

**High-level Platform of Rail Infrastructure Managers in Europe  
5<sup>th</sup> meeting, 5<sup>h</sup> February, Brussels**

1. Welcome

The co-chairs welcomed participants and thanked EIM for hosting the meeting.

The new Executive Director of ERA briefly introduced his priorities (safety, competitiveness of rail and interoperability). He also intends to look how to further improve the internal processes of ERA. He highlighted the achievements of PRIME, in particular noting how the work on safety culture has complemented ERA's work in this area.

2. Adoption of agenda and summary of fourth meeting

No comments were made on the agenda or the minutes of the last meeting.

3. Signature of the Declaration of Intent for new members

For the record.

4. Future outlook for PRIME and Infrastructure Management

*– Industry input to the Director General of DG MOVE*

The Director General of DG MOVE stated his interest in rail and underlined that PRIME is an excellent platform allowing IMs and European Commission (EC) to exchange views on strategic aspects linked to the performance of railway sector. It is important for PRIME to continue with these topics in the future as well as start working on other topics such as safety culture, financing, Shift2Rail and digital agenda. The platform has already demonstrated that it can deliver real results (for example through the subgroups on Implementing Acts as well as Key Performance Indicators) and to enhance its value added further, all IMs should join.

The meeting discussed the role and future priorities of PRIME and IMs. Rail should not compete with other modes but rather fit into overall transport system and complement it. Rail should become more futuristic and PRIME has a role as a catalyst of bringing best practice and new thinking into the infrastructure management. There is equally a need for a network approach in order to optimize the performance of transportation; infrastructure managers should link their perspectives to the demand of the system in the interest of the final customer. At the same time it is important, that transport modes were treated equally in terms of taxation and internalisation of external costs. PRIME should also focus more on coordination of investments and financing as well as innovation aspects, given that these areas are important for enhancing the performance of infrastructure managers.

## 5. Infrastructure development and funding

- *European Fund for Strategic Investments – DG MOVE*
- *TEN-T core network corridors– DG MOVE*
- *ERTMS breakthrough programme – DG MOVE*

EC introduced the fundamentals of the **European Fund for Strategic Investments (EFSI)** and discussed its impact on the CEF. Given the context of limited public funding available while the demand for investments is high, the core objective of the fund is to mobilise private investments for important EU level projects as to improve investment environment and ensure long term development of infrastructure. EFSI aims at leveraging the EU budget by way of financial instruments that aim at lowering the risks making projects attractive to private investors in order to realize the investments that otherwise would not have been taken forward. Funds would be removed from the non-cohesion element of CEF to fund part of this but with the impact of making much greater funds available as loans.

The meeting discussed the short term versus long term effects of innovative financing models and emphasised that the commitment from the EC will need to be supported by Member States, especially given that funding needs to be earmarked for a long term. The meeting also emphasised that the regulatory structure for implementation of EFSI needs to be stable and well thought through and excessive complexity should be avoided.

EC presented the progress on **Core Network Corridors emphasising that** definition of the nine core network corridors is key vehicle for timely and effective delivery of TEN-T network. The corridors are treated as priority in terms of EU funding and their implementation is facilitated by European Coordinators. A set of ambitious standards has been defined for all TEN-T infrastructures and embedded in different EC implementing acts. At the end of 2014 draft Work Plans have been prepared, which will eventually lead to implementing acts but only after discussions and inputs from the Member States.

The meeting discussed the work of the corridors and the quality of the reports produced. It also discussed the need for exchange of information between IMs and the corridor coordinators and alignment of views and expectations with Member States.

ERTMS European Coordinator made a presentation concerning the **ERTMS breakthrough programme**. The decision process within each Member State should have the same objective and framework for setting the priorities. Losing time means losing money; therefore an ambitious breakthrough programme has been prepared. The benefits of ERTMS deployment include, in addition to interoperability, benefits in terms of safety, capacity and macroeconomic gains.

The meeting discussed the role of PRIME regarding the ERTMS implementation and the need to find suitable business cases for the IMs. Backward compatibility issues and different situations in Member States were also discussed. Stable and mature specifications are of utmost importance.

It was decided to create a PRIME subgroup on infrastructure financing.

## 6. Safety

*– Summary from the HLIM safety culture workshop held in January and safety leadership –  
Network Rail*

*– Accident reporting – ERA*

Network Rail summarized the outcome of **the safety culture workshop** and that the main topics discussed were secondments, website, surveys and possible next steps. The meeting expressed the commitment of all members to the initiative.

ERA presented the current work of the Agency on **rail accident and occurrence reporting and explained its underlying principles**. Better availability of data for systematic analysis of rail incident and accident data enables a better risk management and early implementation of corrective actions. It also ensures that not only all IMs but also operators have the opportunity to learn from an incident and resolve the situation before accident happens.

The meeting acknowledged the importance of the topic and supported the idea of sharing occurrence information but asked for an opportunity to further discuss the topic. EC clarified that the aim is not harmonization, but rather consolidation and sharing of existing data for the sake of broader dataset and better analysis leading towards safety improvements. The meeting also discussed what can be learned from the aviation sector already using occurrence reporting and how the system was developed and implemented.

## 7. Benchmarking performance: update regarding KPI subgroup

*– Presentation from the subgroup chair – subgroup chair*

The subgroup chair presented the work of the subgroup, including the agreed sets of KPIs and future planning.

The meeting discussed the planning and next steps on the work on KPIs. It was emphasised that the group should not lose energy and momentum and that progress is more important than perfection. In order to assess how data can be used the pilots with agreed KPIs should start right away. Beyond that the work concerning the suggested KPIs and timeline shall proceed on the basis of the proposal from the sub-group chair.

## 8. Implementing Acts – follow-up

*– Update regarding the discussions in subgroup meetings– subgroup chair and DG MOVE*

The subgroup chair presented the work done within the subgroup including the issues still being open. There had been four implementing act discussions in January: direct cost calculations, framework agreements, ERTMS differentiated charging and access to service facilities. The open and collaborative dialogue between IMs and EC participants was appreciated. IMs identified few open points they believe that better solutions should be sought, on which EC provided then commented.

The meeting discussed the future process, including the milestones for each act and the role of SERAC.

9. Potential meeting between PRIME and regulator's platform

*Discussion of possible structure and topics*

EC proposal had been distributed to meeting participants as an annex. EC will proceed with proposing a specific date and draft agenda for a possible meeting in the second half of 2015.

10. Any Other Business

*– DG MOVE debrief on European Rail Freight Days*

*- DG MOVE debrief on ERTMS Deployment Manager*

11. Preparation of next meeting

The next meeting is combined with the HLIM (High Level Infrastructure Managers) meeting in Warsaw in June.

It was recalled that there will be a safety culture conference 'Towards Zero' in Gothenburg in June 9<sup>th</sup> and 10<sup>th</sup> to which everyone is invited.