

Platform of Rail Infrastructure Managers in Europe
11th meeting, 16 November 2017, 12:30 – 17:30, Brussels, BE

Draft Summary Record

PRIME 11th Plenary meeting was hosted by the European Commission and co-chaired by industry (Alain Quinet, SNCF Réseau, Deputy Director General) and EC (Matthew Baldwin, DG MOVE, Deputy Director General). Along with DG MOVE, 23 industry members and 5 observers were present, total 44 participants.

All the presentations referred to in this summary record are available at:
https://webgate.ec.europa.eu/multisite/primeinfrastructure/events_en

Point 1 - Welcome

Matthew Baldwin (MB) and Alain Quinet (AQ) welcomed the participants and briefly recalled the evolution of PRIME over the 4 years since its establishment in 2013. PRIME has 30 members and 5 observers (including ERA). By the end of 2018 the main IMs of all Member States should be on board. Today the IMs of 7 Member states are still missing (HR, CZ, EL, SK, SI, LV and LU).

They welcomed the new members - Estonian Technical Regulatory Body and LatRailNet (respectively Estonian and Latvian path allocation and charging bodies), Estonian Railways (Estonian main IM) and Bulgarian National Railway Infrastructure Company.

Point 2 and 3 - Adoption of the agenda and approval of the summary record of previous meeting

The agenda was adopted and the Summary record of PRIME 10 approved with one correction to the participants' list.

AQ informed that an advisory board including Bettina Wunsch-Semmler (DB Netz), Justus Hartkamp (ProRail), Paul Mazataud (SNCF Réseau), Samuela Burzio (SNCF Réseau) and Hans Ring (Trafikverket) has been created for advising the industry co-chair.

Point 4 – Strategic Discussion I – Rail in multimodal context

Antti Vehviläinen (FTA) underlined in his presentation 'Mobility as a service' the role of different layers of infrastructure in providing seamless services to passengers and freight forwarders. Hamid Zarghampou shared Trafikverket's objective driven strategy for innovating future transport solutions. DG MOVE has announced that 2018 will be the year of multimodality and MB shared current plans and called on the participants to reflect on what are the obstacles for developing multimodal transport chains.

Discussion:

Multi-modality is essential for boosting the railway sector. Various initiatives, including legislative, are under consideration, in particular on data usage (to which IMs have access but which are often owned by RUs), on improving transshipment infrastructure and on cooperation between IMs of different modes.

The multimodal IMs (FTA, Trafikverket and IP) insisted that the road must no longer be seen as a competitor but as a part of the single transport system of complementary modes. MB nevertheless recalled the fierce competition between road haulage operators still exists.

Digitalisation facilitates multi-modal solutions and customer (rather than infrastructure) needs in terms of mobility and services (such as frequency, punctuality, cost, etc) have to be in heart of this development.

The discussion highlighted two perspectives:

1. Public policy perspective - Multi-modality must find its rightful place in public policies, as its benefits are considerable for society: optimisation of the use of existing public assets, fight against global warming, fight against congestion.

2. Business perspective - Multi-modality provides economic benefits for IMs which are not yet well known: income diversification and scale efficiencies, attracts more customers to rail and allows railways to sell its skills to other modes.

Next steps: PRIME members will prepare a discussion paper with a view to Multimodality Year in 2018, to be followed up with a workshop (if relevant) and to be presented during the High Level Ministerial Conference on Multimodality in Sofia on 19-20 March 2018. Purpose: to present rail's business perspective in the context of EC's public policy perspective.

Point 5 – Subgroups and meetings – feedback and plans

The co-chairs opened the feedback session of PRIME subgroups, recalling that PRIME has currently 6 subgroups and two cooperation platforms. From now on only part of the subgroups and platforms will report to the Plenary orally, while others provide written debriefs.

Steve Davey (Network Rail) promoted the Safety Culture Twinning conference which will take place in Birmingham on 12 December 2017.

- KPI and benchmarking subgroup

The Subgroup chair Jan Pettersson (JP, Trafikverket) reported on the progress of the subgroup. Data collection for benchmarking run from September to November, 15 IMs participate, whereas SBB Infra, LatRailNet and Lithuanian Railways joined recently. The first benchmarking report, focussing on high level and benchmarking KPIs is expected to be ready in April 2018. In May a dedicated high level meeting will be held in Paris to discuss the results.

After having led the group for three years JP will step down as from 1 January 2018, the subgroup members have been asked to send their proposals for a new chair to Jan by 1 December.

JP asked the members to discuss and decide on the two options for future approach to transparency and access to data:

- Option 1: All data in the IT system is public, sensitive or confidential data will not be entered into the system.
- Option 2: Dashboards and benchmarking reports (the 2 first layers with 50 KPIs) are public, the rest of data will be gradually validated and released in the course of the transitional period.

In both cases First report, focussing on high level and benchmarking KPIs (see Appendix 2) will be released in May 2018, after the discussion in the high level meeting in Paris. For data considered not public, IMs would have to state the reasons.

Discussion: Both options see full transparency of the provided data as a final goal, although with different pathways. The vast majority supported a simple and straightforward approach of Option 1. Some, including the co-chairs, remained concerned about the impact of Option 1 on data availability and on the number of participants. Some were also concerned whether data quality/comparability is mature for publication. One member questioned the number of KPIs.

Other topics touched upon: what does 'public' mean, burdens related to data collection, how to use KPIs in future.

Co-chairs noted that the benchmarking report will be available in April and would allow to make a better informed decision.

Next steps: The KPI subgroup will assess further data availability and quality and complete the benchmarking report in April 2018. A high level meeting in May (Paris) will discuss the report and refine transparency approach with the aim to agree to publish as a minimum the high level and benchmarking KPIs.

- Financing Subgroup

Paul Mazataud, (SNCF Réseau) co-chairing this group together with Olivier Silla (DG MOVE) informed that the group has worked on input paper for preparing EU next multiannual financial framework (MFF) and discussed utilisation of green bonds based on recent experience in France.

Discussion: investment priorities, financing renewals, nature of the financial instruments in the MFF, evaluation of carbon footprint of projects, timing/format of PRIME MFF input.

Next steps: For the MFF input, IMs will meet 4 December 2017 to fine-tune the industry position paper, formal consultation starts in December 2017, the paper will be presented to DG MOVE on 6 February 2018, possibly a further meeting in Ljubljana back to back with the TEN-T days.

- Digitalisation

Arjen Boersma (ProRail), subgroup chair since June 2017, has relaunched the work of the group. Suggestion is to work on 3 themes – BIM (Building Information Model), cyber security and predictive maintenance algorithms. The group will put together an 'innovation catalogue' with an overview of projects of IM's on digitalisation.

Discussion: cooperation/involvement of Shift2Rail and Rail Freight Corridors, ATO, strategic exchanges in future on more horizontal topics.

Next steps: Next meeting foreseen in January 2018, will discuss inter alia how to organise the work on concrete topics.

- PRIME Regulatory Bodies Plenary

Sian Prout (DG MOVE) and Gutt Maarten (PKP PLK) noted the good exchanges with regulators during the 3rd meeting which was hosted on 12 October in Warsaw by PKP PLK.

Mirosław Kanclerz has been reappointed as an Industry Chair for a one year term.

Next plenary will be hosted by a regulatory body in autumn 2018.

- Main points from the written reports of other subgroups:

- **Charges subgroup** had its first meeting in Riga, hosted by LatRailNet. Next meeting will take place in Brussels on 11 April 2018. The co-chairs Maria Alvarez (ADIF) and Sian Prout (DG MOVE) aim to deepen the discussions and have more interactive exchange.
- **Implementing acts subgroup** met on 29 September and discussed the EC non-legislative initiative on energy metering as well as the draft legislative proposal for an economic equilibrium test. Stefano Castro from RFI continues as the subgroup chair.
- **Safety Culture** – visits of the twinning programme are completed, the programme will be concluded with a final conference. As of 2018 ProRail will chair the subgroup.

Point 6 - Strategic Discussion II: Interoperability – Possibilities and limitations

Bettina Wunsch-Semmler (DB Netz) shared the Rastatt follow up actions and Georg Schmalz (SBB Infra) presented observations on the limits of interoperability. Alain Quinet (SNCF Réseau) and Monika Heimig (EIM) presented the ideas for more efficient interoperability management in future.

Discussion: Rastatt has highlighted the weakness of contingency planning, international cooperation and acuteness of the lack of interoperability as regards infrastructure and operational rules including language requirements. Also the following was touched upon: how to speed up the process, approach to soft (processes, rules) versus hard (infrastructure, systems) TSIs, goal based vs prescriptive rules, inherent trade-off between standardisation and innovation, interoperability with 3rd countries (e.g. 'silk road'), common vision versus ring-fencing national practices, priorities for investment and financing, reducing unit costs. The need for practical non-bureaucratic solutions was underlined, also the need of simplification of TSIs, harmonisation of operational rules and importance of the EC/ERA/RFC issue log initiative.

Next steps: EC hosts an ad hoc meeting on 17/1 for developing EU template for Contingency plans with participation of ERA, RU Dialogue and shippers, DB Netz is in lead for developing the draft documentation. The meeting will discuss also the next steps on standardised messages

and possibly other interoperability issues. RNE was asked to share their work on common operational language and standardised messages.

Point 7. Timetable Revision – TTR

Thomas Isenmann (Trasse Schweiz) outlined the strategic thinking behind the Timetable Redesign (TTR) project aiming to create a new European model for the annual timetable, in order to increase capacity, add flexibility and better address the needs of customers on the railways. Philipp Koiser (RNE) presented the three pilot projects to be launched on Rail Freight corridors in coming months. These are necessary given the legal and technical uncertainties linked to the project's implementation.

Discussion: The project is ambitious and in line with market expectations, but it will require continuous follow-up in PRIME and also involvement of EC, Member States and regulatory bodies to resolve potential legal issues and ensure non-discriminatory treatment of all applicants.

Point 10 – Information points

- Britta Schreiner (CER) shared the progress of the work of the Sector Statement Group. After a difficult start work has picked up, most progress achieved on priorities 6 (ETA) and 9 (shared KPIs).
- MB noted the following upcoming events:
 - Rail Freight Day in Vienna on 07 December organised by EC and RNE
 - Safety Twinning Conference 12 December Birmingham organised by Network Rail
 - Rastatt follow up - meeting on contingency planning organised by EC – 17 January 2018

Point 14 - Date and venue of next meeting

Next PRIME plenary will take place back to back with HLIM on 14 or 15 June 2018, most presumably in Amersfoort, NL

The following topics considered for strategic discussions:

- Research and innovation – next MFF and Shift2Rail II
- Social dimension - skills needed, attracting young professionals to rail.

Point 15 – Any other business

Draft PRIME Work Plan will be developed based on the input of subgroup chairs and results of plenary discussions, it will be distributed for comments in December and will be adopted in written procedure.

List of participating organisations

Members:

ADIF
BANEDANMARK
BANE NOR
BLS
DB NETZ
ESTONIAN RAILWAYS
ETRA
FTA
HS1
INFRABEL
INFRAESTRUTURAS PORT.
IRISHRAIL
LATRAILNET
JSC LITHUANIAN RAILWAY
NETWORK RAIL
NRIC
PKP PLK
PRORAIL
RFI
SBB INFRA
SNCF RÉSEAU
TRAFIVERKET
TRASSE SCHWEIZ AG
EC, DG MOVE

Observers:

ERA
CER
EIM
RNE
VDV