

The logo icon for ARNE consists of three curved lines in a light brown color, suggesting a stylized 'R' or a network path.

ARNE

RailNetEurope

2011

Annual Report



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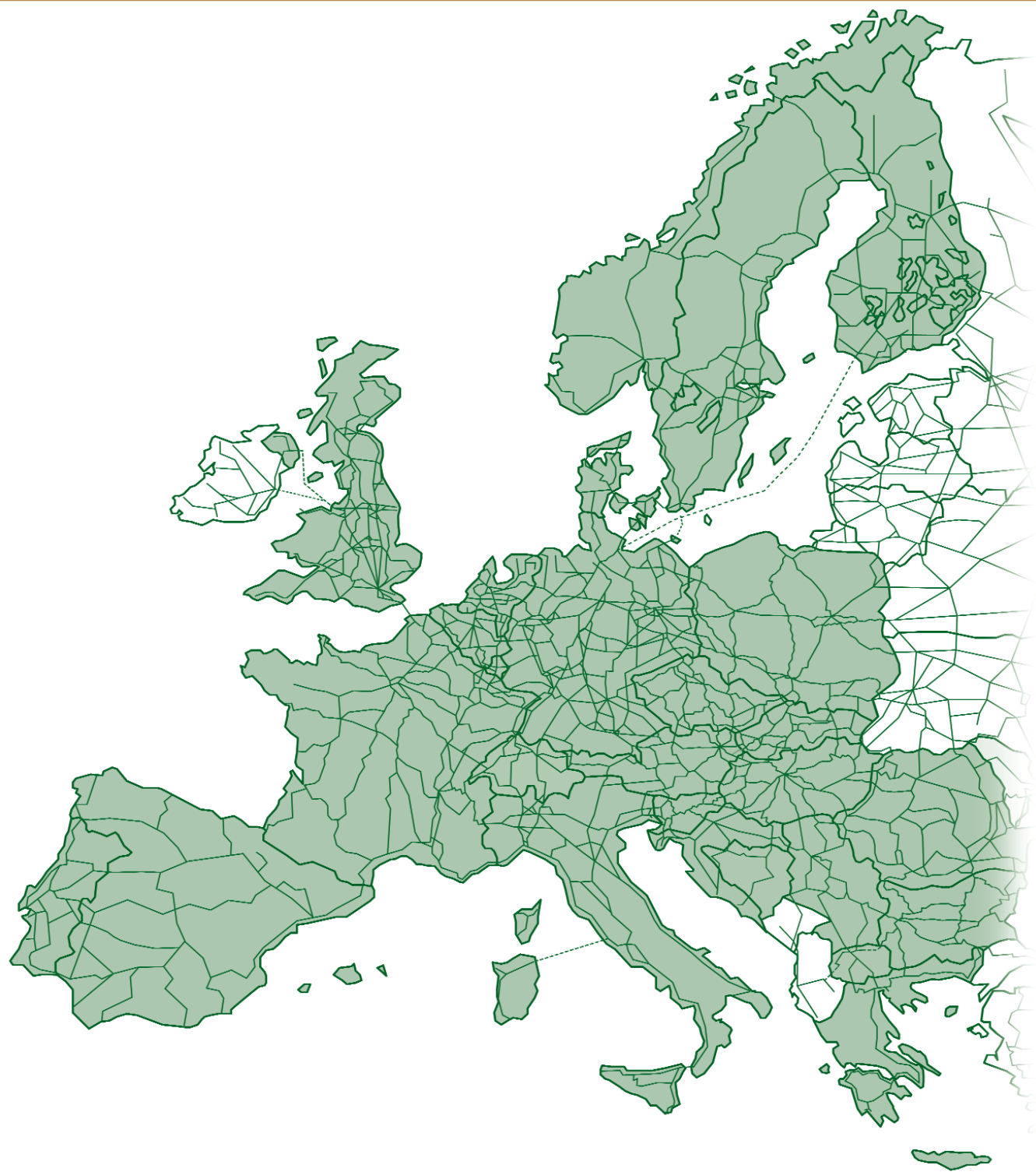
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FOREWORD BY PRESIDENT AND SECRETARY GENERAL

Towards the end of 2010, the European Commission published a Regulation concerning a European rail network for competitive freight (913/2010). This new piece of legislation had a great impact on RailNetEurope's activities in 2011, and RNE's achievements were put to the test. With more than six years' experience in Sales, Timetabling, Operations, After Sales, Network Statements and international RNE Corridors, RNE and its Members consider it both a duty and opportunity to make use of their accumulated know-how, and have taken active steps towards a speedy implementation of the Regulation.

RNE also continued to assist both Infrastructure Managers/Allocation Bodies (IMs/ABs) and Railway Undertakings (RUs) with a view to increasing the efficiency and quality of their international business. Special attention was given to the TAF TSI.

Let us briefly review the high points of RNE's work last year:

- At the General Assembly of December 2010, Members agreed that RNE should become the service provider of choice and expert support provider for Corridor Organisations. To this end, RNE worked on various Work Packages in close cooperation with Corridor Organisations in order to enable the first Rail Freight Corridors to comply with the Regulation by November 2013 – a challenging deadline. To guarantee the transparency and connectivity of all international traffic, harmonisation will become a reality both, for rail services on the Corridors and other international services between and beyond them.
- RNE's Network Statement Working Group provided a specification for a new type of international document, which Corridor Organisations will be under the obligation to publish: the Corridor Statement.
- RailNetEurope's three IT systems are playing an increasingly important role in ensuring that the planning, managing, operating, and performance monitoring of international rail services run smoothly, and in the implementation of the TSIs and Regulation 913/2010. All three were brought to a higher level of performance, stability and availability (24 hours a day, 7 days a week):
 - Train Information System (TIS) continued to be rolled out across Europe
 - The rate of use of Path Coordination System (PCS) grew very strongly. A function dealing with short-notice or ad-hoc path requests was created
 - The quality of the Charging Information System (CIS) was further improved.
- Within TAF TSI, results were two-fold:
 - The Implementation Masterplan is based on the work of the TAF TSI groups led by RNE, endorsed in 2011
 - Train ID: the lack of a single international Train Identification is set to become a thing of the past, thanks to RNE's phased approach.

- The 8th edition of RNE's Business Conference – an interactive platform for information, debate and face-to-face meetings for more than 180 participants from all over Europe – focused on rail corridors in 2020 from both a political and business perspective.
- The heavy workload flowing from Regulation 913/2010 is not without financial costs. Thankfully, the European Union stepped in through various financing mechanisms: Annual Call, ERTMS Call. In 2010, RNE received EU funding for TAF TSI-related activities for the first time. In 2011, encouraged by this success, RNE applied for funding again. In 2012, it will assist its Members with funding applications for RNE-related national IT developments. In addition, RNE proposed that the European Commission could fund the connections of RUs with RNE IT systems – this is now under evaluation in Brussels.
- RNE's objectives were met within a context of cost-effective management. An expected loss was incurred, due to: an approved budget transfer from 2010 to 2011, depreciation being higher than budgeted, and additional costs. It was balanced by a dissolution of capital reserves and the Auditors once again approved RNE's accounts.

We would like to thank all our partners, Members and their customers, as well as the Joint Office staff; the hard work and commitment of all proved invaluable during this challenging year. We would also like to thank other international organisations, in particular the CER, CIT, EIM, ERA, FTE, UIC and IRG-Rail. In addition we would like to thank the TEN-T EA, DG TREN and the Austrian BMVIT. Last but not least, the cooperation of the future Rail Freight Corridors' representatives has been absolutely crucial.

In 2012, Regulation 913/2010 will create new challenges but we are confident that, together with our business partners, we can meet these and continue improving international rail services across Europe.

Vienna, 10 May 2012



Luc Vansteenkiste, RNE President

Joachim Kroll, RNE Secretary General

RailNetEurope (RNE) was created in January 2004 on the initiative of a number of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs), who wished to establish a common, Europe-wide organisation to facilitate international business. At the time of going to press, RNE counted 37 Members from 26 different countries, totalling over 230 000 kilometres of railway lines.

As a non-profit making association of IMs/ABs, RNE provides support to Railway Undertakings (RUs) in their international activities and strives to increase the efficiency of the Infrastructure Managers' processes. Together, the Members of RailNetEurope have been promoting a business approach in rail infrastructure management and harmonising the use of rail infrastructure for the benefit of the entire rail industry across Europe. Moreover RailNetEurope was mandated to become 'the service provider of choice and expert support provider for Corridor Organisations in the areas of developing and operating methods, processes and tools'.

RNE is officially registered as an 'Association for Facilitating International Rail Traffic on the European Rail Infrastructure' under Austrian law. The Association is mainly financed by membership fees, and its Joint Office (in charge of co-ordination) is based in Vienna. In addition, a number of activities connected to the TAF/TAP TSI (Technical Specification for Interoperability relating to Telematic Applications for Freight/Passenger) or the new Rail Freight Regulation (913/2010) for a European Rail Network for Competitive Freight are subsidised by the European Union.

It should be stressed that RNE is an umbrella organisation: it does not conduct any operational activities itself, but provides a platform and a network for its Members and business partners. Whilst RNE's role is to represent its Members, hands-on tasks (such as allocating train paths or letting international trains run on the tracks) are taken care of by the Member IMs/ABs themselves.

RNE Activities

- RNE co-ordinates the harmonisation and development of international rail infrastructure products, services, tools and processes,
- improves the quality of existing rail products, processes and services and,
- provides legal, technical and commercial information on the European railway infrastructure.

OBJECTIVES



RNE Members & Network

One-Stop-Shop principle

In order to reach these ambitious goals, RNE Members strive to act as ONE European Rail Infrastructure Company in the field of international rail traffic. This is embedded in the One-Stop-Shop (OSS) principle, whereby various international products and services are handled at a single point of contact for the entire international route, thanks to IT systems such as the Path Coordination System (PCS) for international path requests, the Charging Information System (CIS) for fast information on charges related to the use of European rail infrastructure or the Train Information System (TIS) for real-time train run information. Thus RNE has established a network of OSS representatives, who are the personal contact points for all customer care issues.

OBJECTIVES

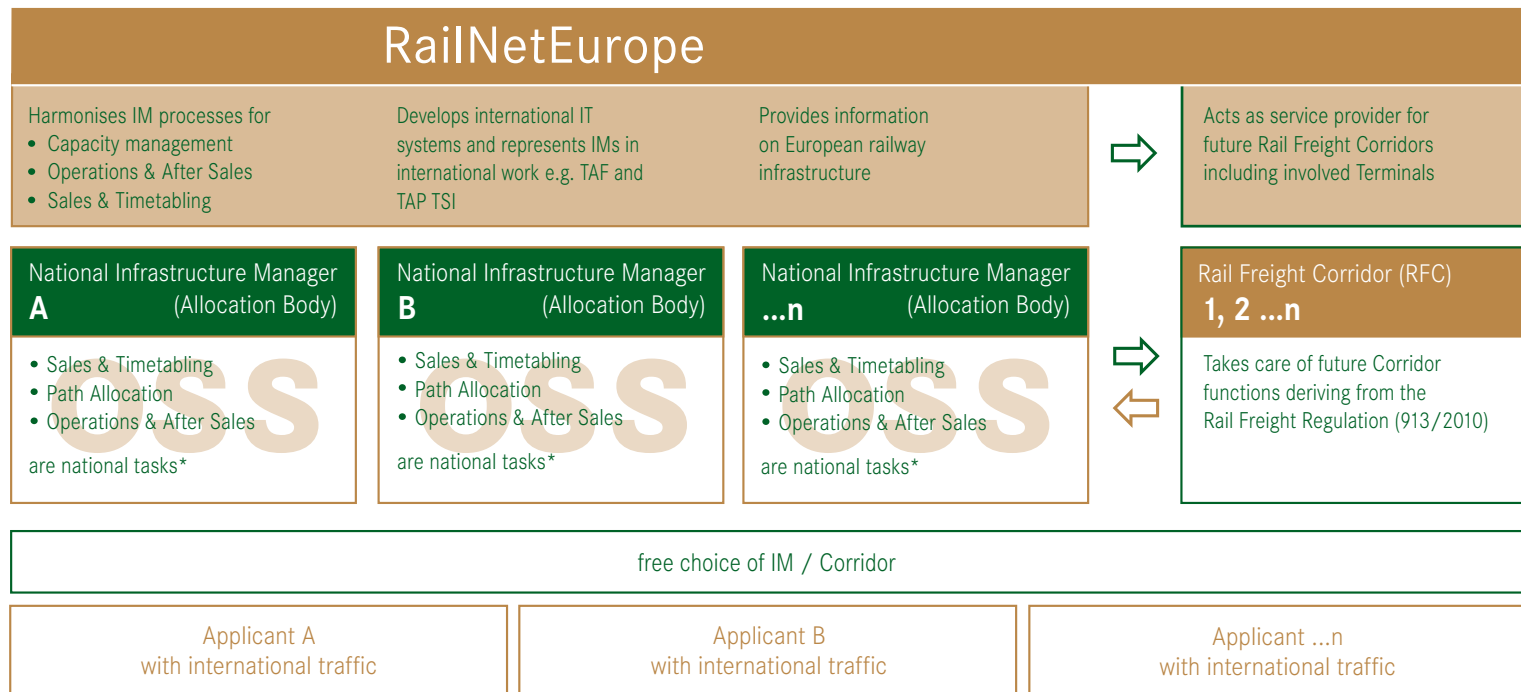
RNE – Service provider of choice

In addition, RNE provides support to its Members as regards compliance with the European legal framework. A good example of this is the development of harmonised international processes, templates and guidelines.

Many of these services can now assist the IMs with fulfilling requirements imposed by the new Rail Freight Regulation (913/2010). Therefore, towards the end of 2010 the RNE General Assembly decided that RNE should become ‘the service provider of choice and expert support provider for Freight Corridor

Organisations in the areas of developing and operating methods, processes and tools’ later amended as ‘developing methods and processes, and developing and operating tools’.

Moreover RNEs IT systems Path Coordination System (PCS) and Train Information System (TIS) were developed to support the implementation of TAF/TAP TSI (Technical Specification for Interoperability relating to Telematic Applications for Freight/Passenger). The systems are a major step in the fulfilment of the TAF/TAP TSI and the requirements deriving from the Rail Freight Regulation.



* These are carried out in compliance with approved international processes and with the support of international tools.

ASSOCIATION

RailNetEurope has adopted the typical structure of an international organisation, with decision-making carried out by a General Assembly. These decisions are prepared by a Managing Board, which also supervises the work of all ad-hoc and standing groups. The day-to-day work of these groups is coordinated and managed at the RNE Joint Office.

RNE is a market driven organisation pushed by the Association's Members and the evolving European legislative framework within which they operate. In order to ensure maximum efficiency and commitment, high-ranking managers of each RNE member-organisation come together during the General Assembly to jointly define the framework and main fields of action for future activities. The General Assembly also appoints the Managing Board, which prepares proposals and decisions submitted to the General Assembly, defines the general strategy of the organisation and sets priorities. Day-to-day business is run by the Joint Office, based in Vienna, which is headed by the Secretary General. The Joint Office staff is appointed by the Managing Board and/or General Assembly. RNE-wide, the RNE standing Working Groups, Corridor Managers and a project organisation work actively to reach the Association's objectives. Ad-hoc groups are set up whenever necessary to assist with new or temporary activities – for instance in connection with Work Packages designed to assist RNE Members with the implementation of the Rail Freight Regulation (913/2010) or with the strengthening of the regulatory framework at the European level.

RNE STRUCTURE

MEMBERSHIP

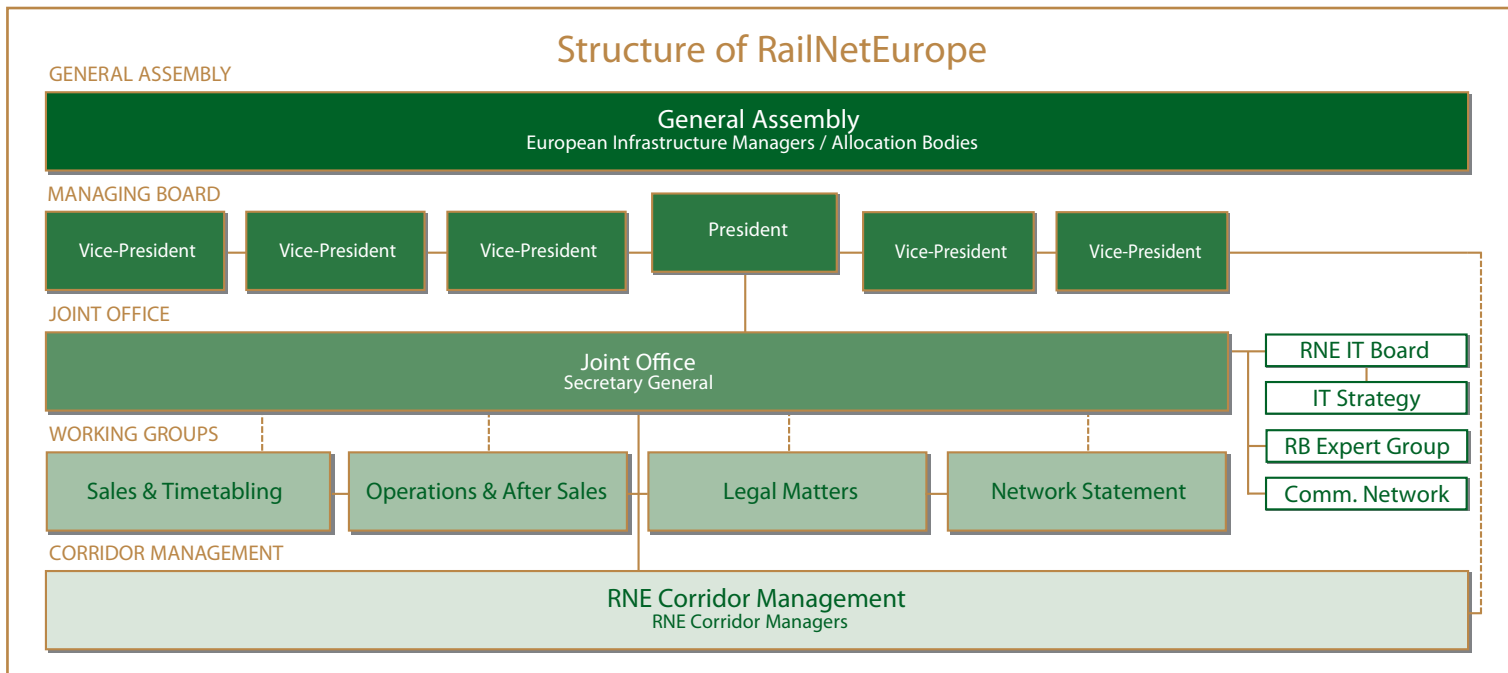
RNE provides its members with three different levels of membership: Full Membership, Associated Membership and the status of Candidate Member.

These different types of membership reflect differences in national frameworks as regards the implementation of EU Directives on the infrastructure/operations separation of functions.

The operational IM/AB business was split into Infrastructure Managers (IMs) related functions. As a result of this, it was decided that

- Bodies responsible for the IM/AB functions are granted the status of Full Members.
- Bodies that perform those IM functions on behalf of a Full Member are entitled to the status of Associated Member.

Since the foundation of RNE, the basic voting principles at the General Assembly have been: one vote per infrastructure network; and only Full Members are entitled to vote. Candidate Members are usually companies who wish to get acquainted with RNE. This status does not grant any voting rights and cannot be maintained for more than a year. The candidate status then has to be transformed into full or associated membership.



OVERVIEW OF MANAGING BOARD



The members of the RailNetEurope Managing Board were re-elected for a second consecutive two-year term by the General Assembly in May 2011. The members of the Managing Board thanked the RNE Members for their trust and explained that their aim was to continue to move forward constructively in a spirit of cooperation.

In 2011 the RNE Managing Board counted six members. Their responsibilities were allocated as follows:

Managing Board, Secretary General, and CIO. From left to right: Harald Reisinger, Joachim Kroll, Bettina Wunsch-Semmler, Harald Hotz, Luc Vansteenkiste, Boris Živec, Michel Dupuis, Mirosław Kanclerz.



Luc Vansteenkiste
Infrabel
RNE President
Strategy, IT



Bettina Wunsch-Semmler
DB Netz AG
RNE Vice-President
External Relations & Communications



Harald Hotz
ÖBB-Infrastruktur AG
RNE Vice-President
Sales & Timetabling



Michel Dupuis
RFF – Réseau Ferré de France
RNE Vice-President
Operations & After Sales



Mirosław Kanclerz
PKP-PLK – PKP Polskie Linie Kolejowe S.A.
RNE Vice-President
Legal Matters & Network Statement



Boris Živec
AZP – Public Agency of the Republic of Slovenia for Railway Transport
RNE Vice-President
Corridor Management

ASSOCIATION

AUSTRIA

ÖBB-Infrastruktur AG
Length of Network: 5146 km
www.oebb.at/infrastruktur



AUSTRIA AND HUNGARY

GySEV / Raaberbahn
Raab-Oedenburg-Ebenfurter Eisenbahn AG
Length of Network: 287 km
www.raaberbahn.at



BELGIUM

INFRABEL
Length of Network: 3582 km
www.infrabel.be



BOSNIA AND HERZEGOVINA

ŽFBH – Željeznice Federacije Bosne i Hercegovine
Length of Network: 608 km
www.zfbh.ba



ŽRS – Željeznice Republike Srpske
Length of Network: 425 km
www.zrs-rs.com



BULGARIA

NRIC – National Railway Infrastructure
Company of Bulgaria
Length of Network: 5114 km
www.rail-infra.bg



CROATIA

HŽ – HŽ Infrastruktura d.o.o.
Length of Network: 2722 km
www.hznet.hr



CZECH REPUBLIC

SŽDC – Správa železniční dopravní cesty, s.o.
Length of Network: 9470 km
www.szdc.cz



DENMARK

BDK – Banedanmark Rail Net Denmark
Length of Network: 2132 km
www.bane.dk



MEMBERS & NETWORK

FINLAND

FTA – Finnish Transport Agency
Length of Network: 5919 km
www.fta.fi



FRANCE

RFF – Réseau Ferré de France
Length of Network: 29 273 km
www.rff.fr



SNCF – Société Nationale des
Chemins de fer Français (until 31.12.2011)
www.sncf.fr



GERMANY

DB Netz AG
Length of Network: 33 639 km
www.dbnetze.com



GERMANY AND SWEDEN

Scandlines Deutschland GmbH
Length of Network: 5 km
www.scandlines.com



GREAT BRITAIN

HS1 – HighSpeed1 Ltd.
Length of Network: 108 km
www.highspeed1.com



NR – Network Rail
Length of Network: 17 600 km
www.networkrail.co.uk



GREECE

OSE – Organismos Sidirodromon Ellados
(until 31.12.2011)
www.ose.gr



HUNGARY

VPE – Vasúti Pályakapacitás-elosztó Kft.
www.vpe.hu



MÁV – Hungarian State Railways Co.
(MÁV Magyar Államvasutak Zrt. Pályavasúti Üzletág)
Length of Network: 7511 km
www.mav.hu



ASSOCIATION

MEMBERS & NETWORK

ITALY

RFI – Rete Ferroviaria Italiana
Length of Network: 24 227 km
www.rfi.it



LUXEMBOURG

ACF – Administration des Chemins de Fer
www.railinfra.lu



CFL – Société Nationale des Chemins de Fer Luxembourgeois
Length of Network: 275 km
www.cfl.lu



MACEDONIA

Makedonski Železnici
Length of Network: 925 km
www.mz.com.mk



NETHERLANDS

Keyrail B.V.
Length of Network: 160 km
www.keyrail.nl



ProRail B.V.
Length of Network: 6830 km
www.prorail.nl



NORWAY

Jernbaneverket
Length of Network: 4170 km
www.jbv.no



POLAND

PKP PLK – PKP Polskie Linie Kolejowe S.A.
Length of Network: 19 299 km
www.plk-sa.pl



PORTUGAL

REFER – Rede Ferroviária Nacional, E.P.E.
Length of Network: 2794 km
www.refer.pt



ROMANIA

CFR – Compania Națională De Căi Ferate S.A.
Length of Network: 10 200 km
www.cfr.ro



SERBIA

ŽS – Željeznice Srbije
Length of Network: 3809 km
www.zeleznicesrbije.com



SLOVAKIA

ŽSR – Železnice Slovenskej Republiky
Length of Network: 3622 km
www.zsr.sk



SLOVENIA

AŽP – Public Agency of the Republic of Slovenia for Railway Transport
www.azp.si



SŽ – Slovenske železnice, d.o.o.
Length of Network: 1228 km
www.slo-zeleznice.si



SPAIN

ADIF – Administrador de Infraestructuras Ferroviarias
Length of Network: 13 761 km
www.adif.es



TP Ferro Concesionaria, S.A.
www.tpferro.com



SWEDEN

Trafikverket
Length of Network: 12 000 km
www.trafikverket.se



SWITZERLAND

BLS AG
Length of Network: 449 km
www.bls.ch



SBB Infrastructure
Length of Network: 9018 km
www.sbb.ch



Trasse Schweiz AG
www.trasse.ch



ASSOCIATION

The foundation of RailNetEurope (RNE) in 2004 led to the establishment of a Joint Office (JO) in Vienna, Austria. Headed by the Secretary General Joachim Kroll, the Joint Office is responsible for day-to-day RNE business, the coordination of international Working Groups and the management of international IT systems. Working under the direction and supervision of the RNE Managing Board, the Joint Office implements the decisions of the RNE General Assembly.

In June 2011, the Joint Office moved to new premises in the centre of Vienna. This was necessary as the office space requirements of RNE had increased over the years and some working places were not in line with Austrian working regulations. The new premises provide an adequate working environment for RNE employees and a much larger meeting room, where several Working Group project meetings and Managing Board meetings are held.

The remit of the Joint Office, however, has not changed. Set up in 2004 to meet the challenges faced by the international rail sector, RNE is continuing to provide solutions that benefit all RNE Members, as well as their customers and business partners.

The main task of the Joint Office is to provide support for the core international business processes of RNE Members. Thus in 2011 the RNE Joint Office

- Co-ordinated RNE strategy and project planning
- Co-ordinated the process and service development of RNE (for details, please see the Working Groups' activity reports)
- Co-ordinated and provided support to the RNE Working Groups and Corridor Managers, both in their project work and their day-to-day business
- Further developed and ran RNE IT systems (please see IT section for details)
- Co-ordinated TAF/TAP TSI implementation for the Infrastructure

JOINT OFFICE

Managers (IMs), and managed the TAF TSI IM Cluster and Working Groups

- Has been in contact to the European Commission (involving CER/EIM)
- Provided internal and external communication regarding RNE events, projects, products, services and publications
- Cooperated with other international rail-related organisations (such as the CER, CIT, EIM, ERA, ERFA, FTE, UIC, IRG-Rail and other Regulatory Bodies)
- Organised the first Rail Freight Corridors Conference in cooperation with CER and EIM
- Organised the Technical Meeting 2011 for the co-ordination of the international annual railway timetable and the RNE Business Conference 2011
- Organised the Regulatory Bodies Conference 2011
- Organised the 'PCS Day' – a training for Path Coordination System (PCS) users and an information exchange platform
- Managed RNE day-to-day business, such as administration and finances, incl. the financial management of European Union funding.

At the time of going to press (spring 2012), the RNE Joint Office counted 17 employees (15 full-time equivalents) from eight different European countries working in close cooperation on the RNE premises in the centre of Vienna. Seven of them were on secondment from their national rail infrastructure company, the others were hired directly from the labour market.

The staff's professional experience covers the following core areas: timetabling, operations, sales, IT (from system architecture to data quality), communications (from visual design to terminology), transport policy and project management – including the international dimension of work in all these areas. In addition, the Joint Office works in close cooperation with the University of Graz, especially in the field of software development and e-learning.

ASSOCIATION

JOINT OFFICE



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From left to right:

Christoph Oberhofer
Mario Ouschan
Christian Slamanig

Project Assistants from Graz Technical University

Status 05/12

In 2010 the European Commission published the Regulation 913/2010 concerning a European rail network for competitive freight. With this Regulation, RNE's achievements in the field of harmonising the methods, procedures and tools of rail Infrastructure Managers have been put to the test. With more than six years' experience in the areas of Sales, Timetabling, Operations, After Sales, international RNE Corridors and Network Statements, RNE and its Members consider it both a duty and an opportunity to make use of their accumulated know-how and have taken active steps to ease the Regulation's implementation.

Handbook for Implementation of Regulation

Being aware of the expertise of RNE and its Members, the EU Commission involved them in the development of the Implementation Handbook for the Rail Freight Regulation. RNE proposed some adjustments to the deadlines for the path allocation process in the Annual Timetable to make them compliant with the established process for capacity management. Other suggestions concerned the flexibility of pre-arranged train paths and the appropriate elements of train quality monitoring.

As nearly all adjustments suggested by RNE were taken into account by the authors of the Handbook, the fine-tuning of the text is of benefit both for the Applicants and the Infrastructure Managers.

RNE's new role

As a consequence, in December 2010 RNE's decision-making body, the RNE General Assembly, mandated RNE to become service provider of choice and expert support provider for Rail Freight Corridor Organisations in the areas of developing methods and processes, and developing and operating tools. In early 2011, RNE and its Members started to analyse in detail the requirements imposed on the future Rail Freight Corridor Organisations by the new Regulation.

Since then, RNE and its Members have dedicated much work to the new role of the Association. This widening of RNE's business scope has led to a re-structuring of RNE's way of working as well. The transformation from a working group structure-based organisation towards a project-oriented organisation, which had already been initiated two years earlier, was stimulated further.

RFC WORK PACKAGES OVERVIEW

RNE Work Packages – a new way of working

Once RNE had received a new mandate from its General Assembly at the end of 2010, the work had to be restructured according to the expected service development. After clustering the requirements listed in the Rail Freight Regulation, RNE proposed setting up several Work Packages in order to clearly define the required activities.

Following a decision by RNE's General Assembly in May 2011, several Project Groups were formed to carry out the RNE Work Packages:

- Corridor One-Stop-Shop (OSS)
- Pre-Arranged Paths
- Coordination and Publication of Works
- Path Coordination System (PCS)
- Punctuality Targets
- Train Information System (TIS)
- Traffic Management
- Priority Rules
- Corridor Statement

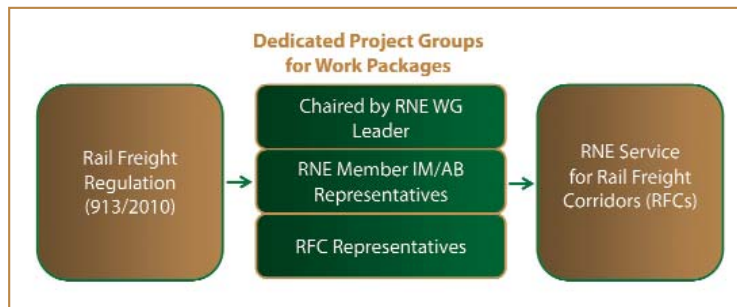


Dedicated Project Groups for Work Packages

RFC WORK PACKAGES OVERVIEW

These Project Groups are chaired by RNE Working Group leaders in the related business areas and staffed with representatives of both RNE Members and Corridor Organisations. This involvement of the Rail Freight Corridors (RFCs) is a key factor for the success of the Work Packages because the outcomes should fulfil the Corridor Organisations' expectations and needs later on.

The Work Packages' objective is to deliver guidelines or IT systems for the future Rail Freight Corridor Organisations that shall ensure their successful implementation.



Dedicated Project Groups for Work Packages

Fortunately, the Project Groups do not have to start from scratch when they set up such guidelines or systems. Since its creation – triggered by the requirements in EU Directive 2001/14 – RNE has laid a solid basis for such developments. For instance, catalogue paths along RNE Corridors, x-24 information on planned infrastructure restrictions and a Network Statement Common Structure have been jointly developed, and employed, by RNE Members long before the Rail Freight Regulation came into force.

Cooperation with Corridors is vital

The Rail Freight Regulation (913/2010) prescribes a very ambitious timeline for the implementation of the Rail Freight Corridors (RFCs). Six out of nine RFCs have to be up and running by 9 November 2013; besides, some obligations – such as the RFC Action Plan publication – have to be fulfilled even earlier.

Due to this very tight timeframe and the limited resources of the Infrastructure Managers (IMs) to implement the RFCs, the services developed so far have strictly focused on the mandatory requirements of the Rail Freight Regulation. To ensure that services match the RFCs' needs, the status of the work done within the Work Packages is continuously shared between RNE and the RFCs. Moreover, regular RNE-RFC meetings intensify this communication further. The implementa-

tion of procedures along the RFCs themselves is clearly a task of the Corridor Organisations and outside the scope of RNE's work. RNE and its Members will of course be available at any time during the implementation phase if the Corridor Organisations ask for advice or concrete support.

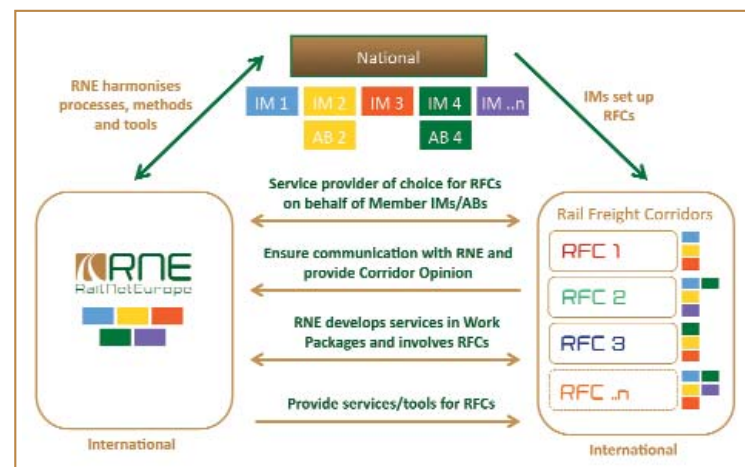
Tight implementation timeline

The milestone planning of the different Work Packages had to be aligned with the implementation timeline set by the Rail Freight Regulation. RNE has to ensure that the Rail Freight Corridor Organisations are provided with the relevant guidelines early enough to have a solid basis for their Corridors' decision-making bodies, the RFC Management Boards.

This constitutes an enormous challenge, especially for those RFCs which have to be implemented by November 2013 at the latest. Certain principles, which had grown gradually, such as 'capacity allocation by IM sections' will have to be partially given up and transformed into a completely new way of working. A traditional Infrastructure Manager-oriented approach will be partially replaced by a Corridor-oriented approach.

Corridor regulation

RNE's Work Package activities were also the major topic during the annual conference with representatives of various Rail Regulatory Bodies. Their future task – fostering fair competition on the RFCs – has sharpened their interest for the RNE Work Packages as well.



RNE, RFC and IM Interaction

CORRIDOR ISSUES

The heavy workload associated with the implementation of the Rail Freight Regulation (913/2010) is not without financial costs. Thankfully, the European Union is stepping in through various financing mechanisms, at first the Annual Call, then the European Rail Traffic Management System (ERTMS) Call, from which both RNE and its Members are benefiting.

How can new tasks be financed?

It goes without saying that the implementation of the numerous requirements arising from the Rail Freight Regulation is leading to heavy investment both on the part of RNE and its Member Infrastructure Managers – and this in the midst of an international financial crisis that is severely affecting some railways. Following two successful applications for European Union funding, parts of RNE's developments have been subsidised through the (Multi) Annual Call.

In 2011, a new application, this time under the ERTMS Call, was prepared. RNE offered to act as an umbrella for co-financing the Members' infrastructure-company developments, along with activities related to the Rail Freight Regulation. This means that, for example, an IM can apply for funding through RNE for an IM-side activity, to connect their company path planning system to the Path Coordination System (PCS) via the PCS Integration Platform, to connect to the Train Information System (TIS) or to carry out other projects related to RNE-specific developments. In the meantime RNE has also addressed the topic of co-financing applicants' interfaces to the RNE IT systems to the European Commission, which has confirmed its support already.

The purpose of the project, entitled 'RNE Members' project for the implementation of Regulation 2010/913 – Study and implementation of major parts of the Regulation concerning a European rail network for competitive freight 913/2010 by Infrastructure Managers (IMs) and Allocation Bodies (ABs) coordinated by RailNetEurope (RNE)', is to prepare IMs and ABs under the umbrella of RNE to fulfil the major requirements of the new Regulation from November 2013.

RNE thus proposed to apply for EU co-financing of the relevant RNE Members' activities. This proposal was approved during the

FUNDING

RailNetEurope General Assembly in May 2011. The application documents had to be completed under intense time pressure to comply with the tight submission deadline in September 2011.

The project enjoys the support of several competent ministries in Austria, Germany, Denmark, Italy, Belgium, Netherlands, Slovenia, Slovakia, Hungary and the United Kingdom.

EU funding to speed up Regulation's implementation

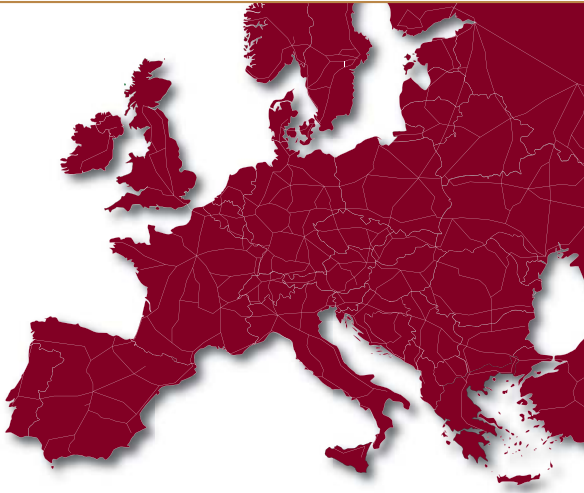
Within the 'RNE Members' project for the implementation of Regulation 2010/913', RNE is acting as Project Co-ordinator and the listed Members as Co-Beneficiaries. The aim is the implementation of major parts of the Rail Freight Regulation in the rail networks of the RNE Members. This entails applying the jointly-defined methods, tools and procedures within the companies. In areas where these methods, tools and procedures are still missing, it is planned to develop them.

The complete project will be carried out under the umbrella of RNE by support of the RNE Working Groups for Sales & Timetabling, Operations & After Sales and Corridor Management. At the time this annual report is going to press (May 2012), the TEN-T Agency in charge of the funding has informed RNE that its application has been successful.






EU Funding

EUROPEAN RAIL FREIGHT CORRIDORS CONFERENCE 2012



European Rail Freight
Corridors Conference 2012

Frankfurt/Main, Germany
10 May 2012, 10.00 - 15.30

European Rail Freight Corridors Conference 2012 – hosted by RNE, CER & EIM

CORRIDOR ISSUES

Following the very positive experiences made with the first edition of the European Rail Freight Corridors Conference, RNE, CER and EIM decided to co-organise a Rail Freight Corridors Conference 2012, on 10 May 2012 in Frankfurt/Main, Germany.

Both the changes in traditional behaviour demanded by the Rail Freight Regulation and the very tight implementation deadlines constitute a very tough challenge for the rail sector – for Infrastructure Managers as well as for Applicants. From the moment of publication of the Regulation, it became very clear that a key success factor for a successful Rail Freight Corridor (RFC) implementation would lie in a smooth, transparent communication between all the stakeholders involved.

Whereas the Conference in 2011 had addressed representatives of the future Rail Freight Corridor (RFC) Organisations, Infrastructure Managers, Transport Ministries and the EU Commission, the Conference in 2012 widened its scope. Railway Undertakings with traffic along the RFCs, Terminals and other officials also participated in this year's conference.

The conference started with the European Commission and representatives of CER and EIM presenting their views on the implementation work that has been done so far and formulating their expectations towards the RFCs.

Eight future RFC Organisations participated and gave very interesting insights in general and Corridor-specific issues, their experiences with setting up the RFC structures and the challenges related to the RFC implementation. It became very clear that apart from common obligations, such as the Corridor One-Stop-Shop implementation, there are other challenges which the RFCs are confronted with. Operational and technical interoperability are an issue as well, as is the need for a joint framework for capacity – the transport ministries supervising the RFC Executive Boards' have to agree on this.

RNE has provided the audience with an in depth overview of the content and status of the various Work Packages.

One main benefit of the conference was the complete overview it provided about the state of RFC implementation across Europe. One could really see the different distances that future RFCs have already covered on their way to full implementation. Although bound to the same milestones, the development is far from running in parallel. Organisations based on former ERTMS Corridor Structures, such as the future RFCs 1 or 2, can be seen as benchmarks and best practice examples for other RFCs, which have to be set up from scratch.

CORRIDOR ISSUES

OVERALL CORRIDOR MAP

- 01 Corridor C01
- 02 Corridor C02
- 03 Corridor C03
- 04 Corridor C04
- 05 Corridor C05
- 06 Corridor C06
- 07 Corridor C07
- 08 Corridor C08
- 09 Corridor C09
- 10 Corridor C10
- 11 Corridor C11



CORRIDOR MANAGEMENT

The European corridor landscape is bound to look a little different in the near future: some RNE Corridors will be merged into the future network of Rail Freight Corridors (RFCs), others will continue as they are. New RNE Corridors can also be expected on certain routes, where their tried-and-tested benefits are evident.

Transition from RNE Corridor to Rail Freight Corridor

So far the future geography of the Rail Freight Corridors (RFCs) is only roughly outlined in the Annex of the Rail Freight Regulation (913/2010). Further adjustments and fine-tuning can be expected along with the outcome of various Corridor Transport Market Studies. Nevertheless it has already become evident that the RNE Corridor Network and the RFCs will not match one to one.

Some core elements of the RNE Corridor Network that are highly relevant for international rail freight traffic are not expected to become part of the initial RFC network, whereas other connections with a much lower relevance in terms of traffic volumes, are planned to be included. It will of course be up to the IMs (who are both members of RNE and the future RFC Organisations) to decide whether this shall be adjusted or not.

However, for areas of full or major congruence between RNE Corridor and RFC, the function of the RNE Corridor Manager will be integrated in the future RFC Organisations' tasks in order to avoid work duplication. As soon as the structure of the RFC Organisation has been created and the RFC is fully up and running, RNE's tasks within its role as service provider of choice might change somewhat.

Provide an offer outside the RFCs

For parts of the European rail network where no Corridor Organisation is planned, so far RNE has maintained its RNE Corridor Service offer for the benefit of both the users of the rail infrastructure and its Members. This will also help RNE Members to get acquainted with the potential requirements of a future RFC membership.

RNE's achievements within its own Corridors – such as pre-constructed catalogue paths, x-24 information or cross-border procedures for capacity management – must not be held back from areas which have not yet been designated to become part of the

RFC network. The RNE Corridor structure brings quick wins, for example a tried-and-tested service portfolio that can be taken up with little effort by the involved parties. Both RNE Corridor 11 and a potential RFC connecting Great Britain to continental Europe are such examples.

RNE and its Members are deeply convinced that providing this offer is urgently needed, since there is an acute need for the rail system to become more competitive compared to other modes of transport. Although RNE Corridor Management can only make a small contribution, this can play an important role in attracting additional traffic to rail – thus avoiding a further shrinking of the rail share in the modal split.

RNE Corridor Brochures

Detailed information about the RNE Corridor Network and an overview of the different European Corridor approaches and their related routes are provided in the RNE Corridor brochures. All brochures can be downloaded as PDFs on www.rne.eu or requested as paper copy at the RNE Joint Office.



RNE Corridor Brochures

RNE CORRIDOR MANAGEMENT

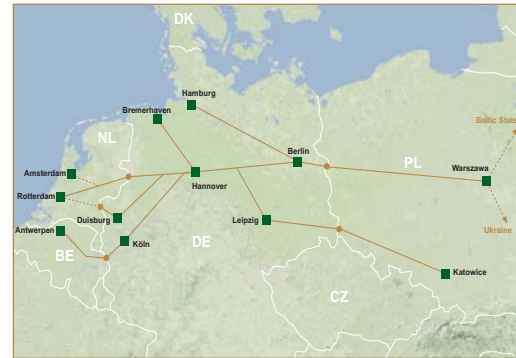
Corridor Manager



Martin Erlinger
JO Joint Corridor Manager

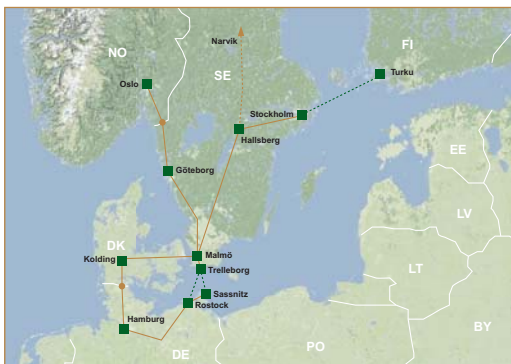
RNE CORRIDORS 1-11

Corridor 03



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Corridor 01



Per-Åke Wärn
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Corridor 04



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Corridor 02



Hansruedi Kaeser
hansruedi.kaeser@sbb.ch

Corridor 05



Thomas Vanbeveren (from 04/12)
thomasgerd.vanbeveren@infrabel.be



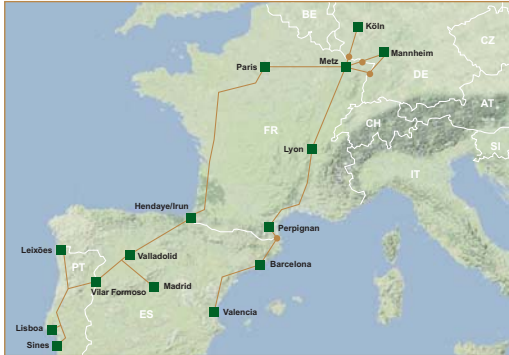
Patrick Nguyen (until 03/12)
patrick.nguyen@infrabel.be

● Border Points

©2009 Google MapsTM - Kartendaten ©2009 Tele Atlas

RNE CORRIDORS 1-11

Corridor 06



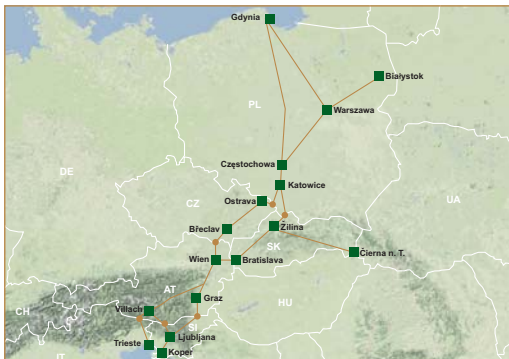
Pierre Chauvin
pierre.chauvin@rff.fr

Corridor 09



Monica Pavel
monica.pavel@cfr.ro

Corridor 07



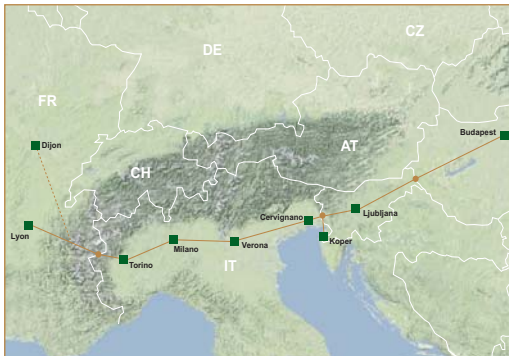
Diana Gasanova
diana.gasanova@oebb.at

Corridor 10



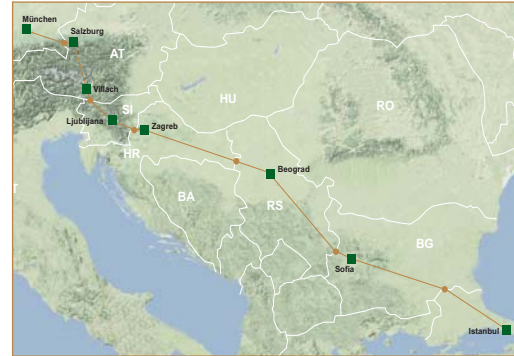
Miloš Futera
futera@szdc.cz

Corridor 08



Roberto Caruso
r.caruso@rfi.it

Corridor 11



Dejan Šabeder
dejan.sabeder@azp.si

SALES & TIMETABLING

The Sales & Timetabling Working Group plays a key part in RNE's activities; it harmonises and facilitates the international timetabling processes by developing and implementing common procedures for all participants. The Working Group sets the calendar for each process related to the preparation of the next annual timetable period (e.g. path requests, late path requests), as well as for the working timetable period (e.g. ad-hoc path requests, short-term path requests) and defines the requirements for two supporting IT systems provided by RNE: the Path Coordination System (PCS) and the Charging Information System (CIS).

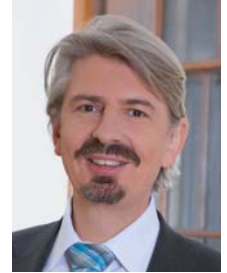
TIMETABLING PROCESS



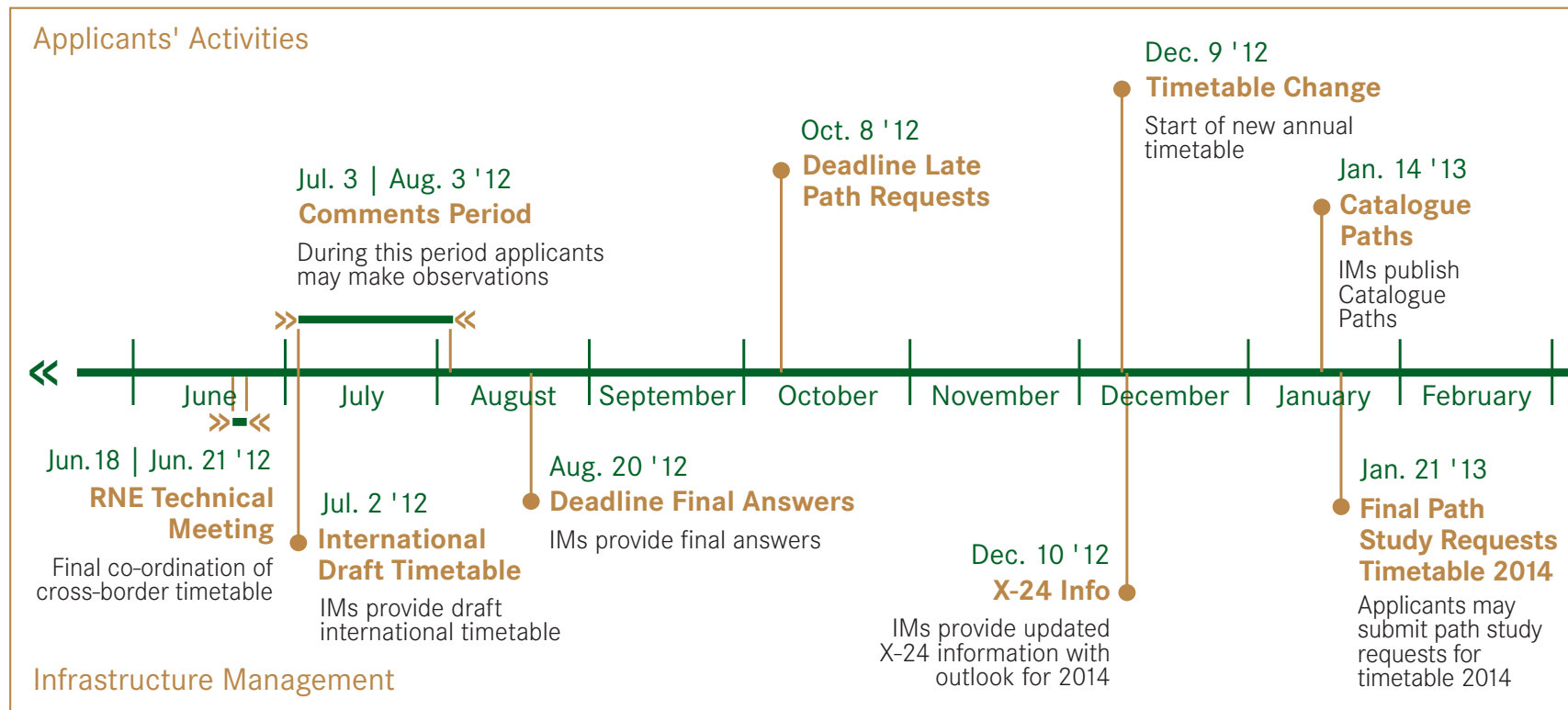
Jürgen Pfeiffer
JO Sales & Timetabling
Manager
(from 09/11)



Lars Stenegard
JO Sales Manager
(from 09/11)



Daniel Haltner
JO Timetabling Manager
(until 08/11)



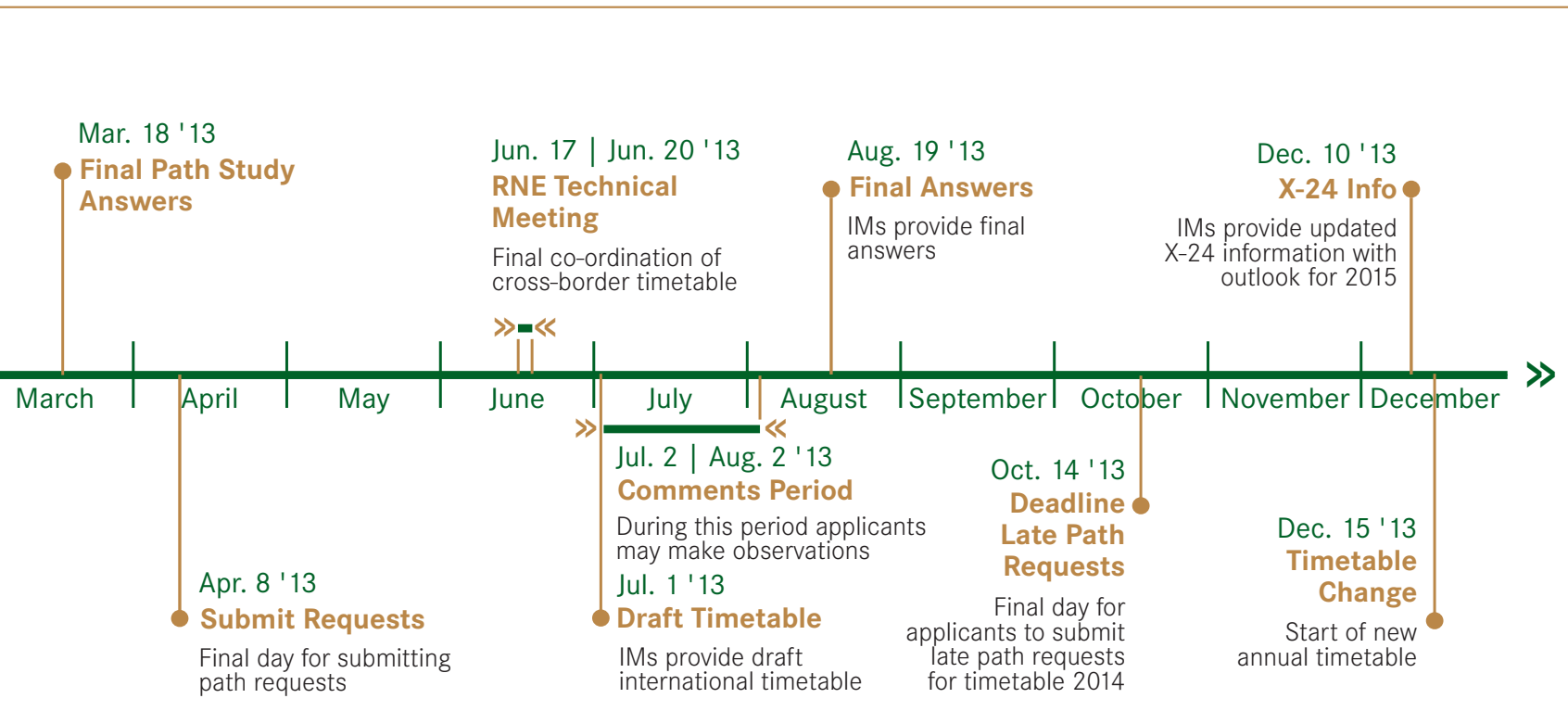
TIMETABLING PROCESS

Sales & Timetabling Working Group

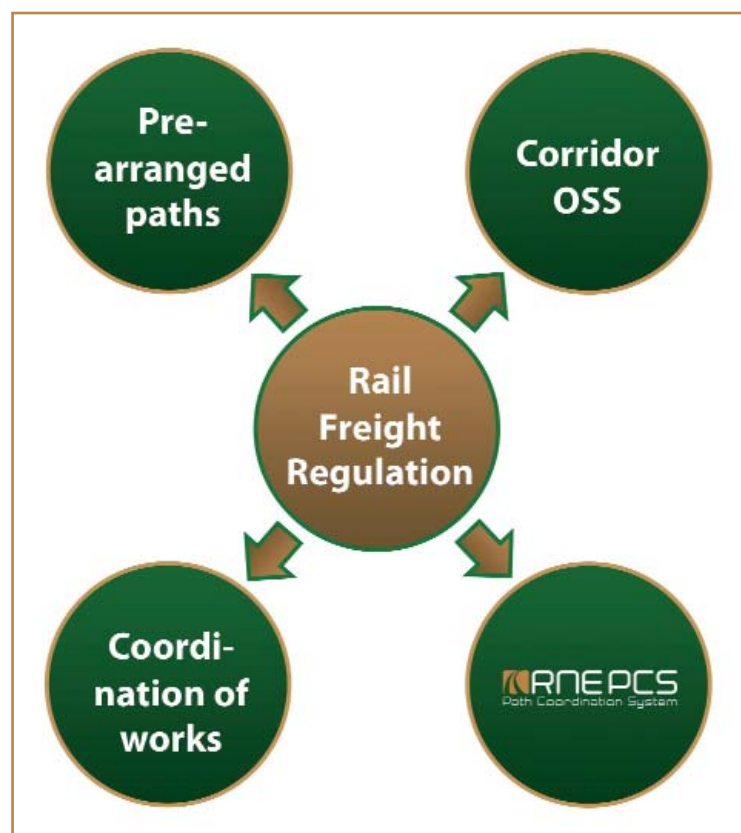
The Sales & Timetabling Working Group (S&T WG) was formed in 2011. As all timetabling processes covered by the former 'Timetabling' Working Group are closely related to the processes covered by the sales activities of the former 'Marketing & Sales' Working Group, sales and timetabling have been merged into one WG. Thanks to this concentration of tasks, RNE will be able to improve the handling of all topics concerning sales and timetabling. Marketing topics within RNE are not covered by a dedicated WG, but by small groups of dedicated persons (project groups) on demand.

Activities in 2011

In addition to the day-to-day business – supporting the international timetabling processes – the Sales & Timetabling WG formed several 'Work Package' Project Groups in order to deal with the requirements of the Rail Freight Regulation (913/2010) concerning a European network for competitive freight. These will necessitate the revision and improvement of existing timetabling processes and of the relevant IT system (Path Coordination System).



Four 'Work Packages' (WP) are dealing with the requirements of the Rail Freight Regulation (913/2010) that are related to Sales & Timetabling.



Work Packages related to Sales & Timetabling

'Pre-Arranged Paths' WP

International pre-arranged paths are one of the core elements required by Art. 14 of the Rail Freight Regulation. These defined paths on a Rail Freight Corridor (RFC) are pre-constructed in advance of any path requests. They will be published for the annual timetable and as 'reserve capacity' for ad-hoc trains during the running timetable period. The Railway Undertakings (RUs) may select and request

WORK PACKAGES – SALES & TIMETABLING

these pre-arranged paths. In the course of several meetings, the members of the Pre-arranged paths Project Group defined an appropriate process and created the 'RNE Guidelines for pre-arranged paths'. These cover the philosophy, planning, publication and administration of pre-arranged paths according to the defined timeline.

According to Art. 13 of the Rail Freight Regulation, the One-Stop-Shops of the Rail Freight Corridors (Corridor OSSs) will be fixed participants in the process of requesting and offering pre-arranged paths. The Pre-Arranged Paths WP worked in close cooperation with the Corridor OSS WP to ensure that both guidelines are in line with each other. In order to integrate the publication and management of pre-arranged paths in the Path Coordination System (PCS), amendments to PCS will be necessary. The results of the Pre-Arranged Paths WP will therefore be forwarded to the PCS WP in order to define the necessary processes in the system and initiate technical solutions.

The current version of the RNE Guidelines for pre-arranged paths was approved by the RNE General Assembly in November 2011. The implementation of the Rail Freight Regulation will probably show the need for additional amendments to the pre-arranged paths processes and the WP is ready to deal with these potential new requirements.

'Corridor OSS' WP

The 'Corridor OSS' WP created a framework for the setup and the tasks of the required joint bodies, called One-Stop-Shops (OSS), which have to be established for each Rail Freight Corridor as a single point of contact for applicants requesting paths for international freight trains.

The work has been organised in a two-step approach. The first step delivered the paper 'Analysis of Corridor OSS Setup' for the RNE General Assembly in November 2011. This paper described the RNE conception of the Corridor OSS and served as input for the work in the second step of the WP – the creation of RNE guidelines for setting up Corridor One-Stop-Shops. These guidelines have been finalised and approved by the RNE General Assembly in March 2012 and are now ready to be introduced to Rail Freight Corridor Organisations.

WORK PACKAGES – SALES & TIMETABLING

Both steps of the Work Package (WP) took into account the complexity of the allocation process. With this complexity in mind, the Corridor OSS was placed in the right context. Moreover the WP considered one Corridor OSS's interaction with other Corridor OSSs, Terminals and Allocation Bodies, as well as applicants for international railway services.

Some major questions regarding the Corridor OSS are still open and needs to be tackled together with the corridor organisations in 2012:

- In which way will the Corridor OSS serve as contact point for Corridor-related services?
- How will the handling of path requests for the annual timetable and for the running timetable function?
- What about the obligation to provide information?
- What are the requirements for keeping a register?

'Coordination/publication of works' WP

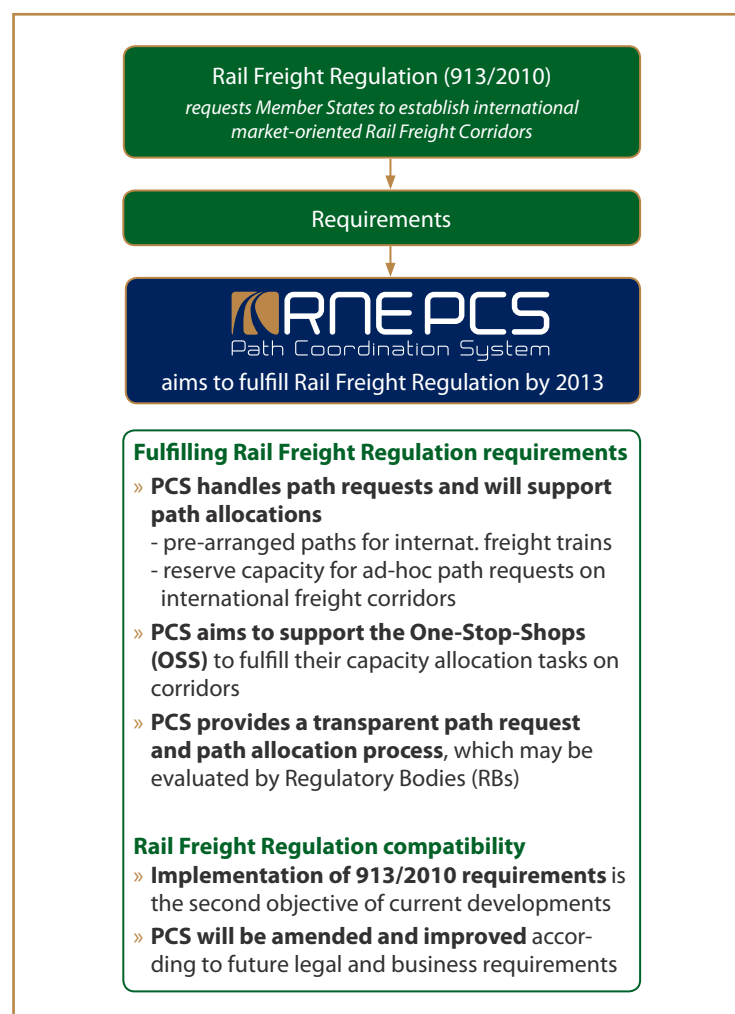
All kinds of work (e.g. maintenance, repair, renewal etc.) performed on a Rail Freight Corridor may influence the capacity of the Corridor as parts of the infrastructure will be unavailable for a certain period. According to Art. 12 of the Rail Freight Regulation, information about these planned capacity restrictions (location, time, and influence on capacity) must be available to Applicants wishing to apply for paths on the Corridor.

The Work Package describes a process that covers the coordination of planned capacity restrictions and the needs of involved Infrastructure Managers, as well as the interests of the Applicants. This coordination is necessary in order to avoid capacity restrictions to an extent that is not acceptable from a market point of view. In addition, a process for the publication of the planned capacity restrictions also has to be described – including the development of a suitable tool for informing Applicants/Railway Undertakings.

The WP's output will be the publication of 'Guidelines for the Coordination/Publication of Works'. This work started in 2011 and will be continued in 2012.

'Path Coordination System (PCS)' WP

The results of the 'Pre-arranged paths' and 'Corridor OSS' WPs will particularly influence the Path Coordination System, since additional participants and additional data will have to be handled by the system. The 'PCS' WP thus aims to describe the revised processes – including the definition of necessary improvements to PCS. This will be done in close cooperation with the PCS User Group in order to develop suitable technical solutions.



Requirements for Rail Freight Regulation



The Path Coordination System (PCS, formerly PATHFINDER) is a web application provided by RNE to Infrastructure Managers, Allocation Bodies and Path Applicants that handles the communication and coordination processes for international path requests and path offers. Additionally the tool assists Railway Undertakings (RUs) and Applicants in their coordination tasks before issuing a path request to the IMs.

Rate of use still growing

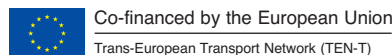
In 2011 the rate of use of PCS for requesting and offering international paths (measured by the number of dossiers in the system) increased again. This fact is not only attributable to system improvements. To a large extent, this success is also the result of efforts by Forum Train Europe (FTE) in promoting the use of PCS among European Railway Undertakings that are members of FTE.

Path Coordination System (PCS) version 3.0

PCS Version 3.0 was released in November 2011. This was a major release as several features required by TAF TSI had been added to the system.

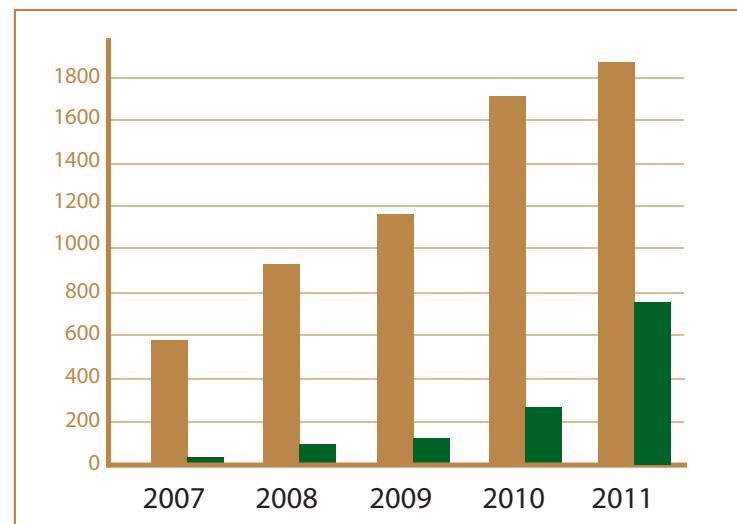
The most important changes in PCS Version 3.0 are:

- Common (international) train parameters are mandatory (based on TAF TSI specification and recommendation)
- Calendar with precise days-in-service definition is mandatory for each path section in the path request (also based on TAF TSI specification and recommendation)
- As a consequence of the TAF TSI specification, the system supports RU-IM pairs for each request. This is done to enhance the communication between Railway Undertakings (RUs) and Infrastructure Managers (IMs) / Allocation Bodies (ABs).
- General usability for the input of the request data has been improved with a special 'wizard' mode for dossier opening. The system guides the user through the necessary steps during the dossier opening and provides hints about the input of mandatory parameters and calendar data.



PATH COORDINATION SYSTEM (PCS)

Although TAF TSI only has to be applied for freight trains, PCS is already able to use the new features for passenger trains as well. This is because very similar requirements for passenger trains are expected in connection with the implementation of TAP TSI.



Number of dossiers in the Path Coordination System (PCS)

■ Passenger RUs
■ Freight RUs

Compared to 2010 the number of passenger dossiers increased by about 9% (or 150 dossiers) in 2011. In freight traffic, the number of dossiers nearly tripled (from about 270 to 770 dossiers).

PCS Service Desk

- E-mail support.pcs@rne.eu for 24/7 support
- Phone **+43 1 907 62 72 25**
Opening hours on working days:
Monday – Thursday: 09:00 - 16:00
Friday: 09:00 - 15:00
- Web <http://pcs.rne.eu>

PATH COORDINATION SYSTEM (PCS)

PCS Day 2011

The PCS Day 2011 took place in Vienna on 24 November 2011 and this year attracted a record number of 110 participants. Both experienced and new railway business specialists, as well as IT specialists from Railway Undertakings (RUs) and Infrastructure Managers (IMs)/Allocation Bodies (ABs) attended the conference.

Focus on Rail Freight Regulation (913/2010)

This year the event programme focused on the new European Union's Rail Freight Regulation and its consequences for RailNetEurope and the Path Coordination System (PCS). In addition, the new release of PCS – which already covers the major part of the requirements for TAF-TSI-compliant path request processing – was shown in detail. Furthermore an interactive hands-on workshop was held, which was attended by many of the delegates.

General and technical session

Besides the general session of the PCS Day, which targets potential new PCS Users, there was again a technical session for experienced users of the system. In this session, the communication interface of PCS was explained in detail. The example clients for system-to-system communication have demonstrated the range of possibilities when working with PCS.

The event was highly appreciated by the participants and RNE already looks forward to holding the 4th edition of the PCS Day on 20 November 2012.



PCS Day 2011

How to become a PCS User

- Contact PCS Service Desk at support.pcs@rne.eu
- PCS Service Desk will send you the PCS User Agreement

Access to PCS is free of charge if your company is an Applicant (e.g. Railway Undertaking in freight or passenger traffic) on the network of one or more Members of RNE.

More information about the Path Coordination System (PCS) can be found at pcs.rne.eu or in the PCS Brochure which can be ordered at the RNE Joint Office.



pcs.rne.eu



PCS Brochure



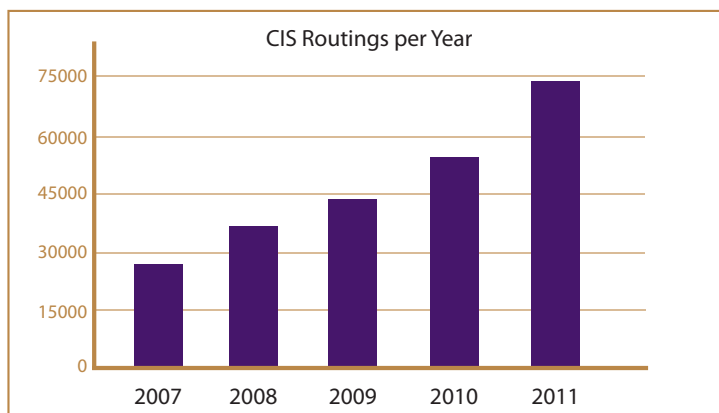
CIS is an infrastructure charging information system for Railway Undertakings (RUs), Infrastructure Managers (IMs) and Allocation Bodies (ABs) run by RailNetEurope. The web-based application provides fast information on charges related to the use of European rail infrastructure. 24 hours a day, CIS can be used free of charge to calculate price estimation for the use of international train paths, stations and shunting yards.

Functions & accuracy

Since 2010, when RNE took over the responsibility for updating the CIS database with price information and calculation models provided by Members, the accuracy of calculations has increased. During 2011, efforts to increase accuracy continued and will be continued further in 2012.

CIS considers the specific network parameters of each Infrastructure Manager on the route and therefore calculates the price for national sections with greater accuracy. This reaches almost 100% compared to the results of domestic price calculation tools.

Following customer demand, the tool can now calculate infrastructure charges for routes along RNE Corridors. A major benefit for customers is the possibility to choose routes corresponding to real rail traffic –



Charging Information System (CIS) - Usage

CHARGING INFORMATION SYSTEM (CIS)

especially for freight transport – which are not necessarily the shortest ones. In many cases, these routes avoid lines chiefly used by passenger traffic. Therefore the calculations have become more accurate and respond more closely to customer needs. Finally, the calculations for the shortest possible route can still be carried out by CIS.

Quality assurance & further developments

RNE enters relevant data in the system and RNE Members compare the results of the CIS calculation with results data generated by national tools or Network Statements.

As the rate of use of the system remains high, RNE will continuously seek to increase its precision. Additional enhancements have already been included:

- Calculation of path prices for two consecutive timetable periods
- Detailed configuration of all infrastructure-specific parameters according to Network Statements.

The development aiming to establish CIS as RNE's pricing support system will continue in 2012 and offer the service to the future RFCs.

How to become a CIS User

Access to CIS is free of charge.

Please register at the CIS Service Desk and provide the following information to become a CIS User:

- Name, company and department
- Contact details (phone, e-mail, postal address)

More information about the Charging Information System (CIS) can be found at cis.rne.eu or in the CIS Brochure which can be ordered at the RNE Joint Office.



cis.rne.eu



CIS Brochure

NETWORK STATEMENT



Filipe Gomes de Pina
Chairman of the
Working Group
REFER

2011 was an extremely busy year for the Network Statement Working Group. It was tasked with providing a specification for a new type of international document at very short notice: the Corridor Statement, which new bodies, the Rail Freight Corridor Organisations, will be under the obligation to publish. This challenge was met whilst the Group pursued its other activities, such as further improving the Common Structure of national Network Statements and expanding its Glossary of useful terms.

The Network Statement Working Group's remit is to promote the publication of customer-oriented Network Statements (information about rail networks), the publication of which is an obligation under Directive 2001/14/EC. To this end, it has defined a common presentation format – the Network Statements' Common Structure – in which an Implementation Guide is integrated, specifying the contents expected under each heading.

Market-friendly documents

Network Statements are a direct line from Infrastructure Managers/Allocation Bodies to customers and a starting point for the provision of competitive rail services in the emerging European railway area. They are key to market access, summarising all relevant information on the rail infrastructure:

- How to obtain access to it, its characteristics and parameters
- How and when to apply for a train path
- What to pay for a train path (access charge)
- etc.

In particular, customers running international services should be able to find the information they need quickly and in a format that enables an easy comparison of access conditions across several networks.

Hence the Working Group exchanges ideas about best practices and devises ways to increase the user-friendliness of the documents. The last review and update of the Common Structure and Implementation

Guide specification was carried out in 2011; it incorporates the most recent requisites derived from market needs and new European legislation, particularly the draft Recast of the first Railway Package. It was also decided that annex numbering would be harmonised across Europe, as annexes contain a great deal of useful information (sometimes more than the Network Statement itself).

English versions available

In May 2010, in order to lower the language barrier, the RNE General Assembly decided to make it mandatory for all RNE Members to translate the main body of their Network Statements into English. By the end of 2011, all Members – except one about to leave the organisation and two brand new Members – had complied with this requirement.

Network Statement - Common Structure & Implementation Guide			
Approved: 30 March 2011, Vienna, Austria			
<i>Text in italics indicates a reference to the relevant section of Directive 2001/14/EC or to other European Union directives.</i>			
Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
	Main Sections The following headings have been agreed for the main sections of the Network Statement.	Content Each IM is responsible for providing information regarding its network. Information regarding neighbouring networks (including cross-border information) is optional. NS should include all the points mentioned in Annex I of Directive 2001/14/EC, clearly stating whether the information is not provided because not applicable (e.g. information on specific services not presented since such services are not provided by the IM, information on discounts and mark-ups on charges not presented since actually they actually do not exist).	Updated in 2011
	VERSION CONTROL	All previous versions of this annual document should be identified, together with a short description of the changes.	

Network Statement – Common Structure and Implementation Guide

Network Statement Glossary

In existing English versions of Network Statements, however, the use and interpretation of specialised terms often diverge from network to network. As this can create confusion for readers, it was decided to start harmonising the terminology commonly used in these documents. Hence the Group created an easy-to-use tool – the Glossary of terms related to Network Statements. The third edition of this Glossary defines about 500 terms and was finalised in 2011. In the same year the second edition of the Network Statement Glossary brochure was published.

Both the Glossary and the brochure are available on the RNE website www.rne.eu or at the RNE Joint Office.

NETWORK STATEMENT

Rail Freight Regulation (913/2010)

At the European level, 2011 was marked by a great deal of activity relating directly or indirectly to Network Statements. This has had an impact on the Group's work.

The Rail Freight Regulation entered into force on 9 November 2010. The Group was asked to develop a common structure for the future Corridor Statements – involving relevant excerpts from Network Statements and other required contents, such as the descriptions of Terminals and procedures. The Group produced a first specification of the Corridor Statement in summer 2011, which has already been updated following consultation with several Corridor Organisations.

Corridor Statement Specification

The Rail Freight Regulation refers in Article 18 to a document that should be drawn up, published and regularly updated by the Managing Board of every Rail Freight Corridor (RFC) – the Corridor Statement (Corridor Information Document).

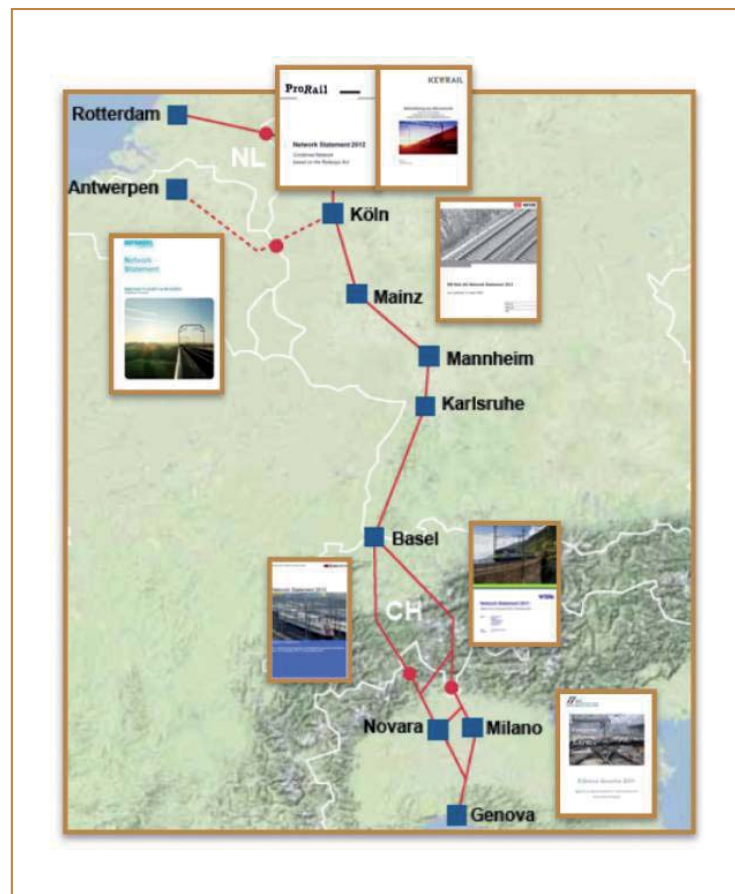
This document shall contain:

- information related to the RFC and the national Network Statements
- information on Terminals
- information on capacity allocation (One-Stop-Shop operation)
- information on traffic management and,
- the implementation plan.

The objective of RNE's Corridor Statement specification is to present guidelines for the content, organisation and other information useful for the production of this multifaceted document. As with the national Network Statements, the Working Group's aim is to enable Railway Undertakings and Authorised Applicants to have access to similar documents along different corridors and to find the same information at the same place in each document.

Notwithstanding the fact that the Corridor Statement's scope is wider than a simple collection of Network Statements, its production methods and philosophy remain similar. Corridor Statements will be complex, extensive documents and their quality will closely depend on the information transfer from the national IMs and, in particular, the Network Statements. The Specification has already provided some guidance in that respect and the Working Group is expected to continue examining this important interface.

NETWORK STATEMENT & CORRIDOR STATEMENT



Corridor Statement

Looking to the future

The rail sector continues to evolve at a rapid pace within the European Union, as does information technology. New ways of publishing information are opening up, with web applications making use of links, images, animations, dynamic maps, search engines, etc. The Group is therefore taking a look at ways to present the information contained in Network Statements / Corridor Statements through new media. As the emerging Corridor Statements are likely to require the publication of a large quantity of information, the concept of a common web platform for all these documents could be a new work area for the Working Group in 2012 and beyond.

OPERATIONS & AFTER SALES PROCESS



Simona di Loreto
JO Operations & After
Sales Manager
(from 09/11)



Christian Svatek
Chairman of the
Working Group
ÖBB-Infrastruktur AG
(until 09/11)



Ivana Tomekova
JO Operations
Support Manager

The Rail Freight Regulation (913/2010) has brought about an overall re-organisation of the RNE working structure. At the same time, developments within the operations sector have led to important changes for the RNE Working Group concerned with operations. As a result, in 2011 the Working Group's name was changed, and its internal organisation and strategic approach, both to new and ongoing tasks, were modified.

New name, new people

2011 was marked by many changes as regards this work area. The most evident change concerned the Working Group's name: Quality & Operations (Q&O) became Operations & After Sales (O&AS). The reason for this is the conviction that quality assurance is a task that concerns the entire railway process, not only the operations phase. Hence it was felt necessary to ask the Working Group to cover not only train operations, but also the after-sales phase, which focuses on the analysis of train performance and the identification of corrective actions.

The implementation of the Rail Freight Regulation has made it necessary for RNE to involve future Corridor Organisations more deeply, and on a regular basis, in its activities.

Moreover the chairperson of the Working Group also changed. Ivana Tomekova was replaced by Simona di Loreto, but remained as Operations Support Manager. RNE thanks Ms Tomekova for her valuable work performed during her years at the Q&O Working Group and welcomes her contribution to activities of the O&AS WG.

Activities in 2011

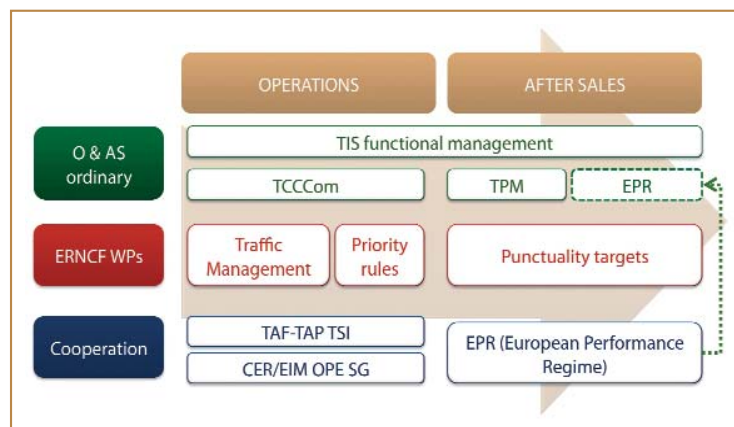
The first half of the year 2011 was mainly dedicated to the definition of the Rail Freight Regulation Work Packages in the O&AS sector. In the second half of 2011, the related activities were launched.

Current activities include:

- Ordinary O&AS tasks
- Rail Freight Regulation Work Packages implementation
- Cooperation with other bodies

Two additional tasks related to the operations sector were previously carried out in parallel without the direct contribution of the WG: the European Performance Regime (EPR) project and the development of the Train Information System (TIS). During the second half of 2011 a major involvement of the O&AS WG in these tasks was started and this will be deepened in future.

Also, in 2011 activities that had already started were continued, such as the Traffic Control Centres Communication (TCCCom) project and cooperation with the CER/EIM Operations Support Group.



Operations & After Sales Activities 2011

In 2011 three Work Packages (WP) were launched in the Operations & After Sales sector. The 'Punctuality Targets' WP aims to provide the Corridor Organisations with methods and tools to put in place regular quality monitoring and analysis. The 'Traffic Management' WP describes existing and/or new processes for the exchange of information in case of cross-border traffic disturbances, along with the supporting tools and proposals concerning rules for the management of such situations. The 'Priority Rules' WP gives an overview of the priority rules in operations applied in the RNE Members' networks.

Punctuality Targets WP

The 'Punctuality Targets' WP deals with the requirements stated in several articles of the Rail Freight Regulation, notably Art. 9.1, which requires that the Implementation Plan to be drawn up by the Managing Board of the Freight Corridor should include, among other things: 'the objectives for the freight corridors, in particular in terms of performance of the freight corridor expressed as the quality of the service'; and Art. 17.1, which requires the Management Board to adopt 'common targets for punctuality'. In line with these requirements, the goal of the WP is to describe basic processes in the 'Guidelines for Freight Corridor Punctuality Targets', which has adopted the following approach:

- The Guidelines mainly describe processes and connected issues.
- In order to optimise the processes in each Corridor, some flexibility is left to the decisions to be taken by the Corridor Organisations.
- Experiences made in the last years are the basis for all processes (in particular as regards Train Performance Management).
- Even if this is not directly required by the Rail Freight Regulation, the planning and implementation of corrective actions for quality improvements has been discussed in the Guidelines; it is up to the Corridor Organisations to implement them or not. The reason for this is that the activity planning and implementation phases are part of an overall process, and are logically connected with other phases.

The prescription of Article 19.1 regarding the compatibility of Performance Schemes was not dealt within this Work Package – mainly because of its relevance for the European Performance Regime (EPR) project.

The above-mentioned Guidelines were drafted by a Project Group composed of members of the O&AS WG and Corridor Organisation representatives. The Group held a kick-off workshop in September 2011, from which the first draft of the Guidelines was issued. The final draft was approved at the RNE General Assembly in May 2012.

Traffic Management WP

According to Articles 16 and 17 of the Rail Freight Regulation, the Managing Board should 'put in place procedures for coordinating traffic management along the freight corridor' and adopt common 'guidelines for traffic management in the event of disturbance'.

The 'Traffic Management' WP was set up to identify possible means to fulfil such requirements. The task is carried out by a Project Group composed of members of the O&AS WG and representatives of the Rail Freight Corridors. The kick-off workshop was held in November 2011. The result of the workshop was the first draft of the 'Guidelines for Freight Corridor Traffic Management', currently under revision, which has adopted the following approach:

- The focus should be on the standardisation of communication procedures.
- It was recognised that where such procedures already exist and have proved to be efficient, it is not advisable to change them.
- It is recommended to apply the described tools and procedures to all cross-border traffic.

The already-existing tools, namely Train Control Centres Communication (TCCCom) and Train Information System (TIS), have to be improved in order to ensure that all communication needs are fulfilled, and that the tools used are integrated and user-friendly to the maximum extent possible.

The TCCCom project, carried out in 2010, aimed to improve communication between cross-border dispatching centres. The outcomes consist of:

- Guidelines containing an overview of the organisation of dispatching centres and a database of contact persons.
- A tool providing a multilingual exchange system.
- The results of three pilot tests carried out on several bi-lateral relations, which were rather positive, highlighting some room for improvement.

The feedback of the users has also revealed different usage levels. In the short term, no major developments are planned, while the tool is still available for interested users. The long-term goal is to integrate TCCCom functions in TIS.

Priority rules WP

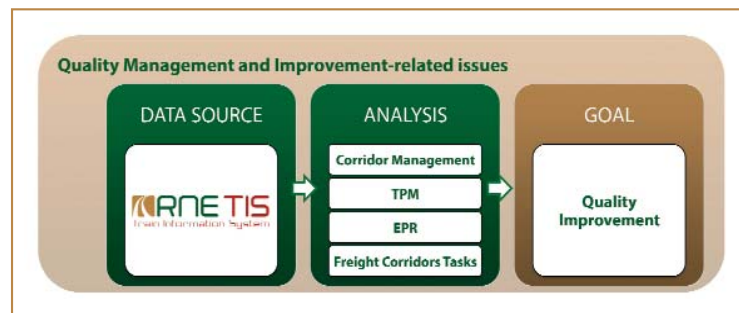
The 'Priority Rules' WP deals with the prescriptions in Art. 17 of the Rail Freight Regulation. This article imposes the obligation to 'draw up priority rules for the management between the different types of traffic' on the concerned Infrastructure Managers (IMs) along the Rail Freight Corridor. In their part of the Corridor, the IMs define the minimum principles for establishing such priority rules.

The whole O&AS WG participated in the WP, which consisted of the updating and systematising of the existing priority rules applied by the Members in operations. It is not planned to propose a uniform set of rules due to the different legal status of such rules in the various countries. This task, as well as verifying compliance with the Rail Freight Regulation, has to be performed by the single Corridor Organisations and the overview provided can be used as an information basis.

TRAIN PERFORMANCE MANAGEMENT (TPM) & EUROPEAN PERFORMANCE REGIME (EPR)

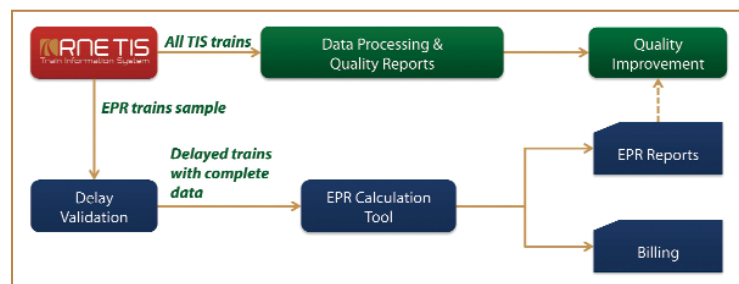
Train Performance Management (TPM)

Train Performance Management (TPM) was introduced in 2009 on two RNE Corridors as a first attempt to put in place a complete process for monitoring, analysing and improving train performance, namely in terms of punctuality. The ultimate goal of the European Performance Regime (EPR) project is to improve the punctuality of trains crossing Europe – as a complement of national performance regimes, where these already exist. Both can be considered as components of a more complex system promoting quality improvement that includes other interested partners (such as the UIC) and their various activities within other frameworks in Europe.



Quality Management Issues

In 2011, the TPM and EPR tasks were carried out in parallel. The outlook for 2012 is to integrate these two strands of activities in order to optimise the use of IT and human resources.



TPM & EPR Processes

End-customer feedback from all over Europe shows that the most important success factor for the transport of both passengers and freight is reliability. Much more than on speed alone, the industry must be able to rely on all parts of the transport chain fitting together.

This is why it is of great importance to increase train punctuality along an entire Corridor. As a result, the scope of the monitoring has had to be shifted: from the oft-prevailing national view to the complete corridor view. Corridor Train Performance Management includes the whole improvement process from the definition of measuring rules to the implementation of appropriate measures for punctuality improvement, both on the IM and RU sides.

The monitoring is based on Corridor Train Punctuality Reports which are generated by the Train Information System (TIS) data. Supported by the Oracle Discoverer tool, monthly queries are made for pre-selected train connections; these constitute the basis for the reports used to trigger the punctuality discussions between the stakeholders. These punctuality reports provide an overview of the monthly punctuality development of a particular train along a Corridor and the delay reason. TIS data completeness and quality improved significantly last year, and RNE and its Members will continue striving to ensure that the data fed into the TIS system meet advanced quality and completeness standards.

TRAIN PERFORMANCE MANAGEMENT (TPM) & EUROPEAN PERFORMANCE REGIME (EPR)

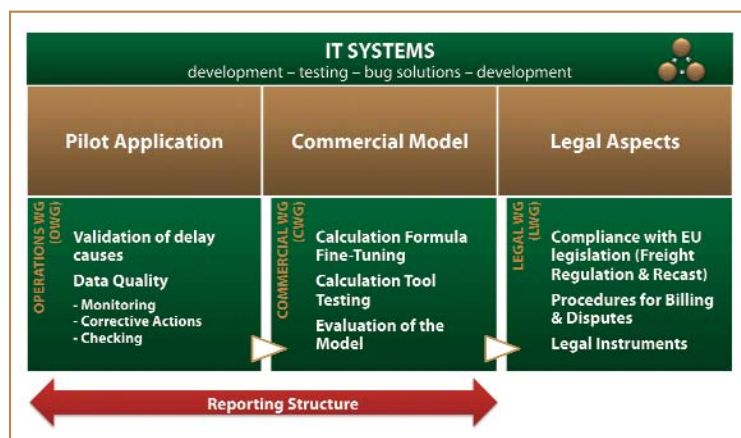
European Performance Regime (EPR)

The European Performance Regime (EPR) project was launched by the UIC in 2005 and became an RNE/UIC joint project in 2009. Its aim is to put in place a 'European Performance Regime', i.e. a system that monitors the performance of international trains in Europe in terms of punctuality and provides for penalties in case of bad performance. The EPR has been conceived as a bonus-malus system; hence it does not deal with compensation for damages due to train delays.

After the first implementation of procedures and IT systems needed to carry out the planned Pilot Application in 2010, in 2011 these tools and procedures were further developed and improved. This was done on the basis of the first results of a preliminary phase of the Pilot Application itself.

2011 saw the following main achievements:

- Improvement of data quality
- Definition of benchmarking levels for data quality
- Improvement of the EPR IT system and implementation of new functions
- Setting up of a reporting structure
- First phase of the Pilot Application, involving 10 relation groups, 28 partners (IM/RU) and 240 train numbers (freight/passenger)



TPM & EPR Processes

EPR Legal Working Group (LWG)

The RNE EPR Legal Working Group (LWG) also contributed to the EPR project. This group, chaired by the Legal Matters WG chair, comprises representatives of RUs who are part of the EPR Project Organisation. Its main achievements in 2011 were the Review of Annex 5 of the EPR Handbook considering the Rail Freight Regulation (913/2010) and the analysis of the possible impacts of the 'Recast' of the first railway package.

The LWG concluded that there is no legal obligation to impose the EPR as such. However, there is a legal obligation for the Management Board of each Rail Freight Corridor to do everything they can to introduce a harmonised performance scheme, which 'shall promote compatibility between performance schemes along the freight corridor'.

As to the draft Recast, it could be stated that various stipulations in Annex VIII dealing with basic principles for a Performance Regime may well become future obstacles to the implementation of EPR – e. g. the claim that the timetable has to be communicated at least five days before train run. Does this mean that no more ad-hoc trains at shorter notice than five days will be allowed? Will secondary delays be attributed? On the basis of the results of discussion within the LWG, the EPR Advisory Board decided that the LWG ought to draft a letter to CER and EIM (the organisations in charge of lobbying at the European level) stressing the most crucial points. The LWG investigated the legal requirements for a dispute resolution system according to the draft Recast. When a dispute arises, the LWG suggested as a first step to found a Conciliation body. As a second step the Regulatory Bodies or Courts should decide on the case.

A differentiation between 'small scale' and 'large scale' conflicts should be made, namely whether they have to do with technical issues (e. g. coding) or with general principles governing EPR. A Dispute Resolution Clause for concrete procedures was drafted.

The LWG considered various possibilities regarding invoicing procedures and suggested cooperating with the Brussels Clearing Centre (the BCC is the clearing house for debts and claims of its members, associates or affiliates).

Outlook

The expected final result of the EPR project is the revision of the "EPR Handbook" drafted in 2009, on the basis of the developments of the past three years. The delivery and approval of this document is planned for the end of 2012, when the project phase will end. The use of EPR procedures and tools (also for further testing purposes) is planned for the period from 2013 until the actual application of the EPR system is decided, according to an organisation still under development.

TRAIN INFORMATION SYSTEM (TIS)



Joseph Stahl
JO TIS Manager

The RNE Train Information System (TIS, formerly EUROPTIRAILS) is a web-based system for real-time international train run monitoring from origin to destination with three main functions: Real-Time Information, Reporting and Data Exchange. A great deal was achieved in 2011: many new members joined TIS; data quantity, both in terms of monitored trains and messages exchanged, as well as data quality, increased significantly. The system performance was improved and additional functions (especially, related to EPR) were developed.

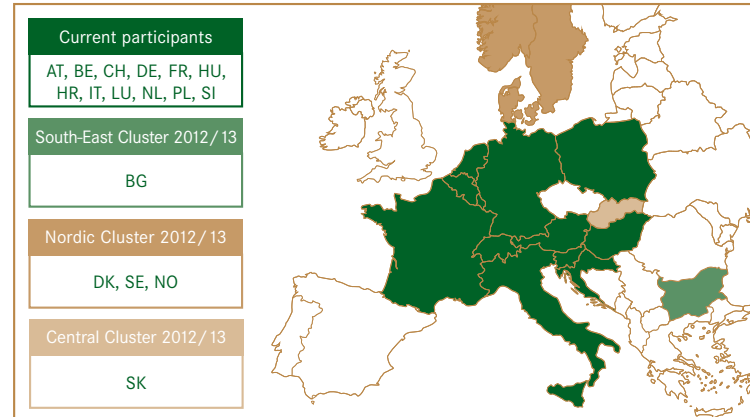
TIS membership grows

The coverage of TIS in Europe is continuously widening. By autumn 2011 twelve members had joined and the rollout plan is still underway.

TIS was originally developed by a consortium of six IMs and handed over to RNE by 2007. It serves as information source for international performance reports and quality analysis, and enables the standardised exchange of data between different players. TIS also allows the identification of problems flowing from different national processes (for international trains) and triggers appropriate corrective actions.

Real-Time Information function

The components of the TIS Real-Time Information function are: real-time train traffic data provision – such as contracted timetable, forecast, running advice, delays – and the visualisation of the real-time information through a graphic interface and views of the network, corridors and sta-



TIS rollout

tions. The graphic interface brings several benefits, such as the optimisation of trains disposition, resources allocation (time, financial means, rolling stock and staff) and a better steering of the logistical chain.

Refers	Refers	Current Point	Delta	Running time	Contracted time
✓	43600	Treburg (Dreigau)	2	26/09/11 08:17:36	26/09/11 08:25:30
✓	43604	Basel Bad Rbf	4	26/09/11 09:33:24	26/09/11 10:15:00
✓	43609	Liesel	114	26/09/11 09:34:20	26/09/11 08:00:36
✓	43612	Lechlingen (Alben)	40	26/09/11 09:41:23	26/09/11 09:01:22
✓	43615	St. Gallen (Blow)	3	26/09/11 09:44:59	26/09/11 09:41:13
✓	43621	VILLADOVOLA	0	26/09/11 09:51:00	26/09/11 09:51:00
✓	43625				
✓	43627				
✓	43644	Freiburg (Reispas)	4	26/09/11 07:01:26	26/09/11 07:05:42
✓	43677	DOMO II	3	26/09/11 07:52:58	26/09/11 14:10:00

TIS Real-Time Information function

TIS Service Desk

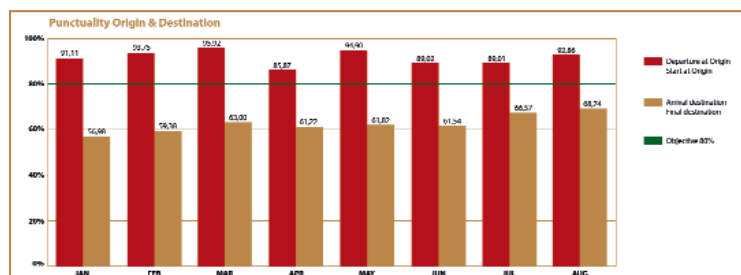
- E-mail support.tis@rne.eu for 24/7 support
- Phone **+43 1 907 62 72 25**
Opening hours on working days:
Monday – Thursday: 09:00 – 16:00
Friday: 09:00 – 15:00
- Web <http://tis.rne.eu>

OPERATIONS & AFTER SALES

TRAIN INFORMATION SYSTEM (TIS)

Reporting function

The TIS Reporting function allows the use of predefined and customisable reports and graphs (on punctuality, delay causes, etc.). These constitute an information source for international quality analysis. The advantages of such a function are that it enables the scheduling of reports and graphs execution, it is accessible online for defined users, and it makes use of flexible, user-friendly applications. Several projects such as Train Performance Management (TPM), European Performance Regime (EPR) or Traffic Control Centres Communication (TCCCom) already benefit from these functionalities. Moreover the International Rail Transport Committee (CIT) makes use of TIS to support the refunding of passenger tickets – gathering information about international passenger train delays through the TIS Reporting function.

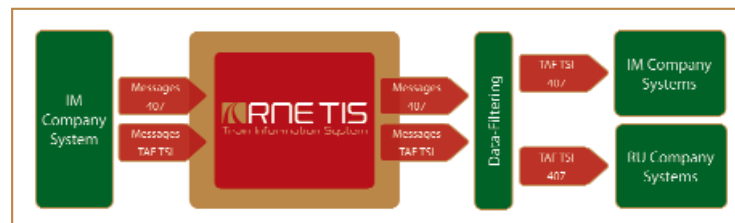


TIS Reporting function

Data Exchange function

The TIS Data Exchange function can be described as a raw data exchange based on UIC messages and TAF TSI messages. In addition, a filtering function enables the selection of the required information and provides exactly the information that the customer is looking for. A TAF TSI pilot for the Common Interface (a part of the Common Communications Interface needed to conform to the requirements of the Telematic Applications for Freight Regulation) was carried out successfully in 2011.

The main benefits of the way the data exchange is structured in TIS can be summarised as follows: it allows the use of domestic applications providing online information, there are fewer applications to be maintained, less effort regarding user training (users are familiar with the domestic application) and less technical equipment needed.



TIS Data Exchange function

How to become a TIS User

Free user accounts are offered by RNE to interested Railway Undertakings. The use of TIS is limited to RUs and IMs with international traffic. The availability of user accounts for terminals, according to the Rail Freight Regulation (913/2010), is foreseen and the exact terms and conditions are currently under study.

Please provide the TIS Service Desk at support.tis@rne.eu with the following information to become a TIS User:

- Name, company and department
- Contact details (phone, e-mail, postal address)

More information about the Train Information System (TIS) can be found at tis.rne.eu or in the TIS Brochure which can be ordered at the RNE Joint Office.



tis.rne.eu



TIS Brochure

COMMUNICATIONS

Thomas Gaschnitz
JO Communications
& External
Relations Manager



2011 was a very busy, successful year for RNE Communications. A new corporate design was launched, involving a new RNE logo, as well as new logos and names for RNE's IT systems. The new design was also applied to all RNE media and communication material. The RNE website (www.rne.eu) received a facelift and the three RNE IT systems' have received new information websites. In addition, the RNE Communication Network was founded.

ACHIEVEMENTS

RNE Communication Network

A network of communication specialists drawn from the RNE Members was set up to improve the exchange of information between RailNetEurope and its Members. Furthermore the network shall support the forwarding of decisions and the distribution of information regarding the portfolio and the business of RNE within the member-organisations themselves. Twenty Communication Network representatives participated in the kick-off meeting in November 2011 and recommended the following steps: a Communication Coordinator should be named by every organisation to help with the coordination of internal communication processes within the Member's structures; this Coordinator should decide who receives which information in order to avoid an information overload. Besides it was proposed to hold media relations workshops and to set up a media contact database. Follow-up meetings on dedicated issues with representatives of the Communication Network are planned for 2012.

RNE Brochures

The new edition of RNE's Corridor Brochures was published in November 2011, including an overview of the different European Corridor approaches. These brochures now also provide information about the number of available tracks, requirements regarding additional traction units, ERTMS equipment of rolling stock and route class limitations. As regards the Charging Information System (CIS), a brochure was published for the first time. Its four pages provide general information about this IT system and its functions. The brochures of the Path Coordination System (PCS), Train Information System (TIS) and Network Statement Glossary were re-designed and updated.

New website www.rne.eu

The new RNE corporate design triggered a facelift of the RNE website. In addition, RNE took the opportunity to implement various new functions, provide new informative content and improve usability. A completely new web design was used, incorporating the new RNE corporate colours and logo. Besides the navigational concept was optimised and shortcuts from the start page to the most popular documents were created.



www.rne.eu

New IT websites

The three RNE IT systems were provided with new information websites, which cover all relevant information about the systems and contain important dates concerning meetings and events. It is also possible to login to the IT systems through these information websites. Their concept and design were developed internally by the JO Communications with the technical support of a web agency.

Timetabling Calendar

A new print production, the 'International Timetabling Calendar' has been produced for the first time. This calendar in pocket format contains all important timetabling milestones of the year and is made for timetabling experts. The calendar is attached on the last page of the Annual Report.

OUTLOOK

RNE will continue to further improve and standardise its communication measures. Several new communication projects following up from the new corporate design were completed in 2011. These projects will be optimised and further streamlined in 2012. Moreover the focus will be on improving the external communication of RailNetEurope, together with the RNE Communication Network. All RNE communication tools/media can be downloaded at www.rne.eu or ordered from the JO Communications at communications@rne.eu.

The range of the work carried out by the Legal Matters Working Group expanded considerably in 2011, as issues surrounding the legal form of the Association and its new role as 'service provider of choice' had to be resolved – a new task for the Group is to act as legal adviser to the Rail Freight Corridors. In addition, the Working Group actively assisted the Association for the first time with matters related to European Union funding.

Introduction

The RNE Legal Matters Working Group (LM WG) consists of lawyers and legal experts, drawn from RNE member-organisations. The group has been providing legal advice to RNE since the Association was founded. It deals with the organisation's statutes, internal rules, and various contractual and IT issues.

In addition, the LM WG has been leading important harmonisation projects, such as the European General Terms and Conditions (EGTC) or European Performance Regime (EPR) through the EPR Legal Working Group, which is chaired by the LM WG chairperson. The Group has also drafted various legal papers – for instance, an investigation of dispute resolution according to the draft Recast to the first Railway Package, or billing procedures. Contract templates have been created, such as the Standard Contract of Use or the Standard Framework Agreement.

The LM WG is also in charge of the expert monitoring of European legislation, such as the Recast and the Rail Freight Regulation (913/2010), the latter especially with regard to RNE's function as service provider of choice.

Evaluation of RNE's legal status

One of the key points in 2011 was the appropriate legal form for RNE. Considering that it is the expert support provider for the Corridor Organisations, and with regard to the Executive Management's liability as legal elements of the Association, the question arose whether an association according to Austrian law was still sufficient. The founding of an independent company dealing with IT issues and being one of the main sources of potential liabilities was discussed. Following several meetings and an expert

LEGAL MATTERS



Yvonne Dessoy
Chairperson of the Legal Matters Working Group

assessment by Austrian lawyers, the Working Group recommended keeping the Association as it was. However, liability should be outlined more clearly and in greater detail in contracts concluded by RNE, and be covered by an insurance for Executive Managers.

Detailed review of IT contracts

Following the decision by the RNE Managing Board and the RNE General Assembly to revise all contracts – mainly concerning IT systems – between RNE and its business partners, the LM WG launched a new project, starting with the review of user contracts for the Train Information System (TIS) and Path Coordination System (PCS).

First, existing contracts are being evaluated. Second, the contracts will be revised as far as needed. Finally, if there are enough common denominators for PCS and TIS to draft common 'General Terms and Conditions' for all IT items, all relevant points will be summarised in a single document.

The work is to be carried out by subgroups and a final check on the limitation of liability should be conducted by an Austrian law firm.

LEGAL MATTERS

Funding Cooperation Agreement

between the association
RailNetEurope (RNE)
(hereinafter called "RNE")

and the RNE association member

.....
[Name of Company etc. ...]
(hereinafter called "the Member")

Preamble

According to Freight Regulation 913/2010 (hereinafter called "the Regulation") infrastructure managers (hereinafter called "IMs") in the European Union (hereinafter called "the Union") are under the legal obligation to adapt the requirements of this Regulation within pre-defined time limits to establish international freight corridors in Europe. The first six corridors have to be established by November 2013.

RNE, an association for facilitating international traffic on railway infrastructure consisting of European IMs, will provide support to its Members as service provider in establishing these corridors (hereinafter called "the Project").

It is very likely that the Union will provide support to IMs in Member States with the measures necessary for the implementation of the Regulation by co-financing them. In this context, RNE will act as a Co-ordinator for funding applications to the Union on behalf of the Members signing this agreement on the occasion of the ERTMS Call and the Annual Call 2011.

The Project is planning to apply for funding within the framework of the TEN-T ERTMS multi-annual work programme – with the prospect that 50% of the costs will be refunded. The relevant paragraph (3.5.3) of the ERTMS call is attached (see [Annex 1](#) to this agreement - ERTMS call, page 11).

1. Project organisation – RNE's and the Member's roles as Co-ordinator and Co-Beneficiaries**1.1 RNE and the Members involved act within the framework of a Project Organisation.**

The Project Organisation consists of

- RNE as Project Manager and Co-ordinator (see 1.2),
- RNE Members taking part in the Project Organisation: these Members nominate the project manager on behalf of their company ("company project manager"), manage the company's subprojects set up to implement the Regulation and act as Co-Beneficiaries (see 1.2). In addition, they are represented by their delegates to the RNE General Assembly in the Project Steering Committee.

Funding Cooperation Agreement

Legal support for Rail Freight Corridors (RFC)

With the first Rail Freight Corridors having to be established by November 2013, it has become one of the LM WG's continuous main tasks to act as legal adviser to the RFCs – this is part of the 'service provider' function that RNE offers to them. Thus a very fruitful process of giving legal input to the Corridor Organisations has started. Substantial lists of questions concerning legal items had to be answered as accurately as possible – for instance the legal interpretation of the expressions 'make operational' or 'establishment of a Rail Freight Corridor' or 'Corridor Statement Specifications'. Corridor representatives asked whether all the definitions, processes

and tools mentioned in the Rail Freight Regulation have to be developed, implemented and already be effective in the timetable 2014 (which was not the case).

In addition, some input was given into the 'Corridor Statement Specifications' and their legal status, and the RNE Work Packages were analysed.

The Legal Matters Working Group (LM WG) has also been active in the field of European Union funding for the first time in 2011. It drafted a Funding Cooperation Agreement between RNE and its Members. The agreement dealing with the EU funding of Members' corridor implementation measures constitutes a solid basis for the contractual relation between RNE as Coordinator and the Members as Co-Beneficiaries.

Follow-up to European General Terms and Conditions (EGTC)

In January 2011, the RNE General Assembly approved the compromise on the EGTC's open issues that had been negotiated between RNE and CIT with the support of CER, UIC and EIM.

The compromise on 'Financial consequences of path cancellations and restrictions' outlines that the charges for an alternative path shall not exceed those of the original path if the IM is able to offer a reasonable alternative to the path cancelled. In case of external circumstances causing the cancellation, the full price shall be charged for the alternative. No charge is made if the IM is not able to offer a reasonable alternative. Charges shall be calculated according to the characteristics of the allocated path actually used.

Under the compromise on the consequences of delays and disruptions, IMs and RUs are liable for damages payable to their contractual partners depending on the involved party having caused the delay.

The voting on this decision item was done in writing – the first time that this democratic instrument was used by RNE. The RNE delegates stressed that the EGTC offer a standard of 'best practice' and that they have the character of a recommendation.

After the EGTC was approved by CIT and RNE, some RNE Members (ProRail, HŽ and partly RFF) started to implement the document – this shows that the agreement was a much-needed step towards further harmonisation.

On 18 May 2011, the EGTC agreement was presented to representatives of the European Commission at a meeting in Brussels attended by the CIT Secretary General and representatives from CER and EIM. It was also presented at the RNE – Regulatory Bodies Conference in Vienna on 27 November 2011. Both bodies were impressed by the fact that the EGTC had become a document used in practice.

REGULATORY BODIES ISSUES

REGULATORY BODIES EXPERT GROUP

Increasingly, regulatory items have appeared on RNE's agenda and the Association's scope of activities has widened. In June 2011, the Independent Regulators Group – Rail (IRG – Rail) was founded; soon, this group of European Regulatory Bodies expressed the wish to be involved in RNE's Work Packages for the Rail Freight Regulation (913/2010). Hence at its sitting of 30 November 2011, the RNE General Assembly decided to bundle RNE's know-how concerning regulatory issues and set up a new group: the RNE Regulatory Bodies Expert Group.

The Regulatory Bodies Expert Group (RB EG) is not a new, standing RNE Working Group but will become active on demand of either the General Assembly or Managing Board. No chairperson is needed for the moment and coordination is ensured by the RNE Joint Office.

Eight RNE Members have nominated experts to the group, which is headed by Dr Bettina Wunsch-Semmler, RNE Vice-President in charge of External Relations & Communication within the RNE Managing Board. They met for the first time at a kick-off meeting in Vienna on 18 April 2012.

Role of RB EG

The group will provide professional advice to the General Assembly, Managing Board and Working Groups regarding matters connected with Regulatory Bodies and documents with regulatory relevance. This includes:

- Contacts with IRG-Rail / European Commission
- Preparation of RNE-RB Conference in October 2012
- Assisting Working Group experts with the finalisation of their Work Packages / Guidelines
- Expected changes due to the Recast of the EU's Railway Package
- Revision of the RNE-RB MoU (Memorandum of Understanding)
- Drafting recommendations to CER / EIM concerning RNE matters with regulatory relevance.

The RB EG will also provide support for meetings with Regulatory Bodies and will serve as a platform for knowledge exchange between Regulatory Experts.

Within RNE, the main activities that can be expected to have some regulatory relevance include RNE's IT systems, work in the field of the Freight Regulation, Network Statements, and the European GTC.

Cooperation at EU level

Since summer 2011, a new player in the international railway sector has emerged: IRG – Rail. In particular, its sub-group dealing with the Rail Freight Regulation has contacted RNE quite frequently. At the RNE RB Conference 2011 it was decided that, besides IRG – Rail, the European Commission should be part of all communications, because not all RBs in Europe are members of IRG – Rail.



Tasks of the Regulatory Bodies Expert Group

IT STRATEGY



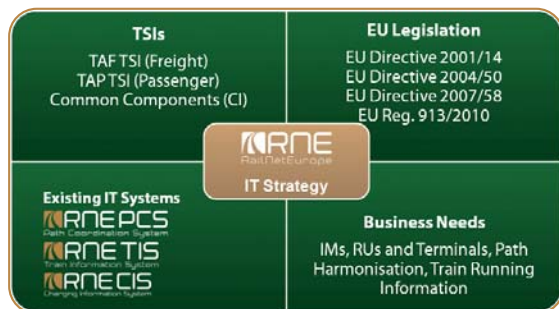
Harald Reisinger
RNE CIO



Seid Maglajlic
RNE CTO

RailNetEurope's IT systems are playing an increasingly important role in ensuring that the planning, managing, operating, and performance monitoring of international rail services run smoothly. In particular, they are called upon to assist with the implementation of the TSIs and the Rail Freight Regulation (913/2010). As a result, in 2011 the major IT systems – Path Coordination System (PCS), Train Information System (TIS) and Charging Information System (CIS) – underwent a great deal of development and already enjoyed greater use across Europe.

One of the core tasks of RailNetEurope is to harmonise infrastructure-related procedures and methods in the international rail sector. At the same time, the development and running of the supporting IT systems has been a major part of RNE's work since the Association was founded. More recently, RNE has been closely involved in the work surrounding the Technical Specifications for Interoperability (TSIs). Last but not least, in late 2010 RNE was mandated by its General Assembly to become the service provider of choice for the implementation of the Rail Freight Regulation (913/2010). This new, major task is requiring a lot of additional effort in the IT field and RNE's IT Strategy has evolved to reflect this.



Pillars of RNE's IT Strategy

The aim of the RNE IT Strategy is to enable the fulfilment of the relevant European Union Regulations and TSIs by the railway Infrastructure Managers. Hence in 2011 it combined these specific goals with the more general international business needs and RNE's current IT systems, as the diagram in the left column shows.

RNE's IT essential to implement new Regulation

The current RNE IT systems are expected to be the main IT instruments for the implementation of the Rail Freight Regulation. The Path Coordination System (PCS) shall support the Corridor OSSs and Railway Undertakings (RUs) on the Rail Freight Corridors. The Train Information System (TIS) shall be used to harmonise the performance schemes and support traffic management on the Corridors.

A lot of development concerning both systems has already taken place and much more needs to be done until the middle of 2013.

TAF & TAP TSI

The TAF TSI activities RNE is performing or coordinating for the IMs are described on the following page in the chapter TAF/TAP TSI.

Additional Business Needs besides Regulation and TSIs

There is a strong need to support the Path Coordination Process for long and short term planning. The increased rate of use of the Path Coordination System (PCS) shows that the system is now ready for freight requirements. A function dealing with short-notice or ad-hoc path requests was developed in 2011 and connection between the national systems and PCS is now possible.

The area of train information and train performance has also become a substantial part of the RNE day-to-day business. The Train Information System (TIS), that RNE inherited in 2008, has been completely redeveloped to cover these areas. It is planned to launch the new version of TIS – including TAF TSI and new reporting features – in May 2012.

High-quality international systems

During the international rollout of some RNE IT systems, many national business processes that were not harmonised with international procedures were detected. As a result, RNE IT is now heavily involved in assisting with the detection of bilateral problems involving border-crossing traffic, as well as enabling and working out solutions or workarounds to solve them. Hence rollout across Europe and connection with national systems will be a top priority for the coming years.

Given that the importance of RNE's IT systems is growing, fine-tuning and a high standard of maintenance are becoming increasingly important activities. Throughout 2011, it has been a major task for RNE, and a great achievement, to bring its central IT systems to a higher level of performance, stability and availability (24 hours a day, 7 days a week).

TAF/TAP TSI

The aim of the TAF TSI (Technical Specification for Interoperability relating to Telematic Applications for Freight) is to define data exchange between, and within, Infrastructure Managers (IMs) and Railway Undertakings (RUs).

The first TAF regulations were published by the European Commission in 2006 and final implementation at national level has to be completed by 2014. In 2007 the SEDP (Strategic European Deployment Plan) was launched – aggregating all national deployment plans – and in May 2008 the RNE General Assembly gave the mandate to RNE to further proceed with the implementation of the TAF TSI as regards international IM developments. However, the rail sector has not been able to implement and deploy the TAF TSI because of many inconsistencies with existing solutions and business best practice.

19 March 2001	Directive 2001-16 requires railway players to specify the interoperable telematics applications for passenger and freight.
18 January 2006	TAF TSI was developed by Sector and published as a regulation in Official Journal (OJ L 13) .
17 January 2007	Rail sector (IM/RU) sent SEDP (Deployment Plan) to European Commission with a final implementation date in 2014.
From 2009 to 2011	Rail sector (IM/RU) analysed TAF TSI and was not able to implement it. Sector (TAF WGs) has worked out change requests.
From 2012 to 20xx	Old SEDP is viewed as outdated . Sector shall deliver a new master plan (13 May 2012) to EC based on results of TAF WGs (CR). Sector shall implement TAF TSI in phases.

TAF TSI Timeline

TAF TSI Timeline

In addition to IT issues, the TAF TSI describes business processes involving Infrastructure Managers (IMs) and Railway Undertakings (RUs). For this reason the TAF TSI could have a deep impact on the existing international rail infrastructure business processes as well. The TAF, or at least the IT interfaces with other partners, must be implemented in a similar way by all TAF TSI partners, including the IMs.

TAF TSI WGs' work endorsed

The mandate given to RNE by its Members includes the management of the TAF TSI IM Cluster, which represents the IMs, and of the Joint Cluster Working Groups (WGs). These Working Groups were set up at the same time as the TAF TSI RU Cluster. This has enabled RNE to use its business processes for Timetabling and Operations as the basis for TAF TSI processes. The TAF TSI WGs, consisting both of IMs and RUs, worked on the detailed analysis of the TAF TSI for two years. By the end of 2010, most WGs were able to deliver the results of their work i.e. detailed specifications (coding) for the different TAF TSI messages and the Implementation Guides. All documents were then agreed during a company endorsement phase and were afterwards agreed during the TAF TSI IM/RU Cluster meeting held in April 2011 or the IM Cluster (Train ID) meeting in November 2011.

In addition, two RNE IT systems – Path Coordination System (PCS) and Train Information System (TIS) – were planned to be used as pilot solutions for train running, train running forecast, train delay information (TIS) and short-term path requests (PCS). RNE contributed to the pilot of the TAF TSI Common Interface (data exchange) by using TIS. This data exchange is already partly ready and the other parts will be ready for use in the middle of 2012.

The TAF TSI functions involve defining data processing:

- When (at which point of time)
- What (which kind of information and content) has to be sent to
- Whom (partner or partners) and
- How (in which format) the data must be exchanged.

TAF/TAP TSI

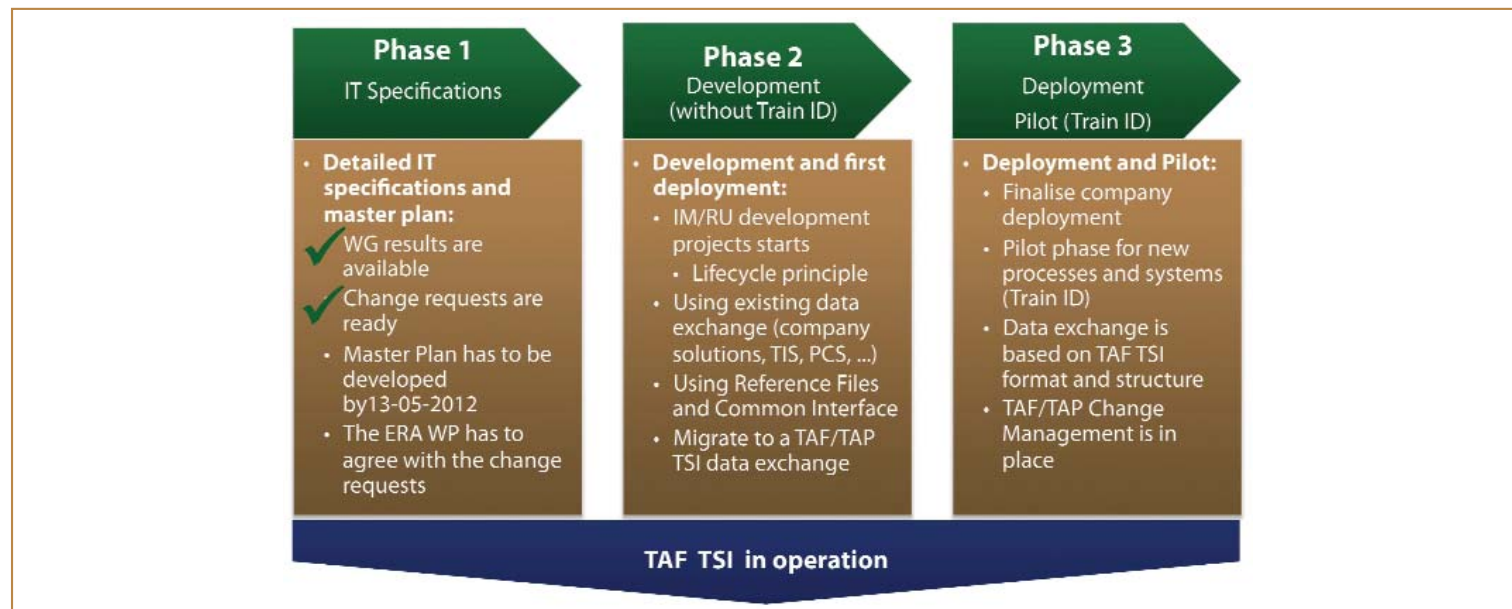
TAF TSI Master Plan

It must be stressed that most of the work required to implement the TAF TSI (Technical Specification for Interoperability relating to Telematic Applications for Freight) needs to be carried out by the rail industry itself. The WGs have defined detailed, internationally-agreed specifications for the TAF TSI functions, but national action is necessary to translate the agreed specifications into the national IT systems. Thus every stakeholder (IM/RU) has to send an Implementation Master Plan to the TAF TSI Deployment Team by March 2012.

A consolidated version of the various Master Plans shall be sent to the European Commission by May 2012. Thereafter, company implementation shall be done according to that plan.

TAF and TAP TSI consolidation

Since there is a strong correlation between TAF and TAP TSI (Technical Specification for Interoperability relating to Telematic Applications for Passengers) as regards IM/RU Communication, it is proposed that the TAP TSI should match the above-mentioned functions of the TAF TSI as much as possible. Hence RNE and the TAF TSI WG chairpersons are participating in the TAP TSI experts group. Until now coordination at WG level has worked very well.



TAF TSI Implementation Phases

TRAIN IDENTIFICATION (ID)

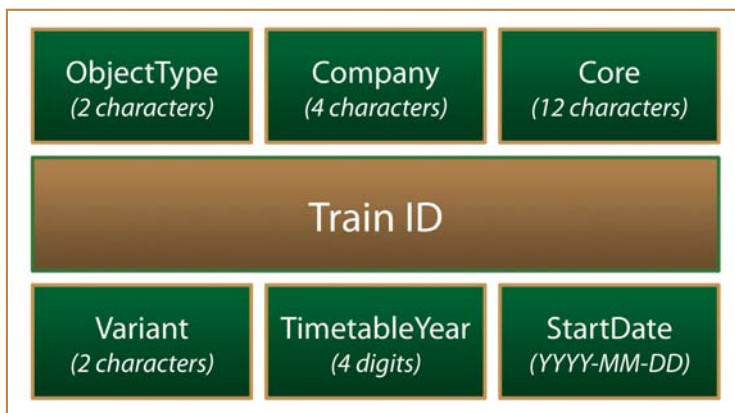
The lack of a single international Train Identification, a long-standing irritation in the railway business, is set to become a thing of the past, thanks to RNE's phased approach.

One of the main problems in the international rail business is the lack of a single, unified, international Train Identification (ID). Operational train numbers change for several reasons:

- non-harmonised cross-border procedures
- non-harmonised international train paths
- rerouting of train
- load shifting and,
- national renumbering.

In addition to non-harmonised processes, operational train numbers can differ from path or after-sales train numbers. Full traceability of a train from the planning phase to the operational train run is, in some cases, impossible to attain. This creates problems with finding renumbered trains or rerouted trains, which may lead to wrong route information. Consequently this misleads trains to incorrect destinations.

In the past, many attempts have been made to create a new type of train numbering suitable for all business processes connected to a train – from studies and path planning through train operation to billing processes. Unfortunately none of these attempts were successful.



Structure of the Train ID

New approach to the Train ID

Thus a new approach was necessary to enable the creation of a unique Train ID: the RNE approach – the objective being to create a new, unique Train ID for the whole lifecycle of every single train. But instead of replacing identification numbers currently used, these shall serve as a basic value for the unique Train ID. As a first step, the existing identifiers (from e.g. timetabling or operations departments) shall only be linked to the unique Train ID and the implementation into practice shall follow later.

Successful concept

The proposal for a medium-term solution was developed by Infrastructure Managers (IMs) and Railway Undertakings (RUs) under the guidance of RNE. A detailed coding of the Train ID and an Implementation Guide (explaining the use of the Train ID) were created. Knowing that this matter is very important for IMs and RUs, a special acceptance and validation procedure were established. The IMs and RUs participating in TAF TSI were invited to participate in the expert consulting phase, during which the company experts and the other TAF TSI WGs had the possibility to voice their expert opinion. After that, a six-week company endorsement phase was launched. All companies finally agreed to the handbook and the structure of the code, which is shown in the graphic beside.

RNE IT systems shall be further developed so as to provide and use this identifier. During this phase, national IDs will be linked to the unique Train ID and the unique ID will be used for all international data exchange.

Short-term solution

Nevertheless the rollout will take a long time. Therefore RNE developed a short-term solution which has already been put in place. Two RNE international IT systems, the Path Coordination System (PCS) and the Train Information System (TIS), are used to ensure a unique identifier during specific international business processes. While PCS covers timetabling processes, TIS is used for operations. The systems are not linked with each other. However, these new functions only partly solve the problem and will only remain in place as long as the unique Train ID is not used by all IMs and RUs.

RNE BUSINESS CONFERENCE 2011

The RailNetEurope Business Conference 2011 was held on 1 December 2011 at RNE's habitual venue, Palais Ferstel in Vienna. It was opened by the welcoming words of Harald Hotz, RNE Vice-President, who was delighted to greet more than 180 guests. The moderators of the conference Bettina Wunsch-Semmler, RNE Vice-President, and Joachim Kroll, RNE Secretary General, handed over the floor to the RNE Managing Board members and RNE specialists, who informed the conference guests about recent RNE activities and gave a preview of future activities.

RNE Activities

Communications & External Relations

The session was opened by Bettina Wunsch-Semmler (RNE Vice-President in charge of Communications & External Relations), who presented the new RNE corporate design, including new logos for RNE and its IT systems – these have been re-named in order to ensure greater consistency. In the second part of her presentation, Ms Wunsch-Semmler introduced the new RNE website (www.rne.eu) and the new websites of RNE's IT systems (pcs.rne.eu, tis.rne.eu, cis.rne.eu). Ms Wunsch-Semmler went on to present the RNE Communication Network, which has been created to improve RNE's external communications, as well as the internal communications of RNE and/with its Members.

Corridor Management

Mr Boris Živec (RNE Vice-President in charge of Corridor Management) informed the audience about the new Rail Freight Regulation (913/2010) and its close relation with RNE's work. He pointed out the new role of RailNetEurope – in connection with the Corridor Organisations – as service provider of choice and expert support provider for developing methods and processes, as well as developing and operating tools.

Sales & Timetabling

Mr Harald Hotz (RNE Vice-President in charge of Sales & Timetabling) then provided an overview of the tasks related to Sales & Timetabling required under the Rail Freight Regulation. Furthermore Mr Hotz talked about the RNE Path Coordination System (PCS) and gave a brief introduction about this IT system. He stressed that RNE's ultimate aim as regards PCS is for all international path requests and path allocations to be handled by the system.

Operations & After Sales

Mr Michel Dupuis (RNE Vice-President in charge of Operations & After Sales) informed the participants about three of the Work Packages that RNE has launched in its new role as 'service provider of choice': 'Punctuality Targets', 'Traffic Management' and 'Priority Rules'. Looking at next year, Mr Dupuis announced the integration of Train Performance

Management and EPR, more involvement in TIS development and the further involvement of Corridor Organisations.

Network Statements & Legal Matters

Mr Mirosław Kanclerz (RNE Vice-President in charge of Legal Matters and Network Statements) presented a new concept: the Corridor Statement. He started by outlining the current situation: several Network Statements for every international Rail Corridor. To remedy this, in 2011 RNE created a common structure for the Corridor Statements of Rail Freight Corridors that will provide corridor-wide information within one document.

TAF TSI & Train Information System (TIS)

Last but not least, Harald Reisinger, CIO of RailNetEurope, informed the audience about recent work in the field of TAF TSI and presented the latest activities concerning the Train Information System (TIS). After introducing the system and showing the plan for its rollout across Europe, Mr Reisinger showed some impressive figures to the audience: TIS currently monitors more than 100 000 international trains per month and processes more than 4 million messages. This could be achieved thanks to more than 5000 reporting points exchanging information with the system in real time. At the end of his presentation, Mr Reisinger noted that TIS will be the right system to meet TAF TSI requirements, to comply with the new Freight Regulation and to ensure the availability of new products.



RailNetEurope
Business Conference

RailNetEurope Business Conference 2011



Joachim Kroll - RNE Secretary General;
Bettina Wunsch-Semmler - RNE Vice-President



RNE Managing Board and CIO



Patrizio Grillo - European Commission



Libor Lochman - CER



Matthias Kurth - IRG-Rail



Dirk Stahl - BLS AG



Paul Mazataud - ERTMS Corridor C / RFC 2



Monika Heiming - EIM

Managing Board Speed Dating and Corridor Manager Area

The more interactive part of the Conference was the Corridor Manager Area with all eleven RNE Corridor Managers and the Speed-Dating session with all the members of the RNE Managing Board. This year – more than 40 participants took part in the Speed Dating and took the opportunity to exchange ideas and opinions about the future of the railway industry in Europe. Beside these two events, the open networking areas – including presentations of the three RNE IT systems (PCS, TIS and CIS) – attracted many participants.

Panel Discussion

The programme continued with a panel discussion on the topic – ‘RAIL CORRIDORS 2020 – From a political and business perspective’. RNE was happy to attract a number of prominent speakers for the panel discussion:

- **Patrizio Grillo**
Deputy Head of Unit, Single European Rail Area, DG Move, EC
- **Libor Lochman**
Designated Executive Director of Community of European Railway and Infrastructure Companies (CER)
- **Matthias Kurth**
Chairman of the Independent Regulators' Group (IRG-Rail)
- **Dirk Stahl**
CEO of BLS Cargo AG, Deputy CEO of BLS AG
- **Paul Mazataud**
Managing Director of ERTMS Corridor C / RFC 2
- **Monika Heiming**
Executive Director of European Rail Infrastructure Managers (EIM)

The panel discussion was chaired by the Vice-President of RNE, Harald Hotz. A lively discussion arose on various issues surrounding the future Rail Freight Corridors. Several questions regarding TAF / TAP TSI, container overflow in ports, future investment in the rail business, and much more, were asked and discussed with the panelists. The outcome of the discussion was that all panelists agreed about the importance of the future Rail Corridors and that RNE would play an important role as service provider of choice. After the panel discussion, the departing Executive Director of CER, Dr. Johannes Ludewig, gave a farewell address. RNE thanked him for pushing forward the cause of the railway sector.

Closing of the conference

After the closing remarks by the RNE Vice-President Harald Hotz, the Conference ended with a Farewell Winter Punch. The positive feedback received from the participants immediately after the Conference tells us that the chosen conference format is proving successful and that participants are still very much in favour of the interactive approach chosen by RNE.

RNE would like to thank all speakers and participants for their contributions and attendance.

RNE BUSINESS CONFERENCE 2011



Harald Hotz, RNE Vice-President



Bettina Wunsch-Semmler, RNE Vice-President



Boris Živec, RNE Vice-President



Michel Dupuis, RNE Vice-President



Simona di Loreto, JO Operations & After Sales Manager



Mirostaw Kanclerz, RNE Vice-President



Harald Reisinger, RNE CIO



Networking area



Hansruedi Kaeser, RNE Corridor Manager C02; Roland G. Scholten, FTE



Bernd Ruß, Scandlines; Gregor Thalhammer, RNE Corridor Manager C04



Palais Ferstel Vienna



The audience

RNE BUSINESS CONFERENCE 2011

RNE BUSINESS CONFERENCE 2011



Wojciech Rzepka, PKP PLK; Diana Gasanova, ÖBB-Infrastruktur;
Wojciech Gawlinski, DB Schenker Rail Polska



Roberto Caruso, RNE Corridor Manager C08;
Szilvia Mogyorósi, MÁV



Philipp Schröder, SMA und Partner AG; Martin Erlinger,
JO Joint Corridor Manager; Rainer Mertel, Kombiconsult GmbH



Dejan Šabeder, RNE Corridor Manager C11; Miloš Futera, RNE
Corridor Manager C10



Harald Hotz, RNE Vice-President; Hans Besser, CER



Stefan Wendel, Corridor A; Bettina Wunsch-Semmler, RNE;
Thomas Gaschnitz, RNE



Michel Dupuis, RNE; Simona di Loreto, RNE;
Brian Blackwell, HS1



Kristin Weiland, DB Fernverkehr AG; Seid Maglajlic, RNE



Tihomir Španić, HŽ Infrastruktura; Biserka Keller, HŽ Infrastruktura;
Ivan Ružić, HŽ Infrastruktura; Ivica Škrčić, HŽ Infrastruktura



Ivan Gálik, Wagon Service; Libor Lochman, CER



Joachim Kroll, RNE; Hans Besser, CER



Patrizio Grillo, European Commission; Dr. Johannes Ludewig, CER

RNE BUSINESS CONFERENCE 2011



Andrew Relf, Network Rail; François Jaeger, CFL



Michael Baroš, ÖBB-Infrastruktur; Volker Kohl, TX Logistik Austria; Sven Flore, TX Logistik AG; Stefan Kühn, DB Netz AG



Anton Forstner, ÖBB Infrastruktur; Hans Besser, CER



Daniel Dezsö, Central European Railway; Imre Kocsis, Central European Railway; Rainer Wilke, DB Netz AG; Peter Jäggy, FTE



Harald Reisinger, RNE; Edeltraud Heinze, ÖBB Infrastruktur; Helmut Hantak, RNE



Michael Beck, DB Netz AG; Jörg Sandvoss, DB Netz AG



Kaisa-Elina Porras, FTA; Hans Wolf, Trafikverket; Yngve Andreassen, JBV; Svein Horrisland, JBV



Dr Johannes Ludwig, CER



Thomas Gerhardt, RNE; Karin Hötzl, RNE; Thomas Gaschnitz, RNE



Buffet



Walking lunch



Networking area

BALANCE SHEET

ASSETS PER 31. 12. 2011			EQUITY AND LIABILITIES PER 31. 12. 2011		
	31 DECEMBER 2011	31 DEC. 2010		31 DECEMBER 2011	31 DEC. 2010
	€	€		€	€
A. NON CURRENT ASSETS			A. EQUITY		
I. Intangible assets			I. Capital reserves		
1. Concessions, industrial property rights and similar rights			1. unappropriated	1,396,104.35	2,372,899.44
a. CIS (formerly EICIS)	13,750.00	16,666.67		1,396,104.35	2,372,899.44
b. PCS (formerly PATHFINDER)	169,064.99	183,631.79	II. Balance sheet profit	0.00	0.00
c. TIS (formerly EUROPTIRAILS)	150,558.47	165,380.05		0.00	0.00
d. Licences	26,963.16	63,018.57		1,396,104.35	2,372,899.44
e. Other	3,217.50	4,118.33			
	363,554.12	432,815.41	B. PROVISIONS		
II. Tangible assets			1. Other provisions	71,272.85	15,843.01
1. Structural investment in third-party buildings	0.00	814.15		71,272.85	15,843.01
2. Other equipment, furnitures and fixtures	18,767.13	32,418.65	C. LIABILITIES		
	18,767.13	33,232.80	1. Vendor liabilities	578,393.98	320,554.55
	382,321.25	466,048.21	2. Other liabilities	80,885.71	71,329.79
B. CURRENT ASSETS				659,279.69	391,884.34
I. Receivables and other assets					
1. Trade receivables	70,144.71	112,995.84			
2. Other receivables	86,750.15	74,795.02			
	156,894.86	187,790.86			
II. Cash on hand, bank deposits	1,506,432.11	2,110,504.70			
	1,506,432.11	2,110,504.70			
	1,663,326.97	2,298,295.56			
C. ACCRUALS					
	81,008.67	16,283.02			
	2,126,656.89	2,780,626.79		2,126,656.89	2,780,626.7

PROFIT AND LOSS ACCOUNT

PROFIT AND LOSS ACCOUNT, 1. 1. – 31. 12. 2011		
	31 DECEMBER 2011	31 DEC. 2010
	€	€
1. Turnover		
a. Domestic turnover	84,754.60	32,751.87
b. Foreign turnover	1,581,426.40	761,824.31
	1,666,181.00	794,576.18
2. Other turnover		
a. EU funding	0.00	1,618,324.31
a. Others	32,827.67	21,848.49
	32,827.67	1,640,172.80
	1,699,008.67	2,434,748.98
3. Cost of purchased services	-116,410.36	-102,814.16
	-116,410.36	-102,814.16
4. Personnel expenses		
a. Salaries	-1,076,196.46	-984,237.84
b. Expenses of statutory social security and payroll-related taxes and contributions	-111,181.49	-107,813.88
	-1,187,377.95	-1,092,051.72
5. Depreciation	-320,237.77	-338,236.26
	-320,237.77	-338,236.26
6. Other expenses		
a. Equipment of low value	-10,446.54	-3,226.78
b. Advertising and promotion	-6,541.55	-5,387.28
c. Vehicle expenses and transport	-1,155.93	-2,065.69
d. Postage, telephone and other communication expenses	-17,989.92	-17,915.37
e. Travel expenses	-106,025.65	-91,622.21
f. Maintenance and servicing	-813,806.31	-696,777.52
g. Bookkeeping and personnel settlement, tax and legal consultation and other	-15,823.39	-30,770.88
h. Office expenses	-4,406.54	-4,095.04
i. Office rent	-65,230.39	-42,221.70
j. Other expenses	-18,125.41	-13,155.79
	-1,059,551.63	-907,238.26
7. Operating profit	-984,569.04	-5,591.42
8. Other interests and similar revenues	9,240.06	7,570.44
9. Interest expenses and similar expenses	-1,352.11	-1,888.00
10. Financial profit	7,887.95	5,682.44
11. Operating and financial profit	-976,681.09	91.02
12. Taxes on profit	-114.00	-91.02
13. Profit for the year	-976,795.09	0.00
14. Release of capital reserves	976,795.09	0.00
15. Balance sheet profit	0.00	0.00

RNE FINANCIAL REPORT

ACCOUNTING AND VALUATION METHODS

General principles

The financial statements have been prepared in accordance with Generally Accepted Accounting Principles and the general provision that the financial statements have to present a true and fair view of the financial and assets position and results of operations.

The principle of completeness was used in the preparation of the financial statements.

All assets and liabilities were measured individually and the going concern assumption was used.

The prudence principle was applied. Only realised gains were recognised; however, provision was made for all known and probable losses, irrespective of whether realised or not.

NON CURRENT ASSETS

Intangible assets

Path Coordination System (PCS, formerly PATHFINDER) and Charging Information System (CIS, formerly EICIS) were written off over 5 years until the year 2007. The other data processing programs are written off over 3 years. An extensive analysis has revealed that the reinvestment cycle of the software is quicker than the previously expected useful life of 5 years. Therefore all software investment since 2008 has been depreciated over 3 years.

Tangible assets

Limited life assets are evaluated at acquisition cost less depreciation. Low value assets (acquisition costs up to EUR 400.00) are entirely written off in the year of acquisition.

Regular depreciation of fixed assets is calculated on a straight-line basis.

The period of depreciation corresponds to the expected useful life and is set as follows:

	years
Office and other equipment	3 - 5
Office furniture	5
Office machines, IT systems	3 - 5
Structural investment in third-party buildings	5

NOTES TO THE FINANCIAL STATEMENTS

Receivables and other assets

Receivables and other assets are valued at their nominal value as far as no recognizable individual risk has been assessed resulting in a lower value.

The maturity of receivables is taken into consideration by discounting.

PROVISIONS

Other provisions

Under the prudence principle provisions are considered for all risks and probable losses, assuming the resulting loss may be reasonably estimated.

Liabilities

All liabilities are recorded at the amount payable considering the principle of prudence.

Currency conversion

Foreign currency receivables and liabilities are converted at the ECB-fixing exchange rate prevailing at the balance sheet date.

Changes of the accounting and valuation principles

The accounting and valuation principles applied so far have remained unchanged during the drawing up of these financial statements.

NOTES TO THE BALANCE SHEET AND THE PROFIT AND LOSS ACCOUNT

NOTES TO THE BALANCE SHEET

Non current assets

As regards changes in non-current assets and a breakdown of annual depreciation by individual asset items, see 'Development of Non-Current Assets'.

Path Coordination System (PCS, formerly PATHFINDER) software rights

Path Coordination System (PCS, formerly PATHFINDER) is a software tool for railway companies that was developed by several European railway companies. The full rights of utilisation have been transferred to RailNetEurope.

RailNetEurope software developments 2011

In the following table you will find the functional split up of the soft-

NOTES TO THE FINANCIAL STATEMENTS

ware developments regarding Charging Information System (CIS, formerly EICIS), Train Information System (TIS, formerly EUROPTI-RAILS - including developments in the field of Operations) and Path Coordination System (PCS, formerly PATHFINDER - including developments in the field of Timetabling) in 2011. This includes developments made and/or commissioned by RailNetEurope.

	Additions 2011		
Charge Information System (CIS)	5,000.00	5,000.00	CIS Change Requests
Train Information System (TIS)	81,304.00	79,544.00 1,760.00	TIS Change Requests, incl. EPR Lot2, Lot3, ADC17 n1 TCCCom Pilot
Path Coordination System (PCS)	127,575.14	114,260.00	PCS Change Requests, incl. PCS Core System (Corridor catalogue path function, enhanced reporting, TAF-TSI-Compliance, usability improvements, C&R C07 Change Requests), PCS Integration Platform (web service update, notification service update)
		13,315.14	PCS Management of International Train Numbering

Receivables and other assets Schedule

in T €	according to balance sheet	more than 1 year	notes receivable	lump sum allowance
Trade receivables	70 (113)	0 (0)	0 (0)	0 (0)
Other receivables	87 (75)	0 (0)	0 (0)	0 (0)
Total for current year	157	0	0	0
Total for previous year	(188)	(0)	(0)	(0)

Liabilities Schedule of maturity

in T €	according to balance sheet	up to 1 year	more than 1 year (incl. > 5 years)	more than 5 years
Vendor liabilities	578 (321)	578 (321)	0 (0)	0 (0)
Other liabilities	81 (71)	81 (71)	0 (0)	0 (0)
Total for current year	659	659	0	0
Total for previous year	(392)	(392)	(0)	(0)

NOTES TO THE PROFIT AND LOSS ACCOUNT

The profit and loss account has been drawn up in accordance with the total-cost approach.

MISCELLANEOUS INFORMATION

Managing Board Members

During the financial year 2011 the Managing Board Members were

- Luc Vansteenkiste (ongoing)
- Michel Dupuis (ongoing)
- Harald Hotz (ongoing)
- Mirosław Kanclerz (ongoing)
- Bettina Wunsch-Semmler (ongoing)
- Boris Živec (ongoing)

Employees of the company

In the financial year 2011 RailNetEurope had 13 employees on average, thereof 6 seconded by members of RailNetEurope and 7 directly employed by RailNetEurope (thereof 2 part-time employees with 50% and 1 part-time employee with 75% of the normal working time).

Frankfurt, 9 May 2012

The image shows several handwritten signatures in blue ink. To the right, there is a circular blue stamp from the auditor, Merkur Treuhand Steuerberatungsgesellschaft mbH, dated 09.05.2012. The stamp includes the name of the auditor, Mag. Veronika Gaudera, and the address Mag. Veronika Gaudera, 1130 WIEN, Austria.

Members of the Managing Board

DEVELOPMENT OF NON CURRENT ASSETS

DEVELOPMENT OF NON CURRENT ASSETS IN THE FISCAL YEAR JANUARY 1, 2011 UNTIL DECEMBER 31, 2011

	DEVELOPMENT OF NON CURRENT ASSETS AT ACQUISITION/PRODUCTION COSTS					DEPRECIATION		BOOK VALUES	
	As of 1. 1. 2011	Additions	Transfers	Disposals	As of 31. 12. 2011	Cumulated depreciation	Depreciation in the fiscal year	As of 31. 12. 2011	As of 1. 1. 2011
	€	€	€	€	€	€	€	€	€
I. INTANGIBLE ASSETS									
1. Concessions, industrial property rights and similar rights	2,056,950	223,741	0	34,766	2,245,925	1,882,371	293,002	363,554	432,815
	2,056,950	223,741	0	34,766	2,245,925	1,882,371	293,002	363,554	432,815
II. TANGIBLE ASSETS									
1. Structural investment in third-party buildings	2,532	0	0	2,532	0	0	252	0	814
2. Other equipment, furnitures and fixtures	153,018	14,531	0	9,952	157,597	138,830	26,983	18,767	32,419
	155,550	14,531	0	12,484	157,597	138,830	27,235	18,767	33,233
SUM	2,212,500	238,272	0	47,250	2,403,522	2,021,201	320,237	382,321	466,048

RNE AUDITING REPORT



Claire Hamoniau



Alfred Lutschinger

To the General Assembly of RailNetEurope

We have audited the financial statements of RailNetEurope for the year 2011. Our responsibility is to express an opinion on these financial statements based on our audit. We have performed the audit to obtain reasonable assurance that the financial statements are free of material misstatement. The audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. We believe that our audit provides a reasonable basis for our opinion set out below.

The annual accounts have been prepared in accordance with generally accepted accounting principles and the general provision that the financial statements have to present a true and fair view of the financial and assets position and the results of operations.

We recommend to the General Assembly that the financial statement should be adopted.

Vienna, 28 March 2012

Handwritten signatures in blue ink for Claire Hamoniau and Alfred Lutschinger.

Claire Hamoniau

Alfred Lutschinger

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OBITUARY PROFESSOR EKKEHARD WENDLER

RailNetEurope mourns the death of University Professor Dr.-Ing. Ekkehard Wendler, who died at the age of 46.



We are losing a popular colleague who was held in high esteem. Mr Wendler supported RailNetEurope for many years with his commitment. In particular, he contributed to the development of the Train Information System (TIS, formerly EUROPTIRAILS). We are deeply shocked and stunned by his premature death. Our thoughts are with his family and closest friends.

AB – Allocation Body
CIS – Charging Information System
CTPM – Corridor Train Performance Management
EEIG – European Economic Interest Grouping
EGTC – European General Terms and Conditions
EPR – European Performance Regime
EPR – European Performance System
ERNCF – European Rail Network for Competitive Freight
ERTM – European Rail Traffic Management System
IM – Infrastructure Manager
JO – Joint Office
LM – Legal Matters
NS – Network Statement
OSS – One-Stop Shop
PCS – Path Coordination System
RB – Regulatory Body
RFC – Rail Freight Corridor
RNE – RailNetEurope
RU – Railway Undertaking
TAF TSI – Technical Specification for Interoperability relating to Telematic Applicants for Freight
TAP TSI – Technical Specification for Interoperability relating to Telematic Applicants for Passenger
TCC – Traffic Control Center
TIS – Train Information System
TTID – Train Transport Identification
WG – Working Group



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Train Information System Path Coordination System Charging Information System