PRIME Meeting no 9

17th of November 2016

Brussels, BE

Annex 12

Draft "Work Programme 2017"

- For Discussion and Decision -

Context

In 2016, PRIME activities were focused on the following issues: Benchmarking, Implementing Acts (service facilities), Digitalisation, Safety Culture, Financing and Cooperation with Regulatory Bodies. Building on the work done so far, the following Working Priorities are proposed for 2017:

Working Priorities 2017

In 2017, PRIME will continue to be a forum for discussing strategic challenges of rail infrastructure management having the potential to shape rail business of the future. The work of the different PRIME subgroups is essential both for supporting these discussions with evidence as well as for effective implementation of agreed priorities.

For the following topics the work will be supported by subgroups

- ✓ **Performance indicators and benchmarking:** the subgroup will focus on collecting the data, fine tuning the approach and developing IT tools (with the support of external consulting firm and Commission IT team) and analysing the results. A benchmark report is expected to be ready by the end of 2017. Cooperation will be amplified with regulatory bodies and will start with RU Dialogue.

- ✓ **Digitalisation:** the Digitalisation Subgroup will be working on a trial installation of the future infrastructure manager and will present a test facility in 2017. It will cooperate and focus on the following already existing projects and tools:
  - o Building Information Model (BIM)
  - o Simulation & Optimisation (Estimated Time of Arrival, Timetabling, Temporary Capacity Restrictions, Automated Train Operations)

o Data Analytics and big data sensoring / inter customer experience / modern technology to improve customer experience in stations.

The Subgroup recommends working with start-ups; successful examples will be shown in 2017. It will also implement an "e-catalog" for already existing "projects/tools" as a platform for exchange and best practice.

✓ **Implementing acts:** the subgroup will be mainly focused on the finalisation of the Implementing Act on access to service facilities (art.13 of Directive 2012/34). Additional topics following the adoption of the Fourth Railway Package will be potentially addressed by the subgroup on a case-by-case basis, considering the highly technical expertise required and the existence of alternative fora dealing with the same issues (Commission expert group on the technical pillar of the 4th Railway Package).

✓ **Safety Culture:** the group will be focusing on the safety culture twinning programme. Safety leaders from 12 rail infrastructure managers across Europe will be exchanging visits in order to explore the components of each other's safety culture. The partners have been matched and the activity is likely to begin towards the end of 2016. The visits themselves must be completed within 12 months, including a conference at the end to present findings. The subgroup will use the visits as a perfect opportunity for rail IMs to trial the close calls and safety conversations maturity baseline and measurement tools which have developed.

✓ **Financing:** the group will be assisting PRIME members with the setup of innovating financing solutions on concrete projects (in particular in the context of the 2016 CEF "blending" call), maintaining a close technical dialogue between rail infrastructure managers and investors including the EIB, enriching and refining the 2016 European benchmark on the financing of maintenance, renewals and modernisation (hand in hand with the KPI subgroup), comparing risk-sharing, credit enhancement and guarantee schemes.

For the following topics the work will be supported by ad hoc arrangements

✓ **Development of rail infrastructure:** PRIME will cooperate with the Commission as regards development of the Union rail infrastructure and tackling cross-border bottlenecks.

✓ **ERTMS:** PRIME will support the work of the Commission and ERA by ensuring that ERTMS deployment is done on the basis of sustainable economic considerations, including fine-turning of business models, identifying suitable financing schemes (financing subgroup), and following the development of ERTMS 'game changes' (digitalisation subgroup).

✓ **Security:** PRIME will develop improved relations across the European (and wider) rail industry by building strong links with membership bodies (e.g. CER, UIC), the European

structures and Member States national transport/security bodies in order to share knowledge about security matters. Recognising that security is a national competence, PRIME will work with the European Commission to identify how the Commission can best add value to rail security by virtue of its supra-national links and competencies.

✓ **Environmental issues:** PRIME will address several environmental issues that affect the activity of rail infrastructure managers. This could include the noise reduction policy, the use of herbicides like glyphosate and the resilience of the infrastructure to climate changes.

The implementation of these ad hoc arrangements reflects PRIME's objective to develop cooperation between its members. This should be balanced by their capacity to invest enough resources on these themes.

PRIME as a platform will cooperate with

✓ **Regulatory Bodies** to support the implementation of the Recast Directive, including following topics: charging principles in case of mark ups and market segments; access to services and service facilities and market monitoring.

✓ **RU Dialogue** to improve the performance of rail freight corridors, usage of the language regime for train drivers and develop mutually useful Key Performance Indicators.

In cooperation with both - RU Dialogue and Regulatory Bodies - PRIME will seek solutions for the issues linked to cross-border rail operations (including with third countries), such as coordination of maintenance works and alignment of priority rules.

PRIME governance

A working group will be set up to support PRIME's convergence towards becoming the European Network of Rail Infrastructure managers as defined in the 4th Railway Package.

Communication

Launch 'Members only' area of the website with dedicated space for each sub-group to facilitate administration and enable online participation.

➔ PRIME members are asked **discuss** and **agree** on the Working Priorities for 2017 based on the proposals in this document and deliberations during the plenary meeting.