

EIM

ANNUAL
REPORT
2015



European Rail
Infrastructure
Managers



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The Infrastructure Environment



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Introduction

Rail infrastructure managers (IMs) continue to play a crucial role in the European transport sector, bringing their important contribution in terms of economic growth, competitiveness, innovation, sustainability and social cohesion.

From the increasing competitive pressure in the global economy to the infrastructure gap in an enlarged EU, the challenges the transport sector face today need to be tackled on European and national level alike. Long-term investment plans and the development of innovative financial instruments will continue to grow in importance if the transport sector is to support European economy.

The general trend for Europe's industrial policy puts innovation at its heart pointing towards greater cooperation on a multimodal level, standardisation and digitalisation. Rail infrastructure managers will have to seize these opportunities both at European and national level.

EIM is committed to supporting its members in accomplishing these tasks and realising their full potential.

Antti Vehviläinen

President of EIM and Director-General of FTA,
Finland

Monika Heiming

Executive Director of EIM

Our Strategic Vision 2014-2019

THE FUTURE EU RAIL TRANSPORT SYSTEM

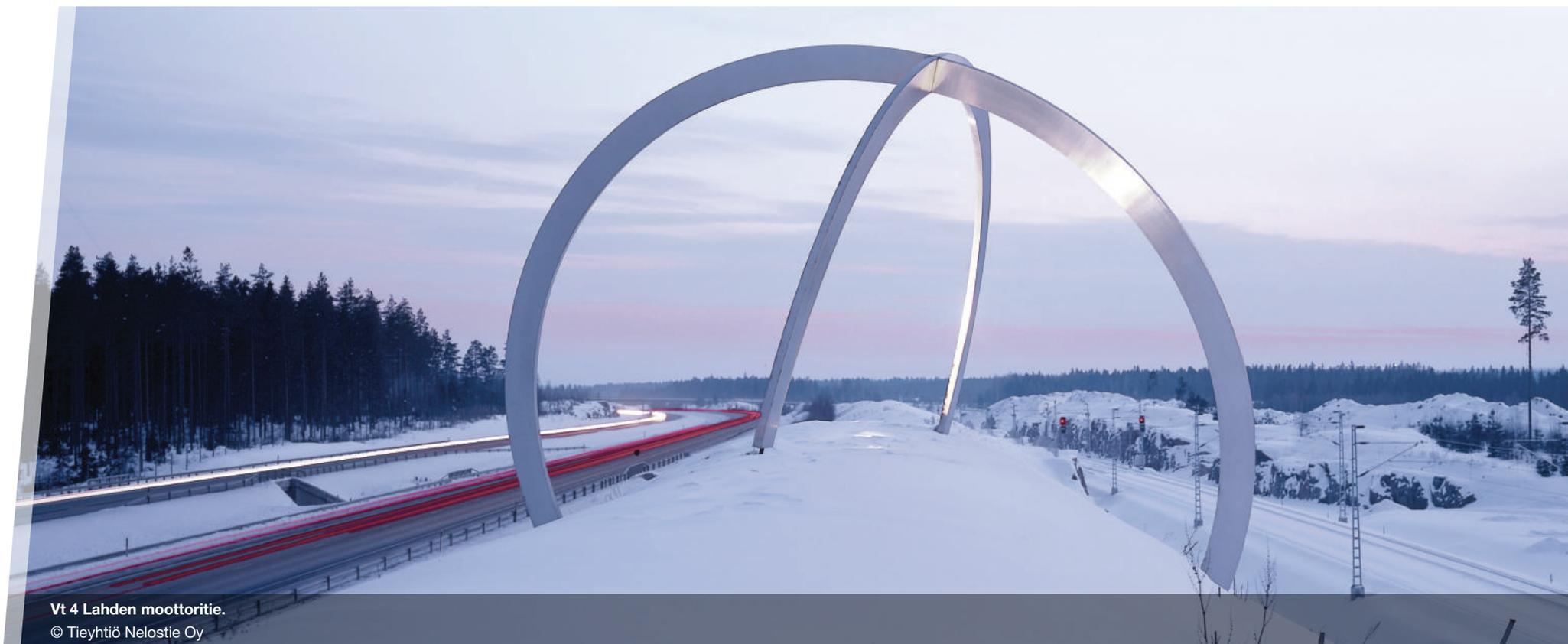
- ... will have to deliver excellent **value for money** for customers and taxpayers
- ... will need to connect better to allow **end-to-end journeys** within and across modes
- ... will need to grow to **serve more passengers and carry more goods**
- ... will need to have the **highest standards of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

THE FUTURE RAIL INFRASTRUCTURE MANAGER

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

THE FUTURE AGENDA OF THE EU

- ... will continue to support **rail infrastructure managers** and engage in **dialogue via the platform of rail infrastructure managers (PRIME)** to allow for EU objectives, system coherence, service delivery and benchmarking to be delivered successfully
- ... will drive forward the **connection of rail with other transport modes** through a collaborative cross-modal platform
- ... will give **rail infrastructure managers the appropriate mandate** encompassing all functions and levers for optimal planning, building, charging and capacity allocation as well as service and performance delivery
- ... 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



Vt 4 Lahden moottoritie.
© Tieyhtiö Nelostie Oy



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Rail infrastructure managers (IMs) will face new trends, opportunities and challenges stemming from the ongoing digital revolution.

Consequently, IMs will need to address mobility from a wider angle, requiring increased cooperation across the transport value chain than ever before.

In parallel, new competencies and assets need to be mastered in a smart way, such as advanced robotics, automation, information protection and sharing, predictive maintenance, etc.

The infrastructure manager of tomorrow is a fully smart and interconnected one. We are getting prepared.

Antti Vehviläinen

President of EIM and Director-General of FTA,
Finland



© EIM



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For the EC, the infrastructure manager has a tremendously strategic role in tackling Europe’s future mobility and completing the Single European Railway Area.

The EC work programme reflects this via various legislative initiatives (4th Railway Package, Recast), standardisation and harmonisation activities, innovative funding (EFSI, CEF), innovation (Shift²Rail), digitalisation (various EU/sector platforms).

The EC also paves the way ahead by approaching transport as an ecosystem, necessitating multimodal infrastructure management. In that sense, infrastructure managers are expected to think and work beyond the national and mode boundaries and to form a coherent set of infrastructure managers, forming the backbone of the EU transport system.

Henrik Hololei

Director-General for Mobility and Transport,
European Commission



Hanzeboog Bridge (The Netherlands).
Photo: Jos van Zetten – © ProRail



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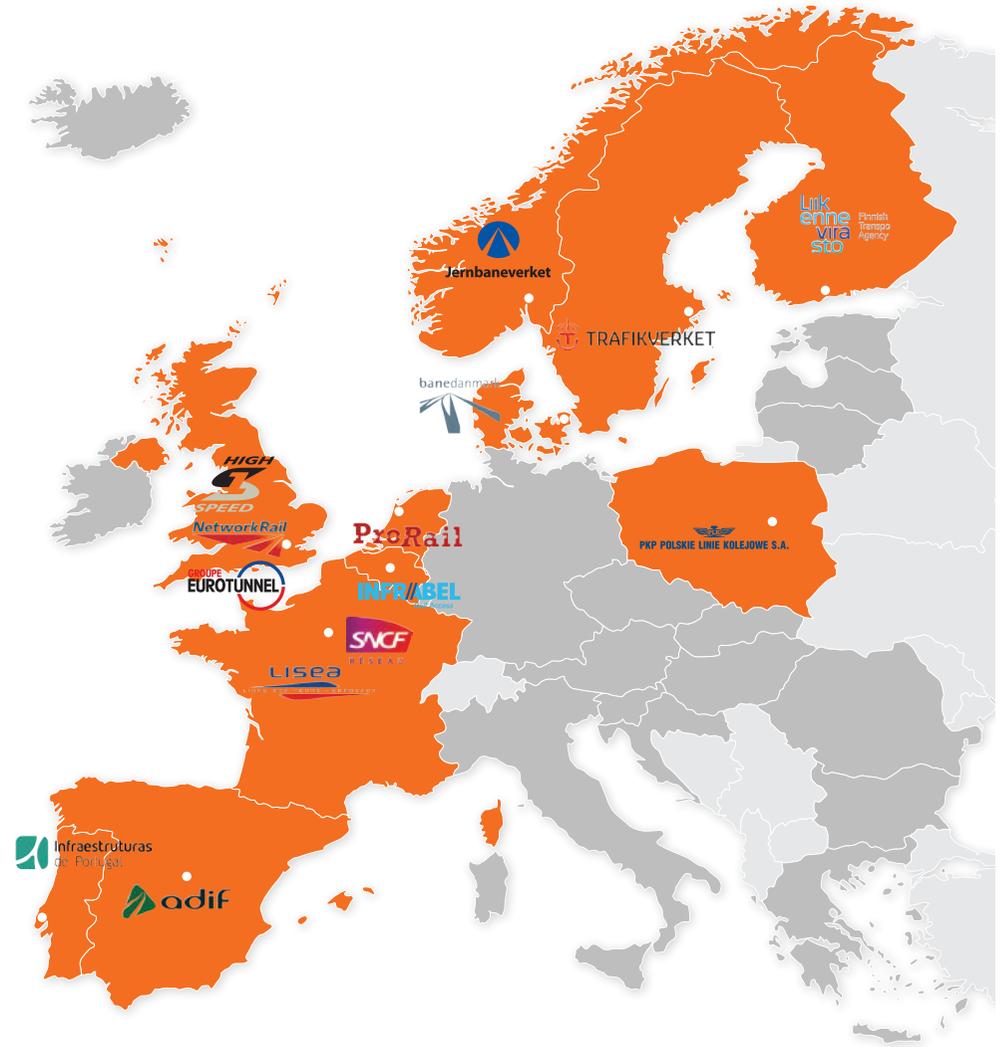
The transport of the future must be greener if we want it to have a future after all. In my eyes there are two priorities: Firstly, we need to create fair competition so that environmentally-friendly modes are no longer put at a disadvantage. Secondly, we need to align the investments with our climate goals. Our railways are underfunded and cannot tap into their full potential. Let's move and fix these things now!

Michael Cramer

Chairman of the Committee on Transport and Tourism (TRAN),
European Commission

Our Members and Our Association

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



EIM in a nutshell

Founded:	March 2002
Designation:	European Rail Infrastructure Managers
Legal from:	aisbl (International Non-Profit Association)
Statutes:	www.eimrail.org/pages/eim-statutes
VAT number:	BE0827.789.090
Transparency Register:	531034421340-14
Auditor:	Deloitte
Coverage:	11 countries
Members:	12 full members and 2 associate members
President:	Antti Vehviläinen (FTA)
Executive Director:	Monika Heiming

Contact

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Phone:	+32 2 234 37 70
Website:	www.eimrail.org
E-mail:	info@eimrail.org

The Association

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

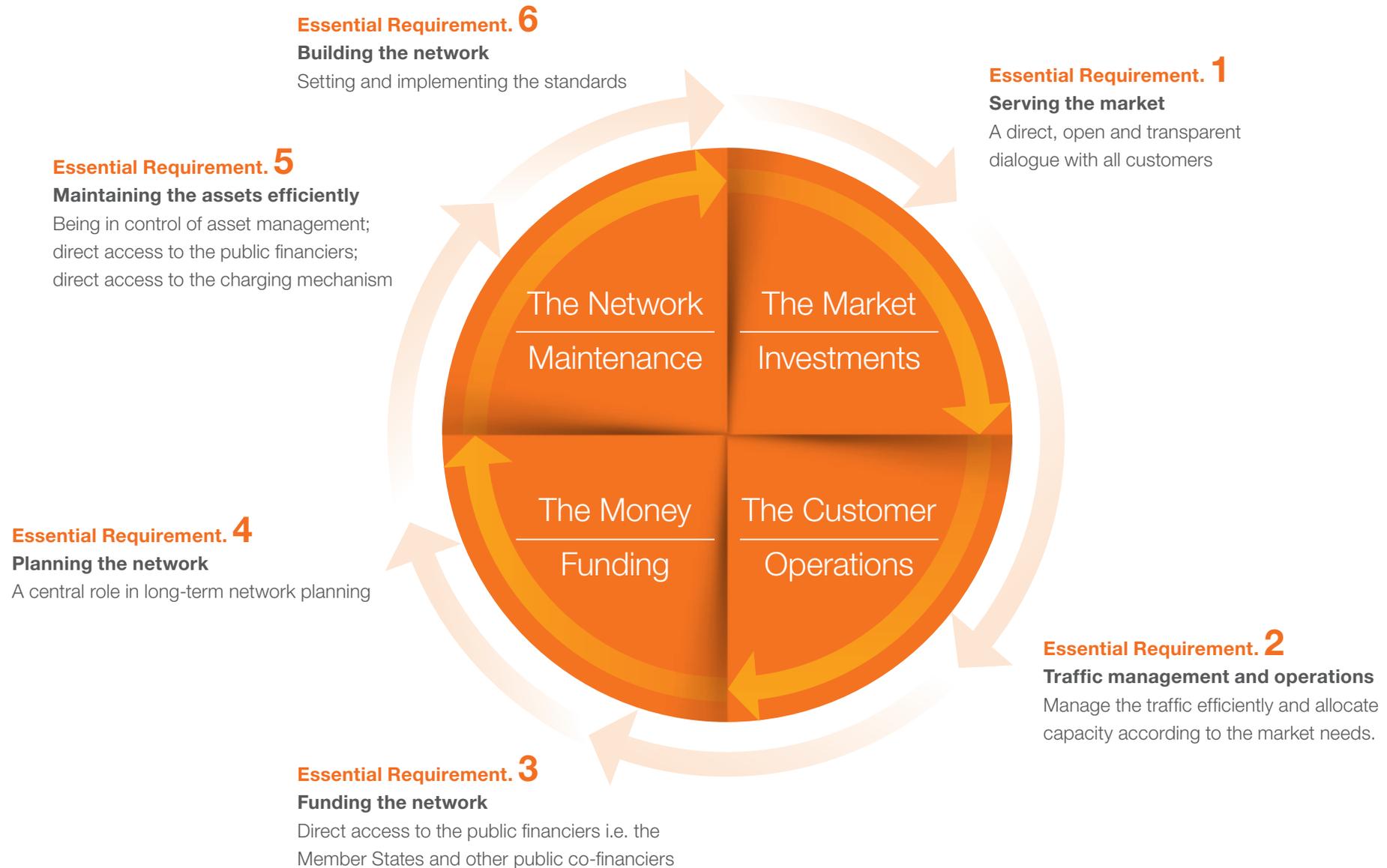
Mission

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

Vision

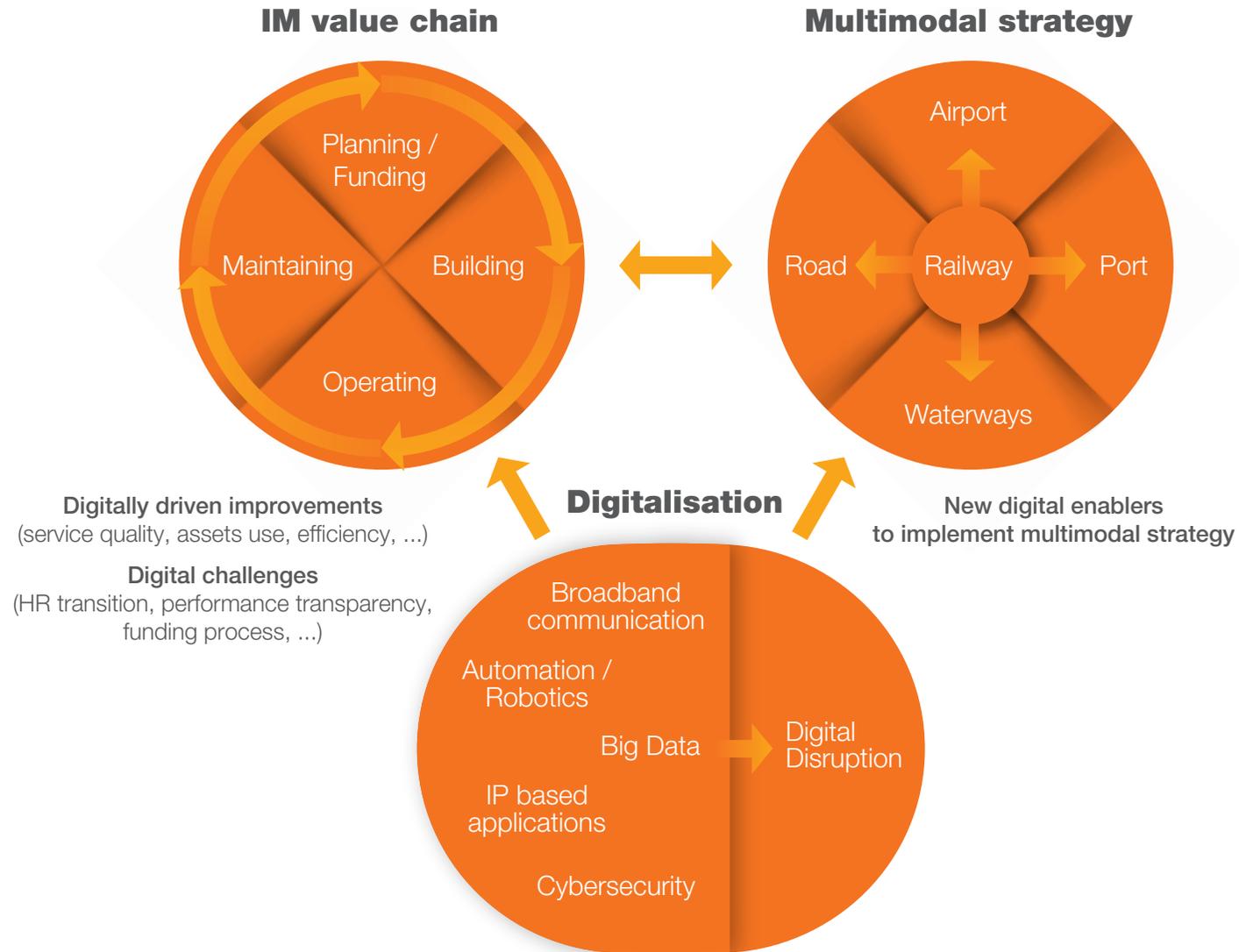
- EIM supports an open and seamless European rail network, promoting a safe and sustainable transport system.

Business Model of an Infrastructure Manager



Outlook – The Future Rail IM

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





Works for the project 'Sporen in Den Bosch' (The Netherlands).
Photo: Taco Anema – © ProRail (NL)

EIM Key Activities 2015

01
POLICY

02
TECHNICAL

03
FINANCIAL

04
BUSINESS

01

POLICY



A train loaded with ore, passes the snow-covered railroad-depot in Vassijaure (Sweden).

Photo: Thomas Johansson – © Trafikverket

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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”.

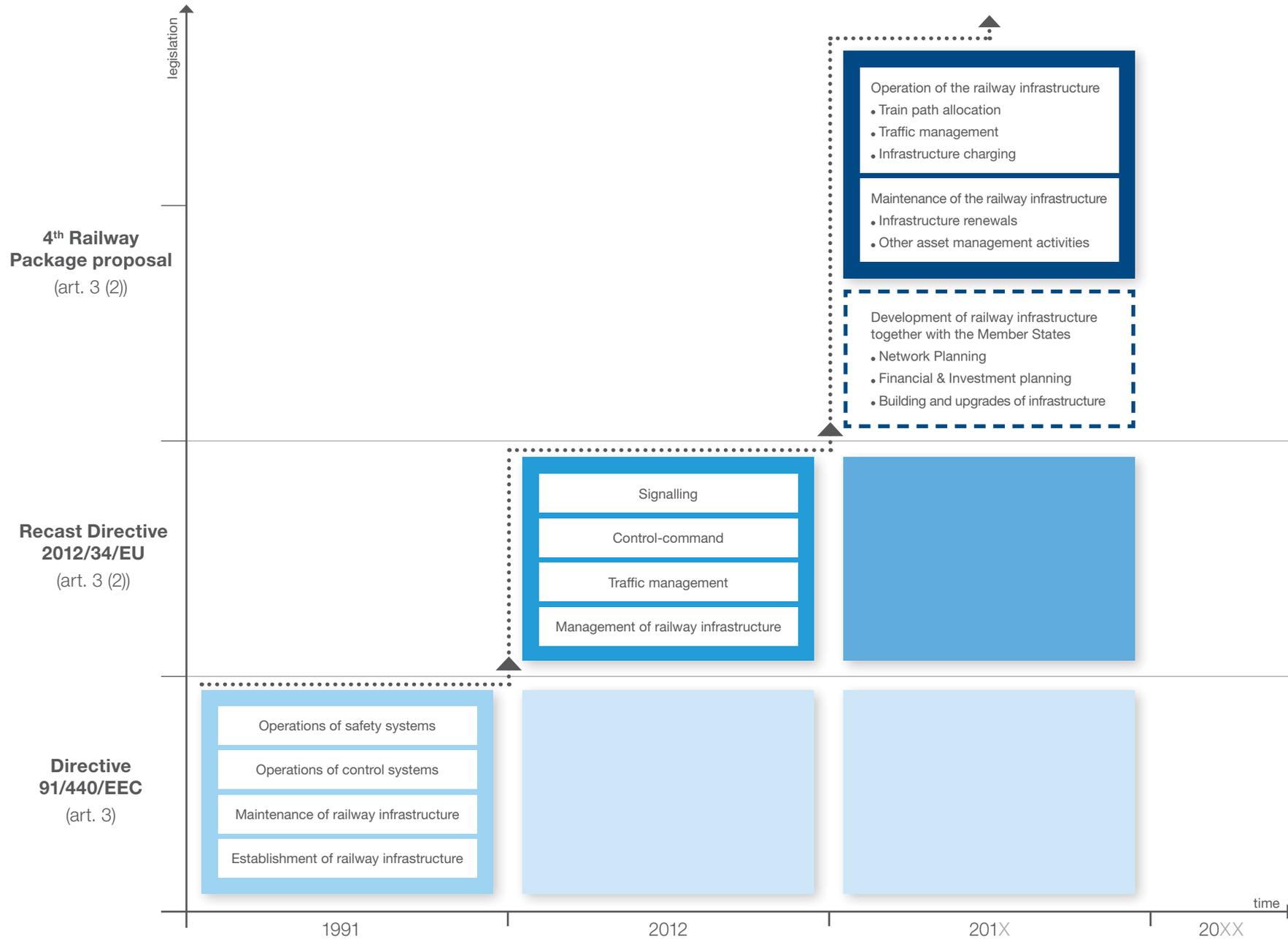
Directive 2012/34/EU (the “Recast” Directive) defined an infrastructure manager as “the entity responsible, among others, for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling”.

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 in its proposal for a 4th Railway Package.

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”.

2015 state of play: The proposal of the Commission has been changed by the Council and the European Parliament during the negotiations of the Fourth Railway Package at First Reading. According to the General Agreement of the Council, the infrastructure manager would be responsible for operations (i.e. train path allocation, traffic management and infrastructure charging), maintenance (i.e. works intended to maintain the condition and capability of existing infrastructure) and renewal (i.e. major substitution works on the existing infrastructure which do not change its overall performance). The infrastructure manager would participate on the development of the infrastructure (i.e. network planning, financial and investment planning as well as the building and upgrading of the infrastructure) within the framework of the general policy on development and financing of infrastructure established by Member States.

An Infrastructure Manager's Function in EU Legislation



FACTS

- The 4th RP is a legal initiative of the European Commission, published on 30 January 2013. The package consists of six legislative proposals, divided into a Political and a Technical pillar – including three proposals each. The aim is to update and revise the legal framework for the functioning of the railway sector in order to complete the Single European Rail Area.
- On 8th October 2015, the Transport Council unanimously adopted its general approach on the Market Pillar of the Fourth Railway Package. Negotiations between the European Parliament, the Council and the Commission continue under the Dutch Presidency.
- On 10th December 2015, the Council of the EU adopted its first reading on the Technical Pillar of the Fourth Railway Package.

IMPACT ON IMS

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

EIM OBJECTIVES

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

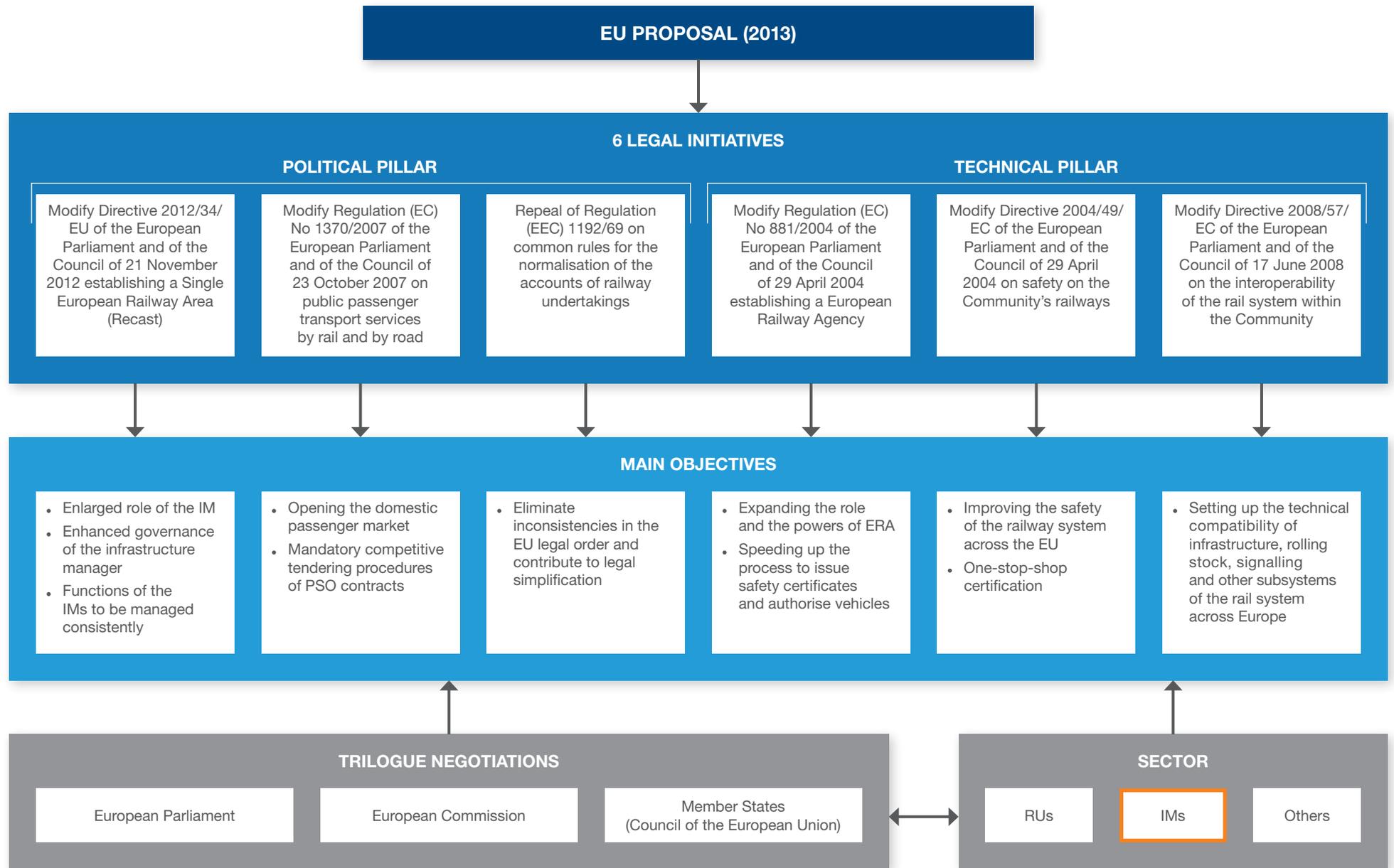
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- 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 both the Market and the Technical Pillar.

OUTLOOK 2016

- The Council is expected to adopt a Common Position on The Market Pillar on May 2016.
- The EC expects an early second reading to be concluded after the summer break.

The 4th Railway Package



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 IMs 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.

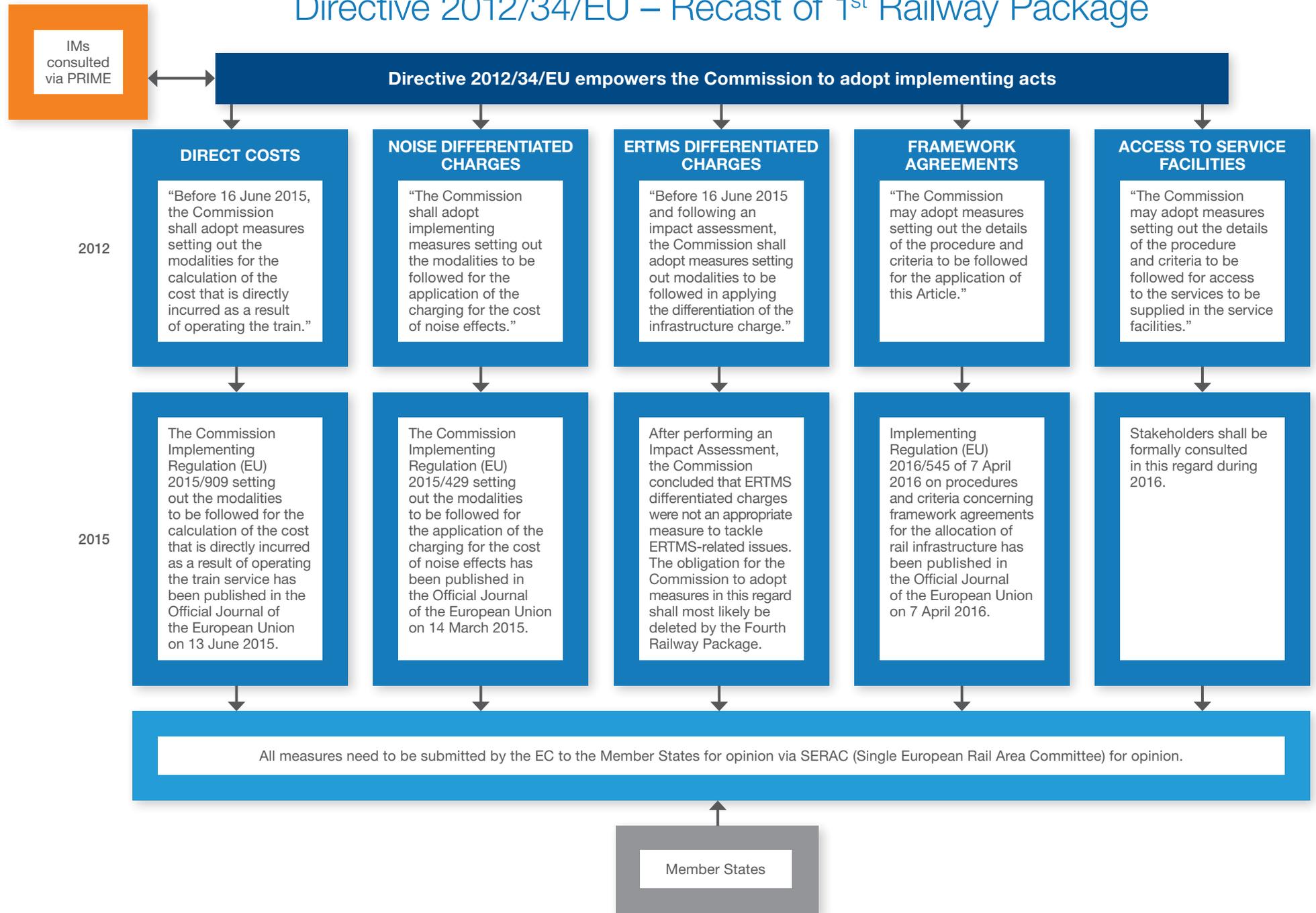
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- 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 2016

- The Recast Directive was to be transposed into national law by MS by 16 June 2015.
- In 2016, the Commission could take some MS to the Court for failure to transpose the Directive into national law / infringement of specific provisions of the Recast Directive.
- In 2016, stakeholders shall be consulted on the implementing acts on Access of Services Facilities and schedule for capacity allocation.

Directive 2012/34/EU – Recast of 1st Railway Package



FACTS

- According to Directive 2012/34/EU recasting the First Railway Package, each Member State shall ensure that a Contractual Agreement is concluded between the competent authority and the infrastructure manager covering a period of not less than five years.
- The Contractual Agreement should fulfil the principles and parameters set out in the annex of the Directive which include, among others, the structure of payments or funds allocated to the infrastructure services and user-oriented performance targets, in the form of indicators and quality criteria.
- Consistency needs to be ensured between the infrastructure development strategy, the IM's business plan and the Contractual Agreement.
- Member States had to transpose Directive 2012/34/EU into national law by 16th June 2015.

IMPACT ON IMS

- Contractual agreements concern key aspects for IMs such as the structure of payments or funds allocated to the infrastructure or user-oriented performance targets.

EIM OBJECTIVES

- Facilitate a continuous and open dialogue between EIM members and the European Commission on the application of the current regulatory framework on Contractual Agreements.
- Ensure that any recommendations of the EC reflect the reality of the industry and create a workable operational framework for infrastructure management.

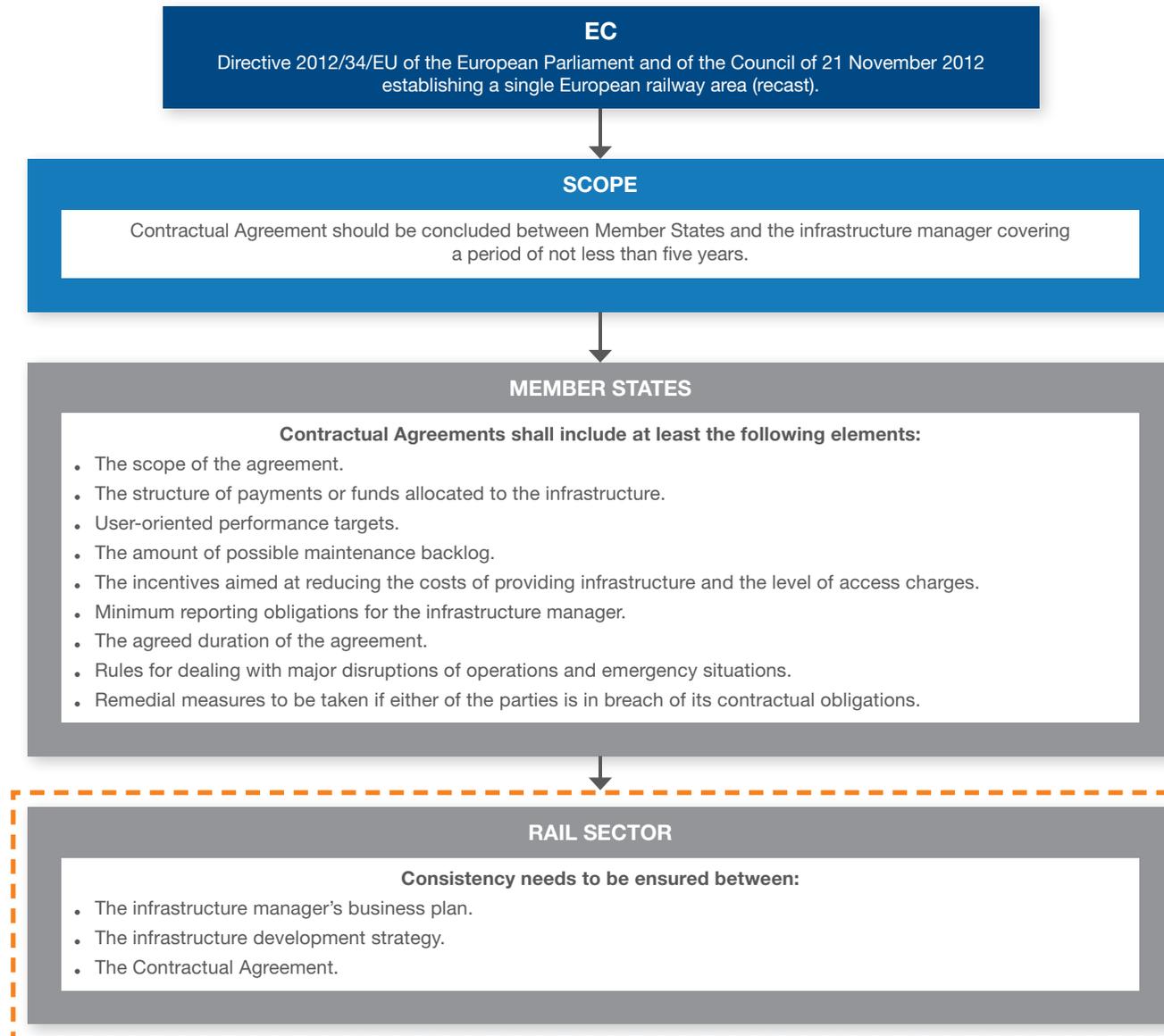
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Exchange best practices among members.
- Organisation of a workshop to discuss the current regulatory framework on Contractual Agreements. Members were given the opportunity to exchange with the Commission in this regard.

OUTLOOK 2016

- The Commission may consider referring some MS to the Court of Justice for failure to transpose / incorrect transposal into national law the provisions of the Directive regarding Contractual Agreements.

Directive 2012/34/EU – Contractual Agreements



FACTS

- As the Guardian of the Treaties, the European Commission is responsible for ensuring that EU law is correctly applied.
- Consequently, where a Member State fails to comply with EU law, e.g. ensure correct and timely transposition or implementation, 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

- 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

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

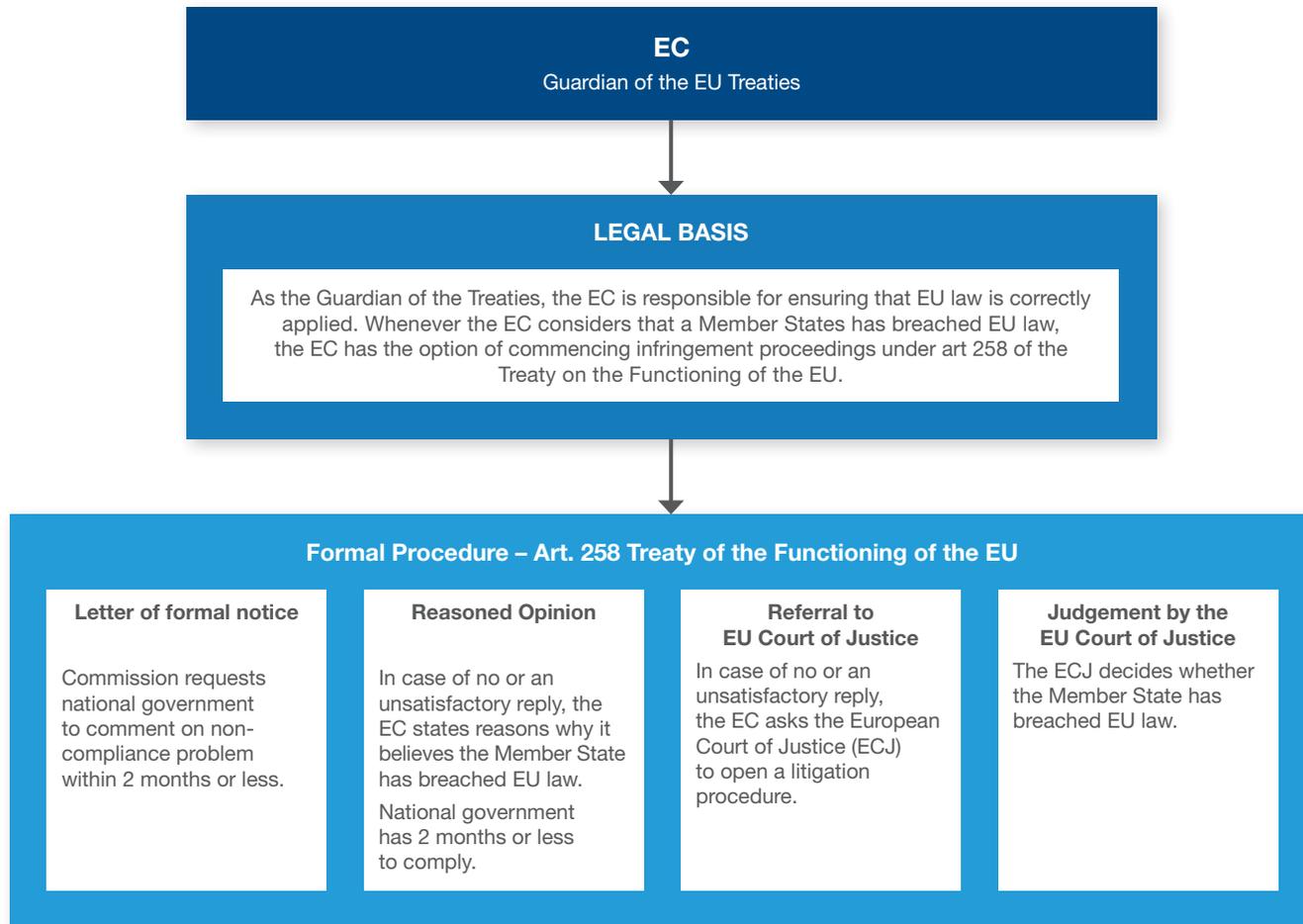
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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

OUTLOOK 2016

- The Commission will report on infringements on a regular basis.
- EIM will circulate the reports including comments amongst its members.
- EIM expects further infringements to be launched in the 2nd half of 2016.

Infringement Proceedings



FACTS

- On 23 December 2015, DG MOVE issued a Staff Working Document (SWD) providing an overview of the existing measures aimed at effective reduction of rail noise of freight wagons and also a brief analysis of additional possible solutions that may be considered by the Commission in the years to come.
- DG MOVE indicated the following as preferred policy mix of measures to be adopted in the short- to medium term:
 - > harmonisation of noise-charging principles;
 - > a recommendation on European and national co-funding of retrofitting;
 - > gradual application of the TSI Noise to all freight wagons;
 - > noise-related standards of railway infrastructure.

IMPACT ON IMS

- The measures listed by DG MOVE concern mostly Railway Undertakings and by tackling the issue at the source could contribute to a more cost effective approach for IMS.
- IMS may be affected via new approaches to grinding (potential future standard) as well as noise related track access charges.

EIM OBJECTIVES

- Safeguarding the full involvement of IMS with regards to any measure which may seize the opportunities for a more cost effective approach or pose a risk to the system for which IMS are responsible.
- Avoid additional (administrative) costs for IMS.

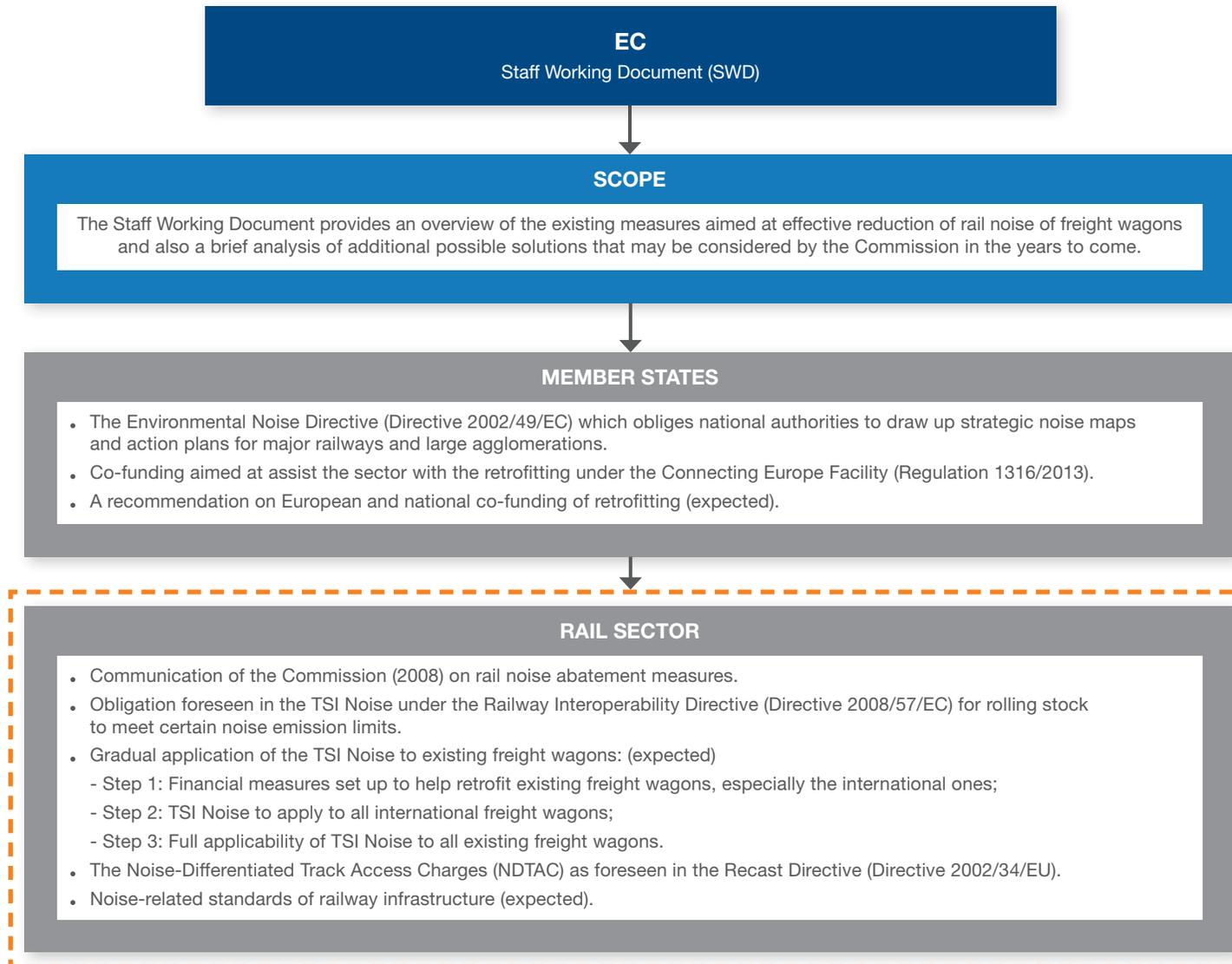
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Ongoing bilateral contacts with the European Commission.
- Contacts with Shift²Rail regarding innovative noise reduction technologies.

OUTLOOK 2016-2025

- 2017: ERA proposal for a noise-related standard (TSI).
- 2019-2025: Shift²Rail work output addressing noise reduction technologies and targets.

Noise reduction



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.
- The RMMS draft paper was voted in SERAC on 16th April 2015 and would be applicable from 1st January 2016 onwards.

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 by the EC 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. EC's broader monitoring tasks now include:
 - > investments,
 - > development of prices and quality of services,
 - > market opening and
 - > information on 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.

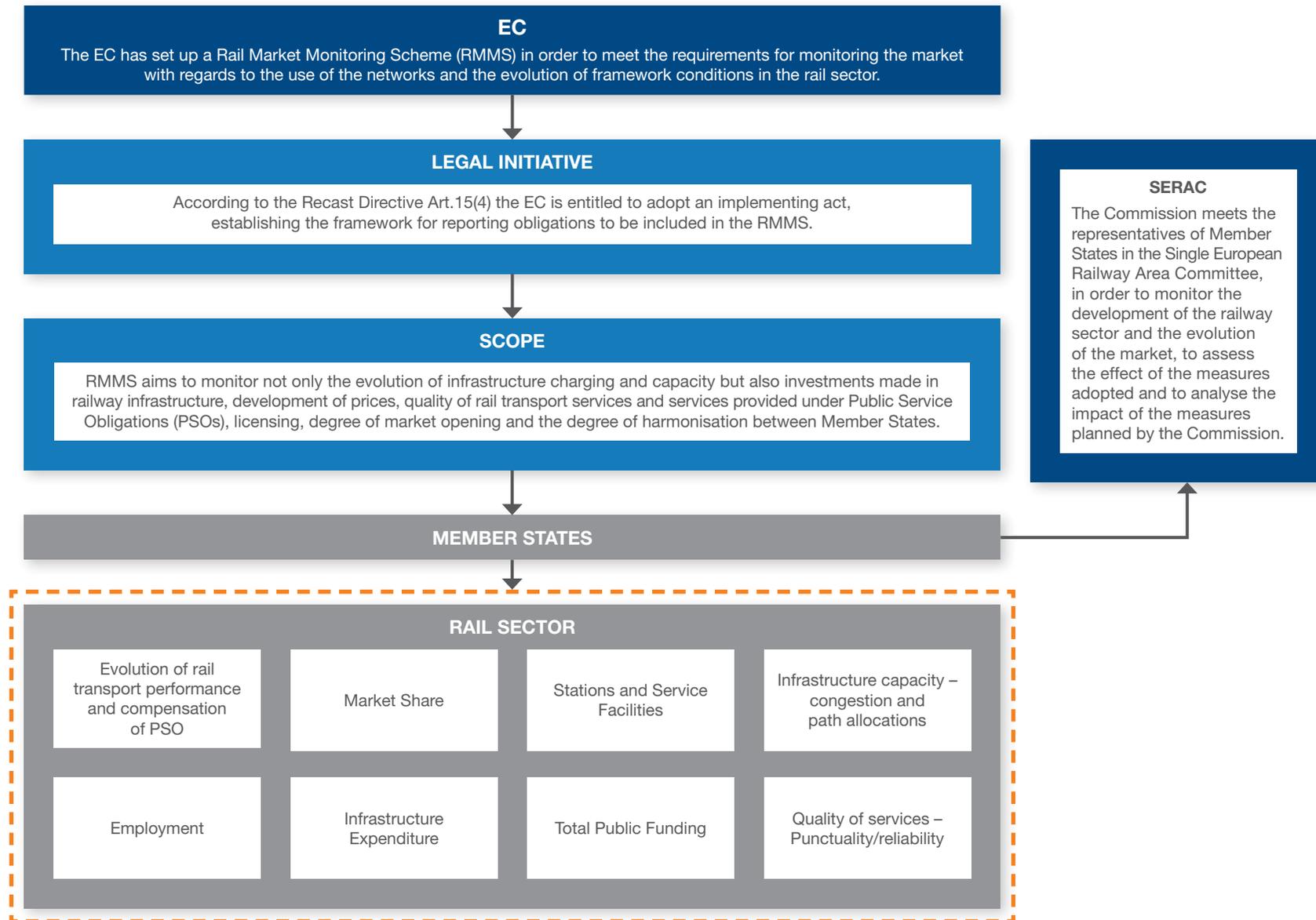
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Assessment of potential risks and opportunities for EIM members.
- Regular participation in the RMMS working groups.
- Contribution to the drafting phase of the RMMS Implementing Act.

OUTLOOK 2016

- The next SERAC Working Group on RMMS will take place in April 2016 in Brussels.

Rail Market Monitoring Scheme (RMMS)



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).
- Two Working Groups took place in 2016 in July and December. They were attended by Member States and industry representatives (including IM). The discussions focused on the definition of the scope of application of the UR and the definition of terminology such as “carrier” and “train”.

IMPACT ON IMS

- The COTIF 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.
- A new model of application of the liability regime/recourse of the carrier vis-à-vis the infrastructure manager will be debated.

EIM OBJECTIVES

- Ensure that the scope of the CUI is not extended beyond international carriage, nor that it is excessively restricted by too many criteria.
- Having a scope of application which is full clarified, notably with regard to the terminology being used.
- Safeguard the financial sustainability of IMs, especially concerning the indirect liability regime/recourse of the carrier models.

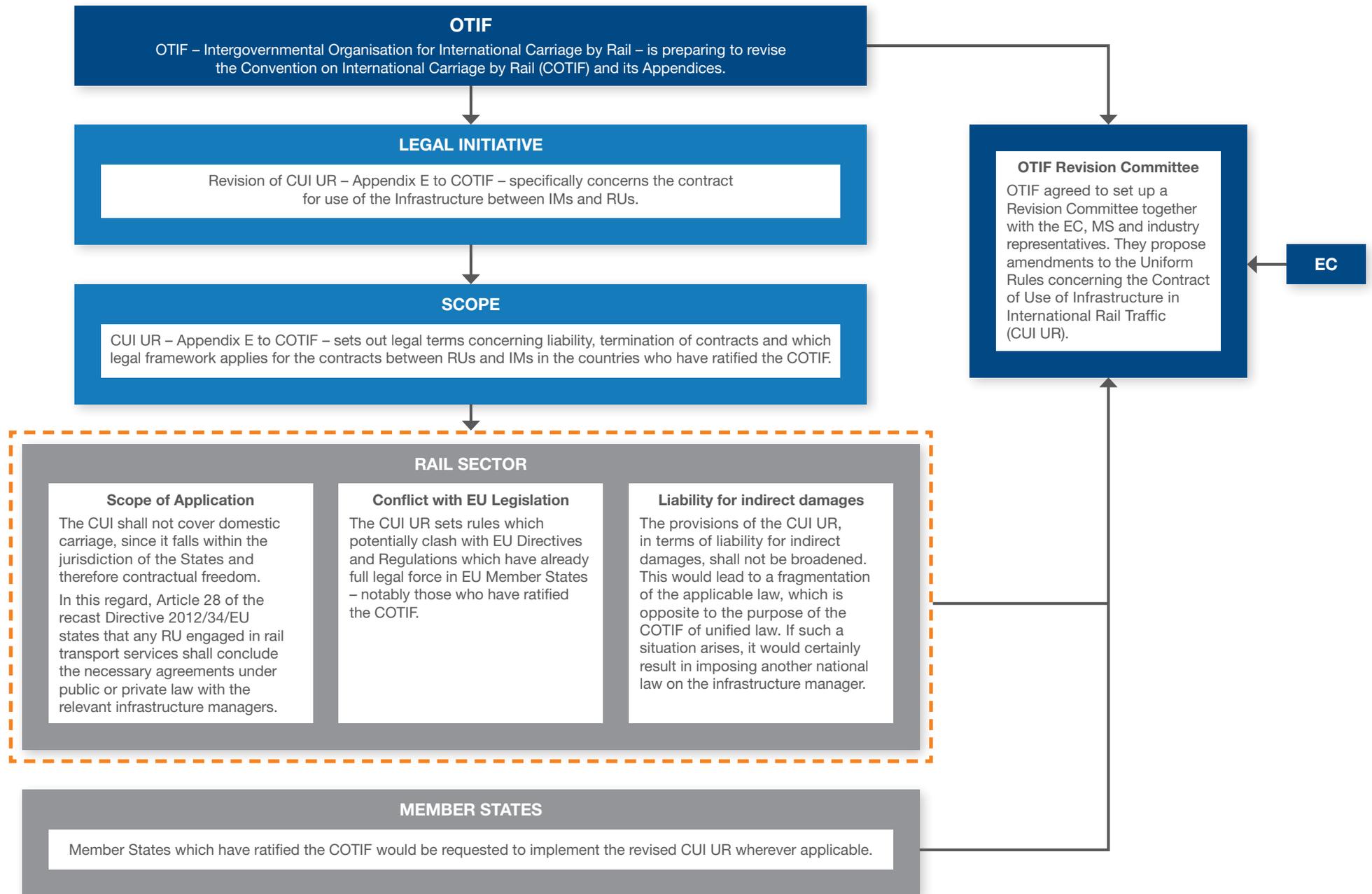
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM was closely involved in the subject and set up an effective working group with legal experts of its members.
- EIM organised several meetings in Brussels.
- EIM circulated its third Position Paper to the OTIF Secretariat, in view of the Working Group of 8th July 2015 in Bern.

OUTLOOK 2016

- Further meetings of EIM’s Legal Experts group planned (the first one in February).
- The next OTIF Revision WG will take place on 31st May 2016 in Bern.

OTIF CUI UR Revision



FACTS

- In 2011, the European Commission adopted its Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (the 2011 Transport White Paper).
- The general objective of the 2011 White Paper was to define a long-term strategy that would help the EU transport system achieve the overall goal of the Common Transport Policy.
- In 2015, the Commission decided to take stock of the progress and to assess the validity of the analysis of the situation in transport sector as well as trends, priorities and targets that were identified in 2011.

IMPACT ON IMS

- The revision of the White Paper provided an opportunity for the members to align the agenda of President Juncker to their own business plans by, among others, putting emphasis on digital agenda, investments, research and innovation.
- It also entailed some risks, most notably the change of the “Shift²Rail” objective set in 2011 to the advantage of other transport modes.

EIM OBJECTIVES

- Ensure that the objectives of the 2011 Transport Paper will not be changed.
- Ensure that the importance of the rail sector will be emphasized.

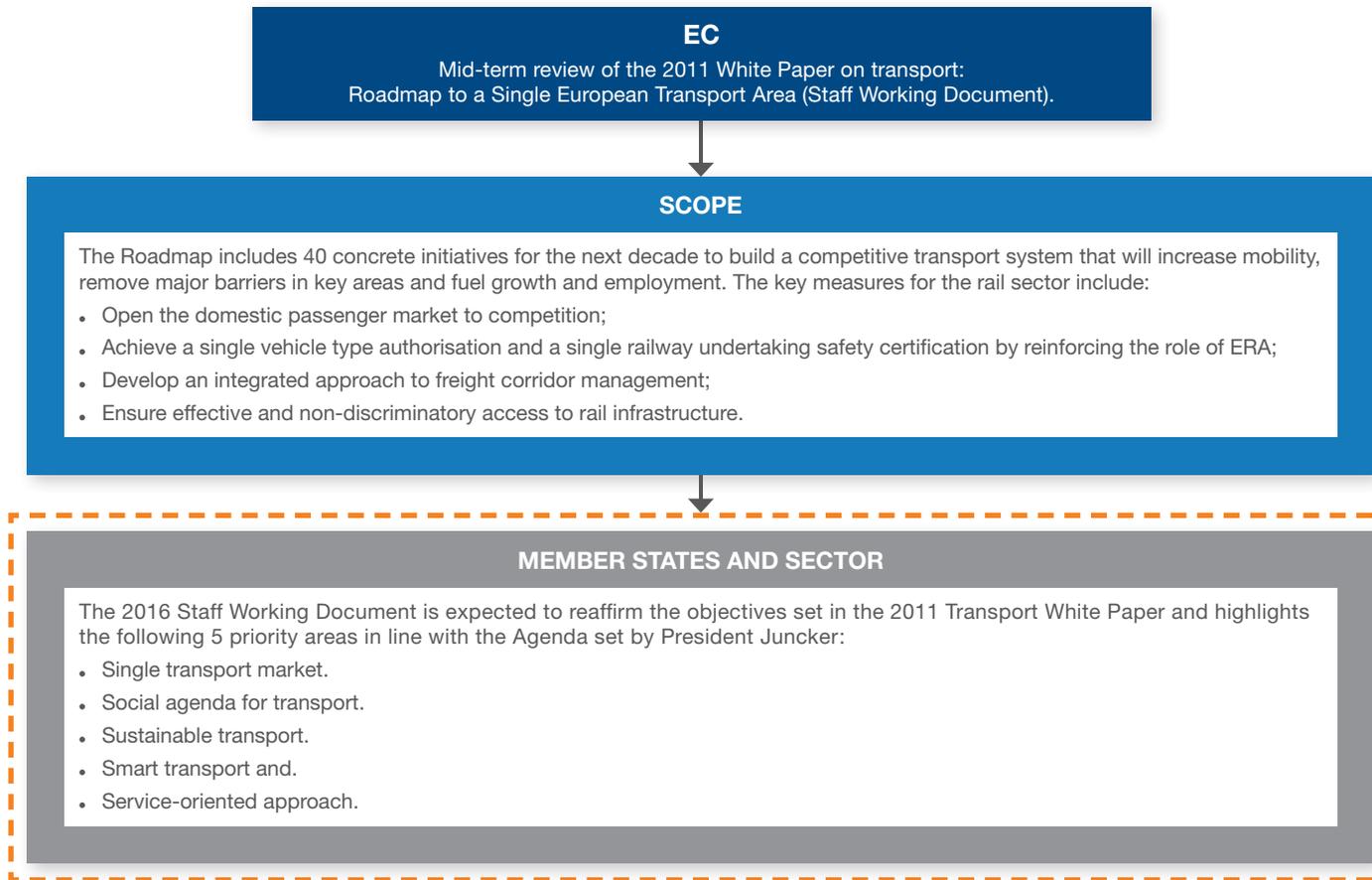
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Assessment of potential risks and opportunities of the proposal for EIM members.
- Participation in the EC White Paper consultation.
- Active participation in the EC ('stocktaking') event in November 2015.

OUTLOOK 2016

- The Commission will publish the results of its stocktaking initiative by 2nd half of 2016 in the form of a Staff Working Document.
- The overall objectives and strategies set in the 2011 Transport White Paper are expected to remain valid.

Transport White Paper



FACTS

- In May 2015 the TRAN Committee of the European Parliament launched an own-initiative Report on “Sustainable Urban Mobility” with MEP Karima Delli (France, Greens/EFA) as Rapporteur.
- The Report was approved by the TRAN Committee on 10th November 2015 and later on approved by the EP Plenary.
- The purpose of the Report is to ensure the effectiveness of “Sustainable Urban Mobility Plans” (SUMP), including freight and logistics dimensions.

IMPACT ON IMS

- The role of rail in urban freight policies needs to be carefully safeguarded.
- A potential integration of urban mobility into the CEF/TEN-T may result in the EC setting aside 20% of EU transport funds for sustainable urban mobility projects to the detriment of long-term larger infrastructure projects.

EIM OBJECTIVES

- EIM promotes and supports a multimodal dimension for urban mobility.
- EIM supports in particular the creation of multimodal interfaces between all urban transport modes with long/medium term transport services.
- EIM seeks to achieve a central role of rail infrastructure management in all urban mobility strategies and logistic chains.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Publication of a Position Paper in July 2015 following the presentation of the TRAN Committee’s draft report on sustainable urban mobility.
- Submission of voting recommendations ahead of the vote in the TRAN Committee.
- The final own-initiative Report of the EP contained a fundamental reference to the promotion of Mobility-As-A-Service (MAAS) initiatives across the EU, combining all forms of urban transport into seamless trip chains, fully exploiting the potential of multimodal synergies & connections in urban areas. EIM has fully supported MAAS.

OUTLOOK 2016

- DG MOVE’s Guidelines on urban access regulation and city logistics are expected by spring 2016.
- The European Conference on “Sustainable Urban Mobility Plans” will take place on 12th-13th April in Bremen (DE).



Regional train operations in Denmark.
© Banedanmark (DK)

FACTS

- On 15 December 2015, the EP, the Council and the Commission reached agreement on the new data protection framework, establishing a modern and harmonised data protection framework across the EU.
- The new framework is made up of a General Data Protection Regulation and a Directive on Data Protection for Law Enforcement (so called “Police Directive”).
- Once the Regulation and the Directive are formally adopted by the EP and the Council, the official texts will be published in the Official Journal of the European Union. The new rules will become applicable two years thereafter.

IMPACT ON IMS

- The new Regulation is expected to enter into force in 2018.
- Businesses will have to adjust to the new rules in due time.
- Breaches of the new Data Protection rules can lead to penalties of up to 10-20 million Euros or up to 2-4% of the global annual turnover of a company.
- Infrastructure Managers will be affected by the General Data Protection Regulation in as much as they determine, alone or jointly, directly or indirectly the purpose and means of personal data processing activities (e.g. collection of images or videos along the network to prevent metal theft; surveillance cameras at railway stations; data collection on ticketing/ customer preferences; etc.).
- The new rules take the form of a Regulation (not a Directive as today) and are thus directly applicable (no need for transposition by Member States).

EIM OBJECTIVES

- Avoiding unnecessary regulatory burdens on IM.
- Debrief members on the new regulatory obligations once the text has been adopted.
- Provide members with the possibility to exchange with the EC on the new regulatory rules.

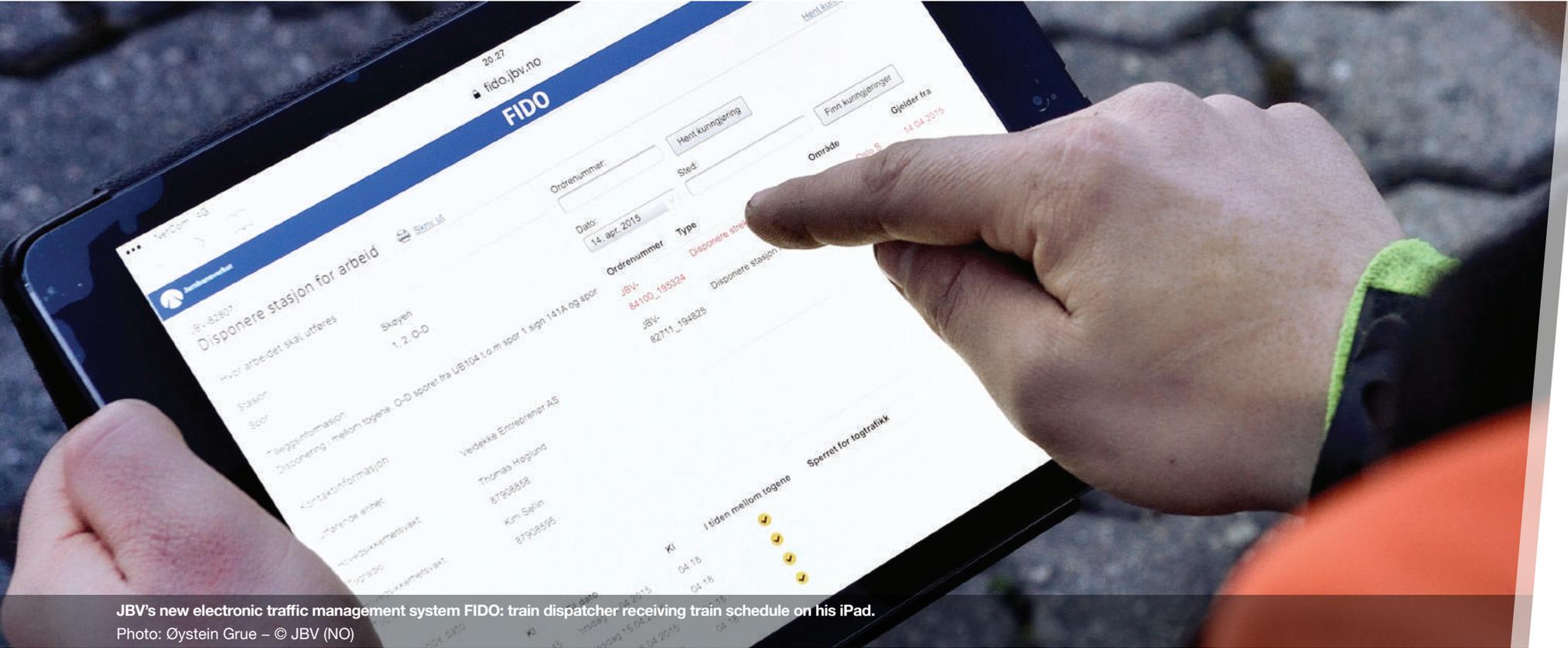
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Assessment of potential risks and opportunities for EIM members.

OUTLOOK 2016-2018

- 2016: Formal adoption by the European Parliament and Council.
- 2016: Publication in the Official Journal of the European Union.
- 2018: Entry into force of the new regulatory framework.

Data Protection Reform



JBV's new electronic traffic management system FIDO: train dispatcher receiving train schedule on his iPad.
Photo: Øystein Grue – © JBV (NO)

FACTS

- The sectoral social dialogue (SSD) committees consist of representatives from the social partners, comprising an equal number of employer and worker representatives.
- In 1998, the Commission established sectoral dialogue committees to promote communication between the social partners of each respective sector at European level.
- In 2015, the SSD for railways focused on two issues:
 1. Adaptability and Interoperability
 2. Employability and Equal OpportunitiesAs part of the work on equal opportunities, the 2015 issue of the study 'Women in Rail' was launched.
- Related to the social dialogue, the European Commission held the High Level Conference "A social agenda for transport" on 4 June 2015.

IMPACT ON IMS

- SSD allows employer and worker representatives to a) analyse the national specifics, commonalities and differences between EU countries and b) to exchange best practices.
- The SSD can be the source of actions promoting equal rights and anti-discrimination.

EIM OBJECTIVES

- Safeguarding a holistic approach to infrastructure management as a business as well as ensuring transparent industry structures.
- EIM will continue working with the European trade unions in order to help the railway sector to become more competitive and more attractive.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Participation in the various dialogues and meetings between all social partners in the railway sector.

OUTLOOK 2016

- Revision of the Train Drivers Directive: 2007/59/EC.
- Results of the 2015 Survey Women in Rail and new survey in 2016.
- EU strategy for gender equality 2016-2020.



Leeds station (UK).
© Network Rail

02

TECHNICAL



ERA Team.
Photo: Max Obenaus/ERA



”

The European Railway Agency (ERA) will see its mandate and scope of functions extended following the adoption of the 4th Railway Package. This will entail stronger cooperation and more reporting duties for rail infrastructure managers with ERA. Likewise, the role of railway infrastructure managers will grow in importance within the context of ERTMS, wider digitalisation and standardisation issues and the expected pilot initiatives of ERA involving the members of EIM. ERA is looking forward to cooperating more closely with EIM and its members.

Dr. Josef Doppelbauer

Executive Director of the European Railway Agency



Maintenance of railway station, Waterloo (UK).
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EIM's activities are tied to the initiatives of the European Railway Agency (ERA)

1. INTEROPERABILITY

The main 'facilitator' of interoperability in the EU are the Technical Specifications for Interoperability (TSIs). These are drafted by ERA, together with the National Safety Authorities (NSAs), involving the railway sector – including EIM. The Rail Interoperability and Safety Committee (RISC), made up the European Commission (EC) and the Member States adopt these TSIs. The legal basis for this is enshrined in the Directive 2008/57/EC on the interoperability of the rail system within the Community.

The same stakeholders also develop TSI Implementation Guides to help compliance.

2. SAFETY

ERA also drafts Common Safety Methods (CSMs), Common Safety Targets (CSTs) and Common Safety Indicators (CSIs), involving the railway sector – including EIM. The process for adopting these is identical to the one for Interoperability. The legal basis is Directive 2004/49/EC on the safety on the Community's railways.

3. ERTMS

A strategically important element of interoperability is the European Rail Traffic Management System (ERTMS) which is part of the Control, Command and Signalling (CCS) TSI. The TSI drafting and voting procedures are the same as for the other TSIs. The railway stakeholders and the ERTMS Deployment Board which was set up in December 2015 are some of the key actors in the ERTMS deployment.

4. 4th RAILWAY PACKAGE (4th RP)

The 4th RP contains a political and a technical pillar. The latter foresees significant changes to the Safety and Interoperability Directives mentioned above as well as to Regulation No 881/2004 on the mandate of ERA. The latter is meant to become the authorisation body for rolling stock, the issuer of the Single Safety Certificates and the **pre-authorisation** body for the IMs ERTMS track side tendering documents.

The implementation of the technical pillar started already during the year 2015 under the Railway Interoperability and Safety Committee (RISC) lead task force. EIM participated in these meetings whilst simultaneously coordinating input to the individual ERA technical working parties. ERA also launched a project to prepare its organisation for the new mandate.

The entire 4th RP is expected to be adopted in 2016.

EIM's activities in the technical field

5. STANDARDISATION

EIM is committed to the standardisation process of the official European standardisation organisations CEN/CENELEC and ETSI. Therefore, EIM actively participates in the Joint Programming Committee – Rail (JPCR), in charge of the EN standardisation.

In 2015, EIM members recognised the need to standardise the Radio Frequency Identification (RFID) for rail. Following EIM's request, a new CEN work item was approved, starting in 2016. Global Standards (GS1) will support EIM in this work.

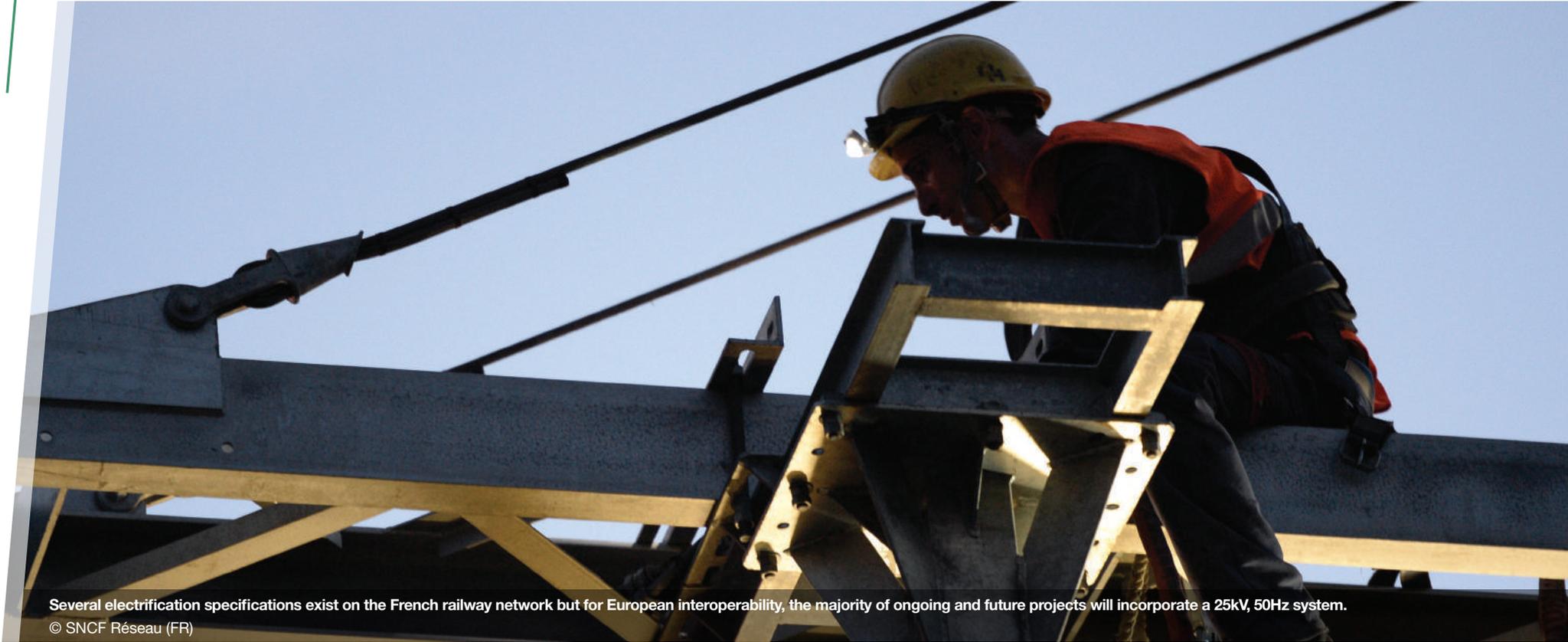
EIM forecasts that the sector co-operation regarding standardisation and research will increase over the next years. EIM will closely work with the Group of Representative Bodies (GRB), the platform of all rail sectoral bodies recognised by ERA.

EIM will also get more involved with the UIC European Management Committee to help streamlining the various standardisation activities and to avoid double work.

6. RESILIENCE (NOT COVERED BY ERA)

Climate change and adverse weather conditions are expected to have a higher impact on the transport system's performance in the coming years. To this end EIM has launched a Resilience Working Group in the technical domain. EIM members are proactively adapting their infrastructure and operational preparedness to increase the resilience of their networks against the adverse weather events already being experienced. The objective of the Resilience Working Group is to facilitate knowledge sharing amongst the experts and to identify future demands in terms of investments and maintenance of the infrastructure managers.

Co-operation has been established with the CEDR resilience experts with the objective of taking a cross-modal approach to the challenge. Ultimate objective is to facilitate more resilient infrastructure with improved performance and reduced system downtime.



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.

© SNCF Réseau (FR)

TSI Life Cycle

Representatives from the National Safety Authorities and associations from the sector ("Recognised Bodies") provide the necessary knowledge via experts participating in ERA's dedicated **workgroups** (Working Parties, Task Forces etc.).

The Commission gives the European Railway Agency the **mandate** to draft a new TSI or to revise an existing one.

... and give a **feedback** on their experiences and/or seek corrective action with the new TSIs.

Railway companies from the sector (Infrastructure Managers, Railway Undertakings, etc) **apply** the new rules under the supervision of the NSAs (and ERA) ...

ERA provides the Commission with a **draft** recommendation for the future TSI.

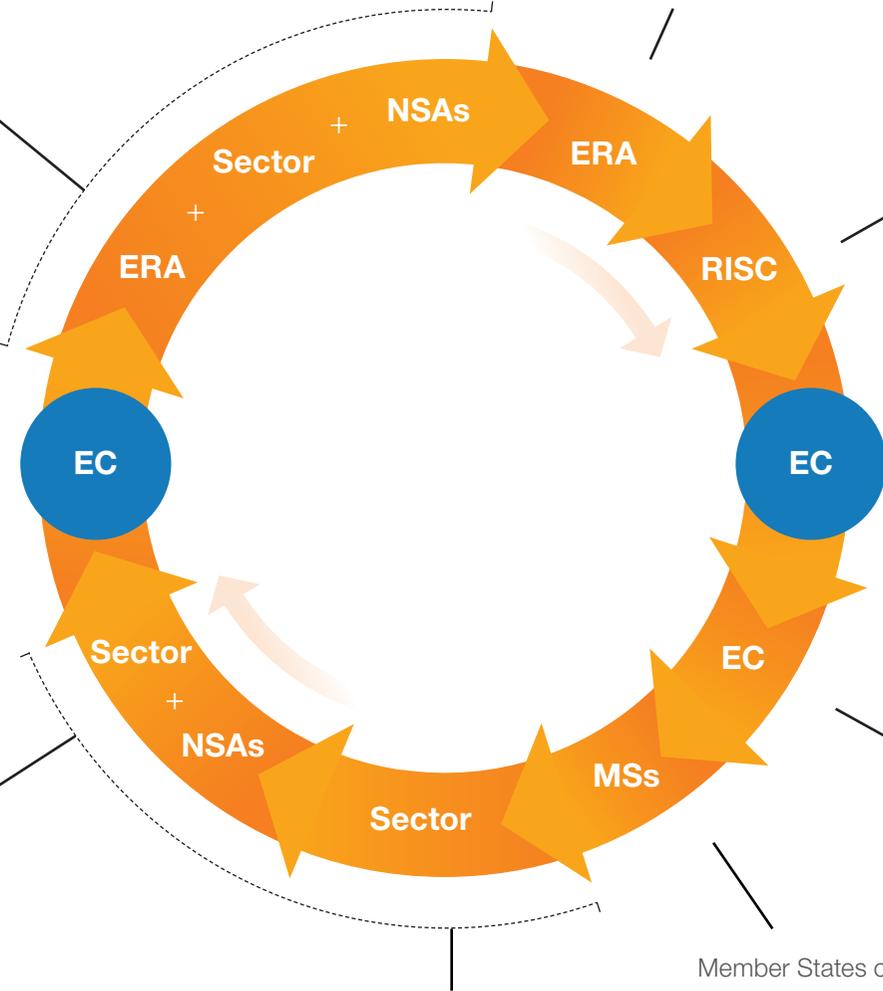
The Member States vote on a **opinion** on the draft provided by the Commission in the Railway Interoperability and Safety Committee (RISC).

The Commission **adopts** the final TSI and ...

... **publishes** it in the Official Journal (OJ) of the European Union.

Member States create **National Implementation Plans**.

Sector = Recognised Bodies including EIM and its members



FACTS

- EIM's technical activities mirror most of the ERA work activities and the relevant sectoral bodies dealing with the work of ERA (e.g. GRB, NRB, etc.).
- EIM's work in 2015 was largely dedicated to the work plan of the Group of Representative Bodies (GRB) and the related to quality management work stream vis-à-vis ERA.
- EIM was responsible in the Group of Representative Bodies (GRB) to suggest a process for the closure of TSI open points to the Agency.
- EIM committed experts to all ERA technical working parties relevant to the infrastructure managers.
- EIM and ERA also developed bilateral working relationships on a case by case.
- EIM had the industry lead in the drafting of the ERA Single Programming Document (the Agency's annual work program) 2016 in the strategic area of Single EU Train Control and Communication System.

IMPACT ON IMS

- The work of ERA (TSIs, CSMs, CSTs and CSIs) has a direct impact on the business of rail infrastructure managers: 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

- Constructive and fact based input to the ERA process of creating TSIs, CSMs and other documents.
- Assuring that the ERA process leads to legislation which can be implemented by the infrastructure managers in an economically viable and safe way.
- Contribute to drafting process of the ERA Single Programming Document with tangible outputs.

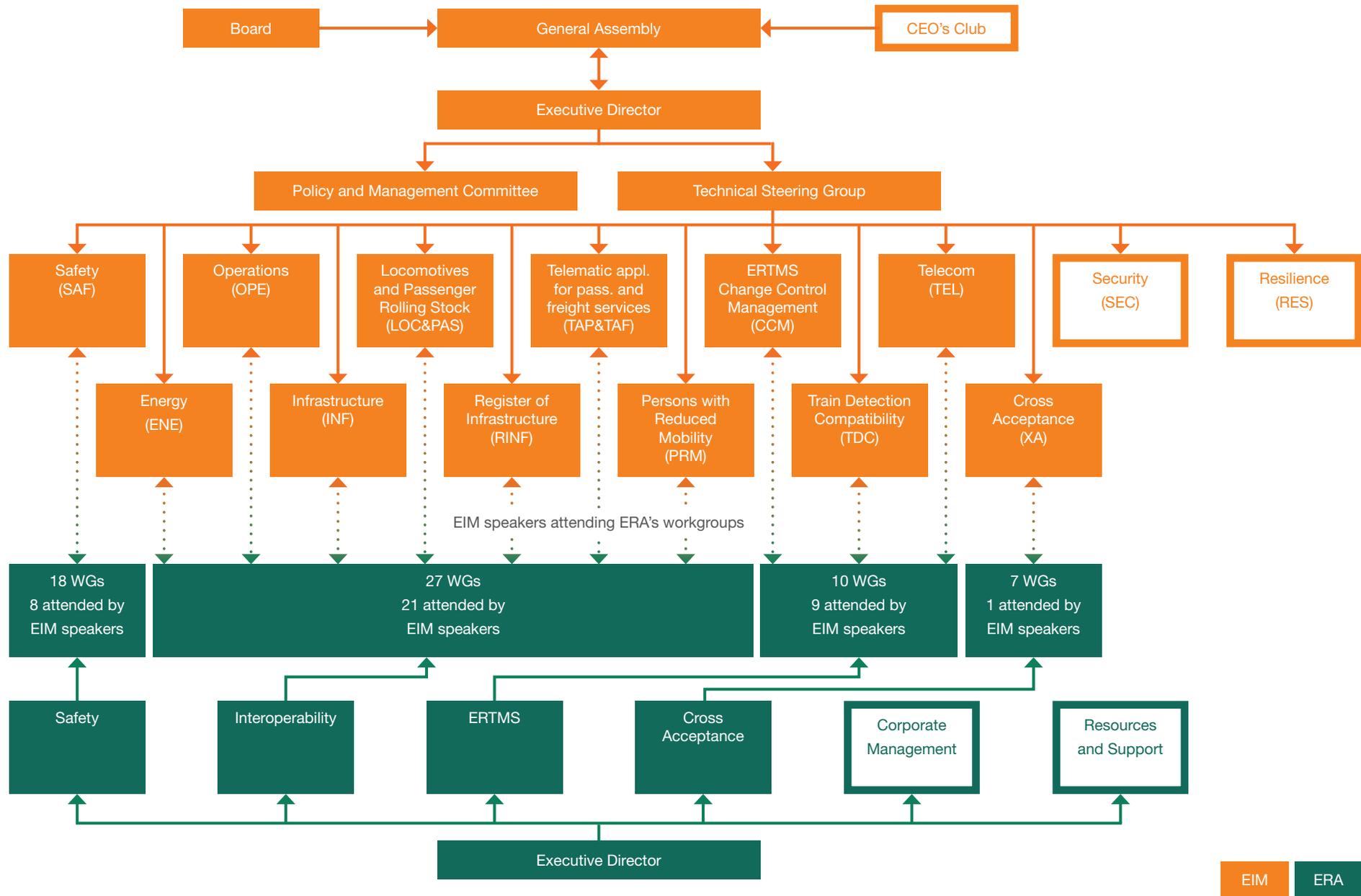
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Input to all relevant ERA technical working parties in a fact based and constructive manner.
- Proactive approach towards upcoming legislation.
- Infrastructure managers' views were taken in large part into account in the drafting phase of the ERA Single Programming Document 2016.

OUTLOOK 2016

- Collection of experience with the application of the revised TSIs.
- Analysis of potential areas for improvement.
- Developing pilots with EIM members for future ERA activities and mandates.

Technical Working Structure EIM – ERA



FACTS

- The Shift²Rail initiative is part of the Horizon 2020 framework programme covering the Union's research and innovation policy for 2014-2020.
- One of the main aims of Horizon 2020 is to strengthen European society and optimise the use of EU funding for innovation.
- The Founding Members of the Shift²Rail Joint Undertaking (JU) are the European Union, represented by the European Commission, and 8 railway stakeholders.
- In addition, 19 Associate Members joined the JU by the end of 2015.
- EU funding alone amounts to €450 million over the 2014-2020 budget period of the Horizon 2020 programme. Already closed and currently open calls total at €170 million.

IMPACT ON IMS

- For members of the JU, the Shift²Rail 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 Shift²Rail programme.
- The sector should receive the highest possible return on investments in research and development through the Shift²Rail initiative, towards the creation of a Single European Railway Area and in developing attractive low cost solutions for the infrastructure.
- Support the Shift²Rail programme to streamline the innovation process from research to demonstration and to shorten the time to market for key innovations.

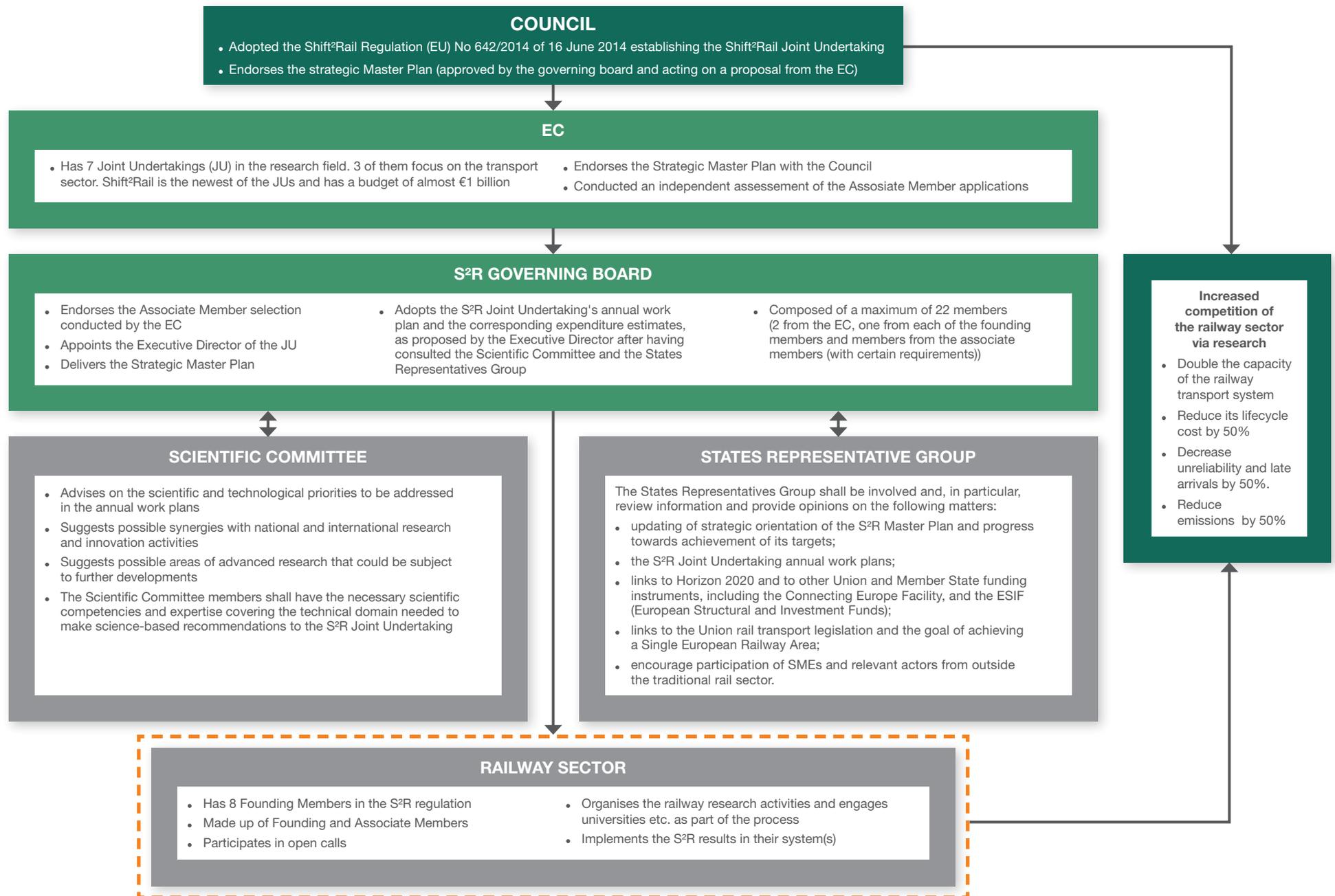
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM participates in the Shift²Rail initiative via the Founding Members Trafikverket and Network Rail.
- In addition EIM also participate in Shift²Rail via the Associate Members, namely IP, FTA, ProRail and PKP/PLK as part of EUROCC consortium, and SNCF as a single entity.

OUTLOOK 2016

- Shift²Rail's executive director is expected to be elected and to take office in May 2016.
- Equally, some Associate Members are expected to be selected into the Governing Board.
- Currently open calls will close on 17 March 2016.

Shift²Rail



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.

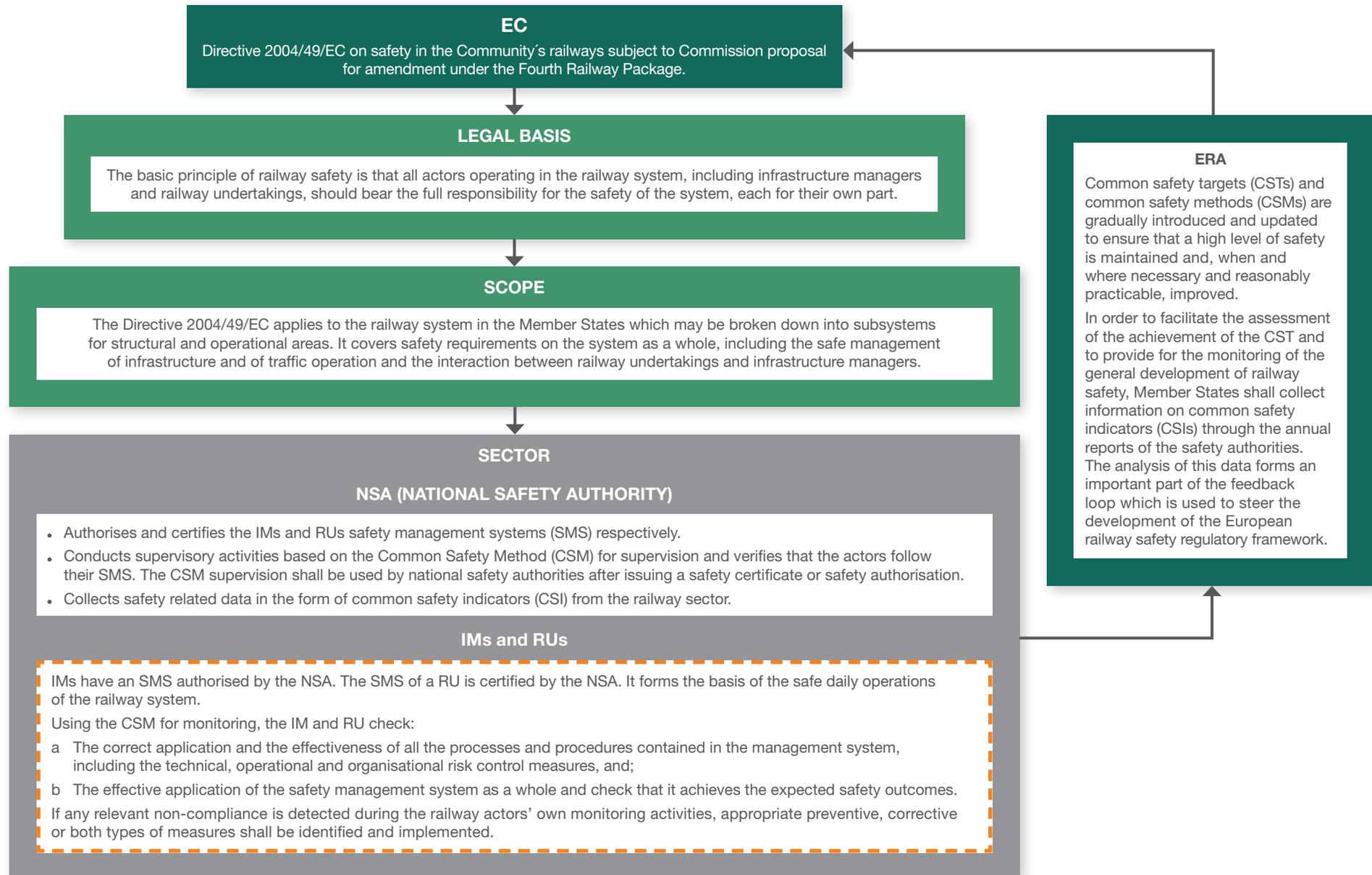
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- 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 share best practices on their Safety Management Systems by elaborating processes and practice during company visits.
- EIM Safety working group actively monitors the upcoming EU legislation related to railway safety and act proactively vis-à-vis the relevant EU institutions.
- The Safety in Railways Tunnels TSI takes into account the IM's view in terms of the mandatory measures imposed on the IM (e.g. some of the most expensive measures like emergency exit distances in tunnels were aligned with EIMs view in the respective ERA Working Party).

OUTLOOK 2016

- Work on the European railway safety framework continues on several topics, for example on Common Safety Methods and Occurrence Reporting.
- A new Safety Directive is expected to be approved in the 4th Railway Package's technical pillar in spring 2016.
- The SRT TSI has been approved by the RISC and has become mandatory to apply.
- EIM continues to cooperate with ERA and other sector organisations to strive for continuous improvements in railway safety.

Safety (SAF)



FACTS

- The Safety in Railway Tunnels (SRT) TSI defines the safety requirements which have to be taken into account as a minimum in the IMs projects.
- The SRT TSI is both a functional and a structural TSI.
- The SRT TSI has interfaces with the subsystems infrastructure, energy, control-command-signalling, rolling stock and traffic management and operation.

IMPACT ON IMS

- Applying the TSI requires the involvement of many stakeholders such as railway undertakings and emergency response services into the projects from an early stage.

EIM OBJECTIVES

- Mitigating the risks related to railway tunnels as far as reasonable practicable.
- Infrastructure managers, railway undertakings and emergency response services have to find a good balance in mitigating the risks associated with tunnels – a sensible level for risk management which is economically and operationally viable has to be the objective of all parties involved.

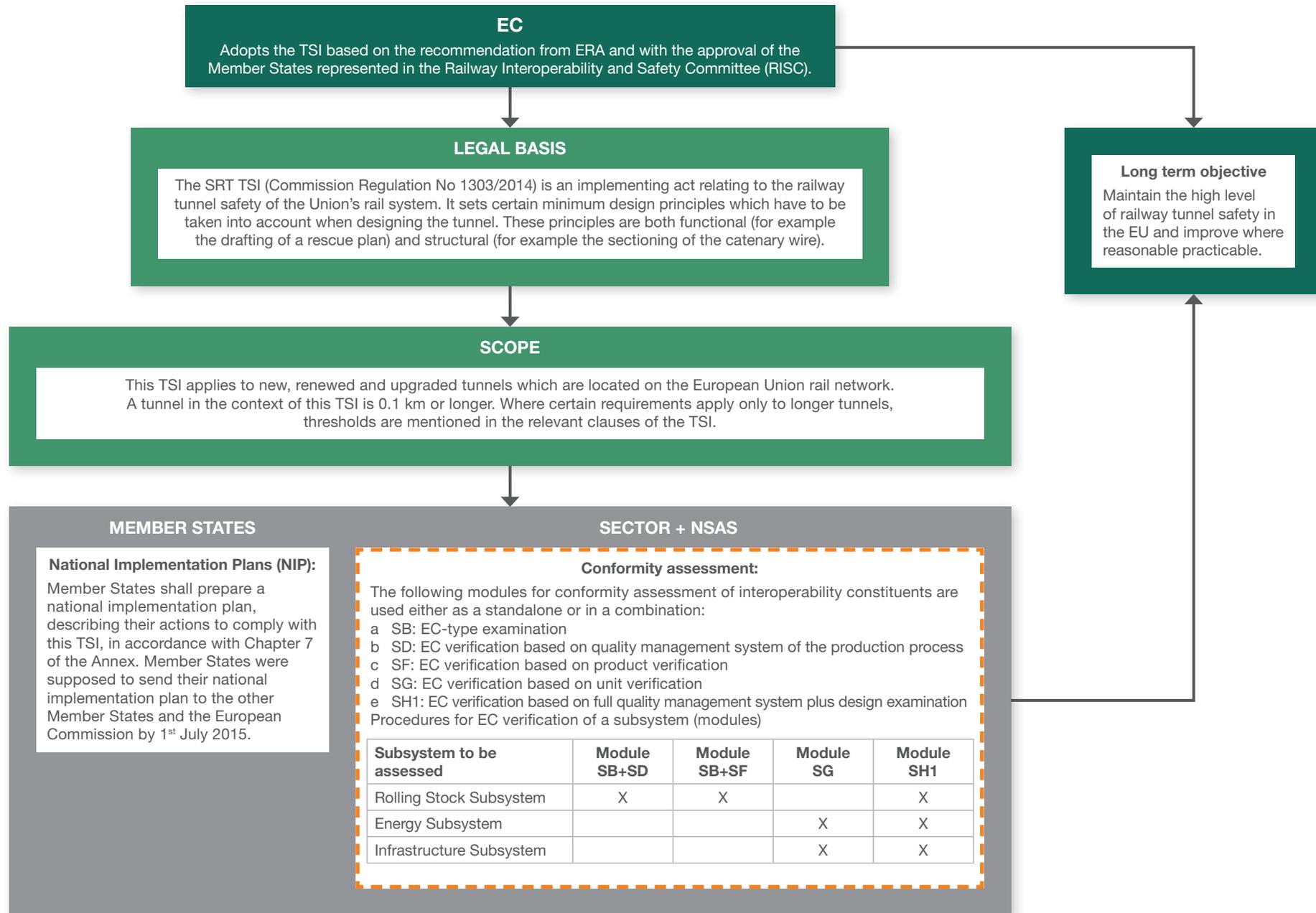
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- The European Railway Agency's Working Party on the SRT TSI was actively attended by EIM experts who supported the Agency in the drafting process.
- EIM experts were capable of communicating certain economical constraints related to tunnel projects to other stakeholders which led to adjustment of the TSI text. For example a discussions related to the distance between tunnel emergency exits was one of these items.

OUTLOOK 2016

- EIM members continue to share experience in relation to applying the revised SRT TSI in their projects in co-operation with other stakeholders.

TSI Safety in Railway Tunnels (SRT)



FACTS

- The Energy (ENE) TSI established the parameters for the track side energy supply system including voltage, frequency and mechanical parameters.
- The overhead contact line is the interoperability constituent (IC) in this subsystem.
- The revised Energy TSI is being applied in the EIM members' projects.

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 – this means using “in house” certification process in certain cases and for a limited time.
- 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 of the rolling stock.

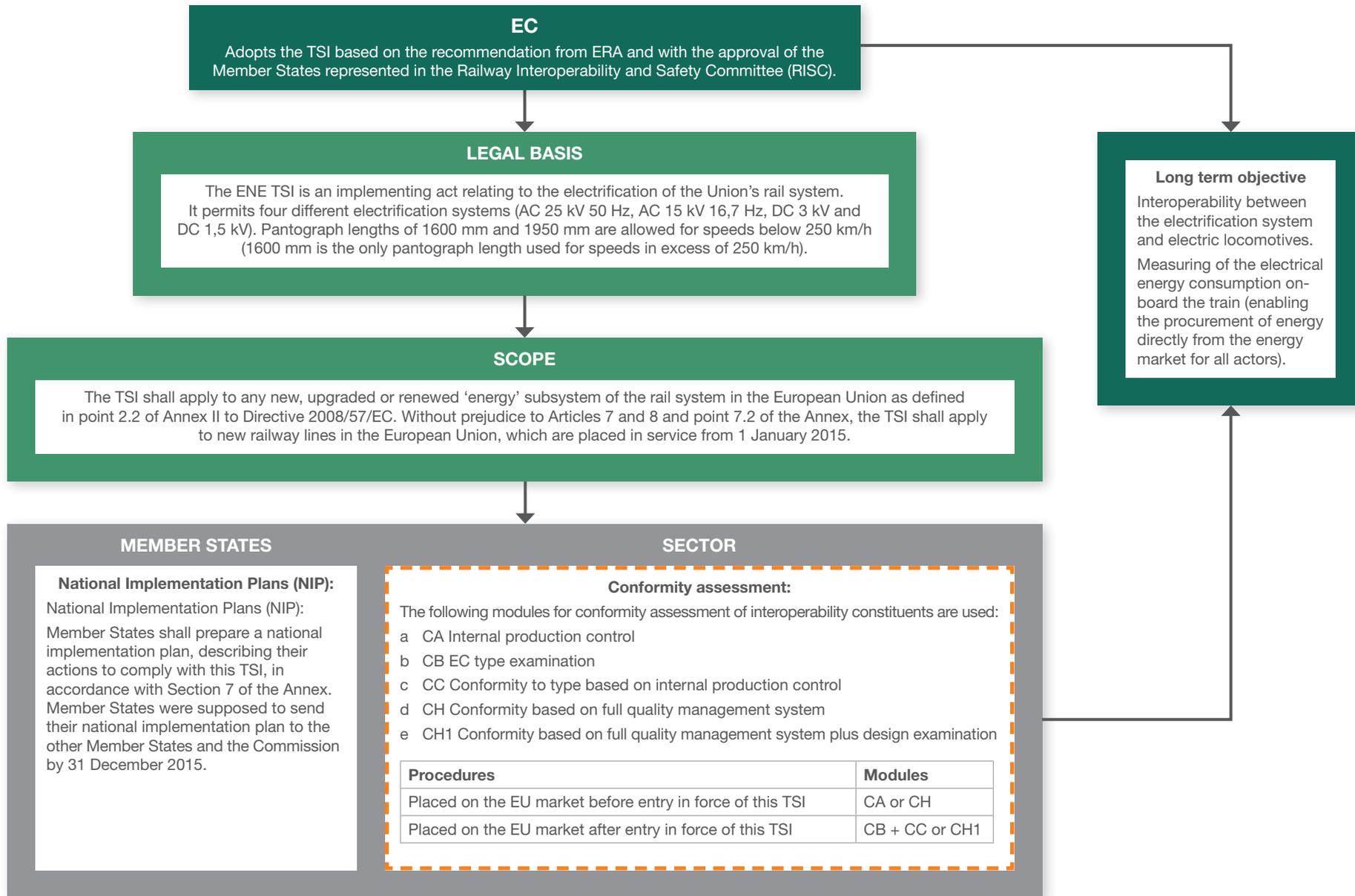
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- The European Railway Agency's Working Party on the ENE TSI was actively attended by EIM experts who supported ERA in the drafting process.
- The work related to the closure of the open point in relation to the train-ground energy measuring unit communication protocol is progressing well.

OUTLOOK 2016

- EIM members start to share experiences in relation to applying the revised ENE TSI in their projects.
- Sharing of best practice continues.
- Finalising the closure of the open point (possibly continuing into 2017).

TSI Energy (ENE)



FACTS

- The infrastructure subsystem includes the rails, sleepers, fastening systems, ballast, and switches and crossings as well as their interaction with substructure and structures such as bridges and platforms.
- A revised TSI INF came into force in January 2015.
- The revised infrastructure TSI brings together the high-speed and conventional TSIs 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 or misunderstandings thereof.
- A poor application guide could reduce the effectiveness of the TSI and cause a divergence in “interoperable” systems. In addition, in some cases it may lead to unnecessary costs resulting from the execution of works not required in the TSI.
- 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 closing the TSI open points with the European Railway Agency in a cost effective way.
- Improve the implementation of the TSI by sharing experiences from working with the new TSI.
- Find common views for the new standards and rules that may be issued.

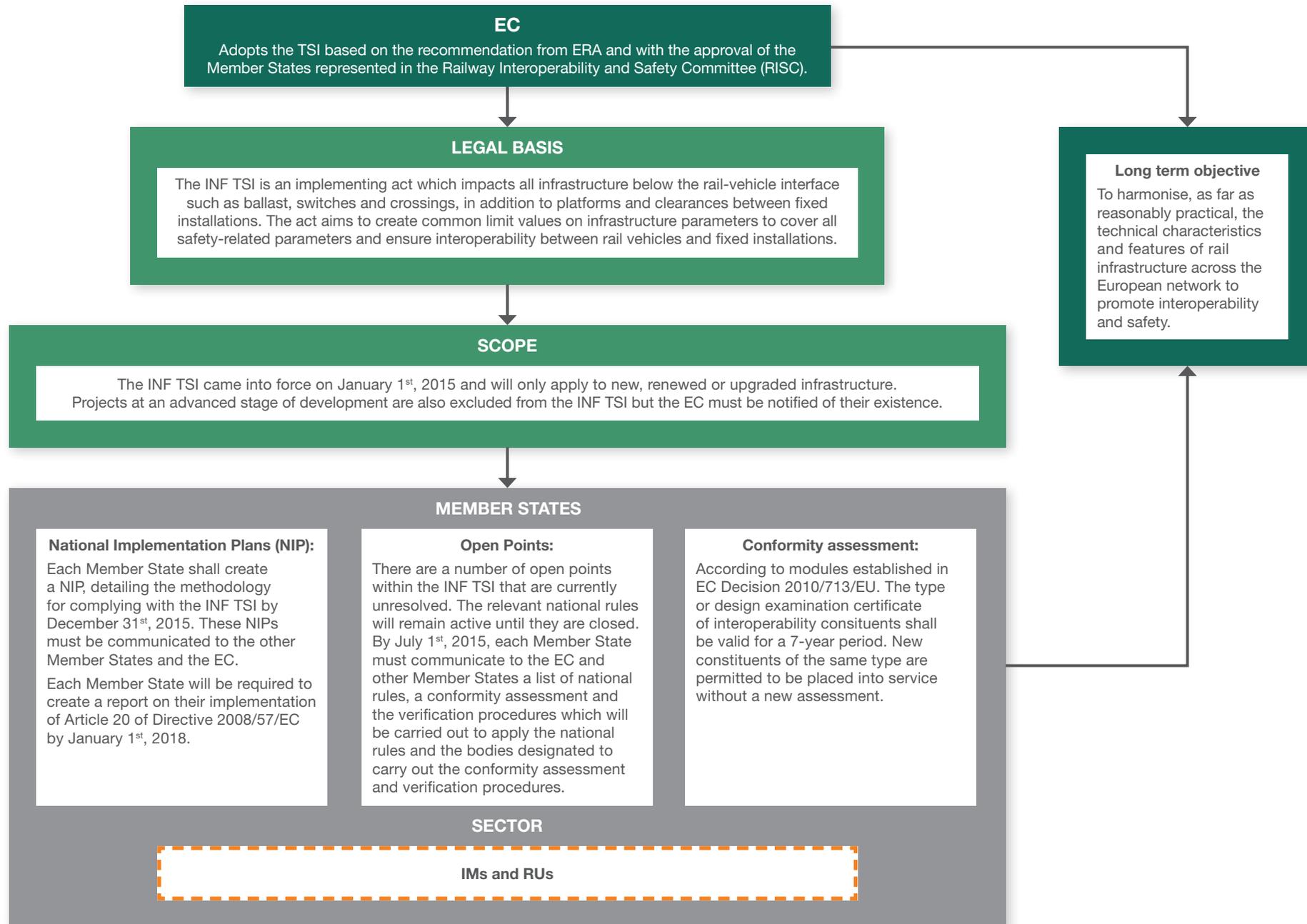
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM's INF working party published a joint Position Paper with CER regarding the TSI open point related to ballast pick-up. This was presented to the ERA Infrastructure Working Party. A proposal based thereon will be sent to ERA in order to close the existing open point in the TSI.
- The INF Application Guide was completed and published on 14th December 2015 with many of EIM's suggestions incorporated.
- EIM's INF members have followed the European Rail Agency's Unique Authorisation Working Party.

OUTLOOK 2016

- Work will be required on closing the remaining open points in the TSI and to highlight any hidden open points within the INF TSI text. New ways of collaboration may be explored among EIM partners in order to find common views for the new legislation yet to come.
- The EIM INF Working Party will continue co-operation with the ERA INF Working Party, as well as the newly formed ERA Structures Task Force.

TSI Infrastructure (INF)



FACTS

- Cross acceptance exists to facilitate the mutual recognition of authorisation of vehicles and railway subsystems and enabling cross border traffic.
- Recommendation 2014/897/EU (DV29bis) for placing in service and use of structural subsystems and vehicles was published 5th December 2014.
- 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.

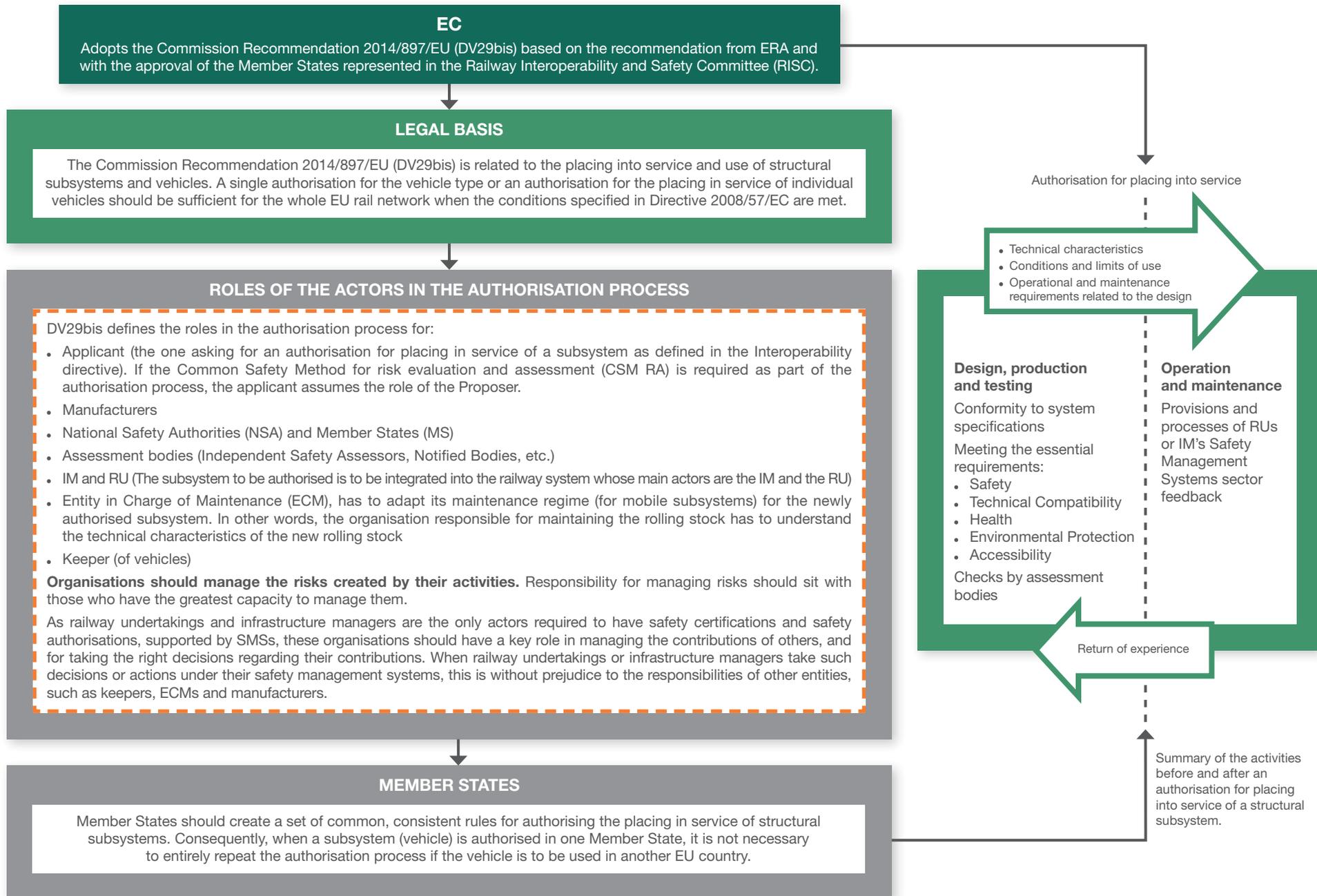
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM's requested changes to the DV29bis were accepted by the European Railway Agency.
- Significant progress has been made on the Reference Document Database.
- EIM XA members followed the European Railway Agency's Unique Authorisation Working Party.

OUTLOOK 2016

- EIM will contribute to a new European Railway Agency proposal concerning the conditions of track access for testing purposes.
- EIM's XA working group will fall under the scope of EIM's new Rolling Stock (RST) working group.
- EIM's RST members will contribute to the European Railway Agency's workshops on Vehicle Authorisation.

Cross Acceptance (XA)



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 came into force 1st January 2015.
- The Application Guide to the TSI was published on 1st January 2015.

IMPACT ON IMS

- Energy consumption of the railway could be reduced by a mandatory requirement to equip all electric trains with energy meters (energy data collection systems).
- A new ERA Working Party dealing with the addition of paragraphs relating to unique authorisations was active throughout 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

- Reduce the number of national technical rules by working on the closure of open points in the TSI.
- 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.

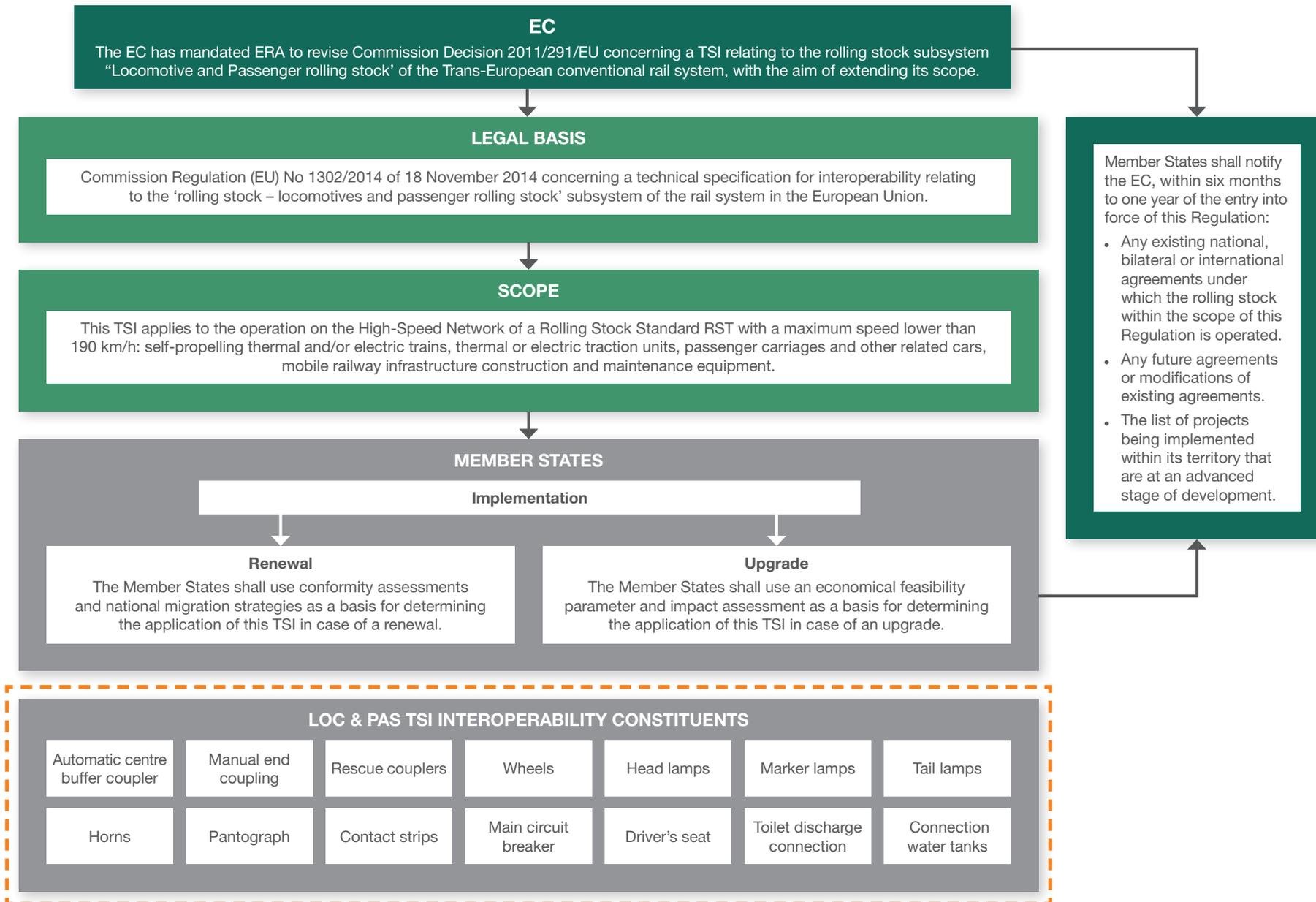
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM LOC&PAS members followed the European Railway Agency's LOC&PAS, WAG Limited Revision and Unique Authorisation Working Parties.
- The European Railway Agency has submitted two recommendations to the EC regarding LOC&PAS and Unique Authorisation at the end of 2015.

OUTLOOK 2016

- The present EIM working groups LOC&PAS and XA will merge to form EIM's new Rolling Stock (RST) working group.
- Co-operation with GS1 to develop a Radio Frequency Identification standard for Europe's railways will be accelerated.
- The European Railway Agency will submit a further recommendation to the EC regarding the WAG TSI limited revision.

TSI Locomotives and Passenger Rolling Stock (LOC & PAS)



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.
- ERTMS related operational principles are part of the OPE TSI.

IMPACT ON IMS

- The opinions of infrastructure managers have been taken into consideration when revising the OPE TSI, expected to commence in 2016.
- Operations and traffic management within the IM have to be organised according to the TSI.
- The TSI covers items related to the IM/RU interface, for example the route book and managing emergency situations are part of the TSI.

EIM OBJECTIVES

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

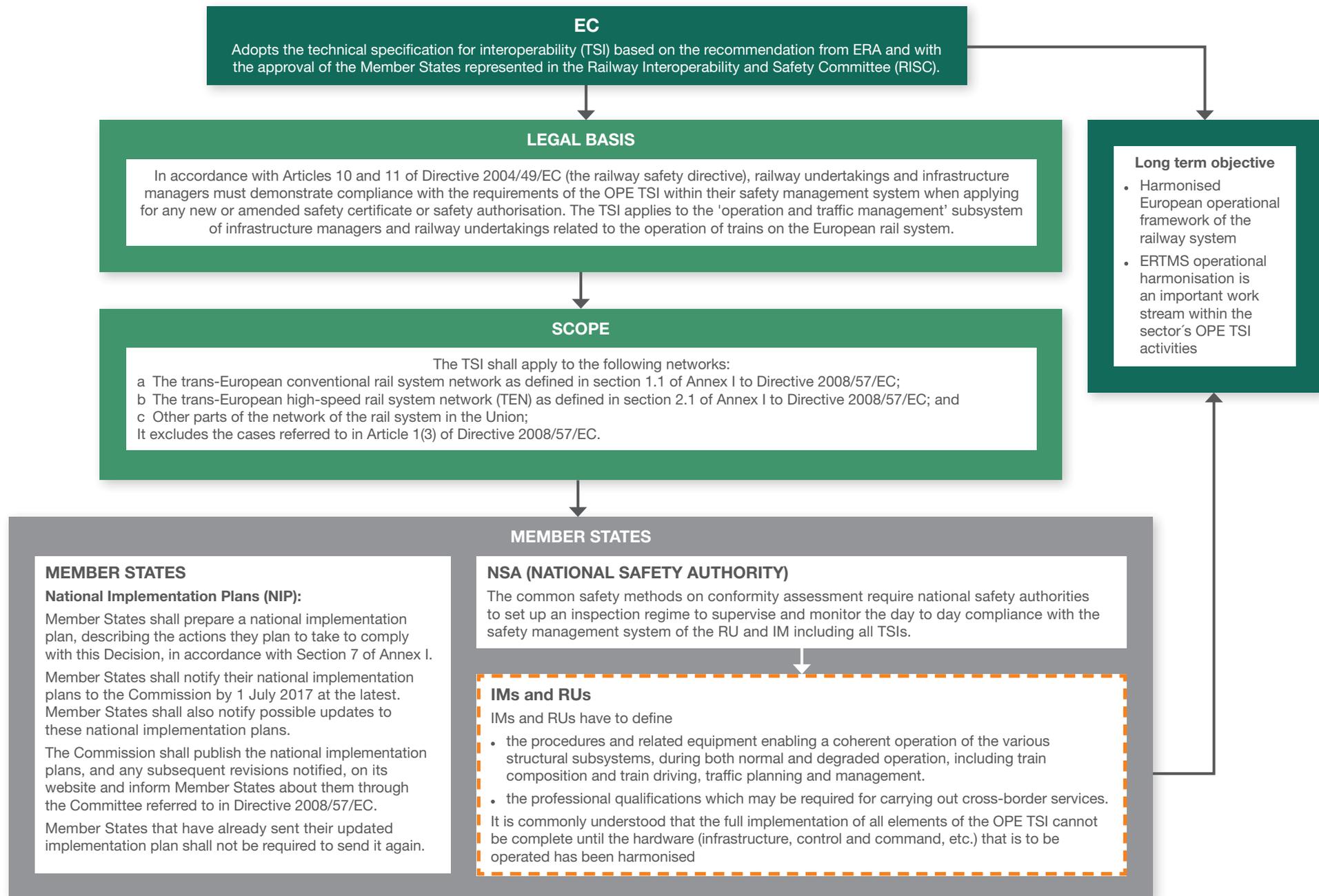
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM OPE experts participated actively in the corresponding ERA working groups.
- EIM OPE experts are engaged in active co-operation with other stakeholders.

OUTLOOK 2016

- It is expected that a revision of the OPE TSI will start in 2016.
- Work is expected to focus even more on ERTMS operational harmonisation.
- Elements related to the National Rules Reduction will become part of the future ERA OPE TSI working party activities.

TSI Operations and Traffic Management (OPE)



FACTS

- The Noise TSI establishes the framework for noise emitted by rolling stock including passenger and freight vehicles.

IMPACT ON IMS

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

EIM OBJECTIVES

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

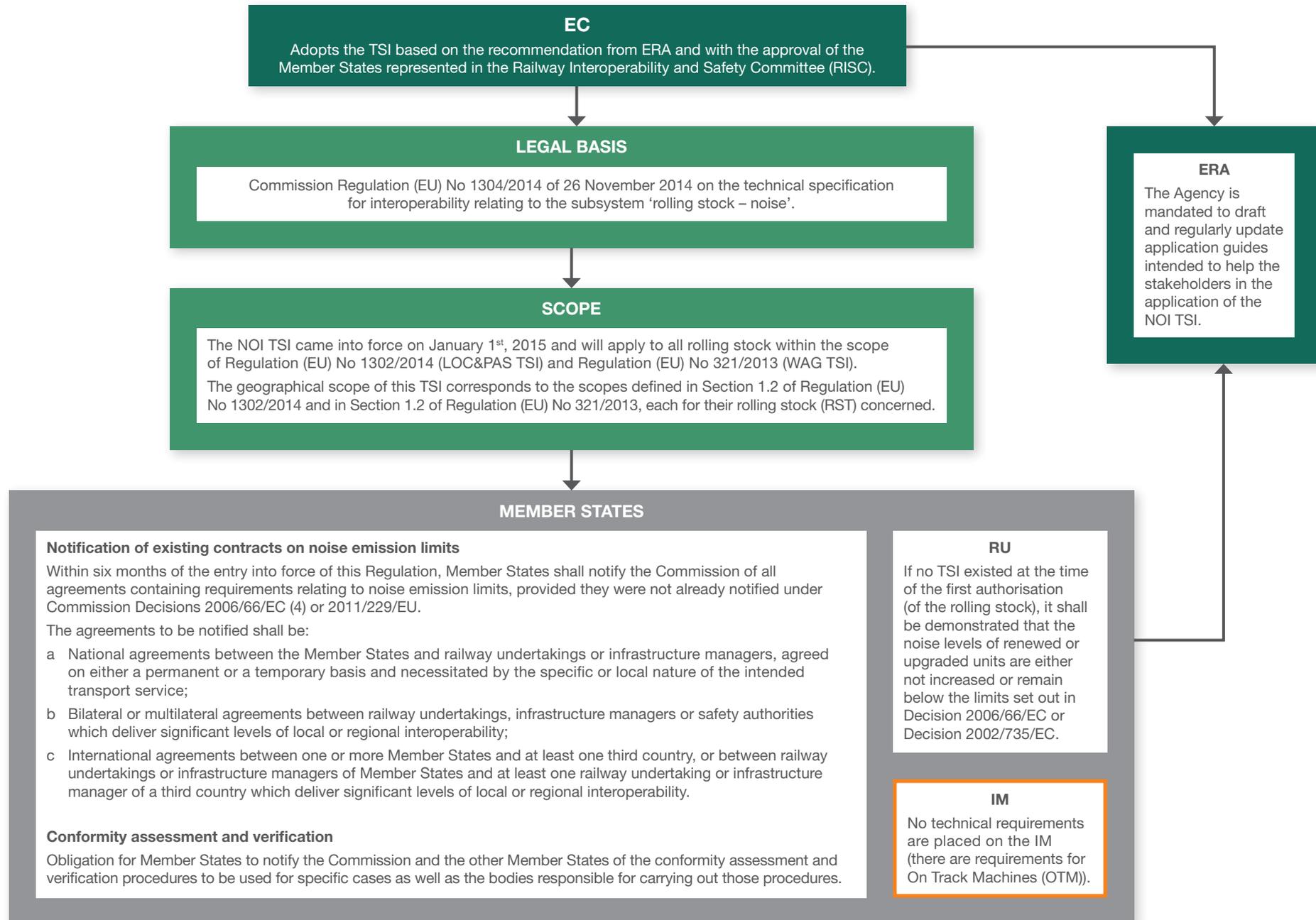
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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

OUTLOOK 2016

- The EU is currently evaluating the directive on environmental noise which might have an effect on the TSI NOI revision.
- Discussion on the usage of ceramic brake blocks will most likely continue.

TSI Rolling Stock – Noise (NOI)



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 TSI CCS 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 Baseline 3, Release 2 items has improved although not all of EIM's important issues have been solved.

OUTLOOK 2016

- The content of the ERTMS Longer Term Evolution needs to be defined in more detail and the ongoing work closely monitored.

European Rail Traffic Management System – ERTMS

EC

- Adopts the Control, Command and Signalling TSI based on the recommendation from ERA and with the approval of the Member States represented in the Railway Interoperability and Safety Committee (RISC).
- Nominated the European ERTMS Coordinator.

LEGAL INITIATIVE

Commission Decision 2012/88/EU on the 25th January 2012 (CCS TSI) introduced the following:

- Merged the former TSI for High Speed (HS) and Conventional Rail (CR) into one TSI
- Separated the on-board and trackside subsystems for signalling (since 2012/88-EU, onboard and trackside subsystems are defined as subsystems)
- Closed open points (although not all open points have been closed)

This decision has been amended twice, latest of which is the Commission Decision (EU) 2015/14 on the 5th of January 2015. Main elements of these amendments are:

- extending the geographical scope to the whole EU railway network,
- introducing the ETCS Baseline 3 specifications,
- amending the on-board test specifications for ETCS Baseline 2,
- updating the GSM-R specifications and,
- clarification of the certification process

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

SCOPE

The geographical scope of this TSI covers the whole rail system, composed of:

- 1 The trans-European conventional rail system network (TEN) as described in Annex I section 1.1 "Network" to Directive 2008/57/EC;
- 2 The trans-European high-speed rail system network (TEN) as described in Annex I section 2.1 "Network" to Directive 2008/57/EC;
- 3 Other parts of the network of the whole rail system, following the extension of the scope as described in Annex I section 4 to Directive 2008/57/EC; and excludes the cases referred to in Article 1(3) of Directive 2008/57/EC.

The TSI shall apply to networks with 1435 mm, 1520 mm, 1524 mm, 1600 mm and 1668 mm track gauges. However, it shall not apply to short border crossing lines with 1520 mm track gauges that are connected to the network of third countries.

ERA

- Is the ERTMS system authority and responsible for the drafting of the CCS TSI which is subject to RISC vote
- Leads the ERTMS Stakeholder Platform
- Leads the process for the closure of open points
- Gives technical guidance to the EC.

SECTOR

- Participates in the ERA led ERTMS Stakeholder Platform
- Participates in the ERA Change Control Management (CCM) process for ERTMS specifications
- Supports the stable maintenance of Baseline 2 and supports the further validation of Baseline 3 including:
 - Baseline 3 Maintenance Release 1
 - Baseline 3 Release 2
- Forms a view on testing and certification
- European deployment plan relies on the ILMs for deploying the track side part of the ERTMS, RUs hold responsibility for the onboard ERTMS equipment deployment.

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

When railway infrastructure projects receive financial support from certain European funds, the fitting of ERTMS/ETCS is mandatory when:

- 1 installing the train protection part of a Control-Command and Signalling Subsystem for the first time or
- 2 upgrading the train protection part of a Control-Command and Signalling Subsystem already in service, where this changes the functioning or the performance of the subsystem.

New vehicles authorised to be placed in service for the first time shall be equipped with ERTMS in line either with the set of specifications # 1 or the set of specifications # 2 listed in Table A2 of Annex A of the CCS TSI. From 1 January 2018, new vehicles authorised to be placed in service for the first time shall be equipped with ERTMS only in line with the set of specifications # 2 listed in Table A2 of Annex A of the CCS.

The requirement to be equipped with ERTMS does not apply to new mobile railway infrastructure construction and maintenance equipment, new shunting locomotives or other new vehicles meeting certain requirements established in the CCS TSI.

FACTS

- The Train Detection Compatibility working group deals all the compatibility problems linked to the train detection systems:
 - > electromagnetic effects (magnetic fields) caused by traction current to axle counters
 - > electromagnetic effects (conductibility) caused by traction current to track circuits
 - > sanding problems for track circuits
 - > eddy current brakes (magnetic fields) for axle counters
 - > wheel diameters for axle counters
 - > frequency management (for rolling stock, ETCS and train detection systems)
 - > loops as detection systems.
- The group works on amendments to the Control, Command and Signalling (CCS) TSI in defining the train detection target systems and closure of open points.

IMPACT ON IMS

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

EIM OBJECTIVES

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

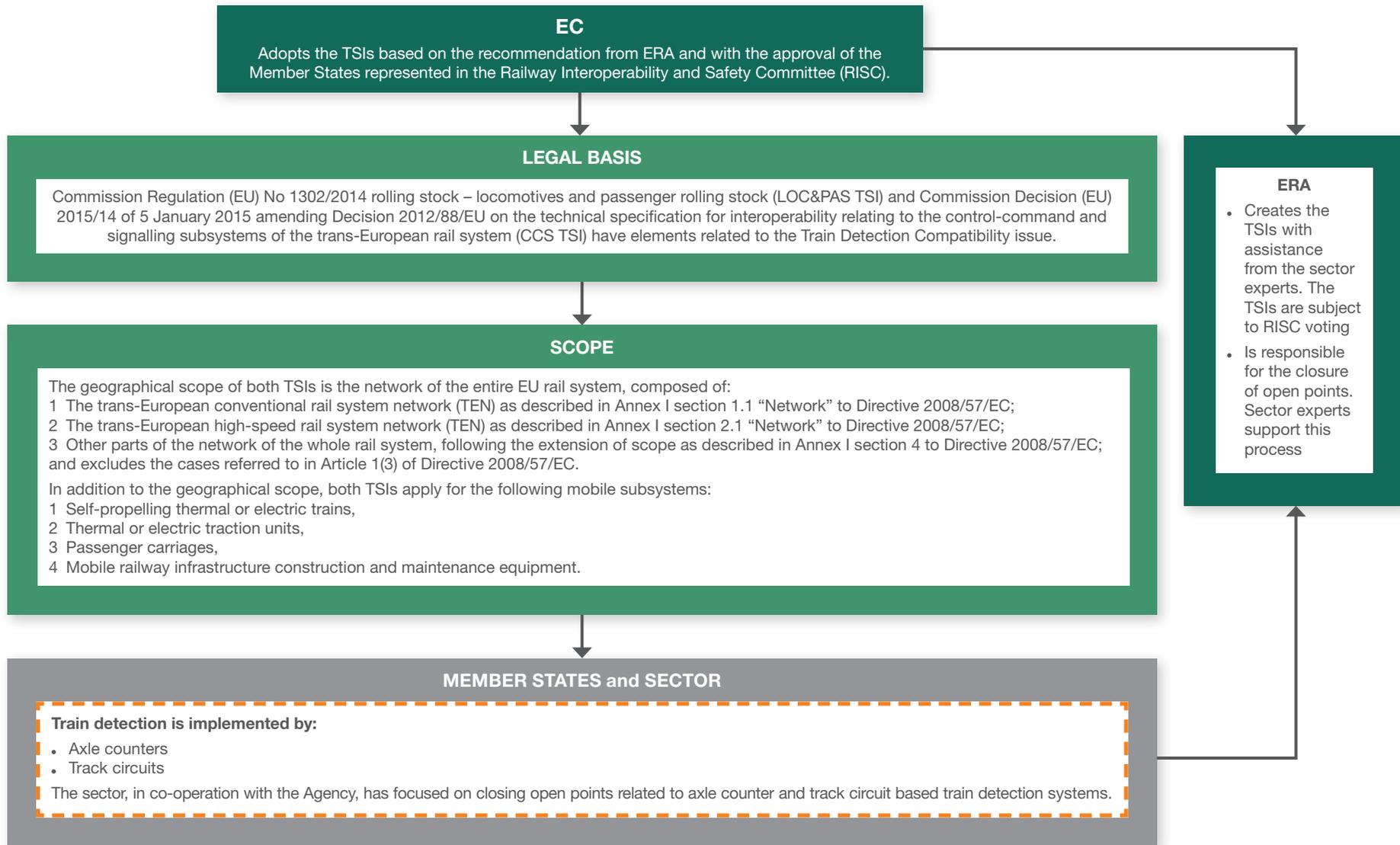
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM supported the closure of TSI open points in relation to electromagnetic compatibility (EMC) and other points of compatibility (gauges).
- Work on electromagnetic compatibility (EMC) compliance of the track circuits, frequency management and migration.

OUTLOOK 2016

- EIM members will continue to influence the joint rail sector support group and the ERA TDC Working Party. Meetings are usually held on consecutive days.
- The Train Detection Compatibility working group deals all the compatibility problems linked to the train detection systems:
 - > Correction of table for axle counters compatibility
 - > Migration strategy for train detection systems
 - > Conformity assessment (wheel detectors)
 - > Sanding
 - > Requirements on axle distances for high speed
 - > Frequency management for track circuits

ERTMS – Train Detection Compatibility (TDC)



FACTS

- The EIM telecommunications working group focuses mainly on the current rail communication system (GSM-R), its successor technology (FRMCS) as well as the telecommunication aspects of the ERMTS project.
- 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.
- The future communication system is currently being defined in terms of user requirements (what the system should deliver) and technical specifications. ERA has the objective to make a recommendation to the commission on the new system by 2018.

IMPACT ON IMS

- GSM-R has been suffering from interference issues with other networks during the last years. This issue has been increasing due to the more extensive use of spectrum and the roll-out of broadband technology by public mobile operators.
- On the positive side, actions to mitigate interferences have now been identified and are now being rolled out in several countries, whether this is through the implementation of additional equipment or by having a better coordination between GSM-R operators (IMS) and the public mobile operators. However, The EIM telecommunications working group believes that some issues still need to be clarified to mitigate entirely the interference issue.
- The future mobile communication system (successor of the GSM-R) will have a significant importance for lms and the railway industry in general, not only in terms of costs but also by allowing changes in the way the entire railway industry operates.

EIM OBJECTIVES

- Ensure that the next generation railway mobile system, the successor to GSM-R, fulfills the needs of IMS.
- Increase system reliability by reducing the possibility GSM-R interference.
- Improve Lifecycle Management of the GSM-R system.

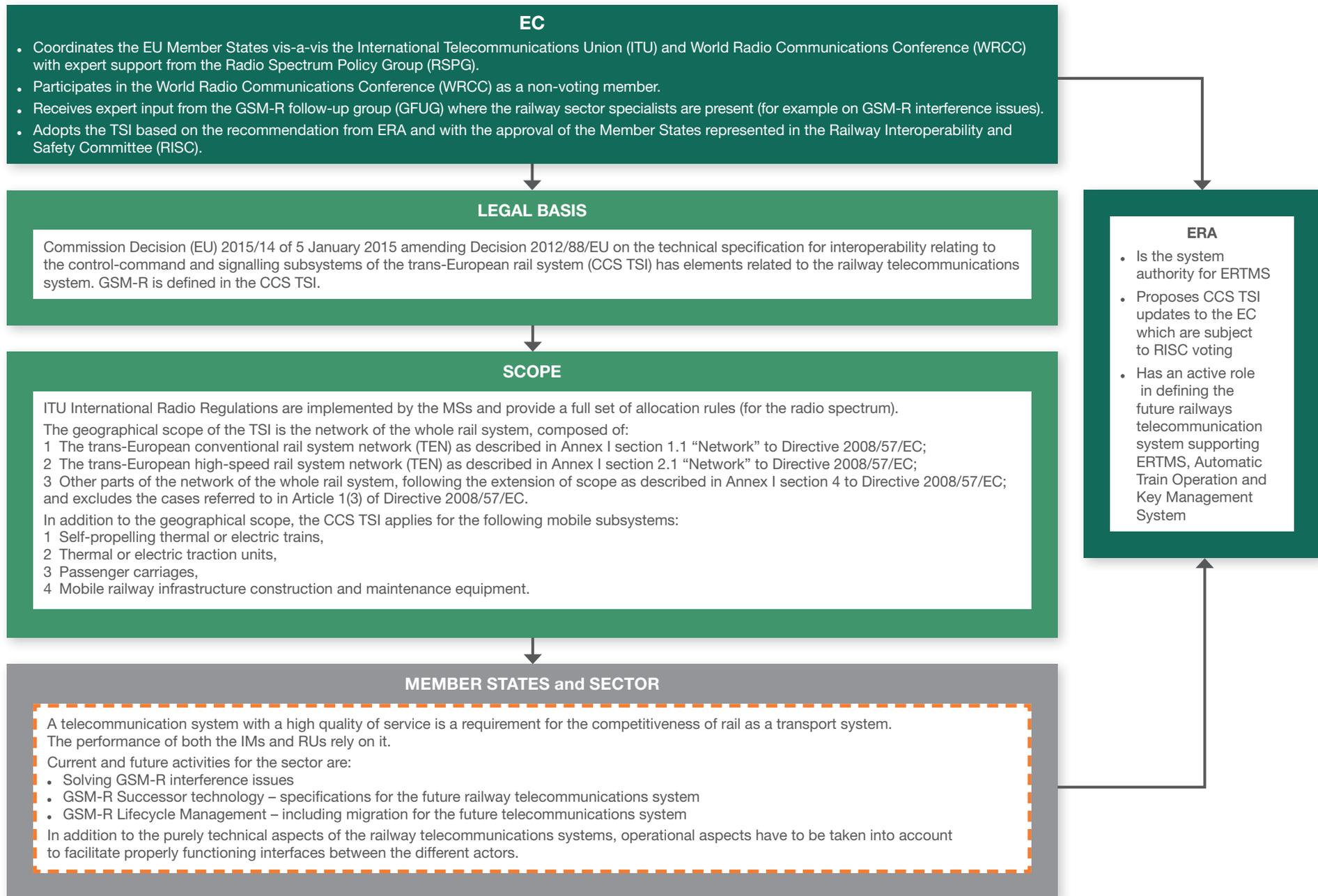
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- The EIM telecommunications working group has produced a position paper which identifies the remaining actions which are required to fully address interference issues. Discussions have now been initiated with ERA to see how to further realize the identified actions.
- The EIM telecommunications working group has also focused on identifying the needs of the future rail communication system both from a user perspective and an architecture / technical view. The working group is leveraging materials already prepared by other bodies (e.g. UIC, ERA) when analysing requirements of the future communication system.

OUTLOOK 2016

- Convince ERA to support the additional measures identified by EIM telecommunications working group for GSM-R interference mitigations.
- Be proactively involved in the decision process regarding the future railway communication system.

ERTMS – Telecommunications (TEL)



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.

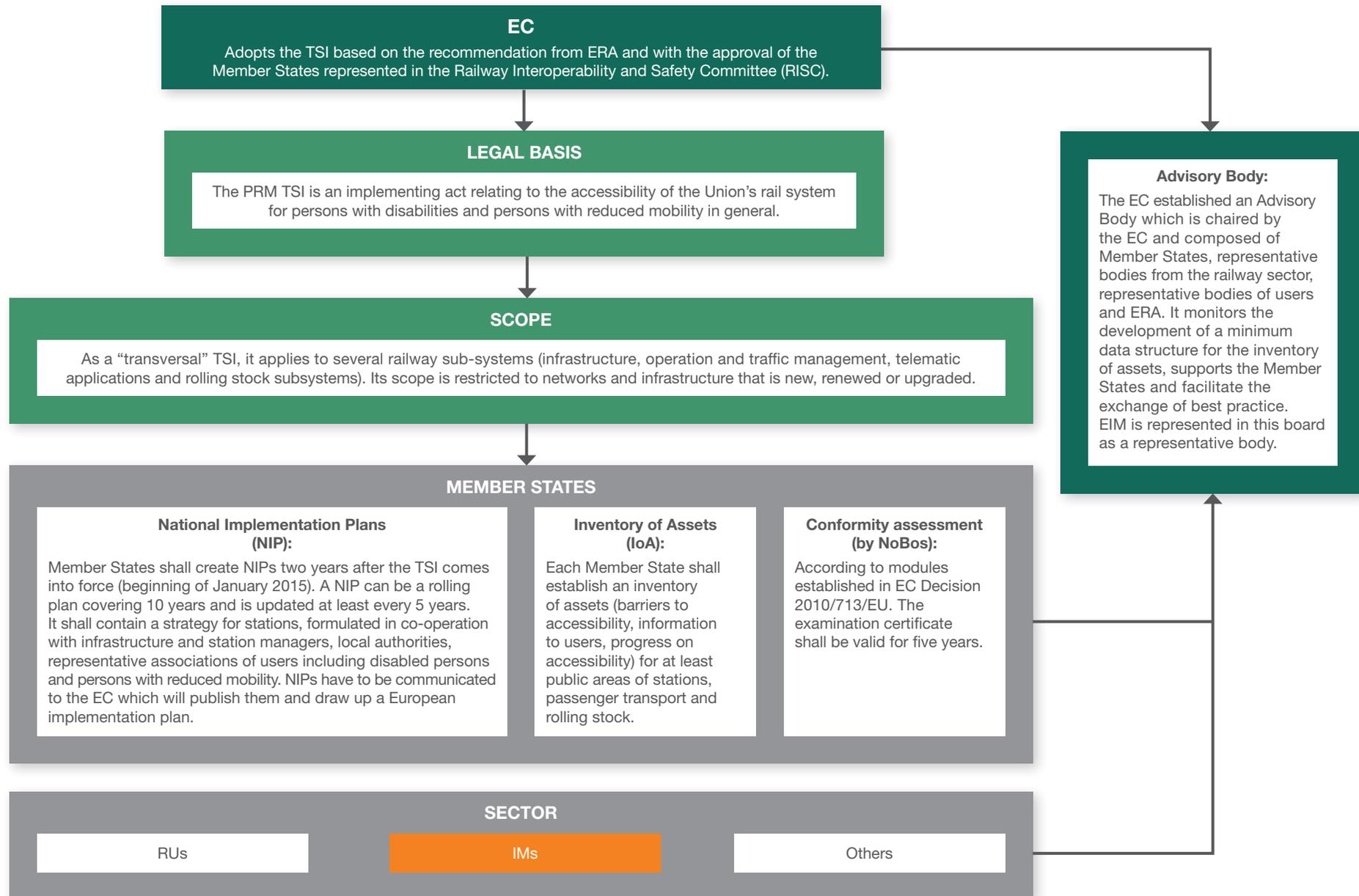
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM PRM working group experts have met with other stakeholders discussing amongst other the National Implementation Plans.
- EIM is a member of the European Commission PRM Advisory Board.

OUTLOOK 2016

- Member States will have two years to create a National Implementation Plan from the date that the PRM TSI came into force (January 1st, 2015). This work continues in 2016.
- Based on the National Implementation Plans, the EC has six months to create a European Implementation Plan regarding accessibility.

TSI Persons with Reduced Mobility (PRM)



FACTS

- The Register of Infrastructure (RINF) will be a system comprising of:
 1. An integrated database at EU-level, containing all parameters as mentioned in the RINF Decision (2014/880/EU) and uploaded by each participating member state
 2. A centralised Common User Interface (CUI) to facilitate uploading, integration and web-based publishing of the data in this database
- The Application Guide Version 1.1 was published by the European Railway Agency in June 2015.
- The date that the first RINF data has to be uploaded by National Registration Entities was delayed from March to October 2015. The scope of this data concerns not the whole network per member state but only the international freight corridor(s) inside its borders.

IMPACT ON IMS

- In the proposal for the revised Interoperability Directive (part of the 4th Railway Package), access to lines is to be granted based on the Register of Infrastructure; however, the adopted timeline for the RINF implementation might cause delays for this procedure. Besides the timeline, also the step by step increasing scope of the required data (as mentioned in the decision) and the doubtful quality of that data will cause delay in the usability of the RINF system.
- 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 IMs and RUs on the necessity and format of RINF. This may result in asymmetry of information between IMs: reducing the overall usability. End-users needs need to be investigated, converging to end-user business requirements.

EIM OBJECTIVES

- Improve the implementation of the RINF by bettering the quality of the data input to it.
- Improve the implementation of the RINF by ensuring that the goals of the RINF from the European Commission and the end-users in the railway market remain achievable.
- Improve the usability of RINF by means of smart use of existing data, assumed that this data is of a better quality.

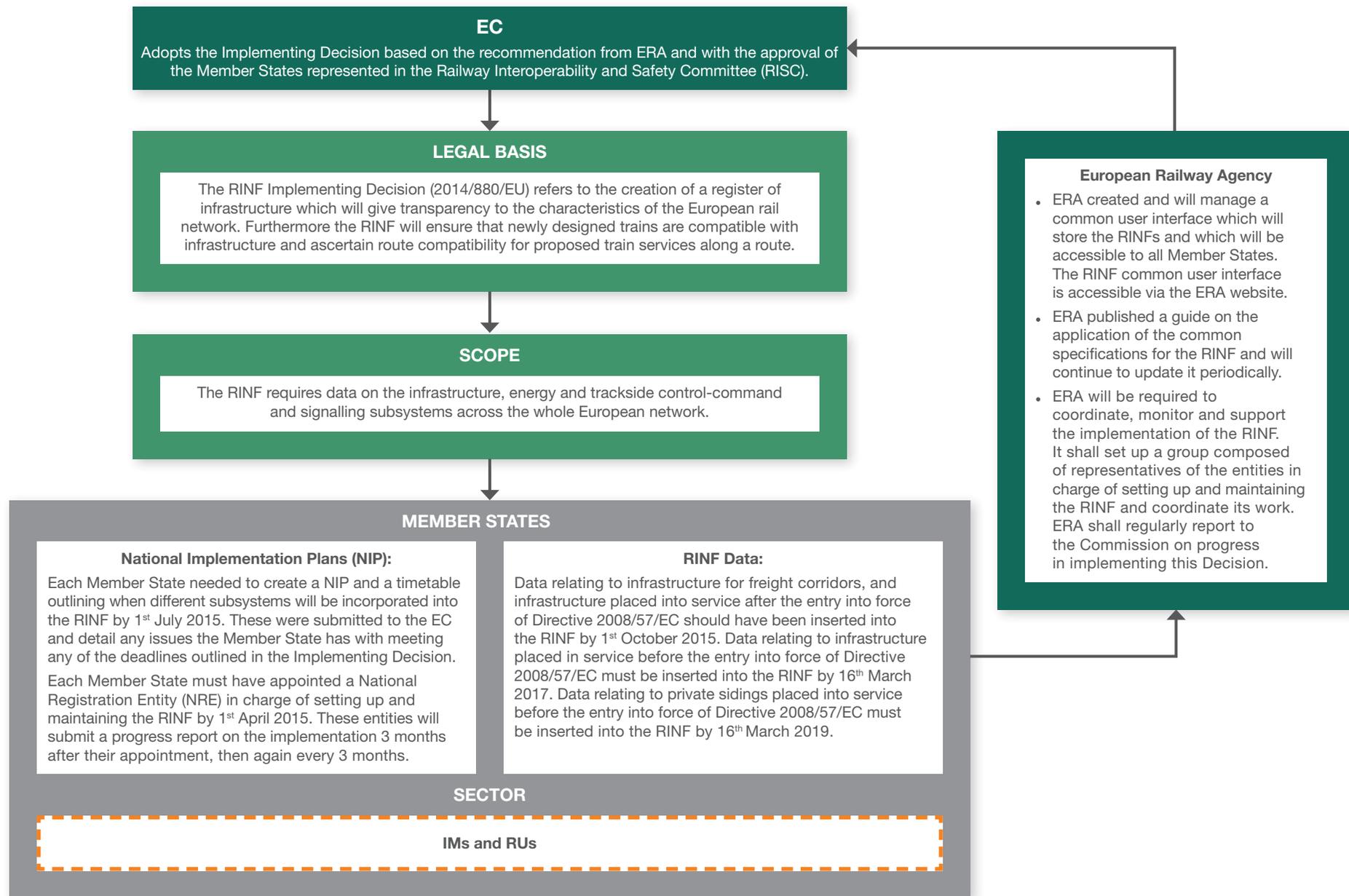
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- National Registration Entities (NRE) have been appointed.
- National Registration Entities began to upload their RINF databases to the European Railway Agency Common User Interface (CUI) in October 2015.

OUTLOOK 2016

- EIM members will continue to share best practice on their national RINF implementation.
- EIM members will influence ERA on the scope of RINF taking into account end-users needs.
- EIM speakers will continue to support the European Railway Agency's various RINF working groups to coordinate and support the 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.

Register of Infrastructure (RINF)



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.
- The revised Telematic Applications for Freight TSIs came into force January 1st 2015.
- Deadline for TAF TSI implementation depends on individual IM Master Plans. Most Master Plans foresee completion by 2019.

IMPACT ON IMS

- IMs will need to implement the TAF TSI. The sector achieved that the TAF and TAP implementation for IMs are aligned.

EIM OBJECTIVES

- Improve infrastructure managers' control on the TAF by monitoring the implementation of the TAF TSI.
- Reduce the costs of the TAF implementation by representing the interests of IMs in the TAF governance structure.
- Provide a platform for member IMs to exchange implementation experience and align strategies.

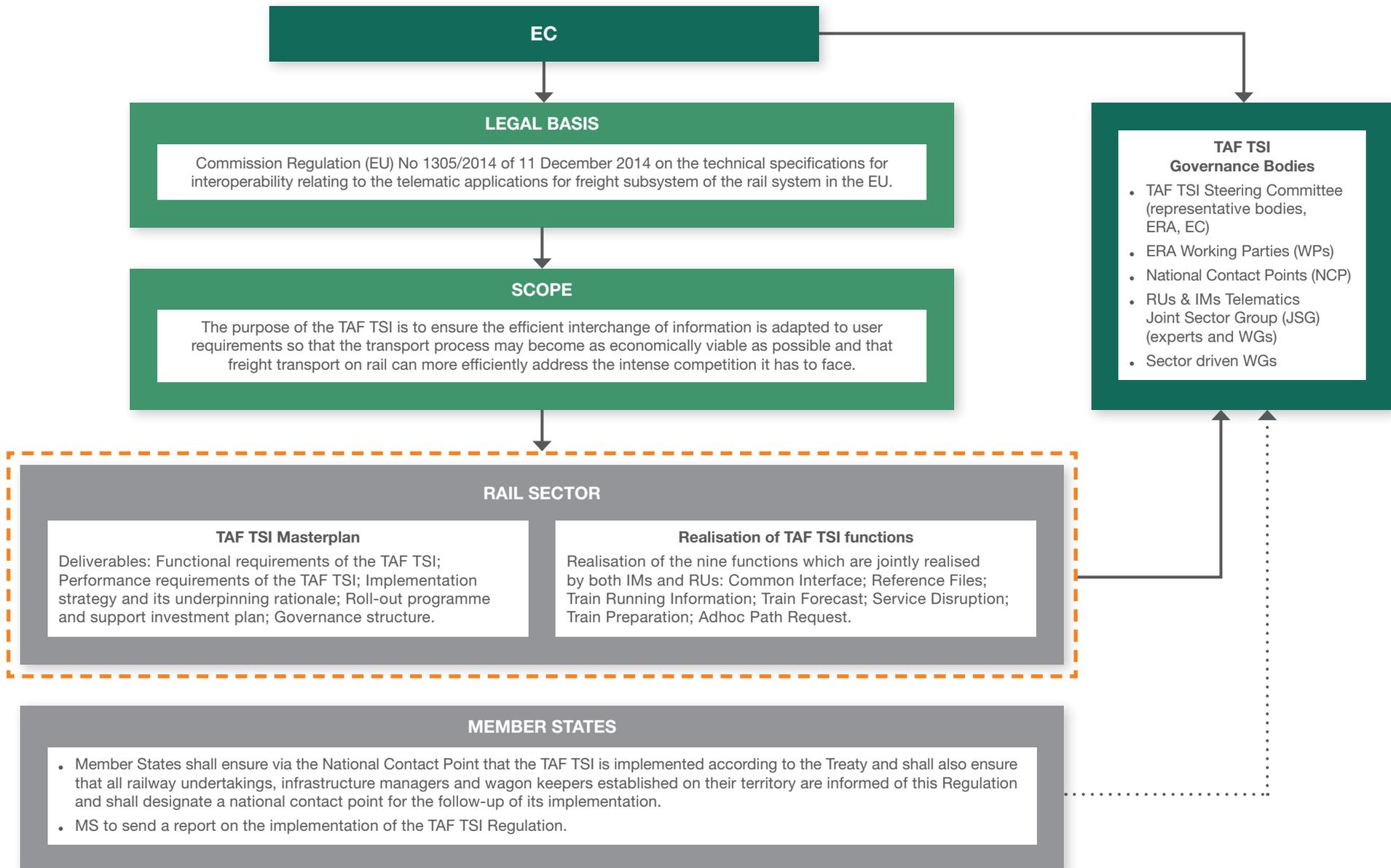
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- New TAF TSI governance was defined in 2015.
- 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).
- EIM members involved in the TAF Co-operation Group for the follow up of implementation.

OUTLOOK 2016

- EIM will hold internal workshops in 2016 to share experience of implementation.
- EIM members will attend the European Rail Agency's Regional Workshops for TAF TSI Implementation.
- EIM will attend the ERA TAF TSI Implementation Co-operation Group meetings.
- 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).

TSI Telematic Applications for Freight (TAF)



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.
- Deadline for TAP TSI implementation depends on individual IM Master Plans. Most Master Plans foresee completion by 2019.

IMPACT ON IMS

- IMs will need to implement the TAP TSI. The sector achieved that the TAF and TAP implementation for IMs are aligned.

EIM OBJECTIVES

- Improve infrastructure managers' control on the TAP by monitoring the implementation of the TAP TSI.
- Reduce the costs of the TAP implementation by representing the interests of IMs in the TAP governance structure.
- Provide a platform for member IMs to exchange implementation experience and align strategies.

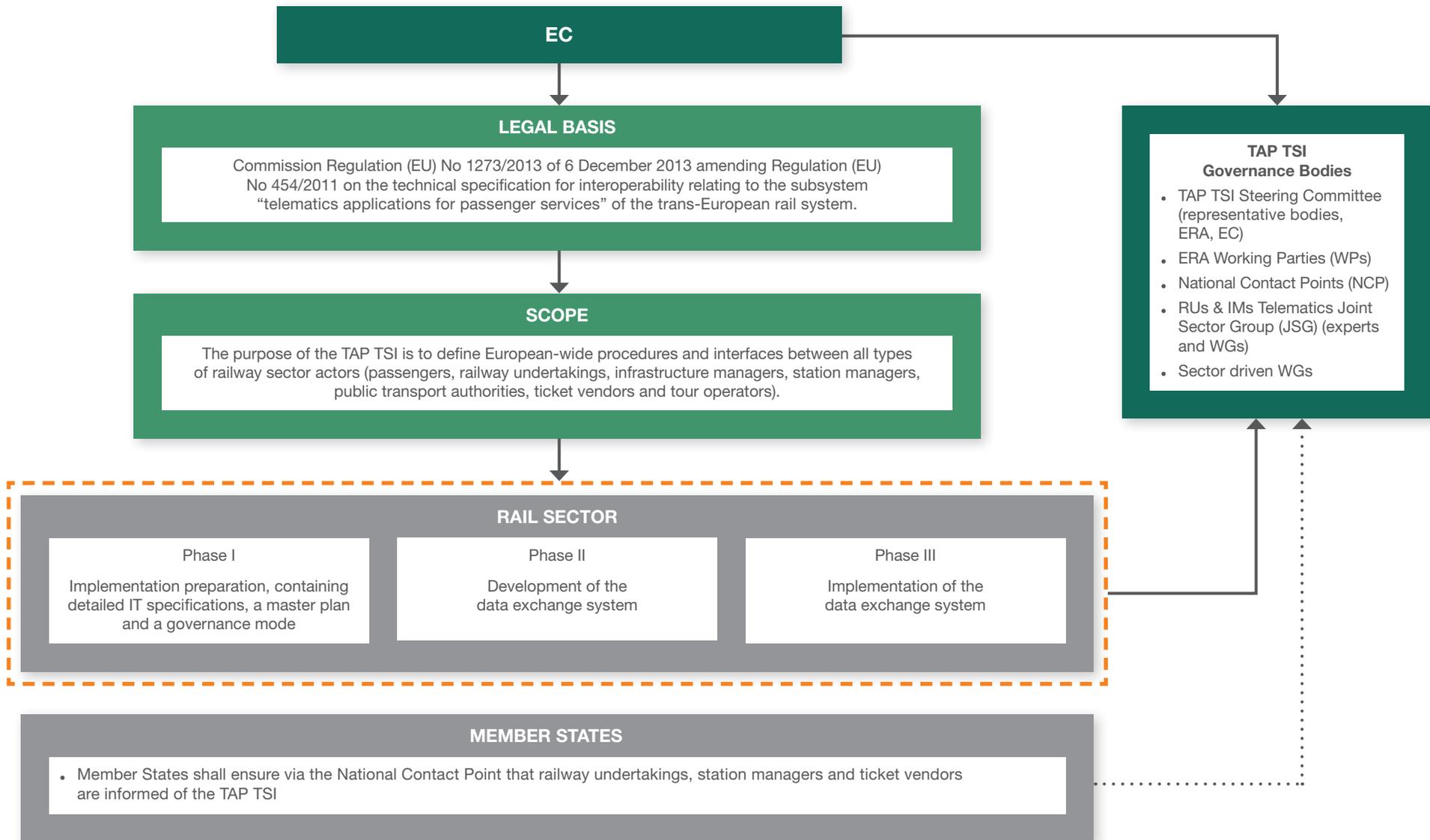
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

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

OUTLOOK 2016

- 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).
- ERA will initiate a TAP TSI Implementation Co-operation group to run in parallel with the TAF TSI Co-operation group.

TSI Telematic Applications for Passengers (TAP)



FACTS

- ERA has strengthened the role of its economic evaluation (EcoEv) activities in its new Single Programming Document 2016.
- Economic impact assessments of TSIs and other rules drafted by ERA are to be undertaken to ensure Agency measures contribute to a more competitive railway sector.
- Railway Indicators set out the by the ESG aim to collect data and construct metrics or parameters by which to measure the progress of Railway Interoperability and Safety across the EU.
- These 24 Railway Indicators are foreseen to assist with future railway technical and safety policy development.

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 ERA Programme proceedings within the different EcoEv Operational Activities.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM was successful in obtaining a satisfying text of the Economic Evaluation Framework.
- The European Railway Agency started the 12 month pilot phase for the Railway Indicators.
- EIM members gave input to the TAP TSI Early Impact Assessment Stakeholder Consultation.

OUTLOOK 2016

- Conclusion of the Railway Indicators pilot phase, next steps and publication in the Agency Railway Report 2016.
- Review of EcoEv activities and impact assessments tasks carried out by the European Railway Agency.

Economic Survey Group (ESG)

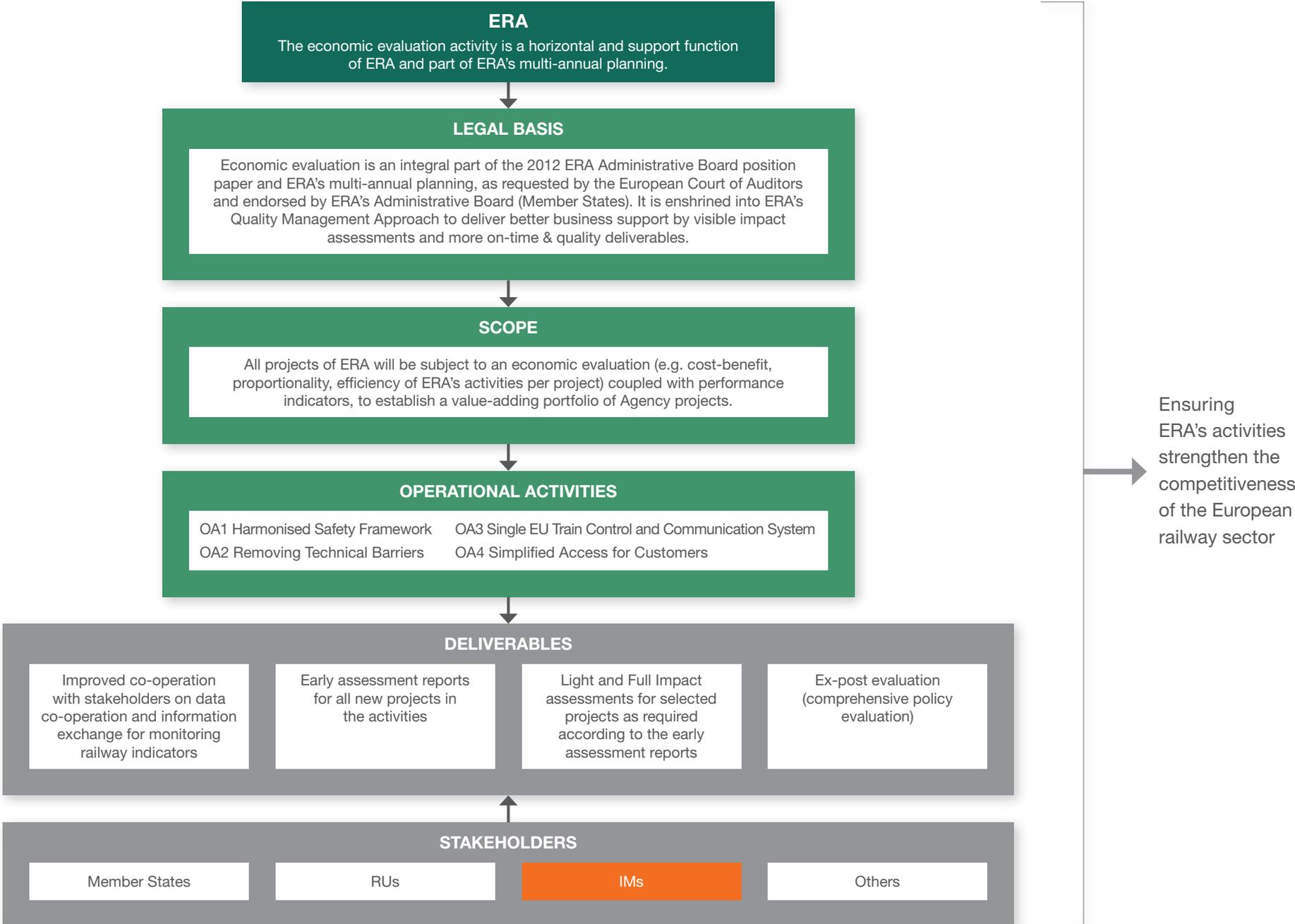


Illustration: EIM

FACTS

- Several important security issues have an international dimension (e.g. terrorism, metal theft).
- Exchange of experience between IMs allows best practice to be established in fields such as Critical Infrastructure Protection and Security of Depots, Sidings & Shunting Yards.

IMPACT ON IMS

- Recent acts of terrorism in the EU resulted in individual initiatives to impose security measures for railways.
- Cross-border activities of metal thieves continue to cause significant problems to rail infrastructure managers.

EIM OBJECTIVES

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

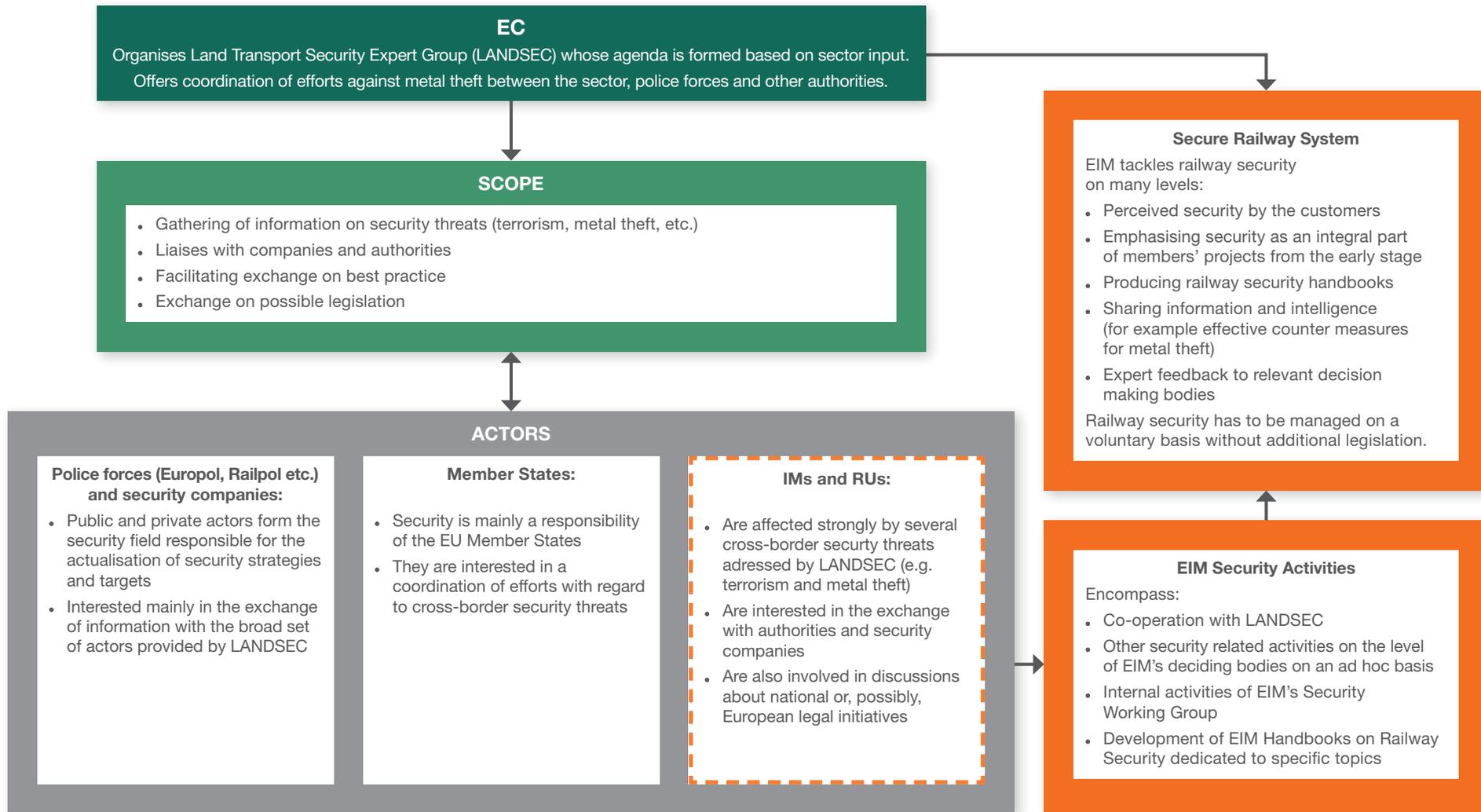
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- In the field of terrorism, EIM developed the paper "Counter-Terrorism on Railways – Facts and Figures", which collects data relevant to the discussion following various terrorist attacks in 2015.
- Regarding metal theft, an updated 2nd edition of the Railway Security Handbook was developed with significantly extended information on the impact of the phenomenon and possible countermeasures.

OUTLOOK 2016

- The EIM Security working group will focus on four topics:
 - > Critical Infrastructure Protection (CIP),
 - > Emergency Planning & Crisis Management,
 - > Terrorism & Counter Terrorism and
 - > Security of Depots, Sidings & Shunting Yards.

Security (SEC)



03

FINANCIAL



High-speed rail bridge "Viaduc de l'Arc", Provence-Alpes-Côte d'Azur (FR).
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Rail infrastructure is the backbone of the European single transport market and its Member States. The challenges consists in bridging the gap between increasing expectations vis-à-vis infrastructure (development and maintenance, environment, safety and security, connectivity, etc.) and available financial resources (national, EU, innovative funding tools, etc.). I continue to state that the EU has a very important role to play in steering the discussions in this area with all stakeholders concerned.

Alain Quinet

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



A new track on the Warsaw-Łódź line (PL).
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TOPICS

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FACTS

- The TEN-T guidelines entered into force on 1 January 2014, and 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.
- The work plans of the 11 European Coordinators for the TEN-T, establishing the basis for action until 2030, were approved in June 2015. To make sure that the corridors are developed effectively and each will be led by a European Coordinator, supported by a consultative forum (the “Corridor Forum”).

IMPACT ON IMS

- Impact on IM activities in the case of project delays.
- The introduction of the corridor forums may create additional administrative and bureaucratic burdens on IMs.
- TEN-T offer a very important chance to develop multimodal policies at the European level.

EIM OBJECTIVES

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

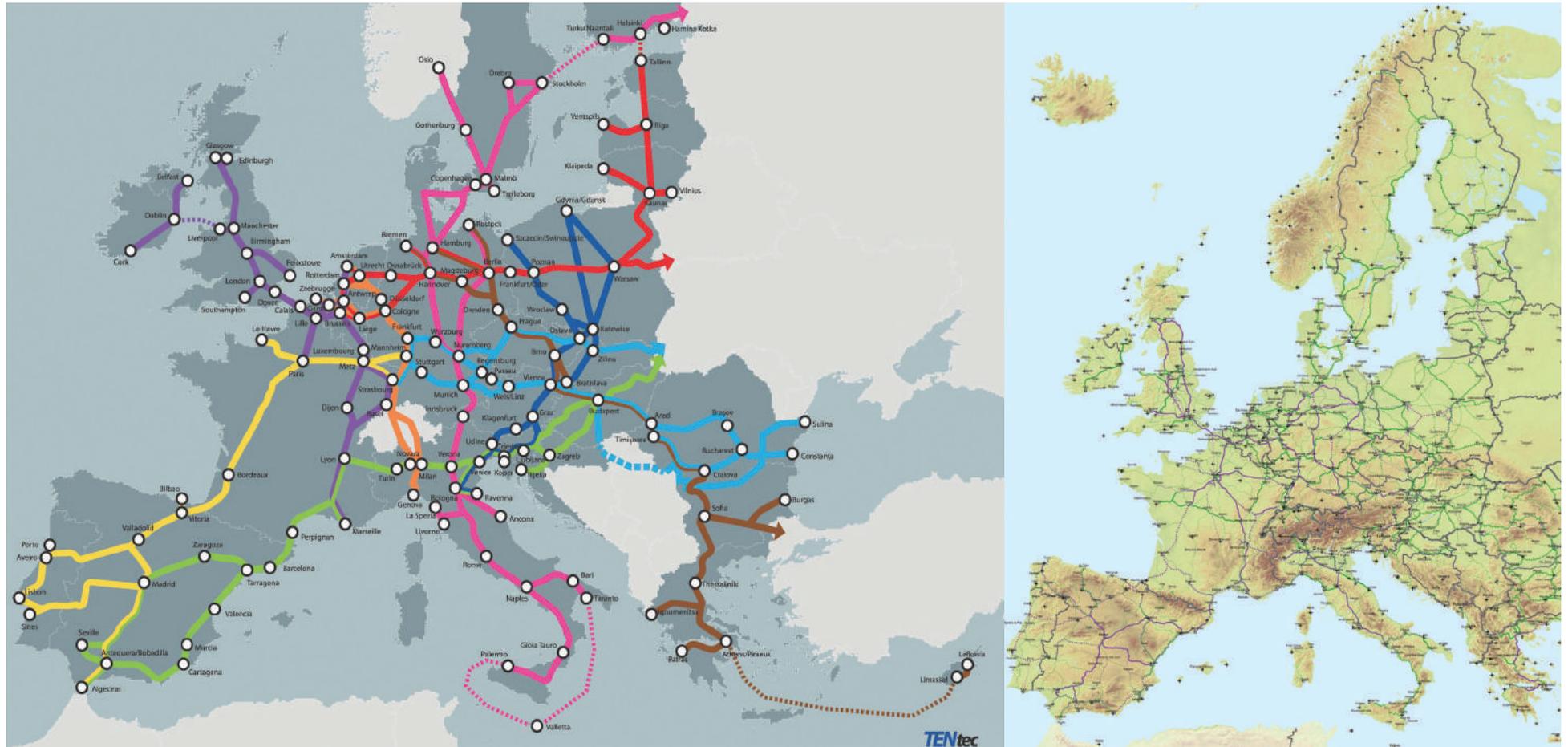
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM organised several meetings with the Commission (DG MOVE and DG ECFIN) and the European Investment Bank.
- EIM attended the “TEN-T Days 2015” organised on 22nd-23rd June 2015 in Riga (LV).

OUTLOOK 2016

- EIM will attend the “TEN-T Days 2016” in June 2016 in Rotterdam (NL), organised by the NL EU Presidency
- EIM will follow-up further EU TEN-T related initiatives, notably with regard to the funding-related aspects.

The Core Network Corridors and the Comprehensive Network



FACTS

- On 9 November 2010, the Rail Freight Corridors Regulation EC 913/2010 entered into force, requesting Member States to establish Rail Freight Corridors.
- By November 2013, six corridors have been implemented.
- By November 2015, three additional corridors have been implemented.

IMPACT ON IMS

- Traffic management may be subject to new priority rules in the event of disturbances.
- Potential modification of the geographical scope of the RFCs.
- Full and seamless alignment of the RFCs with the Core Network Corridors (CNCs), and prospective increased operational harmonisation for national procedures and rules.

EIM OBJECTIVES

- Improving rail freight services across Europe and supporting IMs in delivering better services for customers.
- Safeguarding the independence of Infrastructure Managers (responsibilities of Executive and Management Boards and decision-making procedures).

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- In December 2015, EIM as well as several other external stakeholders (CER, RNE, corridor managers) produced a joint sector input paper on the potential revision of Regulation 913/2010.
- EIM and its member Jernbaneverket (NO) participated as speaker at the “Rail Freight Day”, hosted by the European Commission on 4th December 2015 in Vienna (AT).

OUTLOOK 2016

- From spring till summer 2016, the European Commission will organise a public consultation amongst the wider sector into rail freight corridors.
- In the 2nd half of 2017, the European Commission may start to revise Regulation EC 913/2010, based on the results of the public consultation.

Revision of Regulation 913/2010 (RFC)

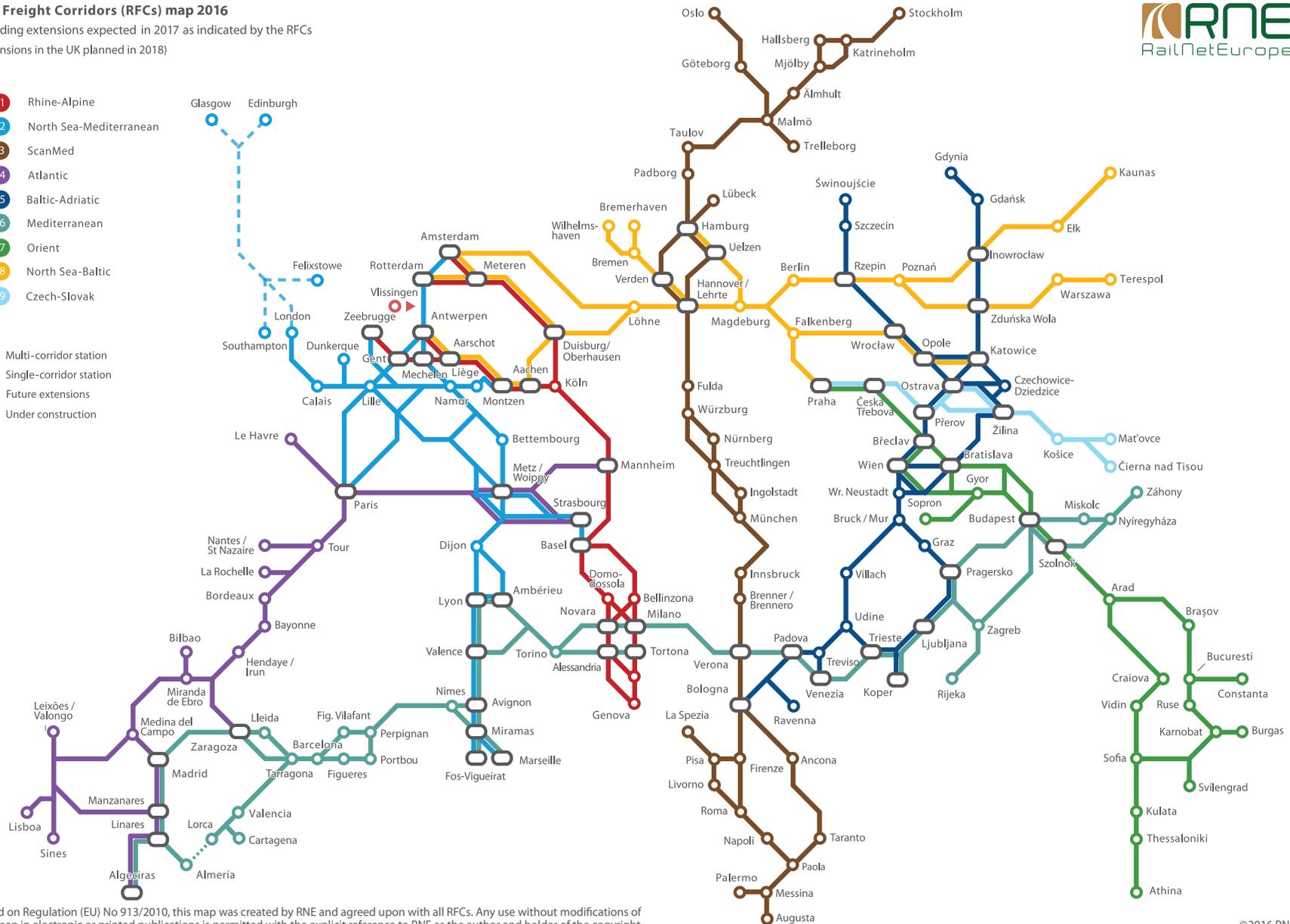
Rail Freight Corridors (RFCs) map 2016

Including extensions expected in 2017 as indicated by the RFCs
(Extensions in the UK planned in 2018)



- RFC1 Rhine-Alpine
- RFC2 North Sea-Mediterranean
- RFC3 ScanMed
- RFC4 Atlantic
- RFC5 Baltic-Adriatic
- RFC6 Mediterranean
- RFC7 Orient
- RFC8 North Sea-Baltic
- RFC9 Czech-Slovak

- Multi-corridor station
- Single-corridor station
- - - Future extensions
- ⋮ Under construction



Based on Regulation (EU) No 913/2010, this map was created by RNE and agreed upon with all RFCs. Any use without modifications of this map in electronic or printed publications is permitted with the explicit reference to RNE as the author and holder of the copyright.

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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.
- The 2015 CEF Transport Calls for Proposals, published on 5 November 2015, made €7.6 billion of funding available for projects of common interest in the transport sector.

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.

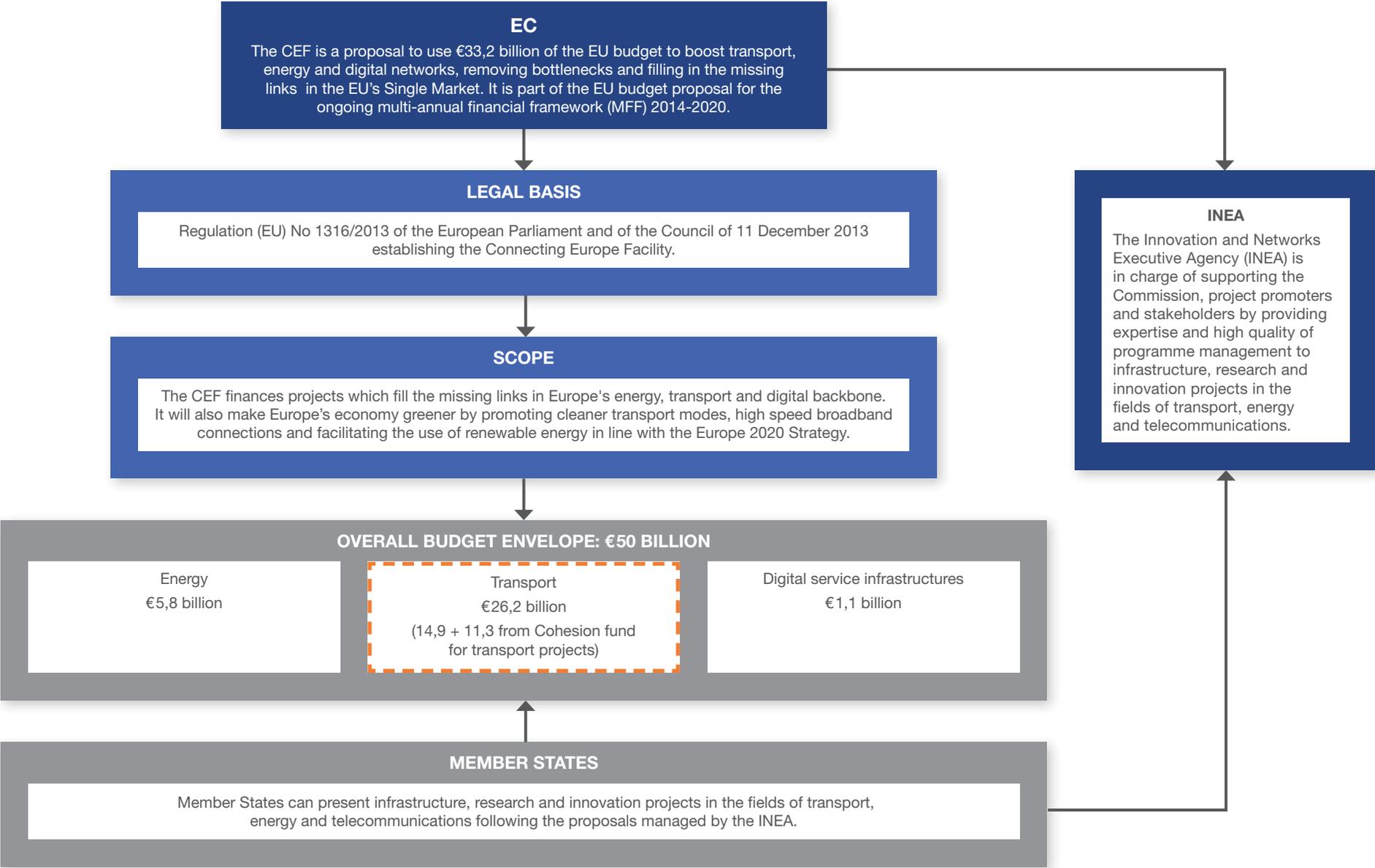
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM is in constant contact with INEA (the Innovation and Networks Executive Agency, managing the CEF), tracking and monitoring the calls and the selections of projects.
- EIM attended the CEF Info Days in October 2015.

OUTLOOK 2016

- The deadline for submission of projects under the calls for proposals presented in October 2015 is 16th February 2016.
- From 2016 onwards, 263 major European transport infrastructure projects, primarily located on the core trans-European transport network, will be supported by an EU investment of €12.7bn. Among those projects, 112 are rail-related and collectively worth €9.59bn with the EU's contribution to the overall cost of these schemes ranging from 20% to 85%.

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 13th January 2015 the European Commission issued a proposal for a Regulation setting up the European Fund for Strategic Investments (EFSI Fund); http://ec.europa.eu/priorities/jobs-growth-and-investment/investment-plan_en
- The initiative aims to channel 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.
- Investment needs of IMS will have to match those of private investors in order to attract non-public money.
- Trends emerging towards concession-like schemes or dedicated public-private transport funds.

EIM OBJECTIVES

- Making EFSI applicable to investment projects in rail infrastructure
- Funds dedicated to transport infrastructure in the MFF (multiannual financial framework 2014-2019) and in CEF need to continue to serve the transport objectives defined in the TEN-T Guidelines.

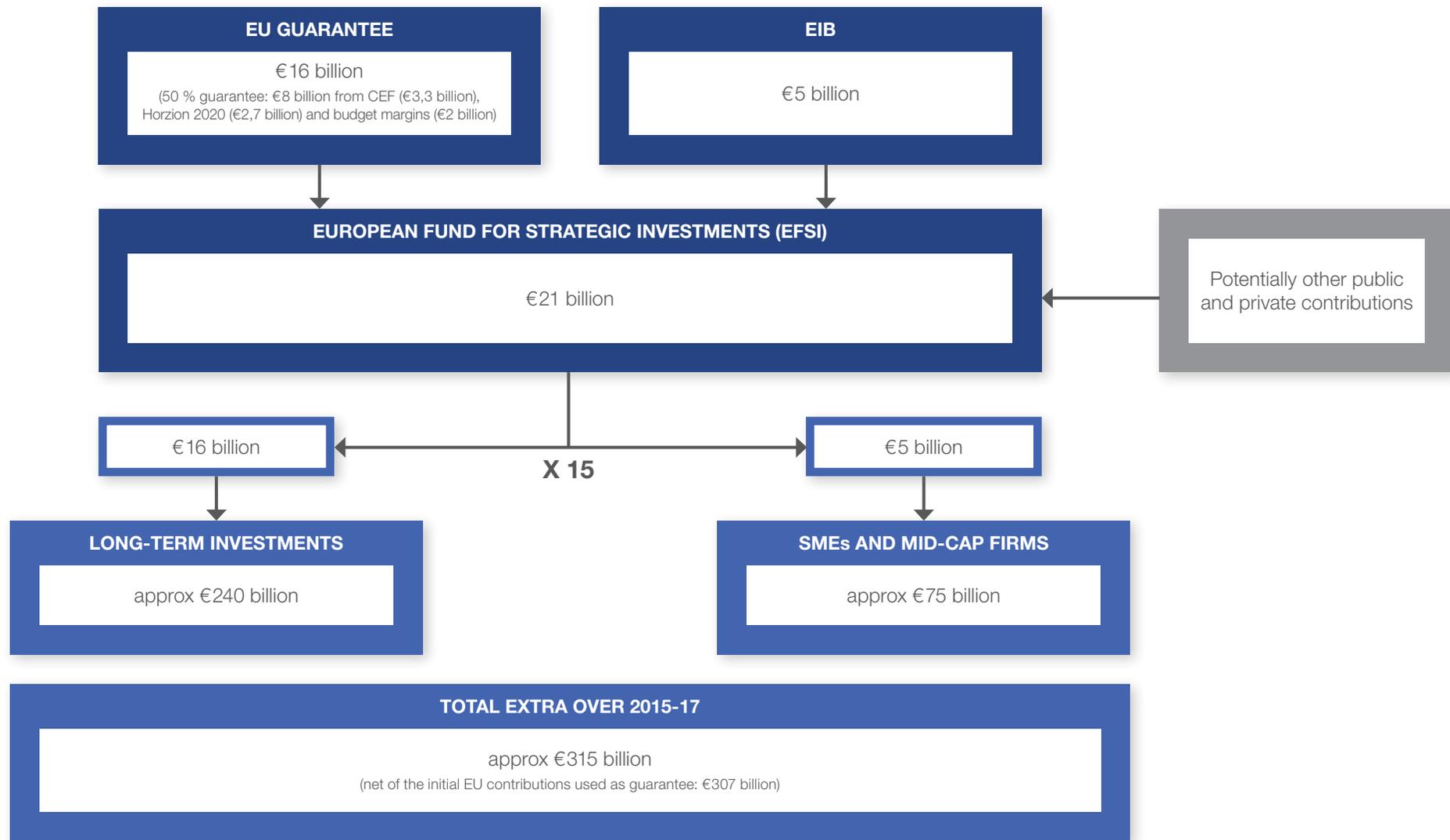
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM cooperation with EC on funding needs.
- EIM active in maintaining earmarked CEF money for rail projects.

OUTLOOK 2016

- As of the end of December 2015 about 30 projects have been financed through the EFSI Fund, using a bit more than €5 billion which is expecting to mobilise €23 billion of investment in the real economy throughout 2016.
- New financial approaches for the rail sector explored on EU level.

EFSI/Juncker's Investment Plan



FACTS

- Classical EU funding is increasingly being complemented by new, innovative funding tools (e.g. PPPs).
- EU funding conditions and threshold were or are reviewed.
- Non-EU funding bodies and practices are raising in importance.

IMPACT ON IMS

- New funding life-cycles or funding tools may be a challenge for infrastructure investments, requiring long-term and stable funding.
- Experience amongst infrastructure managers with innovative funding tools needs to be built up.
- Funding tools and practices, also from other sectors, can be of added value for European infrastructure managers.

EIM OBJECTIVES

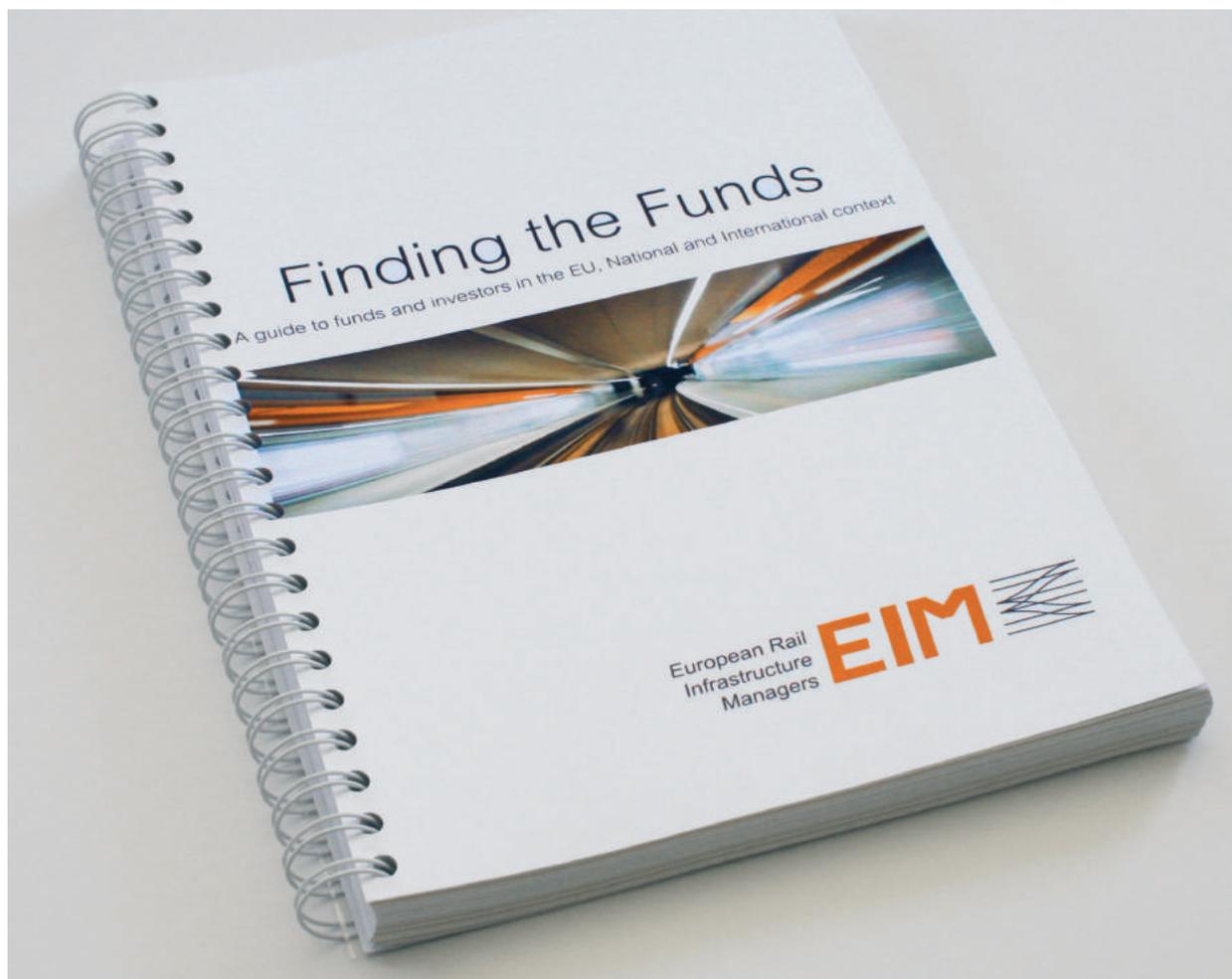
- Support of its members with identifying available funds and financial instruments.
- Help developing and exchanging best practice between the members and all relevant stakeholders.
- Assist its members in achieving business excellence.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM developed a substantial brochure on “Finding the Funds”, containing information on EU Funds, national funding approaches and international funding practices.

OUTLOOK 2016

- EIM will closely follow the evolution of EU and non-EU funding tools and sources and update its brochure over time.



Part I – EU Funds and Funding Bodies

1. Presentation
2. Trans-European Transport Network and CEF
3. Research and Innovation – Horizon 2020 and Shift²Rail
4. LIFE
5. Public-Private Partnerships
6. European Investment Bank
7. European Fund for Strategic Investments (EFSI)

Part II – National Funds

1. Belgium
2. Denmark
3. The Netherlands
4. Norway
5. Sweden
6. The United Kingdom

Part III – Other Funding sources

1. Financial sector overview
2. The International Perspective
3. The Investor Perspective
4. Regulations
5. Funding instruments
6. Examples

Part IV – Outlook

1. Outlook

FACTS

- On 26th February 2014, three Directives setting a new legal framework for public procurement in the EU were adopted. The new rules aim at simplify public procurement procedures and make them more flexible, benefitting public purchasers and businesses, particularly SMEs.
- On 6th January 2016, the European Single Procurement Document (ESPD) was adopted by the European Commission. The ESPD is a standard form-document to enable companies to self-declare that they qualify to bid for public contracts, via a free, web-based system which the EC is developing.

IMPACT ON IMS

- Public procurement is becoming a political strategy instrument. Under the new rules, public purchasers will be enabled to implement environmental policies, as well as those governing social integration and innovation.
- The new legal framework sets the “Most economically advantageous tender” as a principle guiding the contract awards’ criteria, enabling the contracting authority to take account of criteria that reflect qualitative, technical and sustainable aspect of the tender submission – as well as the price.

EIM OBJECTIVES

- Gathering the best information, practices and knowledge with regard to the procurement technique, in view of the transposition of the new EU legal framework into national law.
- Enabling EIM’s members – as contracting entities – to carry out a fruitful dialogue with the European and non-European manufacturing industry.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM has initiated a cooperation with the European rail supply industry (UNIFE) through technical workshops and the organisation of a high-level event.
- EIM spoke at the 4th EU-Japan Industrial Dialogue for the railways in Tokyo (JP) within the framework of the FTA negotiations, on contract awards’ criteria and life-cycle cost.

OUTLOOK 2016

- The new EU legal framework has to be transposed into national legislation by Member States by 18th April 2016.
- EIM and UNIFE may organise a workshop on public procurement and innovative financing at the end of spring 2016.

Public Procurement



EIM speaking at the 4th Japan/EU Industrial Dialogue for the Railways, 10th November 2015, Chiba (Tokyo).
© EIM

FACTS

- Dominique Riquet (ALDE, FR) launched the initiative of a Parliamentary Intergroup on long-term investment and reindustrialisation in October 2014.
- The long-term investment Intergroup aims at finding solutions to the ongoing lack of investment in Europe.
- The official kick-off of the Intergroup was in April 2015.
- Since then, the Intergroup has organised, under its logo, five high-level events on different issues targeting the challenges/opportunities for the financing of long-term infrastructure projects in Europe.

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.
- Helping the Intergroup to bring together law-makers and industry representatives to discuss EU's the financing of strategic infrastructure projects.

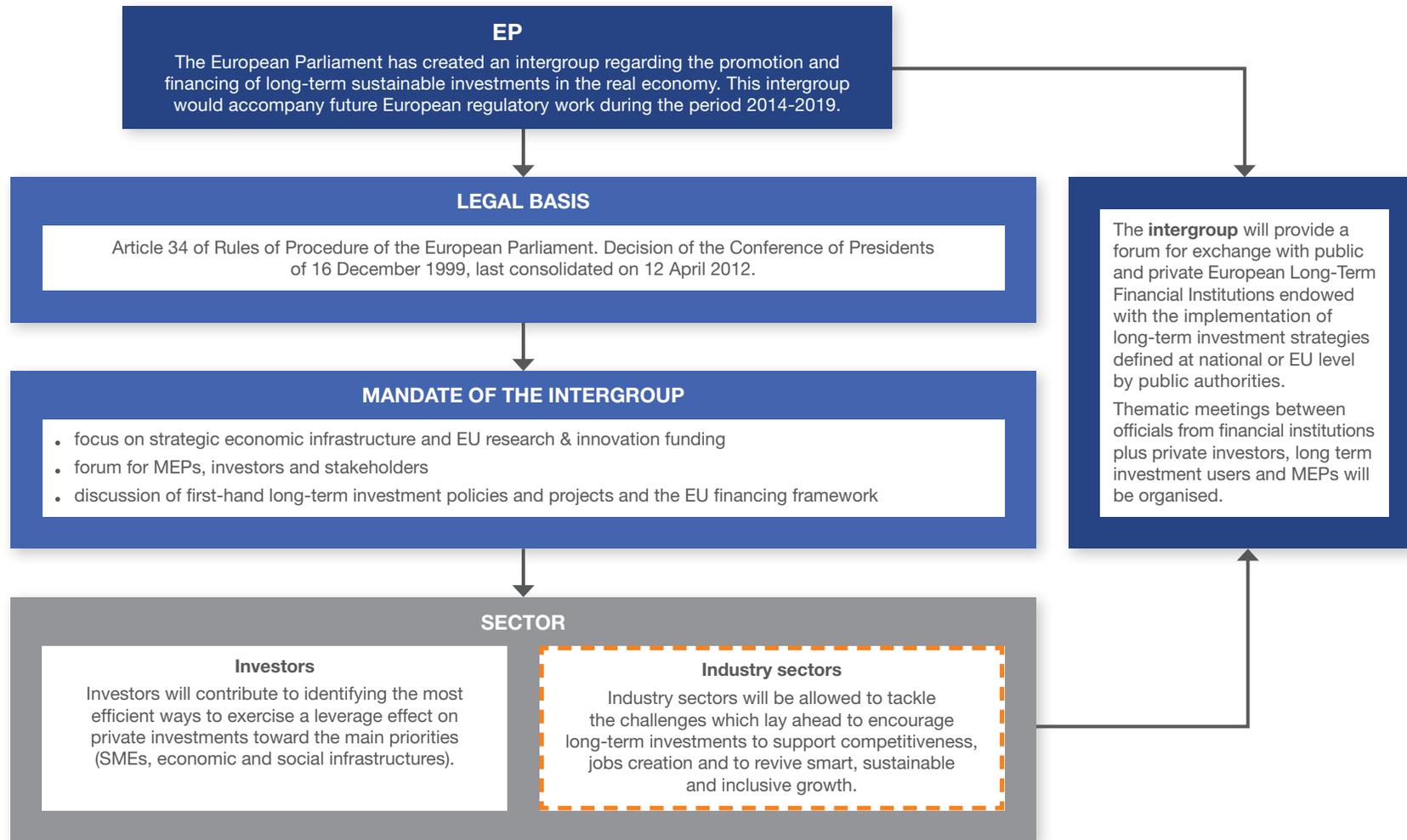
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- 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 co-organised two high-level events:
 - > In April 2015: Inaugural event "The Juncker Plan", hosting European Commission's Vice-President Jyrki Katainen;
 - > In October 2015: Cross-sectoral event "Infrastructures: which strategy for the backbone of our economy", with Commissioner Elzbieta Bienkowska.

OUTLOOK 2016

- Several events within the framework of the Intergroup's scope will be organised throughout 2016, with the participation of both MEPs and industry representatives.

Intergroup on long-term investment



04

BUSINESS



Installing GSM-R along the Røros line in Norway.
Photo: Øystein Grue – © JBV (NO)



”

Innovation will drive the railway's agenda in the next years to come. The challenge will be to develop collaboratively joint visions for the future versus silo thinking in the past. Digitalisation will play a tremendous role as well. So will new actors with their new products, services and thinking.

Rail infrastructure managers will gain a lot from this new collaborative approach. Innovation will help them boosting their management, performance and deliverables in the interest of all.

Prof. Andy Doherty

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



The PKP PLK S.A.'s GSM-R Management Centre in Warsaw (PL).
© PKP PLK S.A. (PL)

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FACTS

- National governments review their infrastructure investments in a context of budget constraints.
- Regulatory authorities are increasingly conducting peer-to-peer benchmarks on costs.
- Infrastructure managers need to deliver more performance and innovation.

IMPACT ON IMS

- IMS have to develop an asset management strategy in order to identify cost drivers and reduce them:
 - 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
- IMS need to develop benchmarks and identify good and best practices amongst peers and also with other infrastructure.

EIM OBJECTIVES

- Improve the railway sector through identification and sharing of innovative practices for asset management.
- Improve business performance amongst members through benchmarking (focus on performance).

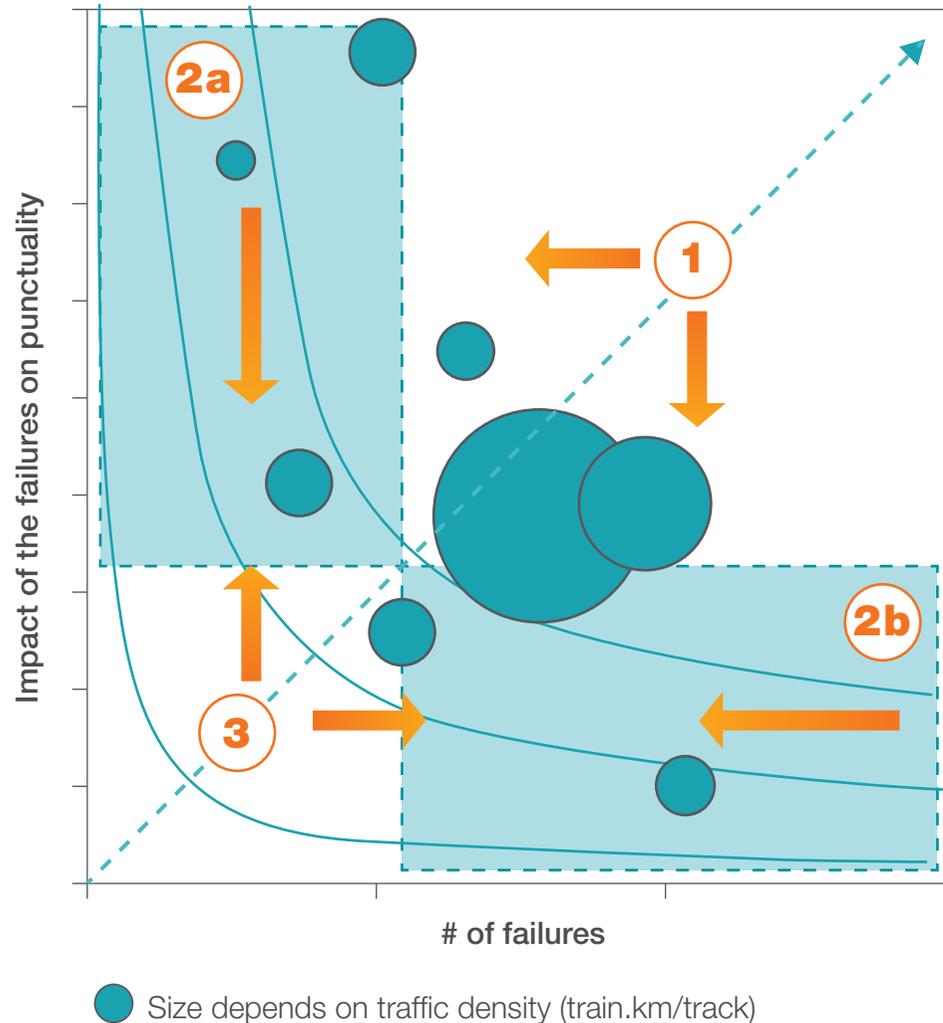
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Performance comparison:
 - > Selection of common KPIs including common definitions and common data production process.
 - > First set of harmonised data at network level and initial findings drawn the results.
- Identification of good practices to be spread across IMS on asset management on:
 - > Asset degradation model,
 - > Asset management activity review,
 - > Possession management
 - > Maintenance continuous improvement.

OUTLOOK 2016

- 4 workshops/masterclasses are planned in 2016:
 - > Performance benchmark will be extended in order to compare performance for similar network segments.
 - > Findings will be strengthened by allowing members to compare performance for similar utilisation environment.
 - > Involvement of non-EIM members.
 - > Exchange with other infrastructure modes.

Target 1 – Working hypothesis that could be investigated by IM based on performance comparison



1 REDUCE THE NUMBER OF FAILURE AND THE IMPACT OF THE FAILURE

> See 2a and 2b

2a REDUCE THE NUMBER OF FAILURE

- > Reduce backlog
- > Improve maintenance thanks to preventive maintenance and/or condition-based maintenance

2b REDUCE THE IMPACT OF FAILURE

- > Improve mean time to repair monitoring
- > Reduce backlog in particular in high density areas
- > Improve maintenance thanks to preventive maintenance and/or condition-based maintenance

3 REALLOCATE COST

- > IM may consider a reallocation of spending (increase of mean time to repair, lifetime extension...) especially for the low density part of the network

CAVEAT

A position in the quadrants can be explained by many causes, above recommendations have to be considered as working hypotheses by IM.

In particular, traffic density has a strong impact on IM position.

Therefore, comparing network by segment would eliminate performance differences linked to traffic density and strengthen findings.

FACTS

- PRIME is a platform set up in 2013 by the European Commission and rail infrastructure managers.
- The objective of PRIME is to cooperate in an open and transparent manner on all relevant issues (regulatory, operational, financial).
- PRIME elected Alain Quinet of SNCF Réseau as new industry chair at its Plenary Meeting in November 2015.

IMPACT ON IMS

- The impact of PRIME is substantial, as rail infrastructure managers get involved in direct discussions with the EC on highest level (CEO/DG) on:
 - > Upcoming / ongoing legislation (e.g. 4th Railway Package, Implementing Acts, ERTMS related initiatives, etc.)
 - > Performance-related initiatives (e.g. developing joint key performance indicators and benchmarks)

EIM OBJECTIVES

- Support its members as regards their involvement in PRIME.
- Foster an open, constructive and transparent discussion between its members and the EU.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- Three PRIME plenary meetings took place during 2015.
- In 2015, PRIME members defined 5 work priorities:
 1. safety culture/occurrence reporting
 2. funding
 3. performance/benchmarking
 4. implementing acts (charging, framework agreements)
 5. digitalisation
- Four new stakeholders joined PRIME (DB Netze, RFI, Iarnród Éireann, RailNetEurope).

OUTLOOK 2016

- PRIME will continue to focus on the work priorities defined in 2015.
- PRIME may also start discussions with the Platform of railway undertakings 'RU Dialogue' on individual subjects.
- PRIME will be made more public via its own website and have an intranet for PRIME members.
- Further rail infrastructure managers will join PRIME.

PRIME (Platform of Rail Infrastructure Managers in Europe)



PRIME Plenary Meeting n°7, 19th November 2015, Brussels (BE).
© EIM

FACTS

- Digitalisation has been on numerous agendas on EU, sectoral and national level
 - > The EU alone has developed 4 initiatives relevant for the railway sector, such as:
 - > DG MOVE – DTLF (transport & logistics forum)
 - > DG MOVE – ICT (intelligent transport systems)
 - > DG MOVE – Multimodal Ticketing
 - > DG CONNECT – NIS platform (network and information security)
- The EU also works with the sector via various joint initiatives on digitalisation (e.g. PRIME and RU Dialogue, Shift²Rail).
- Various sectoral bodies in the rail sector have developed digital task forces and initiatives.
- In spring 2015, EIM developed internal briefings for its members to complement already existing initiatives.

IMPACT ON IMS

- The EC intends to leverage the digital potential of each and every mode of transport, including its infrastructure.
- The EC initiatives will target a streamlined flow of information for journey planning and ticketing services.
- IMS have a strong stake in digital data applications due to the high quantity of data but also their sensitive nature.

EIM OBJECTIVES

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

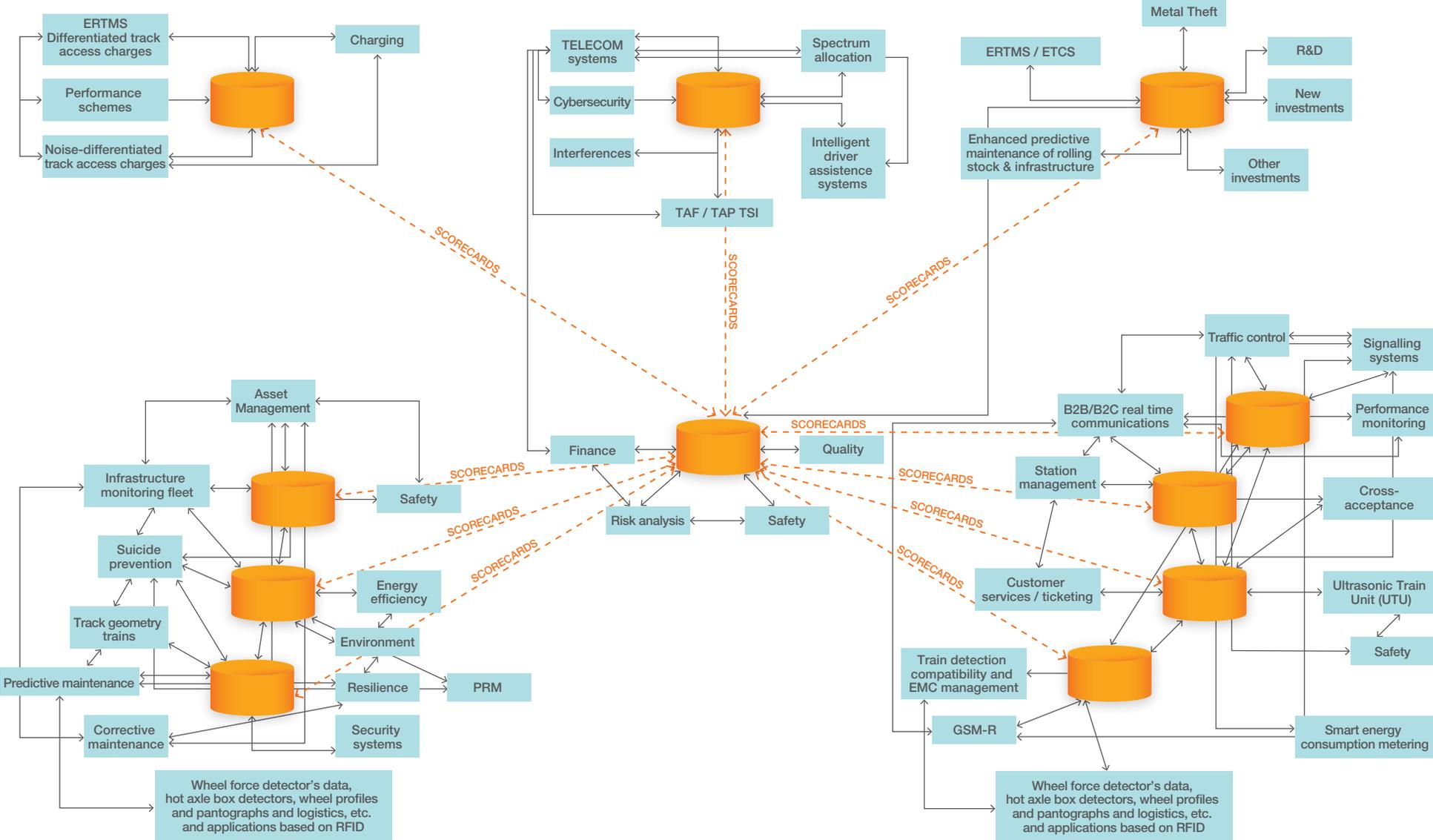
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM is member of all EU and platform initiatives relevant for rail infrastructure managers.
- EIM has developed two initiatives for its members on digitalisation:
 - > A general overview of impacted business processes to serve as basis for enterprise architecture ('digital toolbox')
 - > A database-driven application development to work on taxonomy
- EIM continues to foster the exchange and dialogue with all other relevant actors inside and outside the rail sector.

OUTLOOK 2016

- EIM will:
 - > continue its discussions on EU and sectoral level on digitalisation.
 - > develop further briefings on digitalisation for its members for use on company and EU level (e.g. PRIME).
 - > follow closely the EU strategy in terms of digitalisation (e.g. telecoms, data protection/access, disruptions, etc.).

Digital infrastructure management



FACTS

- On February 2013, the European Commission put forward a proposal for a Directive on network and information security (NIS Directive).
- On 13 March 2014, the European Parliament passed its first reading of the proposal. The voted draft extended the provisions of reporting security incidents currently limited to telecommunications providers to other critical infrastructure sectors including the transport sector.
- On 15 December 2015, an informal agreement was reached in trilogue which has been approved by the Internal Market Committee (IMCO) on 14 January 2016.

IMPACT ON IMS

- The NIS Directive would cover entities (companies, organisations, IMs) in a number of sectors (transport included) and public administrations.
- IMs would be notably 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 IM networks' security.

EIM OBJECTIVES

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

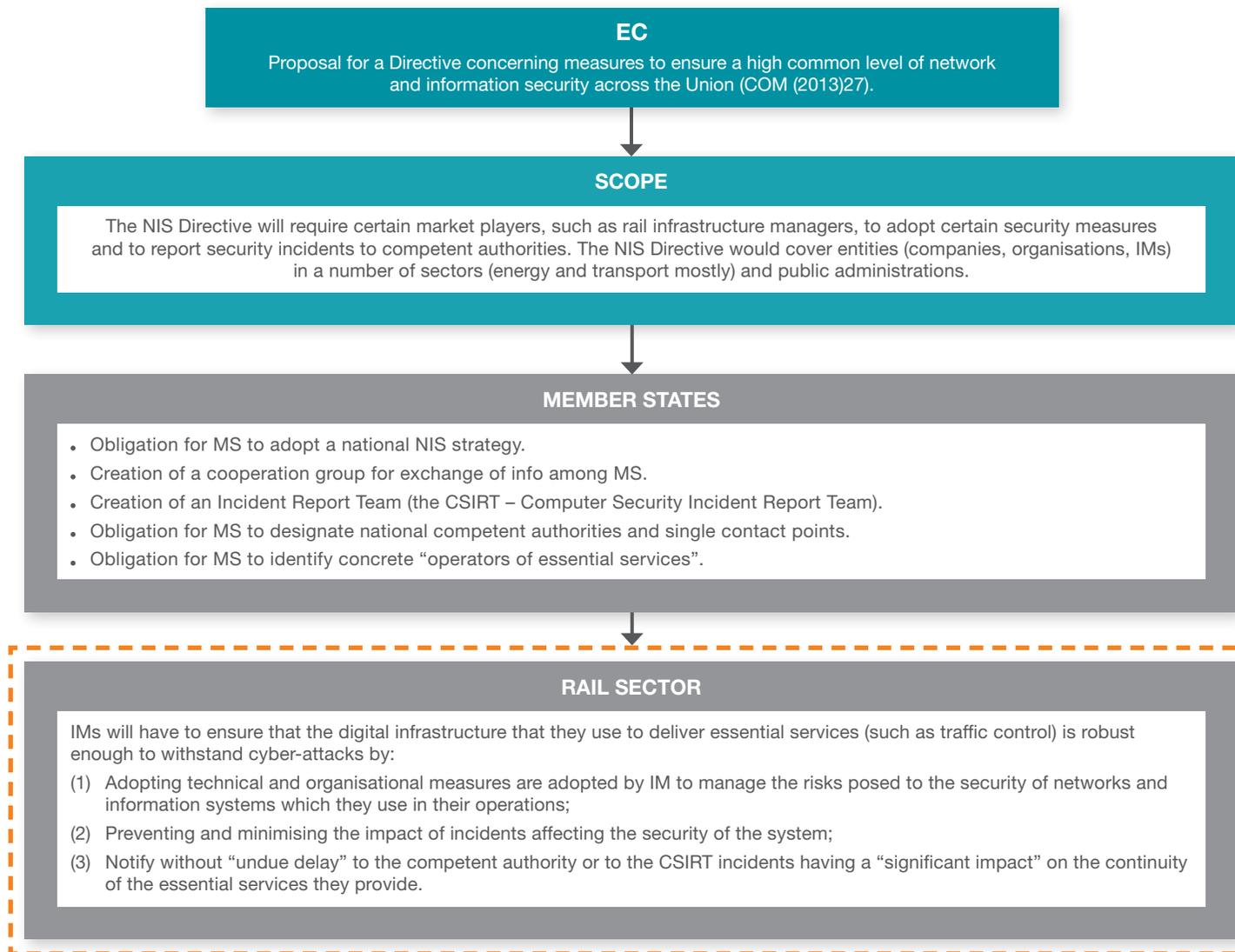
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM has established bilateral contacts with the Council and circulated voting recommendations for IMCO Committee before the vote
- EIM set up the ad hoc network of cyber security experts and enquire them about the impact of the proposal.

OUTLOOK 2016

- The NIS directive still needs to be formally approved by the Council and then by the European Parliament. The procedure is expected to be finalised in spring 2016.
- The Commission is now calling on Member States for a commitment to the long-term objective of making operational cooperation a reality.

Directive on network and information security (NIS Directive)



FACTS

- On 25th February 2015 the European Commission issued its Communication “Energy Union Package”. It contains an important chapter targeting the decarbonisation of European transport also through the roll-out of electro-mobility and electrification of transport services.
- Two important initiatives were launched – with the support of the European Commission – bringing together cities and industry: “Smart electric mobility” and “Smart city mobility services”.

IMPACT ON IMS

- The further electrification of rail sector is mentioned in the EC’s Communication as an asset contributing to make transport in the EU more efficient and sustainable.
- Electro-mobility naturally brings together different modes of transport with the scope of find innovative solutions for a more sustainable mobility paradigm in urban and suburban areas.

EIM OBJECTIVES

- Ensure that the role of rail sector is not underestimated nor overlooked vis-à-vis the road sector.

EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- EIM has joined the Platform for Electro-Mobility, an alliance of organisations from across industries and transport modes representing producers, infrastructure managers, operators and users – as well as cities and civil society – who have joined forces to drive forward the electrification of surface transport.
- EIM has co-organised a joint Workshop in November 2015 with other members of the E-Mobility Platform on challenges/opportunities to foster further electrification of railway lines.

OUTLOOK 2016

- In summer 2016, a Communication by the European Commission on the “decarbonisation of transport” is expected.
- EIM is contributing to drafting a cross-sectorial/cross-mode Input Paper in view of the EC’s Communication, highlighting what are the challenges and solutions for the further electrification of surface transport in the EU.
- The platform’s launch event will take place on 21st April 2016 in Brussels.

Governance report



ADIF's high speed control and regulation centre, Zaragoza (ES).
Photo: Alonso – © ADIF (ES)

01
POLICY

02
TECHNICAL

03
FINANCIAL

04
BUSINESS

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; Discussions are ongoing regarding the future mobile communication technology for railways. The new communication technology is expected to be available for implementation around 2022, with a foreseen period of coexistence between GSM-R and this new technology for between 2022 and 2030.

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.
- There are now mitigation actions available to address GSM-R interference issues, but these require additional funding and coordination at European and national level which are not always in place.

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).
- Ensuring proper implementation of mitigation actions to address GSM-R interference issues.

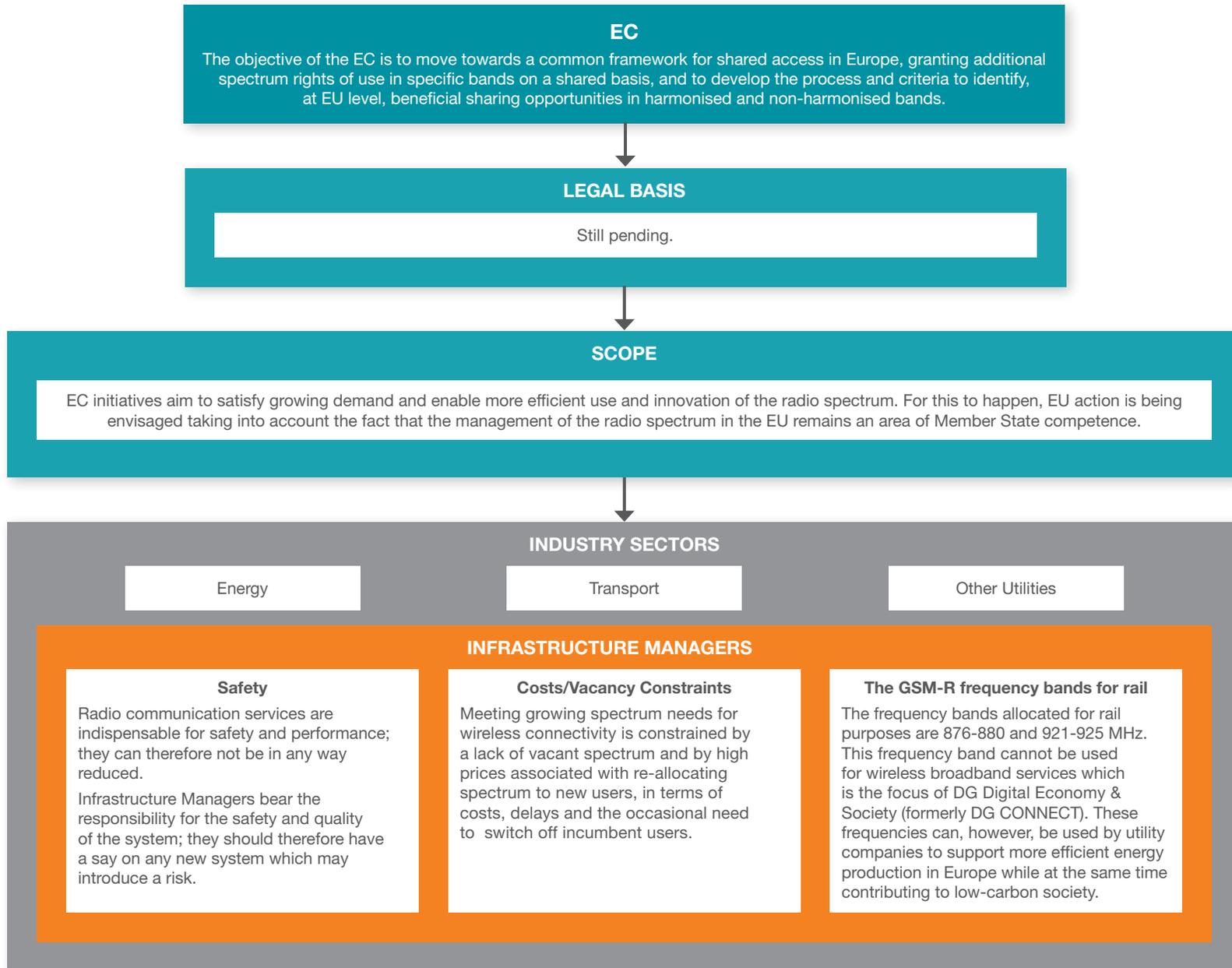
EIM ACTIONS AND OBJECTIVE ACHIEVEMENT

- 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).
- EIM has defined a coherent approach and a set of additional actions needed to properly handle GSM-R interferences at a European and national level.

OUTLOOK 2016

- Further action by the European Commission on “Licensed Shared Access” is expected.
- The EIM TEL WG shall be tasked as the need arises.
- The EIM TEL WG will continue to interact with ERA to get GSM-R mitigation actions implemented across Europe.
- The EIM TEL WG will take into consideration spectrum needs when taking position on the future mobile communication system which is currently being discussed.

Radio Spectrum



05

CO-OPERATION



A freight train from Green Cargo on "Lysekilsbanan" (Sweden).
Photo: Göran Fält – © Trafikverket (SE)

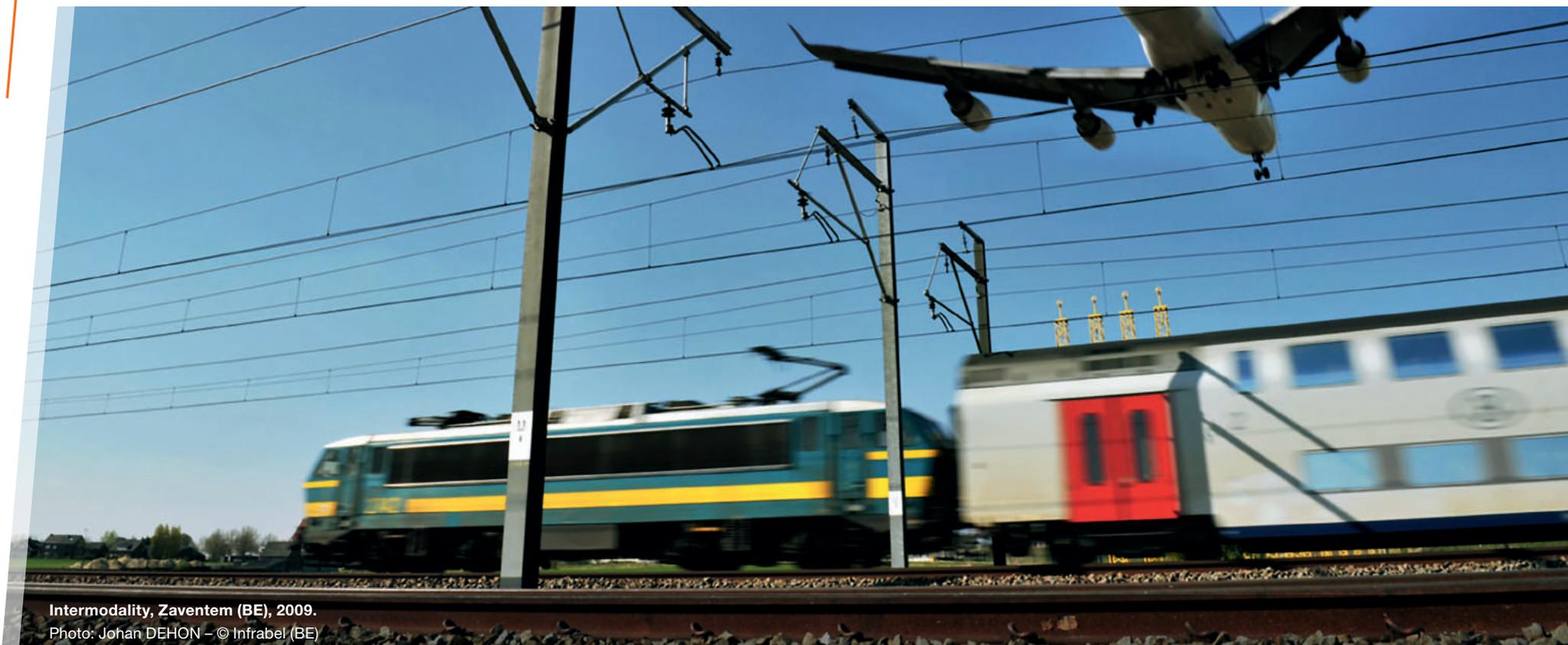


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Transportation plays a crucial role and EIM delivers excellent services supporting its members to contribute to the development of society at large. This also implies a much more integrated and multimodal approach between the infrastructure managers of different modes. Increased co-operation of EIM and CEDR (European Directors of Roads) will help to identify best practice and leverage them amongst all infrastructure managers in the interest of their customers.

Lena Erixon

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



Intermodality, Zaventem (BE), 2009.
Photo: Johan DEHON - © Infrabel (BE)

TOPICS

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ERA conference on “Moving towards the Single European Rail Area”, November 2015, Luxembourg (L).

© ERA

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.

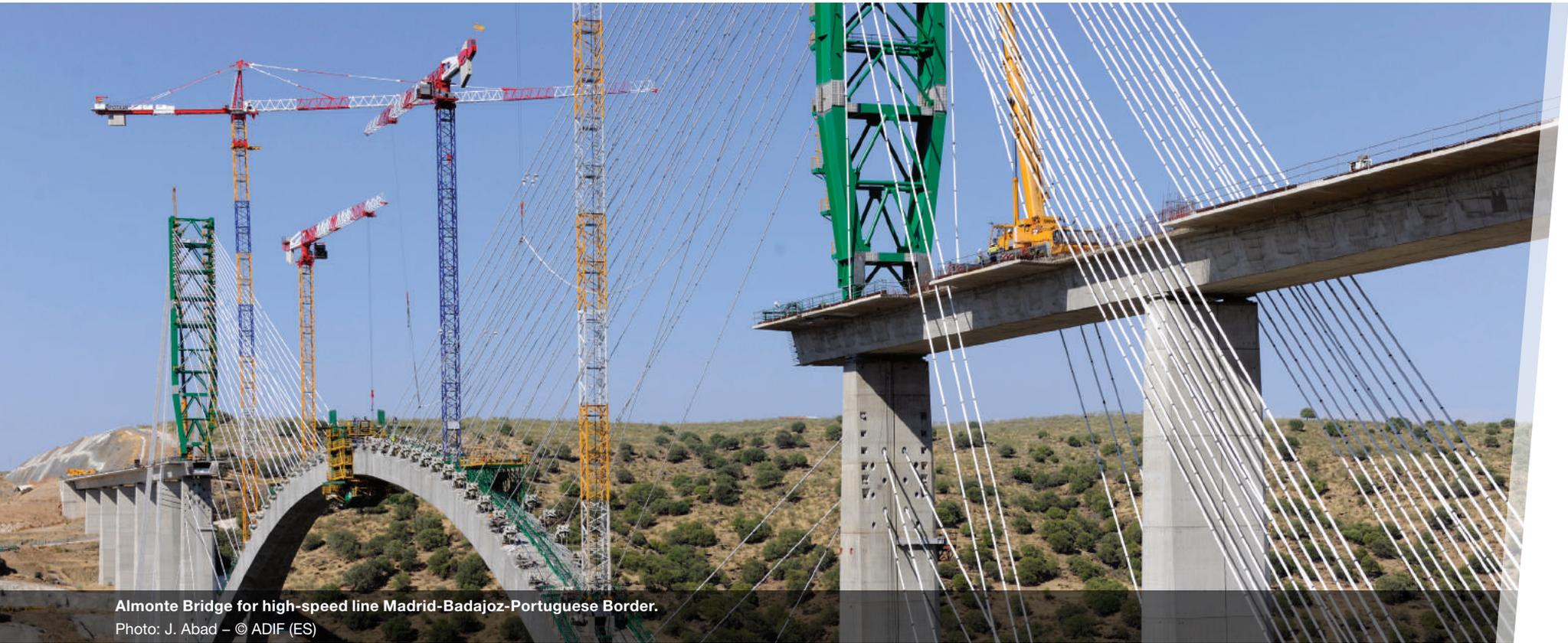
CO-OPERATION IN SPECIFIC AREAS

- 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
ERFA	European Rail Freight Association
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
GENELEC	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
JTI	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



Almonte Bridge for high-speed line Madrid-Badajoz-Portuguese Border.
Photo: J. Abad – © ADIF (ES)

HLIM (High-Level Infrastructure Meeting) 2015





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 2016

Creation of a joint coordination body and development of a joint activity plan for 2016 and beyond.



Eurostar on Medway.
© High Speed 1 (UK)

06

COMMUNICATIONS



Mostphotos.
© Trafikverket (SE)



”

2015 was a challenging but successful year for EIM and its members.

EIM managed to seize opportunities from its collaborative agreements concluded since 2013.

The cooperation with the EU via the joint platform PRIME has evolved very positively.

EIM will continue to focus on high-level membership and stakeholder service.

We are keen in delivering innovative solutions to challenging issues thereby making a positive contribution to the overall European railway sector.

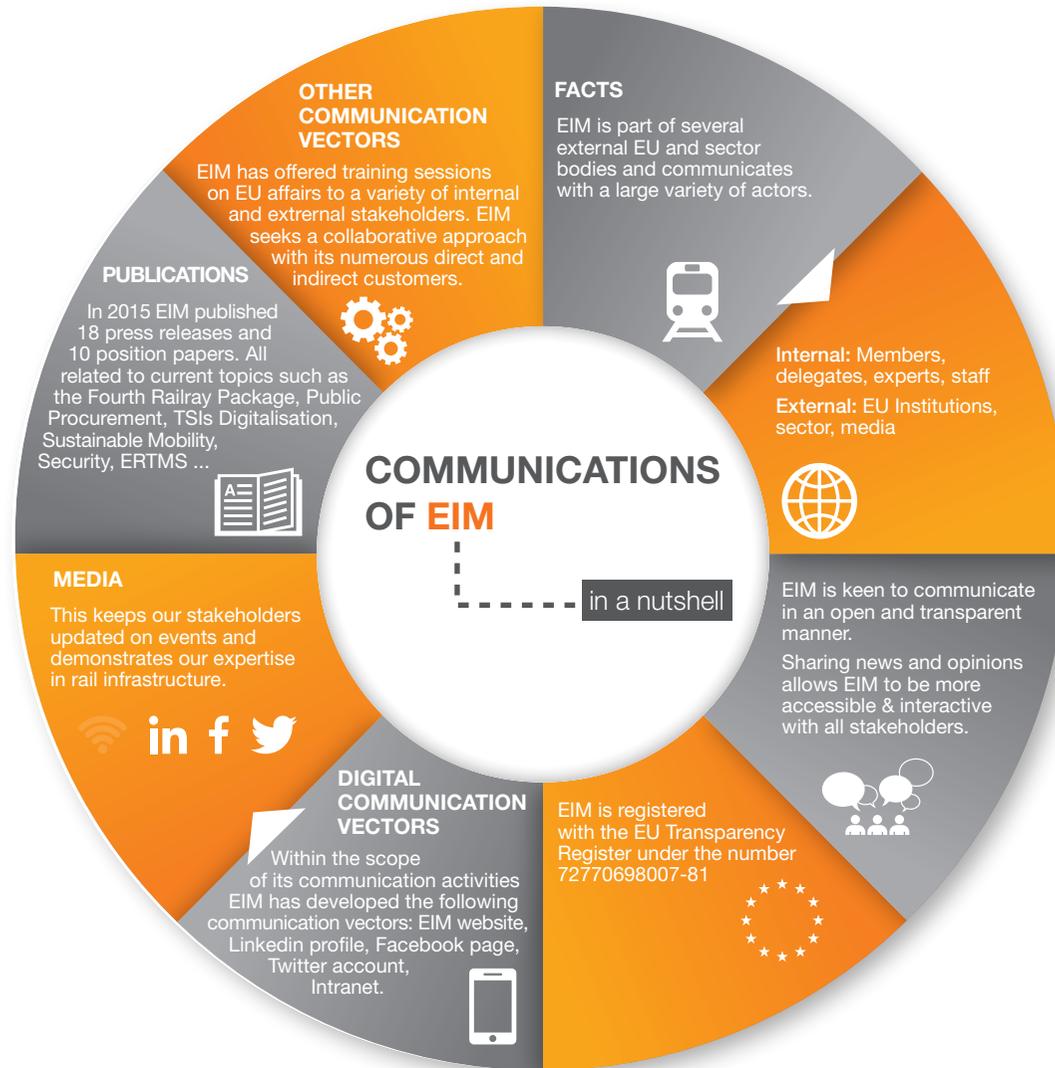
Monika Heimig
Executive Director of EIM



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Communications of EIM



EIM Interactive Analysis



EIM Workshops + Events

- EIM organises numerous workshops for its members covering political, technical and other issues
- Workshops in 2015 covered equally issues of technical as political nature ranging from legal topics as the revision of the Convention concerning International Carriage by Rail (COTIF) and the contractual arrangements relating to Multi Annual Contracts (MACs) to topics relating to infrastructure design as Telematic Application for Passengers (TAP) and Safety in Railway Tunnels (SRT).
- Workshops in 2015:
 - > **05.03.2015** 1st Workshop on Metal Theft Countermeasures
 - > **24.03.2015** 1st Workshop on Revision of the COTIF
 - > **13.04.2015** Intergroup on Long-Term Investment and Reindustrialisation
 - > **27-29.05.2015** International Transport Forum
 - > **22.06.2015** Infrastructure Dialogue Round Tables
 - > **25.06.2015** 2nd Workshop on Metal Theft Countermeasures
 - > **08.09.2015** Workshop on compliance with the Telematic Application for Passengers (TAP) TSI
 - > **08.10.2015** 2nd Workshop on Revision of the COTIF
 - > **15.10.2015** Intergroup on Long Term Investment and Reindustrialisation
 - > **20.10.2015** Workshop on Safety in Railway Tunnels and Dangerous Goods
 - > **13.11.2015** Workshop on Contractual Arrangements (MACs)



21.01.2015: Infrastructure Site Visit on Rail Infrastructure Management, Infrabel, Brussels (BE)



23.02.2016: Rail Freight Corridor's launch event, Vienna (AT)



13.04.2016: EP Intergroup on Long-Term Investment and Reindustrialisation, Brussels (BE)



27-29-05.2015: International Transport Forum, Leipzig (DE)



22.06.2015: Infrastructure Dialogue Round Tables, Berlin (DE)



25.06.2015: 2nd Workshop on Metal Theft Countermeasures, Brussels (BE)



08.09.2015: ASEM Symposium 2015, Seoul (KR)



15.10.2015: EP Intergroup on Long-Term Investment and Reindustrialisation, Brussels (BE)



13.11.2015: Workshop on Multi-Annual Contracts (MACs), Brussels (BE)



19.11.2015: PRIME Plenary Meeting, Brussels (BE)



23-24.11.2015: ERA Conference "Moving towards the Single European Railway Area", Luxembourg (L)



04.12.2015: 2nd EU Rail Freight Day 2015, RNE, Vienna (AT)

All events in 2015

Date	Events	Organiser	Location
January			
07-08.01.2015	PRIME – Framework Agreements and Direct Costs	EC/EIM	Brussels, BE
20.01.2015	PRIME – KPIs	EC/EIM	Paris, FR
20.01.2015	EC workshop on ERTMS funding	EC	Brussels, BE
21.01.2015	Infrastructure Site Visit On Rail Infrastructure Management	Infrabel / EIM	Brussels, BE
21.01.2015	PRIME – Access to Facilities	EC/EIM	Brussels, BE
23.01.2015	EIM / DG MOVE working meeting on policy issues	EIM	Brussels, BE
27.01.2015	EIM / DG MOVE (Machado) meeting	EIM	Brussels, BE
February			
04.02.2015	EIM / DB Personenverkehr meeting on TAP issues	DB Personenverkehr	Brussels, BE
05.02.2015	PRIME plenary N°5	EC / EIM	Brussels, BE
10.02.2015	EIM Board call	EIM	Brussels, BE
11-12.02.2015	PRIME – KPIs	EC / EIM	Oslo, NO
12.02.2015	Consultation Day for International Transport Forum 2015	OECD	Paris, FR
13.02.2015	EIM / CEDR meeting	EIM / CEDR	Brussels, BE
17.02.2015	EIM speaking at the DG MOVE workshop on digitalisation	EIM / EC	Brussels, BE
25-26.02.2015	EIM PMC meeting	EIM	Brussels, BE
March			
02.03.2015	EIM / MEP van der Camp on policy strategies	EIM / van der Camp	Brussels, BE
03.03.2015	Iberian Rail Development	European Rail Review	Lisbon, PT
04.03.2015	EIM / FEHRL meeting	FEHRL	Brussels, BE
05.03.2015	EIM workshop on metal theft countermeasures	EIM	Brussels, BE
05.03.2015	Energy Union Conference	EP / Martens Center	Brussels, BE
10.03.2015	Smart cities as a driver of a new European industrial policy	EESC	Brussels, BE
13.03.2015	EIM / PLK meeting on HLIM issues	EIM	Warsaw, PL
16.03.2015	EIM / FTA meeting	EIM	Helsinki, FI
17.03.2015	EIM speaking at the ELP event on digital railway	ELP	Brussels, BE
23.03.2015	European Citizens Mobility Forum: kick-off Event	IRU	Brussels, BE
24.03.2015	ERA Admin Board	ERA	Lille, FR
24-25.03.2015	PRIME – KPIs	EC / EIM	London, UK
26.03.2015	EIM Legal Experts WG – OTIF's revision of CUI UR	EIM	Brussels, BE
30.03.2015	EIM / MEPs on White Paper issues	EP	Brussels, BE

Events marked in orange have been organised by EIM.

Date	Events	Organiser	Location
April			
01.04.2015	EIM / UNIFE meeting on on EU R&D and EU / JP	UNIFE	Brussels, BE
08.04.2015	EIM TSG Meeting	EIM	Brussels, BE
08.04.2015	EIM / SNCF Réseau meeting	EIM	Brussels, BE
08.04.2015	LANDSEC WG meeting	EC	Brussels, BE
09.04.2015	EIM Board call	EIM	Brussels, BE
12.04.2015	EC workshop on ERTMS funding	EC	Brussels, BE
13.04.2015	PRIME – Funding	EC / EIM	Brussels, BE
13.04.2015	EIM presenting at EC workshop on digitalisation	EC	Brussels, BE
13.04.2015	EIM presenting at EP Intergroup long-term investment	EP / EIM / Others	Brussels, BE
15-16.04.2015	EIM PMC meeting	EIM	Lisboa, PT
17.04.2015	EIM / DB meeting on policy issues	DB	Cologne, DE
21.04.2015	EIM attending the EC single wagon load workshop	EC	Brussels, BE
22.04.2015	The critical role of the EU logistics sector	AEL	Brussels, BE
22-23.04.2015	EIM speaking at the FIRM maintenance conference	FEHRL	Brussels, BE
23-24.04.2015	Meeting of the CEDR Work Group on Noise	CEDR	Tallinn, EE
24.04.2015	ITS Conference 2015	EC	Brussels, BE
27.04.2015	EIM / CEDR discussion on working activities	EIM / CEDR	Brussels, BE
28.04.2015	PRIME – KPIs	EC/EIM	Stockholm, SE
30.04.2015	EIM / Roland Berger on financial issues	EIM	Brussels, BE
May			
06.05.2015	EIM / CEDR moderating in ScanMed Corridor conference	EC	Brussels, BE
08.05.2015	EIM speaking at the CEDR MaaS Workshop	CEDR	Helsinki, FI
12.05.2015	EC workshop on ERTMS funding	EC	Brussels, BE
12.05.2015	Rail governance after the Recast Directive	FSI	Milan, IT
13.05.2015	EIM PMC meeting	EIM	Brussels, BE
18.05.2015	10 th Florence Rail Forum	EUI	Florence, IT
19.05.2015	EIM Board call	EIM	Brussels, BE
20.05.2015	EIM + DB Netz meeting on HLIM issues	EIM / DB Netz	Frankfurt, DE
21.05.2015	EU – Japanese industrial dialogue	EU	Brussels, BE
21-22.05.2015	EIM (CEDR) resilience working group	EIM	Brussels, BE
27.05.2015	EIM speaking at the Eress Forum	Eress	Amsterdam, NL
27-29.05.2015	EIM speaking at the International Transport Forum 2015	OECD	Leipzig, DE

Date	Events	Organiser	Location
June			
02.06.2015	EIM GA and CEOs Club meeting	EIM	Warsaw, PL
02.06.2015	Pol-PRIMETT II Expert User Group meeting	Pol-PRIMETT	Paris, FR
02-03.06.2015	EIM speaking at Next Generation Rail Technology, Europe	Arena	Brussels, BE
03.06.2015	HLIM meeting	CER / EIM	Warsaw, PL
03.06.2015	PRIME plenary N°6	EC/EIM	Warsaw, PL
04.06.2015	High-Level Conference "A social agenda for transport"	EC	Brussels, BE
09-10.06.2015	Towards Zero Conference	Trafikverket, Swedish Transport Agency, Swedish Ministry of Enterprise and Innovation	Gothenburg, SE
11.06.2015	EIM attending the Colpofer Event	Colpofer	Utrecht, NL
16.06.2015	ERA Admin Board	ERA	Valenciennes, FR
16.06.2015	ERA Workshop on ERA Activities	ERA	Valenciennes, FR
22.06.2015	EIM speaking at Infrastructure Dialogue Berlin	Dialogue Capital	Berlin, DE
22-23.06.2015	TEN-T Days 2015	EC / ERA	Riga, LV
23.06.2015	GRB Plenary	ERA	Brussels, BE
25.06.2015	2 nd EIM workshop on metal theft countermeasures	EIM	Brussels, BE
26.06.2015	NETWORK OF BODY REPRESENTATIVE	ERA	Brussels, BE
29.06.2015	GRB meets Josef Doppelbauer	GRB	Brussels, BE
July			
06.07.2015	ETCR Seminar	College of Europe	Bruges, BE
08.07.2015	2 nd OTIF WG on revision CUI UR	OTIF	Bern, CH
15.07.2015	Pol-PRIMETT II Expert User Group meeting	Pol-PRIMETT	Berlin, DE
August			
26-27.08.2015	ECUC Braking System Final Conference	UNIFE	Vienna, AT
September			
08.09.2015	EIM Workshop on TAP compliance	EIM	Brussels, BE
08.09.2015	Revision E-SCU-I kick-off meeting	CIT-Rail	Bern, CH
09-12.09.2015	ASEM Symposium 2015	ASEM	Seoul, KR
17.09.2015	INEA's workshop "2015 CEF TRANSPORT – Project Management Workshop"	EC	Brussel, BE
18.09.2015	PRIME – ENRRB	EC/EIM	London, UK
18.09.2015	EXTRAORDINARY MEETING OF THE EU EXPERT GROUP FOR LAND TRANSPORT SECURITY to discuss RAIL PASSENGER SECURITY	EC	Brussels, BE
24-25.09.2015	Market Seminar's Rail Crossroads	Port of Antwerp	Antwerp, BE
25.09.2015	UIC's RAIL SYSTEM FORUM STEERING BOARD	UIC	Paris, FR

Date	Events	Organiser	Location
October			
06-07.10.2015	Conference on Incident Reporting in Land Transport Security at the EU level	EC	Brussels, BE
06-07.10.2015	RAILWAY PRO Investment Summit	Club Feroviar	Bucharest, RO
08.10.2015	EIM Legal Experts Meeting	EIM	Brussels, BE
08.10.2015	Kongres Infrastruktury Polskiej	Inicjatywa dla Infrastruktury	Łódź, PL
09.10.2015	Workshop on the future of Road transport	CEDR	Brussels, BE
14-16.10.2015	Innorail Conference 2015	MAV Hungary	Budapest, HU
16.10.2015	7 th European Greenways Award	The European Greenways Association	Namur, BE
20.10.2015	EIM WS on Safety in Railway Tunnels and Dangerous Goods	EIM	Brussels, BE
21.10.2015	Trans-European Network of Transport: Innovative financing of urban transport conference	Ile de France representation	Brussels, BE
21-22.10.2015	EIM PMC meeting	EIM	London, UK
22.10.2015	High Level conference on Boosting Investments in Transport	EC	Brussels, BE
23.10.2015	ERTMS Financing workshop	EC	Brussels, BE
27-28.10.2015	Urban Mobility's Conference "Go Smart, Go Rail"	UITP	Munich, DE
30.10.2015	4 th Railway Package Trilogue Meeting of FSI	FSI, CER	Milano, IT
November			
05.11.2015	Horizon 2020 Info Day 2015	EC	Brussels, BE
06.11.2015	Workshop on Electrification of Rail Transport	UNIFE	Brussels, BE
08-12.11.2015	3 rd EU-Japan Industrial Dialogue	EC	Tokyo, JP
12.11.2015	Taking stock of EU transport policy – the 2011 White Paper: achievements and challenges	EC	Brussels, BE
13.11.2015	Workshop on Multi-Annual Contracts (MACs)	EIM	Brussels, BE
18.11.2015	JR-East event on the EU-Japan free trade negotiations	EP	Brussels, BE
19.11.2015	PRIME – Plenary n°7	EC/EIM	Brussels, BE
20.11.2015	EIM GA/CEOs Club	EIM	Brussels, BE
24.11.2015	3 rd OTIF's WG on revision of CUI UR	OTIF	Bern, CH
30.11.2015	CEF Info Day 2015	EC	Brussels, BE
December			
04.12.2015	2 nd EU Rail Freight Day 2015	RNE	Vienna, AT
18.12.2015	GRB Core	GRB	Brussels, BE
09-10.12.2015	EIM PMC meeting	EIM	Oslo, NO

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INTERNAL AFFAIRS



Rio de Mouro Station, Sintra Line (PT).
Photo: Dario Silva – © IP (PT)



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As a founding member of EIM, I am extremely proud to see that EIM is today an active and efficient port of call for rail infrastructure policy development in Europe. EIM shall further increase its political role to develop an integrated and multi-modal approach among all European infrastructure managers, namely road IMs, to the benefit of consumers and society as a whole.

Francisco Cardoso dos Reis

Vice-President of EIM and Senior Advisor of Infraestruturas de Portugal S.A., Board of Administration, Portugal



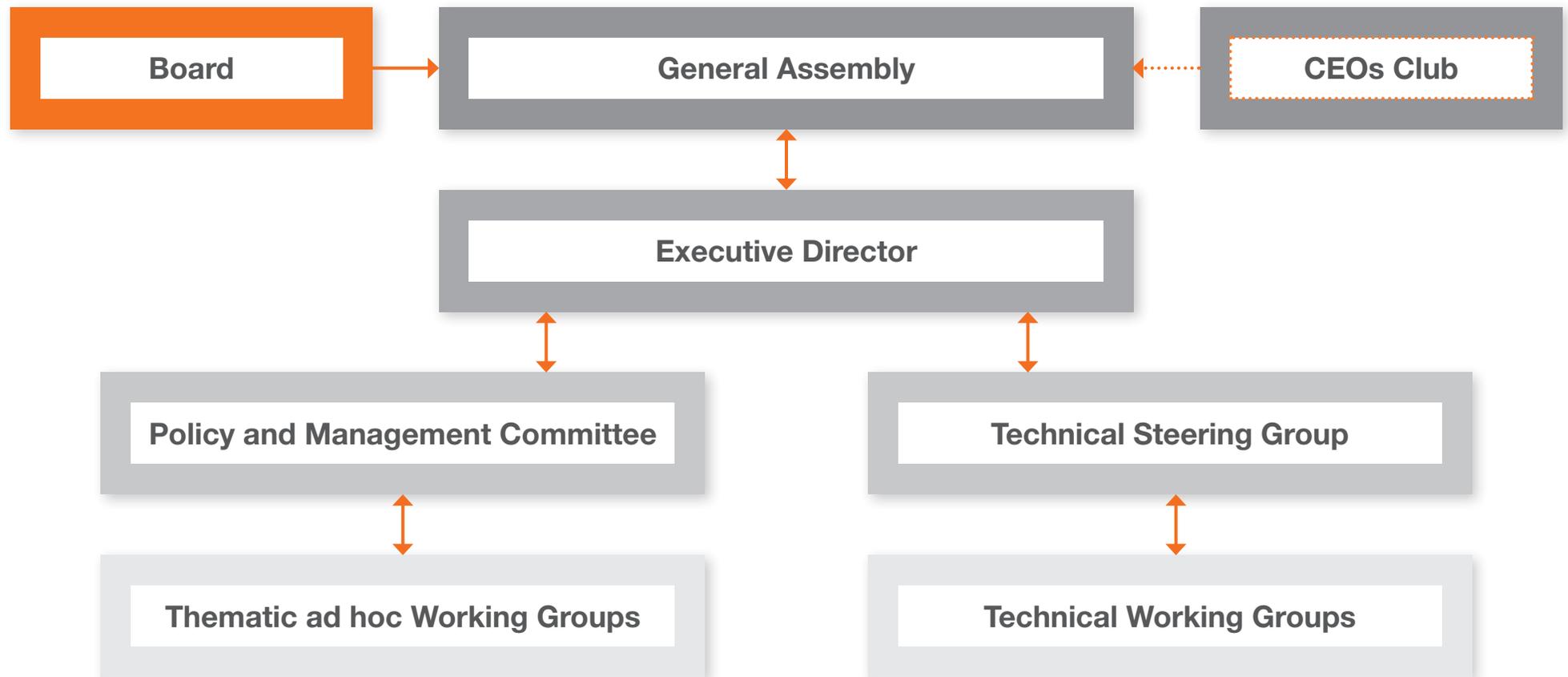
EIM General Assembly & CEOs Club Meeting, June 2015, Warsaw (PL).

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Organisational Structure



EIM Board (as of November 2015)

Antti Vehviläinen
Finnish Transport Agency (FI)
President



Francisco Cardoso dos Reis
Infraestruturas de Portugal (PT)
Vice-President



Lena Erixon
Trafikverket (SE)
Vice-President



Alain Quinet
SNCF Réseau (FR)
Vice-President



Human Resources

EIM AS AN EMPLOYER

- EIM strives to be a valuable employer, offering an attractive, multicultural and balanced working environment based on cooperation, mutual trust, empowerment, gender equality and training.
- EIM's working environment offers:
 - > High quality of team work and cooperation
 - > Quality of workplace
 - > Leadership and Empowerment
 - > Training (project management, IT, languages: DE, FR, EN), safety / security aid).

STAFF

- EIM hosts both, permanent staff and also seconded experts from its members.
- EIM staff is 60% male and 40% female.
- In 2015, EIM employed staff with 10 different nationalities (EU).

SECONDMENTS

- EIM has a long tradition with secondments from its members.
- Assignments take various forms and shapes and can last from 3 months – 5 years.
- Secondees receive job assignments based on the needs of the sending organisation and the profile of the secondee.
- All secondees receive special training (e.g. thematic coaching, involvement in high-level meetings with the EU, participation in strategic discussions, coaching by the ExDir / a senior staff member, public presentation opportunities, career advice, life-long membership with the EIM “staff alumni club”).

TRAINEESHIPS / STAGE

- Traineeships for graduates.

EIM Secretariat

Management

Monika Heiming
Executive Director



Internal Affairs & Communications

Sandrine Roussel
Manager
Internal Affairs



Rail Policy & Regulations

Ana Malheiro
Manager
Legal & Regulatory Affairs



Tommaso Spanevello
Advisor
Legal Affairs & EU Policy



Technical Policy & Standards

Ville Saarinen
Manager
Technical Affairs



Laurent Wanet
Advisor
Telecommunications



Nicholas Shrimpton
Advisor
Technical Affairs
31.08.2015 - 29.04.2016



Toby Brookes
Advisor
Technical Affairs
24.08.2014 - 08.05.2015



Bartłomiej Jesionkiewicz
Technical & Policy Advisor
Security Affairs



Strategy & Economics

Gautier van Rossum
Data Analyst



Jaap van Baal
Advisor
EU Policy
05.10.2015 - 17.03.2016



Viktor Andersson
Manager
Economic Affairs
17.08.2014 - 26.06.2015



Siamak Jalali
Analyst
Financial Affairs
29.09.2014 - 28.08.2015



Asset Management

Vincent Bouteau
Manager
Asset Management



Thomas Littee
Advisor
Asset Management



Public Relations

Serena Angeli
PR Officer



EIM Membership

WHY BECOME A MEMBER?

- EIM is the only European association that exclusively represents rail infrastructure managers' interests.
- Get direct access to the European Commission and influence the policymaking process.
- Benefit from advice on EU funding and other opportunities.
- Enjoy exclusive opportunities for exchanges with other CEOs on all business-related issues.
- Participate in expert working groups exchanging best practices and benchmarks on rail technology and safety.

MEMBERSHIP CATEGORIES

- EIM has three categories of members: national, non-national and associate.
- The membership requirements are:
 - > national member: owner/operator of > 50% of the national rail network in an EU, EEA or EU applicant country;
 - > non-national member: owner/operator of > 30 km of track in an EU, EEA or EU applicant country;
 - > associate member: any company or organisation associated with the management, maintenance or use of rail infrastructure but does not fulfil the above criteria.

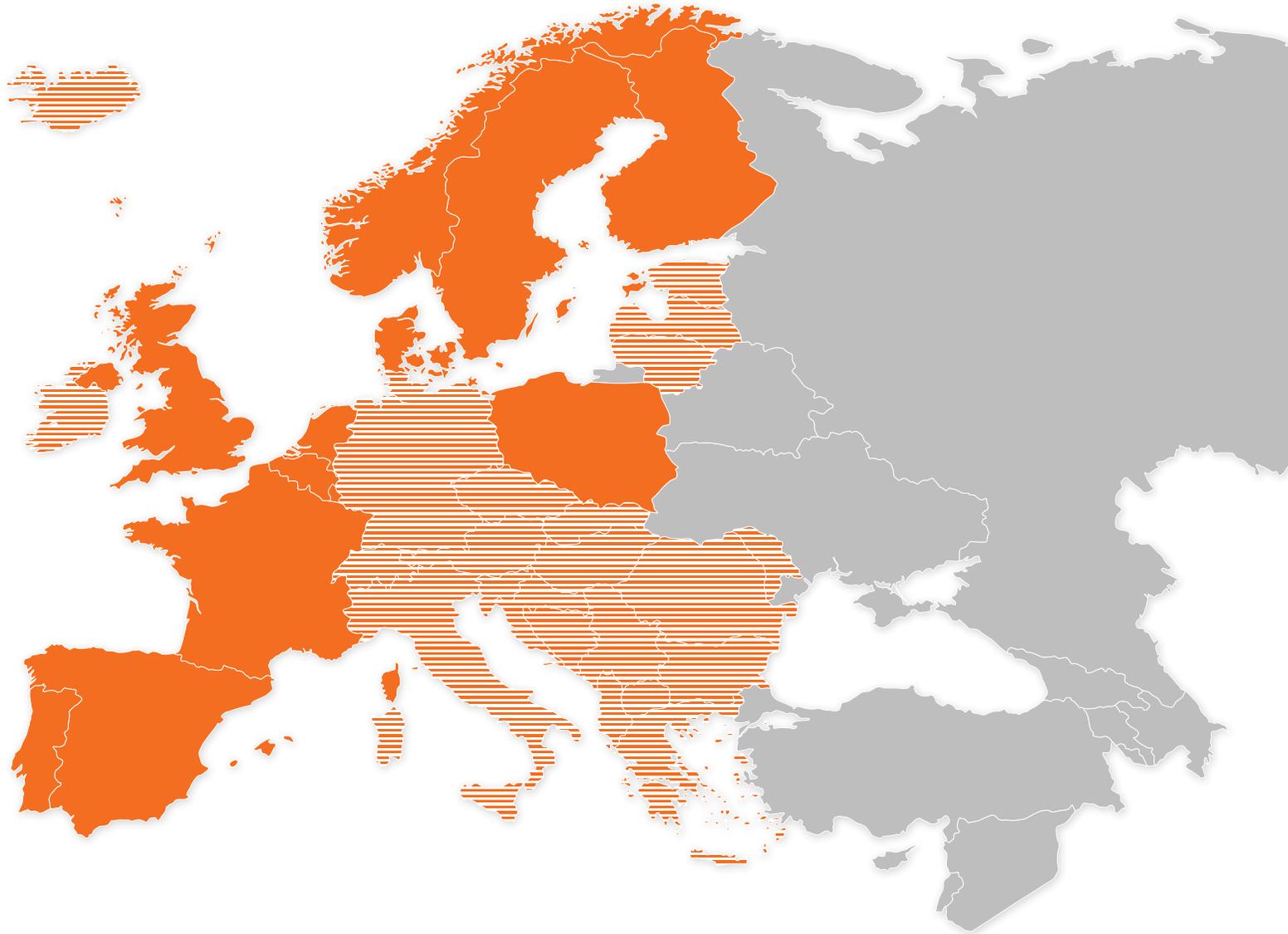
HOW TO BECOME A MEMBER?

- Candidates for membership must submit a written application to the President of EIM.
- The options are:
 - > send an e-mail to info@eimrail.org, stating your reason for joining & network length, plus a declaration that your company meets EIM's membership conditions, or
 - > fill out the membership application form on EIM's website.

MEMBERSHIP FEES AND ORGANISATIONAL STRUCTURE

- The fee structure depends on the membership category.
- EIM's bodies are its:
 - > General Assembly
 - > CEOs Club
 - > Policy and Management Committee
 - > Technical Steering Group
 - > Permanent and ad hoc Working Groups

EIM covering the entire Europe



08

ANNEXES



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TOPICS

Glossary

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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)

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 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)

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)

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)

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.

Common Safety Method (CSM)

Method drafted by ERA and adopted by the EC, to ensure the maintaining or improvement of safety level, as far as reasonably practicable, in the European rail system.

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.

Designated Body (DeBo)

A designated body is an organisation responsible for the third-party assessment of an IC or structural subsystem against the requirements of the relevant notified national rules.

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)

Association promoting the views of railway infrastructure managers in Europe.

European Rail Freight Association (ERFA)

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)

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

European Railway Agency (ERA)

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, it exercises the legislative function of the EU.

European Passengers Train and Traction Operating Lessors' Association (EPTTOLA)

Representative body for European passenger train and traction operating lessors.

European Federation of Museum and Tourist Railways (FEDECRAIL)

European organisation of heritage railways and railway museums.

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 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.

Interoperability constituent (IC)

Any equipment incorporated into a subsystem, upon which the interoperability of the rail system depends – covers both tangible objects and intangible objects such as software.

Infrastructure Manager (IM)

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

Intergovernmental Organisation for International Carriage by Rail (OTIF)

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

Glossary

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.

International Union of Railways (UIC)

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).

Member States (MS)

Country being a member of the EU. Currently there are 28 Member States: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, and United Kingdom.

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.

Notified Body (NoBo)

Organisation responsible for the third-party conformity assessment of a project subsystem to the Technical Specifications for Interoperability.

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)

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 (RU)

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

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.

Rolling Stock (RST)

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)

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, as far as reasonably practicable, of the 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 des Industries Ferroviaires Européennes (UNIFE)

Association of the European Rail Industry, 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.



The construction team of LGV SEA celebrated the installation of the last catenary mast.
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