

Platform of Rail Infrastructure Managers in Europe
Coordination meeting with PRIME subgroup chairs

20 September 2019, 12:00-16:00

Summary Record

Host: SNCF Réseau

*Venue: SNCF Réseau, Salle Grande Rothschild, immeuble Etoile du Nord
18 rue de Dunkerque, 75010 PARIS*

Chaired by: Elisabeth Werner (DG MOVE) and Alain Quinet (SNCF Réseau)

Participants:

- PRIME Industry Advisory Board: Justus Hartkamp (ProRail), Hans Ring (Trafikverket), Vygantas Vaitkus (Lithuanian Railways)
- Industry subgroup chairs and coordinators: Rui Coutinho (IP), Stefano Castro (RFI), Menno Rook (ProRail), Paul Mazataud (SNCF Réseau), Maria Alvares (Adif), Jolien De Troch (Infrabel), Libor Lochman (CER), Justina Hudenko (LatRailNet)
- DG MOVE: Maurizio Castelletti, Keir Fitch, Kathrin Obst

Introduction by PRIME co-chairs

Purpose: To discuss objectives, challenges, work plan, continuity and chairing of each subgroup in the context of their contribution to the strategic objectives of PRIME; prepare respective proposals for PRIME 15, including ideas for PRIME 2020 Work Plan.

Safety culture

Chair/participation: Menno Rook (ProRail)

Ongoing projects: The document related to the Rules project is being finalised and will be delivered for the plenary meeting in early 2020. Regarding the work on track worker safety culture, the subgroup worked on a questionnaire based on ERA safety culture model. The questionnaire is now being filled in by members. The next meeting will be held in November 2019 and will offer the opportunity to discuss about the outcome of the questionnaire.

Discussion: The European Commission launched a call on 20/9/2019 that would enable the funding of a new twinning program. PRIME will apply to this call. We foresee a change of chair in this subgroup to reduce the number of ProRail chairs.

Conclusions and proposals for PRIME 15

It will be useful to let new PRIME members know about the work of the subgroup and encourage them to join. For that purpose, a presentation during the plenary meeting of the subgroup's achievements will be useful.

A call for candidates will be made during the next subgroup meeting and will be relayed to the plenary meeting.

Charges

Chair/Participation: Co-chairs: Maria Alvarez (ADIF), Maurizio Castelletti (DG MOVE)

Ongoing projects: The goal is to support international traffic by ensuring a better coordination between IMs regarding certain topics. First, with the promotion of a mutual acceptance of force majeure cancellations of train paths so that international trains running on more than one network could be exempted from the payment of reservation charges. A MoU regarding mutual acceptance on force majeure cancellations is in development.

The subgroup wants to develop a common approach to mark-ups and performance schemes as required in the Article 37.2 of Directive 2012/34/EU, via a survey on mark-ups applied to international high speed services.

Discussion: The subgroup has clear views on force majeure and less on mark-ups. The latter are often driven by Member states and Regulatory bodies often have different views on them. The opening of the passenger market also creates new challenges. Is it possible to have reduced prices to newcomers for a limited period of time and the possibility to have different tariffs for different HSLs (and more generally to have a differentiation of charges)?

Conclusions and proposals for PRIME 15

Differentiation of charges could be addressed by the subgroup in its works on mark-ups.

Financing

Chair/participation: Paul Mazataud (SNCF Réseau) and Antongiulio Marin (EC)

Ongoing projects: The subgroup could help to develop financial products backed by InvestEU with the goal to promote rail investment (including green bonds). It will assist the Commission in developing guidance on climate and sustainability proofing in the context of EU funding programmes (CEF II, ESIF and InvestEU). The subgroup could contribute to this work by ensuring that the guidance takes into account the particularities of the rail sector/rail projects. The subgroup will continue to provide feedback to the Commission on sustainable finance, in particular when it comes to the other environmental objectives besides climate change (which was addressed in 2019), in particular adaptation. The subgroup is also working on mechanisms to support ERTMS funding (both trackside and on board) using EU and MS funding and financing

Discussions: the subgroup is encouraged to take elements of best practices derived from the the “Envision Protocol”. This protocol, developed by the *Institute for Sustainable Infrastructure* (ISI) and the *Harvard University Graduate School of Design*, is an independent international rating system that comprises 64 indicators to calculate the sustainability of an infrastructure project based on its entire life cycle.

Conclusions and proposals for PRIME 15:

The subgroup shall be to be ready to adapt the agenda of the subgroup to the agenda of the new Commission. It should also organise a workshop on ERTMS funding, including on board funding.

Young Professional

Chair/participation: Jolien De Troch (Infrabel)

Ongoing projects: This is a new PRIME project. The purpose is to develop a. a new young professionals exchange program for the rail sector, and more specifically between the participating IM's.

Discussion: Ten IMs are interested to participate to a small survey (regarding recruitment, skills developments etc...). It will help to define the relevant target groups and the relevant ideas for the project. It will be presented at the next plenary meeting and the objective is to deliver in 2021. It is suggested to connect and coordinate the project with other projects such as the ITF Social Dialogue and UIC's Vera. Participants are also interested in KPIs on HR. Last, the PRIME project should connect with the Blueprint initiative. It is a response of the European Commission on concerns from different sectors for issues related to a lack of skills and shortages of skilled people in their respective sectors. It started with six sectors and the rail sector is now a new sector from 2020 onwards.

Conclusions and proposals for PRIME 15

A first kick-off meeting is planned on October 16th. The objective of this first meeting is to define the scope of the project. Its outcome will be presented at the PRIME 15 plenary meeting.

Cooperation with Regulatory Bodies

Chair/participation: Justina Hudenko (LatRailNet)

Ongoing projects: The first aim of the PRIME-ENRRB cooperation is to facilitate regulatory harmonisation and seeking a structured feedback from the ENRRB on harmonisation topics on which multilateral groups including PRIME (sub)groups are working, such as commercial conditions/reservation charges (as discussed in the context of RNE's TTR Project) or a standard contract for the use of rail infrastructure. Second and third topics are a benchmark on the borders of IM's and RB's responsibilities and an assessment of the differences of the networks and their effect on KPI interpretation.

Discussions: This is a nice and ambitious agenda. The three items are good. The goal is to have RBs accept at least item 1 and then item 2 and 3.

Conclusions and proposals for PRIME 15

The objective is at least to have meetings with RBs in order to provide to the RBs information on the deliverable of PRIME in an easy and accepted way (KPIs, Charges, Financing for example). Alain Quinet and Elisabeth Werner are available to help to meet RBs.

Cooperation with RU Dialogue

Chair/participation: Libor Lochman (CER)

Ongoing projects: the cooperation will focus on topics such as language IT Tools, TTR, Issue Log Book, service facility portal, ICM, Cancellation charges in case of Force majeure, and ETA, capacity related investments.

Discussions: the list of tasks is good.

Conclusions and proposals for PRIME 15

The ranking of the tasks should be changed. Language tools and the Issue Log Book are perceived as priorities. Some initiatives (like ICM) should be reinstated into the PRIME RUD cooperation. The last task should be renamed “efficient capacity” instead of “fair capacity allocation”. More publicity shall be given to this cooperation in the future.

KPI subgroup

Chair/ Participation Rui Coutinho (IP); Annika Kroon (EC)

Ongoing projects: The ambition is to improve the set of definitions and make them more robust, to promote further work on KPIs results comparability (mainly for punctuality), to enhance IT tool (in order to increase functionality, flexibility and usability) and to promote active membership and cohesion in the subgroup. A new definition catalogue, the 2018 data and the annual KPI report will be made available in 2020/

Discussion: Only 4 IMs are not involved (from Romania, Bulgaria, Greece and Austria). The annual report will be 1 month late because of the gap generated by the appointment of a consultant. The communication issue should be discussed within the subgroup. Interesting conclusion could be derived from correlations between punctuality and topography, weather, traffic density, HS network length, etc.

Conclusions and proposals for PRIME 15

The subgroup should

- draft a communication package
- increase the number of IMs on board
- keep punctuality as a key priority
- include European trends in the annual report.

Implementing act subgroup

Chair/participation: Stefano Castro (RFI)

Ongoing projects: The IA subgroup acts at the request of the Commission, based on the legislative initiatives on the pipeline. Since no topics were proposed by the Commission, the subgroup has been in stand-by since November 2018.

At the last PRIME meeting, the Commission has declared its intention to potentially mobilise the subgroup in the revision of Annex VII of Directive 2012/34 - Schedule for the allocation process – in order to create a legal basis for facilitating the testing and enabling the implementation of the Timetable Redesign project (TTR).

Discussion The revision of the Annex VII and RMMS will occur in 2020. The review of Annex VII will be implemented in two steps: a quick review to allow the addition of three basic principles and provide legal security to TTR pilots. The second step is the establishment of an expert group for the second revision of the Annex VII. This second revision will prepare the full implementation of TTR. It is expected to start in 2020/2021.

Conclusions and proposals for PRIME 15

The subgroup will remain in standby until it is established as the expert group related to the second revision of Annex VII.

New subgroup on digital solutions for European rail capacity and traffic management in support of European cross-border rail traffic

The former digital subgroup will be closed. PRIME members could agree to launch a new subgroup to coordinate decision making for European rail capacity and traffic management in support of European cross-border rail traffic.

Participants to the meetings have discussed the draft proposal describing the mission of this new subgroup.

Conclusions and proposals for PRIME 15

The subgroup description sheet should be more precise on what is expected from the subgroup and on the competences that are expected from subgroup members. It should start by the inventory of what is being done today including the inventory of national tools.