

Platform of Rail Infrastructure Managers in Europe
15th Plenary Meeting, 18 November 2019, 13:30 – 18:00

Summary Record

Host: European Commission

*Venue: Albert Borschette Conference Centre, Room 0B
36 Rue Froissart, 1040 Brussels*

1. Welcome

Alain Quinet (AQ; SNCF Réseau) welcomed the participants – from 30 IMs, 3 associations (EIM, CER and RNE), ERA and Shift2Rail – and provided a brief update on PRIME’s achievements since the last plenary session. AQ recalled the two main objectives for the next years to come, which are to 1) focus on concrete and business oriented actions and 2) improve the visibility of PRIME. AQ remarked that with the mandate of the new Commission, this time presents a unique opportunity for PRIME and for rail, and that PRIME’s focus in the immediate future will be on climate issues and contributing to a carbon-neutral economy.

Maurizio Castelletti (MC; DG MOVE), replacing Elisabeth Werner as co-chair for this plenary session, stressed the relevance of PRIME as a platform to discuss important issues, and briefly addressed how the political guidelines of the new 2019-2024 European Commission are relevant for PRIME.

2. Adoption of agenda and approval of the summary of the 14th meeting

The agenda was adopted without comments. The summary record of the 14th meeting was approved with minor amendments, as introduced by CER.

3. Institutional matters

3.1 New rules for subgroup’s chairing

A proposal to change the rules for the chairing of subgroups and a corresponding tracked changes version of the Rules of Procedure were circulated. The item was discussed in September, at the subgroup chairs meeting. The proposal aims to reduce the procedural burden by allowing subgroup chairs to stay in office without a yearly election, and to further motivate groups’ leadership on the basis of clear mandates and concrete deliveries.

The proposal to change the rules was approved and adopted by the plenary without comments.

3.2 Chairs announcement

Annika Kroon (DG MOVE) and Paul Mazataud (SNCF Réseau) were thanked for their work. Kathrin Obst (DG MOVE) will replace Annika Kroon as EC PRIME coordinator. Dariush Kowsar will replace Paul Mazataud in all his responsibilities at SNCF Réseau, including in the PRIME industry support team.

AQ and MC called for candidates to replace Paul as chair of the Financing subgroup. Paul will convene a meeting of this subgroup in January 2020, during which a new subgroup chair will be elected.

AQ informed the participants that Bettina Wunsch-Semmler, Hans Ring and Justus Hartkamp have chosen to continue their work in the PRIME Support Team. The renewed support team thus consists of the following members: Bettina Wunsch-Semmler, Hans Ring, Justus Hartkamp, Samuela Burzio, Paul Mazataud, Dariush Kowsar, and one newcomer: Vygantas Vaitkus from the Lithuanian Railways.

4. Strategic discussion – Management and Uptake of Innovation in IMs’ work

Two strategic discussions took place, on the external and internal management of innovation.

MC provided the context for the strategic discussion, noting that innovation is the only way for Europe to maintain its strong position in the global economy. MC discussed the impact that disruptive technologies such as 5G, satellite networks, drones, artificial intelligence and Internet of Things will have on transport activities, and remarked that it is necessary to rethink the sector’s products, technologies and processes in its transformation to becoming more efficient. MC noted that the sector must find the right incentives for stakeholders to embrace innovation. The Redesign of the International Timetabling Process (TTR) was mentioned as a positive example of innovation in the rail sector. MC also highlighted the importance of coordination among Infrastructure Managers and in particular in the field of traffic management in Europe, similarly to what other transport sectors have been able to achieve.

AQ launched the discussion on the external and internal management of innovation by posing a number of questions. How are IMs organised for innovation? What about stakeholder relations? How is innovation operated between IMs? Do we have R&D departments or is innovation spread across all technical departments? How do we work with external parties like the academic world, suppliers or start-ups to initiate or implement innovations? How do we cooperate and coordinate innovation between ourselves: on a bilateral basis and/or on a multilateral basis, for example through Shift2Rail?

Panel 1	Panel 2
External innovation (how IMs work with outsiders – start up, universities, etc.)	Internal Innovation
Moderator: Hans Ring (HR; Trafikverket)	Moderator: Paul Mazataud (PM; SNCF Réseau)
Mr. Rolf Dollevoet (RD; TU Delft & ProRail)	Mr. Giorgio Travaini (GT; S2R Joint Undertaking)
Mrs. Maria Luisa Dominguez (MLD; ADIF)	Mr. Johann Pluy (JP; ÖBB Infra)
Mr. Alberto Parrondo (AP; Thales group)	Mr. Hans Ring (HR; Trafikverket)
	Mr. Stefano Castro (SC; RFI)

Panel 1 – External innovation:

Hans Ring (HR) initiated the discussion by asking participants about the relevance of external partners when it comes to innovation. Have such partnerships been beneficial so far? Which examples exist among different IMs? Are academics happy to work with industry? What kind of support do you need from management? How do you encourage people to think with a change mind-set? How do you ensure getting proper funding? If your group is active in different market segments, are there differences in their challenges and behaviour?

Maria Luisa Dominguez (MLD; ADIF) mentioned that cooperation with universities, companies and other administrations is highly important and provided several examples of innovation practices within ADIF. For instance, different challenges are transformed into “innovation challenges”, then published on the website as non-bidding consultation, and a tender is opened for start-ups and other companies. The objective is to prove or test the different solutions offered. Another way of exchanging ideas with external partners is the CTF [*Centro de Tecnologías Ferroviarias*] in Malaga, which offers facilities to collaborate and has 22 companies working there. MLD noted that it is difficult to innovate alone, especially in the railways market. Cooperation, the use of tenders and the ecosystem that ADIF has developed in Malaga, make it possible to reach different innovative solutions. MLD remarked that this approach has been beneficial so far. Companies offer what they have in non-bidding consultations, and sometimes they already have the product but no infrastructure to test; ADIF is able to provide them the infrastructure to test their product. Open innovation is a good solution and is not as expensive as a few decades ago.

Rolf Dollevoet (RD; ProRail) explained that the bridge between academia and industry is crucial to have speed and to implement good ideas by academics. ProRail has an alliance with technical university TU Delft and several other universities, which is aimed at exchanging knowledge. The cooperation is not just about coming up with an interesting idea, but also about independently proving that it works, outside of the infrastructure management itself. The alliance with TU Delft has already existed for 7 years in the Netherlands and yields efficiency and speed, as it is much easier to get on the market once the business case and specifications are known. The project experienced a hard time at first and started with a budget of €6000, but now has 20 PhD students and 25 general paper publications. The work that has been done also includes implementation. The group has a turnover of 2 million a year, 25% of which being provided by ProRail. The ratio of 25% is fixed for 5 years. It also receives funds from the EU and China. China is willing to start preventive monitoring of their high speed lines.

Alberto Parrondo (AP; Thales Group) stated that if the rail sector really wants to succeed and have satisfied customers, more innovation is needed. It is also important for IMs to maintain what they have, and show customers that they are delivering but are also being profitable. An important part is to show shareholders what they will get in exchange for extra budget, and the sector needs to show that there is merit in investing in innovation which will benefit end customers. AP stated that China has a large network and many new engineers, and that some of their innovation is outsourced to Europe, which shows that Europe has an impressive challenge in the form of the need for innovation. AP expressed his belief that the digital transformation, and how data from customers are valued and supervised, is crucial. He also remarked the importance of underlying technologies such as cybersecurity, green technologies and AI, and noted that if we want to get to zero service gaps, zero casualties and zero waste, this can only happen through innovation. Examples of how Thales approaches these challenges are investments in self-funded R&D, mergers and acquisitions (e.g. Gemalto), and a Digital Factory in Paris with agile teams which are working on how to create value out of data. Another example is Station F, which is a start-up campus that hosts small start-ups and cyber companies.

Reactions from participants:

- Gorm Frimannslund (BANE NOR) remarked that in Norway, BANE NOR also cooperates with the biggest technical university in Trondheim.
- Henk Bothof (HB; ProRail) remarked that innovation is also about creating the right culture and mind-set, and creating enough push and pull to imagine what technology could mean for your

operational processes. It is important to have some success from innovation, which in turn gives you motivation for the next innovation. HB mentioned that this was also discussed at ProRail's supervisory board a few weeks ago: the board stated that it is important to set targets on operational issues, and to reach those targets by using technology rather than using more employees. This gives a push towards innovation. HB further emphasised that funding is not only necessary to generate innovation, but also to implement it and to account for the interdependencies at play. HB also agreed that sometimes the benefits of innovation are on the other side (e.g. with railway undertakings), rather than directly with the IM; therefore, innovation should be looked at from a sectoral perspective.

- Andy Doherty (AD; Network Rail) stated that it is important to think about how one can move from nice ideas and bench testing to implementation and having a product. AD suggested that one should take into account whether an idea can be implemented easily or whether it is radical and needs culture change and bravery. We need to think about the people and the incentives to innovate; the incentive/benefit in this industry is not always with the same actor who has to pay for innovation. AD mentioned organising hackathons with SMEs as one example of creating the right culture. Within these hackathons, participants look at 5 challenges the company is dealing with. Network Rail is looking into how to make such initiatives a part of the business process. AD remarked that cooperation with SMEs can be difficult because of administrative barriers like procurement obligations. AD concluded that it is important for the sector to focus on fixing the root of the problem – e.g. focus on fixing the problems that cause delays, rather than compensating passengers for delays.
- Francisco Cardoso dos Reis (FC; Infraestruturas de Portugal) remarked that innovating mobility is not just about railways, but also about road. Portugal has defined 50 challenges that must be answered and has a cluster with 50 companies working on these challenges (technical universities, suppliers, start-ups), working through a common approach: rail, road, cluster. FC noted that the biggest problem is how to finance this. The current approach is to use public financing and EU financing (Horizon2020 and the next Shift2Rail will be important contributions for support). FC stated that digital transportation is not just about autonomous cars; road and rail must combine their challenges and mix, to sell better to those who are going to finance and buy IMs services.
- Hans Ring (HR; Trafikverket) remarked that the road sector is often perceived as very prominent in innovation, while the public view of innovation in rail is different. FC emphasised the need for marketing.
- Maurizio Castelletti (MC; DG MOVE) noted that EU programmes are sometimes seen as helping the 'champions' of the industry, and mentioned that in some cases, specific programmes can be devised (e.g. earmarking part of the programme to go to this part of the industry) to bring SMEs on board. MC acknowledged that the administrative work to access funding remains a barrier for SMEs, and expressed his expectation that the next research programme will involve SMEs in a better manner.
- Giorgio Travaini (Shift2Rail) also acknowledged the administrative barrier, but pointed out that the S2R programme is starting to attract more SMEs than in the past. Out of 400 participants in their calls, 110 are SMEs. SMEs view S2R as an opportunity to engage in the next steps and to get into the market after they have done their research. Companies are going from small to medium when working together, because of the benefits of having a collaborative network.

- Alain Quinet remarked that one solution that works quite well is to set up joint ventures with SMEs which are focused on specific technology (e.g. drones, surveillance issues, solar energy). This is also a good way to overcome the administrative burden concerning procurement processes. AQ raised the point that another important issue for innovation is how the cooperation with RUs is organised, and that it is valuable to reflect on how to work more closely with all RUs on an equal basis. Two issues raised by AQ entailed 1) how to attract new ideas from outside the railway sector via SMEs, and 2) how to work more closely with RUs.
- MC added that one problem in the rail sector is that there is a lot of research and prototyping, but launching on the market is difficult. Large-scale demonstrations with many partners – like in the aviation sector – and testing on wide areas before implementation could help prove that the technology is working and profitable.

Hans Ring concluded that the rail sector should push for a system approach and for joint innovation, rather than focusing on good individual business cases.

Panel 2 – Internal innovation

Paul Mazataud launched the discussion by posing a number of questions. How do we manage innovation within our companies? How do you capture specific aspects of the rail industry? Horizontal integration and incentives; how can we make sure staff are incentivised to think outside the box? Any examples of how to make sure everyone feels involved? How can Shift2Rail help with horizontal integration?

Johann Pluy (JP; ÖBB Infrastruktur) noted that ÖBB Infrastruktur has identified 6 main challenges: 1) demand for capacity 2) reducing specific infrastructure costs, especially for regional branch lines 3) controlling and managing complexity 4) transferring old staff's knowledge to new employees 5) changing the company culture 6) improving the carbon footprint. It is important to quickly improve digital skills and mindset; we must monetarise digitalisation and automatise railway system very quickly to optimise efficiency and reduce system cost. JP expressed his preference for railway specific (core business) R&D that focuses on 6-10 main topics, instead of having over 100 R&D projects. The human factor also has to be taken into account. We need to involve our operational units to avoid blockade during the implementation.

Stefano Castro (SC; RFI) remarked that it is important to look at how innovative ideas are selected, financed and implemented. Since 2016, RFI has had a technical monitoring committee, which is chaired by the CEO and attended by all directors of the company. The committee analyses all innovative ideas proposed by the internal units. It assesses their impact, selects mature projects, includes them in the Multi Annual Contract with the Member State and introduces monitoring mechanisms. The time scope is short to mid-term. All employees are encouraged to contribute to the generation of innovative ideas, through innovative calls, which are held twice a year. The generation of ideas is steered through the definition of a long-term mobility infrastructure framework, which takes into account economic, commercial and technological megatrends with a heavy impact on mobility. The whole idea is to overcome the “business as usual” way of thinking.

Hans Ring (HR; Trafikverket) argued that there is a strong link between how much you innovate in your business and how much you grow within your company, and that business as usual does not seem to be a good idea if you'd like to enhance your business. In Trafikverket, innovation portfolios have been introduced within different business areas, not just within the R&D department. For

implementation, you need to consider all the requirements, conditions and user input, and ensure that all important aspects fit into the project planning phase. Innovation portfolios are distributed within the organisation, instead of being managed in a separate organisation.

Giorgio Travaini (GT; Shift2Rail) noted that Shift2Rail I was built *with* the infrastructure managers, and that this will also be the case for Shift2Rail II: it will be a reflection of EU priorities and what is needed in the sector. Like all IMs, S2R is currently focusing on reliability increase, cost decrease and capacity increase. In order to deliver, it is important to have a system approach and to prepare the operational implementation; that way, the technological innovation that was reached in S2R I can now become a reality. Studies on the ERTMS moving block (L3) show that the application would more than double the capacity on the line. However, this is easy to show on paper, but hard to show in reality, because of interactions with different systems. As this has an influence on the entire rail ecosystem, it has to be coordinated well with operators. S2R has just started with a system approach, for instance through Linx4Rail. GT stated that he expects this to gain momentum and emphasised that it is important for everyone to be part of it. A lot can be done to improve the rail system, and Shift2Rail is also looking at IMs for this. GT noted that collaboration among IMs should not be that difficult, because there is not that much competition. He further remarked that SMEs and start-ups need access for data to disrupt, and that data access and sharing is key.

PM concluded by summing up the key messages. 1) We must make sure we have all people on board, with a bottom-up approach; 2) We need to avoid any kind of silos for innovation; having a single innovation department does not seem to be the best solution 3) We need a sector approach, IMs should look at all other players in the sector 4) Implementation is essential, perhaps S2R can offer some of its knowledge here 5) Data is key and is at the core of digitalisation.

Reactions from participants:

- Andy Doherty remarked that innovation can be difficult in the railway sector; many processes do not call for innovation, but for following rules and procedures. You need some kind of champion within the organisation, who can keep kicking it forward, takes ownership at high level, and has passion to deliver innovation.
- Alain Quinet noted that it is important to provide the right ecosystem and to discuss any changes far enough in advance with the relevant bodies (including the Member States), so that when you want to implement the innovation, you have a good agreement with them in place and you mitigate risks
- Stefano Castro added that it is important for IMs to be more flexible and prioritise projects well, instead of planning and programming innovation activities too long-term. He also noted that we must make sure that innovation is part of the overall asset management system, rather than just delivering stand-alone projects; it must be seen as delivering benefits for the entire company.
- Johann Pluy emphasised the importance of management ownership innovation and of how staff are socialised, noting that sometimes change has to be forced a bit. Innovation must be strongly supported by Management Boards.
- Hans Ring commented that rail looks at itself as a unique sector, but that other strongly regulated sectors, such as the medical sector, are also innovating – so it should be doable. Rail is under pressure to achieve and prove that we can be innovative, and there are examples in other sectors that the rail sector could learn from.

- Henk Bothof remarked that operational technology is moving forward into IT technology, which might allow us to be more flexible in the future.

MC and AQ concluded:

- This debate is taking place at a time when the European Commission, ERA and Shift2Rail are thinking about the next programme of S2R; it is good to think about which research objectives can best benefit IMs. We have to continue to reflect on the best way to implement research. The Commission believes that one of the main challenges – and priorities – is capacity, its provision and use.
- Following the strategic discussion, a paper will be drafted to share the good practices which were presented. The paper will also be sent to S2R and all stakeholders for input.
- AQ finally reiterated that innovation is not just about funding or procurement issues, but also about culture, visibility and incentives.

5. Coffee break

6. Priorities for the 2019-2024 Commission

Kathrin Obst (KO, DG MOVE) presented the Commission's priorities for the next five years, as well as any on-going and upcoming initiatives. KO emphasised the fact that these are without prejudice to the final decisions that the new COM will take.

Reactions from participants:

- Participants asked what is to be expected from the current legislation that is on the table, such as the 4th Railway Package.

MC emphasised that the expectation is for the new legislation to come into place as quickly as possible. Member States should implement the technical pillar and the market pillar quickly. No new package is expected in the next term. The European Commission wants to create best conditions; legislation depends on the needs of IM. If existing law is not enough (as could potentially be the case for TTR), the Commission will prepare to go back to it and revise it.

- Participants noted that the Green deal is a good recipe to promote the rail industry and infrastructure management, and asked whether there will also be additional avenues to promote rail.

KO remarked that another important avenue will be the “Strategy for sustainable and smart mobility” which will be equivalent to the old White Transport Paper. MC also raised the point that one of the Commission priorities will be “an economy that works for people”, and that this period of time will be an opportunity to re-invent the image of rail and promote them – not just for passengers and businesses, but also for people willing to work in the sector.

- Participants asked when they will be provided with more substantial information about the policies and priorities of the new Commission.

MC informed participants that there will be an oral update at the next PRIME meeting in June. He also remarked that input from the industry is very welcome, as all ideas are being put on the table now.

KO noted that there will also be a public consultation for the new sustainable and smart mobility strategy.

7. PRIME deliveries

- New PRIME Subgroup on digital solution for European rail capacity and traffic management in support of European cross-border rail traffic

MC introduced the proposal for forming a new subgroup on digital solutions for European rail capacity and traffic management, the objective being to identify gaps in (inter)national IT landscape. The idea is to focus on ongoing national and international IT activities and how these interact with existing RNE tools. From an operational perspective, the fragmentation in data and IT adds complexity and inefficiency in the rail sector.

AQ presented the draft mandate, noting that Harald Reisinger from RNE has expressed interest in chairing the subgroup. He also mentioned that RNE suggested some modifications to the draft mandate, which do not seem to pose a problem.

Joachim Kroll remarked that the approach is very welcome, but clarified that membership should not be limited to CIOs. IT experts do not decide on the strategy of the company and the strategic outlook on traffic management and timetabling capacity management.

AQ replied that there is no desire to duplicate technical work, but instead to have a strategic approach, to make sure that officials are aware of the most important issues of the coming years. He also noted his aim to make sure that all members are comfortable with the proposal.

HR stated that this is a very important proposal, which presents an opportunity, but also asserted his worry of having complex organisation structures.

AQ concluded that all members agree on the creation of the digital group. Each IM has to decide if it wants to participate when the new subgroup is set up. The participants of the subgroup will approve a chair at the kick-off meeting in January 2020. HR remarked that the group should indeed elect its own chair, and that there should not be different rules for different subgroups. MC said the Commission would also nominate a co-chair for the subgroup.

Discussion:

- First Meeting of the Young Professionals initiative

Bart Vandeputte (Infrabel) explained that the idea for a Young Professionals subgroup was launched a year ago, as many IMs are having difficulty attracting young talent. Young people value learning and development opportunities, as well as international experiences. There was a kick-off session on 16/10, and the outcome is that target groups have been defined. Possible exchange programs and Proofs of Concepts are to be launched from Q1 2020 onwards. Bart requested that participants introduce their proposals by end of 2019. All IMs who have not yet confirmed interest, but are still interested, were given an open invitation to participate in the POC phase.

MC emphasised the promising nature of this initiative. Dyan Crowther (Highspeed1) remarked that this initiative could be very beneficial for smaller infrastructure managers in particular.

- Safety culture – recent work presentation

Menno Rook (ProRail) informed participants that he would be stepping down as chair, and expressed his wish to reflect on the results and challenges of the Safety culture subgroup. The subgroup has been working on safety culture for 6 years, with the aim to be an exchange platform for best practices. Track worker safety culture was selected as a more specific topic. The subgroup works together with

10-15 organisations, but MR also invited other IMs to participate. The group meets 3 times a year and has bilateral appointments on specific topics. Main current topics:

1. Safety leadership; not just in management, but also concerning people in the field. Network Rail had to withdraw for Brexit-related reasons, ADIF will be replacing them.
2. Project rules; best practices on writing and evaluating rules.
3. Development of a European serious game (playful way to discuss safety); prototype has been tested, and the aim is to have the final game ready next year.
4. Track workers safety culture; using the ERA safety culture model.

Menno Rook mentioned that one of the main challenges is to arrange for work to be done in between meetings, and that no interest has been expressed so far by others in taking over his role as subgroup chair so far.

AQ and MC thanked Menno for his dedicated work on the subgroup.

- KPIs – including feedback from 20th September’s Paris meeting

AQ, replacing subgroup chair Rui Coutinho, presented an update on the KPI subgroup. AQ asked all IMs to contribute to the provision of data to have good coverage of each KPI. AQ remarked that participants should be aware that the more the subgroup publishes, the more important it is to be rigorous about the quality of the data. For the next publication, the subgroup will prepare both a report and a communication package. AQ noted that for the last KPI report, the subgroup was not well-prepared to talk about the scope and limits of the subgroup’s work, which demonstrated the importance of having a communication package. AQ also remarked that the KPI subgroup will have to work closely together with other subgroups on a dedicated study on financing and charges.

MC noted that the KPI subgroup is supported, in terms of the technical and administrative assistance, by a consultancy company. MC explained that there was a small gap in the contract, but the contract will be relaunched shortly.

- Charges

MC made a short announcement concerning the subgroup on charges, which is focusing on cancellation charges for international train runs, stating that the Management Board of the RFC RALP will host a transparency workshop with IMs and RUs of the RFC to clarify the current handling of force majeure cancellations and discuss possible future approaches to the handling of such cancellations.

- PRIME 14 follow-up - Paper on contribution of IMs to climate change mitigation

AQ noted that the paper on climate change mitigation, which is based on the strategy discussions of the last plenary session, is an important paper; it is a flagship of the contribution of IMs to the carbon-neutral economy. AQ noted that the paper illustrates how each IM is taking a lot of initiatives to improve their carbon performance, and suggested to publish this paper on the PRIME website and actively send it out to all relevant stakeholders, e.g. the new Commission, new relevant Commissioners, new Parliament. AQ asked for feedback on the paper and noted that more detailed contributions or drafting remarks could follow before mid-December.

HR remarked that page 5 gives the impression that the Revision of the RFC has already been decided, and stated the importance of being more precise about the state of the ‘possible’ revision. This suggestion was met with agreement by AQ.

AQ opened the floor for general comments.

María Luisa Domínguez (ADIF) noted that ADIF has already agreed on a specific master plan with specific climate actions for 2018 – 2030, and would like to include in the climate paper that all energy purchased by ADIF comes from renewable sources.

Henk Bothof (ProRail) remarked that cost reduction was not really mentioned in the paper; he proposed to mention lowering costs, and not just focusing on capacity.

AQ noted that if possible, it would be valuable to include statistics and charts on emissions by transport mode in the paper.

8. Information points

MC remarked that the European Commission had prepared a set of fiches to keep participants updated on EU action, and stated that any questions on these fiches were welcome. MC mentioned that he would like to draw attention to the evaluation of the RFC regulation, for which quantitative data, qualitative data and data from Eurostat will be collected.

MC also noted that the Commission is in touch with RNE to collect some of the quantitative information which can be derived from their informatics system, as there are some gaps to close for the evaluation – e.g. the information gap in relation to the impact of infrastructure works on traffic. MC explained that IMs would be contacted for additional information.

MC informed the participants that the European Rail Facility Portal went live in June 2019. At a recent meeting of the interim governance board, the idea of a Technical Control Board was put on the table. This Technical Control Board would work on the further development of the tool. DG MOVE intends to invite members of the interim governance board to propose experts for the Technical Control Board.

MC announced that the contact list for PRIME members will be circulated among the members, and that members who object to this data policy are invited to send an email to the PRIME functional mailbox. Silence is considered approval for the data to be circulated on the PRIME website.

MC opened the floor for any other business, no comments were made.

9. Other Business

— Work plan 2020

AQ noted that the PRIME rules require establishing a work plan for each year, and proposed to do it as follows:

- Part 1: all work done by the PRIME subgroups; input will be what came out of subgroup chairs meeting;
- Part 2: all that is linked to the strategic discussion.

AQ proposed that PRIME members send their ideas for the work plan to Kathrin and Dariush by the 6th of December, which will then be circulated before Christmas, so it can be formally approved in January.

AQ passed the floor to Vygantas Vaitkus, who announced that from 8 December onwards, there will be a new company with the rights and obligations (including the PRIME membership) of the Lithuanian Infrastructure manager: AB Lietuvos Geležinkeliai Infrastruktūra.

- ERTMS presentation

Ian Conlon (DG MOVE) gave a short update on the deployment of ERTMS. In 2023, there should be a coherent ERTMS network across Member States. Track-side deployment needs to be implemented on time. It is somewhat behind schedule at the moment, efforts to deliver are being redoubled, as not to undermine the project. Ian asked IMs to remain committed.

On the Technical Specifications for Interoperability (TSIs): some IMs are already looking at aspects of improving the network, e.g. automation, moving block, long-term technologies. The specifications are there so that technologies can be deployed in a proper framework. This is an opportunity to standardise the broader CCS rather than just the ERTMS alone, and elements of this feed into the 2022 TSI revision. We should standardise on-board architecture for more flexibility and look at opportunities to enhance technical and operational interoperability. Member States can comment until early December. This should give IMs a framework for the introduction of new technologies.

AQ opened the floor for questions and comments; there were none.

MC made a general comment stating that now is the time to accelerate on many issues, if we want rail to deliver its part of the Green Deal, and expressed the goal and hope to do it together.

AQ noted that the **next PRIME plenary** session will be held on **11 June in Brussels**, and will be hosted by Infrabel. No date has been set for the second plenary session next year, but to have a more even distribution, the plan is to have a meeting in June and one in January (rather than one in June and one in November).

MC stated that all documents will be uploaded on the PRIME website, and that the summary record will be sent out for comments. A list of contacts is also to be circulated. The speakers and members were thanked for active participation, and a big thank you was expressed to those stepping down from the subgroups; Menno Rook and Paul Mazataud.

End of Meeting

Annex – List of participants

Members

ADIF	Domínguez, María Luisa
Banedanmark	Mascaraque, Álvaro
BANE NOR	Hansen, Kasper G.
BLS Netz AG	Frimannslund, Gorm
CFL	Beutler, Roger
DB Netz AG	Schreiner, Britta
EVR	Thull, Daniel
Finnish Transport Infrastructure Agency	Wunsch-Semmler, Bettina
GYSEV	Toom, Taavi
Highspeed1	Nummelin, Markku
HŽ Infrastruktura	Háry, Márk
Infrabel	Crowther, Dyan
Infraestruturas de Portugal	Lalić, Elena
LISEA	Žubrinić, Marko Zdravko
Lithuanian Railways	De Troch, Jolien
MÁV	Dierikxs, Michaël
Network Rail	Lallemand, Luc
ÖBB	Cardoso dos Reis, Francisco
PKP PLK	Le Caignec, Hervé
ProRail	Burokas, Mantas
RFI	Vaitkus, Vyngantas
SBB Infrastructure	Rónai, Péter
Shift2Rail JU	Davey, Steve
SNCF RÉSEAU	Doherty, Andy
	Hotz, Harald
	Pluy, Johann
	Majchrzak, Jarosław
	Maszkiewicz, Urszula
	Bothof, Henk
	Dollevoet, Rolf
	Hartkamp, Justus
	Rook, Menno
	Castro, Stefano
	Schenk, Stephan
	Travaini, Giorgio
	Quinet, Alain
	Mazataud, Paul
	Kowsar, Dariush

Thales Group
Trafikverket
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OBSERVERS

CER

EIM

ERA

RNE

Parrondo, Alberto
Ring, Hans
Isenmann, Thomas
Hobot, Nóra
Kodysová, Anna
Garaj, Miroslav
Castelletti, Maurizio
Obst, Kathrin

Besser, Hans
Lochmann, Libor
Potapidou, Marina
Barends, Roos
De Bruijn, Guus
Heiming, Monika
Moreno Coloma, Javier
Schettini-Gherardini, Bardo
Van der Heijden, Thomas
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