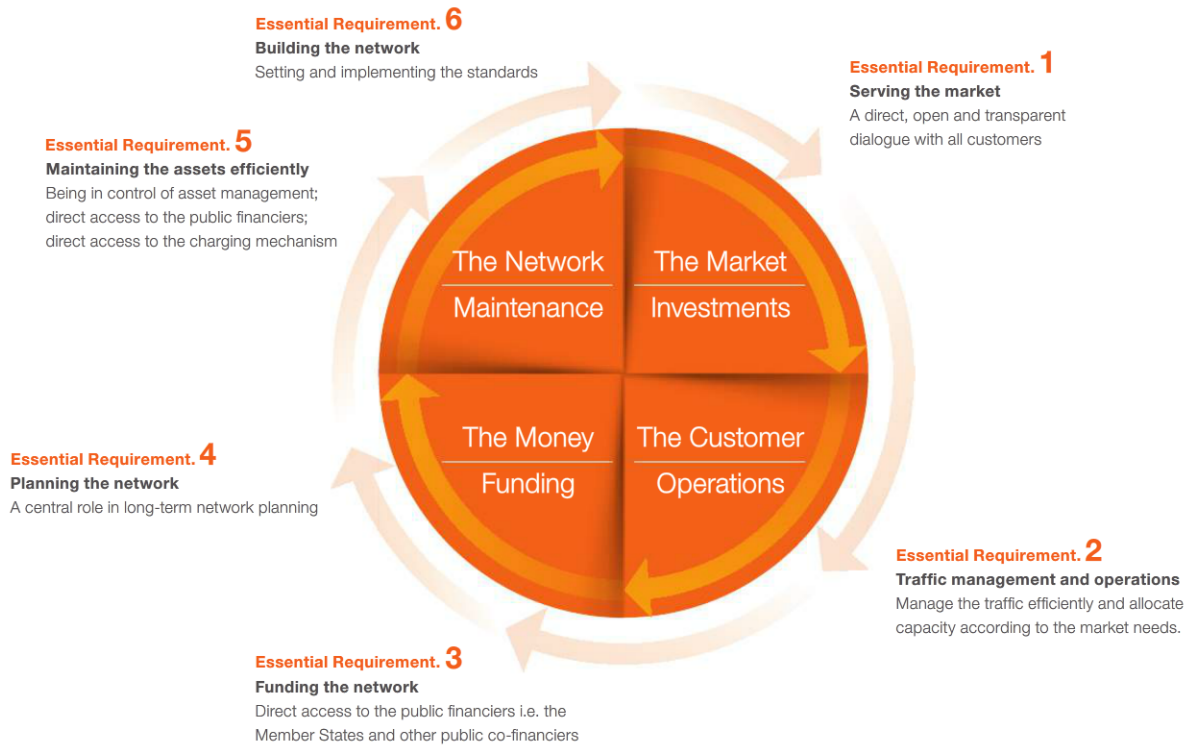


Illustration: EIM

## Outlook 2015

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

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

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

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

The three vectors of evolution of the future rail infrastructure manager are shown on the right.

## Outlook – The Future Rail IM

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

### **VERTICAL: VALUE CHAIN**

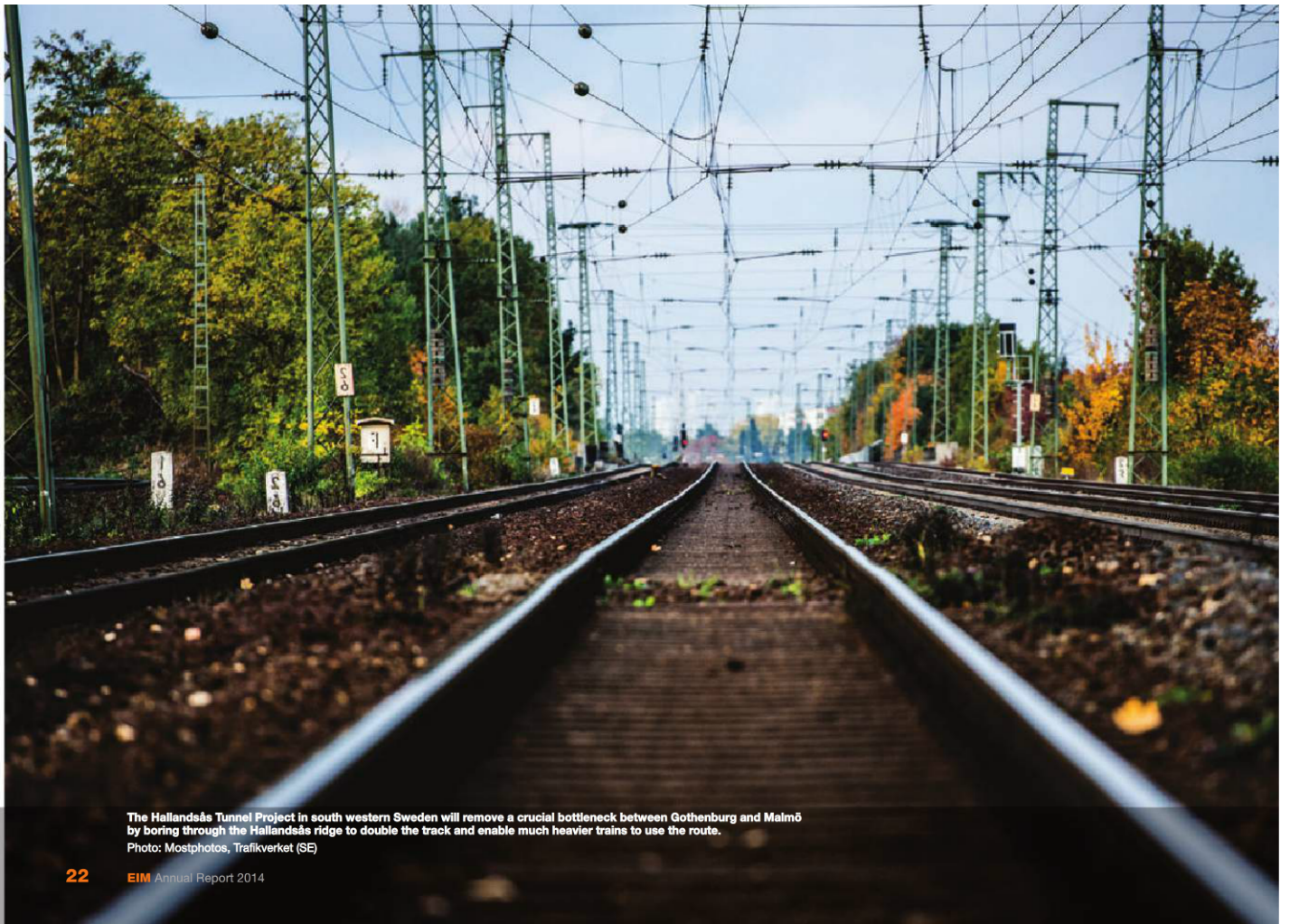
EIM should align with the entire value chain from customers to suppliers

### **NEW AREAS: DIGITAL**

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

### **HORIZONTAL: MULTIMODAL**

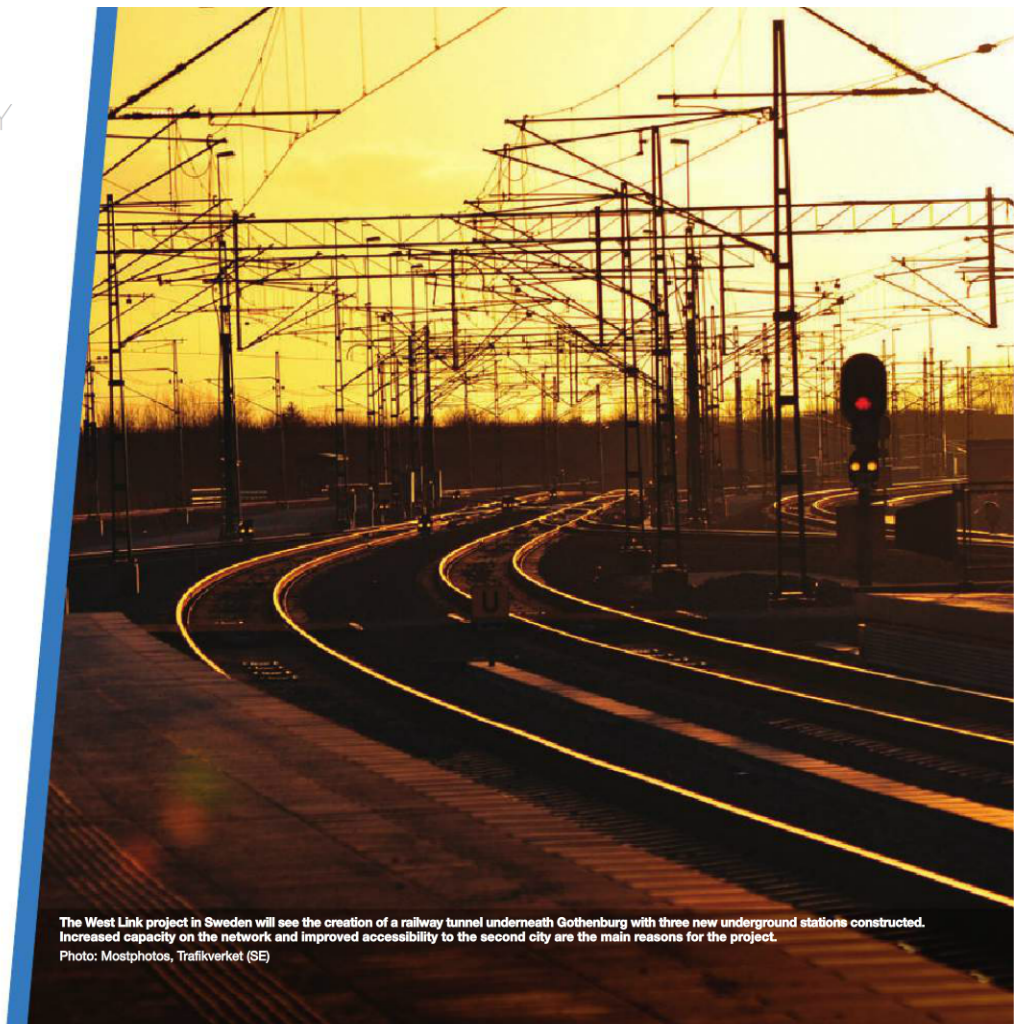
It is important to understand other transport modes and identify innovations from the entire transport sector



The Hallandsås Tunnel Project in south western Sweden will remove a crucial bottleneck between Gothenburg and Malmö by boring through the Hallandsås ridge to double the track and enable much heavier trains to use the route.  
Photo: Mostphotos, Trafikverket (SE)



# EIM Key Activities 2014



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





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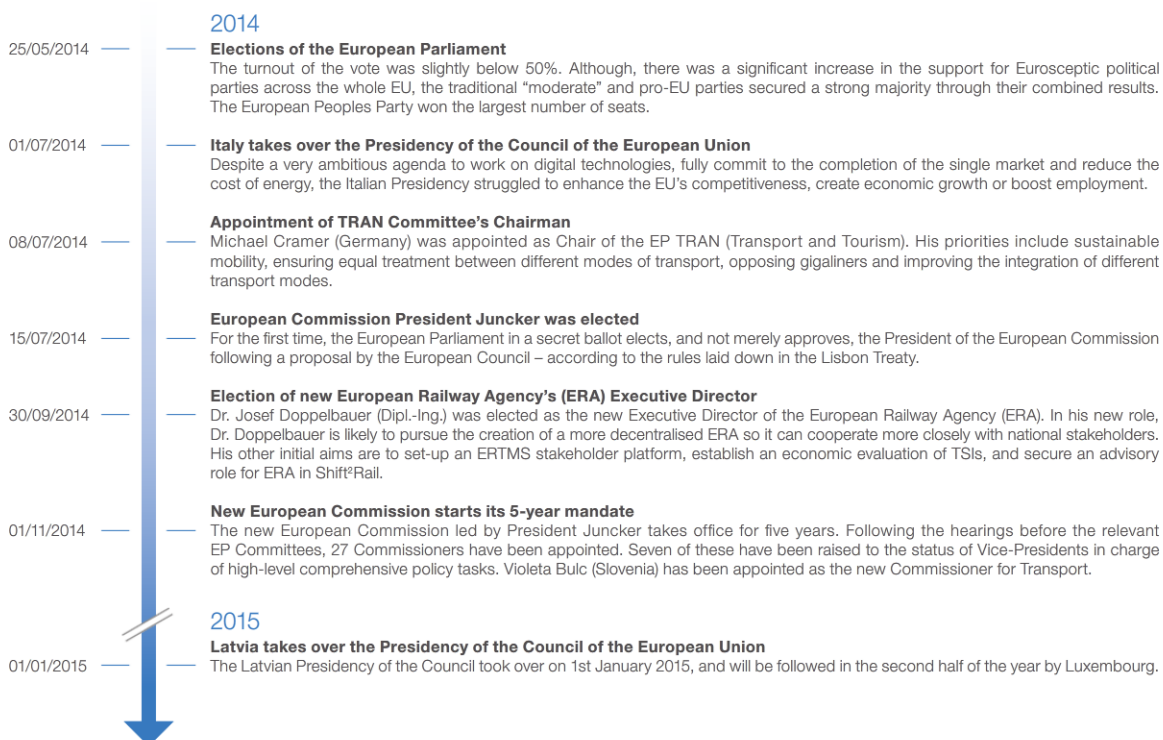
## EU Evolution

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

	<b>Context</b>	<ul style="list-style-type: none"> <li>The new European Commission (EC), led by Jean-Claude Juncker, started its mandate on 1<sup>st</sup> November 2014. Violeta Bulc has become the new Commissioner for Transport.</li> <li>The main objectives of the new EC are: jobs and growth; reform of the economic and monetary union; the creation of a digital single market; completion of an energy union; and a more effective EU external relations policy.</li> </ul>
	<b>Impact on IMs</b>	<ul style="list-style-type: none"> <li>The main objectives of the EC and a stronger clustering of all infrastructure related industries will require IMs to cooperate more and in more innovative areas (e.g. digitalisation).</li> </ul>
	<b>Outlook 2015</b>	<ul style="list-style-type: none"> <li>DG MOVE's main priorities for next year will be finalising pending regulatory initiatives (e.g. the 4<sup>th</sup> Railway Package, implementing acts etc.) and implementing adopted ones (e.g. TEN-T corridors and contributing to the Juncker investment programme ("EFSI").</li> </ul>
	<b>Context</b>	<ul style="list-style-type: none"> <li>The election for the European Parliament took place on 25<sup>th</sup> May 2014.</li> <li>Michael Cramer (Greens, Germany) has been appointed Chair of the EP TRAN (Transport and Tourism).</li> </ul>
	<b>Impact on IMs</b>	<ul style="list-style-type: none"> <li>In line with the pending EU legislative initiatives (4<sup>th</sup> RP; White Paper) but also other issues, IMs have an interest to cooperate across modes.</li> </ul>
	<b>Outlook 2015</b>	<ul style="list-style-type: none"> <li>The TRAN Committee's agenda for 2015 notably includes the revision of the 2011 White Paper, the conclusion of the negotiations on the Fourth Railway Package, the support for President Juncker's digital agenda, the tackling of social dumping and the Juncker investment programme EFSI.</li> </ul>
	<b>Context</b>	<ul style="list-style-type: none"> <li>Italy has held the Presidency of the Council of the European Union starting on 1<sup>st</sup> July 2014 until 31<sup>st</sup> December of the same year.</li> <li>The Italian Presidency worked mainly on EU competitiveness, the completion of the single market and the reduction of the cost of energy but also on the 4<sup>th</sup> RP.</li> </ul>
	<b>Impact on IMs</b>	<ul style="list-style-type: none"> <li>The negotiations related to the 4<sup>th</sup> RP are relevant for the IMs both in organisational but also technical terms.</li> </ul>
	<b>Outlook 2015</b>	<ul style="list-style-type: none"> <li>On 1<sup>st</sup> January 2015, Latvia will take over the Presidency of the Council. They are expected to follow in the footsteps of the former Italian Presidency. One of the important issues is also the Juncker investment programme EFSI.</li> </ul>
	<b>Context</b>	<ul style="list-style-type: none"> <li>On 30<sup>th</sup> September 2014, Dr. Josef Doppelbauer was elected Executive Director of the European Railway Agency (ERA).</li> </ul>
	<b>Impact on IMs</b>	<ul style="list-style-type: none"> <li>The 4<sup>th</sup> RP foresees a stronger mandate for ERA when it comes to, amongst other things, the certification and authorisation processes. ERA's role as system authority for ERTMS is crucial for the successful deployment of the system in the European railway sector.</li> </ul>
	<b>Outlook 2015</b>	<ul style="list-style-type: none"> <li>ERA will prepare for the new mandate stemming from the 4<sup>th</sup> RP and work closely with the sector on ERTMS deployment whilst increasing its role in the economic evaluation of its work and the TSIs (Technical Specifications for Interoperability).</li> </ul>



## Nominations and Elections at EU level in 2014



## An Infrastructure Manager's Function in EU Legislation

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

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

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

Finally, in 2013, the Commission recognised that operation, maintenance and development of infrastructure should be managed in a consistent way and proposed enlarging the definition of infrastructure management to incorporate these functions. According to **the Fourth Railway Package** proposal, which is currently being discussed, the infrastructure manager “shall ensure the development, operation and maintenance of railway infrastructure on a network; development includes network planning, financial and investment planning as well as building and upgrades of the infrastructure; operation of the infrastructure includes all elements of the process of train path allocation, including both the definition and the assessment of availability and the allocation of individual paths, traffic management and infrastructure charging, including determination and collection of the charges; maintenance includes infrastructure renewals and the other asset management activities”.

# An Infrastructure Manager's Function in EU Legislation

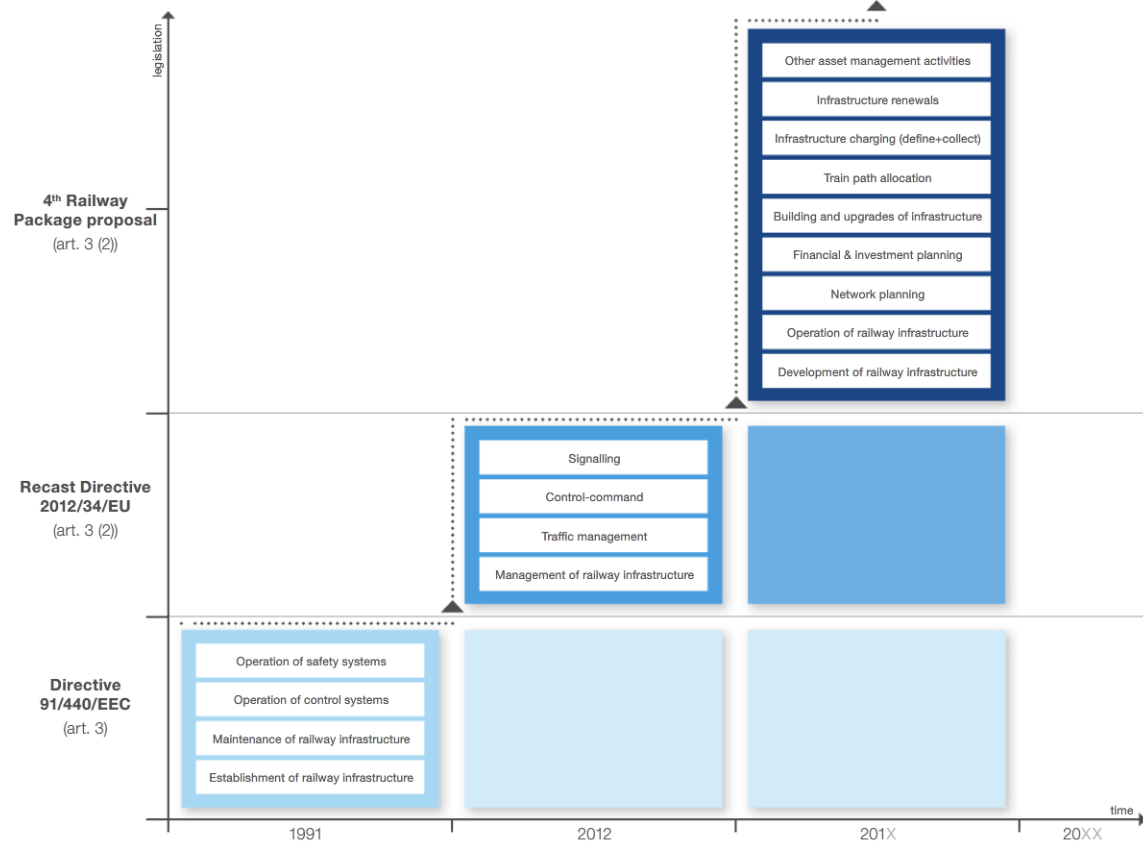


Illustration: EIM

POLICY

**FACTS**

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

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

- Safeguard a holistic approach to infrastructure management as a business as well as ensuring transparent industry structures, facilitating simplifications and abolishing unnecessary administrative burdens on the industry.
- Contribute to the completion of the Single EU railway market with single/harmonised rules, procedures and tasks.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

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

## The 4<sup>th</sup> Railway Package

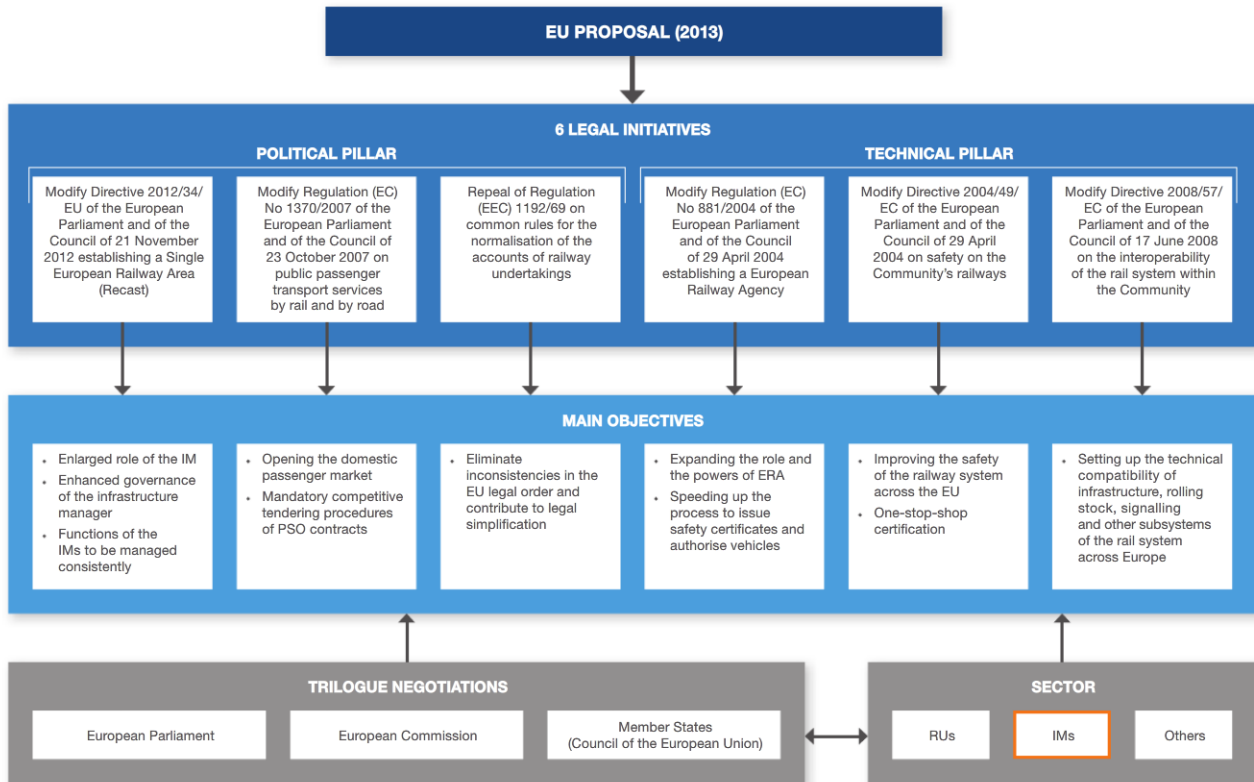


Illustration: EIM

POLICY

**FACTS**

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

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

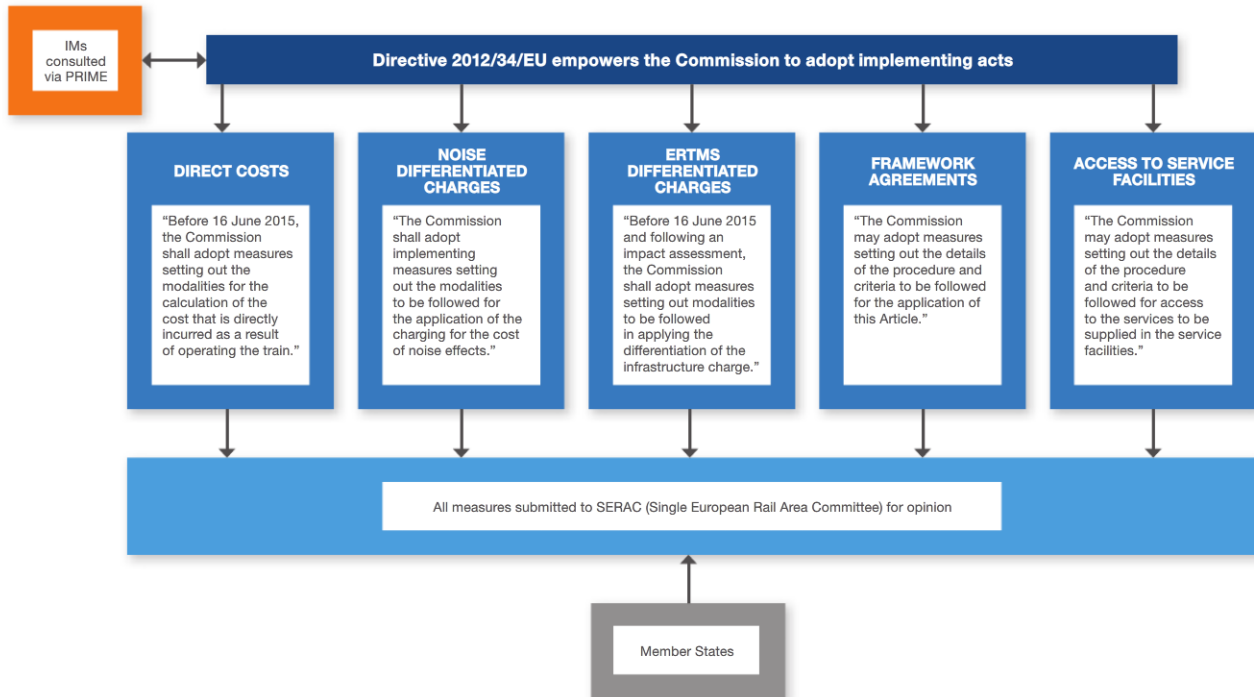
- Ensure a continuous and open dialogue with the European Commission in the drafting phase of the implementing acts.
- Ensure that the acts adopted by the EC reflect the reality of the industry and create a workable operational framework for infrastructure management.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

- The Directive shall be transposed into national law by MS by 16 June 2015.
- Throughout 2015 the EC will continue consultations with stakeholders and present draft acts for further discussions & final approval in the SERAC Committee.



**FACTS**

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

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

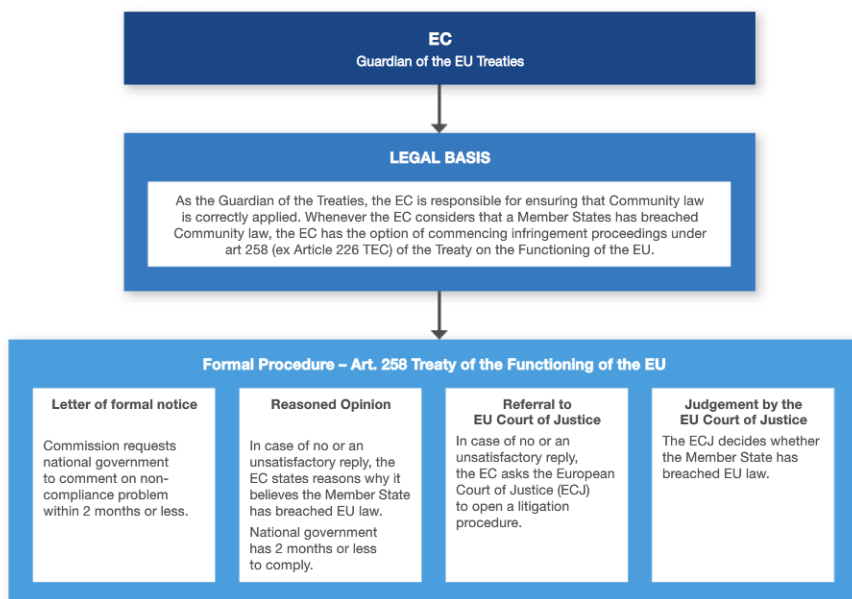
**OUTLOOK 2015**

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



## Infringement Proceedings



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**FACTS**

- In October 2012, the European Commission presented its amending proposal of the EIA Directive 2011/92/EU with the aim of making procedures and conditions for environmental impact assessments clearer.
- On 12 March 2014, the European Parliament adopted its first reading position to the revised EIA Directive. The relevant new provisions include a quality control mechanism, mandatory assessment of reasonable alternatives and a broader scope of the EIA, as well as justification for EIA decisions.
- The Council of Ministers voted and approved the EP position on 14 April 2014. The amended EIA Directive 2014/52/EU entered into force on 15 May 2014.

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**IMPACT ON IMS**

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

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**EIM OBJECTIVES**

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

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**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

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**OUTLOOK 2015**

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

# Environmental Impact Assessment Directive

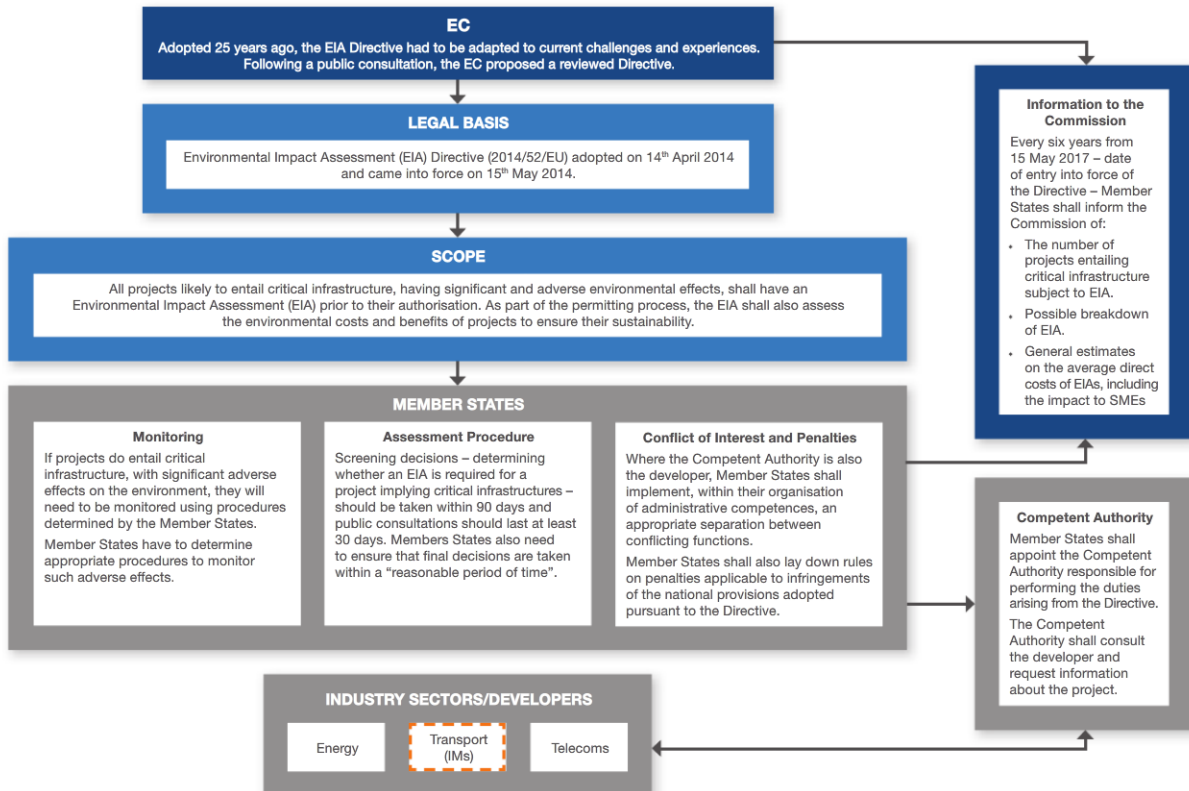


Illustration: EIM

POLICY

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**FACTS**

- In September 2013, the Commission put forward its proposal for a Regulation on measures to reduce the cost of deployment of high-speed electronic communications networks.
- The proposal has been adopted in the form of a Directive by the EP and the Council – Directive 2014/61/EU on 15 May 2014.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

- No milestones during 2015, but Member States shall transpose Directive 2014/61/EU into national law by 1 January 2016.

## Broadband Proposal

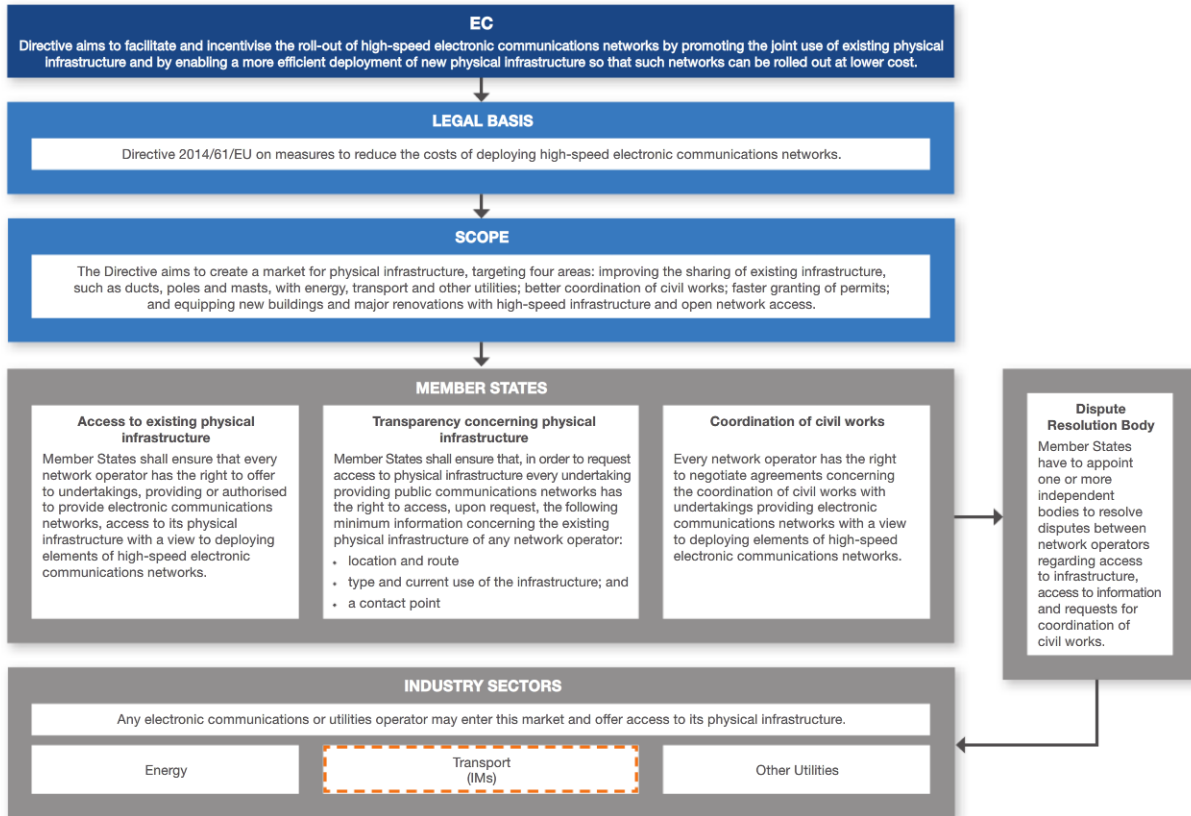


Illustration: EIM

POLICY

**FACTS**

- The EC aims to grant additional spectrum rights of use in specific bands on a shared basis. Meeting growing spectrum needs for wireless connectivity is constrained by a lack of vacant spectrum and by high prices associated with reallocating spectrum to new users.
- The frequency bands allocated for railway purposes today are 876-880 MHz and 921-925 MHz.
- GSM-R will be in operation until at least 2030; it is not yet clear what the successor technology of GSM-R will be.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

- Further action by the European Commission on "Licensed Shared Access" is expected.
- The EIM TEL WG shall be tasked as the need arises.

## Radio Spectrum

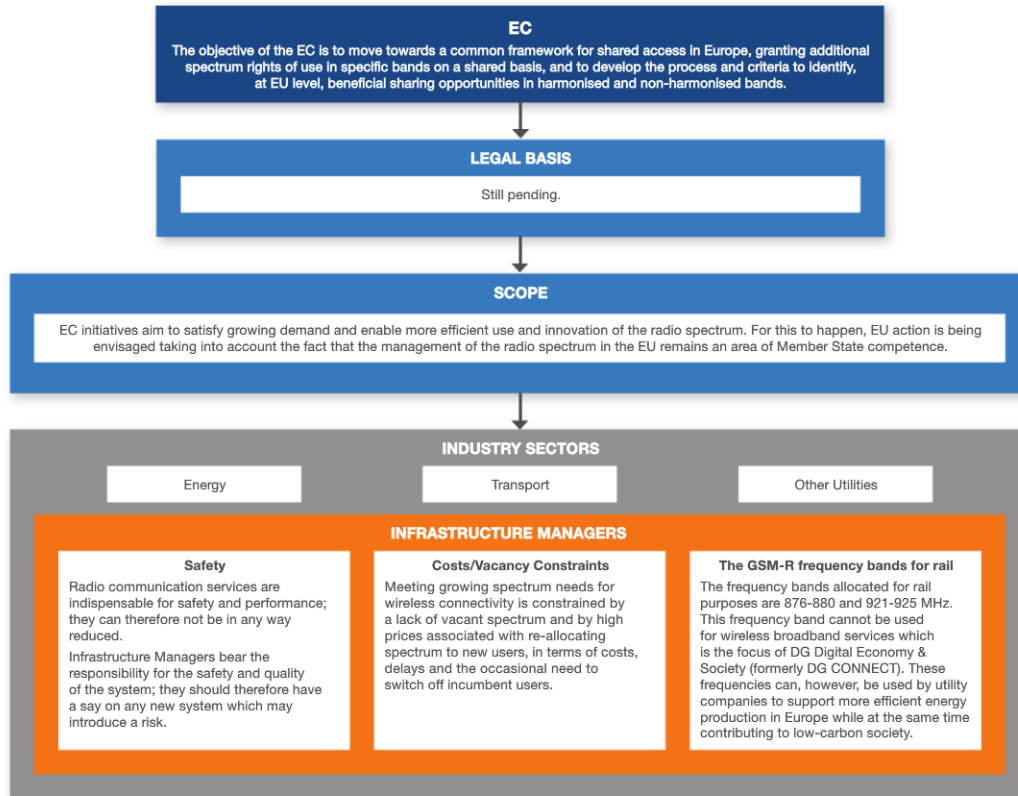


Illustration: EIM

POLICY

**FACTS**

- The European Commission has set up a Rail Market Monitoring Scheme (RMMS) in order to meet the requirements in regards to monitoring the market. According to the Recast Directive (2012/34/EU) Art. 15(4) the EC is entitled to adopt an implementing act establishing the framework for reporting obligations to be included in the RMMS. There is no deadline for the adoption of the implementing act.
- On 13 June 2014 the EC published its fourth Market Monitoring Report, whose data has been supplied mostly by Member States.

**IMPACT ON IMS**

- The collection of data by the EC for the RMMS mainly concerns rail infrastructure, bringing the risk of additional administrative burden for infrastructure managers. Data collected will be made public in the RMMS and will be used by the EC to conduct impact assessments.
- The Recast Directive reinforced the EC's reporting requirements to the EP and the Council; broader monitoring tasks now include monitoring of investments, development of prices and quality of services, market opening and broadly "the state of the Union railway network".

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

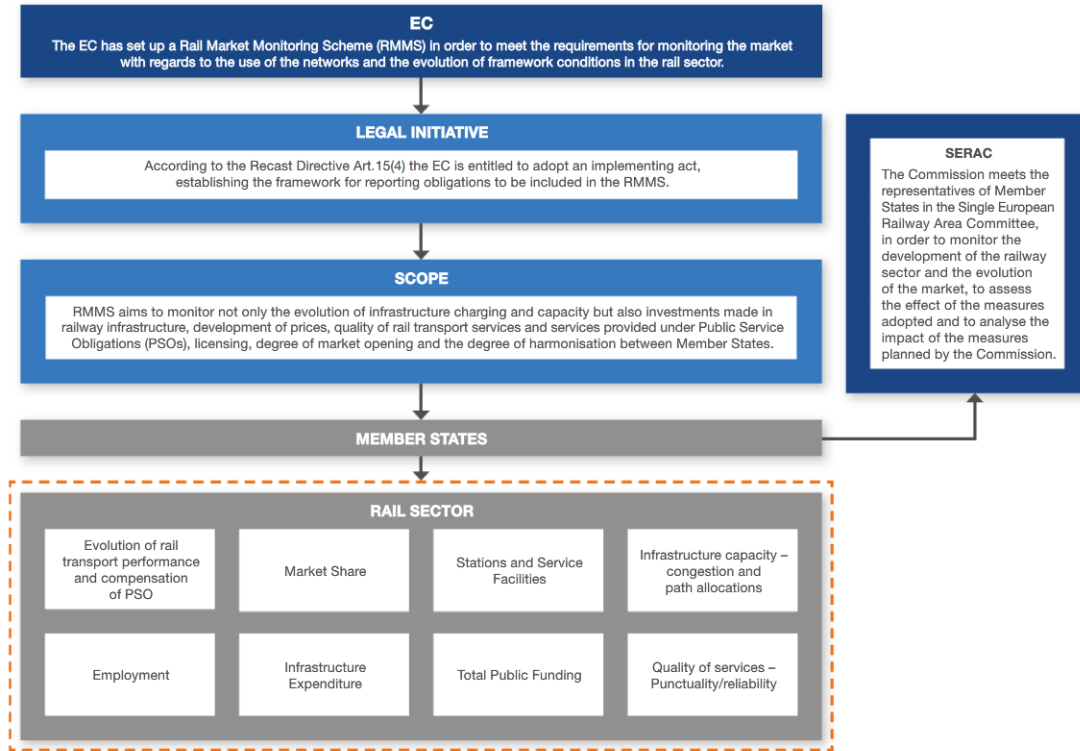
- Assessment of potential risks and opportunities for EIM members. Regular participation in the RMMS working group and contributions to the drafting phase of the RMMS implementing act.
- The draft implementing act is being submitted to the SERAC working group for discussion and eventually opinion.

**OUTLOOK 2015**

- SERAC will vote the draft Regulation in April 2015.
- The new Regulation would apply from January 1<sup>st</sup> 2016.



## Rail Market Monitoring Scheme (RMMS)



**FACTS**

- The E-GTC stipulate a set of general contractual terms and conditions (legal, administrative, technical and financial) for the use of railway infrastructure by railway undertakings. Revisions to the E-GTC were planned following the adoption of Directive 2012/34/EU (the Recast Directive).
- The E-GTC is voluntary, aims to govern relations between the IMs and RUs and sets uniform terms and conditions across the EU.
- In November 2014, the EC proposed to change the name to E-GTC-I, including a reference to "I" (infrastructure).

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

- The EC will continue to discuss the future application of the E-GTC with Member States.

## European General Terms and Conditions (E-GTC)

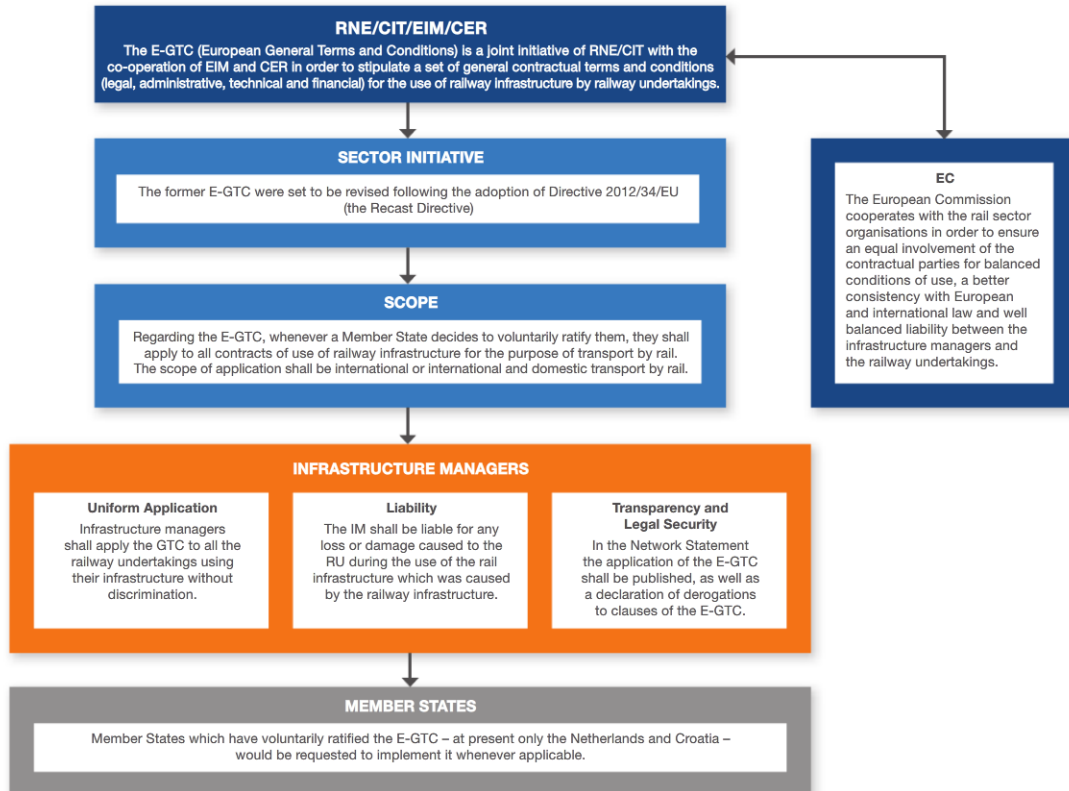


Illustration: EIM

POLICY

**FACTS**

- OTIF – Intergovernmental Organisation for International Carriage by Rail – seeks to revise the Convention on International Carriage by Rail (COTIF) and its Appendices including Appendix E, specifically concerning the Uniform Rules for the Contract of Use of Infrastructure in International Rail Traffic (CUI UR).
- On December 10<sup>th</sup> 2014, a WG on the revision of CUI UR took place in Bern. Most MS agreed with EIM's positions. It was decided that no extension of the scope nor of liability of IMs will be considered in the prospective revision. The points to clarify would be a few definitions such as "international train path".

**IMPACT ON IMS**

- The CUI UR is an Appendix to the COTIF which sets out legal terms concerning liability, termination of contracts and which legal framework applies for the contracts between RUs and IMs in the countries who have ratified the COTIF.
- A broadening of the scope of CUI to include domestic carriage would conflict with the jurisdiction of MS as well as with contractual freedom. There is a further risk of fragmentation of the applicable law, which opposes the purpose of COTIF as unified law.

**EIM OBJECTIVES**

- Ensure that the scope of the CUI is not extended beyond international carriage.
- Safeguard the financial sustainability of IMs, and prevent any fragmentation of the applicable law.

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- EIM has closely followed the issue and circulated among its members the draft note prepared by the OTIF Secretariat.
- EIM has gathered input from its Members and circulated a Position Paper to the OTIF Secretariat, in view of the Working Group of December 10<sup>th</sup> in Bern.

**OUTLOOK 2015**

- The OTIF Secretariat will circulate a new draft version of revised CUI UR on March 27<sup>th</sup> 2015 at the latest. MS and the industry will be able to provide comments and input until June 8<sup>th</sup> 2015.
- The next OTIF Revision WG will take place on July 8<sup>th</sup> 2015 in Bern.

## OTIF CUI UR Revision

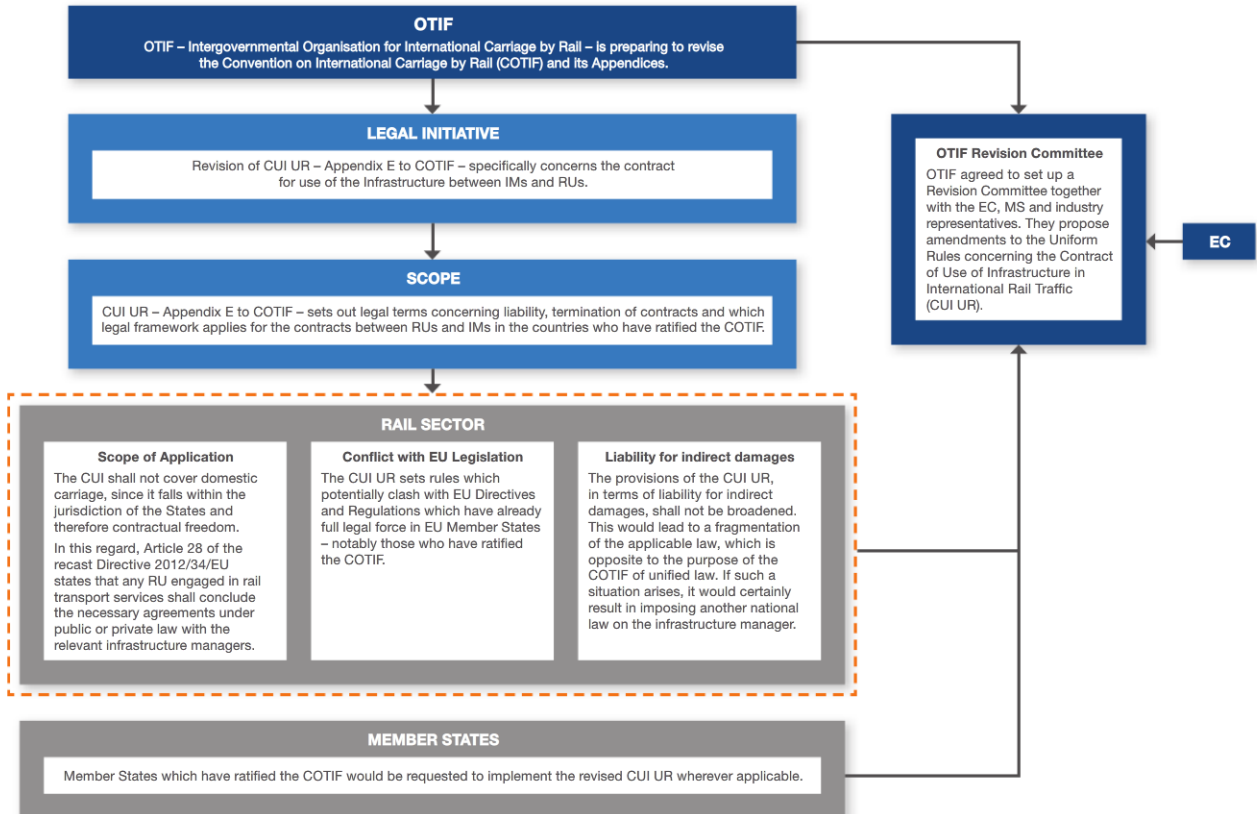


Illustration: EIM

POLICY

**FACTS**

- The sectoral social dialogue (SSD) committees consist of representatives from the social partners, comprising an equal number of employer and worker representatives. They are chaired either by a representative of the social partners or by a representative of the Commission. EIM participates in the committee for railways.
- There was an important development in the social dialogue in 1998 when the Commission decided to establish sectoral dialogue committees to promote communication between the social partners in the sectors at European level (Commission decision of 20 May 1998 – 98/500/EC).

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

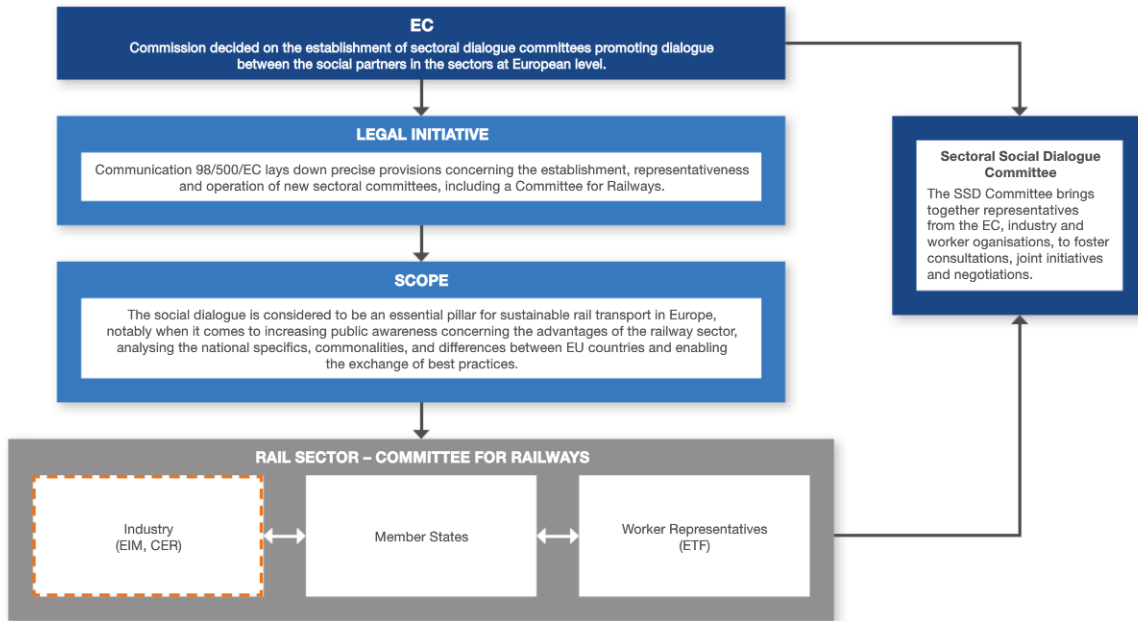
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

- In early 2015 the European Commission will launch a High Level Conference to discuss the future of the social dialogue.
- The plenary session of the SSD Committee will take place on June 17<sup>th</sup> 2015.

## Sectoral Social Dialogue for Railways



**FACTS**

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- In February 2014, the EC put forward a proposal for a Directive on network and information security.
- On 13 March 2014, the European Parliament voted in plenary on the amended text extending the provisions of reporting security incidents currently limited to telecommunications providers to other critical infrastructure sectors.
- The EP and the Council are currently working on the draft of the Directive in accordance with the legislative procedure.
- The Commission is confident that the Directive will be adopted during the first half of 2015.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

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- The Trilogue negotiations were not finalised by the end of 2014 as expected and will restart in the first half of 2015.
- President Juncker is expected to unveil his global strategy for cybersecurity during the first half of 2015.



# Network and Information Security (the “Cybersecurity” Directive)

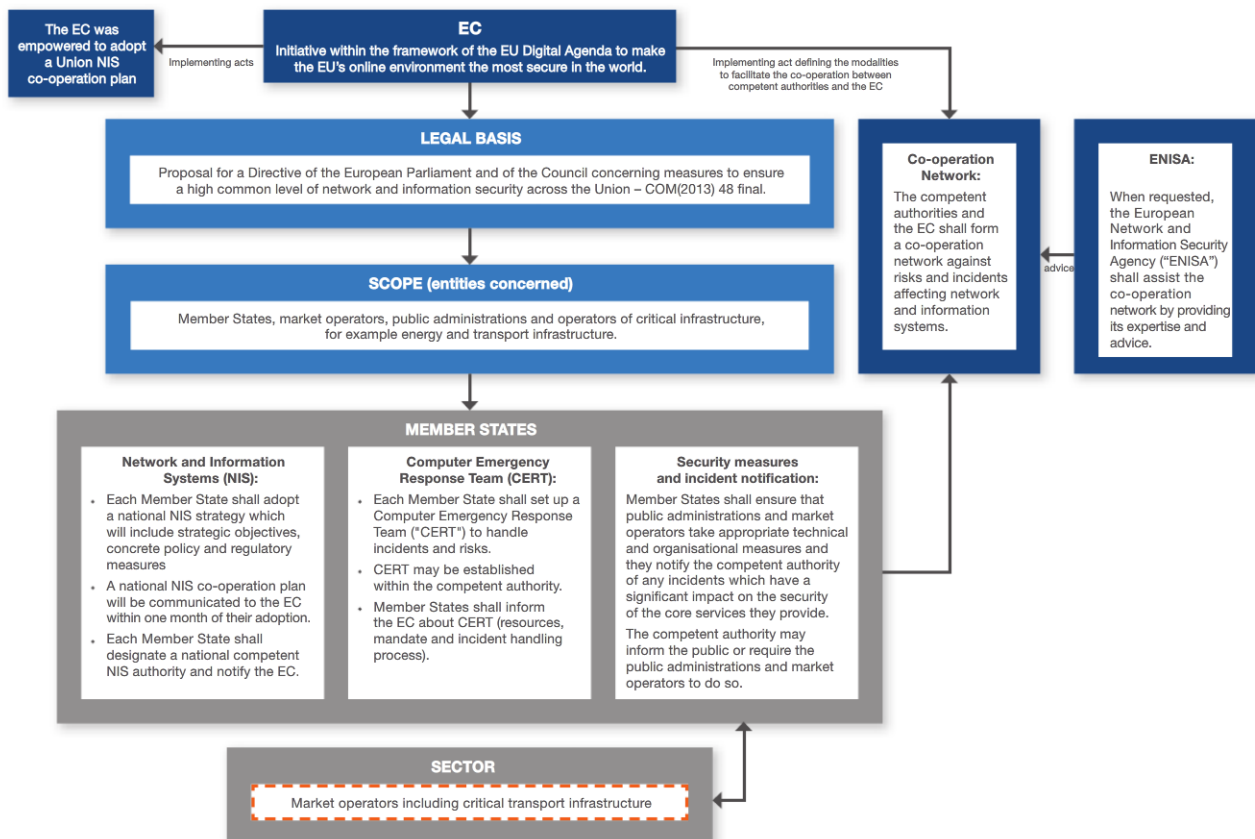


Illustration: EIM

POLICY

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The Connecting Europe Facility will provide approximately €2.5 billion of funding to PLK (PL) to modernise much of its track and signalling and thus cut journey times between some of its major cities.  
Photo: Włodzimierz Włoch, PLK (PL)

”



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

**Dr. Joseph Doppelbauer**

Executive Director of the European Railway Agency



The Diablo tunnel, constructed by Infrabel (BE), connects Brussels airport directly to major Belgian and other European cities.  
Photo: Benjamin Brolet, Infrabel (BE)

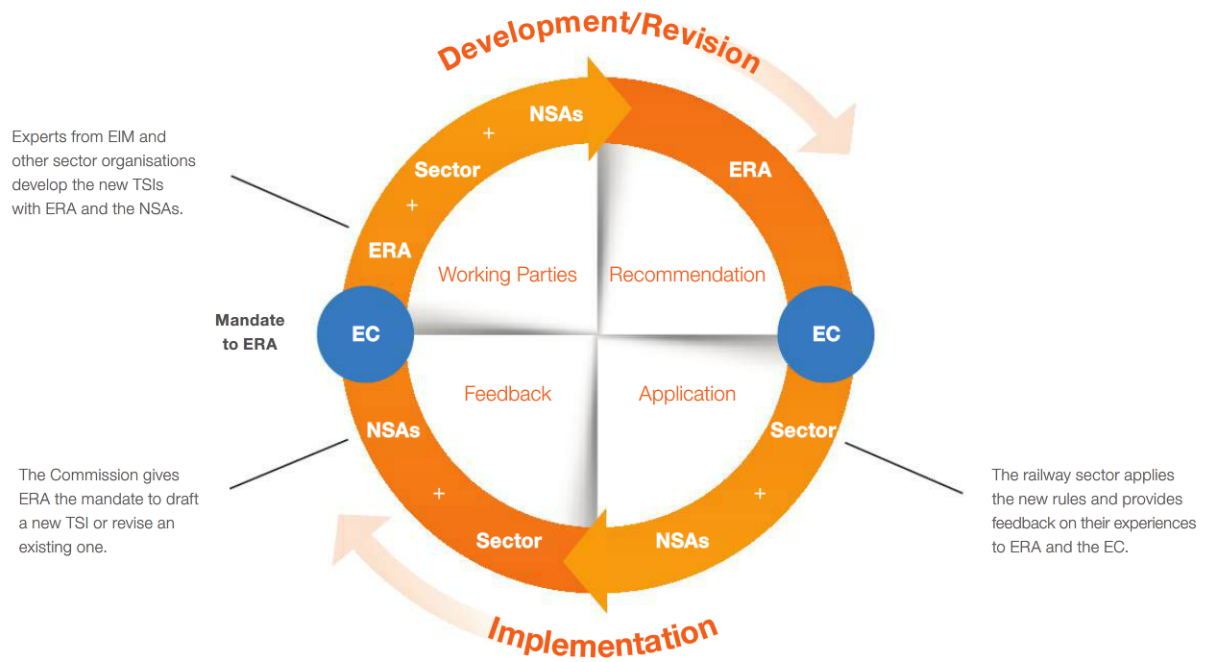
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Tunnels on the HS1 (UK) route helped to reduce the impact on nearby communities – eliminating level crossings reduced the impact on local traffic and improved public safety, plus visual and noise pollution were reduced.  
Photo: High Speed 1 (UK)

# TSI Life Cycle



**Sector** = Recognised Bodies including EIM and its members



**FACTS**

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

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

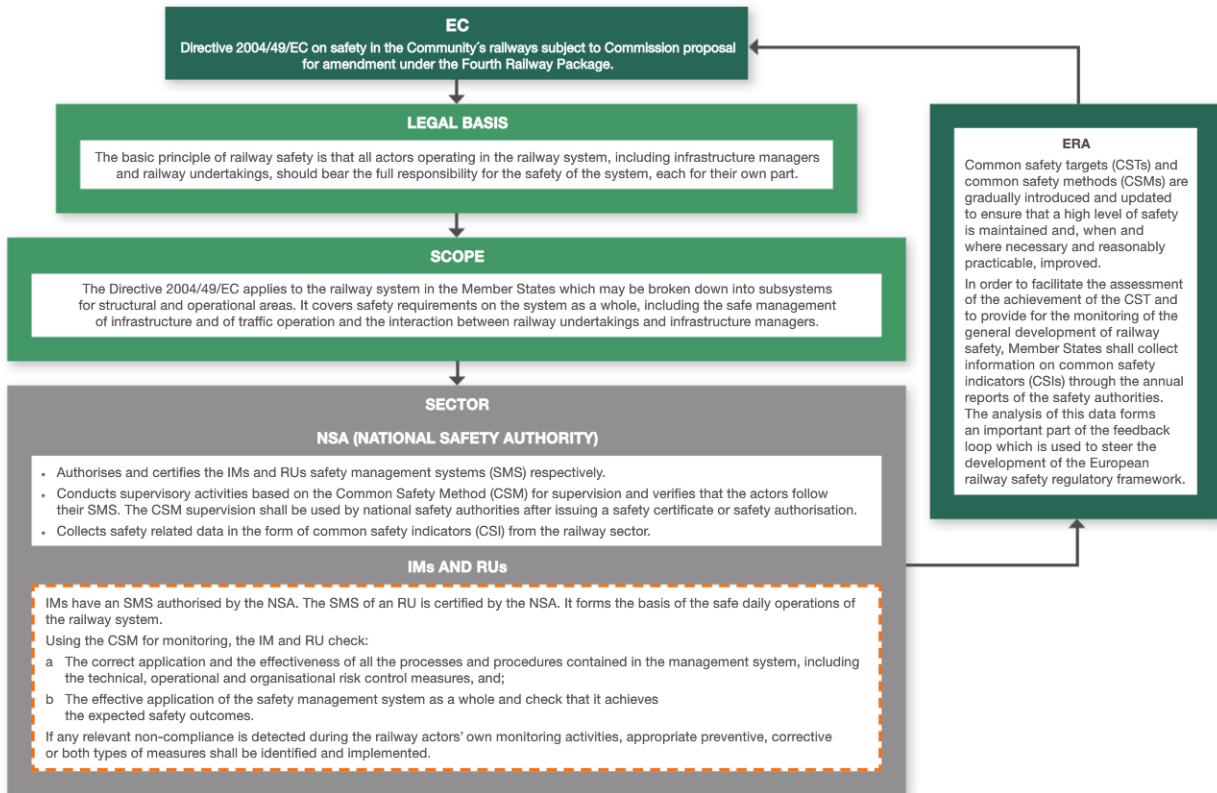
- EIM's Safety working group has supported the European Railway Agency's safety activities via active attendance in the ERA Working Parties and by providing constructive comments.
- EIM's Safety working group members are sharing best practices on their Safety Management Systems through company visits.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

**OUTLOOK 2015**

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



# Harmonised Safety Framework – Safety



**FACTS**

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- On 3 April 2014, EIM organised a "Workshop on Suicide Prevention" due to members' concerns with suicides on the railways.
- ERA, UIC and the British Transport Police (BTP) attended the event along with four EIM members: Trafikverket, Infrabel, ProRail and Network Rail.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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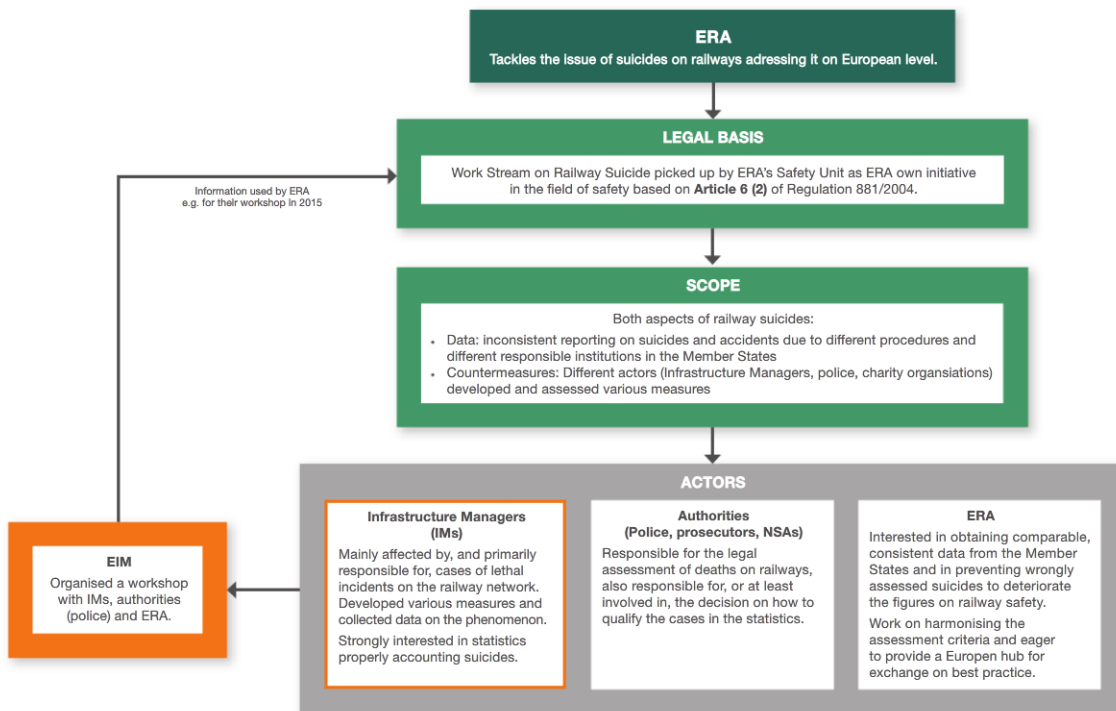
- The participants exchanged effective countermeasures and approaches including the use of behavioural psychology (e.g. focus of ERA's "Nudge project" and also already assessed and partially employed by several actors).
- Participants appreciated the exchange and were eager to hold follow-up meetings.

**OUTLOOK 2015**

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- Workshop about suicide prevention organised in February 2015 by ERA.
- EIM may organise further workshops.

## Harmonised Safety Framework – Suicide Prevention



**FACTS**

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

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

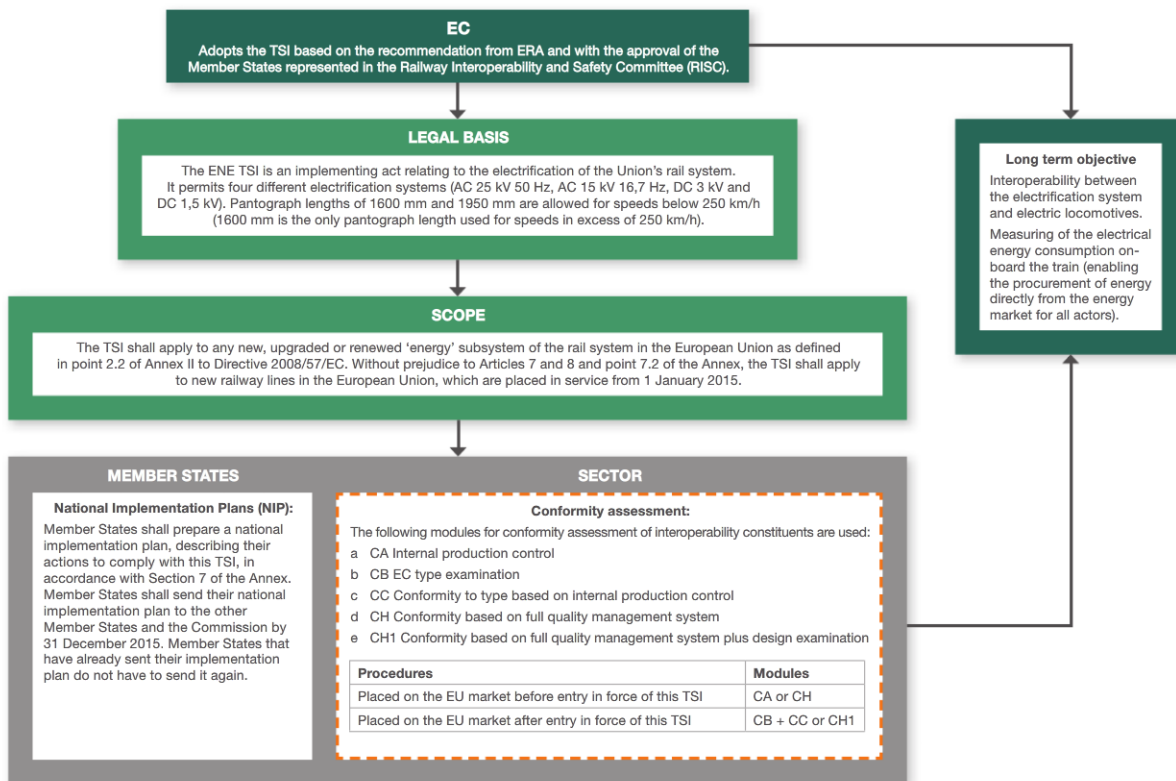
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

- EIM members start to apply the revised ENE TSI in their projects.
- Sharing of best practice continues.
- Solving of unresolved issues (closing of open points) of TSI continues.

## Remove Technical Barriers: Interoperability – TSI Energy (ENE)



**FACTS**

- The infrastructure subsystem includes the rails, sleepers, ballast, fastenings and switches as well as their interaction with structures such as platforms and bridges.
- A new TSI was positively voted in RISC in January 2014. The TSI INF will come into force in January 2015.
- The revised infrastructure TSI brings together the high-speed and conventional TSI from 2002 and 2011 respectively.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- Requirements on rescue platforms have been relaxed following change requests sent to the ERA working party by the EIM infrastructure working group.
- Requirement for maximum gradient for main tracks has been relaxed following change requests made to the ERA working party from EIM.
- ERA's Technical Opinion (ERA/OPI/2013-1) to the Commission reflects EIM objectives on wooden sleepers on non-high speed lines, which allows for greater flexibility amongst members building conventional speed lines.

**OUTLOOK 2015**

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

## Remove Technical Barriers: Interoperability – TSI Infrastructure

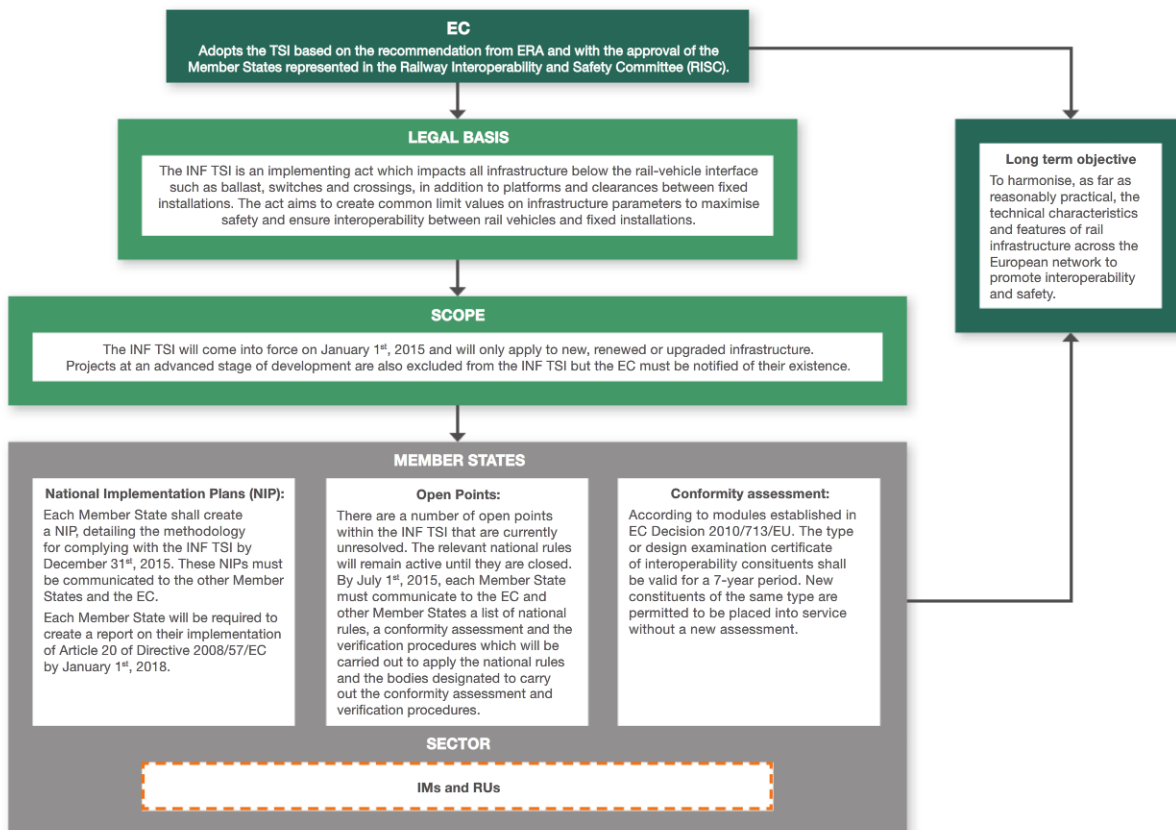


Illustration: EIM

TECHNICAL

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**FACTS**

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

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

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



## Remove Technical Barriers: Interoperability – Cross Acceptance (XA)

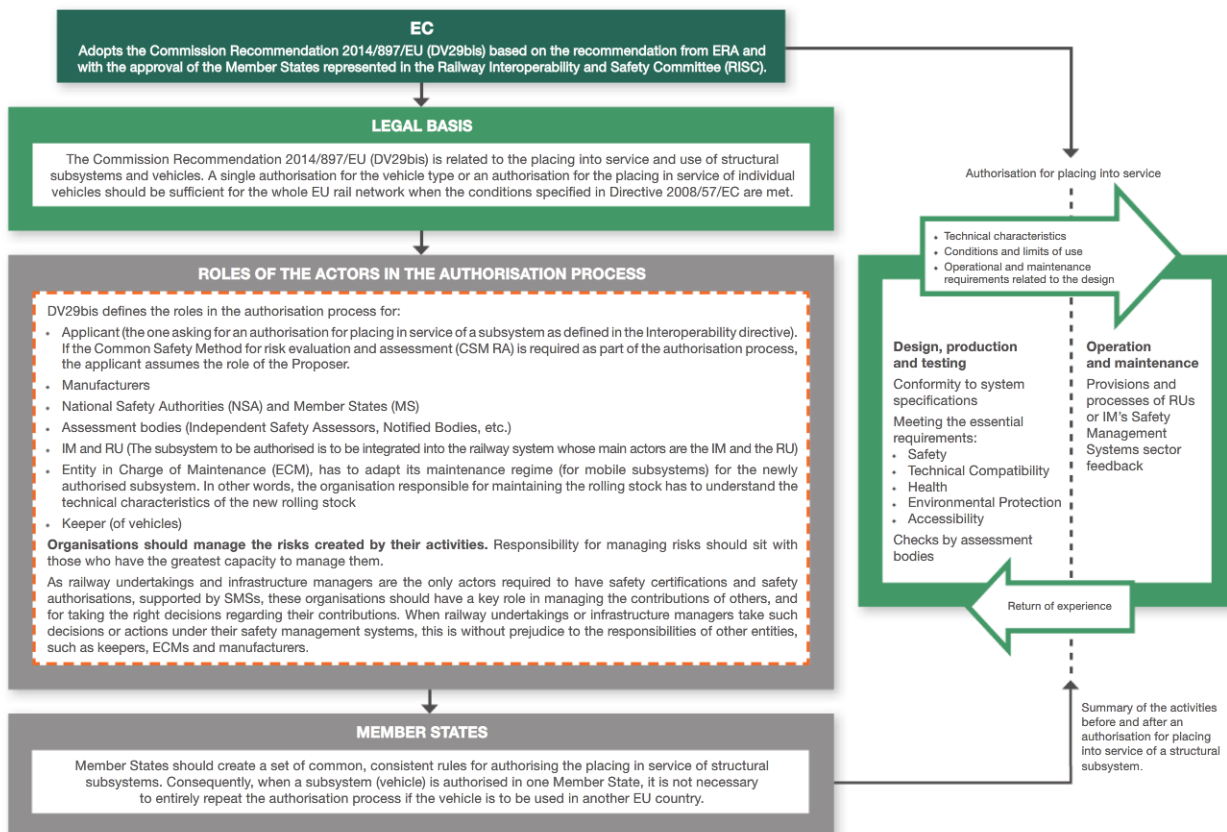


Illustration: EIM and EC

TECHNICAL

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## Remove Technical Barriers: Interoperability – TSI Locomotives and Passenger Rolling Stock (LOC & PAS)

### FACTS

- The Rolling Stock TSI was first published in 2002.
- It has since been split into Wagons and Locomotives and Passenger Rolling Stock.
- The new Locomotives and Passenger Rolling Stock TSI was voted in RISC in October 2013.

### IMPACT ON IMS

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

### EIM OBJECTIVES

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

### EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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

### OUTLOOK 2015

- The Application Guide to the TSI is finished and is due for publication in early 2015.
- Co-operation with GS1 to develop a Radio Frequency Identification standard for Europe's railways will be accelerated.

## Remove Technical Barriers: Interoperability – TSI Locomotives and Passenger Rolling Stock (LOC & PAS)

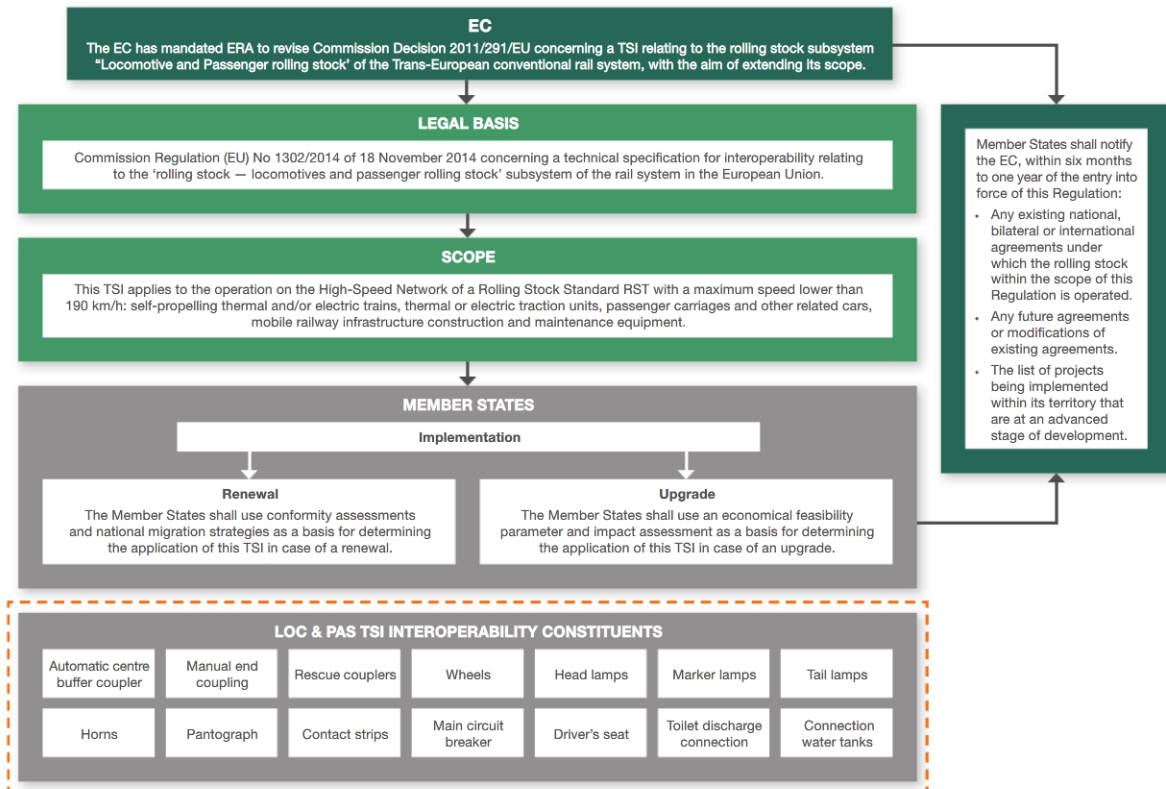


Illustration: EIM

TECHNICAL

**FACTS**

- The operations and traffic management subsystem concerns the procedures for enabling coherent operation of the structural subsystems including training, driving, traffic planning and management.
- Operational harmonisation is a requirement for the single European railway area.
- The revised Operations TSI was voted in the RISC (Railway Interoperability and Safety Committee) in November 2014.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

- Work is expected to focus even more on ERTMS operational harmonisation.

## Interoperability – TSI Operations and Traffic Management (OPE)

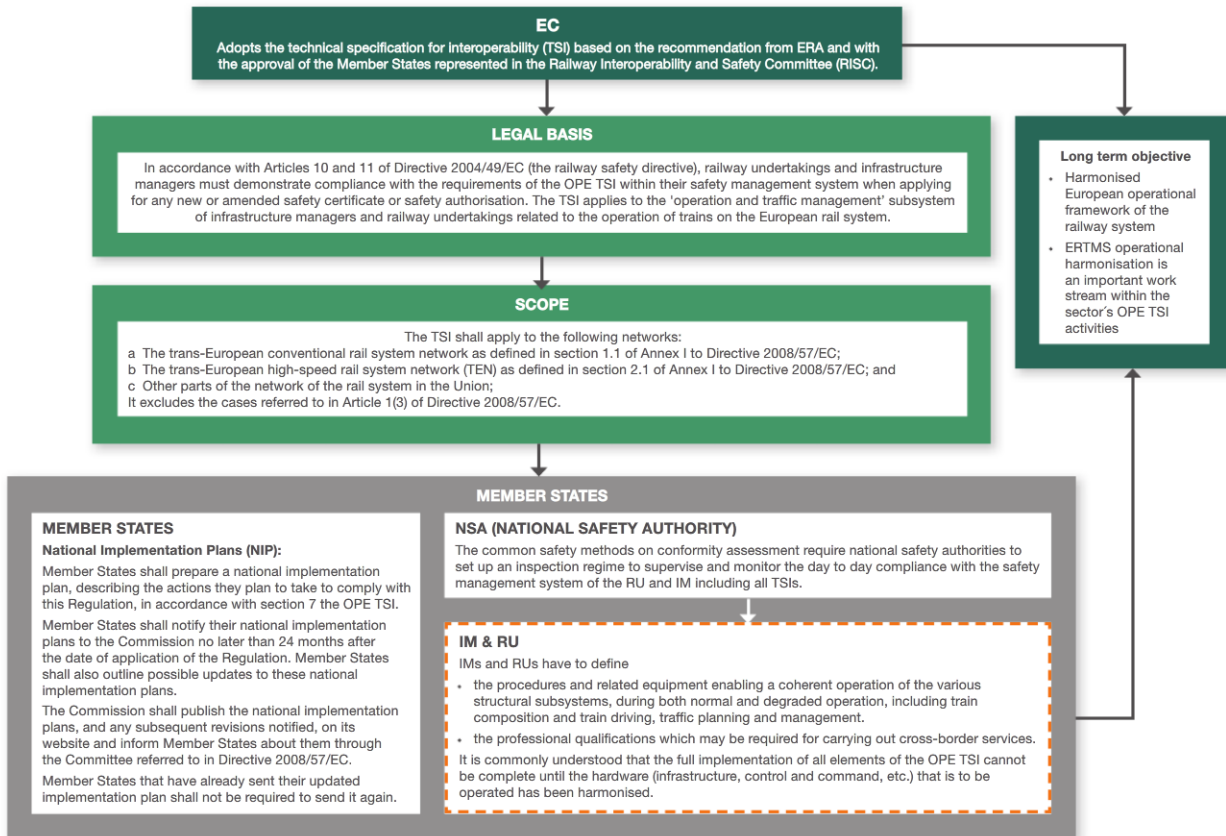


Illustration: EIM

TECHNICAL

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**FACTS**

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- The Noise TSI establishes the framework for noise emitted by rolling stock including passenger and freight vehicles.
- EIM's Noise Working Group has actively participated in the drafting of the current Noise TSI and the corresponding Application Guide.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

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- Implementation of the revised TSI commences in the beginning of 2015.

## Remove Technical Barriers: Interoperability – TSI Noise

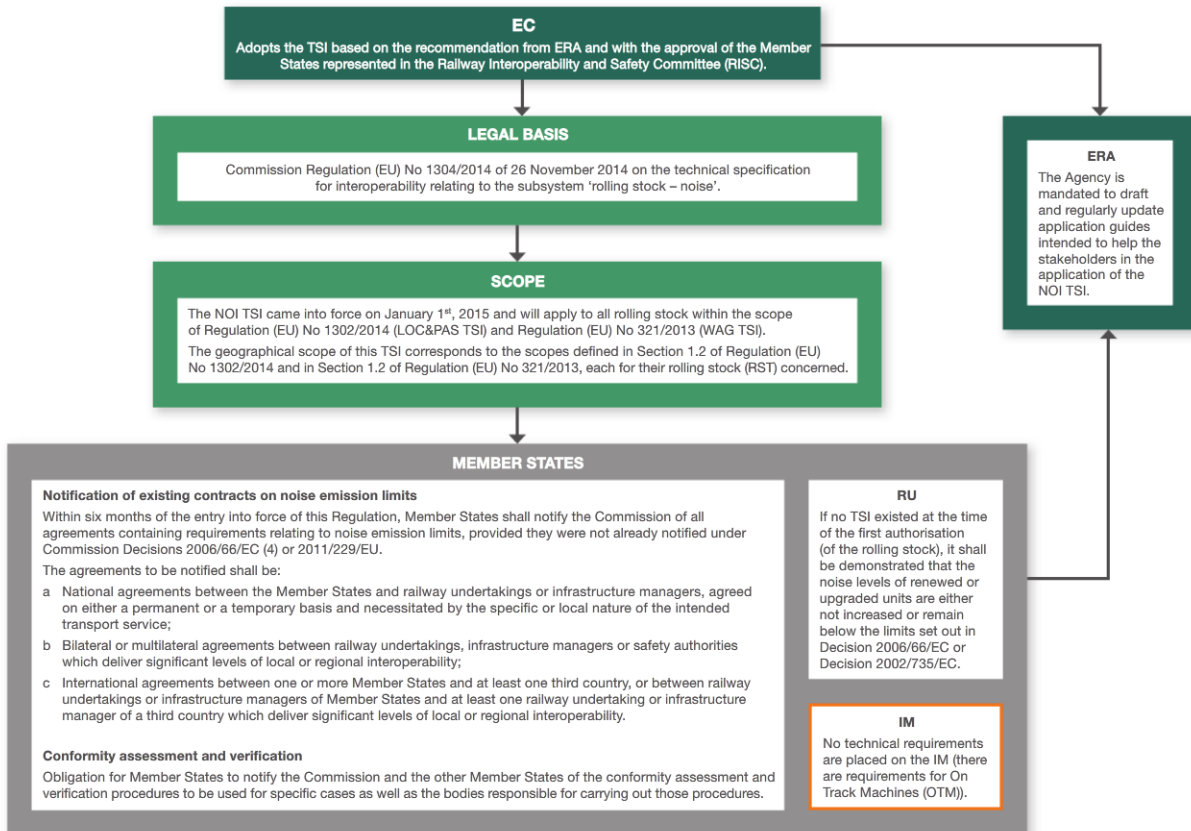


Illustration: EIM

TECHNICAL

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**FACTS**

- The European Rail Traffic Management System (ERTMS) can assist in the removal of technical barriers against interoperability regarding the train control system.
- It comprises of a European Train Control System (ETCS) and GSM for railways (GSM-R).
- The first ERTMS line was opened in Spain in 2004.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

- The content of Baseline 3 Maintenance Release 2 needs to be defined and the ongoing work closely monitored.
- Working groups continue to prepare for the RISC vote on the Annex to the CCS TSI.



# European Rail Traffic Management System – ERTMS

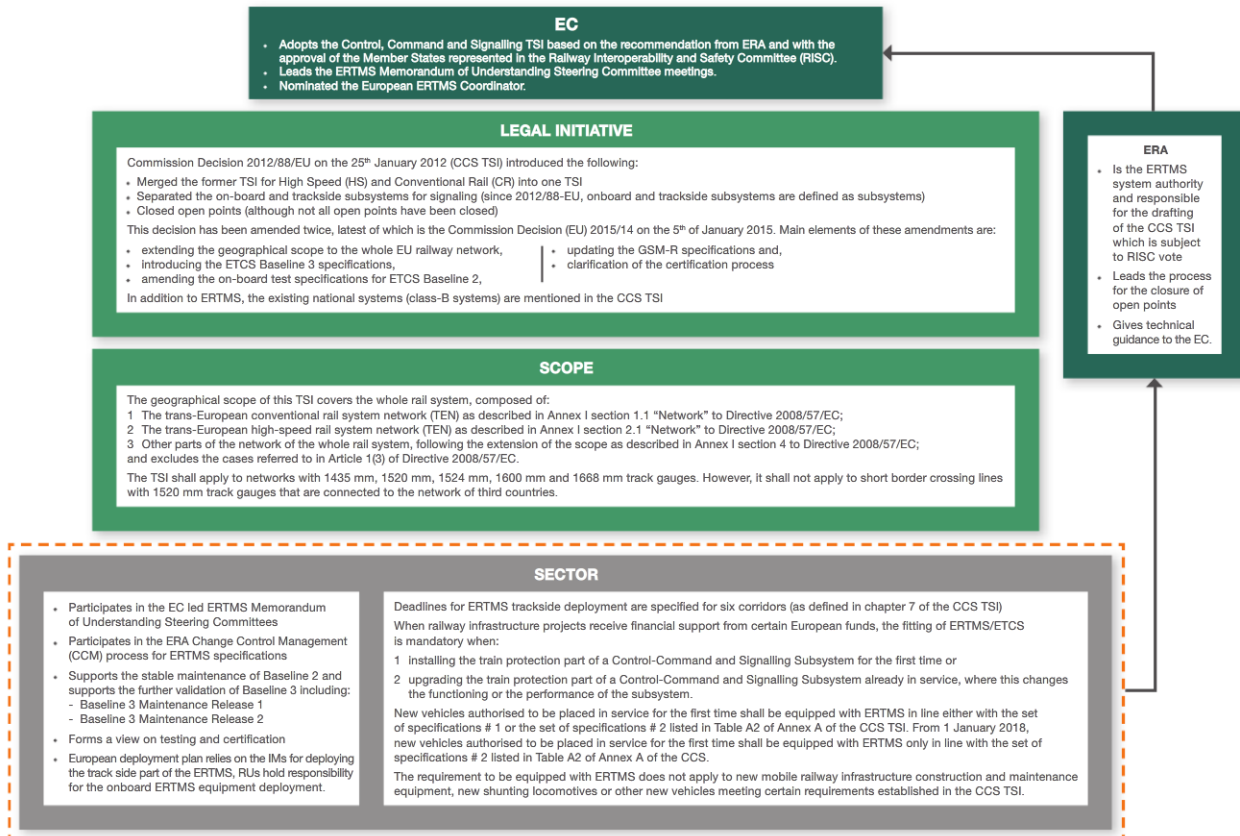


Illustration: EIM

TECHNICAL

**FACTS**

- The Train Detection Compatibility working group deals mainly with electromagnetic effects caused by direct current (DC) traction to axle counters.
- The group works on amendments to the Control, Command and Signaling (CCS) TSI, especially on open point closure.
- Official publication in the beginning of 2015 as part of the CCS TSI update.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

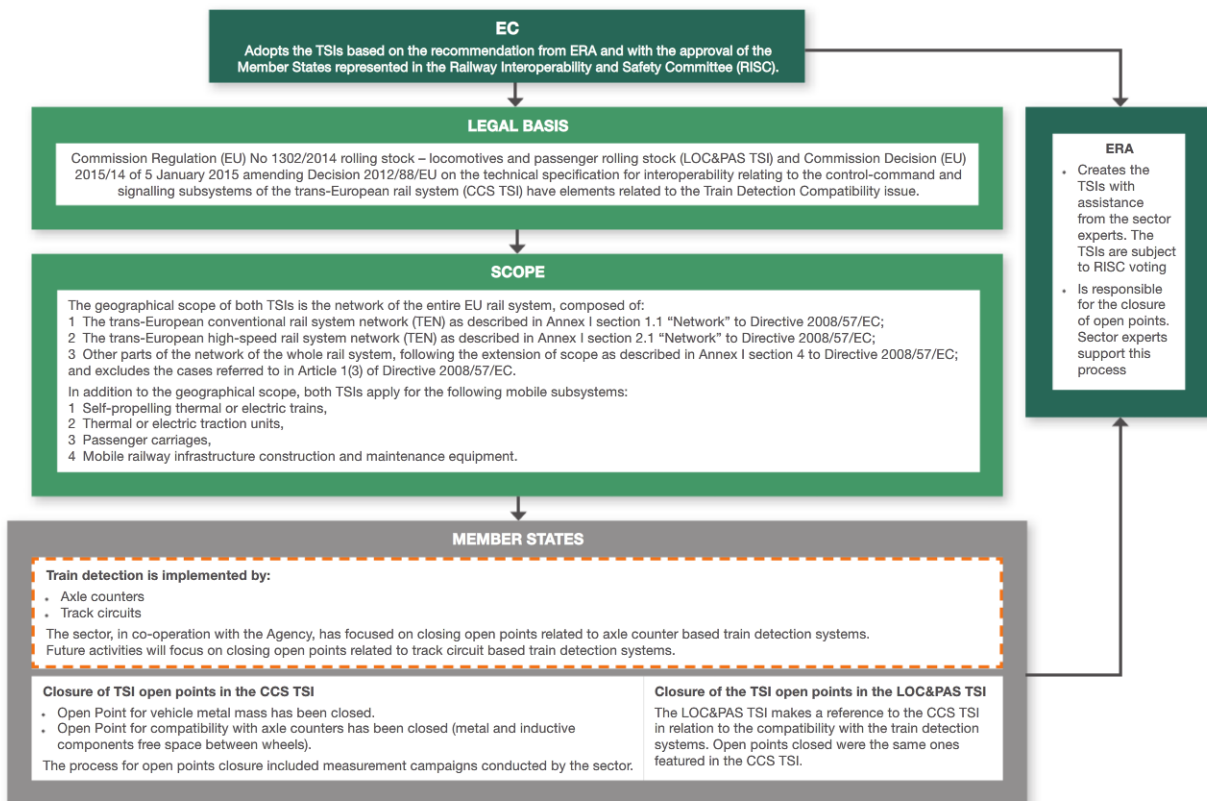
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

- Work on electromagnetic compatibility (EMC) compliance of the track circuits is seen as the next activity by this work group.

# European Rail Traffic Management System – Train Detection Compatibility (TDC)



**FACTS**

- The EIM telecommunications working group focuses mainly on GSM-R related topics and its successor technology.
- GSM-R is based on the Global System for Mobile Communications with a railway layer added to it. It is used by the ERTMS system.
- GSM-R guarantees communications at speeds of up to 500km/h.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

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

# European Rail Traffic Management System – Telecommunications (TEL)

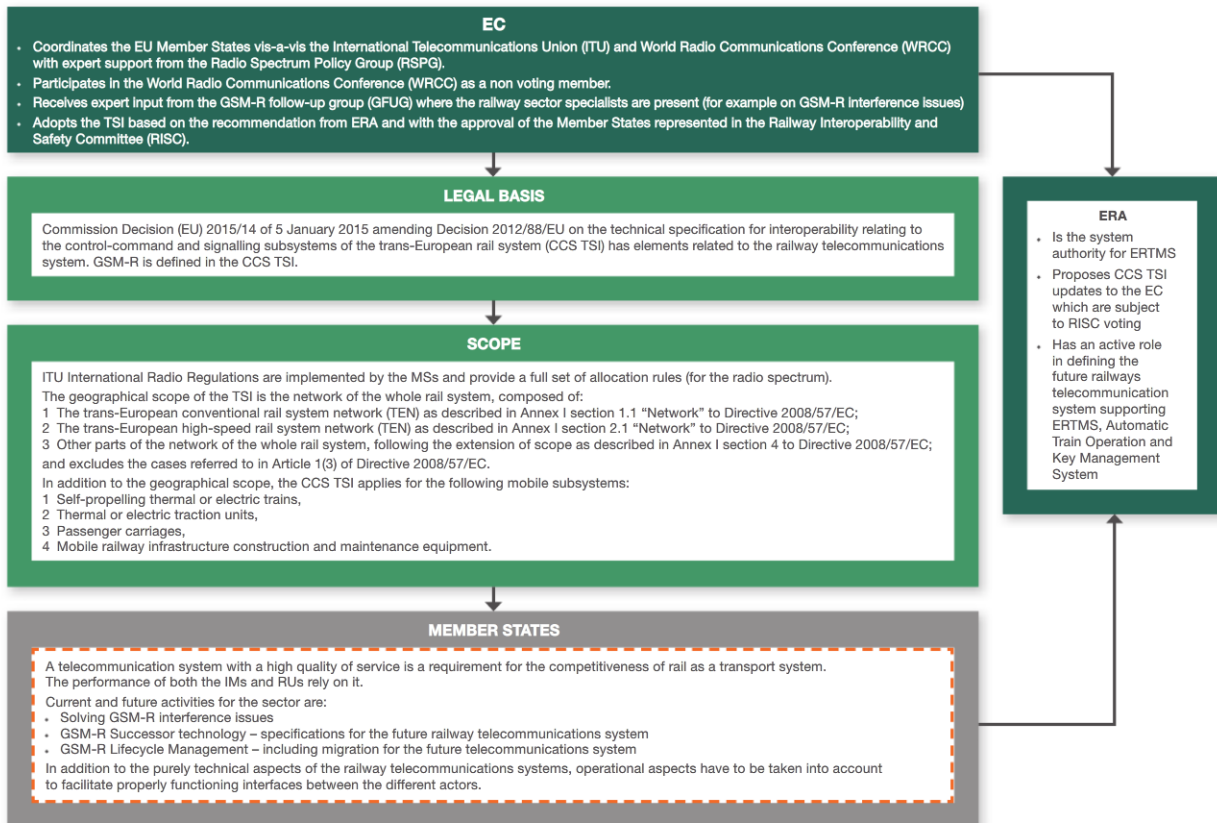


Illustration: EIM

TECHNICAL

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## Simplified Access for Customers: Interoperability – TSI Persons with Reduced Mobility (PRM)

### FACTS

- Certain aspects of the revised PRM TSI stem from the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD).
- The UNCRPD is an international treaty and as such, it takes precedence over national laws and forms part of the EU legal order.
- UNCRPD has been signed by the EU and all EU Member States; it has been ratified by most.

### IMPACT ON IMS

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

### EIM OBJECTIVES

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

### EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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

### OUTLOOK 2015

- Member States will have two years to create a National Implementation Plan from the date that the PRM TSI enters into force (January 1<sup>st</sup>, 2015).
- Based on the national implementation plans, the EC has six months to create a European Implementation Plan regarding accessibility.
- EIM is represented in the European Commission Advisory Board for the PRM TSI implementation which is to be launched in 2015.

## Simplified Access for Customers: Interoperability – TSI Persons with Reduced Mobility (PRM)

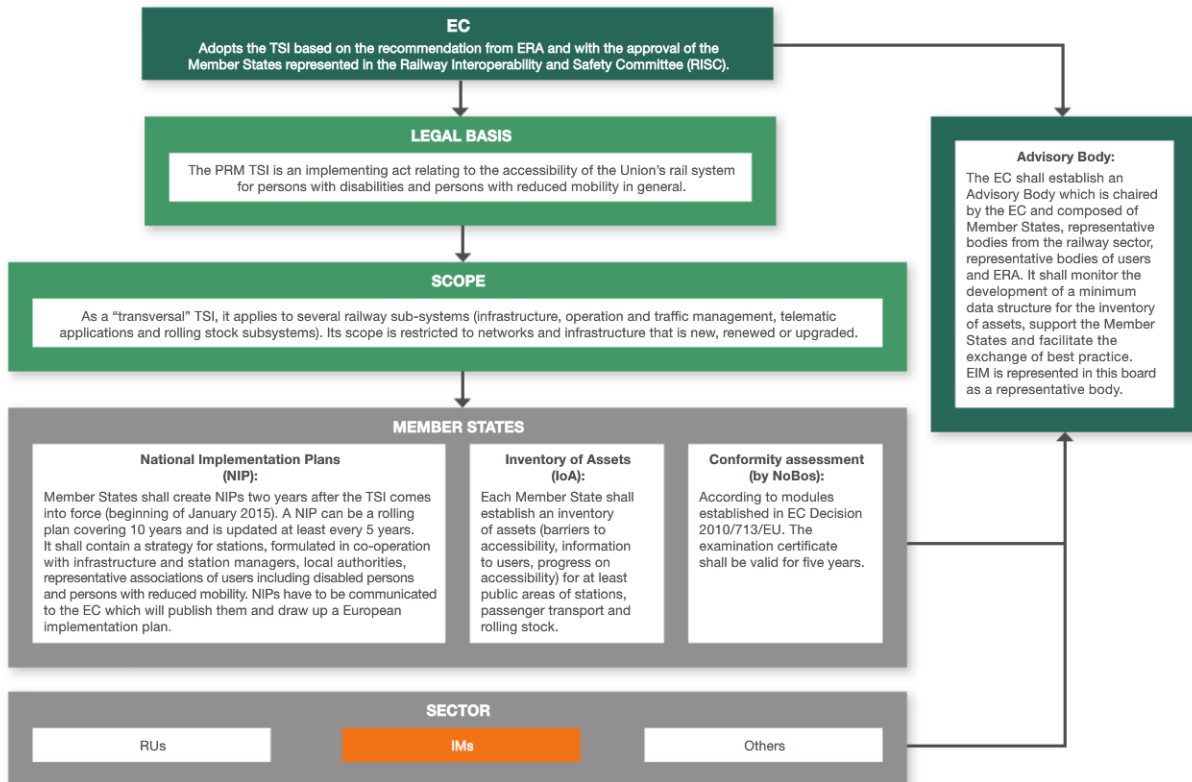


Illustration: EIM

TECHNICAL

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**FACTS**

- The Register of Infrastructure (RINF) will be a database containing parameters suitable for the design of new trains and routes.
- The Application Guide was due for publication by the European Railway Agency in March 2013, but this has been delayed until January 2015.
- The date that the first RINF databases have to be uploaded by National Registration Entities was delayed from March to October 2015.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

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



## Simplified Access for Customers: Register of Infrastructure (RINF)

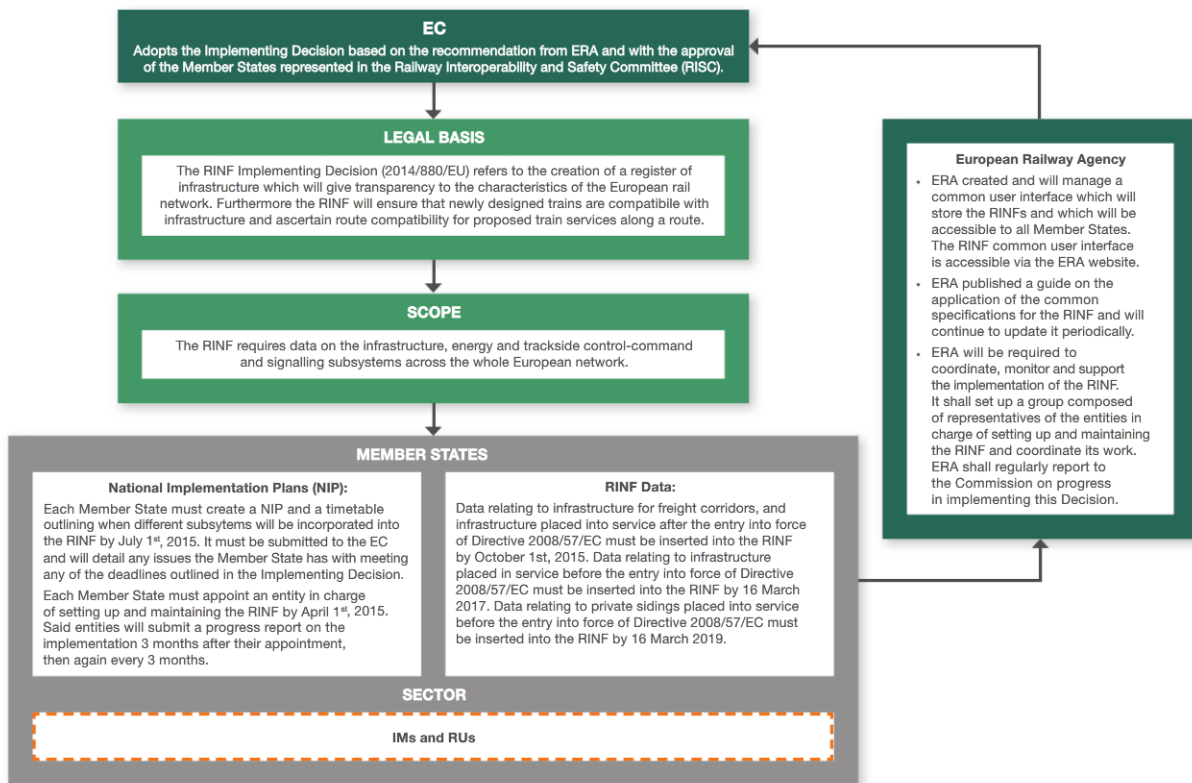


Illustration: EIM

TECHNICAL

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## Simplified Access for Customers: Interoperability – TSI Telematic Applications for Freight (TAF)

### FACTS

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

### IMPACT ON IMS

- IMS will need to implement the TAF TSI.

### EIM OBJECTIVES

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

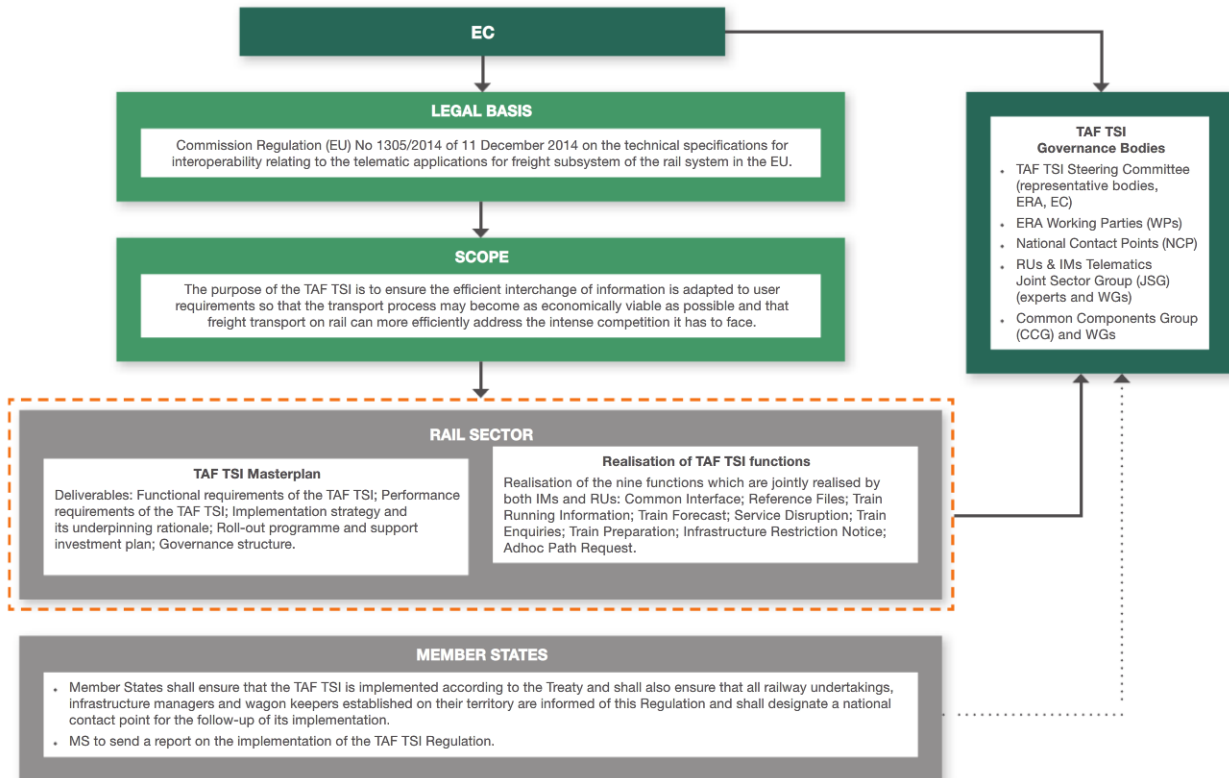
### EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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

### OUTLOOK 2015

- EIM's TAP/TAF WG will continue to work with and support the respective steering committees in this field (TAP, TAF and TAP/TAF SCs).
- EIM will attend the ERA TAF TSI Implementation Co-operation Group meetings.
- Deadline for implementation is 2019.

## Simplified Access for Customers: Interoperability – TSI Telematic Applications for Freight (TAF)



## Simplified Access for Customers: Interoperability – TSI Telematic Applications for Passengers (TAP)

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### FACTS

- TAP is a TSI aimed at improving communications among railway actors and between railway actors and passengers.
- ERA holds a change control management process working party for both the TAP and TAF.

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### IMPACT ON IMS

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

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### EIM OBJECTIVES

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

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### EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

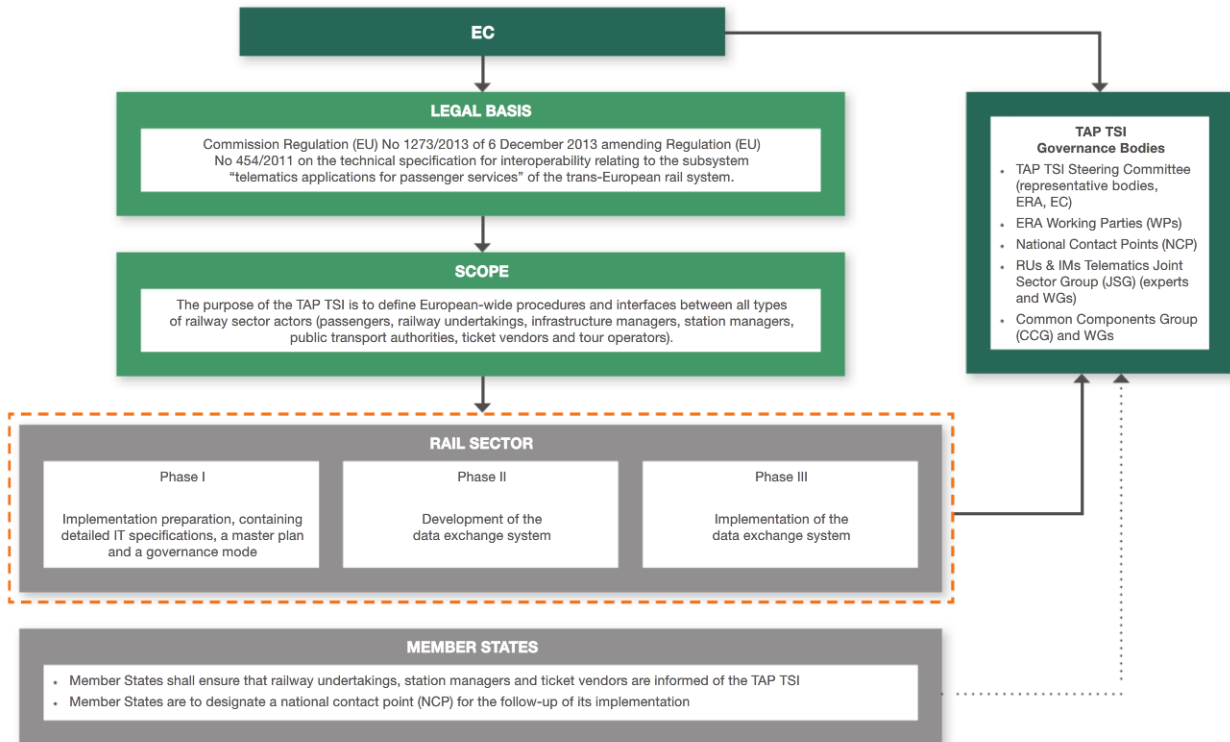
- EIM is represented in the TAP/TAF Support Management Office (SMO) via EIM's TAP/TAF expert (SMO offers support on TAP/TAF implementation related questions).

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### OUTLOOK 2015

- EIM's TAP/TAF WG will continue to work with and support the respective steering committees in this field (TAP, TAF and TAP/TAF SCs).
- The deadline for implementation is 2019.
- The common components group will be transferred to RNE (Rail Net Europe).
- ERA may initiate a TAP TSI Implementation Co-operation group.

## Simplified Access for Customers: Interoperability – TSI Telematic Applications for Passengers (TAP)





Banedanmark (DK) is implementing an ambitious programme to harmonise its various signalling systems to ERTMS and CBTC (Communication Based Train Control).  
Photo: Tao Lytzen, Banedanmark (DK)



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

**FACTS**

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

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

- EIM has already participated in the EcoEv workshop on the Rationalisation of Vehicle Related Registers (RVRR) and will participate in further workshops e.g. on Railway Indicators.



## Evaluation, Management and Resources: Economic Survey Group (ESG)

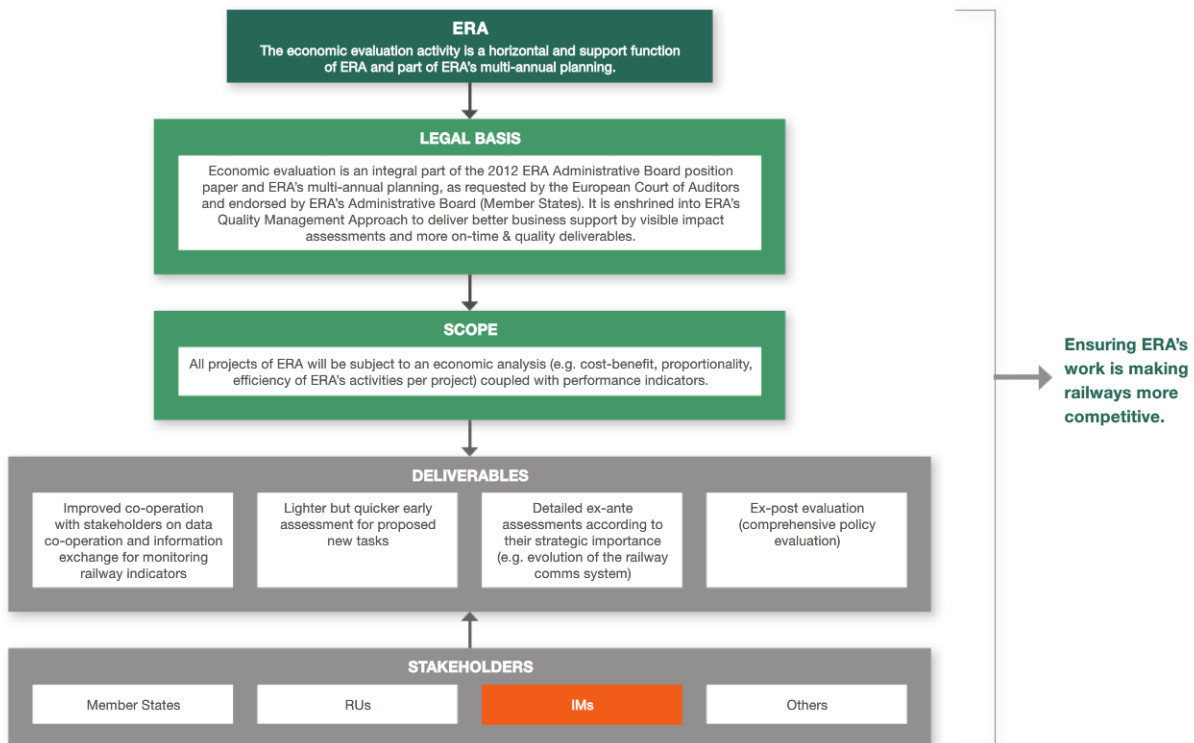


Illustration: EIM

TECHNICAL

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**FACTS**

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

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

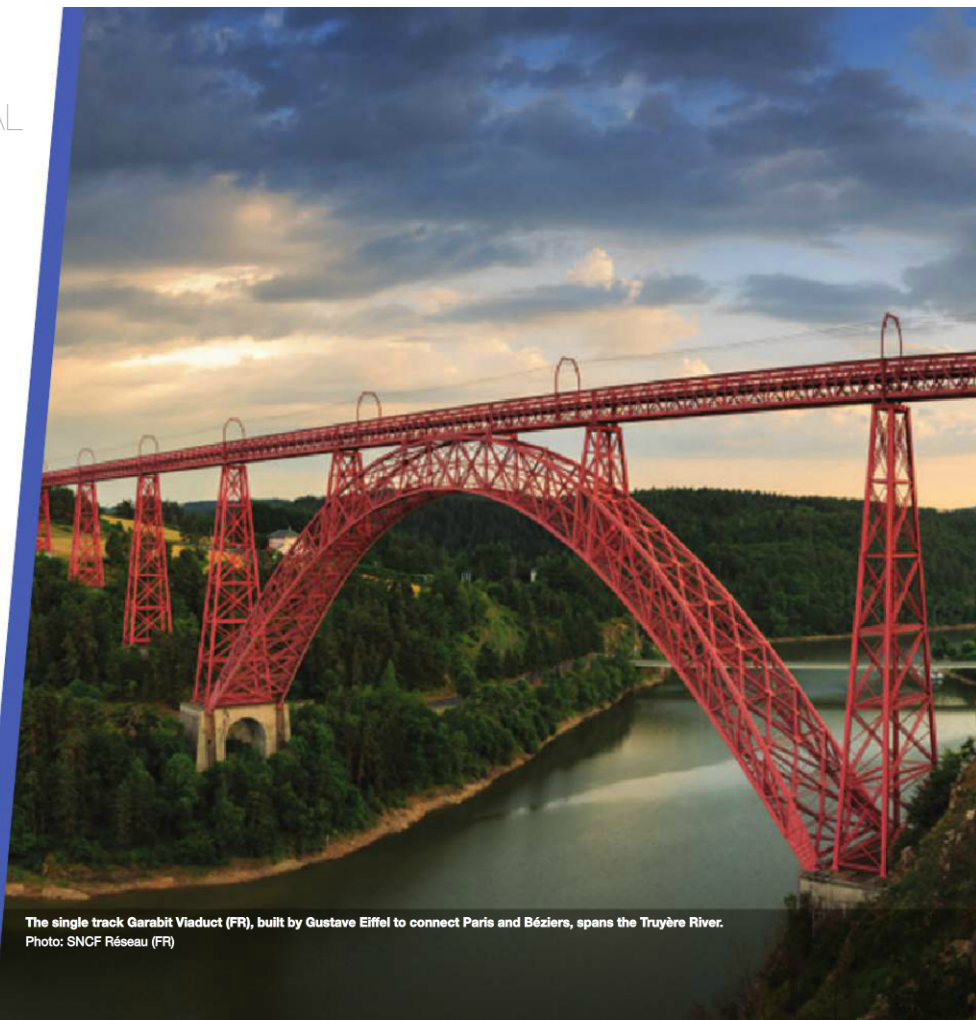
- The creation of common working methods is a huge success as it establishes, for the first time, formalised procedures for all groups.
- ERA took many of the comments made by EIM and the other sector organisations into account. The adopted set of rules is expected to largely improve the quality of the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

**OUTLOOK 2015**

- Work on specific provisions continues.

## TECHNICAL





The single track Garabit Viaduct (FR), built by Gustave Eiffel to connect Paris and Béziers, spans the Truyère River.  
Photo: SNCF Réseau (FR)

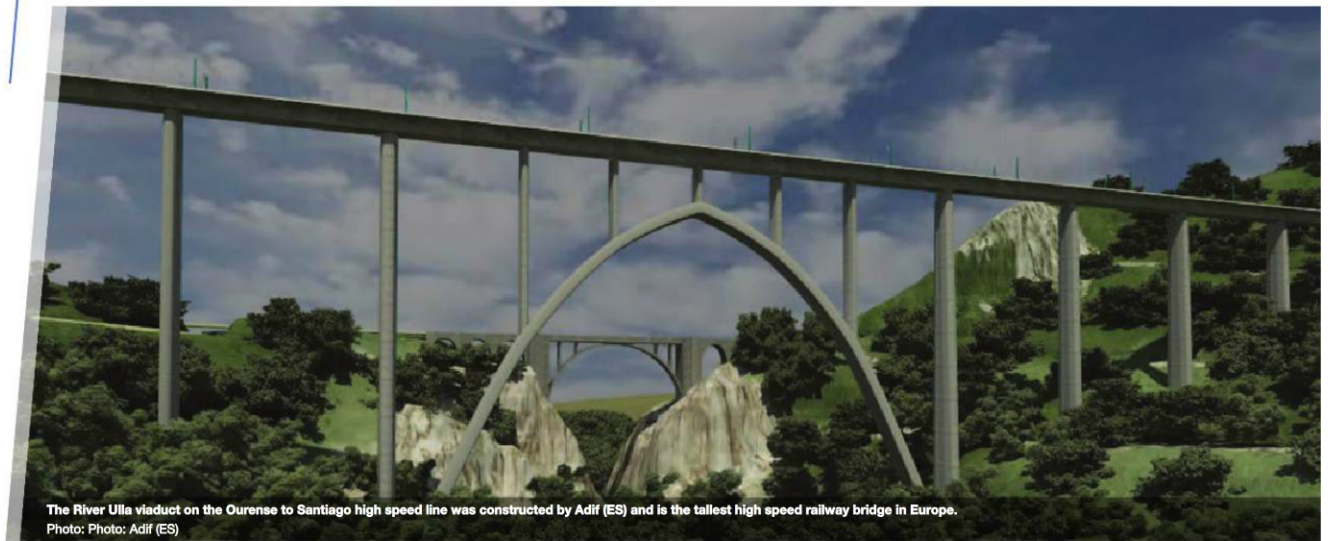
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Maintaining, renewing and upgrading our rail infrastructure is the main challenge facing our sector in a context where the public purse is empty. While the EU mainly focuses on extending the infrastructure, I believe that priority should be given to the efficiency, quality and ultimately to the sustainability of the existing network. I strongly believe that the European Commission has an important role to play in steering reflections in this area.

**Alain Quinet**

Vice-President of EIM and Deputy Director-General  
of SNCF Réseau, France



The River Ulla viaduct on the Ourense to Santiago high speed line was constructed by Adif (ES) and is the tallest high speed railway bridge in Europe.  
Photo: Photo: Adif (ES)

## TOPICS

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**FACTS**

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

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

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- The Event "TEN-T Days 2015" will take place in Riga, Latvia, in June 2015 under the Latvian Presidency of the Council.



## The Core Network Corridors and The Comprehensive Network

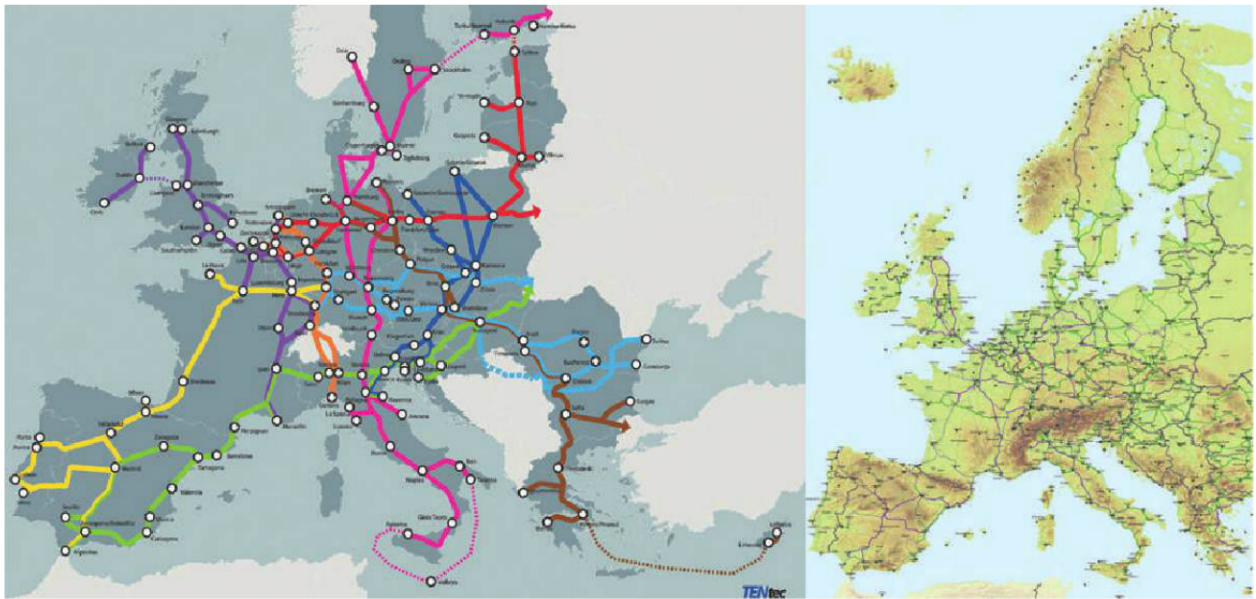


Illustration: European Commission

FINANCIAL

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**FACTS**

- The CEF, Connecting Europe Facility, is part of the EU Budget Proposal for the multi-annual financial framework 2014-2020. With a total budget of €33.2 billion (out of which €26.3 billion goes to transport alone), CEF aims to support the development of interconnected trans-European networks in the fields of transport, energy and digital services.
- On 5 March 2014, MS representatives of the CEF coordination committee gave a unanimously positive opinion on the 1<sup>st</sup> multi annual work programme covering a budget of €12 billion to be allocated to transport projects, including a number of support actions, through grants.

**IMPACT ON IMS**

- Funding available for transport is considerably greater than during the previous financial perspective 2007-2013 (+ €8 billion).
- The highest co-funding rates are dedicated to matters of fundamental importance such as ERTMS, rail interoperability and cross-border sections.

**EIM OBJECTIVES**

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

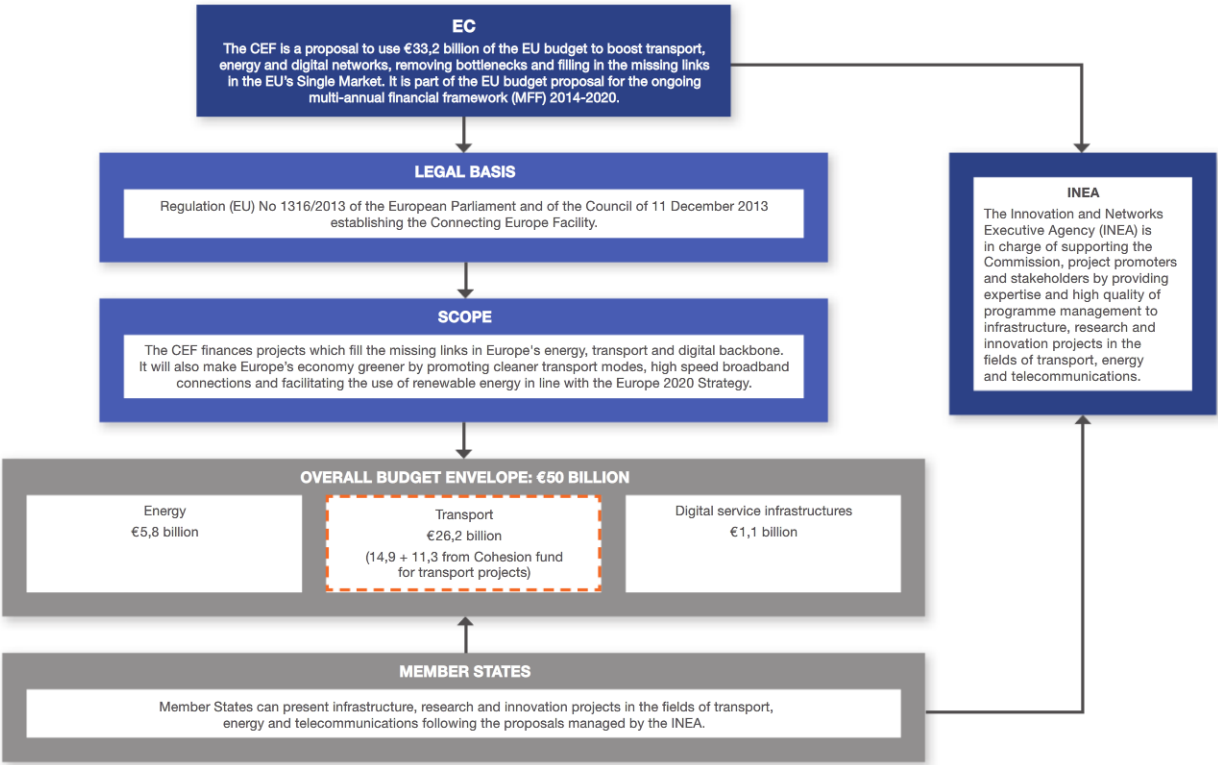
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

- EIM (except Trafikverket) signed and participated in the sector's initiative on saving the €32 billion of the CEF in the framework of the MFF 2014-2020 (Multiannual Financial Framework).
- EIM participated on the CEF Info Days in October 2014.

**OUTLOOK 2015**

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

# Connecting Europe Facility (CEF)



**FACTS**

- The EC has made tackling the economic decline a priority and intends to reverse this negative trend of declining private investment by putting forward an Investment Plan of €315 billion over the next three years.
- On 13<sup>th</sup> January 2015 the European Commission issued a proposal for a Regulation setting up the European Fund for Strategic Investments (EFSI Fund).
- The initiative aims to channel these much needed investments towards the needs of the European economy. Although the initial funds being earmarked amount to just €21 billion, this would then be raised to the targeted €315 billion through a multiplier effect of factor 15.

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

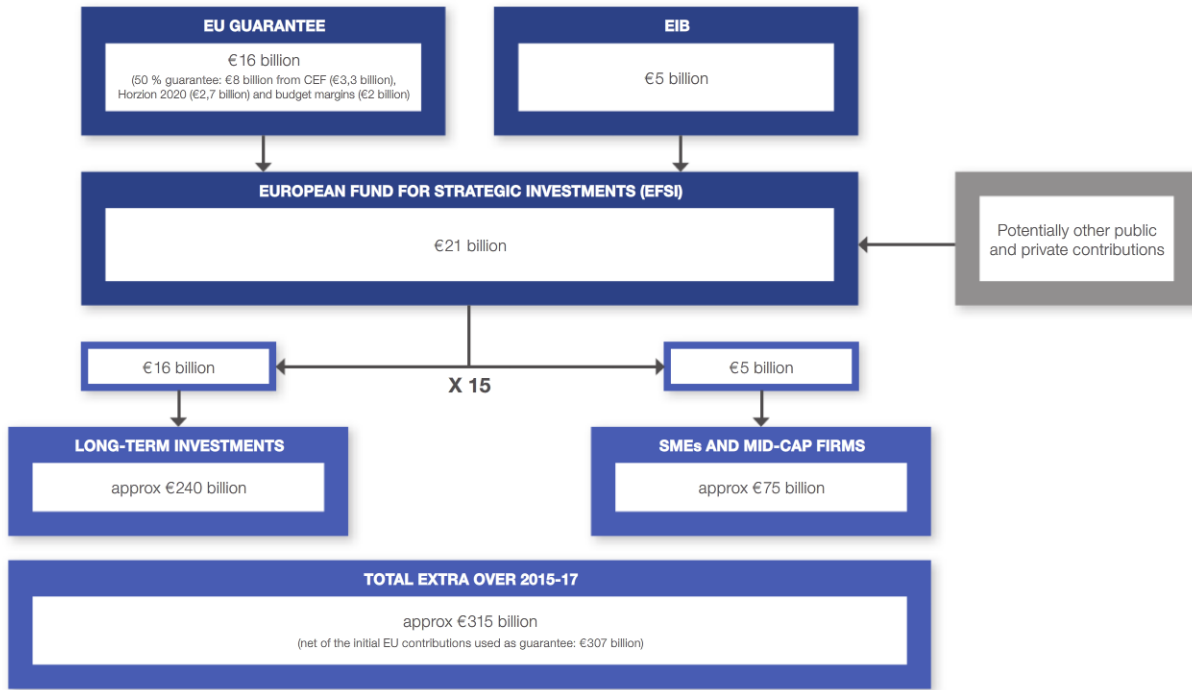
**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

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

## EFSI/Juncker's Investment Plan



### FACTS

- EIM has produced a brochure called "Finding the Funds" as a guide for Infrastructure Managers to find available finance, in particular from the EU.
- The first draft of the "Finding the Funds" brochure was released during EIM's General Assembly meeting on November 19<sup>th</sup> 2014.

### IMPACT ON IMS

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

### EIM OBJECTIVES

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

### EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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

### OUTLOOK 2015

- The final version of the brochure will be published in the second half of 2015.



Completed in 2006 and designed to minimise the impact on the environment, the Jaulny Viaduct forms part of the LGV Est line in north eastern France and crosses the Mad Rupt valley.  
Photo: SNCF Réseau (FR)

**FACTS**

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

**IMPACT ON IMS**

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

**EIM OBJECTIVES**

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

**EIM ACTIONS AND OBJECTIVE ACHIEVEMENT**

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

**OUTLOOK 2015**

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



## Intergroup on long-term investment

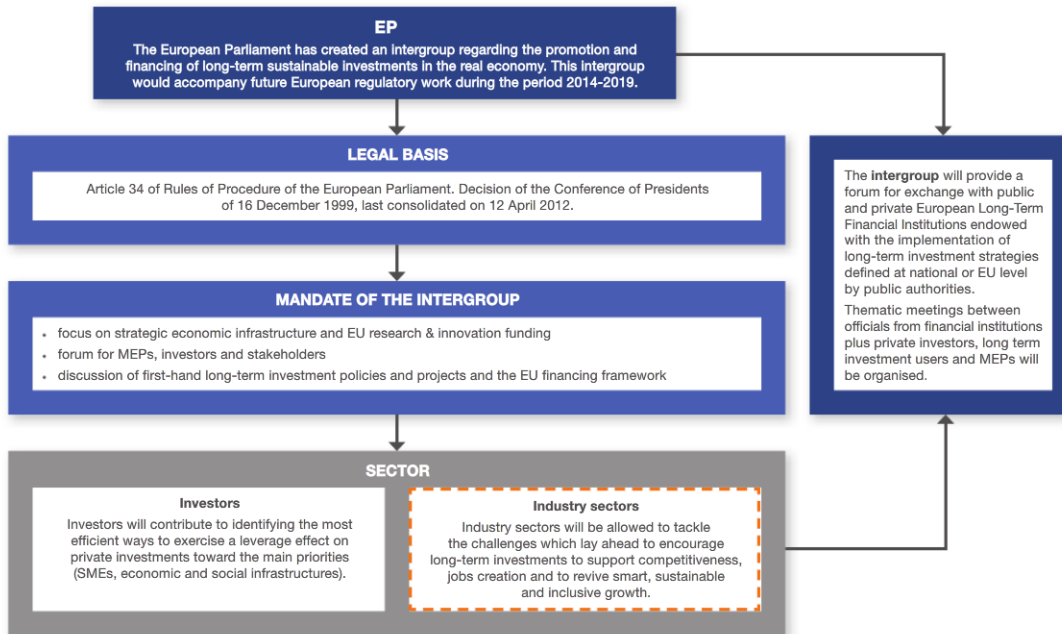


Illustration: EIM

FINANCIAL

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## FACTS

- The Shift<sup>2</sup>Rail initiative is part of the Horizon 2020 framework programme covering the Union's research and innovation policy for 2014-2020.
- One of the main aims of Horizon 2020 is to strengthen European society and optimise the use of EU funding for innovation.
- The Shift<sup>2</sup>Rail Joint Undertaking will be founded by the Union, and represented by the European Commission and railway stakeholders.
- EU funding alone amounts to €450 million over the 2014-2020 budget period of the Horizon 2020 programme.

## IMPACT ON IMS

- For members of the Joint Undertaking, the Shift<sup>2</sup>Rail initiative will contribute funding for research and innovation activities.
- The initiative should have a positive effect on the sector as a whole, increasing the competitiveness of the European railway sector on a global scale.

## EIM OBJECTIVES

- The infrastructure management sector should benefit as much as possible from the Shift<sup>2</sup>Rail programme.
- The sector should receive the highest possible return on investments in research and development through the Shift<sup>2</sup>Rail initiative.
- Support the Shift<sup>2</sup>Rail programme to streamline the innovation process from research to demonstration and to shorten the time to market for key innovations.

## EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM participates in the Shift<sup>2</sup>Rail initiative via the Founding Members Trafikverket and Network Rail.
- EIM has had bilateral contacts with the Council and the Presidency in charge of the negotiations of the Council regulation advising, for example, on membership and associate membership criteria.

## OUTLOOK 2015

- The Shift<sup>2</sup>Rail regulation was adopted by the Council in June 2014, and the remainder of 2014 will be used for developing the Shift<sup>2</sup>Rail Strategic Master Plan and enrolling Associate Members in the Joint Undertaking.
- The evaluation of potential Joint Undertakings is ongoing and they are expected to be operational in due time.

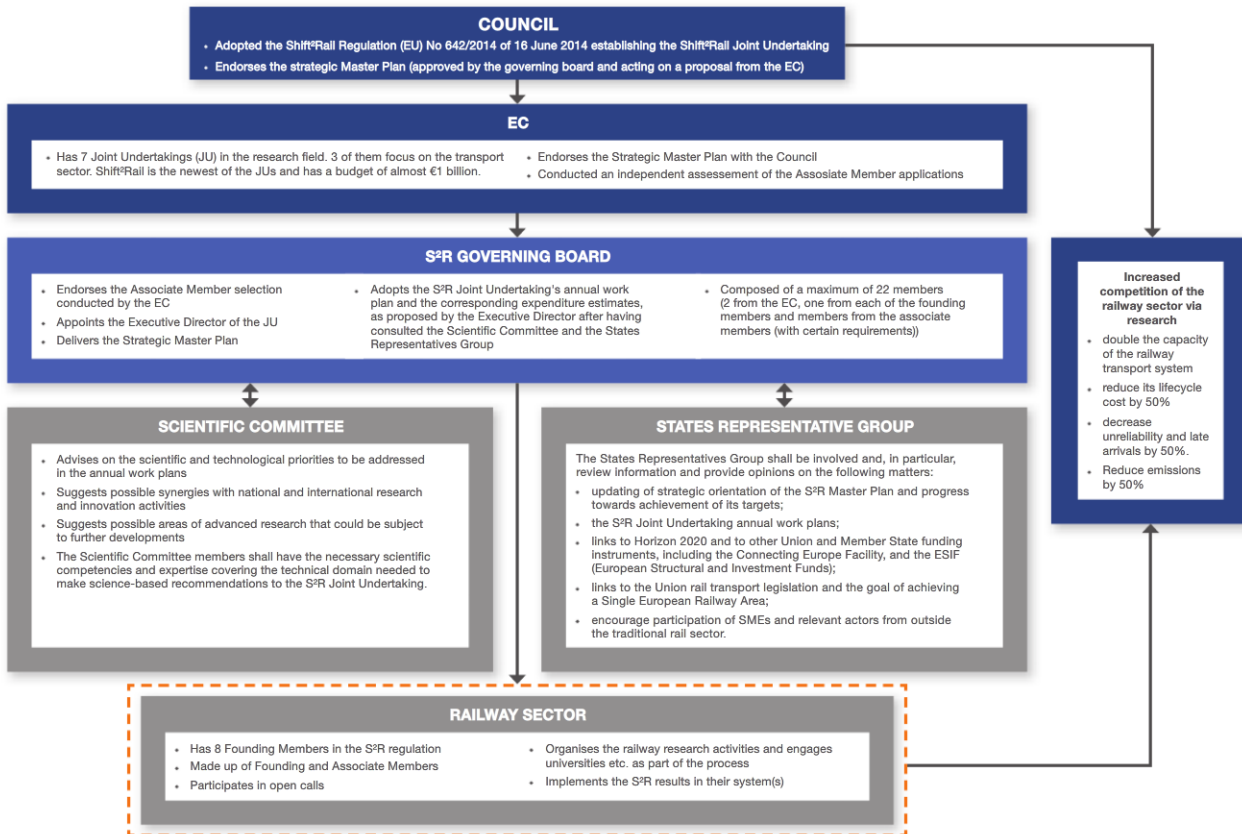
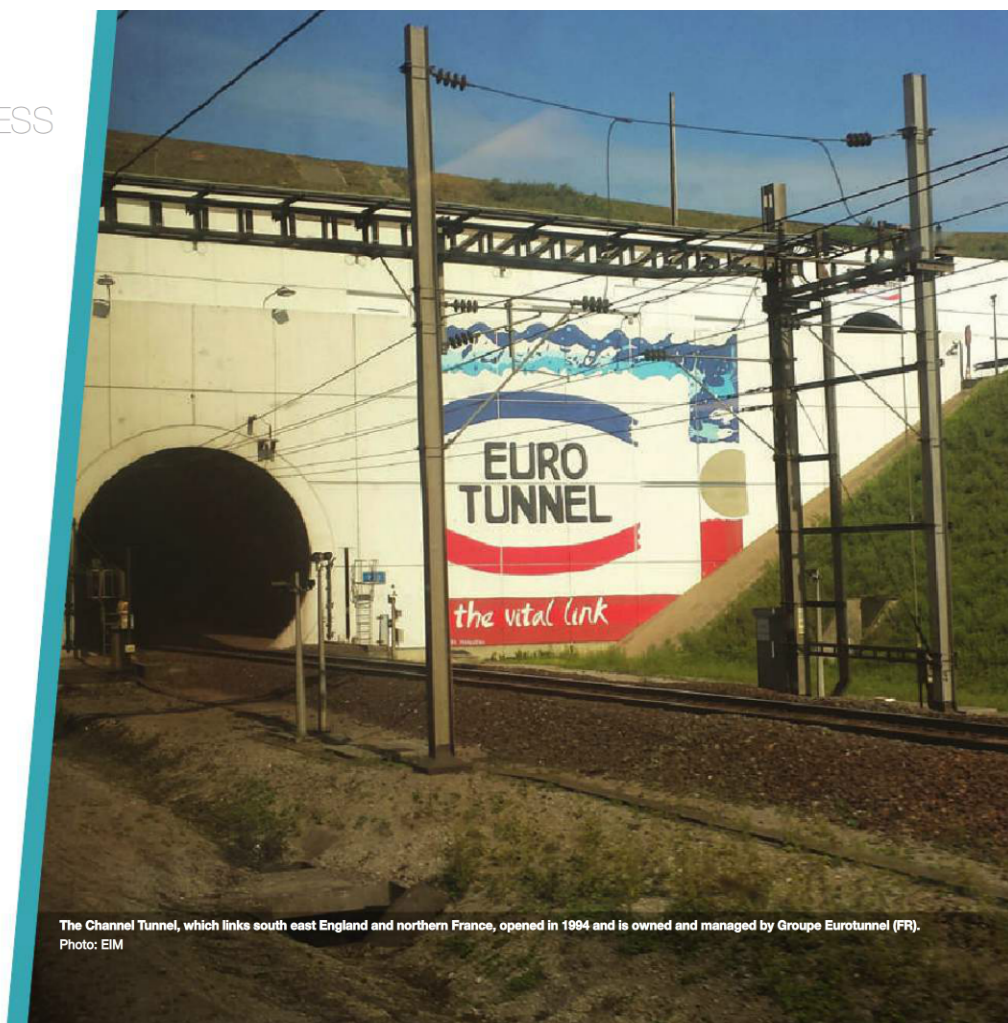


Illustration: EIM

FINANCIAL



The Channel Tunnel, which links south east England and northern France, opened in 1994 and is owned and managed by Groupe Eurotunnel (FR).  
Photo: EIM



”

Railways must innovate to provide the level and quality of service that its customers need in the 21<sup>st</sup> Century. However, innovation in isolation will be wasted, so a clear vision of the future needs of railways is essential. Our customers demand a cost efficient, high capacity infrastructure. This means we must achieve radical new designs of track and switches that deliver high performance at half the cost of today's railway.

**Prof. Andy Doherty**

Chair of EIM's Technical Steering Group and Director,  
Systems Engineering, Network Rail, United Kingdom



## TOPICS

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## FACTS

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

## IMPACT ON IMS

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

## EIM OBJECTIVES

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

## EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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

## OUTLOOK 2015

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



# Asset Management

## EXAMPLE OF RESULTS FROM THE BENCHMARKING ACTIVITIES

### 1. IM position

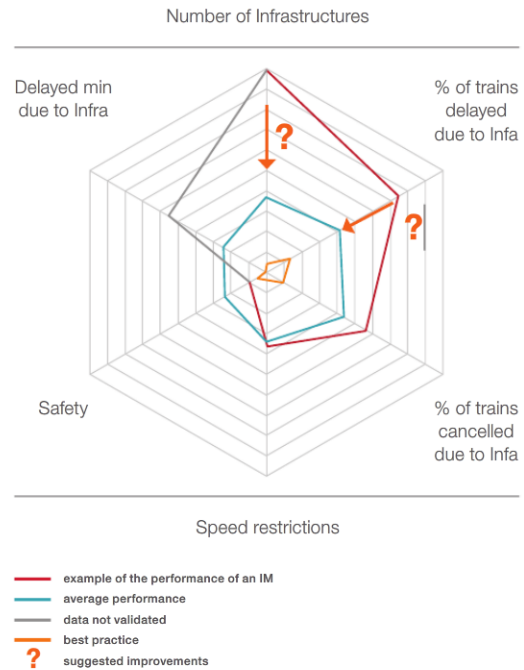
IM has the second highest average ratio among the ten participants, suggesting that IM should prioritise performance when considering cost/performance trade-off.

However, the situation is contrasted for IM:

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

### 2. Possible causes for IM position related to data production

- Safety, speed restrictions and % of trains cancelled: no reason related to data collection process that may question IM position and/or results magnitude has been identified yet.
- Possible causes for high % of trains delayed and number of failures.
  - IM specific count of delayed trains may explain the high level of % of trains delayed and number of failures due to infrastructure.
  - Indeed, it seems that each delay observed at any measurement point is counted as one train delay. Thus, one train could generate several delays during the journey.
  - As IM allocates each delay to one cause, the high number of trains delayed could generate a higher number of infrastructure failures.



## FACTS

- PRIME is a platform co-created by EIM that allows direct exchange between IMs and the European Commission. It is co-chaired by one representative from the railway sector and one representative from the European Commission.
- It is a new type of collaboration where the participants interact on topics such as legislative initiatives, benchmarking, safety culture, funding etc. Thus, it encompasses all strategic aspects which are relevant for Infrastructure Managers.

## IMPACT ON IMS

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

## EIM OBJECTIVES

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

## EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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

## OUTLOOK 2015

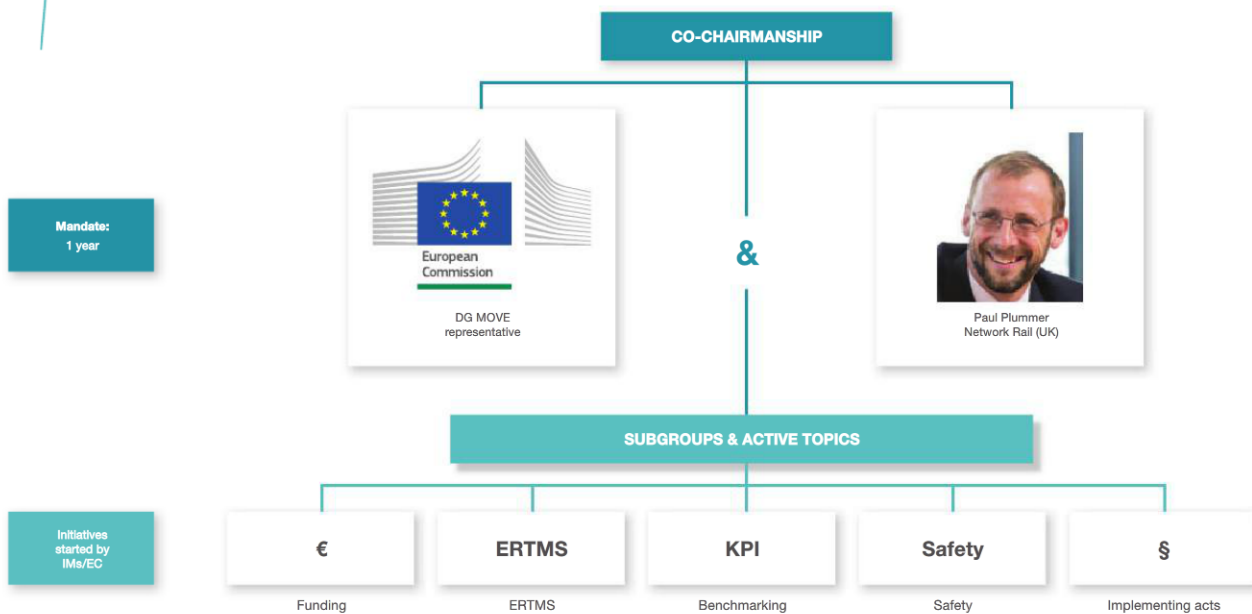
- All IMs are expected to join PRIME over time, thus enhancing the collaboration further which will truly strengthen the role of the infrastructure manager. PRIME itself will continue to focus on benchmarking, safety culture, funding and legislative discussions, it will also focus on other topics such as ERTMS development.

# Governance of PRIME

## PLENARY



Signatories:  
EC + all IMs



## The Evolution of PRIME – timeline



Illustration: EIM

### FACTS

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- The EC is working on a "Digital Agenda" to aggregate applications for digital solutions.
- As part of this initiative, the EC will analyse data access.

### IMPACT ON IMS

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

### EIM OBJECTIVES

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

### OUTLOOK 2015

---

- EIM will:
  - > continue its discussions with the EC and its partners in the upcoming months.
  - > participate in the stakeholder consultation of the EC due to start in May 2015.
  - > foster an internal discussion on the digital railway based on the initiatives of its members.
  - > suggest that the EC covers digitalisation on a permanent basis in PRIME (Platform of Rail Infrastructure Managers in Europe).

## Digitalisation

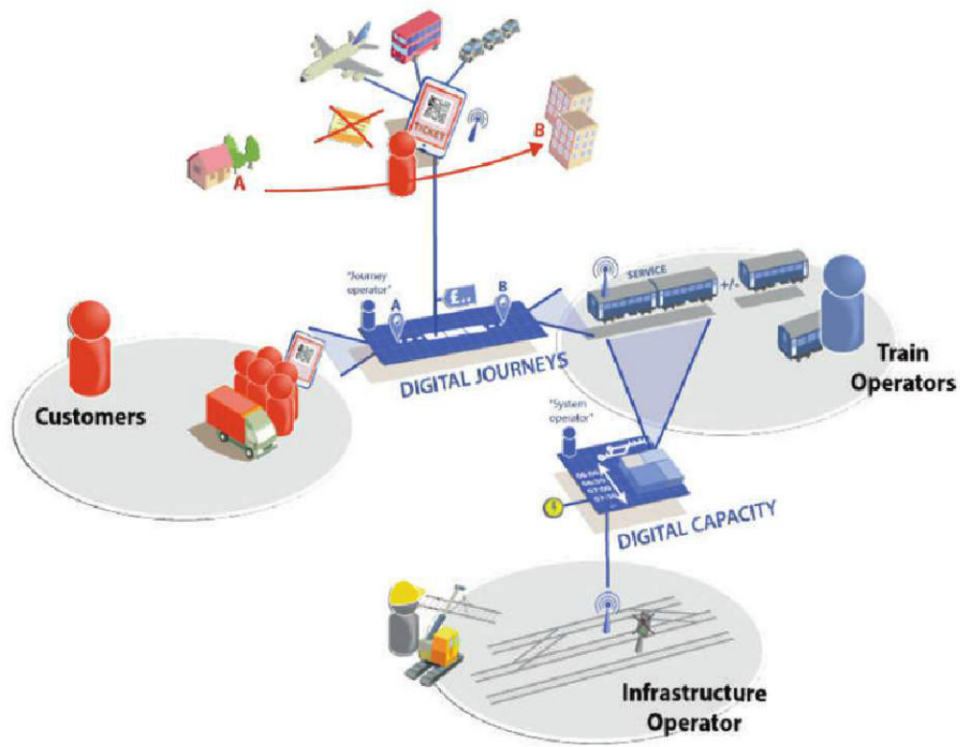


Illustration: Network Rail

BUSINESS 121

## FACTS

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- Several important security issues have an international dimension (e.g. terrorism, metal theft).
- Although mainly a responsibility of the Member States, the European Commission also addresses several transport related security issues in its Land Transport Security Expert Group (LANDSEC).

## IMPACT ON IMS

---

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

## EIM OBJECTIVES

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

## EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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

## OUTLOOK 2015

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



# Security

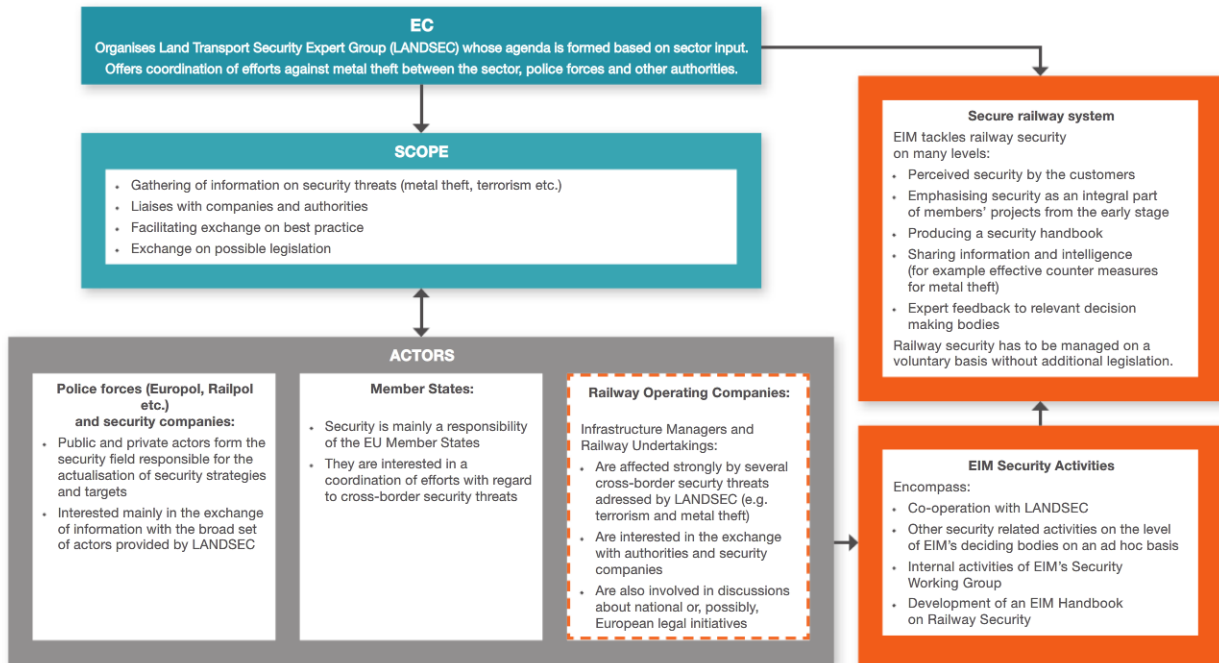


Illustration: EIM

BUSINESS

123

### FACTS

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- Due to a significant increase in demand on the world market, copper prices tripled between 2004 and 2011.
- This resulted in a surge of metal theft incidences in many European countries with railway infrastructure being one of the most affected sectors.

### IMPACT ON IMS

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

### EIM OBJECTIVES

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

### EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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

### OUTLOOK 2015

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

## EIM Model Strategy Against Metal Theft

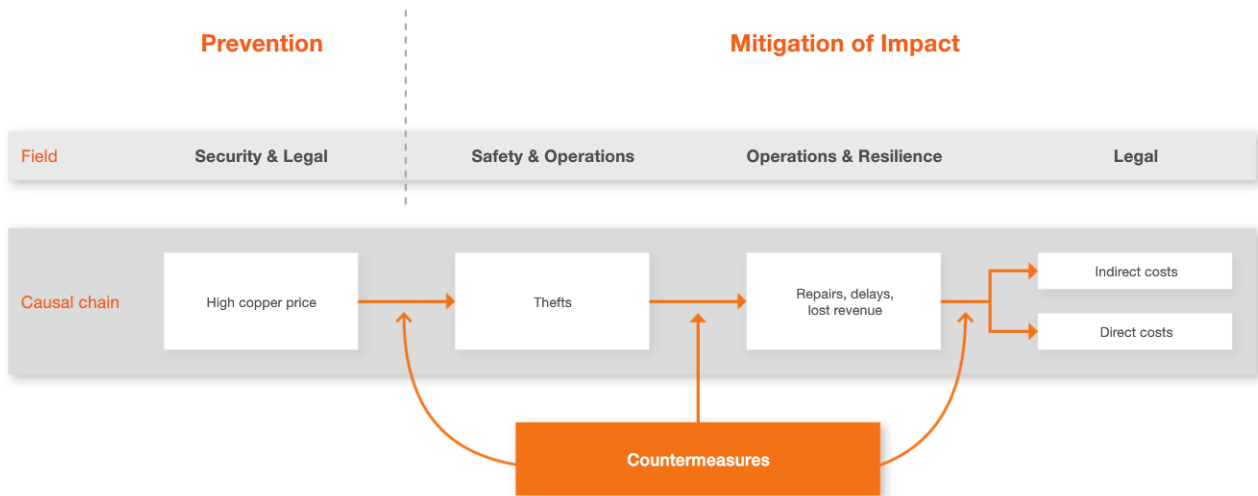
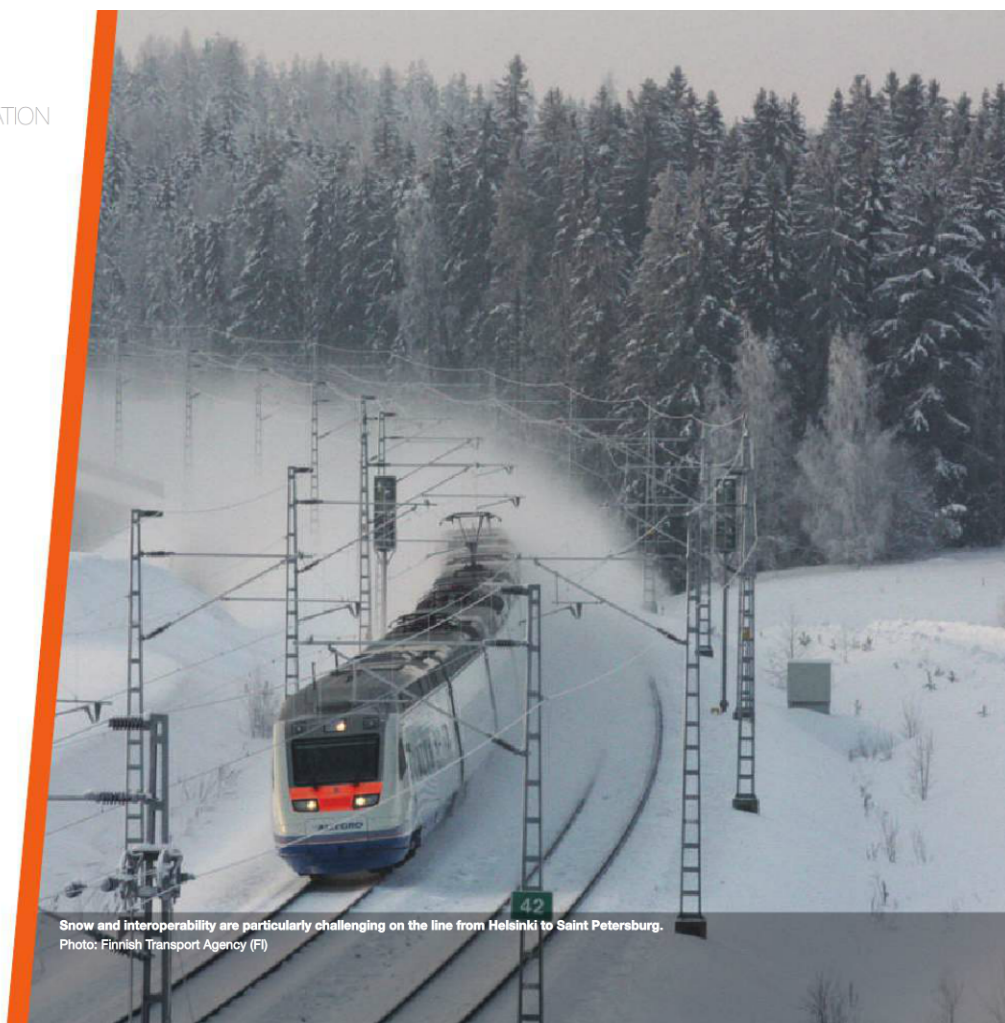


Illustration: EIM

BUSINESS 125



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

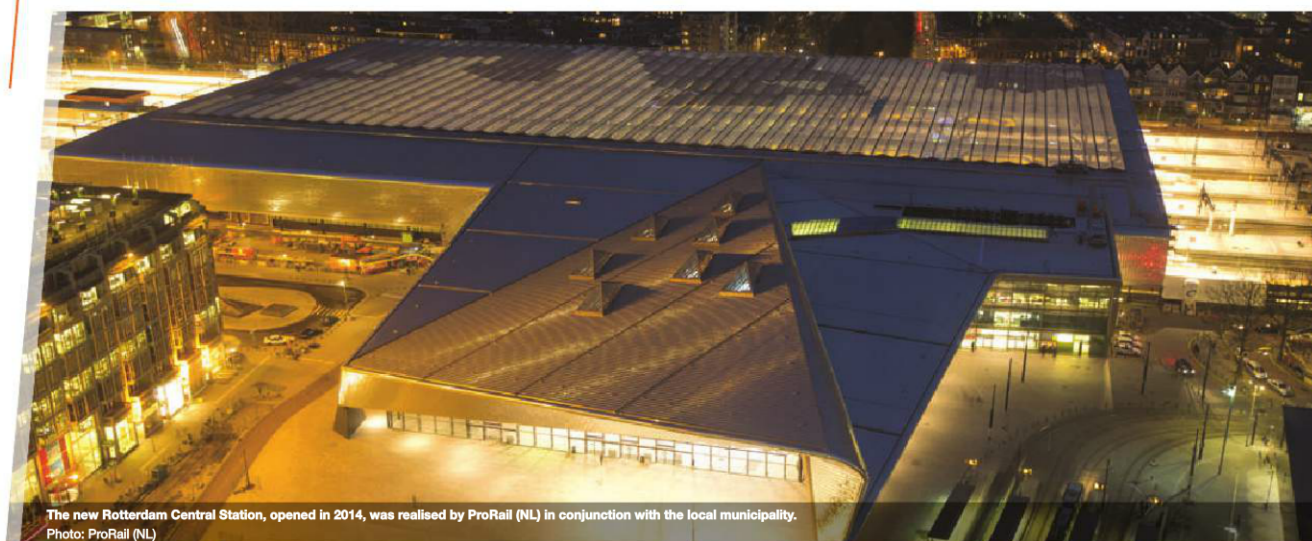


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Transport policy increasingly relies upon an integrated and multimodal approach between the infrastructure managers. Increased co-operation of rail infrastructure managers within EIM and the European Directors of Roads within CEDR will help to develop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

**Antti Vehviläinen**

Vice-President of EIM and Director-General of FTA,  
Finland



The new Rotterdam Central Station, opened in 2014, was realised by ProRail (NL) in conjunction with the local municipality.  
Photo: ProRail (NL)

TOPICS

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### CONTEXT

- EIM is an open organisation that strives to strengthen information flow and co-operation between its members and all relevant organisations within the railway sector, the transport sector and, where relevant, outside the transport sector.
- Depending on the subject or area covered, EIM has concluded standing co-operation agreements, project based co-operation forms or ad hoc contacts with a variety of stakeholders to leverage or streamline positions.
- The proposed 'co-operation in specific areas' is in line with the EC's main objective to contribute to the single European transport area and in particular to the Single European Railway Area. As part of EIM's objective to provide enhanced support and analysis to its members for them to improve business excellence of rail infrastructure management, EIM fosters joint analyses and benchmarking amongst its members in different areas.

### CO-OPERATION IN SPECIFIC AREAS

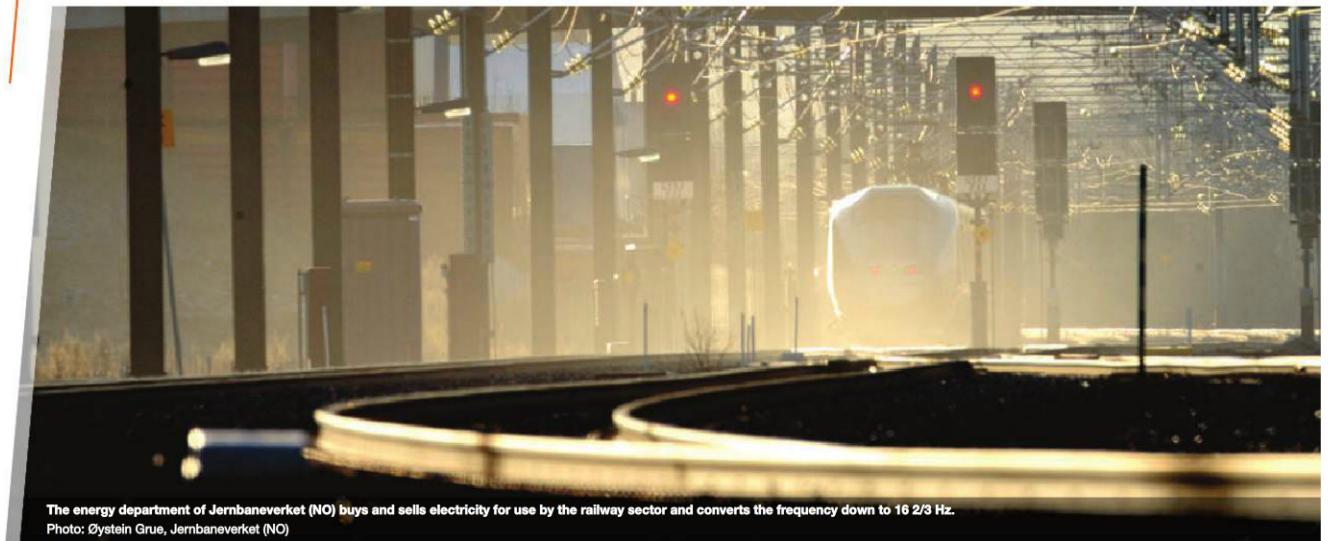
- Close co-operation **between members**
  - to benchmark and share best practices between EIM members
  - develop key performance indicators as part of the drive for business excellence.
- **Cross-industry co-operation** to develop a common approach to infrastructure resilience in order to enjoy a more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



## Co-operation

CEDR	Conference of European Directors of Roads
CER	Community of European Railway and Infrastructure Companies
CTG	Coordination Technical Groups
ELP	European Logistics Platform
ERA	European Railway Agency
ERRAC	European Rail Research Advisory Council
GRB	Group of Representative Bodies
NRB	Network of Representative Bodies (all railway associations recognised by ERA plus ERA representatives)
UIC	International Union of Railways
CEN	European Committee for Standardisation
CENELEC	European Committee for Electrotechnical Standardisation
COR	Committee of the Regions
Council	Council of the EU
EC	European Commission
EESC	European Economic and Social Committee
EP	European Parliament
IRG-Rail	Independent Regulator's Group –rail

JPCR	Joint Programming Committee Rail
ITI	Joint Technology Initiative
PermRep's	Permanent Representations of the Member States to the EU
RNE	RailNetEurope
CIT	International Rail Transport Committee
Academia	Universities, institutes, Consultants
CLECAT	European association for forwarding, transport, logistics and customs services
EFRTC	European Federation of Railway Trackworks Contractors
ERFA	European Rail Freight Association
ESC	European Shippers Council
SERAC	Single European Railway Area Committee
T&E	Transport & Environment
UIP	International Union of Wagon Keepers
UIRR	International Union of Combined Road-Rail Transport Companies
UITP	International Association of Public Transport
UNIFE	Association of the European Rail Industry



The energy department of Jernbaneverket (NO) buys and sells electricity for use by the railway sector and converts the frequency down to 16 2/3 Hz.  
Photo: Øystein Grue, Jernbaneverket (NO)

## HLIM (High-Level Infrastructure Meeting) 2014

### CONTEXT

---

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

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

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

Amongst the speakers were also:

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

### SAFETY LEADERSHIP WORKSHOP

---

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

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

### OUTLOOK

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The next HLIM will be hosted by the Polish rail infrastructure manager PLK in June 2015 in Warsaw (PL).

## HLIM – Safety Culture Workshop 2014

HLIM: Safety Culture Session – 05<sup>th</sup> June 2014

## Preparatory Work

## Agenda/Running Order

Time	Session	Lead
11.40	<b>Introductory Presentation</b>	
10 min	1a: Compelling Reason for Change	Pro-Rail CEO
	1b: Creating the Foundations for Safety Culture	NR Expert
10 min	1c: Building a Pro-Active Safety Culture	Pro-Rail Expert
	1d: Our Role as Safety Leaders	NR Exec
12.20	Plenary Discussion 1: Sharing IM Experiences	All (+ Trafikverket moderator)
12.30	<b>Workshop: Dilemmas in Improving Safety Culture</b> (Break into 2 Groups)	
15 min	WS1: Learning Culture (Facilitator: PR Expert)	All
15 min	Qu1: 'How do we engage our external stakeholders in the safety culture change journey?'	
15 min	Qu2: 'How do we learn from Near Accidents in a culture of claim and/or blame?'	
15 min	Commit to Action: 'What do we want to work on as a community to drive change?'	
15 min	Qu3: 'What do we need to do as safety leaders to create change?'	All
15 min	Qu4: 'How do we engage our employees to be pro-actively involved in safety change?'	
15 min	Commit to Action: 'What do we want to work on as a community to drive change?'	All (+ Trafikverket moderator)
13.30	Plenary Discussion 2: Feedback & Commitments	
13.45	Finish & Lunch	



## What is our role as safety leaders?

- > Visible commitment to safety – talk safety first
- > Open conversations
- > Listen and give feedback
- > Role model: workforce will follow our example
- > Don't walk by: acceptable is what you tolerate
- > Credible: serious | consistent



## What will we commit to do next?



## HLIM 2014 – Press Release



## Press Release

Stockholm, 10<sup>th</sup> June 2014European rail infrastructure managers discuss  
excellence in performance and safety

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

At the invitation of the Swedish infrastructure manager Trafikverket, the High-Level Infrastructure Managers' meeting took place in Stockholm. CEOs of all major European rail infrastructure managers discussed how to achieve greater excellence in performance and safety for their customers and stakeholders.

At the beginning of the meeting, the results of actions specified at previous high-level infrastructure manager meetings were presented: a paper highlighting examples of longer trains in Europe and 2012 KPIs on rail infrastructure performance and quality.

The event saw speakers of the Japanese and Turkish rail companies present global perspectives on maintenance, punctuality and investments. This was complemented by a presentation of RailnetEurope about the benefits of standardisation of core processes and tools for international traffic on freight corridors.

The last session of the event was dedicated to a workshop led by the Dutch infrastructure manager ProRail and the British infrastructure manager Network Rail. The workshop focused on Safety leadership and how to achieve a more holistic and pro-active approach to a fair safety culture in rail infrastructure managers and its importance for performance and punctuality. The participants brainstormed on rail infrastructure's safety leadership and how to develop a clear safety vision for European infrastructure managers with commitments throughout the entire value chain of rail infrastructure management.

Gunnar Malm, Director General of Trafikverket and President of EIM, welcomed the exchange of best practice between all rail infrastructure managers: "improving individual excellence in performance entails better service delivery to all our customers and stakeholders. The role of safety in terms of performance is crucial in this regard and I would be glad to see further discussions in this area on a wider European level."

Liber Lochman, Executive Director of CER, said: "The quality and capacity of the rail infrastructure is the essential prerequisite that makes rail attractive both to the railway undertaking as well as to their final clients. Today's meeting demonstrated the interest of infrastructure companies to improve their mutual cooperation and to deliver the expected infrastructure parameters to their customers."

Participants agreed to pursue further opportunities to develop benchmarking and exchange of best practices to drive safety leadership across Europe's railways.

2014-06-10 HLM Press Release EIM CER.doc - 1/2

## HLIM – Safety Culture Workshop 2014



HLIM plenary session on 5<sup>th</sup> June 2014, in Stockholm (SE)

## HLIM – Safety Culture Workshop 2014



Paul Plummer, Network Rail (UK)



Hans Ring, Trafikverket (SE)



Els Houtman, Infrabel (BE)



Right: Marion Gout-van Sinderen, ProRail (NL)



Daan Thijssen, ProRail (NL)



Jürgen Maier, BLS (CH)



Emma Head, Network Rail (UK)



1<sup>st</sup> left: Francisco Cardoso dos Reis, Refer (PT),  
2<sup>nd</sup> left: Joaquin Jimenez Otero, Adif (ES)

## Co-operation Agreement between EIM and CEDR

### FACTS

For several years, there has been an increasing trend towards a more multimodal and even multi-sectoral policy at EU level (White Papers, TEN-T guidelines, Juncker's investment programme, EC's C-ITS programme for Cooperative Intelligent Transport Systems, etc.). In addition, several larger railway operators have a more multimodal approach offering both rail and road related transport services. At national level, several public authorities (transport ministries/regulatory bodies) are in charge of several modes (rail, road, water, etc.).

In order to evolve with this trend and to serve customers and stakeholders much better whilst making best use of scarce capacity, EIM has concluded a co-operation agreement with the road association CEDR (Conference of European Directors of Road).

### IMPACT ON IMS

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

### EIM/CEDR OBJECTIVES

Our shared objectives are to improve efficiency, avoid unnecessary duplication of effort, increase the mutual sharing of knowledge and present coherent messages to relevant EU institutions. It is also important to identify the challenges that intermodal transport faces, align activities, develop common goals and create complementary objectives where possible between EIM and CEDR.

This should be done through open sharing of information and knowledge related to developments and activities in the EU law making process as well as on priorities, activities and results of research and innovation in rail, road and transport infrastructure.

### EIM/CEDR ACTIONS AND OBJECTIVE ACHIEVEMENT

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

### OUTLOOK FOR 2015

Creation of a joint coordination body and development of a joint activity plan for 2015 and beyond.



# Memorandum of Understanding between EIM and CEDR





Progressive railway infrastructure management is crucial for a thriving single European market.  
Photo: Mostphotos, Trafikverket, (SE)



”

2014 was a successful year for EIM and our members. With co-operation and commitment, EIM reinforced its position as Europe's single voice for rail infrastructure managers. Through profound co-operation with the members, all relevant EU institutions, PRIME and CEDR, EIM has made significant impact on the developments of the European railway sector. At EIM, we regard the future as bright, and we look forward to continuing with our participation in positively developing the European railway sector, and to seek new business opportunities to secure growth and sustainability.

**Monika Heiming**  
Executive Director of EIM



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## Communications of EIM

### FACTS

- EIM is part of several external EU and sector bodies and communicates with a large variety of actors
- EIM is keen to communicate in an open and transparent manner. Sharing news and opinions allows EIM to be more accessible and interactive with all its stakeholders:
  - > Internal (members, delegates, experts, staff)
  - > External (EU institutions, sector, media)
- Therefore, EIM has updated all media tools in order to become more available and accessible
- EIM is registered with the EU Transparency Register under the number 72770698007-81

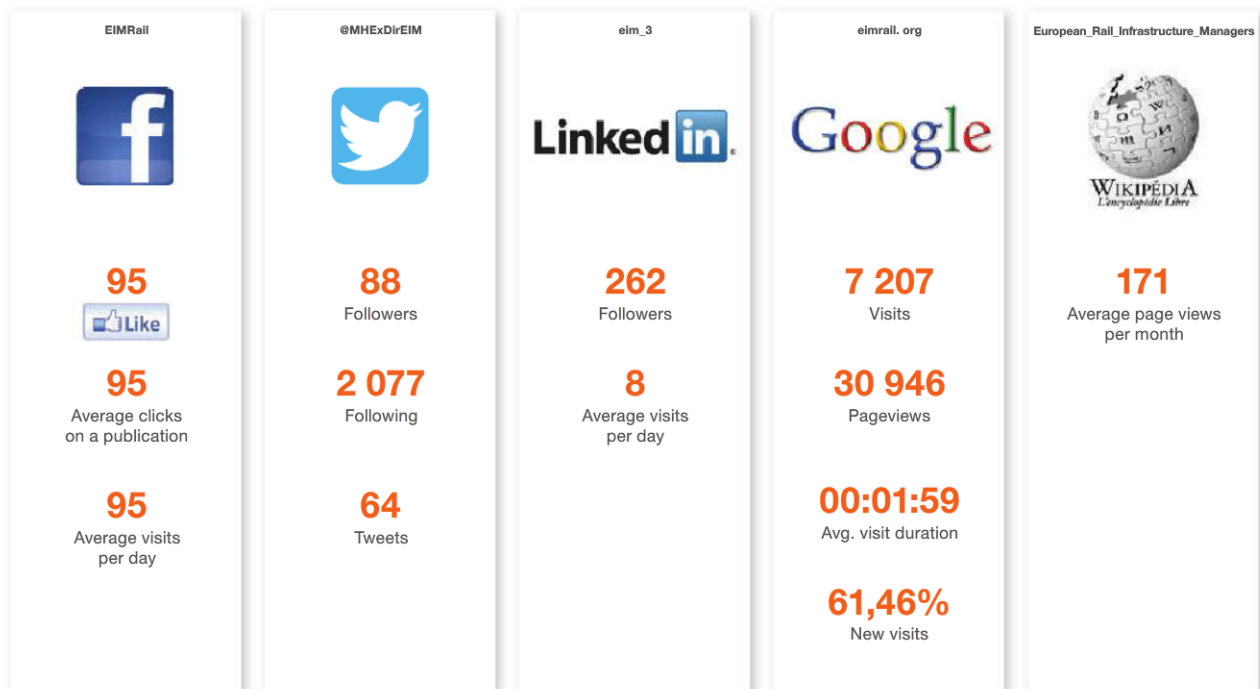
### DIGITAL COMMUNICATION VECTORS

- Within the scope of its communication activities, EIM has developed the following communication vectors:
  - > EIM Website: <http://www.eimrail.org> (7207 visits)
  - > EIM LinkedIn profile: EIM European Rail Infrastructure Managers (262 followers)
  - > EIM Facebook profile: European Rail Infrastructure Managers (95 followers)
  - > EIM Twitter account: @MHExDirEIM (88 followers)
  - > EIM Intranet (for members only): <https://eim.viadesk.com> (279 members)

### OTHER COMMUNICATION VECTORS

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

## EIM Interactive Analysis



06

COMMUNICATIONS

COMMUNICATIONS 145

## The European Rail Congress 2014

### EVENT

The European Rail Congress celebrates achievements in the wider European rail sector by presenting awards. The awards aim to:

- reward and encourage European railway excellence and innovation.
- disseminate the very best practices throughout Europe.
- help new markets learn from more established players.
- promote interoperability to achieve seamless rail travel across the whole of Europe.

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

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

### JUDGES

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



## The European Rail Congress 2014

### AWARD WINNERS FROM EIM IN 2014

- **High Speed 1** took the prize for Excellence in Environmental Sustainability. Their performance has been due to increasing innovation in design and persistent railway landscape management. Through this, they have created a sustainable railway corridor ("green corridor") which has increased biodiversity yet reduced overall maintenance costs.
- **Network Rail** received the Excellence in Safety and Security award for their cable theft prevention strategy. Their team managed to reduce the number of incidents and delay minutes by 82% in recent years.
- The **Network Rail** managed Glasgow Central Station received the European Rail Station of the Year award. The station had been substantially upgraded with the passenger in mind. All platforms, toilets, showers, escalators and entry gates were rebuilt and a new mobility access point was installed.

### JUDGES SPECIAL AWARD FOR EXCELLENCE IN INFRASTRUCTURE IN 2014

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

### OUTLOOK

The next European Rail Congress is scheduled for 2016.



From left to right: M. Verslype (ERA), M. Heimling (EIM), S. Roussel (EIM), V. Andersson (EIM), H. Ring (Trafikverket), J. Engelmann (ERA)



European Rail Congress 2014 selection panel



M. Heimling (EIM) speaking at award session



FCC Construction Award

HLIM-events on 2<sup>nd</sup> and 3<sup>rd</sup> June 2014 in Stockholm (SE)

HLIM opening ceremony



Social events



Working and social meetings



Visit of the City tunnel of Stockholm



## Other events in 2014 (selection)



05/2014: EIM at ERA conference, Lille (F)



08/2014: EIM at EC workshop on ERTMS, BRX (B)



12/2014: Technical visit to FTA (FIN)



08/2014: EIM at ERA workshop, Valenciennes (F)



02/2014: EIM strategic technical session, BRX (B)



08/2014: EIM at ERA round table at Innofrans, Berlin (D)



06/2014: EIM technical workshop, BRX (B)

# wascosa

## WASCOSA Future Day

### Trends and perspectives in rail-freight traffic

Thursday, 11 September 2014, from 9.30 hours (start 10.30 hours) to 17.40 hours  
Location: Swiss Museum of Transport in Lucerne

Presented by: Christine Blesinger



09.30 – 10.30 hours	Registration, breakfast snack
10.30 – 10.40 hours	Welcome by the president Christine Blesinger Word of welcome from Philipp Mühler, Chairman of the Board of Directors, WASCOSA AG
10.40 – 11.10 hours	Karl Michael Mohrhardt, CEO TFL Lucerne AG «Freight wagons as a strategic factor for success in the future of railways»
11.10 – 11.40 hours	Prof. Dr.-Ing. Markus Hecht, Professor, Chair/Institute of the Technical University Berlin «Technical possibilities and limits when building freight wagons in the future»
11.40 – 12.00 hours	Peter Balzer, CEO, WASCOSA AG «Freight wagon trends of the future»
12.00 – 12.30 hours	Break
12.30 – 13.30 hours	Mathias Hory, head researcher and subject «The power of megatrends and the future of mobility and transport»
13.30 – 14.00 hours	Lunch break
14.00 – 14.50 hours	Dr. Peter Fieglstein, Director Federal Office of Transport «The encouragement of freight traffic by the Swiss Federation»
14.50 – 15.15 hours	Georgina Thierker, executive and entrepreneur «The future of rail freight traffic between the priorities of politics and the economy»
15.15 – 15.40 hours	Dirk Flieger, Managing Director, ProRail Alstom «Prospects for the future of freight traffic in competition with trucks»
15.40 – 16.00 hours	Guest panel discussion «Is rail freight traffic heading for a good or bad future?» Karl Michael Mohrhardt, TFL Lucerne AG / Prof. Dr.-Ing. Markus Hecht, Technical University Berlin / Peter Balzer, WASCOSA AG Dr. Peter Fieglstein, Federal Office of Transport / Georgina Thierker, Executive and entrepreneur / Dirk Flieger, ProRail Alstom Dr. Martin Heide, Technical Deutscher Verkehrsbundverband e.V. (DVBV) / Thomas Hentschel, DVB Deutsche Logistik-Zentrale
16.00 – 16.30 hours	Break
16.30 – 17.30 hours	Dr. Bertrand Piccard, founder and pilot, Solar Impulse «Sustaining business and going new ways»
17.30 – 17.40 hours	Summary
17.40 hours	End

09/2014: EIM at Wascosa future day, Lucerne (CH)

## All events in 2014

Date	Events in 2014 involving EIM	Organiser	Location
23.01.2014	European Logistics Platform meeting	ELP	Brussels, BE
28.01.2014	PRIME kick-off meeting at the EC	EC/EIM	Brussels, BE
31.01.2014	EFRTC Policy & Research Committee	EFRTC	Paris, FR
21.02.2014	Polish TEN-T event	TEN-T/Polish government	Warsaw, PL
24.02.2014	Smart Rail Europe	Smart Rail Europe	Amsterdam, NL
24.03.2014	EIM/IRG Rail (network of rail regulators) meeting	EIM/IRG-Rail	Brussels, BE
27.03.2014	PRIME plenary meeting No. 2	EC/EIM/RFF	Paris, FR
30.04.2014	EC Freight Corridor event	EC	Brussels, BE
07-08.05.2014	ERA Rail System Conference	ERA	Lille, F
15.05.2014	UIRR annual event	UIRR	Brussels, BE
04.06.2014	PRIME plenary meeting No. 3	EC/EIM/Trafikverket	Stockholm, SE
20.06.2014	EC Shift*Rail conference	EC	Brussels, BE
26.06.2014	ERA's 10 <sup>th</sup> anniversary event	ERA	Valenciennes, FR
01.07.2014	EC/ERTMS strategy meeting	EC	Brussels, BE
04.07.2014	EC's Logistics Policy event	EC	Brussels, BE
08.07.2014	ERC Selection Panel Meeting	EC/EP/ERC	Brussels, BE
11.07.2014	ETRCs training seminar	College of Bruges	Bruges, BE

Date	Events in 2014 involving EIM	Organiser	Location
03.09.2014	Club Feroviar meeting on RO/EU issues	Club Feroviar	Brussels, BE
10-11.09.2014	Wascosa Future Day event on transport	Wascosa	Luzern, CH
15.09.2014	UIRR's working round table	UIRR	Brussels, BE
22-26.09.2014	InnoTrans	EIM/InnoTrans	Berlin, BE
08-09.10.2014	Transport Ticketing CEE 2014 Convention	Clarion Events	Warsaw, PL
09.10.2014	IRU Road Conference	IRU	Brussels, BE
09/10.10.2014	EC CEF Info Day event	EC	Brussels, BE
21.10.2014	TEN-T core network	EC DG MOVE	Brussels, BE
24.10.2014	PRIME plenary meeting No. 4	EC/EIM/ADIF	Madrid, ES
06-07.11.2014	Mobility Convention 2014 event	Roland Berger	Cologne, DE
10-11.11.2014	UN WP on Intermodality and Logistics	UN	Geneva, CH
11.11.2014	ECR Rail Congress Summit	ECR	London, UK
13.11.2014	VAP event	VAP	Zürich, CH
20.11.2014	EGRB ERA ExDir welcoming event	GRB	Brussels, BE
25.11.2014	ERA interference conference	ERA	Valenciennes, FR
04.12.2014	UIRR event	UIRR	Brussels, BE
10.12.2014	RFG Christmas Event	RFG	London, UK



The bridge over the River Sado (PT) forms part of an important high speed route into Lisbon and was completed in 2010.  
Photo: REFER (PT)



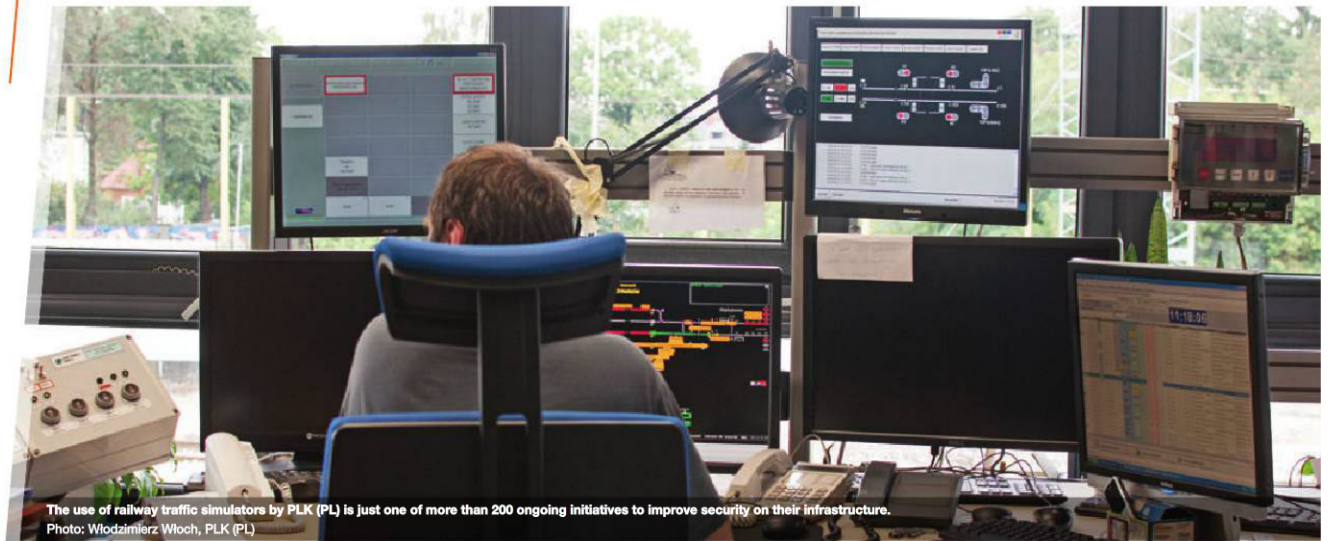
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As a founding member of EIM, I am extremely proud to see that the association has evolved into a truly representative body of rail infrastructure managers which work in an open and cooperative manner to deliver a safe, sustainable, performing and customer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

**Francisco Cardoso dos Reis**

Vice-President of EIM and Senior Advisor of REFER  
Board of Administration, Portugal





The use of railway traffic simulators by PLK (PL) is just one of more than 200 ongoing initiatives to improve security on their infrastructure.  
Photo: Włodzimierz Włoch, PLK (PL)



## TOPICS

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## Legal Information of EIM

> Designation	European Rail Infrastructure Managers
> Legal Status	aisbl (International Non-Profit Association)
> Registered office	Square de Meeûs 1; B-1000 Brussels
> Statutes	<a href="http://www.eimrail.org/pages/eim-statutes">www.eimrail.org/pages/eim-statutes</a>
> VAT number	BE0827.789.090
> Transparency Register n°:	72770698007-81
> Auditor:	Deloitte

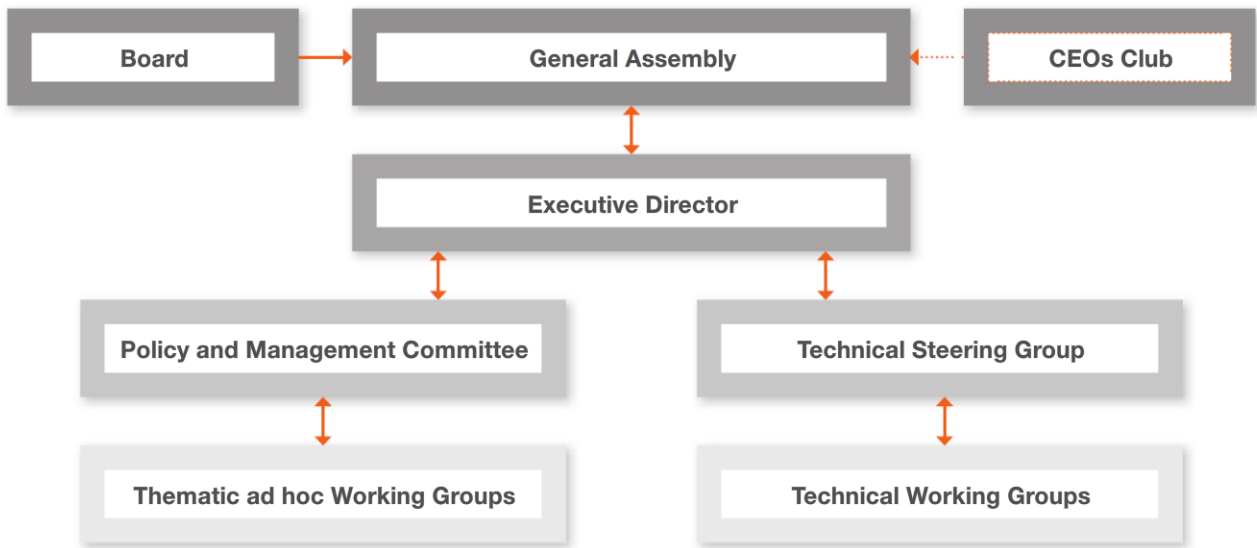
### THE ASSOCIATION

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

The members of EIM are committed to improving railway infrastructure management and the services they provide to their customers. This is fulfilled by promoting self-improvement through benchmarking and the exchange of best practice.

The organisational structure of EIM is designed to provide IMs with the best platform to achieve these goals.

## Organisational Structure



## EIM Board (as of November 2014)

**Paul Plummer**  
Network Rail (UK)  
*President*



**Antti Vehviläinen**  
Finnish Transport Agency (FI)  
*Vice-President*



**Alain Quinet**  
SNCF Réseau (FR)  
*Vice-President*



**Francisco Cardoso dos Reis**  
REFER (PT)  
*Vice-President*



## Human Resources

### FACTS

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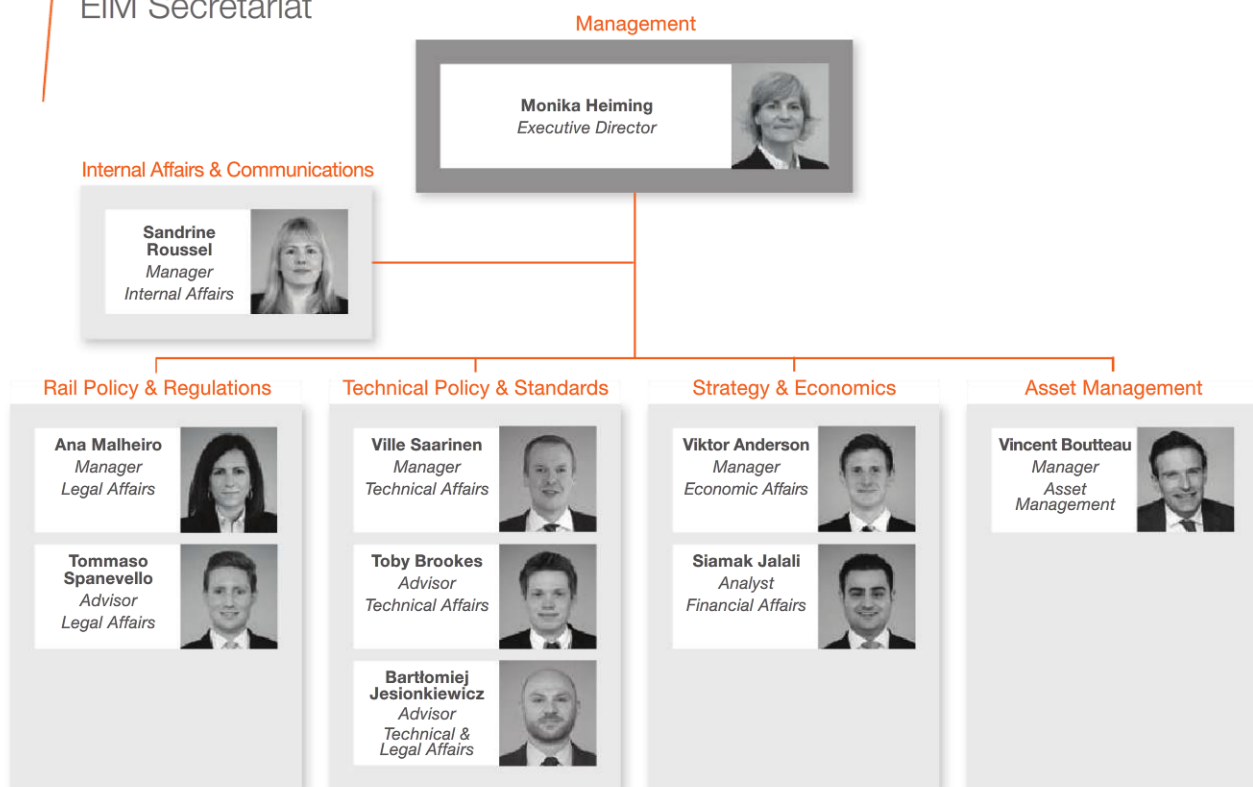
- EIM strives to be a valuable employer, offering an attractive, multicultural and balanced working environment.
- EIM's objective is to be a more open, diverse and inclusive organisation.
- EIM has a culture based on team work, mutual trust, empowerment, gender equality.

### STAFF

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

## EIM Secretariat



## EIM Membership

### MEMBERSHIP CATEGORIES

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

The membership requirements are:

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

### WHY BECOME A MEMBER?

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

### HOW TO BECOME A MEMBER?

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

This can be performed by either:

- sending an e-mail to [info@eimrail.org](mailto:info@eimrail.org).
- by completing the membership application form on EIM's website.

### MEMBERSHIP FEES

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

## Quality Management

### CONTEXT

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

### PROCESS

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

### OUTPUT

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- Coherent technical strategy in line with the strategic objectives of the association.
- Improved access to and knowledge of all main technical issues.
- Strengthened exchange between the members at expert and management level.
- Improved processes and output.
- Early identification of the needs of members.
- Customised specialist events and training sessions.



# Quality Management Process

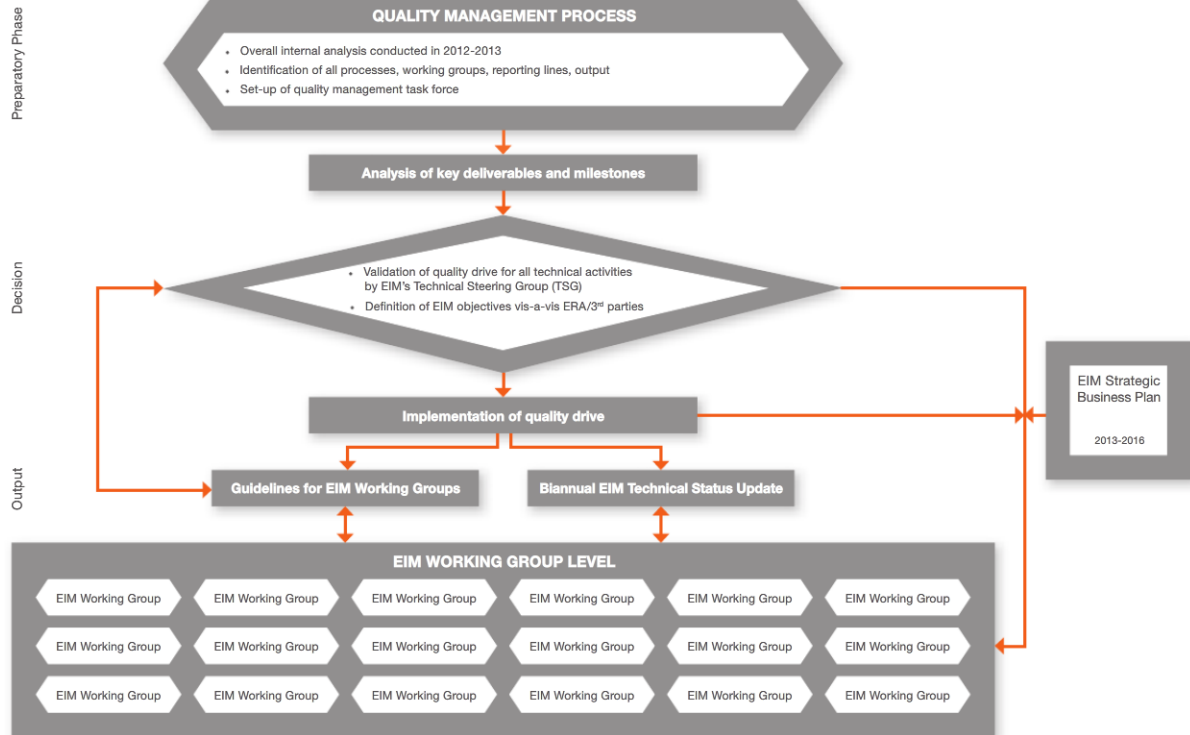
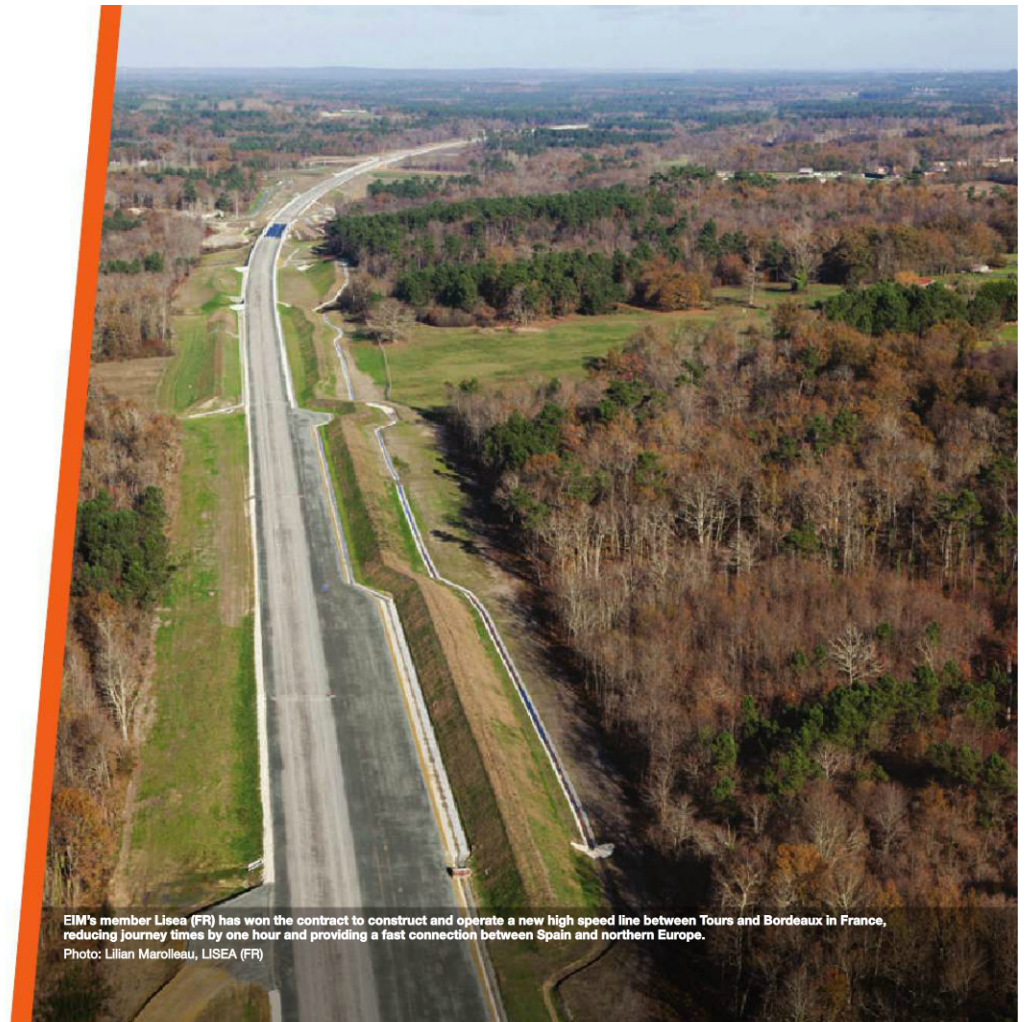


Illustration: EIM

INTERNAL AFFAIRS

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EIM's member Lisea (FR) has won the contract to construct and operate a new high speed line between Tours and Bordeaux in France, reducing journey times by one hour and providing a fast connection between Spain and northern Europe.  
Photo: Lilian Marolleau, LISEA (FR)

## Glossary

### **Asset Management**

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

### **Community of European Railway and Infrastructure Companies (CER)**

A body representing railway operators and infrastructure managers at European level.

### **Contractual agreement**

An agreement, or mutatis mutandis, within the framework of administrative measures

### **Coordinator Technical Groups (CTG)**

Body which coordinates EIM/CER technical work, with input from UIC.

### **Committee on the Environment, Public Health and Food Safety (ENVI)**

Committee on the Environment, Public Health and Food Safety is a Committee of the European Parliament which deals with environmental policy and environmental protection measures, public health and food safety measures.

### **Committee on Industry, Research and Energy (ITRE)**

The Committee on Industry, Research and Energy is a committee of the European Parliament, whose areas of responsibility relate to industry, information technology, and telecommunications. It also coordinates European space policy and therefore has ties with the European Space Agency.

### **Committee on the Internal Market and Consumer Protection (IMCO)**

The Committee on the Internal Market and Consumer Protection is a Committee of the European Parliament responsible for the legislative provisions of the EU concerning the free movement of goods, services and professionals, customs policy, harmonisation and consumer protection.

### **Committee on Transport and Tourism (TRAN)**

The Committee on Transport and Tourism is a Committee of the European Parliament which deals with the policy of the EU in the fields of rail and road transport, inland and maritime shipping and aviation, traffic regulations, the development of the TEN-T network, road safety and the relations with international transport organisations.

### **Convention concerning International Carriage by Rail (COTIF)**

International Convention concluded in 1980 aiming at developing uniform systems of law which could apply to the carriage of passengers and freight in international rail traffic.

### **European Committee for Standardisation/European Committee for Electro-technical Standardisation (CEN/CENELEC)**

These bodies are responsible for defining technical standards for the European Single Market in all areas of economic activity.

### **European Court of Justice (ECJ)**

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

## Glossary

### European Federation of Railway Trackworks Contractors (EFRTC)

Body representing companies which are contracted by IMs to carry out maintenance/construction work on railways.

### European Rail Infrastructure Managers (EIM)

The association promoting the views of railway infrastructure managers in Europe.

### European Rail Freight Association (ERFA)

ERFA is the association of new operators in the rail freight market across Europe, mostly private and independent companies.

### European Rail Research Advisory Council (ERRAC)

Body that coordinates rail research at the European level.

### European Rail Traffic Management System (ERTMS)

A project aimed at replacing the different national rail control-command and signalling systems in Europe with a single system.

### European Railway Agency (ERA)

An agency of the European Commission responsible for promoting interoperability in the European railway system.

### European Parliament (EP)

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

### First Railway Package

A package of European measures designed to stimulate the European railway sector by encouraging competition and separating infrastructure management from operations.

### Fourth Railway Package

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

### Framework agreement

A legally binding general agreement under public or private law, setting out the rights and obligations of an applicant and the infrastructure manager in relation to the infrastructure capacity to be allocated and the charges to be levied over a period longer than one working timetable.

### Infrastructure Manager (IM)

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

### Intergovernmental Organisation for International Carriage by Rail (OTIF)

The Intergovernmental Organisation for International Carriage by Rail governs international rail transport. As of 2013, 46 European, African, and Near Eastern states are members.

### International Association of Public Transport (UITP)

International network for public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry.

## Glossary

### **International Union of Railways (UIC)**

An international rail industry body promoting rail transport at a world level.

### **International Union of Wagon Keepers (UIP)**

Brussels based umbrella association of national associations of wagon keepers from fourteen European countries.

### **International Union of Combined Road-Rail Transport Companies (UIRR)**

Organisation representing European operators of intermodal transport (involving the combination of road and rail transport).

### **Multi-annual Contract (MAC)**

A medium to long term agreement between the state and its infrastructure manager outlining the funding to be given to the IM in exchange for agreed levels of service/performance.

### **National Safety Authority (NSA)**

The national body entrusted with the tasks regarding railway safety by a Member State in order to ensure a unified safety regime in Europe.

### **Performance scheme**

Part of the infrastructure charging scheme which is aimed at encouraging railway undertakings and infrastructure managers to minimise disruption and improve the performance of the railway network. It may include penalties for actions which disrupt the operation of the network, compensation for undertakings which suffer from disruption and bonuses that reward better than planned performance.

### **Policy and Management Committee (PMC)**

EIM body, consisting of at least one delegate from every EIM member. The PMC shall be the normal mechanism through which member companies exercise day-to-day influence in the activities and statements of EIM.

### **Public Private Partnership (PPP)**

A financial arrangement where a private investor works together with the public services to build or operate infrastructure.

### **Rail Net Europe (RNE)**

A body grouping European infrastructure managers to allow the planning of international train paths.

### **Rail Market Monitoring Scheme (RMMS)**

The RMMS Instrument through which the European Commission monitors the technical and economic conditions and market developments of European rail transport.

### **Railway Interoperability and Safety Committee (RISC)**

Holds the deciding vote on whether a draft TSI, CSM, CSI or CST can be adopted by the European Commission. The committee consists of representatives from the Member States and is chaired by the European Commission.

### **Railway Undertaking**

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

### **Regulatory body**

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

## Glossary

### **Rolling Stock (RS)**

Vehicles which operate on the railway, such as locomotives, freight wagons or coaches.

### **Safety Management System (SMS)**

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

### **Sectoral Social Dialogue (SSD)**

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

### **Single European Railway Area Committee (SERAC)**

The SERAC is a committee that is composed of Member States and chaired by the Commission. It was set up a few years ago as a mechanism of control of the Commission which enjoys powers to enact legislation without going through the normal procedure i.e. consulting the Parliament and the Council.

### **Technical Specification for Interoperability (TSI)**

Specifications drafted by ERA and adopted by the EC, to ensure the interoperability of the trans-European rail system.

### **Technical Steering Group (TSG)**

EIM body, consisting of senior technical managers involved in ERA's TSI process work or other areas. The TSG's task is to monitor and review the work of EIM's Working Groups and to decide EIM's positions on specific technical issues.

### **Trans-European Transport Network (TEN-T)**

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

### **Union of the European Railway Industries (UNIFE)**

Represents the railway supply industry i.e. companies responsible for the design, manufacture, maintenance and refurbishment of guided land transport systems, subsystems and related equipment.

### **Working Group (WG)**

Basic EIM unit in which experts from EIM's member organisations work on technical aspects of the rail system. WGs report to the TSG and advise EIM's deciding bodies on technical issues. Most EIM Working Groups second speakers to ERA Work Groups.

### **Working Party (WP)**

A significant part of ERA's workgroups are called "Working Parties". Working Parties are dedicated to the drafting of specific TSIs, CSMs, CSI, CST etc. with experts from rail stakeholder organisations.

## Acronyms

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



## Acronyms

<b>MEP</b>	Member of European Parliament	<b>SAF</b>	Safety
<b>MFF</b>	Multi-Annual Financial Framework	<b>SEC</b>	Security
<b>NOI</b>	Noise	<b>SRT</b>	Safety in Railway Tunnels
<b>MoU</b>	Memorandum of Understanding	<b>TAF</b>	Telematic Applications for Freight
<b>NRB</b>	Network of Representative Bodies	<b>TAP</b>	Telematic Applications for Passengers
<b>NSA</b>	National Safety Authority	<b>TDC</b>	Train Detection Compatibility
<b>OPE</b>	Operations and Traffic Management	<b>TEL</b>	Telecom
<b>OTM</b>	On-Track Machines	<b>TEN</b>	Trans-European Networks
<b>PRIME</b>	Platform for Rail Infrastructure Managers in Europe	<b>TEN-T</b>	Trans-European Transport Network
<b>PRM</b>	Persons with Reduced Mobility	<b>TRAN</b>	Committee on Transport and Tourism in the European Parliament
<b>PSO</b>	Public Service Obligations	<b>TSI</b>	Technical Specification for Interoperability
<b>R&amp;D</b>	Research and Development	<b>UIC</b>	International Union of Railways
<b>RFC</b>	Rail Freight Corridors	<b>UIP</b>	International Union of Wagon Keepers
<b>RNE</b>	RailNetEurope	<b>UIRR</b>	International Union of Combined Road – Rail Transport Companies
<b>RINF</b>	Register of Infrastructure	<b>UITP</b>	International Association of Public Transport
<b>RISC</b>	Railway Interoperability and Safety Committee	<b>UNIFE</b>	European Railway Industry Association
<b>RP</b>	Railway Package	<b>XA</b>	Cross Acceptance
<b>RU</b>	Railway Undertaking		
<b>S2R</b>	Shift2Rail		







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