PRIME
Platform of Rail Infrastructure
Managers in **Europe**

Platform of Rail Infrastructure Managers in Europe

7th meeting, 19 November 2015, 10.30 - 15.15, Brussels

Summary Record

1. <u>Welcome</u>

The co-chairs opened the meeting and thanked the participants for coming. Infrastructure managers (IMs) from 23 organisations were present. A new member - ÖBB-Infrastruktur AB (AT) joined the platform.

2. <u>Adoption of agenda</u>

In the absence of comments, the agenda was adopted unchanged.

3. <u>Adoption of the summary of 6th meeting</u>

Draft summary record of Prime 6 had been amended following the written comments from members. In the absence of further comments, the summary record of Prime 6 was adopted.

4. <u>Elections of Industry Co-chairman</u>

Alain Quinet from SNCF Réseau was appointed as the new industry co-chair, with the mandate until June 2016. The new industry co-chair presented its motivations emphasising that PRIME has a specific-strength: it enables a dialogue at a strategic level on issues of common interest. His ambition is to reinforce this added value and to develop links between the strategic level and the technical level.

5. <u>Revision of PRIME Working Arrangements</u>

PRIME Working Arrangements had been revised following the request of new members. The proposal was distributed in advance to the meeting. In the absence of further comments, the revised Working Arrangements were adopted (c.f. Annex 1 to this Summary Record).

6. <u>Feedback from Subgroups</u>

The outcome of the work in subgroups is an important and tangible value added by PRIME.

- <u>Digitalisation</u>

The kick-off meeting of the group was held in October in Frankfurt with 17 participants. It focussed on establishing an overview of ongoing digitalisation projects and on collecting the ideas for the planned digital fair. On this basis the group would identify future areas of work.

Members discussed the results of the work so far. It was emphasised that the group should look at the broader impacts the digitalisation has on the business of infrastructure managers (IMs) rather than merely focussing on tools. The group should take its time to exchange on the

various pilot projects that are ongoing in companies and should not narrow the scope of the work too quickly. In addition to customer needs, safety, maintenance and cybersecurity are important issues to be tackled. Having an overview of the different pilots being carried out at national level would help in assessing the actual progress. Cooperation needs to be ensured with the RU Dialogue digitalisation subgroup.

- Financing

Since PRIME 6, one meeting has taken place and was dedicated to the discussion of two rail case studies High Speed 1 in the UK and Tours-Bordeaux in France. European Investment Bank and the Union of Swiss Banks shed light on the investors' perspective on the matter. Topics to be covered in future include the Eurostat rules on public private partnerships, comparison of risk-sharing, credit enhancement and guarantee schemes, investors' key concerns when investing in the rail sector and exchange of views on investment priorities in the framework of the CEF and EFSI. The group should identify as soon as possible concrete pilot projects suitable for innovative financing and to assist the IMs with project development and financial structuring in cooperation with the European Investment Bank. PRIME members were asked to designate a permanent member to the subgroup.

Members expressed their support to the work of the Subgroup. It was suggested that attention should be paid not only to high speed lines but also to maintenance, modernisation and renewal of conventional lines; also financing options for ERTMS should be kept on the table. EFSI implementation has been just launched, which allows a window of opportunity to work on rail projects and the members are called to put forward concrete proposals.

- Implementing acts

The subgroup has held discussions on the draft implementing act on Framework Agreements. The group aimed to safeguard the interests of IMs, while recognising and supporting the spirit of the act. The subgroup is working closely with the EC to overcome the outstanding issues. The implementing act on Access to Service Facilities and Services has been identified as a next topic for discussions. After the adoption of the 4th Railway Package, a new wave of implementing acts is expected. The subgroup chair underlined the need for a broader participation in the meetings.

- KPIs

Since PRIME 6, the Subgroup has had 3 meetings and 2 workshops. It has developed KPIs for noise, charging, asset condition and completed the package of financing as background information. The group has also started to develop KPIs for robustness, interoperability, intermodality, asset capability, asset management capability and security. Pilot 1 is concluded, Pilot 2 will be launched soon. The work on the definitions of KPIs will be concluded by the end of 2016. Members were invited to discuss the list of KPIs according to the catalogue as well as approach to transparency and ownership of data and express their views on the possibility of hiring a consultant to assist the process of benchmarking.

Participants appreciated the importance of the work of the KPI subgroup and the progress made, including the list of new KPIs to be tested during the pilot phase and approach to transparency. They recalled that the work should remain focussed avoiding overlaps with other KPI exercises (Rail Market Monitoring Scheme, Rail Net Europe, Core Network Corridors,

etc.); it is also important to start actual benchmarking as soon as possible. The Commission (EC) underlined the importance of the work on KPIs as a vehicle for performance improvement and promised to consider financial support to the analytical work of the subgroup.

The industry co-chair concluded that, given the substantial amount of outputs, a dedicated high-level meeting shall be arranged between March and May 2016 in Paris or in Brussels to discuss in detail the KPI catalogue and its implementation. The Subgroup is invited to prepare a report by March. The objective of this meeting is to prepare the ground for the decisions in the June Plenary.

- <u>PRIME- Regulatory bodies dialogue</u>

EC reported on the joint session of PRIME and European Network of Rail Regulatory Bodies (ENRRB) that was held in September in London. Two main areas of cooperation were agreed - the implementation of the Recast Directive (2012/34/EU) and facilitation of international rail traffic. It has been agreed that the goal of the cooperation between the IMs and regulators is not necessarily to find agreement, but rather to be aware and informed about the concerns of both sides.

A number of follow-up meetings and actions on specific topics were planned for 2016, including managing international traffic, application of charging principles, harmonisation of definitions of essential statistical indicators and ensuring availability of the information on service facilities in network statements. Further topics of interest, to be followed up later, included coordination of maintenance works that affect international traffic, traffic management, network statement harmonisation, framework agreements and contractual agreements.

As a first follow up event, RNE will host a meeting to present its work on operational aspects of international traffic. The next 'plenary' meeting between PRIME and ENRRB will take place in September 2016 and will be hosted by a regulator.

- <u>Safety Culture</u>

The subgroup has discussed regards 'near-miss reporting', and the need to measure the 'baseline' of existing safety culture in organisations. EC has made available financial support under the CEF programme support action to the twinning of safety professionals. The grant will be given to a central coordinator who will work with PRIME members and other EU rail IMs to agree a mutually beneficial twinning programme. At least 10 IMs have to participate, and the programme has to be launched in 2016. Network Rail stands ready to take the role of the coordinator, if needed.

7. **<u>Round table discussions</u>**

a) <u>The role of the Infrastructure manager in European future mobility</u>

The Director General of DG MOVE shared his views on key EU rail policy features: implementation of legislation, infrastructure investment, revitalisation of rail freight, innovation/digitalisation, enhancement of safety, efficiency of railways and security. He

highlighted the important role played by IMs for ensuring sustainable mobility and completing the Single European Railway Area. He thanked PRIME for the good work done so far in promoting a pan European approach to rail.

Members shared their views on the future challenges of the IMs, including the need to tackle global changes. Rail IMs should be seen as part of overall multimodal transport system, contributing to the development of society. While many of the IM challenges are already covered by the PRIME activities, the two major issues to be anticipated are congestion and climate change. Digitalisation was mentioned of being an important part of the solutions.

b) Current threats to security

EC presented the state of play of planned security measures at EU level. While the EU has no specific legislative competence in the field of rail security and there is no consensus for hard action on rail security, the Thalys incident has drawn attention to the importance of a pan-European approach. EC needs industry input to identify and prioritise the real threats.

The platform reacted to his statements by showing their genuine interest in security issues. It is a massive issue for IMs. Members underlined the importance of ensuring passenger safety, but also protecting the cargo and rail assets. Digitalisation and technology can, on the one hand, give useful tools to guard security. On the other hand, it needs to be backed up with effective cyber-security measures. Members gave an overview of measures deployed following the recent events, including cooperation with police and intelligence. Overall, a more structured and holistic approach is needed and cooperation/ information exchange is crucial. ERA has also a role to play in this process to the extent that security measures are interlinked with safety measures. .At the same time national security measures should not jeopardise interoperability.

While the LANDSEC expert group remains an important forum for security discussion, the scope of work in this group covers the whole domain of land transport. EC suggested that the matter deserves in addition a special attention of rail IMs and therefore IMs should mobilise themselves to deliberate specifically on rail security issues, including measuring public perception, considering a greater use of available intelligence and better asset protection. It was agreed to organise a dedicated rail IM security meeting, the results of which would be reported back during the next PRIME Plenary, while keeping the LANDSEC group informed..

c) Opportunities of Rail Corridors for Infrastructure managers

CER informed that an industry input paper on a potential revision of the Rail Freight Corridor Regulation is expected to be finalised in December. Expectations and experiences have been collected from several stakeholders, including the six operational corridors. EC announced that a public consultation will be launched to collect further views from stakeholders in the framework of an evaluation of the effectiveness of the existing Regulation. Some members emphasised the importance of including the end customers (e.g. shippers, freight forwarders) in the process. In the context of rail freight corridors, 'one stop shops' should be effectively implemented in order to significantly facilitate cross border traffic. This requires IMs to integrate more decisions with a pan-European perspective. The members were called to participate in the EC consultation and the industry members to quickly finalise the rail sector input paper.

8. <u>For information</u>

a) Update on EU rail related proposals from DG MOVE

EC updated the participants on the progress on the 4th Railway Package and implementing acts. The technical pillar of the 4th Package is expected to be voted by the EP Plenary in spring 2016. Regarding the market pillar, the Council has adopted the general approach and the trilogue discussions have started. An agreement on the whole package is expected to be reached before the summer 2016.

Regarding the Implementing Acts on Framework Agreements, EC is currently working with the Member States to overcome remaining divergences in views. The act should be adopted by the SERAC in spring 2016.

Members enquired about the state of play of the EC Strategy on Rail Noise. EC replied that a document will be published before the end of the year.

b) Update from ERA

To unify all aspects related to specification, development, testing and authorisation of ERTMS products and to ensure user-driven decisions, EC and the Agency have proposed to establish a dedicated ERTMS Development Board. PRIME members were called to ensure high-level representation of their interests at the Board. The manufacturing industry has already nominated 3 CEOs from Alstom, Siemens and Bombardier and the expectation is to have at least 2 high ranking representatives from IMs and RUs. The kick-off meeting will take place on 15 December.

On the issue of the national rules, an ambitious clean-up is necessary in order to ensure that the savings from a single vehicle authorisation, as foreseen in the 4th Package, will materialise. While in general operational and safety rules are necessary, there are many overlapping and redundant national rules which need to be abolished to ease the access to the rail system. To ease the process, ERA has foreseen a stepwise approach in close cooperation with Member States, supplemented by ERA's expert advice. The Group of Representative Bodies (GRB) strongly supports a structured approach that is not only focusing on quick wins.

c) Feedback from other meetings and events: RU Dialogue

EC debriefed the meeting about the first RU Dialogue which took place on 13 October. The meeting was well attended and dynamic with a broad range of topics. The governance structure of RU Dialogue is lighter than the one of PRIME, nevertheless 5 subgroups have been set up. On several topics RUs would like to exchange views with PRIME (market orientation of IMs, digitalisation, security and performance improvement) and therefore in the future interaction and occasional joint meetings of PRIME and RU Dialogue could be envisaged to discuss specific topics. Possible overlaps as well as complementarities (e.g. in different digitalisation groups) were discussed. The next RU dialogue meeting is scheduled for 10 May 2016.

9. PRIME Working Programme for 2016

Members were invited to comment on the Working Programme for 2016 as distributed earlier. No comments were made and the Work Programme 2016 was adopted (c.f. Annex 2 to this Summary Record).

10. Preparation of next meeting

AQ informed that the next PRIME plenary meeting will take place in London on 3 June 2016.

11. Any Other Business

A webpage for PRIME would soon be made available. The public domain should be operational by January 2016 and the members' area with separate areas for each subgroup and functionalities such as calendar, forums and registration, by March 2016.

The members were also asked to appoint PRIME contact points in their organisations to facilitate the flow of information, the relevant request will be sent by an e-mail.

The co-chairs expressed appreciation for the active participation and announced the meeting closed.

PRIME Working Arrangements

PLATFORM OF RAIL INFRASTRUCTURE MANAGERS IN EUROPE

Having regard to the Declaration of Intent to establish the Platform of Rail Infrastructure Managers in Europe opened for signature on 16 October 2013, ('the Declaration of Intent').

Having regard to the standard rules of procedure of expert groups[1],

HAS ADOPTED THE FOLLOWING WORKING ARRANGEMENTS:

1. Name

1.1. The platform shall be known as 'THE PLATFORM OF RAIL INFRASTRUCTURE MANAGERS IN EUROPE (or PRIME) (the Platform).

2. Membership

2.1. The Platform shall be composed of Industry Members and the European Commission (Commission). Each member appoints its own representatives. Each member has one vote.

2.2. Industry Members shall be:

   i) Infrastructure Managers (IMs) in the EU, EEA or EFTA states operating more than 50 km of railway route

   ii) Allocation Bodies, where they have been entrusted of performing essential functions of infrastructure management, and

   iii) Associations of European IMs,

   being signatories to the Declaration of Intent.

   RNE, being a supportive and not representative association of European IMs, participates in activities of the Platform without the right to vote.

2.3. Industry Members may resign their membership of the Platform at any time by sending a notice to all Platform members; resigned members shall no longer be committed to any of the decisions or activities of the Platform.

3. Functioning

3.1. The Platform shall support its members to develop the cooperation identified in the Declaration of Intent. The Platform decides on its working priorities on a yearly basis. This framed cooperation is without prejudice to the members' activities or

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[1] Communication of 10 November 2010 "Framework for Commission expert groups: horizontal rules and public register" C(2010) 7649 final.

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other forms of sectoral cooperation, including dialogue with railway undertakings for developing joint sector positions, where relevant.

3.2.   The Platform shall be co-chaired by any person or organisation representing IMs ('the Industry Co-Chair'), and a representative of the Commission (hereinafter 'Platform Co-Charis'). The Industry Co-Chair shall be elected by Industry Members by simple majority and as a rule nominations shall be invited each year to allow the Industry Co-Chair to change on annual basis.

3.3.   The offices of Platform Co-Chairs in place shall provide or arrange support for the Platform Secretariat. The Commission shall support the Platform in its work.

3.4.   Industry Members may offer administrative or in-kind support for the purpose of assisting the Platform, including secretarial assistance, hosting of meetings and logistical tasks.

3.5.   The Platform works according to the following structures:

   i)   Plenary meetings attended at high level (c.f. Section 4 of these Working Arrangements);

   ii) subgroup meetings attended at expert level to discuss concrete issues within the remit of each subgroup (c.f. Section 5 of these Working Arrangements);

   iii) joint meetings with other bodies to share information (c.f. Section 6 of these Working Arrangements).

3.6.   Any extraordinary meeting shall be convened by joint agreement of the Commission and a simple majority of the Industry Members through written request to the Platform Secretariat.

3.7.   English shall be the official language for all meetings and communications shall take place without interpretation or translation. All written communications will take place in electronic form.

3.8.   Meetings shall be held in Brussels or, if held outside of Brussels, be hosted by one of the Industry Members.

3.9.   The Platform aims to be open and transparent and to obtain active cooperation of IMs from all Member States in the Platform. As a general principle the decisions should be taken through consensus. Only where this is not possible, should the Platform revert to voting.

3.10. The Platform shall have its dedicated website with public and 'members only' area. It publishes the general information on its activities, such as agendas, summary records (excluding references to individual quotes) and presentations of the Plenary meetings as well as membership information, reports and recommendations. General information about the Platform is also provided in the Register of Commission Expert groups[2]. Documents related to the work of the subgroups are in general not public and are accessible only to the members; upon the request of Subgroup Chair/Co-Chairs, the Platform Co-Chairs can permit exceptions to this rule.

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[2]

http://ec.europa.eu/transparency/regexpert/index.cfm?do=groupDetail.groupDetail&groupID=2983&NewSearch=1&NewSearch=1

4. Plenary meetings

4.1. Chairing and secretariat

4.1.1. The Plenary meetings are chaired by the Platform Co-Chairs.

4.1.2. The Platform Co-Chairs shall agree their duties so as to lead and chair the agenda items that relate to their respective areas of responsibility.

4.1.3. The Platform Secretariat assists the preparation and follow-up of the Plenary meetings.

4.2. Convening meetings

4.2.1. Plenary meetings are convened by the Platform Co-Chairs at regular intervals – and no less than twice a year, or more frequently as agreed by the Platform. A simple majority of members of the Platform can also request the Co-Chairs to convene a meeting.

4.3. Participation

4.3.1. Industry Members shall be represented by the Chief Executive Officer or a member of their executive or management board or, alternatively, by a person specifically appointed for that purpose by the Chief Executive Officer or an Executive Board Member. The Commission is represented by DG MOVE at management level or by a person specifically appointed for that purpose by DG MOVE management in the event of modified level of representation of Industry Members.

4.3.2. Where an IM does not perform essential functions of infrastructure management and these functions are entrusted to an Allocation Body not being a Platform member, the IM concerned may wish to be accompanied by the Allocation Body for any relevant discussion concerning these functions. In such circumstances, the IM shall inform the Platform Co-Chairs who may consider extending the invitation to the Allocation Body for this specific meeting.

4.3.3. Upon agreement between the Platform Co-Chairs, experts from organisations outside the Platform, such as holding companies, RUs, non-member IMs, European Agencies, business leaders and academic partners, with specific competence in a subject on the agenda, may be invited to participate in the Plenary meetings on an ad hoc basis. IMs from accession countries may also be invited to attend the Plenary meetings.

4.4. Agenda

4.4.1. With the assistance of the Platform Secretariat, the Platform Co-Chairs shall jointly draw up the agenda. The Industry Co-Chair shall consult the Industry Members. In the interest of transparency, where items cannot be mutually agreed by the Platform Co-Chairs, these shall be reported to the Plenary meeting for information.

Wherever possible, agenda items for each Plenary meeting shall be agreed at the previous meeting. The agenda shall be formally adopted by the members at the start of each Plenary meeting.

4.5. Meeting documents and summary record

4.5.1. On behalf of the Platform Co-Chairs and based on their full agreement, the Platform Secretariat shall distribute to the members and any other invitees, as indicated by the Platform Co-Chairs:

  i) the invitation to the meeting and the draft agenda no later than 28 calendar days before the date of the meeting;

  ii) the final agenda and the documents on which the Plenary meeting has to take decisions no later than 14 calendar days before the date of the meeting;

  iii) the documents for the information and any presentation to be given no later than 7 calendar days before the date of the meeting.

4.5.2. In urgent or exceptional cases, additional information can be distributed up to 2 days before the date of the meeting.

4.5.3. Matters introduced with the agreement of both Platform Co-Chairs as 'Any Other Business' do not need to comply with these requirements, as long as they are not put for a decision.

4.5.4. At each meeting, the Platform Secretariat shall draw up an attendance list specifying the affiliation of the participants.

4.5.5. A summary record on each point of the agenda and the reports/recommendations delivered by the Plenary meeting shall be drafted by the Platform Secretariat under the responsibility of the Platform Co-Chairs.

4.5.6. It shall reflect the overall discussion and decisions taken and shall not mention the individual position of the members during deliberations, unless members specifically request to keep their statements in summary record.

4.5.7. Following each Plenary meeting, after approval by the Platform Co-Chairs, the Platform Secretariat shall distribute the draft summary record of the meeting to the members. The draft summary record shall be subject to revision and amendment by the members having attended the Plenary meeting, and shall be approved at the beginning of each following meeting.

4.6. Recommendations of the Platform

4.6.1. In the context of the intention to cooperate as set out in the Declaration of Intent, the Platform shall adopt reports and/or recommendations expressing the views of the Platform, in particular on common principles and practices, as far as possible by consensus.

4.6.2. Where called for under EU rail legislation, the Commission shall consult the Platform when preparing its implementing and delegated acts.

4.6.3. The Platform shall not impose binding obligations upon any member.

4.6.4. In the event of a vote, the outcome shall be decided by a simple majority of the IMs present. Supportive and dissenting opinions are recorded.

5. Subgroups

5.1. Establishment and remit

5.1.1. In agreement with the Platform Co-Chairs, the Platform may set up subgroups when it examines specific questions defined by the Platform, which may include but shall not be limited to all aspects of performance based benchmarking

5.1.2. In order to avoid duplication of work and encourage convergence, the Platform shall take into account the work already carried out in other forums of cooperation organisations, working groups etc. when deciding whether to set up a subgroup and defining the specific remit of this subgroup.

5.1.3. When building on published work and knowledge developed in other bodies, such as forum of cooperation, organisations, working groups etc., subgroups shall use as much as possible this material. This does not apply to not finalised work and not published work and knowledge. Where appropriate, the bodies referred to above could be invited to review a matter and report to the subgroup or to a future Plenary meeting.

5.1.4. A remit shall be set up for each subgroup to guide its work, including the description of the scope of its activities and expected deliverables by predefined deadlines. If not agreed at the time of creation by the Plenary meeting, at the first meeting of a subgroup, the subgroup members shall agree on its remit. The remit needs to be presented to and approved by the next Plenary meeting. Remit shall be updated as needed, subject to the approval by the Plenary meeting.

5.1.5. The subgroups shall report back to the Plenary meeting and their reports and/or recommendations shall be subject to an approval reflected in the summary record of meetings.

5.1.6. Subgroups shall be disbanded by a decision of the Plenary meeting as soon as their remit is fulfilled or their allotted time to undertake work has expired – in which case the Subgroup Chair/Co-Chairs shall report back to the Plenary meeting on the reasons for the task not being completed. If relevant, Subgroup Chair/Co-Chairs can request from the Plenary meeting an extension of the remit.

5.2. Chairing and secretariat

5.2.1. Subgroups shall be coordinated by the Chair/Co-Chairs. Subgroups always have an IM Chair, in addition the Commission may co-chair subgroups. If not agreed at the time of creation by the Plenary meeting, then at the first meeting of the subgroup, Industry Members shall elect by simple majority their chair for the subgroup. At the same meeting, the Commission may announce its representative as a co-chair.

5.2.2. The Industry Subgroup Chair/Co-Chair shall be elected by Industry Members each year. Existing Subgroup Chair/Co-Chair may be reappointed, in particular to ensure continuity of work or dedicate resources.

5.2.3. The offices of Subgroup Chair/Co-Chairs in place shall provide or arrange support for the subgroup secretariats.

5.3. Convening meetings

5.3.1. Meetings of a subgroup are convened by Subgroup Chair/Co-Chairs as often as necessary for completing the tasks as defined in its remit.

5.4. Participation

5.4.1. All members of the Platform shall be invited but in no way be bound to participate in these subgroups. Any Platform member, whether or not they are participating in a subgroup, shall therefore not be bound by any reports/and or recommendations issued by this subgroup.

5.4.2. Subgroups shall be requested to be composed of experts or technicians.

5.4.3. Unless decided otherwise by the Industry Subgroup Chair/Co-Chair, only experts of Platform members' organisations can participate in subgroup meetings.

5.4.4. On an exceptional basis and subject to notification to the Subgroup Chair/Co-Chairs, a senior member of an IM can mandate an expert outside of its organisation to represent its interest at this specific meeting.

5.5. Meeting documents

5.5.1. The agenda of subgroup meetings shall be drawn up by the Subgroup Chair/Co-Chairs in consultation with the Platform Co-Chairs.

5.5.2. The procedures for distribution of the invitations, agendas and other meeting documents, as well as preparing a summary record, shall be agreed by the members of each subgroup.

5.5.3. All subgroup related documentation shall be uploaded by subgroup secretariats to the relevant sections of the dedicated website, accessible to all Platform members, but not to the public.

5.5.4. Subgroup members collectively may agree to apply conditions of confidentiality as provided for in point 7.4.3 in order to enable the subgroup members to share information.

6. Joint meetings with other bodies

6.1. The Platform can decide to hold joint meetings with other bodies, whether or not established under EU legislation, such as the European Network of Rail Regulatory Bodies or the RU Dialogue, to discuss matters falling within their respective areas of responsibility.

6.2. Modus operandi of such meetings is subject to the approval by the Plenary meeting.

7. *Other provisions*

7.1. **Conflicts of interest**

7.1.1. Should a conflict of interest in relation to a representative of an Industry Member arise, the Platform Co-Chairs may exclude this representative from the subgroup or a particular meeting thereof, or they may decide that the representative in question shall abstain from discussing the items on the agenda concerned and from any vote on these items.

7.1.2. At the start of each meeting, any representative whose participation in the Platform's work would raise a conflict of interest shall inform the Platform Co-Chairs or subgroup Chair/Co-Chairs.

7.1.3. Conflicts of interest shall be reported in writing and reflected in the summary record of meetings.

7.2. **Correspondence**

7.2.1. Correspondence relating to the Platform shall be addressed to the Platform Co-Chairs. At the beginning of each Plenary meeting, the Platform Co-Chairs shall report to the Platform relevant correspondence related to the Platform or its activities that they have received.

7.3. **Access to documents**

7.3.1. Applications for access to documents held by the Platform will be handled in accordance with Regulation (EC) No 1049/2001[3] and detailed rules for its application[4].

7.4. **Confidentiality of deliberations**

7.4.1. The Platform's deliberations shall be confidential.

7.4.2. In agreement with the Co-Chairs, the Platform may, by a simple majority of the Industry Members present, decide to open its deliberations to the public.

7.4.3. Members of the Platform and their representatives, as well as invited experts and observers, shall comply with the obligations of professional secrecy laid down by the Treaties and their implementing rules, as well as with the Commission's rules on security regarding the protection of EU classified information, laid down in the Annex to Commission Decision 2001/844/EC, ECSC, Euratom[5]. Should they fail to respect these obligations, the Commission may take appropriate measures.

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[3] Regulation (EC) No 1049/2001 of the European Parliament and of the Council of 30 May 2001 regarding public access to European Parliament, Council and Commission documents (OJ L 145, 31.5.2001, p. 43).

[4] Commission Decision 2001/937 of 5.12.2001. OJ L 345 of 29.12.2001, p. 94.

[5] Commission Decision of 29 November 2001 amending its internal Rules of Procedure (OJ L 317, 3.12.2001, p. 1).

7.5. **Protection of personal data**

7.5.1. All processing of personal data for the purposes of these Working Arrangements shall be in accordance with Regulation (EC) No 45/2001[6].

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[6] Regulation (EC) 45/2001 of the European Parliament and of the Council of 18 December 2000 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and on the free movement of such data. (OJ L 8, 12.1.2001, p. 1).

PRIME

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Managers in **Europe**

PRIME Work Programme 2016"

Context

In 2015, PRIME activities were focused on the following issues: Benchmarking, Implementing Acts (framework agreements), Digitalisation, Safety Culture, Financing and Cooperation with Regulatory Bodies. Building on the work done so far, the following Working Priorities are proposed for 2016:

Working Priorities 2016

In 2016, 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:** finalisation of the work initiated by the sub-group in 2014: identification and definition of indicators for remaining categories of KPIs and testing the approach via a series of pilot exercises; benchmarking is planned to start in 2017; new potential areas of work (to be discussed): cooperation with regulators and RU Dialogue.

- ✓ **Digitalisation:** taking forward the work initiated in 2015; continuation of the exchange of best practices, identification of concrete priorities, organisation of a digital fair.

- ✓ **Implementing acts:** continue the work on the pending key implementing act (service facilities); additional topics will be added after the adoption of the 4th Railway Package.

- ✓ **Safety Culture:** taking forward the work initiated under HLIM in 2014: enhance the understanding of the culture of the industry and of how to achieve a shift towards just culture by continuing discussions, supporting this shift through developing best practice across Europe and implementing the twinning programme for safety professionals, promote data sharing and preparing the ground for occurrence reporting.

- ✓ **Financing:** taking forward the work launched in 2015: understanding investors' key concerns for the railways sector, identification of pilot projects suitable for innovative financing, assisting with project development and financial structuring in cooperation with EIB; comparison of risk-sharing, credit enhancement and guarantee schemes.

P R I M E

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For the following topics, regular updates from ERA and EC and contributions from PRIME are foreseen:

- ✓ **ERTMS/ Galileo:** work of the deployment management team, including deployment strategies, business and financing models; exchanges with ERTMS Development Board, including stabilisation of specification, GSM-R and interference issues; cost of components.

- ✓ **Security:** Provide industry members with an opportunity to exchange best practices and EC to inform them on current initiatives.

- ✓ **Promoting rail freight:** contribute to EC strategy to revitalise rail freight.

- ✓ **Reduction of national rules**: contribution to the of ERA/ECs strategy for reduction of national rules.

PRIME as a platform will cooperate with:

- ✓ **Regulatory Bodies:** topics of major interest to include: implementation of the Recast Directive, including charging principles; monitoring indicators; framework agreements and contractual agreements; and different aspects of facilitation of international traffic, including coordination of maintenance works, traffic management, time-tabling and harmonisation of network statements.

- ✓ **RU Dialogue**: cooperation on certain pre-identified topics that could include for example: identification of infrastructure investment priorities, digitalisation, passenger and freight cross-border cooperation, KPIs for customer satisfaction, promotion of rail freight.

PRIME membership: expand PRIME to embrace all IMs

Communication: open the PRIME website.

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