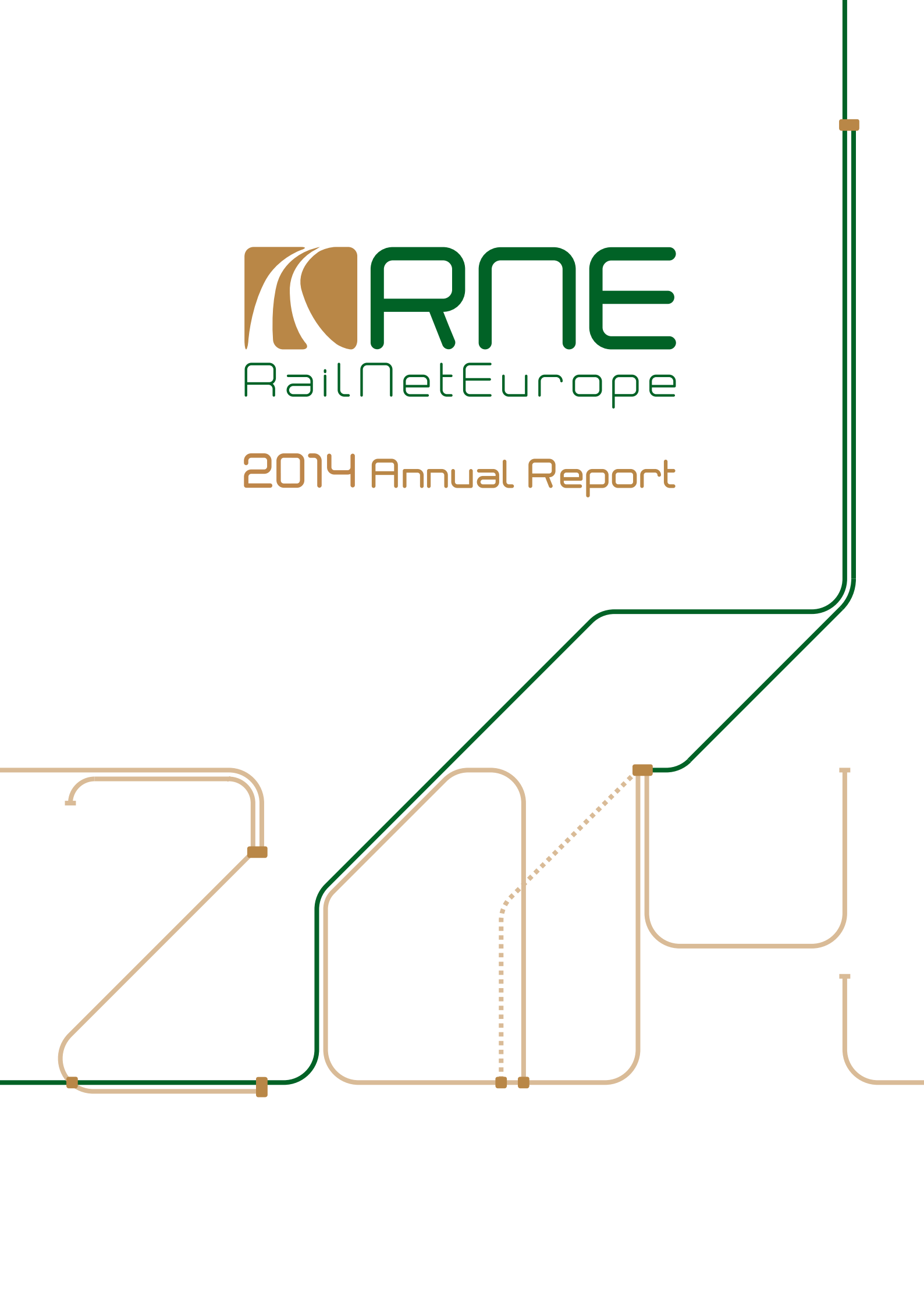




## 2014 Annual Report



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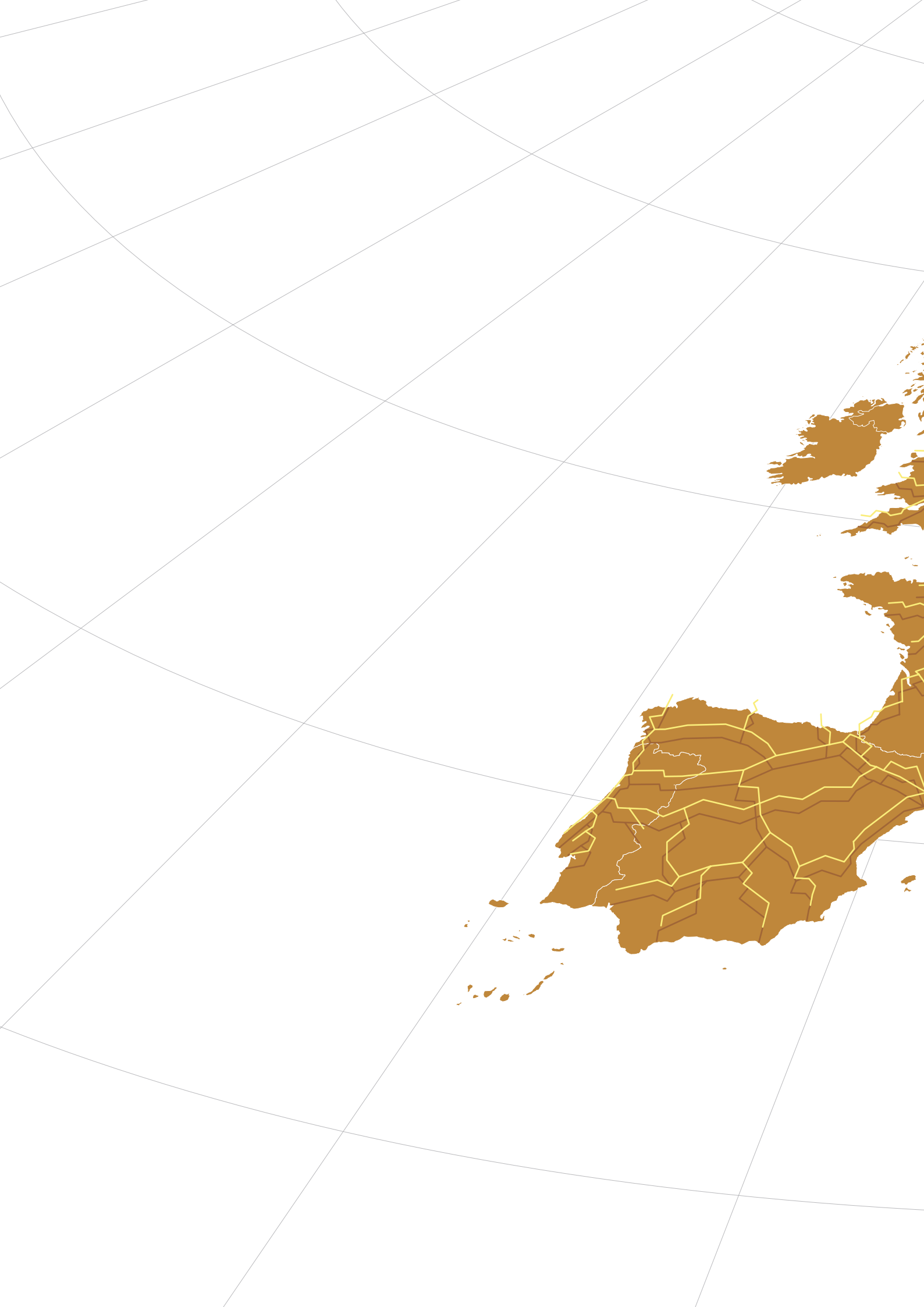
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## FOREWORD BY PRESIDENT AND SECRETARY GENERAL

2014 has been a year of consolidation and expansion for RailNetEurope (RNE). Besides ongoing developments within the international business of the IMs and ABs, further integration of the Rail Freight Corridors (RFCs) has been a major challenge.

The RailNetEurope Joint Office underwent some profound changes last year, mainly caused by the end of a number of secondment contracts and several maternity leaves. Thanks to a good mix of experienced colleagues and new ones, we are well-prepared to face future challenges.

Another internal change was the introduction of RNE High Level Groups (HLGs) in September 2014, whose aim is to create a stronger involvement and commitment of concerned business stakeholders within all RNE Members. Four HLGs have been set up: Rail Freight Corridors; IT; Sales & Timetabling; Traffic Management.

Finally, internal RNE project management was further professionalised in 2014. In addition, Key Performance Indicators (KPIs) were introduced, providing a structured way to measure and evaluate the performance of the organisation in delivering results. In 2014, RNE decided to monitor four groups of KPIs: compliance of RFCs' documents with RNE guidelines and schemes; RNE business processes; RNE IT tools; organisation.

In 2013, it had been decided to reinforce some of RNE's international collaborations: CER, EIM and RNE launched a joint initiative for better cooperation between Rail Infrastructure Managers; at the same time, Forum Train Europe (FTE) and RNE decided to intensify their collaboration. We would like to mention a few highlights of our work in the past eighteen months:

- At the High Level Infrastructure Meeting in Stockholm (June 2014), which brought together the CEOs of IMs/ABs, RNE stressed the need to harmonise core processes and tools supporting the IMs/ABs' international business – with a special emphasis on Rail Freight Corridors (RFCs). This approach was supported by the CEOs; as a result, RNE modified its Statutes and offered Associate RNE Membership to the RFCs. At the May 2015 RNE General Assembly, all RFCs became Associate Members of RNE. Moreover, the role of RNE in relation to the RFCs has changed: from being a service provider to a business partner, whereby RNE provides a coordination platform. Thus 14 projects have been launched, together with the RFCs, in order to promote a harmonised network approach among the RFCs.
- As regards collaboration between Forum Train Europe and RNE, we would like to draw your attention to the relatively new 'TTR Project': Redesign of International Timetabling, which has close ties with the slightly older

ICoW project (International coordination/publication of works and possessions). The final objective of this project – which is supported by ERFA (European Rail Freight Association) – is a comprehensive international planning process. This should be supported by common IT systems and function smoothly across Europe.

- The transfer of the TAF and TAP-TSI Common Components (CC) to RNE was approved on 9 December 2014 (with 88.7% of the votes) by the TAF-TSI Common Components Group (CCG) General Assembly, all the verification transfer conditions having been successfully implemented. The CCG, RNE and UIC, whom we would like to thank for their constructive assistance, signed the transfer contract on 15 December 2014 and the CCG was dissolved on 31 December 2014. Under the agreement, RNE has been responsible for the Common Components (active development, operation and maintenance) since 1 January 2015. All necessary preparations were made in 2014 in order to be ready to fulfil this demanding task.
- Flex PaPs (pre-arranged paths) were introduced in the PCS IT tool at the request of RFCs; this very quick product could be ordered on corridors but experience showed that this went too fast for some of the players involved. The lesson learnt here is that we will have to follow a very strict process in future. On the other hand, we expect a step improvement of PCS in 2015, with the completion of the PCS New Generation project, which focuses on increasing user-friendliness.

All this work would not have been possible without the constructive collaboration of all our business partners, whom we would like to thank warmly.

In 2014, budget commitments were met in full and the accounts of the Association demonstrate sound economic and financial results. As in previous years, RNE benefited from European Union financial support from the Innovation and Networks Executive Agency (INEA), for which we are very grateful.

We hope that you will enjoy reading this annual report and we are confident that, together with our business partners, we can meet future challenges and continue improving international rail services throughout Europe.

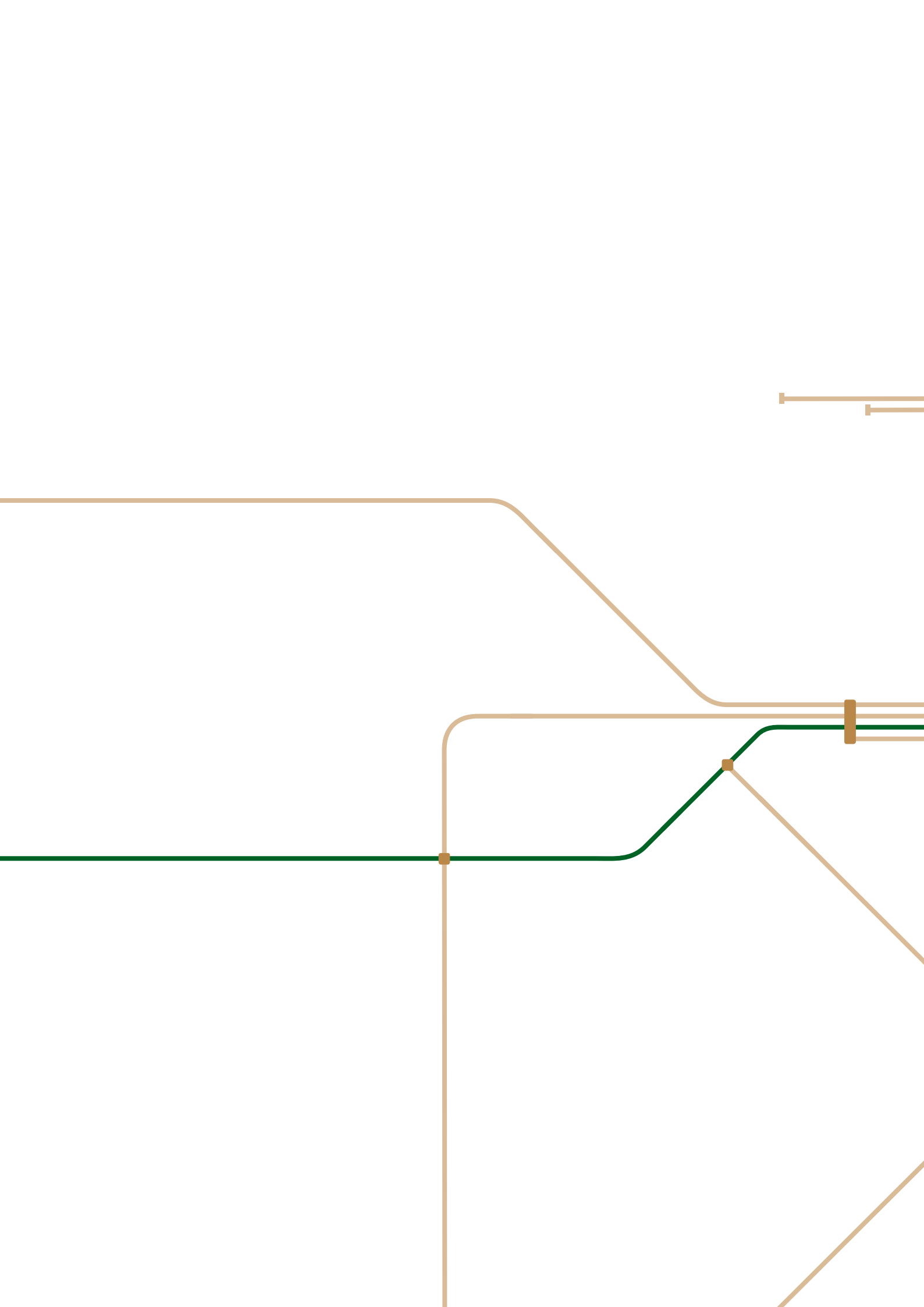


A handwritten signature in blue ink, appearing to read 'Harald Hotz'.

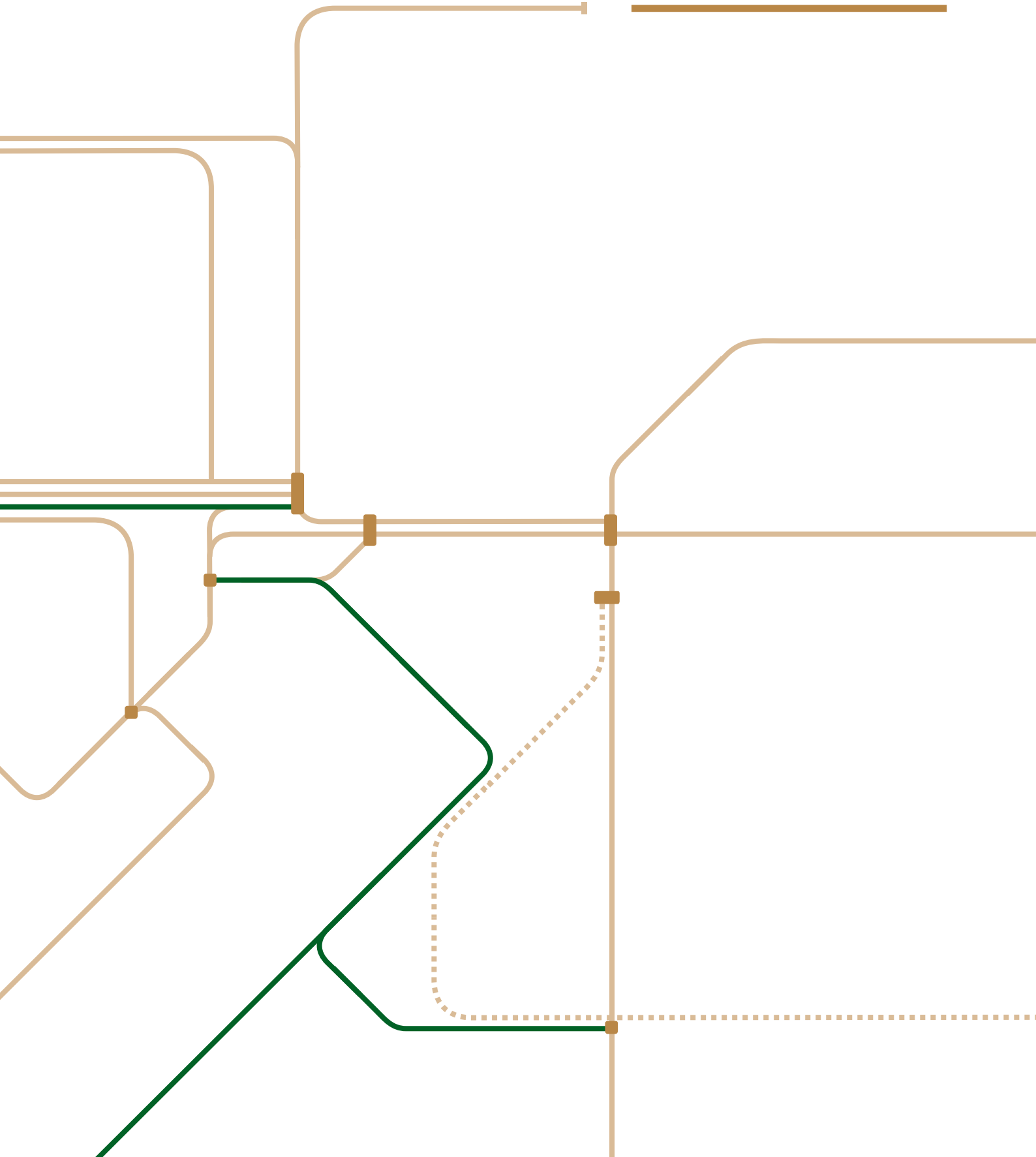
**Harald Hotz, RNE President**

A handwritten signature in blue ink, appearing to read 'Joachim Kroll'.

**Joachim Kroll, RNE Secretary General**



# ASSOCIATION



More information available at [rne.eu/corporate](http://rne.eu/corporate)

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 their international business. At the time of publishing, RNE counted 35 Members from 25 different countries. All in all their rail networks add up to well over 230 000 kilometres of railway lines. In addition the 9 RFCs became Associate Members on 5 May 2015.



## APPROACH

### An umbrella organisation

RNE does not conduct any operational activities itself, but provides a platform and a network for its Members, the Rail Freight Corridors and its business partners. 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's role is also to provide support to its Members as regards compliance with the European legal framework. This entails developing harmonised international business processes, templates, handbooks, and guidelines. All in all, RNE's mission is to help its Members meet the challenges of the rapidly-changing railway sector in Europe and to promote international rail traffic.

### An ambitious collaborative approach

RailNetEurope was set up in 2004 to help meet the challenges faced by the international rail sector by providing solutions that benefit all RNE Members, as well as their customers and business partners.

To this end, RNE Members strive to act as a single 'European Rail Infrastructure Company' and to speak with one voice in the field of international rail traffic.

In 2004, a network of One-Stop Shops (OSS) representing the IMs in international traffic was established. They constitute a single point of contact for the entire international route of a rail service.

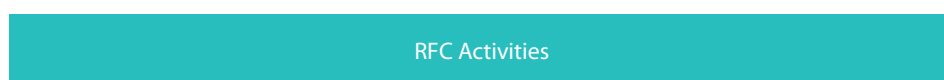
In November 2013 the first Rail Freight Corridors became operational and a network of Corridor One-Stop Shops (C-OSSs) was established. RNE provided support to the IMs concerned from the beginning and is now the coordination platform of the RFCs as regards operational business.

As an umbrella organisation, most of RNE's work takes place through standing Working Groups and Project Teams. In 2014 the RNE Working Groups dealt with the following business areas on a permanent basis:

#### WORKING GROUPS



#### CORRIDOR MANAGEMENT



The RNE business areas

## APPROACH

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In addition, RNE Corridor Management takes care of all corridor-related issues on a permanent basis. This includes the former RNE corridors and RNE's new role as a coordination platform for Rail Freight Corridor activities in these five business areas.

### **Collaboration with other international bodies**

We liaise with other European/international bodies – such as the CER, CIT, EIM, ERFA, FTE, IRG-Rail (and other Regulatory Bodies) as well as UIC and UIRR – to build consensus on issues of common interest. In particular, we collaborate closely with the European Railway Agency (ERA) in the field of TAF and TAP TSIs.

Over the years the European Commission has come to value our activities and to take a keen interest in our efforts, and we benefit from European Union funding. The TEN-T EA / INEA (Innovation and Networks Executive Agency) has provided much-needed funding, for which we are very grateful.



**Co-financed by the European Union**

Trans-European Transport Network (TEN-T)



 More information available at [rne.eu/structure](http://rne.eu/structure)

RailNetEurope has adopted the typical structure of an international organisation.

Twice a year, the RNE General Assembly makes decisions. These are prepared by a Managing Board that meets about five times a year, and also supervises the work of all RNE ad-hoc and standing groups. The day-to-day work of these groups is coordinated and managed at the RNE Joint Office in Vienna, which is also in charge of the administration, finances and communication of the Association.

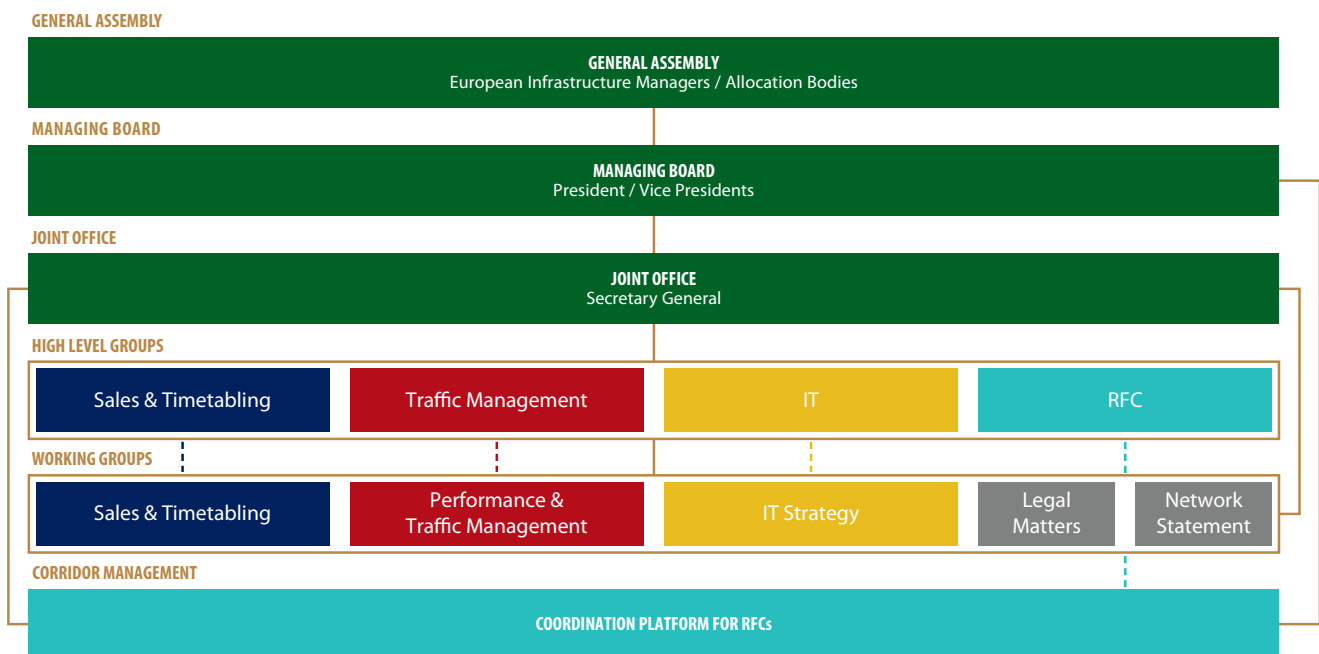
In 2014, it was decided to set up High Level Groups (HLGs) in four work areas:

- Rail Freight Corridors
- IT
- Sales & Timetabling
- Traffic Management

The High Level Groups have been given the following tasks:

- Discussing the strategic framework and providing input into RNE strategy
- Proposing projects
- Supporting implementation of projects' results as first escalation level

### STRUCTURE OF RAILNETEUROPE



Status 05/15

Structure of RailNetEurope

ASSOCIATION /  
**RNE**  
**MANAGING BOARD**

---



RNE Managing Board,  
Secretary General,  
Chief Information Officer

In 2014, the RNE Managing Board (MB) consisted of Harald Hotz as RNE President, and the following RNE Vice-Presidents: Ann Billiau (in charge of IT), Michel Dupuis (in charge of Sales & Timetabling), Mirosław Kanclerz (in charge of Traffic Management), Péter Rónai (in charge of Legal Matters), and Bettina Wunsch-Semmler (in charge of Corridor Management and External Relations).

The MB members above were re-elected and on 6 May 2015, a new member joined the Managing Board of RNE: Guus de Mol (in charge of Network Statement), who is from the Netherlands and has represented Keyrail at the RNE General Assembly for many years.



**HARALD HOTZ**  
OEBB Infrastructure

---

RNE President



**ANN BILLIAU**  
INFRABEL

---

IT  
RNE Vice-President



**GUUS DE MOL**  
PRORAIL

---

NETWORK  
STATEMENT  
RNE Vice-President  
(from May 2015)



**MICHEL DUPUIS**  
SNCF Réseau

---

SALES &  
TIMETABLING  
RNE Vice-President



**MIROSŁAW  
KANCLERZ**  
PKP PLK

---

TRAFFIC MANAGEMENT  
RNE Vice-President



**PÉTER RÓNAI**  
MÁV

---

LEGAL MATTERS  
RNE Vice-President



**BETTINA  
WUNSCH-SEMLER**  
DB Netz

---

CORRIDOR  
MANAGEMENT AND  
EXTERNAL RELATIONS  
RNE Vice-President



More information available at  
[rne.eu/contact](http://rne.eu/contact)

Since 2004, the Joint Office (JO) of RailNetEurope (RNE), headed by a Secretary General, has been located in Vienna, Austria.

The RailNetEurope Joint Office is responsible for day-to-day business, the chairing and coordination of international Working Groups and High Level Groups, and the management of international IT systems under the guidance and supervision of the RailNetEurope Managing Board – in compliance with decisions taken by the RailNetEurope General Assembly.

At the time of going to press (May 2015), the RNE Joint Office counted 16 full-time employees from many different European countries working in close cooperation on the RNE premises in the centre of Vienna. Some of them were on secondment from their national rail infrastructure company, the others were hired directly from the labour market. The JO also used some temporary support from external consultants.

The staff's professional experience covers the following core areas: communication, IT (from system architecture to data quality), legal affairs, operations / traffic management, performance management, project management, sales, timetabling and transport policy – including the international dimension of work in all these areas.



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## RNE SUPPORTING SERVICES

## RNE SALES &amp; TIMETABLING

RNE PERFORMANCE &  
TRAFFIC MANAGEMENT

## RNE IT

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CCS  
GENERAL MANAGER**STEPHAN BREU**

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#### AUSTRIA

##### ÖBB-Infrastruktur AG

Length of Network: 4960 km  
[www.oebb.at/infrastruktur](http://www.oebb.at/infrastruktur)



#### AUSTRIA AND HUNGARY

##### GySEV / Raaberbahn Raab-Oedenburg-Ebenfurter Eisenbahn AG

Length of Network: 509 km  
[www.raaberbahn.at](http://www.raaberbahn.at)  
[www.gysev.hu](http://www.gysev.hu)



#### BELGIUM

##### INFRABEL

Length of Network: 3631 km  
[www.infrabel.be](http://www.infrabel.be)



#### BOSNIA AND HERZEGOVINA

##### ŽFBH – Željeznice Federacije Bosne i Hercegovine

Length of Network: 608 km  
[www.zfbh.ba](http://www.zfbh.ba)



##### ŽRS – Željeznice Republike Srpske

Length of Network: 425 km  
[www.zrs-rs.com](http://www.zrs-rs.com)



#### BULGARIA

##### NRIC – National Railway Infrastructure Company of Bulgaria

Length of Network: 4023 km  
[www.rail-infra.bg](http://www.rail-infra.bg)



#### CROATIA

##### HŽ – HŽ Infrastruktura d.o.o.

Length of Network: 2605 km  
[www.hznet.hr](http://www.hznet.hr)



#### CZECH REPUBLIC

##### SŽDC – Správa železniční dopravní cesty, s.o.

Length of Network: 9459 km  
[www.szdc.cz](http://www.szdc.cz)



#### DENMARK

##### BDK – Banedanmark Rail Net Denmark

Length of Network: 2132 km  
[www.bane.dk](http://www.bane.dk)



**FRANCE**

**SNCF Réseau**

Length of Network: 29 213 km  
[www.rff.fr](http://www.rff.fr)



**LISEA – LGV SEA  
Tours-Bordeaux**

Length of Network: 340 km  
[www.lgv-sea-tours-bordeaux.fr](http://www.lgv-sea-tours-bordeaux.fr)



**GERMANY**

**DB Netz AG**

Length of Network: 33 281 km  
[www.dbnetze.com](http://www.dbnetze.com)



**GREAT BRITAIN**

**HS1 – HighSpeed1 Ltd.**

Length of Network: 109 km  
[www.highspeed1.com](http://www.highspeed1.com)



**NR – Network Rail**

Length of Network: 15 779 km  
[www.networkrail.co.uk](http://www.networkrail.co.uk)



**HUNGARY**

**MÁV Magyar Államvasutak Zrt.  
(MÁV Hungarian State Railways Co.)**

Length of Network: 7273 km  
[www.mavcsoport.hu](http://www.mavcsoport.hu)



**VPE – Vasúti Pályakapacitás-elosztó Kft  
(VPE Rail Capacity Allocation Office Ltd.)**

[www.vpe.hu](http://www.vpe.hu)



**ITALY**

**RFI – Rete Ferroviaria Italiana**

Length of Network: 24 278 km  
[www.rfi.it](http://www.rfi.it)



**LUXEMBOURG**

**ACF – Administration des Chemins de Fer**

[www.railinfra.lu](http://www.railinfra.lu)



**CFL – Société Nationale des Chemins de Fer Luxembourgeois**

Length of Network: 275 km

[www.cfl.lu](http://www.cfl.lu)



**MACEDONIA**

**Makedonski Zeleznici**

Length of Network: 925 km

[www.mzi.mk](http://www.mzi.mk)



**NETHERLANDS**

**Keyrail B.V.**

Length of Network: 155 km

[www.keyrail.nl](http://www.keyrail.nl)

(until 30 June 2015)



**ProRail B.V.**

Length of Network: 7028 km

[www.prorail.nl](http://www.prorail.nl)



**Jernbaneverket**

**NORWAY**

**Jernbaneverket**

Length of Network: 4170 km

[www.jbv.no](http://www.jbv.no)



**POLAND**

**PKP PLK – PKP Polskie Linie Kolejowe S.A.**

Length of Network: 18 516 km

[www.plk-sa.pl](http://www.plk-sa.pl)



**PORTUGAL**

**REFER – Rede Ferroviária Nacional, E.P.E.**

Length of Network: 2 553 km

[www.refer.pt](http://www.refer.pt)

(until 31 May 2015)



**ROMANIA**

**CFR – Compania Națională de Căi Ferate „CFR”-SA**

Length of Network: 10 600 km

[www.cfr.ro](http://www.cfr.ro)





## ASSOCIATION / MEMBERS AND NETWORK



### SERBIA

#### ŽS – Željeznice Srbije

Length of Network: 3809 km  
[www.zeleznicesrbije.com](http://www.zeleznicesrbije.com)



### SLOVAKIA

#### ŽSR – Železnice Slovenskej Republiky

Length of Network: 3624 km  
[www.zsr.sk](http://www.zsr.sk)



### SLOVENIA

#### AŽP – Public Agency of the Republic of Slovenia for Railway Transport

[www.azp.si](http://www.azp.si)



#### SŽ – Slovenske železnice, d.o.o.

Length of Network: 1228 km  
[www.slo-zeleznice.si](http://www.slo-zeleznice.si)



### SPAIN

#### ADIF – Administrador de Infraestructuras Ferroviarias

Length of Network: 15 333 km  
[www.adif.es](http://www.adif.es)



#### TP Ferro Concesionaria, S.A.

Length of Network: 44 km  
[www.tpferro.com](http://www.tpferro.com)



### SWEDEN

#### Trafikverket

Length of Network: 12 000 km  
[www.trafikverket.se](http://www.trafikverket.se)



### SWITZERLAND

#### BLS AG

Length of Network: 449 km  
[www.bls.ch](http://www.bls.ch)



#### SBB Infrastructure

Length of Network: 3030 km  
[www.sbb.ch](http://www.sbb.ch)



#### Trasse Schweiz AG

[www.trasse.ch](http://www.trasse.ch)

ASSOCIATION /  
ASSOCIATE  
MEMBERS



**RHINE-ALPINE CORRIDOR**

Corridor length: 3 900 km  
[www.rfc-rhine-alpine.eu](http://www.rfc-rhine-alpine.eu)



**NORTH SEA-MEDITERRANEAN CORRIDOR**

Corridor length: 4 433 km  
[www.rfc-northsea-med.eu](http://www.rfc-northsea-med.eu)



**SCANMED CORRIDOR**

Corridor length: 7 627 km  
[www.rfc-scan-med.eu](http://www.rfc-scan-med.eu)



**ATLANTIC CORRIDOR**

Corridor length: 4 532 km  
[www.rfc-atlantic.eu](http://www.rfc-atlantic.eu)



**BALTIC-ADRIATIC CORRIDOR**

Corridor length: 4 825 km  
[www.rfc-baltic-adriatic.eu](http://www.rfc-baltic-adriatic.eu)



**MEDITERRANEAN CORRIDOR**

Corridor length: 7 173 km  
[www.rfc-mediterranean.eu](http://www.rfc-mediterranean.eu)



**ORIENT/EAST-MED CORRIDOR**

Corridor length: 4 870 km  
[www.rfc-orient-eastmed.eu](http://www.rfc-orient-eastmed.eu)



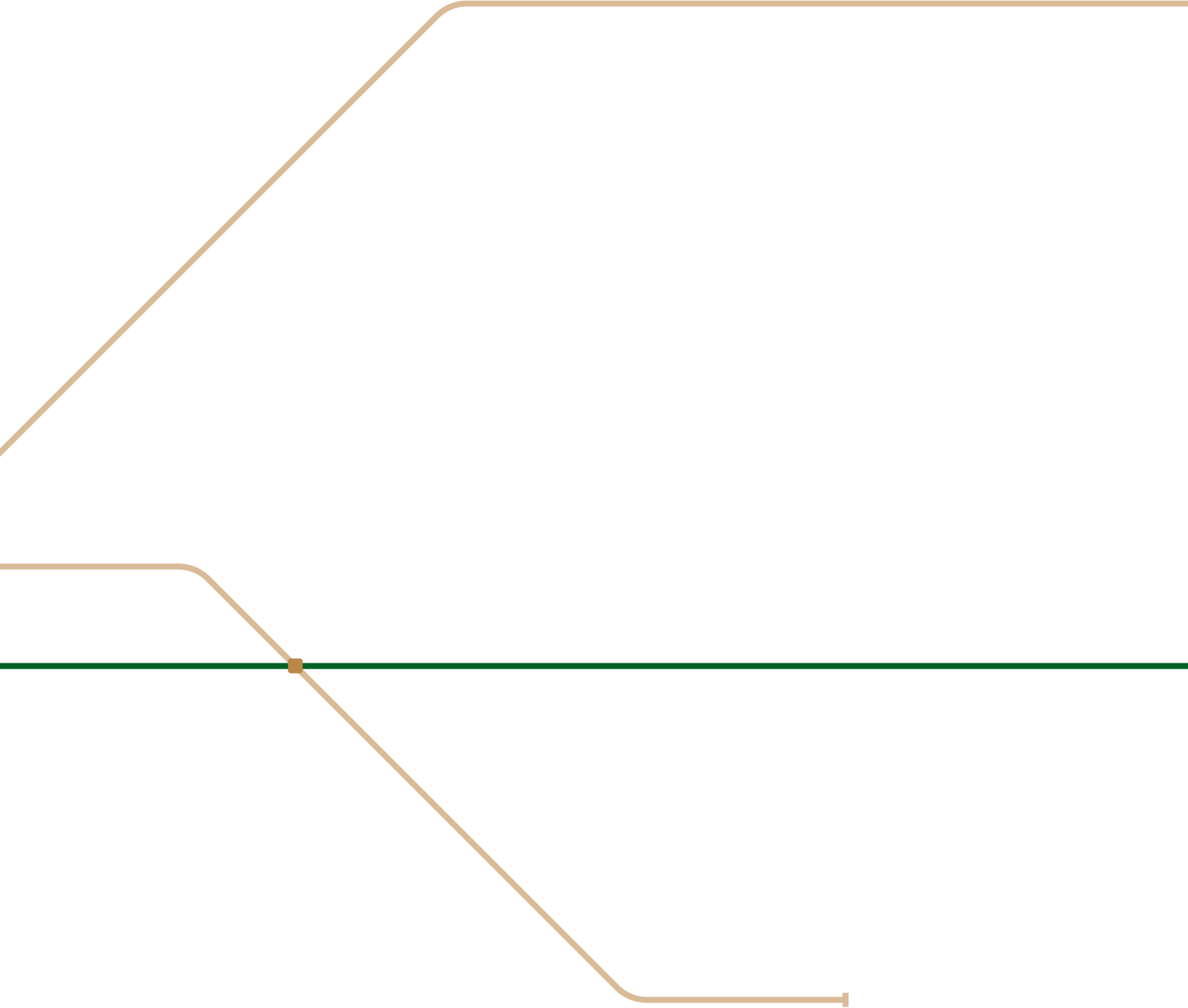
**NORTH SEA-BALTIC CORRIDOR**

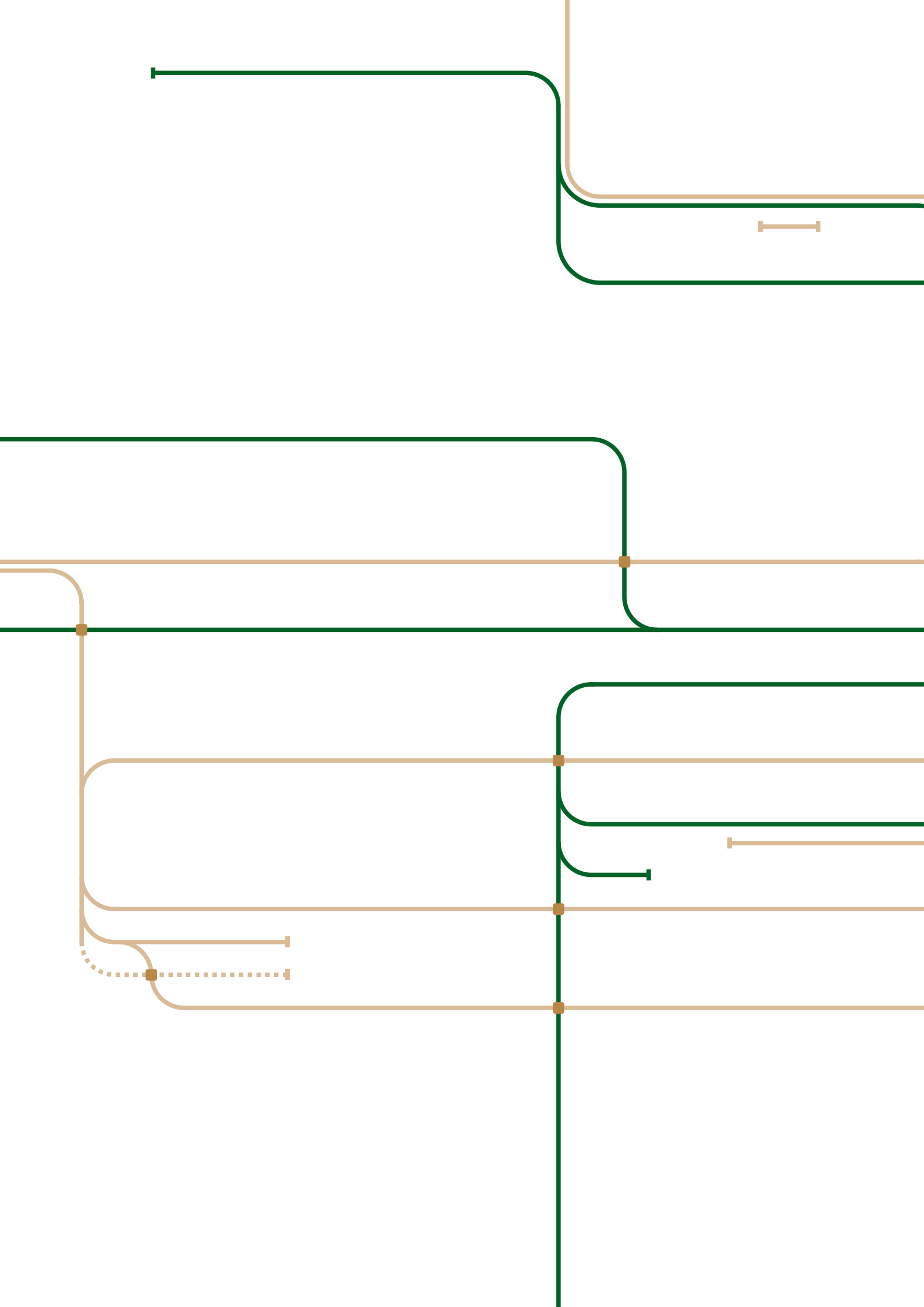
Corridor length: 6 412 km  
[www.rfc-northsea-baltic.eu](http://www.rfc-northsea-baltic.eu)



**CS (CZECH-SLOVAK) CORRIDOR**

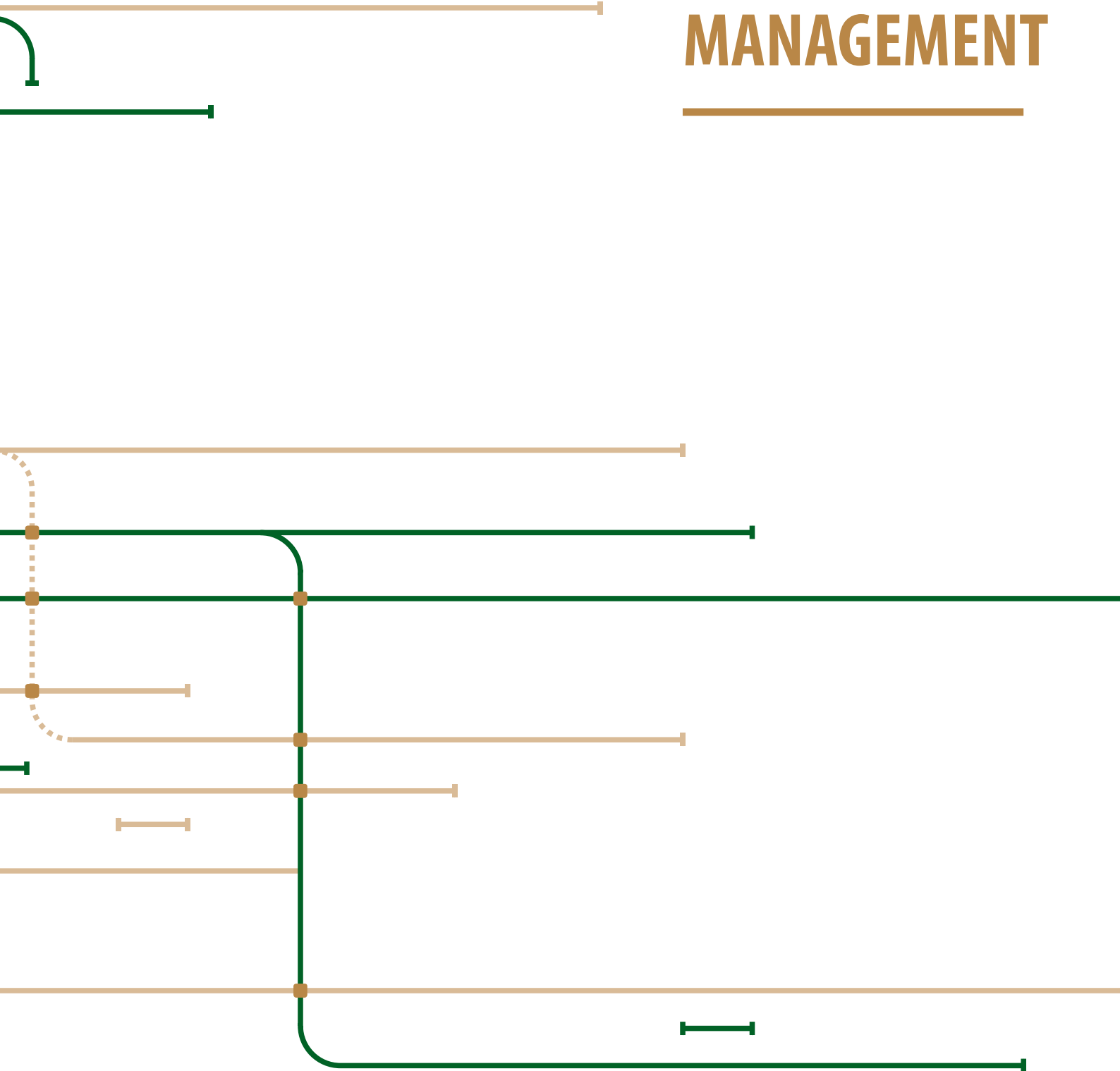
Corridor length: 1 248 km  
[www.rfc-czech-slovak.eu](http://www.rfc-czech-slovak.eu)





# PROJECT MANAGEMENT

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# PROJECT MANAGEMENT



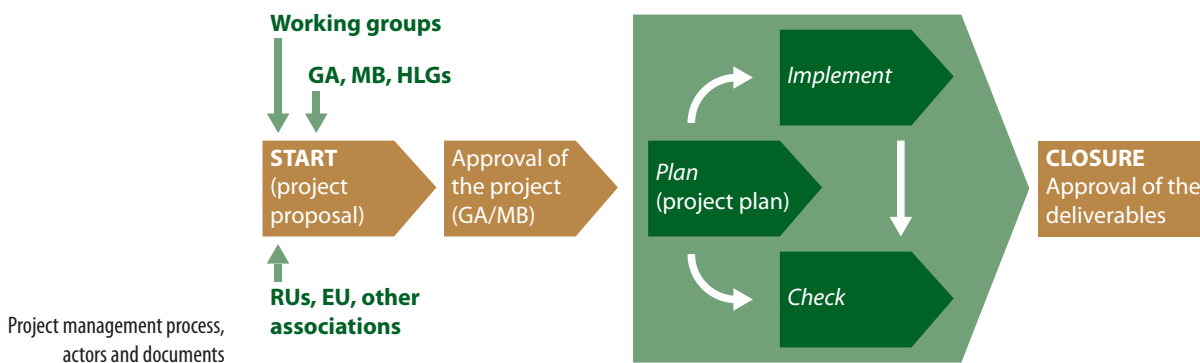
PROJECT & PERFORMANCE MANAGER  
**SIMONA DI LORETO**

## Manual for Project Management

In the first half of 2014 RNE set up an internal 'Project Management System'. The aim was to further professionalise the management of the many projects led by RNE, in order to achieve better results while making optimal use of available resources. A new version of the Manual for Project Management was drafted at the end of 2014 and made available to the RNE project managers at the beginning of the year 2015.

The main changes do not concern the overall approach but consist of:

- Clearer explanations of processes and tools
- Elimination of possible misunderstandings due to use of unclear terminology
- Practical rules to support the Project Managers



## Project monitoring and communication

Information to the involved stakeholders about the status of the projects is ensured through the delivery of the 'Projects Overview', which contains general information about ongoing projects. The status of the projects (both ongoing and completed) is provided by the 'Status Report'. Both documents are published at least twice a year on the occasion of the GA and every time they are needed to inform the stakeholders about the status of the projects.

### Key to the project status description:

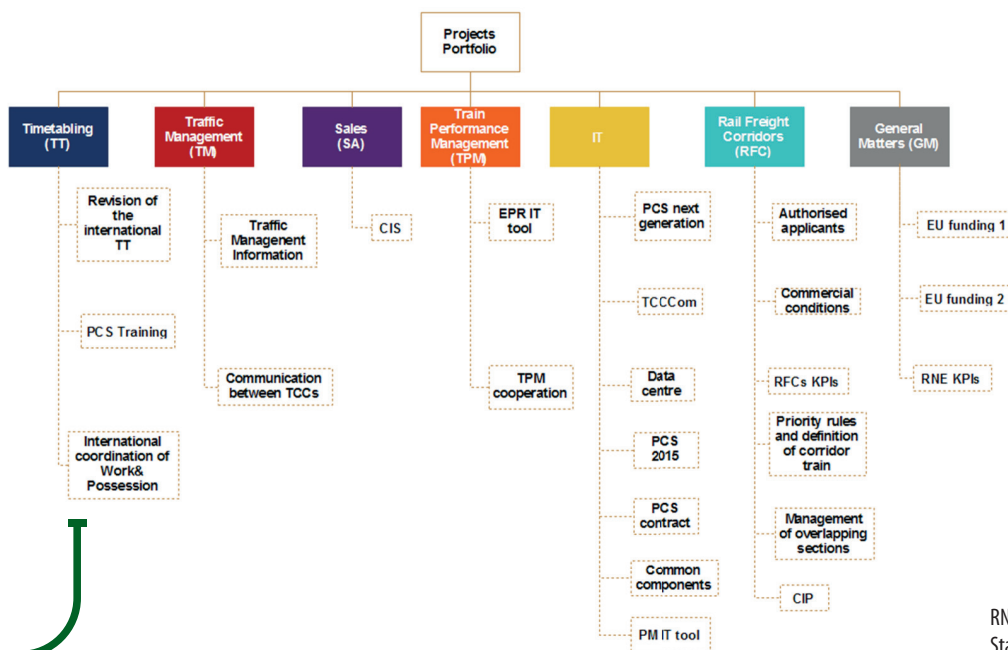
- On-time / completed as planned
- Rescheduled / risk of delay
- Delayed / not completed as planned

**Projects completed in 2014**

PROJECT	STATUS	COMMENTS
TT_P1_2014_PDICoW	●	Proposal for a follow-up project provided
TT_P2_2014_FlexPaP	●	Developments implemented with PCS release on 8 December 2014
IT_P4_2014_CommonComponents	●	Decision of CCG on 12 November - 'operational' transfer to take place at the end of December 2014
IT_P6_2014_PCSDev2014	●	Developments implemented with PCS release on 8 December 2014
RFC_P1_2014_AAs	●	Final proposal provided to GA
RFC_P2.0_2014_MulGov	●	Final proposal provided to GA
RFC_P4_2014_SatSur	●	Satisfaction Survey delivered on time
RFC_P5_2014_CIP	●	Business case delivered to GA
RFC_P6_2014_MCPrR_F	●	Guidelines approved in September 2014 by GA
GM_P1_2014_2011-EU-60008-S	●	Final report might be delayed due to missing input of one IM; payments could also be delayed

**Projects Portfolio 2014-2015**

The RNE projects portfolio is composed of several projects clustered in seven sectors, which are displayed in Picture 2; the list of ongoing projects belonging to each sector can also be found there.



RNE projects portfolio  
Status on 1st January 2015

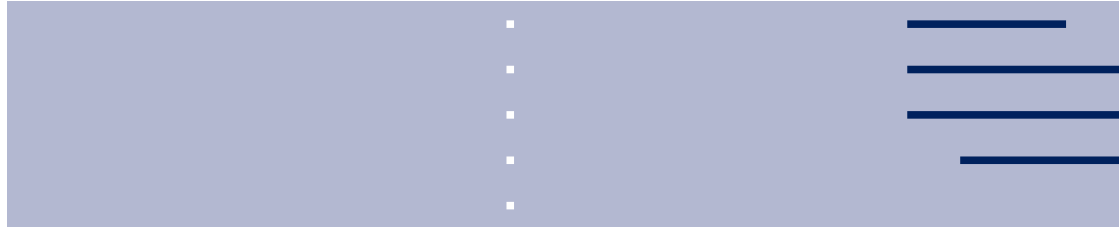
# SCHEDULE & STATUS OF ONGOING PROJECTS

2016

J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D

## Timetabling Projects

- iCoW (pre-design)
- FlexPap
- Review of Int. Timetabling Process
- PCS Training
- iCoW



## Traffic Management Projects

- Communication TCCs
- Information on TM



## Sales Projects

- CIS



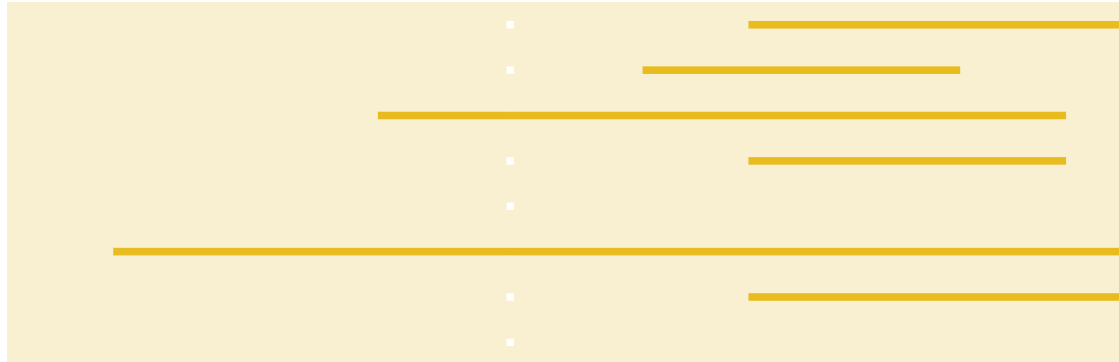
## TPM Projects

- Data Quality Management
- EPR IT Tool
- TPM Manual



## IT Projects

- PCS Next Generation
- Location Codes in PCS
- Transfer of TCCCom in TIS
- Operation of TAF TSI Common Components
- Data Centre Revision
- PCS Development 2014
- PCS Development 2015
- PCS Interface Contract



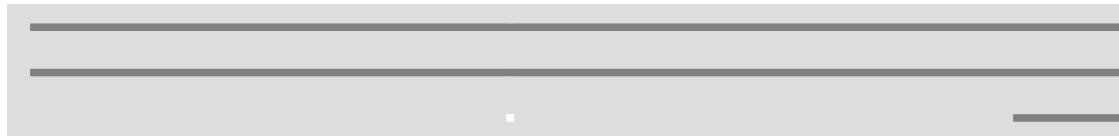
## RFCs Projects

- Harmonised Way to Handle Authorised Applicants
- RFC Multiple Governance (pre-design)
- Capacity Management in Overlapping Section
- Commercial Conditions (pre-design)
- RFC User Satisfaction Survey
- CIP (pre-design)
- Priority rules in PaPs allocation
- RFCs KPIs
- Priority Rules in Op. and Def. of Corridor Train
- RFC Management in Overlapping Sections



## General Matters Projects

- EU Funding 1
- EU Funding 2
- EU Funding 3



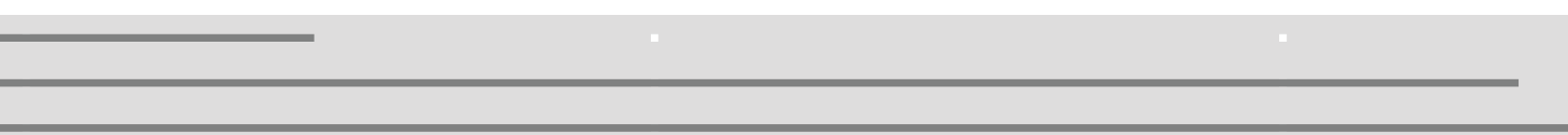
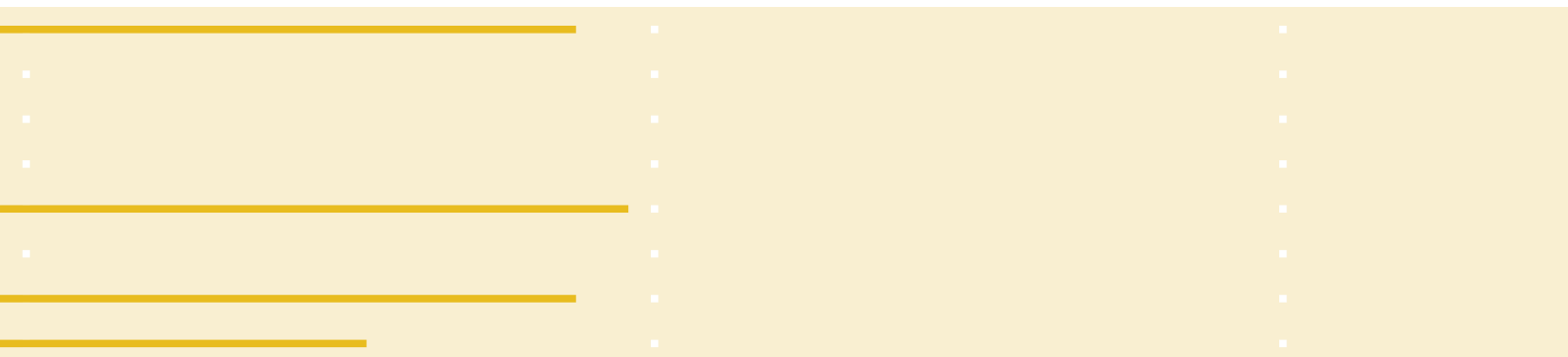


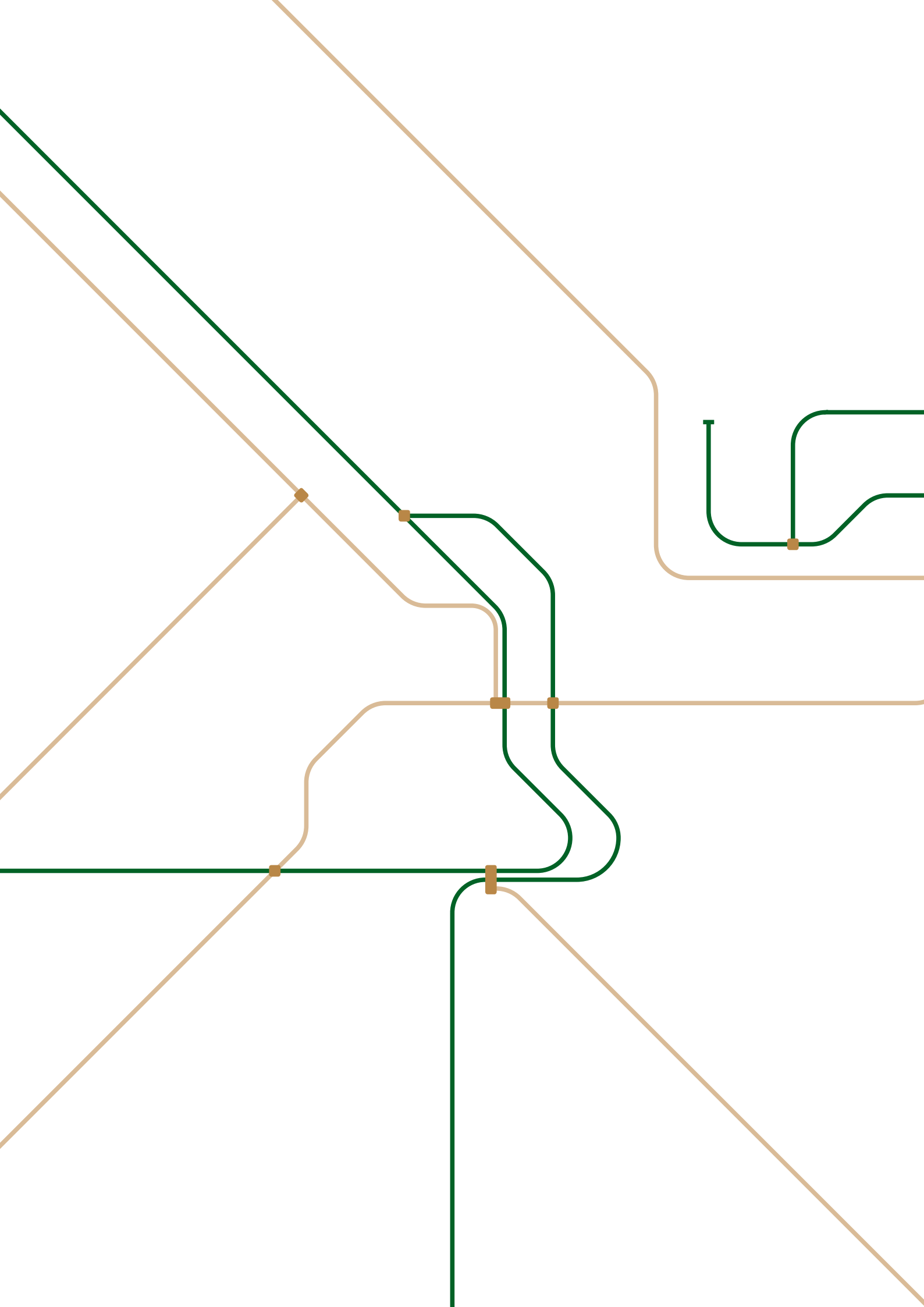
PROJECT MANAGEMENT /  
**SCHEDULE & STATUS OF  
ONGOING PROJECTS**

**2017**

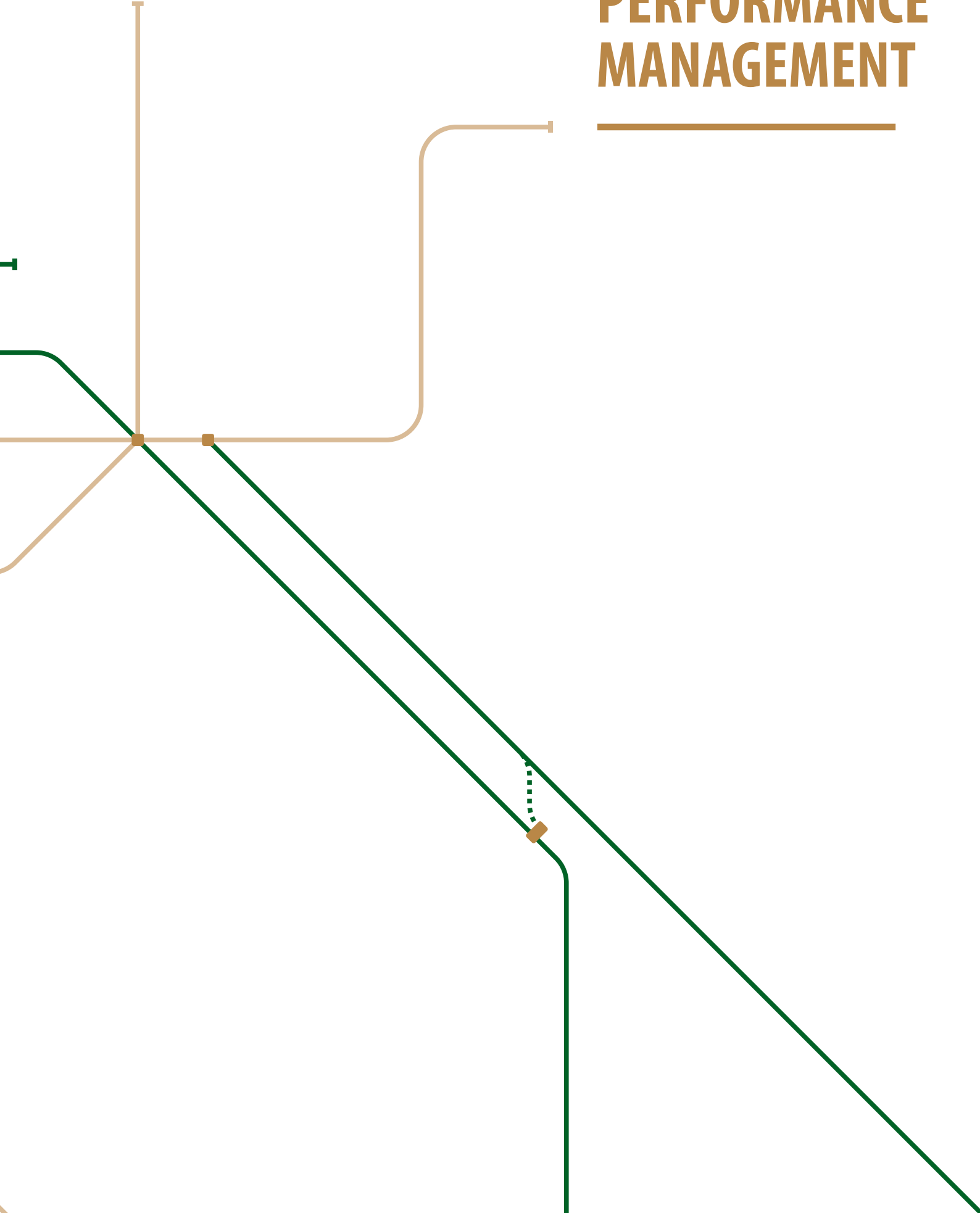
**2018**

D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M





# PERFORMANCE MANAGEMENT





PROJECT &  
PERFORMANCE MANAGER

**SIMONA DI LORETO**

### **KPIs Manual and list**

Providing good quality service to RNE Members and their customers has always been an important priority for RNE.

Over the years, RNE has had to face a number of new developments. For this reason, it was decided to put in place a structured way to measure and evaluate the performance of the organisation in delivering results.

In September 2014 the RailNetEurope General Assembly approved the 'KPIs management manual'. This document describes the internal procedure used to calculate and report KPIs, and presents the list of chosen KPIs, including specific calculation features and targets.

### **THE KPIS THAT RNE DECIDED TO MONITOR IN 2014 ARE DIVIDED INTO FOUR GROUPS:**

#### **Compliance of RFCs' documents with RNE guidelines and schemes:**

- Compliance rate with RNE Corridor Information Document (CID) common structure
- Compliance rate with RNE Guidelines for Works and Possessions
- Compliance rate with RNE Framework for Traffic Management
- Compliance rate with RNE Guidelines for Punctuality Monitoring
- Compliance rate with RNE Guidelines for Pre-arranged Paths & OSS

#### **RNE business processes:**

- Rate of PCS dossiers meeting the draft offer deadline
- Rate of PCS dossiers meeting the final offer deadline
- Compliance with RNE scheme for Network Statement (common structure & English version)

#### **IT tools:**

- TIS performance
- TIS developments achieved
- PCS performance
- PCS developments achieved

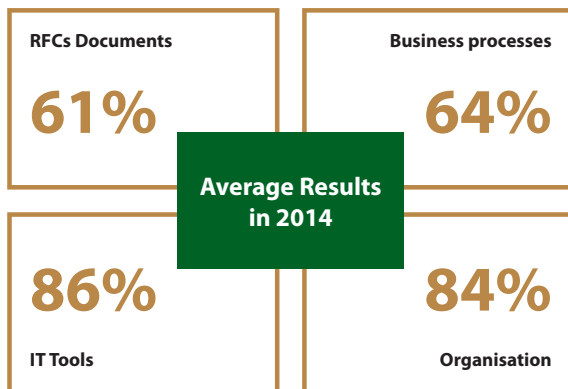
#### **Organisation:**

- IM compliance: rate of implementation of GA decisions with operational consequences (i.e. when a feedback/action by the IMs is expected to implement these decisions)
- Project follow-up: rate of tasks finalised on time

**KPI RESULTS IN 2014**

**Some general information, facts and figures:**

- **Report** finalized on November 11, 2014
- 6 **RFCs** participating in the data collection (KPIs 1.1-1.5)
- 17 **IMs** participating in the data collection (KPI 2.3)
- RNE **reporting tools** used for data gathering (KPIs 2.2, 3.1-3-4)
- **Projects** monitored: 25/28, measured against pre-defined milestones



Some general information,  
facts and figures

**PROJECT  
SUMMARIES**

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**RNE'S KPIS**

**Project Manager: Simona Di Loreto | Successor: Zita Árvai**  
zita.arvai@rne.eu

**Summary**

The project goal is to update the list of RNE KPIs according to recent developments.





**Main Milestones**

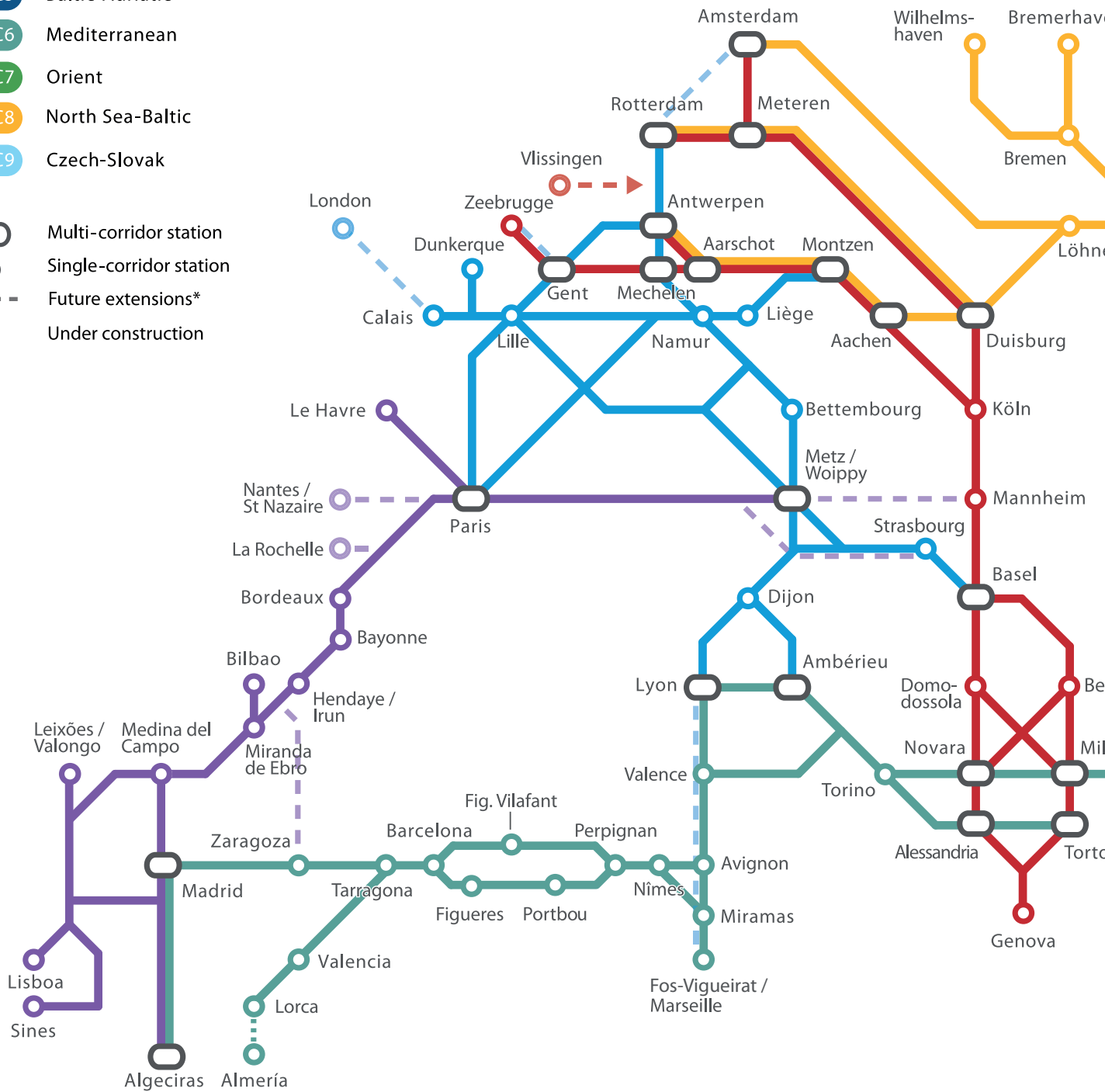
- Start: 28 August 2014
- List revision: 7 July 2015
- Details and manual: 11 August 2015
- Approval of updated manual: 15 September 2015

# Rail Freight Corridors (RFCs) map 2015

Including extensions expected in 2016 as indicated by the RFCs

- RFC1 Rhine-Alpine
- RFC2 North Sea-Mediterranean
- RFC3 ScanMed
- RFC4 Atlantic
- RFC5 Baltic-Adriatic
- RFC6 Mediterranean
- RFC7 Orient
- RFC8 North Sea-Baltic
- RFC9 Czech-Slovak

-  Multi-corridor station
-  Single-corridor station
-  Future extensions\*
-  Under construction



\* Based on Regulation (EU) No 913/2010, this map was created by RNE and agreed with all RFCs. Any use without modifications of this map in electronic or printed publications is permitted with explicit reference to RNE as author and holder of the copyright.

# CORRIDOR MANAGEMENT

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# CORRIDOR MANAGEMENT



RNE RFC  
SENIOR MANAGER  
**MIOSLAV KOGLER**



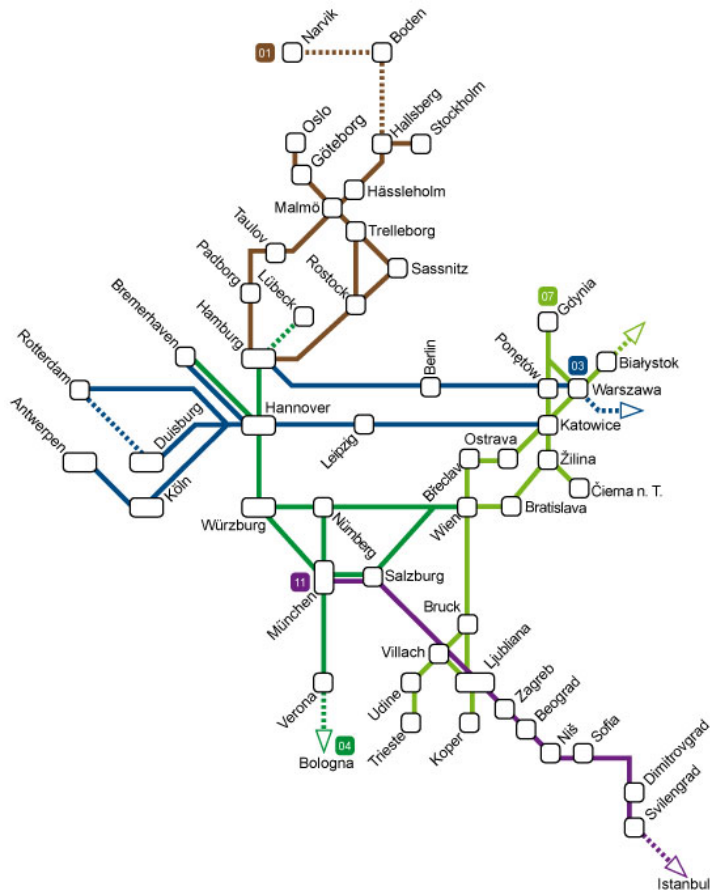
RNE RFC  
MANAGER  
**ZITA ÁRVAI**



JO JOINT  
CORRIDOR MANAGER  
**MARTIN ERLINGER**  
(from Oct. 2007 until Jan. 2015)

## RNE Corridors

The transition phase concerning RNE's corridor-related activities, which started with the publication of the Rail Freight Regulation in 2010, is still ongoing. After RNE Corridors 2, 5, 6, 8, 9 and 10 were replaced by RFCs 1, 2, 4, 6, 7 and 9 in 2013, 2014 did not bring any major changes in terms of the remaining RNE Corridors. RNE Corridors 1, 3, 4, 7 and 11 remain operational and are steered by RNE Corridor Management, which is helping develop future RFCs towards 'maturity'. Catalogue Paths in RNE's corridor portfolio for the annual timetable, along with X-24 info, will be kept up-to-date on RNE Corridors until November 2015, when the corresponding RFCs will go live.



RNE Corridors in 2014  
(after the establishment of the first 6 RFCs; schematic map indicating main hubs)

RNE CORRIDOR	RFC NAME	RFC NR
1	ScanMed	3 (northern branch)
3	North Sea-Baltic	8
4	ScanMed	3 (southern branch)
7	Baltic-Adriatic	5

Transition phase –  
RNE to RFC Corridors



### A coordination platform for RFCs

Following the publication of the Rail Freight Regulation 913/2010 concerning a European rail network for competitive freight, under the mandate granted by its General Assembly RNE became the service provider of choice and expert support provider for corridor organisations in the areas of developing and operating methods, processes and developing and operating tools. In 2014, this mandate was extended in order to achieve a stronger harmonisation of the different RFCs' implementation approaches. Now RNE's tasks also include ensuring that harmonised processes and tools are applied on various corridors to the benefit of Applicants, and of IMs and ABs that are part of several RFCs.

In order to achieve stronger involvement of the RFCs in RNE, two main issues were addressed in 2014: introduction of the High Level Group for RFCs (RNE-RFC HLG meeting) and the participation of RFCs to the RNE General Assembly (GA). While the RFC HLG shall propose, follow up and nominate participants to RFC-related projects within the framework set by the RNE GA and/or Managing Board, the RFCs' participation at the RNE GA enables them to express their point of view on the matters being discussed and decided there.

RNE also offered RFCs the opportunity to apply for Associate Membership of the organisation, which shall further strengthen cooperation between RNE and the RFCs. All of the RFCs decided to take up that offer and as of 6 May 2015 became Associate Members of RNE.

Several RNE RFC-related projects have already been proposed, started and in some cases also completed.



More information available at  
[rne.eu/corridors](http://rne.eu/corridors)

**Corridor One-Stop Shops**



**RHINE-ALPINE CORRIDOR**

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**NORTH SEA-MEDITERRANEAN CORRIDOR**

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**MEDITERRANEAN CORRIDOR**

Tel.: +39 324 829 8130 | E-mail: [oss@railfreightcorridor6.eu](mailto:oss@railfreightcorridor6.eu)



**ORIENT/EAST-MED CORRIDOR**

Tel.: +36 1 301 9931 | E-mail: [coss@rfc7.com](mailto:coss@rfc7.com)



**NORTH SEA-BALTIC CORRIDOR**

Tel.: +49 69 265-26778 | E-mail: [coss@rfc8.eu](mailto:coss@rfc8.eu)



**CS (CZECH-SLOVAK) CORRIDOR**

Tel.: +421 2 2029 3024 | E-mail: [oss@rfc9.eu](mailto:oss@rfc9.eu)

## **RFC USER SATISFACTION SURVEY 2015**

**Project Manager: Zita Árvai**

zita.arvai@rne.eu

### **Summary**

On the basis of the previous project, this new project aims to define the production process of the annual RFC User Satisfaction Survey. In addition, a project will be defined which will be used in the following years. The goal is to minimise the administrative burden for a task which is carried out every year.

### **Main milestones**

- Start: 25 March 2015
- Kick-off: 12 May 2015
- Review of the baseline: 30 June 2015
- Selection of the provider: 31 July 2015
- Preparation of fieldwork: 31 August 2015
- Conduct of fieldwork: 30 September 2015
- Analysis of overall results: 6 October 2015
- Analysis of RFC-specific results: 20 October 2015

## **TRANSFER AND ROLL-OUT OF THE RFCS CUSTOMER INFORMATION PLATFORM (CIP)**

**Project Manager: Harald Reisinger**

harald.reisinger@rne.eu

### **Summary**

This follow-up project will set up the roll-out and maintenance of the CIP (Customer Information Platform) under the EU procurement and tendering regulation.

### **Main Milestones**

- Start: January 2015
- Inclusion of activities in RNE application for funding : 20 February 2015
- EU tender finalised: 2 July 2015
- Legal matters prepared: 30 June 2015
- Inclusion of CIP in RNE IT portfolio: 31 December 2015

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## **HARMONISED WAY OF HANDLING AUTHORISED APPLICANTS**

**Project Manager: Tsvetan Tanev**

tsvetan.tanev@rne.eu

### **Summary**

The project goal is to develop common rules for various business processes that involve Authorised Applicants so that they are treated in the same way by all RFCs. The project is being carried out in two phases:

- The first phase will consider existing legal requirements
- The second phase will integrate new/different requirements coming from the Recast's transposition in the EU Member States by 15 June 2015 at the latest (Directive 2012/34)

### **Main Milestones**

- Start: 21 August 2014
- First phase (draft Guidelines on Authorised Applicants): 6 May 2015
- Second phase (possible changes to draft Guidelines): June - November 2015
- End: 3 December 2015

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## **PROJECT PRE-DESIGN ON RFC MULTIPLE GOVERNANCE**

**Project Manager: Martin Erlinger | Successor: Miloslav Kogler**

miloslav.kogler@rne.eu

### **Summary**

The goal of the project was to identify all work areas of the RFCs where common rail links required a sharing of responsibilities between several RFCs and to set up appropriate projects to develop later solutions. The overall aim was to avoid the risk of either insufficient or duplicate coordination by the RFCs.

### **Main Milestones**

- Start: 28 August 2014
- In-depth analysis of requirements of Regulation 913/2010: 19 September 2014
- Completed proposal: 19 November 2014
- Approval by General Assembly: 3 December 2014

**This project has been successfully completed.**

## CAPACITY MANAGEMENT IN AREAS WITH OVERLAPPING RFC SECTIONS

---

**Project Manager: Philipp Koiser**

philipp.koiser@rne.eu

### Summary

The aim of the project was to provide a proposal for the management of capacity in case of overlapping RFC sections. After an in-depth analysis of the requirements of Rail Freight Regulation concerning capacity definition and allocation on RFCs, and of the necessary procedures for PaP management in areas with overlapping RFC infrastructures, a common solution was agreed to allow defining, offering and allocating capacity in areas affected by multiple governance. This solution was included in the C-OSS and PaP RNE Guidelines.

### Main milestones

- Start: 21 August 2014
- Definition of possible approaches: 4 September 2014
- Delivery of revised Guidelines: 26 September 2014
- Approval by General Assembly: 3 December 2014

**This project has been successfully completed.**

## PROJECT PRE-DESIGN ON COMMERCIAL CONDITIONS

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**Project Manager: Zita Árvai**

zita.arvai@rne.eu

### Summary

RFCs currently apply very heterogeneous commercial conditions for the use of their services, which makes the RFCs' services less attractive for Applicants. The goal of the project is to provide a broad overview of commercial conditions governing the use of RFCs' services (at individual IM/AB level) and a list of recommendations for their alignment or, if possible, their harmonisation. This will bring more transparency into the commercial conditions for the use of RFCs' services. The project was approved in 2014 but will start in 2015.

### Main Milestones

- Start: 4 May 2015
- RFC-wide overview of commercial conditions: 30 June 2015
- Highlighting problematic deviations (within and between RFCs):  
14 August 2015
- List of items with harmonisation potential: 30 September 2015

---

## **RFC USER SATISFACTION SURVEY 2014**

**Project Manager: Martin Erlinger | Successor: Zita Árvai**  
zita.arvai@rne.eu

### **Summary**

The goal of the project was to set up a proposal for carrying out the field phase of a harmonised RFCs user satisfaction survey, and to execute the satisfaction survey for 2014, covering the whole process. This included the provision of a harmonised list of questions, managing the tendering process to choose and monitor the external provider, and reporting of the results.

### **Main milestones**

- Start: 2 July 2013
- Concept set-up: 12 December 2013
- Questionnaire: 2 February 2014
- Tender: 28 May 2014
- Field phase and analysis: 10 October 2014
- Provision of results: 24 October 2014

**This project has been successfully completed.**

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## **PROJECT PRE-DESIGN ON CORRIDOR INFORMATION PLATFORM (CIP)**

**Project Manager: Harald Reisinger**  
harald.reisinger@rne.eu

### **Summary**

The CIP (Customer Information Platform) is a tool developed for RFC 1 Rhine-Alpine as a web-based information platform. All RFCs treated and provided their data in a different way but the use of the CIP by the other RFCs would constitute a common solution to standardise information provision. The goal of this project was to make a feasibility study to assess the possibility of RNE taking over the operation of CIP and rolling it out to other RFCs.

### **Main milestones**

- Start: 28 May 2014
- Start of feasibility study: 3 September 2014
- Approval of feasibility study: 3 December 2014

**This project has been successfully completed.**

## PRIORITY RULES IN PAP ALLOCATION

**Project Manager: Philipp Koiser**

philipp.koiser@rne.eu

### Summary

The aim of the project was to adjust the priority rules to take capacities into consideration. The challenge was to apply a rule that applied higher priority value to a sequence of PaPs meant as one capacity, and to create a process for all RFCs viewed as one network. The result was the Network PaP ("Net PaP").

### Main milestones

- Start: 8 April 2014
- Approval of draft sections 9 and 13 of C-OSS Guidelines: 3 September 2014
- Approval of final sections 9 and 13 of C-OSS Guidelines: 3 December 2014

**This project has been successfully completed.**

## KPIs OF RAIL FREIGHT CORRIDORS

**Project Manager: Simona Di Loreto | Successor: Zita Árvai**

zita.arvai@rne.eu

### Summary

The goal of the project is to collect information about the KPIs currently used or planned by the RFCs, and to provide a structured overview of these. An analysis of the main differences and of a possible harmonisation approach will also be delivered. The advantage of a harmonised approach to KPIs is a more cost-effective use of tools, information sources and human resources.

### Main milestones

- Start: 21 October 2014
- Questionnaire filled in: 23 February 2015
- Report provided: 29 April 2015
- Dissemination of results and follow-up decision: 7 September 2015

---

## **RFC MANAGEMENT IN OVERLAPPING SECTIONS**

**Project Manager: Miloslav Kogler**

miloslav.kogler@rne.eu

### **Summary**

The project is a follow-up to the 'Pre-design on RFC multiple governance issues' project and will apply the recommendations contained in its outcomes. The aim of the project is to agree on commonly applicable procedures for all the issues which have been identified in the pre-study phase. The output of the project will be the amendment of existing Guidelines. New guidelines are not planned. The project was approved in 2014 but will start in 2015.

### **Main milestones**

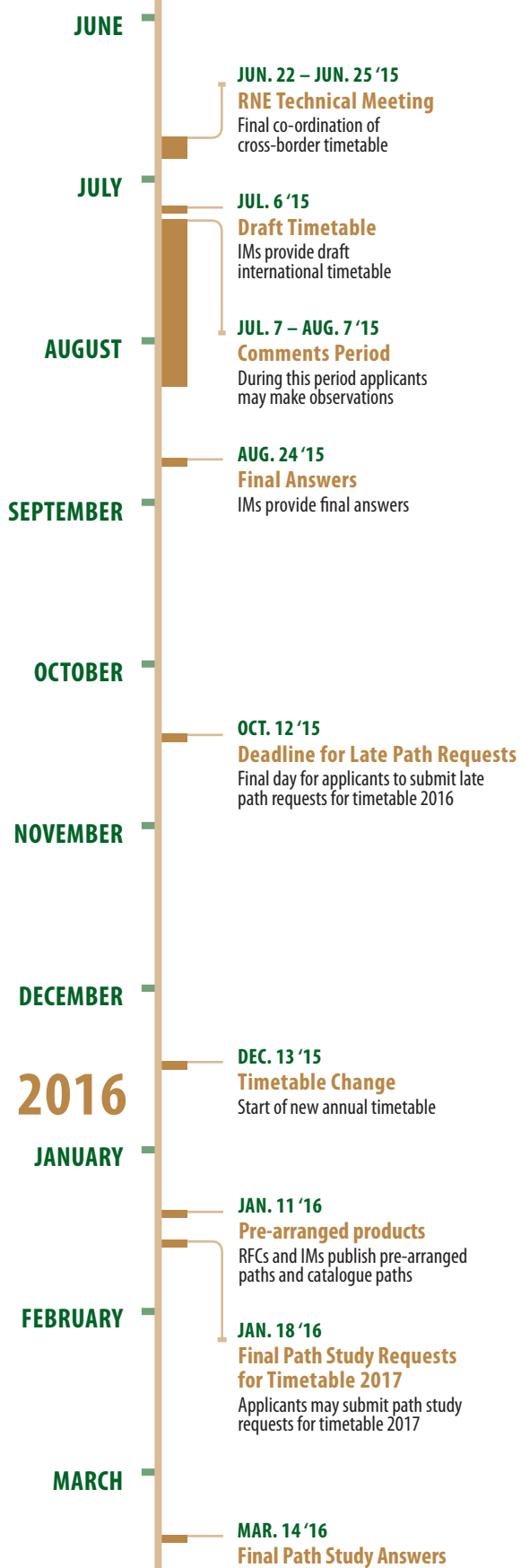
- Start: 2 March 2015
  - List of sections and follow-up proposal: 13 May 2015
  - Common procedures, if any: 15 November 2015
  - Approval of amended guidelines: 3 December 2015
-





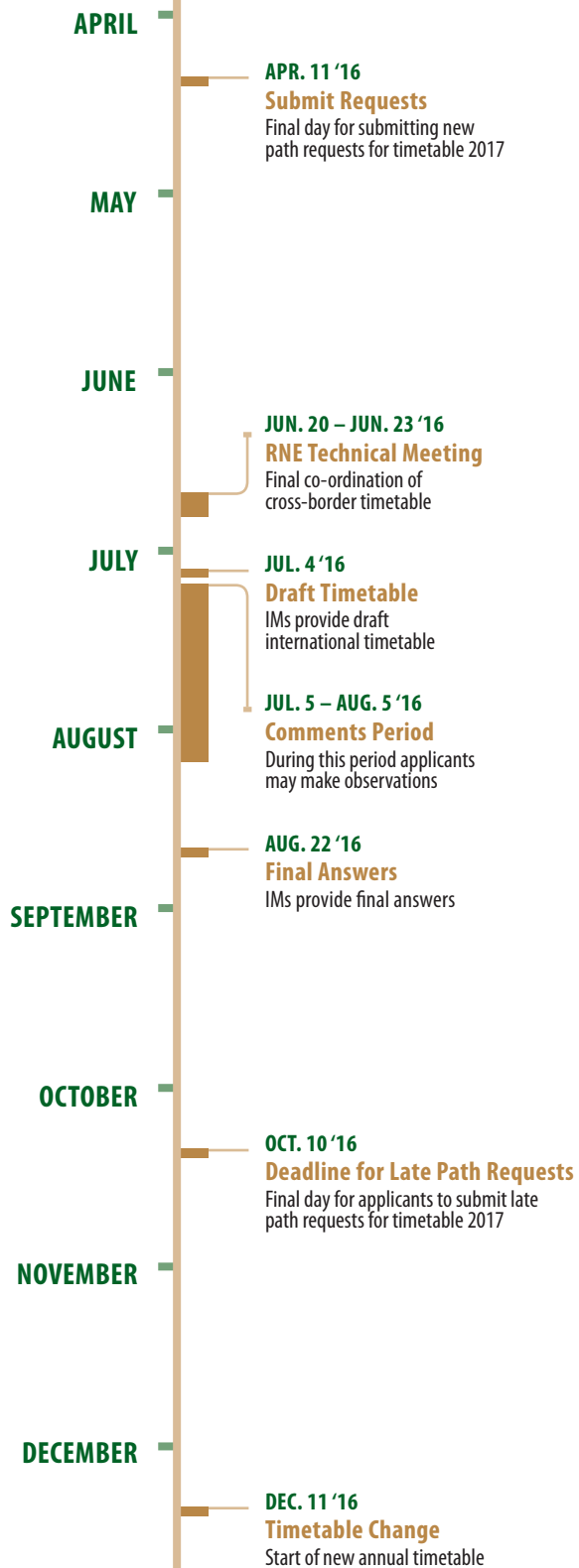
2015

APPLICANTS' ACTIVITIES  
INFRASTRUCTURE MANAGEMENT



# SALES & TIMETABLING

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# TIMETABLING PROCESS



SALES & TIMETABLING MANAGER  
**PHILIPP KOISER**

A key element for facilitating access to the European rail network is a harmonised timetabling process for international path requests. It is RNE’s role to continuously improve and streamline this process.

## The timetabling process

Various parties are involved in the international timetabling process:

- Railway Undertakings (RUs) / Applicants
- Infrastructure Managers (IMs) / Allocation Bodies (ABs)
- Rail Freight Corridors (RFCs) as defined by the Rail Freight Regulation (913/2010)

The large number of parties involved in the international timetabling process requires a great deal of cooperation and coordination among all participants. To ensure this, RNE Members have developed and agreed a common timetabling process consisting of several phases that follow a defined timeline, including specific deadlines, as shown below.



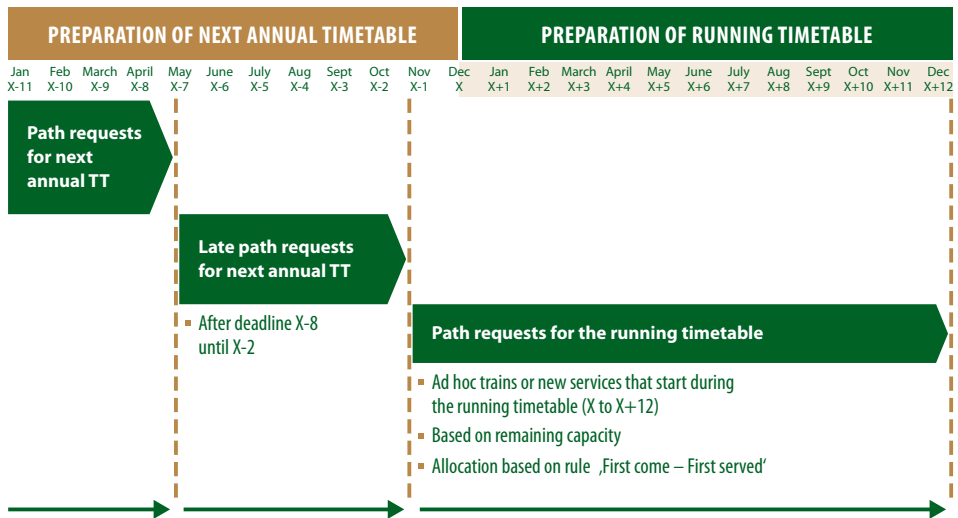
TTR PROJECT MANAGER  
**DANIEL HALTNER**



ICOW PROJECT MANAGER  
**ROBERT HERBACEK**



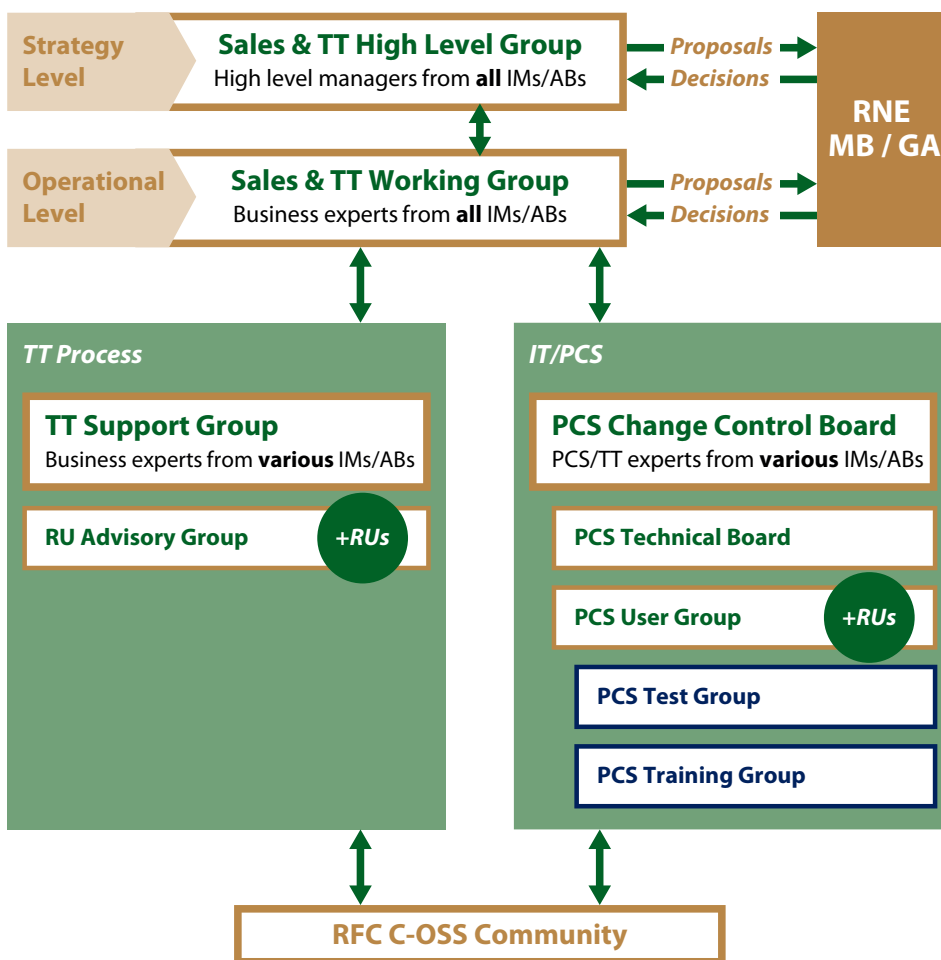
SALES & TIMETABLING MANAGER  
**JÜRGEN PFEIFFER**  
(from Aug. 2011 until Aug. 2014)



Timetabling phases

## Sales & Timetabling Team

Since August 2014 the Sales & Timetabling (S&TT) business area is managed by Philipp Koiser, who replaces Jürgen Pfeiffer as Sales & Timetabling Manager. He is supported by Robert Herbacek and Daniel Haltner, who took over the leading roles in the projects 'Revision of international coordination/publication of works and possessions (iCoW)' and 'Redesign of the International Timetabling Process (TTR)', respectively.



Sales & Timetabling +  
PCS Groups Boards

## Sales & Timetabling High Level Group

The Sales & Timetabling High Level Group (S&TT HLG) is composed of representatives of RNE Members. Michel Dupuis, the vice president responsible for Sales & Timetabling, chairs this group. The High Level Group's task is to steer the strategic direction of the sales and timetabling business area by proposing and supervising projects, and by supporting the S&TT Working Group's decisions.

Following the RNE General Assembly's decision of 3 September 2014 to ensure a better implementation of agreed project results and measures decided by the S&TT WG, the S&TT HLG first met early in 2015.

## ROLE OF SALES & TIMETABLING

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### **Sales & Timetabling Working Group**

The Sales & Timetabling Working Group (S&TT WG) is composed of representatives of RNE Members. Steered by the S&TT Manager, the group covers all topics related to sales and timetabling.

### **Sales & Timetabling sub-groups**

When additional topics need to be covered, to deal with the diverse tasks and to ensure the participation of all stakeholders, the S&TT business area operates in various sub-groups. Thus smaller teams of Working Group members may be formed for a limited period. Tasks are divided into process and system-related tasks and include representatives of IMs, RUs and RFCs from all levels.

### **In 2014 the Sales & Timetabling team and Working Group performed all activities required within each timetabling period:**

- Conduct two regular meetings of S&TT WG in March 2014 and September 2014
- Prepare and conduct the annual RNE Technical Meeting in June 2014
- Set up the RNE Timetabling Calendar for the timetable period 2015
- Conduct the annual PCS Day in November 2014
- Support the planning process for the timetable period 2014
- Set up and lead various projects
- Provide support to RNE meetings with Regulatory Bodies, Corridor Organisations and other stakeholders.



### **Path Coordination System (PCS)**

The tool used to coordinate international path requests is the Path Coordination System (PCS). It provides RUs, IMs and ABs with the means to harmonise their international path requests and offers. Since November 2013, it is also the tool employed to request pre-arranged paths (PaPs) on RFCs.

### **PCS team and contact details**

In the past few years, the number of PCS users has grown. To face the challenge of increased interest in the system a PCS team has been set up, with Máté Bak as PCS Technical Manager and Jorge Campo as PCS Functional Manager. The PCS team, together with the Sales & Timetabling WG, has established a new development workflow with several groups in order to develop new PCS functions transparently, improve usability and provide optimal service to users.

For further information on PCS please visit [pcs.rne.eu](http://pcs.rne.eu). PCS support can be contacted via [support.pcs@rne.eu](mailto:support.pcs@rne.eu) or on +43 (0)1 907 6272 25.



PCS TECHNICAL MANAGER &  
IT SERVICE DESK MANAGER

**MÁTÉ BAK**



PCS FUNCTIONAL MANAGER

**JORGE CAMPO**



More information available at  
[pcs.rne.eu](http://pcs.rne.eu)

## CHARGING INFORMATION SYSTEM (CIS)



CIS TECHNICAL MANAGER &  
IT SERVICE DESK MANAGER

**DANIEL DREXLER**



### Charging Information System (CIS)

CIS is an infrastructure charge information system for Railway Undertakings (RUs) provided by Infrastructure Managers (IMs) and Allocation Bodies (ABs). This web-based application provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths within minutes. It is an umbrella application for the various national rail infrastructure charging systems.

### CIS contact details

At the beginning of 2015 Daniel Drexler became the first CIS Technical Manager at the RNE Joint Office. RNE would like to thank Mario Ouschan and Christian Slamanig, who did a great job maintaining CIS in the previous years.

For further information on CIS, please visit [cis.rne.eu](http://cis.rne.eu). CIS support can be contacted via [support.cis@rne.eu](mailto:support.cis@rne.eu) or on +43 (0)1 907 6272 25.





## CIS DEVELOPMENTS

**Project Manager: Zita Árvai**

zita.arvai@rne.eu

### Summary

CIS currently contains a function for calculating the charges along RNE Corridors' routes. The aim of the project is to implement an RFC route-based estimate of infrastructure charges according to the RFCs' requirements. The project was approved in 2014 but will start in 2015.

### Main milestones

- Pilot setup / pre-testing: 1 June 2015
- Start: 1 September 2015
- RFC route-based estimate of charges available: 31 December 2015

## PROJECT PRE-DESIGN FOR INTERNATIONAL COORDINATION/ PUBLICATION OF WORKS AND POSSESSIONS

**Project Manager: Robert Herbacek**

robert.herbacek@rne.eu

### Summary

The aim of the project was to revise the RNE Guidelines for Coordination / Publication of Works and Possessions, which should cover the urgent demands for international timetabling, especially RFCs. At the same time, they were to serve as a baseline for a complete revision of the process for the international coordination / publication of works and possessions, to be achieved in a follow-up project.

### Main milestones

- Start: 21 August 2014
- Analysis of current situation: 7 October 2014
- Revised guidelines and update of documents and systems: 7 November 2014

**This project has been successfully completed.**

## PROJECT SUMMARIES

### FLEXPAP

**Project Manager: Philipp Koiser**

philipp.koiser@rne.eu

#### Summary

The aim of the project was to provide proposals for new, more innovative and less static path products, compared to current RFCs products (i.e. PaPs and reserve capacity). These new products would meet the markets' needs better. The project scope included an analysis of the impact of such new path products on PCS.

#### Main milestones

- Start: 21 August 2014
- Requirements for study provision: 2 September 2014
- Approval of developments by General Assembly: 3 September 2014
- PCS release: 8 December 2014

**This project has been successfully completed.**

### REDESIGN OF THE INTERNATIONAL TIMETABLING PROCESS (TTR)

**Project Manager: Daniel Haltner**

d.haltner@trasse.ch

#### Summary

This is a joint RNE-FTE project with the participation of ERFA. The current timetabling process is not adequate for modern requirements. Many aspects of day-to-day business are not covered properly (e.g., use of IT systems, requirements of freight and passenger RUs etc.) Therefore, RNE and FTE have launched the TTR project to create a completely new timetabling process, taking into consideration:

- Requirements of different types of railway traffic including end customer demands
- Efficient use of capacity for demand during all time periods
- Efficient use of resources (e.g., HR, IT)

#### Main milestones

- Start: 21 August 2014
- Draft proposal: 9 November 2015
- Final proposal: March 2016
- Final approval: December 2016

## **INTERNATIONAL COORDINATION/PUBLICATION OF WORKS AND POSSESSIONS (ICOW)**

**Project Manager: Robert Herbacek**

robert.herbacek@rne.eu

### **Summary**

This project is the follow-up to the *Pre-design for international coordination/ publication of works and possessions* project. The goal of the project is to have a harmonised, agreed ICoW process for IMs (for RFCs and other international main lines), to reach agreement on information management (timeline, contents and tools), to set up a meeting structure, and to include monitoring and reporting the guidelines. The project is interconnected with the TTR project.

### **Main milestones**

- Start: 3 December 2014
- Draft guidelines created: 3 November 2015
- First international conference: 31 May 2016
- Second international conference: 1 December 2016
- Final report to General Assembly: 15 December 2016

## **PCS TRAINING**

**Project Manager: Jorge Campo**

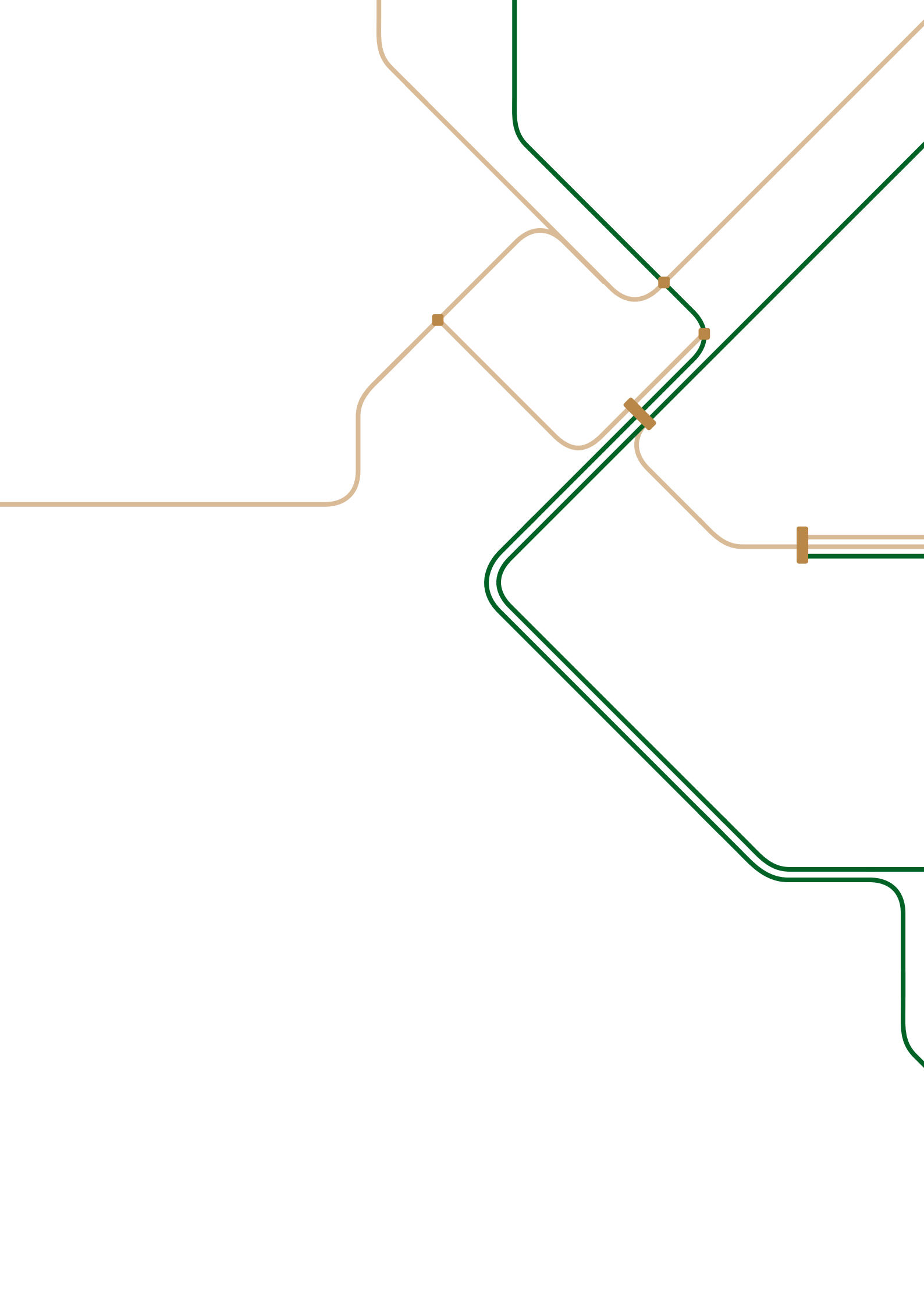
jorge.campo@rne.eu

### **Summary**

The aim of the project is to set up uniform, mandatory training methods to train all PCS users. The new training approach will be flexible, will encourage the active participation of trainees and trainers in the training set-ups, and will cover all users' demands and needs. An evaluation of the effectiveness of the training is envisaged as well.

### **Main milestones**

- Start: 18 September 2014
- Training for new functions: 4-5 November 2014
- Analysis of current situation (requirements review): 16 February 2015
- Conceptual design: 30 June 2015
- Development, implementation: 1 October 2015
- System in production: 16 November 2015



The image features abstract, flowing lines in green and brown on a white background. A green line starts at the top left, peaks, and then descends towards the center. A brown line starts at the top left, descends, and then curves upwards towards the center. Another brown line starts at the middle left, descends, and then curves upwards towards the center. A green line starts at the bottom left and descends towards the bottom center. A horizontal brown line is positioned below the main title.

# TRAFFIC & TRAIN PERFORMANCE MANAGEMENT

## TRAFFIC & TRAIN PERFORMANCE MGMT



JO SALES MANAGER  
**LARS STENEGARD**  
014)



TRAFFIC MANAGEMENT  
MANAGER  
**LUDMILA MALÍKOVÁ**  
(from Oct. 2014 until April 2015)

### Organisation in 2014

As anticipated in 2013, the activities related to train performance management and traffic management were carried out separately during 2014.

The Operations & After-Sales Manager continued to take care of the Train Performance Management area, in cooperation with the TPM groups of the RFC corridors, while the Traffic Management part and the related TM working group leadership were taken over by Lars Stenegard in the first part of the year and by Ludmila Malikova in the last part of the year.

## PROJECT SUMMARIES

### COMMUNICATION AND COOPERATION BETWEEN TRAFFIC CONTROL CENTRES

**Project Manager: Ludmila Malíková | Successor: Simona Di Loreto**  
simona.diloreto@rne.eu

#### Summary

In parallel with technical and functional improvements to the TCCCom tool, this project will provide guidelines for communication between traffic centres to be applied along those border sections where no bilateral or multilateral agreements exist. These guidelines aim to facilitate the exchange of real-time traffic information.

#### Main Milestones

- E Start: 28 August 2014
- E Agreement on Guidelines' content: 12 February 2015
- E Analysis of current situation: 26 February 2015
- E Delivery of Guidelines: 6 November 2015
- E Approval by General Assembly: vote on 3 December 2015

## PROJECT SUMMARIES

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### TRAFFIC MANAGEMENT INFORMATION

**Project Manager: Ludmila Malíková | Successor: Simona Di Loreto**  
simona.diloreto@rne.eu

#### Summary

IMs and RFCs are required to provide their customers with the same information; the goal of the project is to identify a list of topics that can be delivered in a standardised way. The final output will be composed of a proposal for a standard layout and/or tool to provide this information and a report containing an overview of the collected data regarding the selected topics (IMs/RFCs-related).

#### Main Milestones

- Start: 28 August 2014
- Analysis of state of the art and list of topics: 11 February 2015
- Data collection: 7 April 2015
- First draft: 2 July 2015
- Final draft: 6 November 2015
- Approval by General Assembly: vote on 3 December 2015



PROJECT & PERFORMANCE  
MANAGER

**SIMONA DI LORETO**

### DATA QUALITY MANAGEMENT

**Project Manager: Simona Di Loreto**  
simona.diloreto@rne.eu

#### Summary

The goal of the project is to provide an efficient process for TIS data quality management, including procedures, definition of responsibilities, and tools. The outputs of the project will be described in a Handbook which will contain the description of tools and procedures to monitor, analyse and improve data quality in TIS.

#### Main Milestones

- Start: 19 September 2013
- Analysis of current situation and follow-up proposal: 13 November 2014
- Definition of the contents of the Handbook: 13 February 2014
- Creation of reports, tests and final version of Handbook: 28 July 2014

## PROJECT SUMMARIES

### EPR IT TOOL

**Project Manager: Simona Di Loreto**

simona.diloreto@rne.eu

#### Summary

The goal of the project is to integrate data quality monitoring functions in TIS, based on the existing EPR IT tool's features. This would lead to an easier, more user-friendly way to monitor data quality in all TIS trains and to adjust existing features to data quality management needs.

#### Main Milestones

- Start: 17 July 2014
- List of needed functions: 11 November 2014
- Functional requirement specifications: 15 April 2015
- Budget approval: 6 May 2015
- Development and testing: 30 November 2016
- Go-live: 14 December 2016

### COOPERATION IN TRAIN PERFORMANCE MANAGEMENT

**Project Manager: Simona Di Loreto**

simona.diloreto@rne.eu

#### Summary

The goal of the project is to deliver a 'TPM Cooperation Manual' containing rules and procedures for the request/provision of TPM services by users (RFCs but not only) to RNE. The aim is to grant easier access to RNE's TPM services, to provide better services and higher quality, and the possibility to exchange experiences and lessons learned.

#### Main Milestones

- Start: 21 August 2014
- First draft: 23 January 2015
- Final draft including editing: 13 March 2015
- Approval of the Guidelines: 6 May 2015





**TIS (Train Information System) is an RNE IT system that supports international train management by delivering real-time train data concerning international and partly-national passenger and freight trains. The relevant data is processed directly from the Infrastructure Managers' systems. In 2014, Version 5 of the Train Information System was released.**

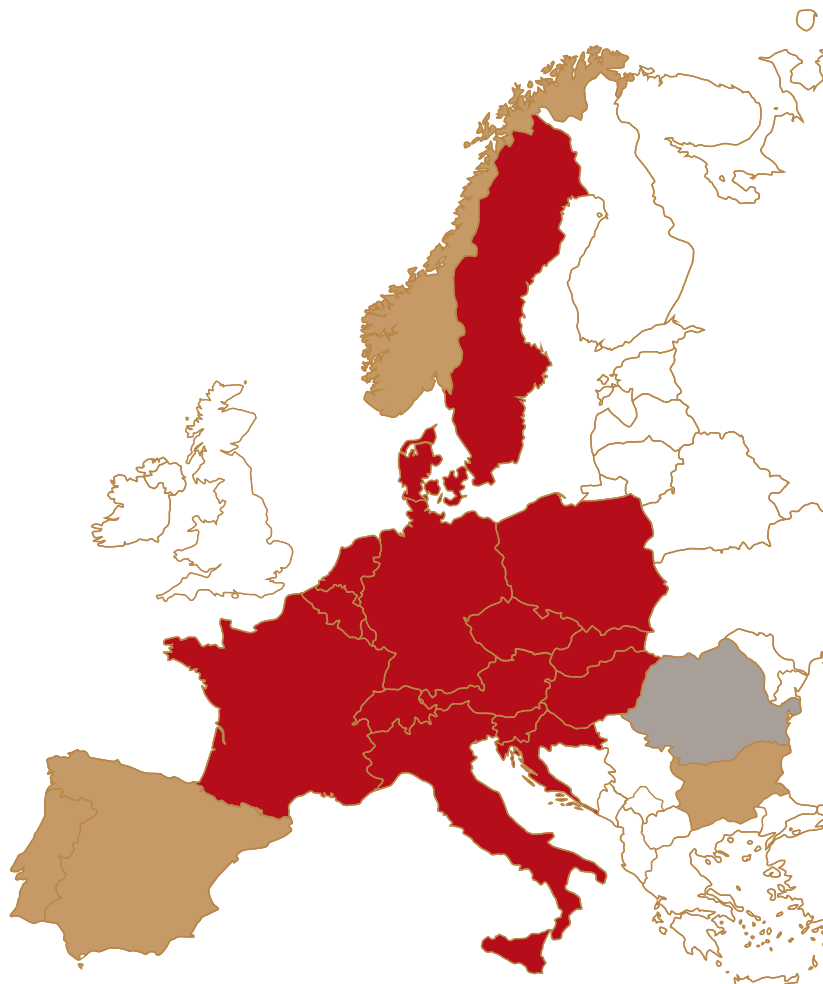
2014 was the second year in a row where TIS made great progress. Most of the remaining Infrastructure Managers, such as REFER (Portugal), ADIF (Spain) and NRIC (Bulgaria), joined Europe's most developed real-time train monitoring system. JBV (Norway) and CFR (Romania) started preparing their domestic interfaces so that it is compliant with the RNE TIS interface.

### How did users respond to the makeover of the TIS interface?

The previous interface was based on development going back some years and was not in line with state-of-the-art web design, so it was decided to ask a very professional company to take care of the user interface design. First results of the latest TIS user survey seem to indicate that the change has met user needs.

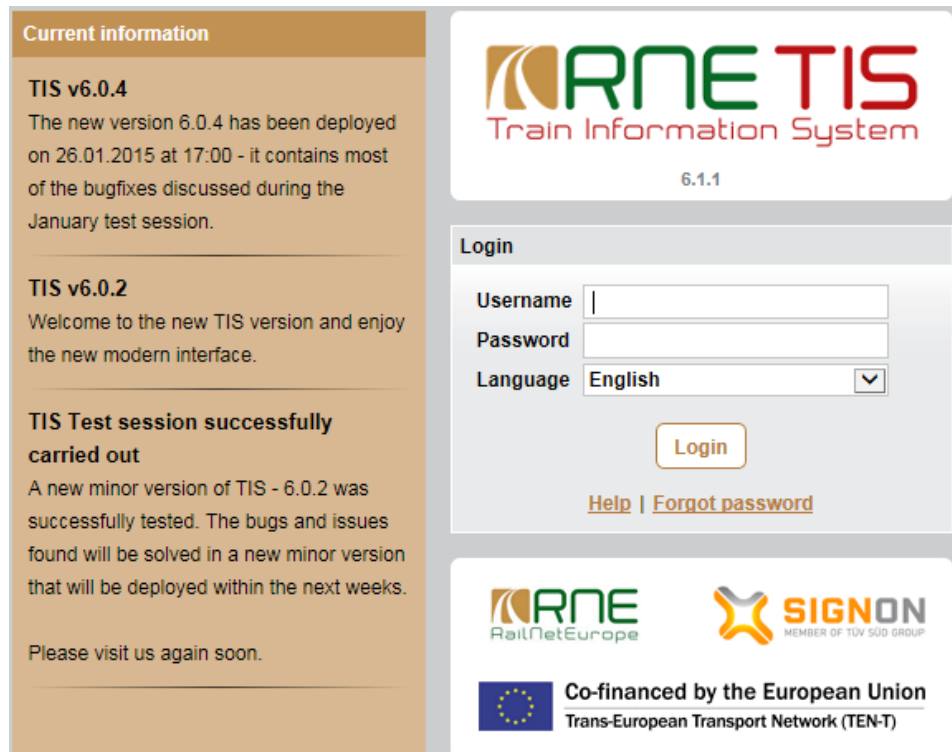


TIS GENERAL  
MANAGER  
**JOSEF STAHL**



Current participants
AT, BE, BG*, CH, CZ, DE, DK, ES*, FR, HR, HU, IT, LU, NL, NO*, PL, PT*, SE, SI, SK
*Contract signed. Implementation in progress.
Potential future participants
RO

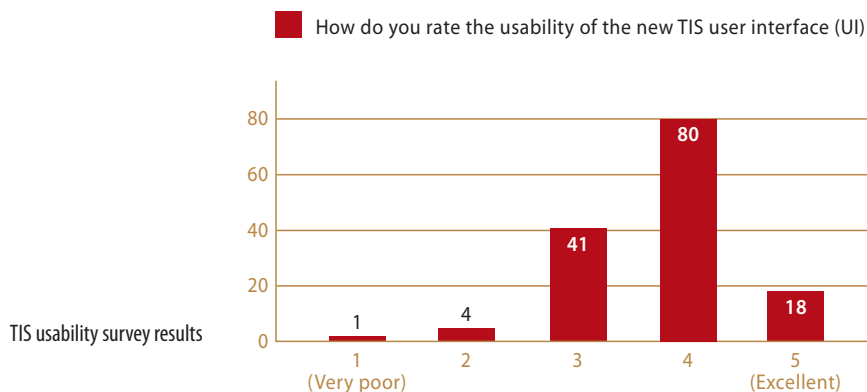
### New user interface with info ticker



New TIS user interface with info ticker

### Results of the TIS user survey after the roll-out of the new TIS version (with new user interface)

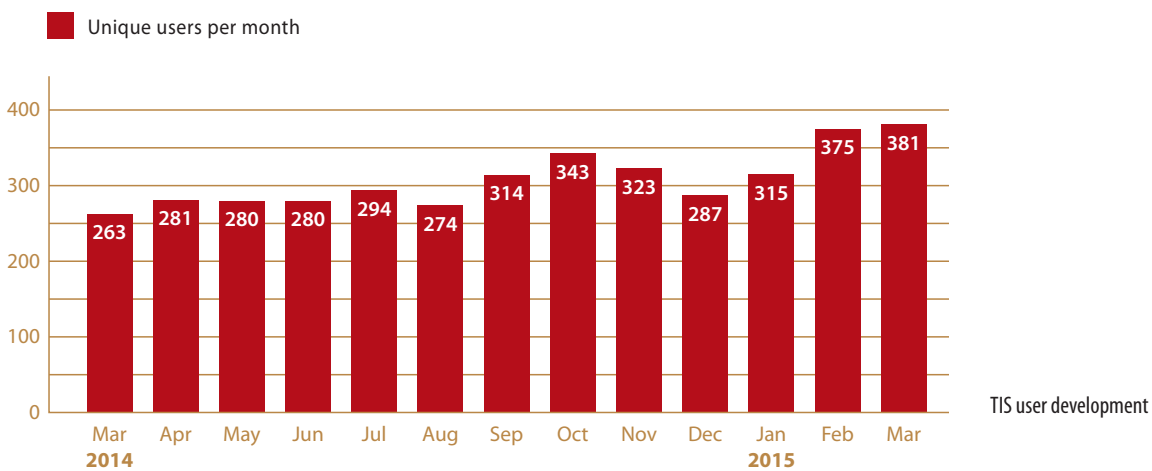
Out of about 150 participants almost two-thirds rated the interface as satisfying their needs. This result is very promising; however, it also allows us to identify the areas to prioritise in the coming years.



### How did the number of TIS users develop in 2014?

The number of TIS users has continued to go up. This growth was partly driven by the increase in the number of IMs connected to the TIS Production System but mostly by new Railway Undertaking Users, who take advantage from the growing TIS network.

The picture below shows the numbers of unique user within the last 12 months (a user is counted only once even if (s)he logs into the application more than once).



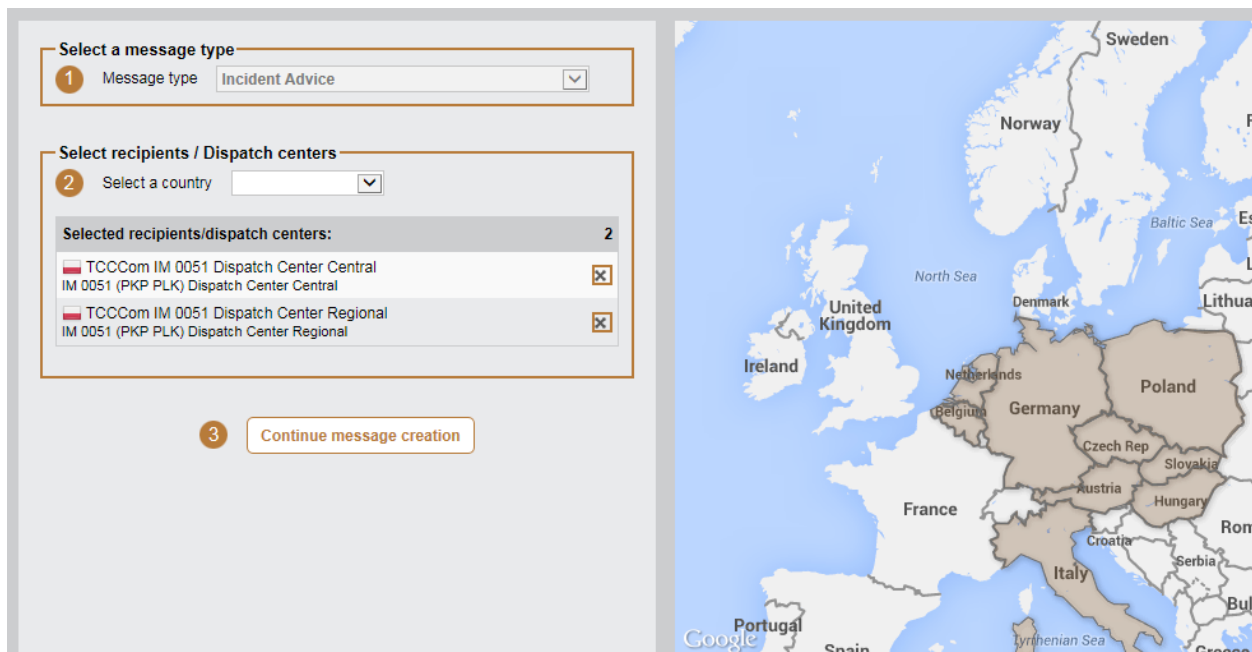
### What else has changed in 2014?

Along with the above-mentioned improvements to the application, and apart from connecting new Infrastructure Managers, the transfer of the previous self-standing application TCCCom (Train **C**ommunication between **C**ontrol **C**entres) to the TIS 'umbrella' was carried out.

Now this application is part of TIS and many TIS components – such as user management, translations, topology – can be used for exchanging predefined operational information (messages) between control centres even if they do not speak the same language. This tool is easy to use and provides a lot of information to make it easy for dispatchers to create and exchange predefined messages in their own language. The information will automatically be translated into the language defined by the dispatcher as its default language during the sending procedure.

# TRAIN INFORMATION SYSTEM (TIS)

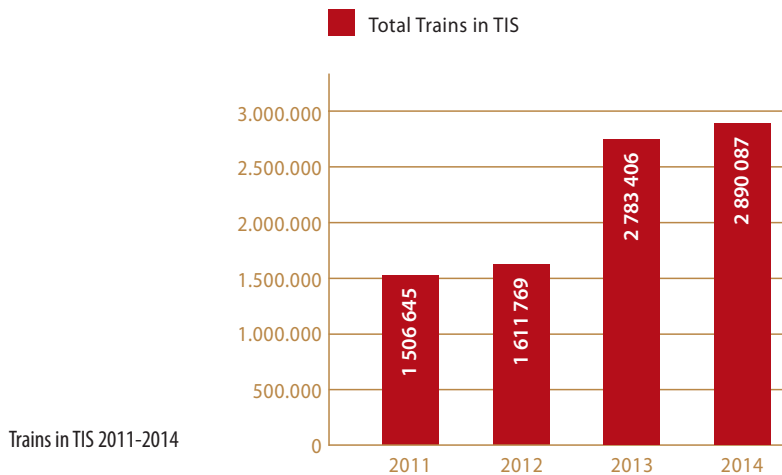
## Overview of message preparation and map of participants



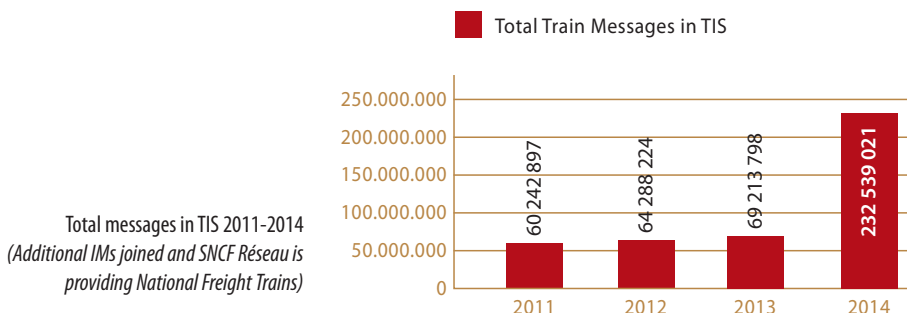
TIS message preparation

## How has the train count been developing?

The train count has been growing once again, thanks to some new IMs joining the system, and is close to 3 million (mostly international trains).



Trains in TIS 2011-2014



### In what way does the Train Information System (TIS) support Rail Freight Corridor requirements?

TIS can provide various types of train running information to the RFCs in real time. Corridor views and customised reports can be generated, for instance train run information via the TIS user interface and performance reports.

TIS provides data for reporting solutions (e.g. Train Performance and Data Quality Checks) based on Reporting System Oracle Business Intelligence (OBI) such as:

- Detailed train run data
- Punctuality analysis for RFCs
- RFC master data (trains, points)
- Data quality analysis for RFCs, IMs and RUs.

### Have any new TIS functions been developed?

Much effort went into developing new TIS functions in 2014, especially to provide tools for maintenance and alert functions, in order to be able to react immediately if the expected information is not in line with predefined thresholds – for instance if the count of messages an IM sends does not fit in with defined high and low watermarks. Below a screenshot of the monitoring page shows the structure and content of the monitoring tool. Alerts can be sent to the responsible company so that it can take action to solve the issue.

### Overview of TIS Monitoring of Message Flow

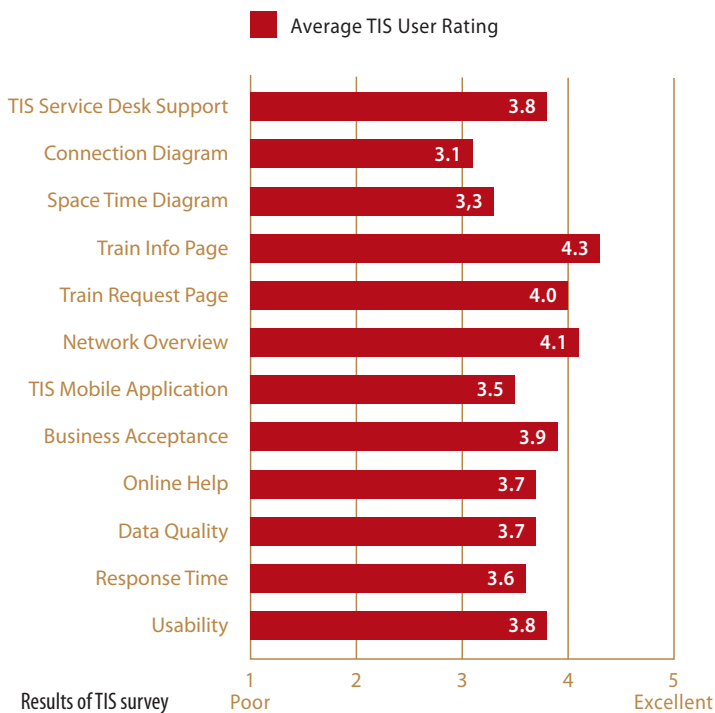
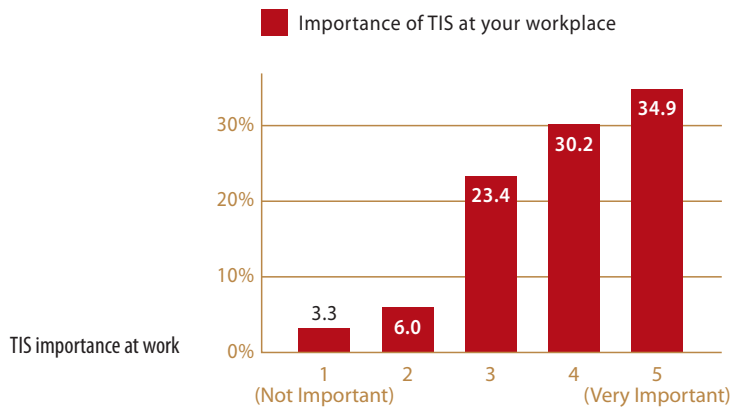
Name	Last Check	Result	Status	Message
Processed 2090 of past 24 hours for IM 1	20.04.2015 10:35	1,573	<b>ALERT</b>	Number of process since 2015-04-20 C
Available 2090 for next 24 hours for IM 2	20.04.2015 10:35	1,466	<b>OK</b>	Status OK now
Available 2090 for next 24 hours for IM 3	20.04.2015 10:35	1,957	<b>OK</b>	Status OK now
Available 2090 for next 24 hours for IM 4	20.04.2015 10:35	7,685	<b>OK</b>	Status OK now
Available 2090 for next 24 hours for IM 5	20.04.2015 10:35	2,339	<b>OK</b>	Status OK now
Available 2090 for next 24 hours for IM 6	20.04.2015 10:35	1,333	<b>OK</b>	Status OK now
Available 2090 for next 24 hours for IM 7	20.04.2015 10:35	3,588	<b>OK</b>	Status OK now

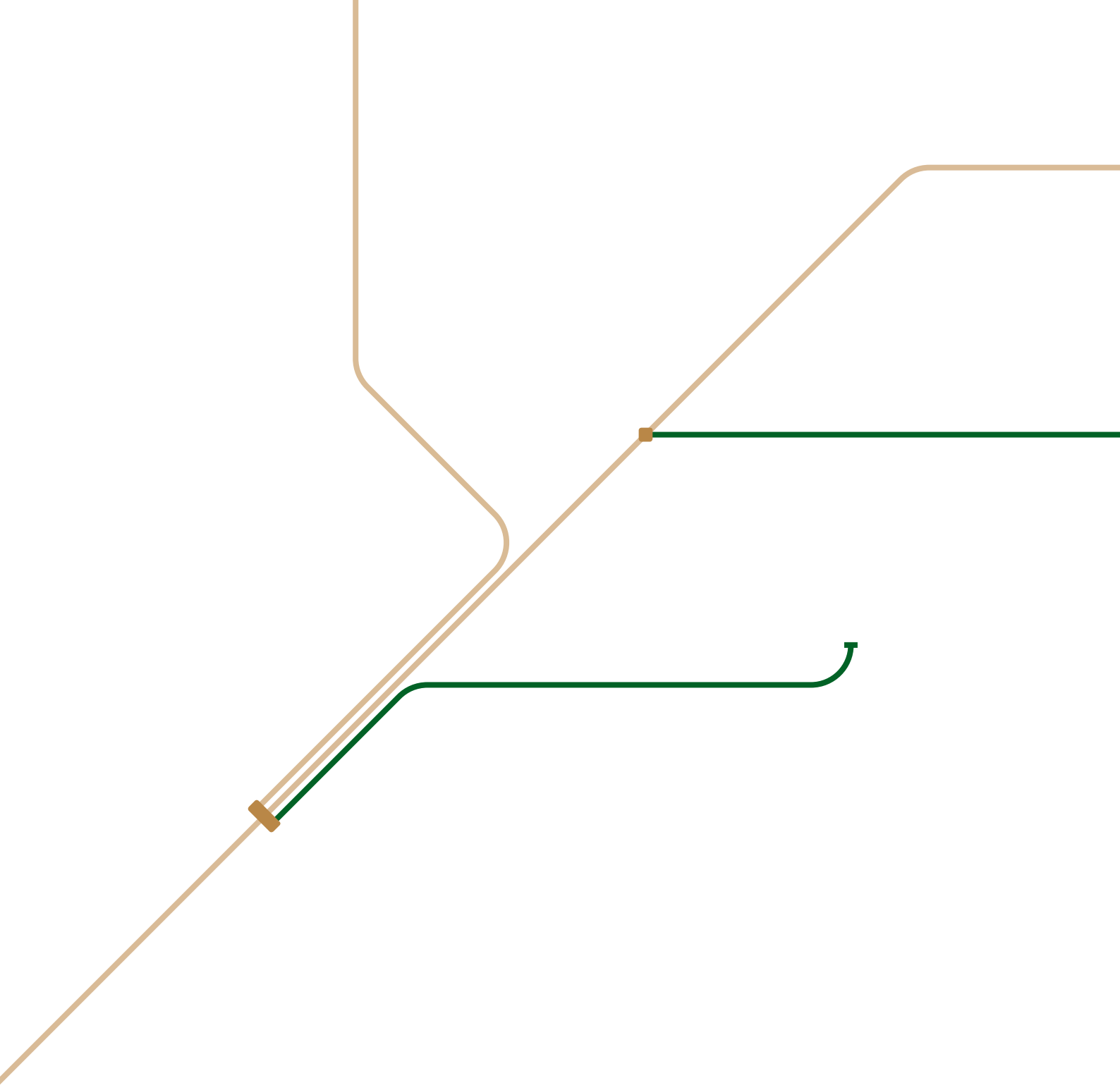
TIS monitoring of message flow

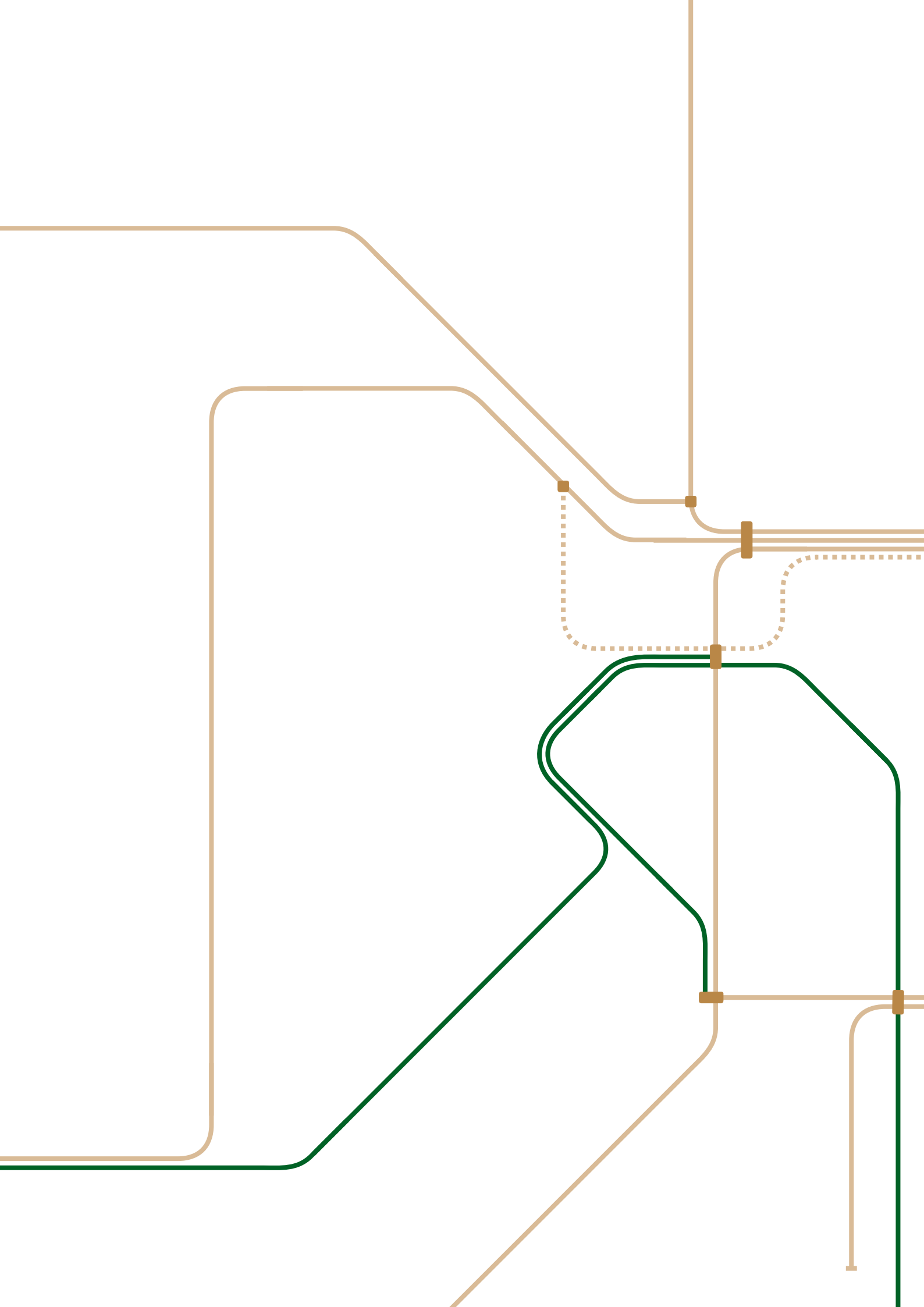
# TRAIN INFORMATION SYSTEM (TIS)

## Can you tell me a little bit more about the TIS Survey?

After the deployment of TIS Version 6.0 RNE carried out an online user survey to find out whether the application satisfies its users' needs and to keep track of emerging user requirements. An online template was chosen to minimise the effort by users. The charts below show which value the application has reached for the users' business.









# NETWORK STATEMENT & LEGAL MATTERS

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CHAIRMAN OF THE  
NETWORK STATEMENT  
WORKING GROUP  
**FILIPE GOMES DE PINA**  
REFER

In 2014, the Network Statement Working Group (NS WG) widened its structure by creating the Corridor Information Document SubGroup (CID SG). It reflects both the need to focus on the specific nature of the CID process and the importance of maintaining consistency between the Network Statement and the CID.

2014 was also marked by the implementation of the provisions of the Recast of the First Railway Package (Directive 2012/34/EU) and its impacts on the Network Statement.

Finally, the RNE Key Performance Indicators (KPIs), which also include indicators both for the Network Statement and for the CID, led to a more detailed and objective evaluation (benchmarking) of harmonisation issues, providing guidance on the priority actions to be taken.

### **Who are the members of the CID SubGroup?**

All of the CID SG members are nominated by the RFCs due to their responsibilities in the publication of this document. More than half of them are already members of the NS WG as well, which largely contributed to a natural evolution from previous WG activities.

Understanding both NS and CID issues is essential for the decision-making process inside the WG, and members have shown great interest for this new work area.

### **What is the result and added value of the CID SubGroup's work?**

The NS WG produced the first versions of the CID Common Structure; this allowed a smooth publication of these documents by the RFCs. The newly formed CID SG has now taken over the responsibility to review the CID Common Structure in order to align it with the experience of publishing these documents, as well as with the new market and legal requirements that appear every year.

The benchmarking exercise, which is conducted in line with RNE's KPIs, allows a systematic identification of major harmonisation problems and guides the work of the CID SG. Reaching a very high level of CID harmonisation among all RFCs is a major objective in itself.

## What were the major impacts of the Recast on the last edition of the Network Statement Common Structure?

The Recast has influenced the annual updating procedure of the Network Statement Common Structure to a great extent. The major impacts were as follows:

- the clarification of the 'Applicant' definition and the conditions that apply for accessing the infrastructure
- the inclusion of the conditions for access to service facilities connected to the network of the infrastructure manager and for the supply of services in these facilities
- the adjustment of the structure of services to meet market needs more closely and,
- the review of the financial penalties and incentives for infrastructure use.

Once the Recast has been implemented into the national legislation of the RNE Members' countries, the NS WG will face some further challenges, namely to amend the Common Structure in order to facilitate harmonisation of the network statements in the light of the newly-implemented legislative framework at national level.

## KPI / Benchmarking exercise: where are we now in terms of harmonisation?

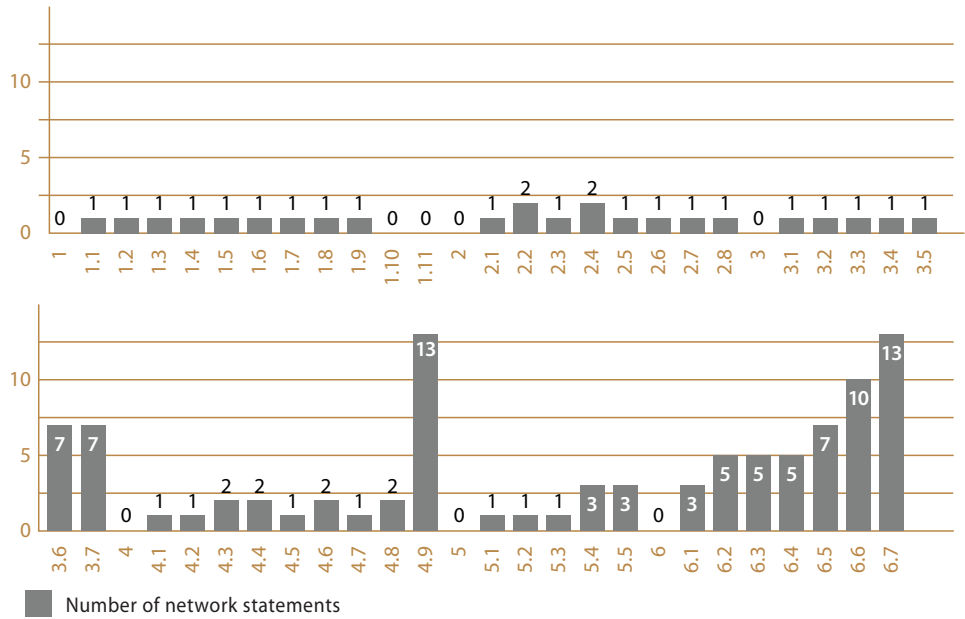
The benchmarking exercise that leads to the calculation of the harmonisation KPIs for the Network Statement and the CID showed the following results:

HARMONISATION KPI'S	2013 (2015 TIMETABLING YEAR)	2014 (2016 TIMETABLING YEAR)
Network Statement	86%	87%
CID	64%	67%

Clearly a much higher harmonisation level has been achieved among Network Statements, which can be considered a success of RNE and its Members, that have continuously pursued this goal from 2001 until today.

# NETWORK STATEMENT

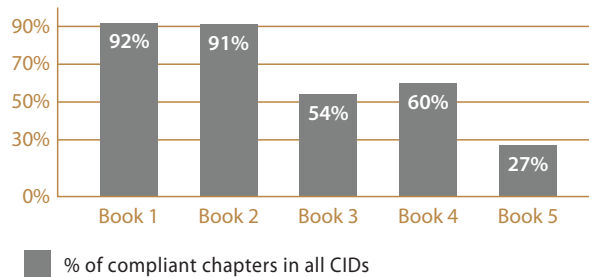
## Network Statement Benchmark Non-compliance up to 2nd level chapter



Network Statement Benchmark Non-compliance up to 2nd level chapter

The lower result concerning the CIDs can be explained by the immaturity of these processes and the need to engage the RFCs in a cooperation process similar to what has been adopted for the Network Statements before. It was precisely for this reason that the CID SubGroup was set up in 2014.

## 2nd level KPI by Book



CID Benchmark Compliance up to 2nd level chapter

## What is the RNE Glossary of Terms related to Network Statements?

The first version of the Glossary was published in December 2009 with the aim to facilitate the production, the harmonisation of wording and the comparability of the English-language network statements. In addition, it also contributes to better communication between IMs/ABs and their international customers, and makes the use of these documents easier within the One-Stop-Shop network as well.

It is also updated every year following a review made by the NS WG in close cooperation with the Legal Matters WG and other standing RNE WGs. The sixth edition, which was published in 2014, includes more than 580 terms and definitions, available on the RNE website to all interested parties:

[http://www.rne.eu/ns\\_glossary.html](http://www.rne.eu/ns_glossary.html)

The RNE Legal Matters Working Group (LM WG) consists of legal experts from most RNE member-organisations. It has been providing legal advice to RNE since the Association was founded. The group deals with RNE Statutes, Internal Rules, and various contractual and IT issues.

The fact that this Working Group is a pool of legal experts drawn from European rail Infrastructure Managers (IMs) has been noticed by industry stakeholders such as Rail Freight Corridors (RFCs) – who increasingly ask for legal input agreed by the group. In addition, the group has been leading important harmonisation projects, such as the European General Terms and Conditions (E-GTC-I).

The RNE LM WG is also in charge of creating legal documents that are harmonised across Europe, e. g. the Standard Contract of Use or the Framework Agreement, which are currently needed by Railway Undertakings (RUs) running on RFCs. With respect to these contractual issues, the Working Group is also involved in the revision procedure initiated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) with regard to the Convention concerning International Carriage by Rail (COTIF).

Finally, the group is in charge of the expert monitoring of European legislation, e.g. EU Directive 2012/34, the fourth Railway Package and the Rail Freight Regulation 913/2010.

### What were the main activities of the Legal Matters Working Group (LM WG) in 2014?

Firstly, in 2014, the Working Group concentrated on the revision procedure regarding the Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (**CUI**) that was initiated by the Intergovernmental Organisation for International Carriage by Rail (OTIF). The Group drafted a statement (following a first scoping note sent by OTIF) on how international traffic/carriage ought to be defined.

Secondly, the Working Group completed its work on the European General Terms and Conditions, or E-GTC-I. The E-GTC-I document recommends a best-practice example of conditions of use for the infrastructure but is not binding. The International Rail Transport Committee (CIT), that represents RUs in Europe, agreed with RNE on several adjustments to the document in connection with EU Directive 2012/34, mainly dealing with service facilities and framework agreements. After approval by the RNE General Assembly in May 2014 the new stipulations were presented to the European Commission on 27 November 2014.

The joint effort by RNE, CIT, EIM and CER is evidence that the railway sector is able to find well-balanced solutions fitting market needs independently from legal initiatives by the European Union.

Thirdly, as in previous years, the Working Group had the opportunity to answer various questions asked by the **RFCs**. As most LM WG members advise and represent



CHAIRPERSON OF  
THE LEGAL MATTERS  
WORKING GROUP

**YVONNE DESSOY**  
DB Netz AG



JO LEGAL ADVISER  
**TSVETAN TANEV**

their own national IM on Rail Freight Corridor issues, the fruitful exchange between all legal experts in the Legal Matters Working Group continued to prove very useful. Indeed on each RFC, similar questions arise as they all have to find a legal basis for their work, namely to create an organisation in order to implement the Corridor One-Stop Shop, offer Pre-arranged Paths, etc.

Fourthly, following the RNE General Assembly's decision to accept RFCs as Associate Members, the **RNE Statutes** and **IROGs** were adjusted accordingly: a new paragraph in the Statutes stipulates that Associate Membership is open to Rail Freight Corridors as defined by Regulation 913/2010.

A new section on 'High Level Groups' was added to the IROGs (Appendix A.4, High Level Groups – Establishment And Remits) and approved at the December 2014 GA.

The High Level Groups have the following tasks:

- Discussing the strategic framework and providing input into RNE strategy
- Proposing projects
- Supporting implementation of project results as first escalation level.

Last but not least, several tasks concerned **IT contracts**. For instance, TIS contracts had to be opened to Terminals; and all agreements with regard to the Common Components Group (CCG) and its transfer from the UIC to RNE had to be developed and analysed. Apart from this, the Working Group continued to work on a variety of IT issues during the year – new questions arose frequently.

### What future activities are being planned?

The statement on the **CUI** scoping note will be given to OTIF via the EU lobbying organisations CER and EIM after approval by the RNE General Assembly. Further steps taken by OTIF to revise the text will be discussed and commented. The Legal Matters Working Group chair will participate in the next WG meeting held by OTIF (8 July 2015) in Berne on behalf of RNE to give expert input on Contract of Use issues.

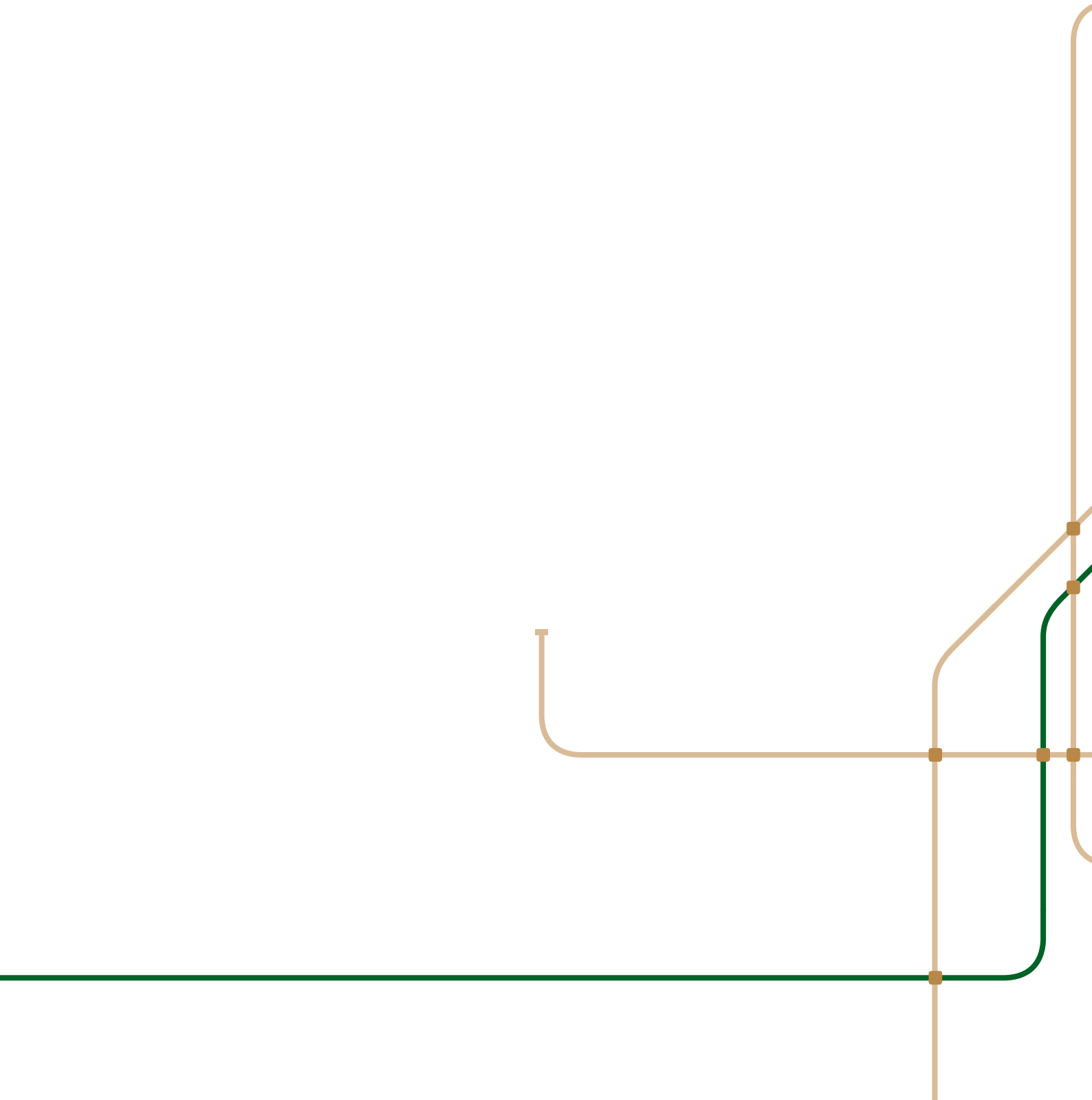
In addition, the group will deal with contractual issues a great deal in 2015. CIT and RNE agreed during their annual meeting in February 2015 to update the draft **Standard Contract of Use of the Infrastructure (SCU-I)** and the draft **framework agreement** to bring them in line with EU Directive 2012/34 and other new developments – the supply of harmonised contractual documents meets the needs of RFCs. The Working Group will analyse the documents, then a first meeting with CIT, EIM and CER will be held in September 2015.

The group will answer queries by RFCs and make suggestions for the harmonisation of documents such as the 'terms and conditions' asked for by the Frameworks for Capacity Allocation.

Issues connected with the **Freight Regulation** will dominate the agenda again. The Working Group is engaged in a project concerning Authorised Applicants (AA), monitored by RNE's legal adviser, Tsvetan Tanev. Several questions are being tackled, such as the definition of an AA, its relations to the Corridor-OSS and a harmonised annual timetable deadline for appointing the RU. The results will be submitted to the GA's approval in December 2015.

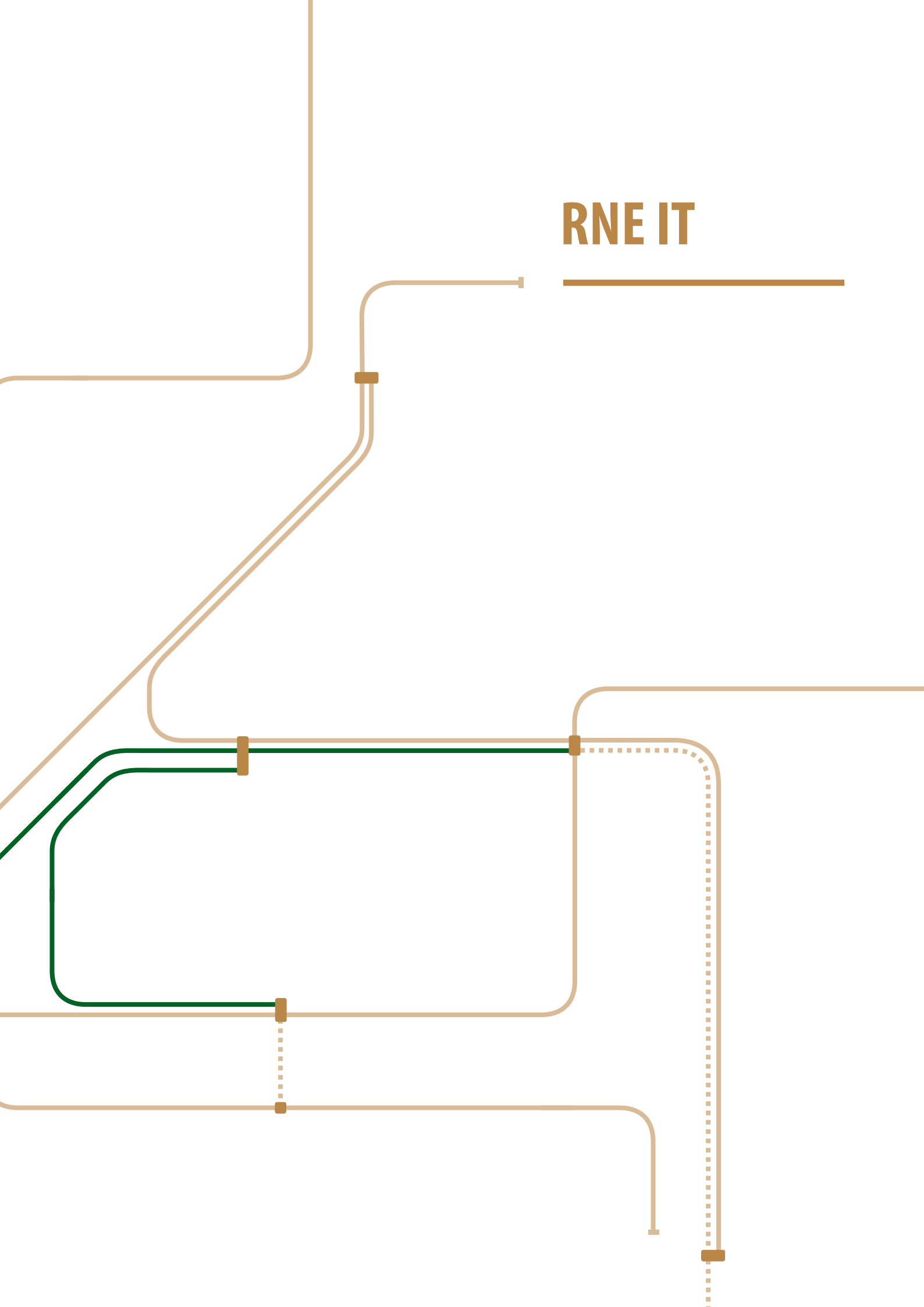
Apart from these strategic tasks, the group will probably propose **amendments to RNE Statutes** and **IROGs**, as almost every year. Of course the group will also continue to accompany the implementation of 2014's accomplishments, especially with regard to IT issues.







**RNE IT**





RNE CIO  
HARALD REISINGER

**The aim of RailNetEurope being to facilitate the international business of European Infrastructure Managers and Allocation Bodies, RNE's main task is to harmonise procedures and methods in the field of international rail traffic management. At the same time, RNE develops and runs the relevant IT systems. Indeed this has become a main pillar of RNE's work and the widespread, growing use of these systems is the best proof that IMs/RUs are following jointly-defined procedures.**

Information Technology (IT) is one of the key success factors in the logistics and transport sector. It has been facing the same questions and requirements for many years: where are my trains? How can international rail capacity be allocated within a reasonable time frame? As far as national transport services are concerned, the answers to these questions can be given by the national Infrastructure Managers (IMs) / Allocation Bodies (ABs). As soon as international transport is involved, however, national solutions can only deliver part of the answer.

The international rail business requires good cooperation between all partners. RNE takes its Members' business needs into consideration and is in direct contact with the Railway Undertakings, an approach that has been having a strong impact on the development of RNE's IT systems.

### **European Union is driving change**

The TAF and TAP TSI and the Rail Freight Regulation (913/2010) for European Rail Freight Corridors have been the main business drivers for RNE IT investment in recent years. The RNE General Assembly mandated RNE to support and coordinate the IMs in the field of telematics (TAF/TAP) TSIs. It also decided that RNE should become the service provider and expert support provider for corridor organisations in the areas of developing and operating methods, processes and tools.

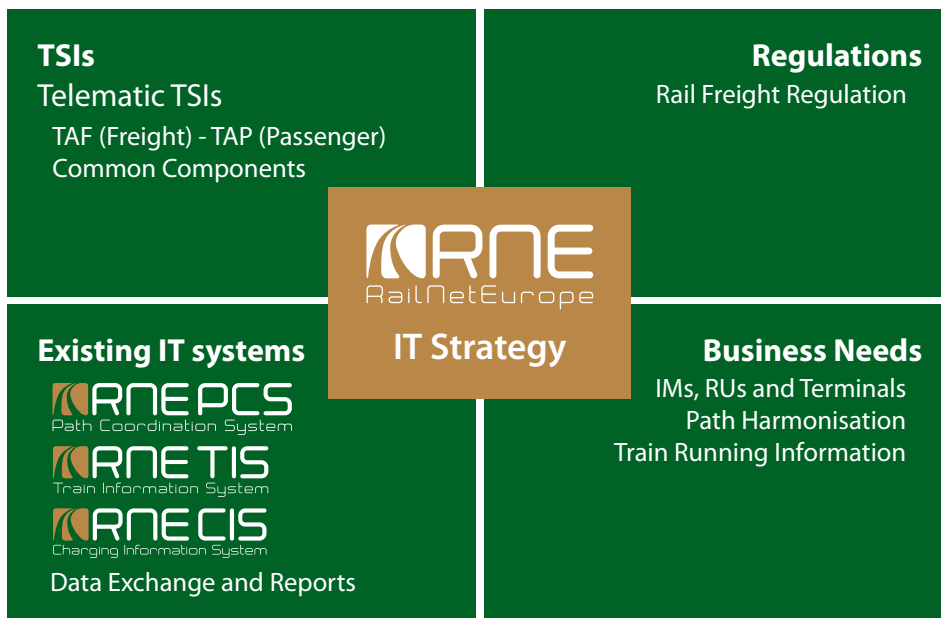
Within this context the RNE IT systems were ready in time to support the launch of the first six Rail Freight Corridors at the end of 2013. RNE is now the coordination platform of the RFCs as regards operational business.

Indeed RNE's IT systems are one of the main instruments supporting the fulfilment of the ambitious objectives in the TSIs and Rail Freight Regulation (913/2010). RNE would like to thank the European Commission (INEA) for its financial contribution to projects carried out by RNE and its Members, the most recent one being: 'Study on the implementation and establishment of Rail Freight Corridors including pilot interventions and telematics applications for TSI implementation' (2012-EU-94031-S).

RNE's IT strategy was developed together with the IT managers of RNE Members in 2009 and the RNE General Assembly adopted it in the same year. Its main pillars have remained unchanged but new challenges, such as the Rail Freight Regulation, have been taken into account.

The facilitation, development and implementation of software tools according to changing business demands is a major part of RNE's IT strategy, which includes four pillars, described in the picture below. IT is a support service, and therefore major needs are defined in the business areas concerned.

RNE IT has to ensure that the required functions are in place and that they are available according to the required service levels (SLAs – service level agreements). It goes without saying that this has to be done in a harmonised and cost efficient way.



Pillars of the RNE IT Strategy

### Current RNE IT Systems

The latest developments regarding the original RNE IT systems are described in parts of this Annual Report dealing with Traffic & Train Performance Management (Train Information System, TIS, in particular the Customer Survey 2014) and Sales & Timetabling (Path Coordination System, PCS, and Charging Information System, CIS).



### Operating the systems

The importance of RNE's three IT systems is growing, so fine-tuning and a high standard of maintenance are becoming increasingly crucial activities. Indeed more and more IMs and RUs are using the data delivered by TIS and PCS as input into their own systems.

That is why it was necessary to upgrade the service level contracts with existing IT suppliers and to improve performance. Thus RNE audited its data centre. This audit was positive and some technical improvements were already carried out in the summer of 2014. Thanks to these, the RNE data centre will meet future demand as well. Nevertheless it is planned to issue a public tender for the data centre services in 2015.

### New developments

The new requirements derived from Rail Freight Regulation (913/2010) and some outcomes of the TAF TSI Working Groups' work started being integrated in 2013; this work was continued in 2014.

As it will take some time before all partners are able to use the TAF/TAP TSI format, RNE systems continue to support existing data formats. In addition our systems can be used to transfer 'old' data formats into the new TAF/TAP TSI standard.

In the past few years many PCS developments were implemented to fulfil demands arising from the Rail Freight Regulation and TAF TSI. PCS became a very complex system and its usability suffered as a result. Thus in 2014 RNE started the PCS Next Generation project to improve the usability and architecture of the system. RNE invited all types of PCS users, such as IMs, RUs and RFCs to participate in the development of PCS Next Generation. A revamped PCS shall be deployed in November 2015.

The Customer Information Platform (CIP), an interactive information tool initiated by RFC1, is described in the part of this Annual Report dealing with Corridor Issues. RNE has made a feasibility study on how to roll out the CIP from RFC1 to the other RFCs, based on their requirements. In the meantime six RFCs have agreed to implement this platform and RNE took the decision to launch a project to assist them with this.

### Roll-out of PCS and TIS

Many RNE Members and customers planned to connect their IT systems to PCS and TIS from 2013 onwards; this constitutes a major activity for RNE IT. We have to take into account the fact that the IT and process landscape of these companies is completely heterogeneous and therefore every connection has brought new, unknown challenges. RNE supports these connections by using the TAF TSI standards but other formats also have to be supported. This is an ongoing activity.

## NEW RNE IT SYSTEM: COMMON COMPONENTS SYSTEM (CCS)

The Common Components System (CCS) is an essential element to ensure compliance with the TAF TSI Regulation – with the Common Components facilitating connectivity for data exchange between business partners. The Common Components were built by the Common Components Group (CCG), a special group of the UIC, on the basis of requirements stipulated in the TAF and TAP Regulation. Since 1 January 2015 it is RNE's role to maintain and operate the Common Components (CC).



CCS GENERAL  
MANAGER

**STEPHAN BREU**

(since 1 January 2015)



## Transfer from UIC to RNE

The Common Components Group (CCG) General Assembly agreed on 18 June 2014 to study the transfer of the Common Components from the CCG to RNE under a number of conditions. RNE set up a business case that the RNE General Assembly approved unanimously on 3 September 2014 and, subsequently, made an offer to the CCG General Assembly.

A draft Common Components Transfer / Assignment Agreement was prepared by the RNE JO in collaboration with UIC lawyers (in-house and external), the CCG General Manager, CCG external lawyer and the RNE Legal Matters Working Group. Some minor changes were communicated after the CCG Executive Committee meeting on 17 October 2014 in Frankfurt.

The CCG General Assembly held on 9 December 2014 approved this transfer, all the verification transfer conditions having been successfully implemented. The CCG, RNE and UIC signed the transfer contract on 15 December 2014. The CCG was dissolved on 31 December 2014. The transfer took place on 31 December 2014 and RNE has been responsible for the Common Components since 1 January 2015. The execution of the transfer was very professional and constructively supported by the UIC.

RNE made all necessary preparations in order to be ready to fulfil this task. From now on, RNE is responsible for the active development, operation and maintenance of the TAF and TAP TSI Common Components. Within RNE the components are now labelled according to the RNE naming conventions as Common Components System (CCS).

### **Contents of the Common Components System (CCS)**

The CCS provide added-value by enhancing significantly rail interoperability, using the Common Interface (CI) as well as the Central Reference File Database (CRD). The main functions handed down to RNE are as follows:

- Providing the Common Interface software for secure message exchange including:
  - Installation support
  - Help desk and service desk
  - Software updates, including technology management
  
- Managing the Central Reference File Database (CRD) for locations and companies including:
  - the collection, quality and security of data
  - the ongoing maintenance of the database
  - enabling easy access to the Reference Data
  - further development of the database system
  
- Creating and providing X509 certificates for secure communication over open networks:
  - between the various CIs communication is always based on Secure Socket Layer (SSL) by HTTPs using X509 certificates produced by the CA
  - the Certificates have to be used even if the CI is built by another company than CCG/RNE.

### **Ongoing Operation of the CCS**

Further development of the Common Components System (CCS) will be managed by RNE with the assistance and advice of the CCS Change Control Board (CCB). The CCS CCB shall play the role of an advisory board and decision board within the RNE organisation. It was established at the same time as the transfer on 1 January 2015 and will deal with further maintenance and development of the CC. The CCB initially consisted (by default) of all former CCG stakeholders, which shall remain CCB members as long as they remain users of the CCS. The first CC CCB meeting took place on 17 March 2015 at RNE.

RNE has contracted the services of the RNE JO Common Components System General Manager from DB Netz, in the person of Stephan Breu. This will safeguard continuity for the whole support of the CCS, as requested by the former stakeholders and set down in the Transfer Agreement.

At the present time, eight companies / associations are licensed for the use of the Common Interface (CI) and Central Reference File Database (CRD). Seven CIs are installed for testing inside companies and twenty CIs already exchange data with partners either in testing or production environments. Most of the Common Interfaces are connected to the CI of RNE for exchanging messages from, and to the Train Information System (TIS).

### **Future Developments of the CCS**

A first meeting with the ERA has already taken place to discuss several items, such as the publication of the Reference Files on the ERA website and the use of the Common Interface by the ERA.

Collaboration with the UIC will be re-established for the maintenance of the company codes required by TAF and TAP TSI.

New users of the CCS will be given support with implementation, including support for the implementation of TAF and TAP TSI.

It will be assessed how the pricing of CCS could be more supportive of small RUs and how a package with the RNE Train Information System (TIS) could be developed.

### **CCS contact details**

For further information on CCS, please contact the RNE CC General Manager Stephan Breu via [stephan.breu@rne.eu](mailto:stephan.breu@rne.eu) or on +49 (0)160 974 53031.

**The aim of the TAF/TAP TSI (Technical Specification for Interoperability relating to Telematic Applications for Freight/Passenger) is to define data exchange between and within Infrastructure Managers (IMs) and Railway Undertakings (RUs). RNE Members have mandated RNE to support the coordination of the IMs within the TAF and TAP frameworks.**

In addition to data exchange, the TAF TSI describes business processes involving IMs and RUs. For this reason the TAF TSI is having a deep impact on existing international rail infrastructure business processes. 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.

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.

A mandate to coordinate the IMs within the TAF and TAP TSI framework was given to RNE by its General Assembly in May 2008 and renewed in May 2012.

### TAF TSI Timeline

As the original text of the TAF TSI was not consistent, there was a gap between the developed TAF TSI messages, the Implementation Guides and the TAF TSI itself. Hence the European Commission mandated the European Railway Agency to revise the TAF TSI core text and the TAF TSI data catalogue. This process started in 2011 for the data catalogue and in 2012 for the core text. It was a great achievement of the Sector and the ERA to be able to define in 2014 a new version of the TAF TSI, including the data catalogue, based on the Sector's input.

The graph below shows the old and new timelines.

19 March 2001	Directive 2001/16 required railway players to specify the interoperability telematics applications for passenger and freight
18 January 2006 17 January 2007	TAF TSI developed by the Rail Sector (IM/RU) and published as a regulation in the official journal (OJ L 13). The Sector sent a SEDP (Deployment Plan) to the EC with a final implementation date in 2014
2009 - 2012	The Sector analysed the TAF TSI and was not able to implement it. The Sector worked out change requests. ERA and EC supported the Sector's change requests.
2012 - 2014	Old SEDP deemed outdated. The Sector delivered a new master plan to the EC, which was agreed. A revised TAF TSI based on the Sector's change requests was published.
2015 - 2021	TAF TSI implementation phases started, based on new master plan, with final implementation date in 2021. ERA established a TAF TSI reporting framework.

TAF TSI timeline



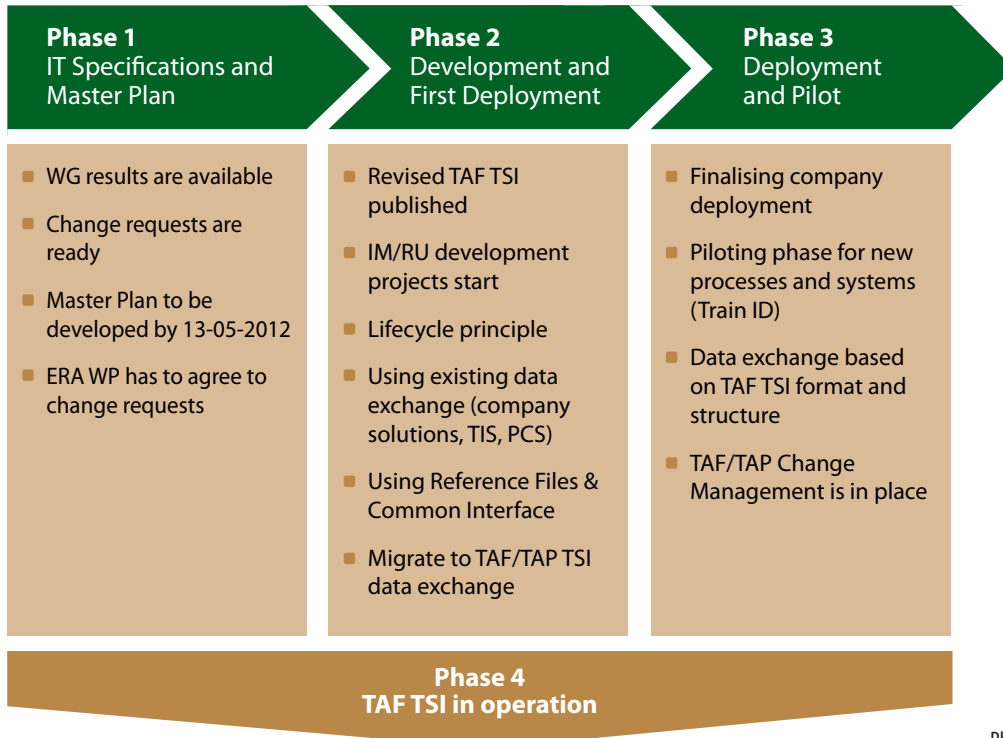
## TAF TSI Master Plan and Implementation

In 2013 ( the European Railway Agency (ERA), together with the European Rail Sector, updated the TAF TSI consolidated Master Plan / Sector Implementation Handbook for TAF and TAP TSI according to the Sector’s needs. IMs and RUs entered the Implementation Phase and RNE systems were adjusted to support data exchange using the new TAF TSI messages; RNE was a test partner for the TAF TSI Common Interface.

Today two RNE systems, TIS and PCS, are already compliant with the TAF and TAP TSIs; they are even viewed as the front-runner systems for TAF and TAP. In RNE’s TIS application, the TAF standard has been in use in the production environment for every new data exchange since summer 2013. Thus the Rail Sector is already exchanging several million messages within the TAF/TAP TSI framework every month.

As the former TAF TSI UIC project ended in 2013, Sector support for, and coordination of the project was redefined. RNE was asked to take over some essential parts of the task – since 2014 RNE is leading the TAF TSI SMO (Sector Management Office) including TAF TSI Change Management.

In 2014 the common expert groups dealt with the implementation of the TAF TSI within the companies and analysed change requests.



Phases of TAF TSI implementation

### **TAP TSI**

RNE saw the strong correlation between TAF (freight) and TAP (passengers) TSIs, especially as regards IM-RU communication and proposed to merge all activities regarding TAF and TAP. A Steering Committee was held jointly as early as 2012, then the TAF TSI Working Groups and TAP Expert Groups were merged into Telematics Groups in 2013.

### **RNE Central Application Database (CAD)**

#### **TAF TSI Reference Files**

2014 provided two great challenges: the use of the new location reference files in Operations (with TIS), and in Planning (with PCS). At the moment IMs/ABs that are RNE Members have to maintain 4 different location databases for different RNE applications (PCS, TIS, CIS and TAF TSI CCS). This is the source of inconsistencies in RNE applications: if the applications do not use the same data source, they cannot be interconnected.

#### **New project: CAD**

Thanks to the transfer of the Common Components System to RNE at the beginning of 2015, RNE is now in a position to improve the current situation by creating and running a Central Application Database (CAD). A project proposal for a feasibility study will be presented to the RNE General Assembly in May 2015. Thanks to a CAD, in the future RNE Members would only have to maintain one system and other RNE applications would synchronise the required data. The project would also enable RNE applications to use common data and to simplify the use of functions from other RNE applications.

## TRAIN 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. Roll-out of the Train ID has started but will take a long time.**

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

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

Even individual IMs or RUs have no common internal train number so operational train numbers can even 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.



TELEMATICS GROUP CO-LEADER  
TRAIN IDENTIFICATION

**HELMUT HANTAK**



TECHNICAL CONSULTANT

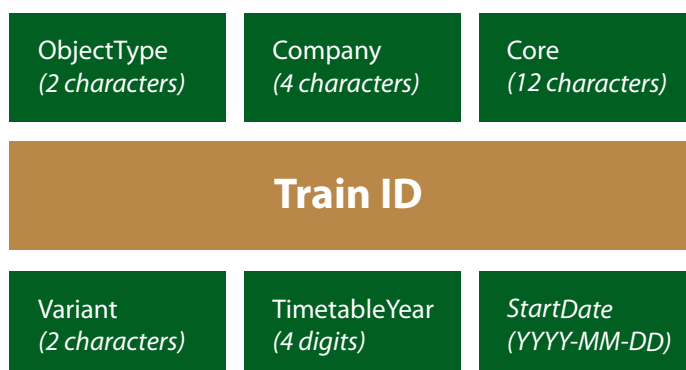
**SEID MAGLAJLIC**

### Train ID: a new approach

The objective is to enable the creation of a unique Train ID within the TAF TSI framework – a new ID for the whole lifecycle of every single train. 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, for example from timetabling or operations departments, shall only be linked to the unique Train ID. Implementation into practice shall follow later.

A detailed structure of the code for the Train ID and an Implementation Handbook were created and validated during a company endorsement phase in 2013. RNE then organised an E-Learning platform to improve the knowledge of stakeholders about new identifiers.

RNE IT systems shall be further developed in line with these identifiers. From 2015 on it is planned to finalise functional specifications for RNE IT systems and to include the pilot for the Train ID within the PCS major release in 2015. In parallel TIS will be made ready to deal with the TrainID from December 2016 onwards.



Structure of the Train ID

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## **PCS NEXT GENERATION**

**Project Manager: Jorge Campo**  
jorge.campo@rne.eu

### **Summary**

The goal of the project is to set up a new platform for all PCS users offering improved usability, reporting, e-learning, communication interface, documentation (and access to it) and support tools.

### **Main Milestones**

- Start: 5 May 2014
- Requirements: 30 September 2014
- Architecture: 31 December 2014
- Dossier screens development: 30 May 2015
- Main testing session: 8 September 2015
- Alpha candidate: 30 September 2015
- Release candidate: 30 October 2015
- Development, testing, go-live: 16 November 2015

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## **LOCATION CODES IN PCS**

**Project Manager: Máté Bak**  
mate.bak@rne.eu

### **Summary**

PCS is provided with a location codes database according to TAF/TAF TSI which has to be regularly updated; the aim of this project was to update location availability based on the Central Reference File Database (CRD) and the location attributes. The outcome of the project was that all locations (Operation Points) in PCS have a Reference ID and are harmonised across PCS and TAF TSI CRD.

### **Main Milestones**

- Start: 17 March 2014
- Update by responsible IMs: 24 March 2014
- Check of provided data: 29 August 2014
- Import of updated data: 26 September 2014

**This project has been successfully completed.**

## TCCCOM INTEGRATION IN TIS

**Project Manager: Josef Stahl**

josef.stahl@rne.eu

### Summary

The goal of the project is to improve the TCCCom tool according to the users' requirements, especially in order to meet the RFCs' needs. The tool will be integrated in TIS. This integration would save investment costs and maintenance effort, and will allow existing TIS features and functions to cover TCCCom as well.

### Main Milestones

- Start: 3 October 2013
- Collection of users' requirements: 20 January 2014
- Delivery of functional requirements' specifications: 11 March 2014
- Implementation and testing: 26 February 2015
- Fine-tuning and go-live: 4 May 2015

## OPERATION OF TAF TSI COMMON COMPONENTS

**Project Manager: Stephan Breu**

stephan.breu@rne.eu

### Summary

The Common Components (CC) Group, responsible for the maintenance and development of these TAF TSI features, asked RNE if it would be willing to maintain and further develop the CC. The goal of the project was to provide a business case for a handover of the CC from the CCG under pre-defined conditions.

### Main Milestones

- Start: 7 May 2014
- Delivery of Business Case: 19 August 2014
- Decision by RNE General Assembly: 3 September 2014
- Decision by RNE General Assembly: 13 November 2014

**This project has been successfully completed.**

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## **DATA CENTRE REVIEW**

**Project Manager: Florian Sandauer**  
florian.sandauer@rne.eu

### **Summary**

The current data centre contract with BIOS will end on 31.12.2015. As the new contract shall cover a period of 6 years a tender for the new data centre supplier has been proposed. The aim of the project is to develop a template for the new contract and to prepare a tender to choose the provider (new or current one). The final outcome is a signed contract.

### **Main Milestones**

- Start: 15 December 2014
- End of evaluation phase: 12 June 2015
- End of decision phase: 23 June 2015
- End of potential migration phase: 3 December 2015

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## **PCS DEVELOPMENT IN 2014**

**Project Manager: Máté Bak**  
mate.bak@rne.eu

### **Summary**

The aim of the project was to analyse change requests coming from various stakeholders, deliver functional requirement specifications (including required budget), which had to be approved by the relevant PCS Boards, and implement them in the system. The outputs of the project were a major release in 2014, which increased PCS functionality, and new features in the PCS release in November 2014. Cooperation between all involved parties (RNE, IMs, RUs, RFCs) was increased. Regular updates and roll-out plans were provided.

### **Main Milestones**

- Start: 16 May 2013
- Creation of packages: 3 March 2014
- Approval by PCS Boards: 18 September 2014
- Major release: 3 November 2014
- RFCs release: 8 December 2014

**This project has been successfully completed.**

## PCS DEVELOPMENT IN 2015

**Project Manager: Máté Bak**

mate.bak@rne.eu

### Summary

The aim of the project is to analyse change requests coming from various stakeholders, to deliver functional requirement specifications (including required budget), which have to be approved by the relevant PCS Boards, and to implement them in the system. The outputs of the project will be a major release 2015 which will: increase PCS functionality and make new features available with the next PCS release in November 2015. Cooperation between all involved parties (RNE, IMs, RUs, RFCs) will be increased. Regular updates and roll-out plans will also be provided.

### Main Milestones

- Start: 7 May 2014
- Creation of packages: 4 February 2015
- Approval of packages by PCS Boards: 24 February 2015
- Approval of major release by PCS Boards: 1 September 2015
- Major release: 2 November 2015

## PCS INTERFACE AGREEMENT

**Project Manager: Tsvetan Tanev**

tsvetan.tanev@rne.eu

### Summary

The project goal is to develop a PCS Interface Agreement for Users based on the TIS Interface Agreement, including the following points: service levels, definition of exchange messages, interpretation of exchanged messages, change management process, rights and obligations for all partners, set-up and operation features.

### Main Milestones

- Start: 3 December 2014
- Draft template delivery: 10 June 2015
- Official approval: July 2015 (General Assembly written vote will be organised)

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## **OPERATION OF TAF TSI COMMON COMPONENTS - TRANSFER**

**Project Manager: Stephan Breu**

stephan.breu@rne.eu

### **Summary**

This follow-up project manages the hand-over of the Common Components (CC) to RNE and their integration into the RNE landscape (from the legal, financial, operational and marketing points of view).

### **Main Milestones**

- Start: 15 December 2014
- Operation of CC by RNE: 1 January 2015
- Integration in RNE website: 30 September 2015
- Draft User Agreements with Ex-CCG members: 30 March 2015
- User Agreements with Ex-CCG members for signature: second half of July 2015

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## **PM TOOL FOR CONTENT MANAGEMENT**

**Project Manager: Simona Di Loreto**

simona.diloreto@rne.eu

### **Summary**

In order to facilitate the management of the numerous projects carried out by RNE, this project will set up a content management IT tool, where the functions needed to draft, share, generate and store project management-related documents will be available. A manual for use and training purposes is also included in the project.

### **Main Milestones**

- Start: 28 January 2015
- Delivery of the FRS & choice of the option: 13 March 2015
- Tool developed: 15 July 2015
- Training finalised: 31 July 2015



## CENTRAL APPLICATION DATABASE

**Project Manager: Florian Sandauer**

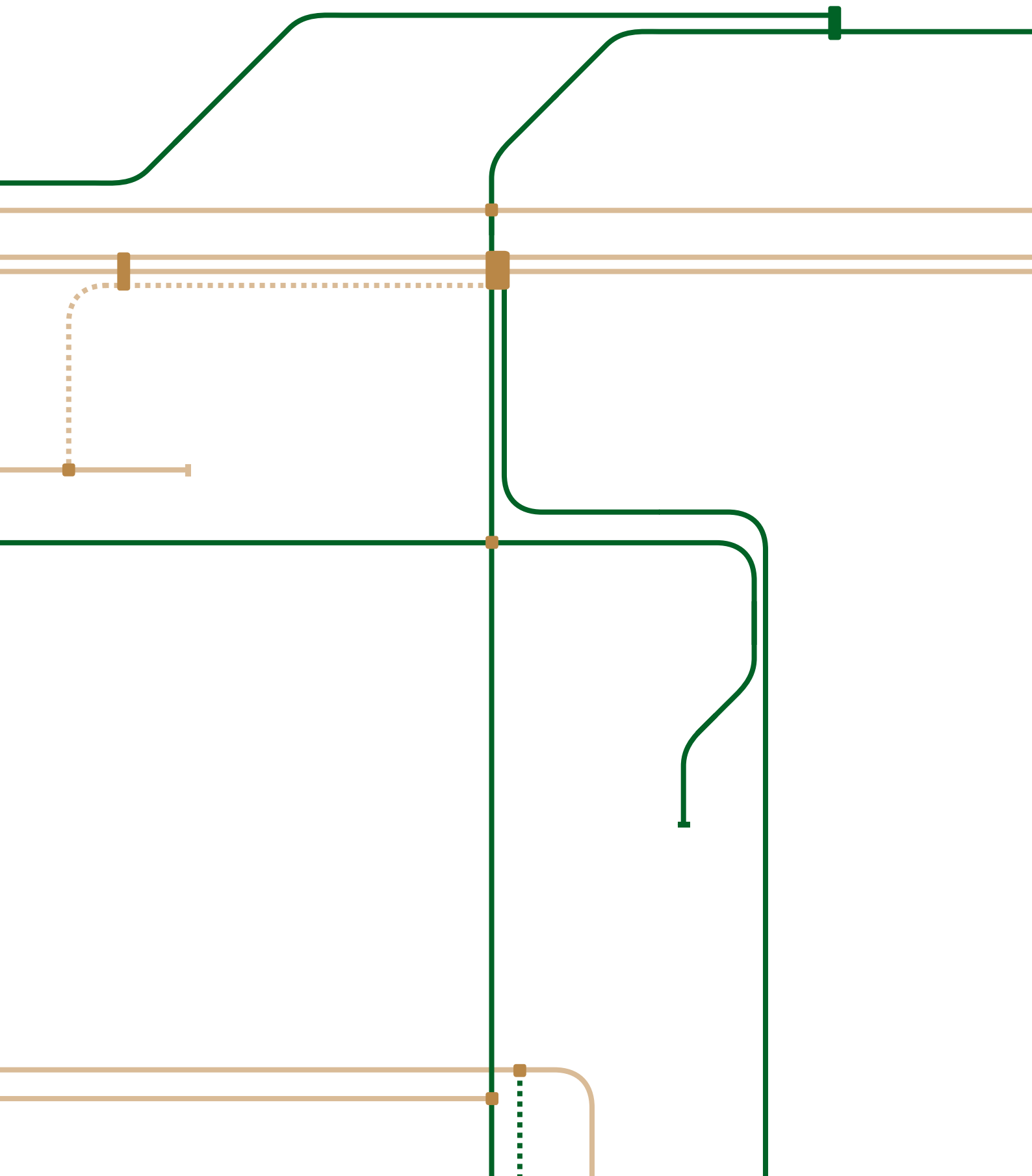
florian.sandauer@rne.eu

### Summary

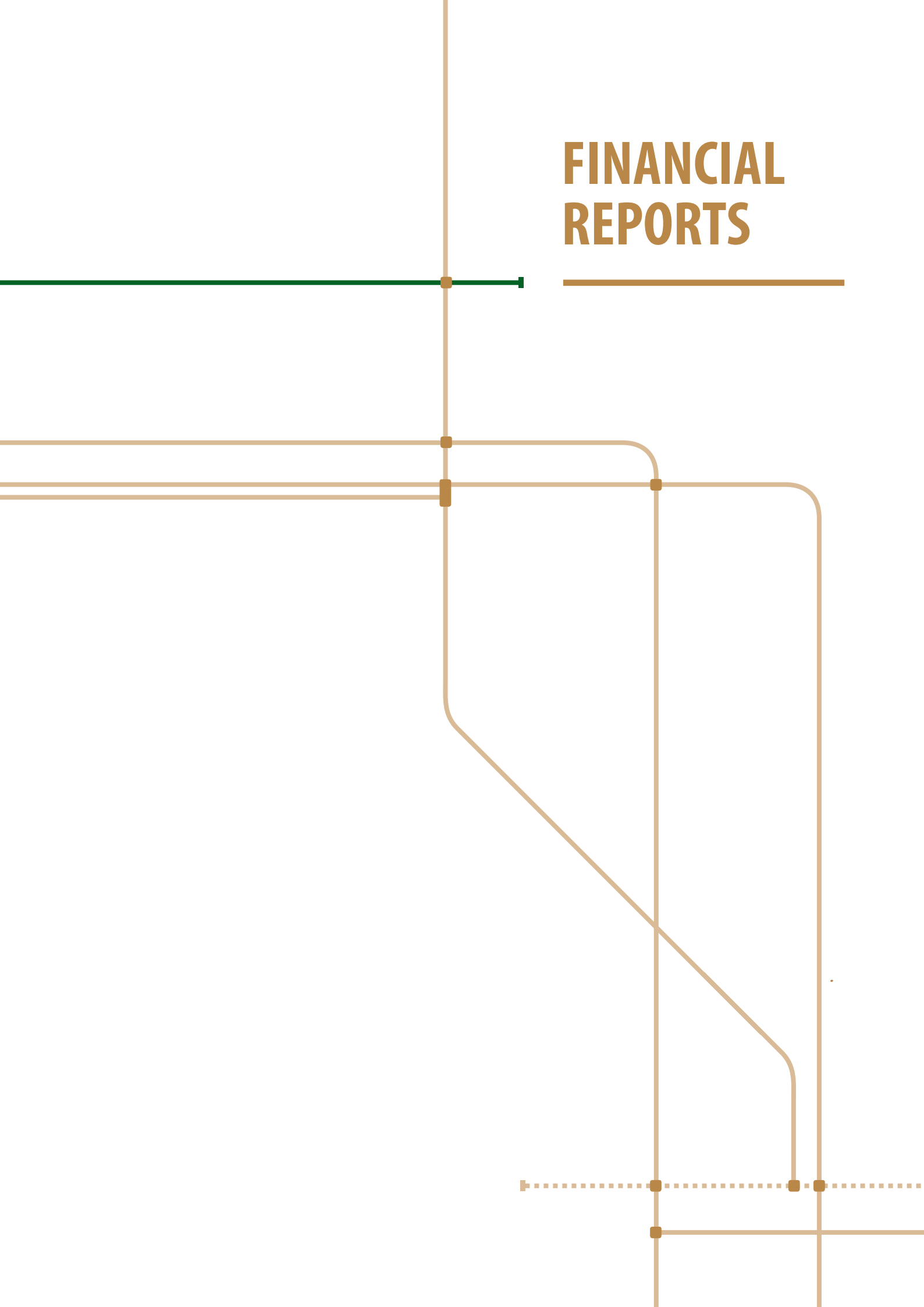
Reference files for locations are neither harmonised in RNE IT systems nor in the IMs/ABs' internal systems. The reason is that some RNE Members use different location names and codes for different processes (sales, planning and operations). RNE Members maintain 4 to 6 different location databases for different RNE applications. This is the source of inconsistencies in RNE applications. The aim of the project is to set up a single database for all RNE applications. The first step includes a feasibility study (analysis, potential solutions and impacts). Depending on the results of the study, a single database for all RNE applications may be implemented.

### Main Milestones

- Start: 6 May 2015
- End: 3 December 2015



# FINANCIAL REPORTS



# BALANCE SHEET

ASSETS			EQUITY AND LIABILITIES		
	31. DECEMBER 2014	31. DEC. 2013		31. DECEMBER 2014	31. DEC. 2013
	EUR	EUR		EUR	EUR
<b>A. NON-CURRENT ASSETS</b>			<b>A. EQUITY</b>		
<i>I. INTANGIBLE ASSETS</i>			<i>I. CAPITAL RESERVES</i>		
1. CONCESSIONS, INDUSTRIAL PROPERTY RIGHTS AND SIMILAR RIGHTS			1. UNAPPROPRIATED		
A. CIS	422.00	2,500.00		2,292,821.69	2,800,622.37
B. PCS	220,104.00	220,898.00		2,292,821.69	2,800,622.37
C. TIS	128,171.00	163,143.00	<i>II. BALANCE SHEET PROFIT</i>		
D. LICENCES	12,878.00	10,169.00		0.00	0.00
E. OTHER	6,251.00	5,964.00		0.00	0.00
	367,826.00	402,674.00		<b>2,292,821.69</b>	2,800,622.37
<i>II. TANGIBLE ASSETS</i>			<b>B. PROVISIONS</b>		
1. STRUCTURAL INVESTMENT IN THIRD-PARTY BUILDINGS			1. OTHER PROVISIONS		
	25,398.00	2,809.00		89,069.19	35,382.45
2. OTHER EQUIPMENT, FURNITURES AND FIXTURES					
	61,626.00	13,402.00		<b>89,069.19</b>	35,382.45
	87,024.00	16,211.00	<b>C. LIABILITIES</b>		
	<b>454,850.00</b>	418,885.00	1. VENDOR LIABILITIES		
<b>B. CURRENT ASSETS</b>			431,316.41		
<i>I. RECEIVABLES AND OTHER ASSETS</i>			295,298.70		
1. TRADE RECEIVABLES			2. OTHER LIABILITIES		
	55,690.95	95,743.01		139,414.01	97,135.05
2. OTHER RECEIVABLES					
	109,141.85	116,823.75		<b>570,730.42</b>	392,433.75
	164,832.80	212,566.76	<i>II. CASH ON HAND, BANK DEPOSITS</i>		
<i>II. CASH ON HAND, BANK DEPOSITS</i>			2,293,234.98		
	2,293,234.98	2,565,515.30	2,565,515.30		
	<b>2,458,067.78</b>	2,778,082.06	<b>C. ACCRUALS</b>		
<b>C. ACCRUALS</b>			39,703.52		
	39,703.52	31,471.51	3,228,438.57		
	<b>2,952,621.30</b>	3,228,438.57	<b>2,952,621.30</b>		
			3,228,438.57		

## PROFIT AND LOSS ACCOUNT

	31. DECEMBER 2014	31. DEC. 2013
	EUR	EUR
<b>1. TURNOVER</b>		
A. DOMESTIC TURNOVER	124,514.00	102,592.94
B. FOREIGN TURNOVER	2,082,551.00	1,791,229.06
	2,207,065.00	1,893,822.00
<b>2. OTHER TURNOVER</b>		
A. EU FUNDING	0.00	637,114.50
B. OTHERS	78,615.12	39,529.74
	78,615.12	676,644.24
	<b>2,285,680.12</b>	<b>2,570,466.24</b>
<b>3. COST OF PURCHASED SERVICES</b>	- 64,371.97	- 99,622.53
	- 64,371.97	- 99,622.53
<b>4. PERSONNEL EXPENSES</b>		
A. SALARIES	- 1,199,702.82	- 1,140,431.74
B. EXPENSES OF STATUTORY SOCIAL SECURITY AND PAYROLL-RELATED TAXES AND CONTRIBUTIONS	- 164,153.79	- 138,002.27
	- 1,363,856.61	- 1,278,434.01
<b>5. DEPRECIATION</b>	- 309,358.61	- 303,107.55
	- 309,358.61	- 303,107.55
<b>6. OTHER EXPENSES</b>		
A. EQUIPMENT OF LOW VALUE	- 8,114.42	- 3,776.60
B. ADVERTISING AND PROMOTION	- 6,528.95	- 6,420.58
C. VEHICLE EXPENSES AND TRANSPORTATION	- 571.67	- 619.07
D. POSTAGE, TELEPHONE AND OTHER COMMUNICATION EXPENSES	- 13,563.61	- 13,953.56
E. TRAVEL EXPENSES	- 86,036.35	- 80,526.35
F. MAINTENANCE AND SERVICING	- 819,869.47	- 657,109.53
G. BOOKKEEPING AND PERSONNEL SETTLEMENT, TAX AND LEGAL CONSULTATION AND OTHER	- 26,704.58	- 14,470.91
H. OFFICE EXPENSES	- 6,417.62	- 7,148.26
I. OFFICE RENT	- 76,780.68	- 62,840.53
J. SPECIFIC ALLOWANCE FOR BAD DEBTS	0.00	- 35,858.50
K. OTHER EXPENSES	- 15,687.17	- 15,429.98
	- 1,060,274.52	- 898,153.87
<b>7. OPERATING PROFIT</b>	<b>- 512,181.59</b>	<b>- 8,851.72</b>
<b>8. OTHER INTERESTS AND SIMILAR REVENUES</b>	5,894.44	10,911.28
<b>9. INTEREST EXPENSES AND SIMILAR EXPENSES</b>	- 1,513.53	- 2,038.56
<b>10. FINANCIAL PROFIT</b>	<b>4,380.91</b>	<b>8,872.72</b>
<b>11. OPERATING AND FINANCIAL PROFIT</b>	<b>- 507,800.68</b>	<b>21.00</b>
<b>12. TAXES ON PROFIT</b>	0.00	- 21.00
<b>13. PROFIT FOR THE YEAR</b>	<b>- 507,800.68</b>	<b>0.00</b>
<b>14. RELEASE OF CAPITAL RESERVES</b>	<b>507,800.68</b>	<b>0.00</b>
<b>15. BALANCE SHEET PROFIT</b>	<b>0.00</b>	<b>0.00</b>

## 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 during 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) and Charging Information System (CIS) were written off over 5 years until the year 2007. The other data processing programs are being written off over 3 years. An extensive analysis has revealed that the reinvestment cycle of the software is shorter 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:

	NUMBER OF YEARS
OFFICE AND OTHER EQUIPMENT	3 – 5
OFFICE FURNITURE	5
OFFICE MACHINES, ICT SYSTEMS	3 – 5
STRUCTURAL INVESTMENT IN THIRD-PARTY BUILDINGS	5 – 10

### 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) software rights**

#### **Train Information System (TIS) software rights**

Path Coordination System (PCS) and Train Information System (TIS) are software tools for railway companies that were developed by several European railway companies. The full rights of utilisation have been transferred to RailNetEurope.

#### **RailNetEurope software developments in 2014**

In the following table you will find the functional split up of the software developments regarding Train Information System (TIS - including developments in the field of Operations) and Path Coordination System (PCS - including developments in the field of Timetabling) in 2014. This includes developments made and/or commissioned by RailNetEurope.

**ADDITIONS IN 2014**

	EUR	EUR
<b>PATH COORDINATION SYSTEM (PCS)</b>		<b>166,075.00</b>
Web Application incl.	39,900.00	
<ul style="list-style-type: none"> <li>• Improve bi-directional support for border-point worksheet harmonisation (Cobra)</li> <li>• Improve Observations Processing</li> <li>• Template Manager (for common parameters, dossier level parameters, national IM parameters, parameter set code, PaP search mask)</li> <li>• General improvement of IM parameters (new types, new relations, hidden parameters)</li> <li>• Report and export improvement (summary sheet for the reports, private report possibility, possible to select dossier parts for export)</li> <li>• Improvement of handling of PaPs (insert all PaPs in one step, PaP search improvement, insert PaP into existing dossier)</li> </ul>		
Data Exchange incl.	10,850.00	
<ul style="list-style-type: none"> <li>• Extend getAllDossier request</li> <li>• Transfer of attachment file with getDossier webservice</li> <li>• Add operationpoint_id in notification structure</li> <li>• Flex PaP support via PCS IP</li> <li>• Operation point support via PCS IP</li> </ul>		
RFC support incl.	112,000.00	
<ul style="list-style-type: none"> <li>• Combined PaP/tailor-made solution</li> <li>• PaP Management</li> <li>• Flex PaP and Network PaP</li> <li>• Improvement of PaP import function</li> </ul>		
ITNDB incl.	3,325.00	
<ul style="list-style-type: none"> <li>• Bug fixing (related to access rights and user management)</li> </ul>		
<b>TRAIN INFORMATION SYSTEM (TIS)</b>		<b>71,265.00</b>
Web Application incl.	58,365.00	
<ul style="list-style-type: none"> <li>• Introduction of new style sheets</li> <li>• Optimisation of filter and sorting functions</li> <li>• Optimisation of menu behaviour and performance enhancement</li> <li>• External router optimised</li> </ul>		
TIS Traffic Control Centre	8,000.00	
<ul style="list-style-type: none"> <li>• Moving to TIS application</li> <li>• Updating TCCCom functions according to TIS functionality</li> <li>• Advanced user management</li> </ul>		
RFC Support	4,900.00	
<ul style="list-style-type: none"> <li>• Implementation of new corridor database tables</li> </ul>		
<b>JOINT OFFICE</b>		<b>2,098.60</b>
Update of Bookkeeping System	1,537.00	
Adobe Acrobat	561.60	



### Investment per ICT system

The table below shows all investment per ICT system, including the following three categories: licences, software and hardware. Please note that the original development costs of Charging Information System (CIS) and Train Information System (TIS) are not included as these systems were inherited.

<b>CHARGING INFORMATION SYSTEM (CIS)</b>			
	PURCHASE VALUE	ACCUMULATED DEPRECIATION	BOOK VALUE (END 2014)
	EUR	EUR	EUR
OPERATION			
WEB APPLICATION	447,417.00	446,995.00	422.00
OTHERS			
<b>SUM</b>	<b>447,417.00</b>	<b>446,995.00</b>	<b>422.00</b>

<b>PATH COORDINATION SYSTEM (PCS)</b>			
	PURCHASE VALUE	ACCUMULATED DEPRECIATION	BOOK VALUE (END 2014)
	EUR	EUR	EUR
OPERATION	179,305.45	154,476.45	24,829.00
WEB APPLICATION	1,196,205.38	1,127,362.38	68,843.00
DATA EXCHANGE	35,825.00	20,141.00	15,684.00
REPORTING			
RFC SUPPORT	258,850.00	126,136.00	132,714.00
ITNDB	11,975.76	9,112.76	2,863.00
OTHERS			
<b>SUM</b>	<b>1,682,161.59</b>	<b>1,437,228.59</b>	<b>244,933.00</b>

<b>TRAIN INFORMATION SYSTEM (TIS)</b>			
	PURCHASE VALUE	ACCUMULATED DEPRECIATION	BOOK VALUE (END 2014)
	EUR	EUR	EUR
OPERATION	180,846.72	153,351.72	27,495.00
WEB APPLICATION	484,426.75	376,041.75	108,385.00
DATA EXCHANGE	8,000.00	5,334.00	2,666.00
REPORTING	15,057.30	10,069.30	4,988.00
EPR	100,400.00	100,400.00	0.00
TERMINAL MANAGER	65,696.00	58,033.00	7,663.00
RFC SUPPORT	8,983.75	2,859.75	6,124.00
TCCCOM	9,760.00	3,093.00	6,667.00
OTHERS			
<b>SUM</b>	<b>873,170.52</b>	<b>709,182.52</b>	<b>163,988.00</b>

## NOTES TO THE FINANCIAL STATEMENT

### Receivables and other assets

SCHEDULE				
	ACCORDING TO BALANCE SHEET	MORE THAN 1 YEAR	NOTES RECEIVABLE	LUMP SUM ALLO- WANCE
	TEUR	TEUR	TEUR	TEUR
TRADE RECEIVABLES	56	0	0	0
	(96)	(0)	(0)	(0)
OTHER RECEIVABLES	109	0	0	0
	(117)	(0)	(0)	(0)
TOTAL FOR CURRENT YEAR	165	0	0	0
TOTAL FOR PREVIOUS YEAR	(213)	(0)	(0)	(0)

### Liabilities

SCHEDULE OF MATURITY				
	ACCORDING TO BALANCE SHEET	UP TO 1 YEAR	MORE THAN 1 YEAR (UP TO 5 YEARS)	MORE THAN 5 YEARS
	TEUR	TEUR	TEUR	TEUR
VENDOR LIABILITIES	431	431	0	0
	(295)	(295)	(0)	(0)
OTHER LIABILITIES	139	139	0	0
	(97)	(97)	(0)	(0)
TOTAL FOR CURRENT YEAR	571	571	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 2014 Managing Board Members were

- Harald Hotz (ongoing)
- Ann Billiau (ongoing)
- Michel Dupuis (ongoing)
- Mirosław Kanclerz (ongoing)
- Péter Rónai (ongoing)
- Bettina Wunsch-Semmler (ongoing)

#### Employees of the company

In the financial year 2014 RailNetEurope had 16 employees on average, thereof 5 seconded by Members of RailNetEurope and 11 directly employed by RailNetEurope (thereof 3 part-time employees with 50% and 1 part-time employee with 75% of the normal working time).

Paris, 6 May 2015



Harald Hotz



Ann Billiau



Michel Dupuis



Mirosław Kanclerz



Péter Rónai



Bettina Wunsch-Semmler

Members of the Managing Board

RNE FINANCIAL REPORT /  
**DEVELOPMENT OF  
NON CURRENT ASSETS**

**DEVELOPMENT OF NON-CURRENT ASSETS  
DURING THE FISCAL YEAR JANUARY 1, 2014 UNTIL DECEMBER 31, 2014**

	DEVELOPMENT OF NON CURRENT ASSETS AT ACQUISITION/PRODUCTION COSTS					DEPRECIATION		BOOK VALUES	
	AS OF 1.1.2014	ADDITIONS	TRANS- FERS	DISPOSALS	AS OF 31.12.2014	CUMULATED DEPRECIATION	DEPRECIATION OF THE FISCAL YEAR	AS OF 31.12.2014	AS OF 1.1.2014
	EUR	EUR	EUR	EUR	EUR	EUR	EUR	EUR	EUR
<b>I. INTANGIBLE ASSETS</b>									
1. CONCESSIONS, INDUSTRIAL PROPERTY RIGHTS AND SIMILAR RIGHTS	2,735,490.32	251,686.38	0.00	401,263.78	2,585,912.92	2,218,086.92	286,531.38	367,826.00	402,674.00
	2,735,490.32	251,686.38	0.00	401,263.78	2,585,912.92	2,218,086.92	286,531.38	367,826.00	402,674.00
<b>II. TANGIBLE ASSETS</b>									
1. STRUCTURAL INVESTMENT IN THIRD-PARTY BUILDINGS	3,293.77	24,125.68	0.00	0.00	27,419.45	2,021.45	1,536.68	25,398.00	2,809.00
2. OTHER EQUIPMENT, FURNITURES AND FIXTURES	155,736.93	69,514.55	0.00	6,216.61	219,034.87	157,408.87	21,290.55	61,626.00	13,402.00
	159,030.70	93,640.23	0.00	6,216.61	246,454.32	159,430.32	22,827.23	87,024.00	16,211.00
<b>SUM</b>	<b>2,894,521.02</b>	<b>345,326.61</b>	<b>0.00</b>	<b>407,480.39</b>	<b>2,832,367.24</b>	<b>2,377,517.24</b>	<b>309,358.61</b>	<b>454,850.00</b>	<b>418,885.00</b>

## Report on the Financial Statements

We have audited the accompanying financial statements, including the accounting, of RailNetEurope, Wien, for the fiscal year from January 1, 2014 to December 31, 2014. These financial statements comprise the balance sheet as of December 31, 2014, the income statement for the fiscal year ended December 31, 2014, and the notes.

Our responsibility and liability as auditor is analogously to Section 275 UGB (liability regulations for the audit of small and medium-sized companies) limited with 2 million Euro towards the Company and towards third parties.

## Management's Responsibility for the Financial Statements and for the Accounting System

The Company's management is responsible for the accounting and for the preparation and fair presentation of these financial statements in accordance with Austrian Generally Accepted Accounting Principles. This responsibility includes: designing, implementing and maintaining internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; making accounting estimates that are reasonable in the circumstances.

## Auditor's Responsibility and Description of Type and Scope of the Statutory Audit

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with laws and regulations applicable in Austria and Austrian Standards on Auditing. Those standards require that we comply with professional guidelines and that we plan and perform the audit to obtain reasonable assurance whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Company's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a reasonable basis for our audit opinion.

### Opinion

Our audit did not give rise to any objections. In our opinion, which is based on the results of our audit, the financial statements comply with legal requirements and give a true and fair view of the financial position of the Company as of December 31, 2014 and of its financial performance for the fiscal year from January 1, 2014 to December 31, 2014 in accordance with Austrian Generally Accepted Accounting Principles.

Vienna, May 6th, 2015

Austrian tax adviser / auditor



### To the General Assembly of RailNetEurope

Based on the external audit of Merkur Control we have audited the financial statements of RailNetEurope for the year 2014. 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 statements should be adopted.

Vienna, May 6th, 2015



**CLAIRE  
HAMONIAU**



**ALFRED  
LUTSCHINGER**

A handwritten signature in blue ink that reads "C. Hamoniau".

Claire Hamoniau

A handwritten signature in blue ink that reads "Alfred Lutschinger".

Alfred Lutschinger

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### **RNE AND RNE MEMBERS EU-FUNDED PROJECT 2011-EU-60008-S**

**Project Manager: Harald Reisinger**  
harald.reisinger@rne.eu

#### **Summary**

The project goal is to obtain a refunding of part of the costs required to develop guidelines and common procedures for TAF/TAP and the RFCs. Funding is to cover RNE's and RNE Members' efforts to develop the defined processes.

#### **Main Milestones**

- Start: 5 May 2011
- Acceptance of Strategic Action Plan: 8 February 2013
- Acceptance of Action Status Report: 27 June 2013
- Acceptance of technical report: 31 October 2014
- Acceptance of financial report: 31 May 2015
- Final payment: 30 June 2015

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### **RNE AND RFC MEMBERS EU-FUNDED PROJECT 2012-EU-94031-S**

**Project Manager: Harald Reisinger**  
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#### **Summary**

The project goal is to obtain a refunding of part of the costs required to develop guidelines and common procedures for TAF/TAP and the RFCs. Funding is to cover RNE's and RNE Members' efforts to develop the defined processes.

#### **Main Milestones**

- Start: 1 March 2013
- Acceptance of Strategic Action plan: 4 February 2014
- Acceptance of Action Status Report: 20 March 2015
- Acceptance of final report: 15 December 2016
- Final Payment: 21 May 2017



**RNE EU-FUNDED PROJECT  
2014-EU-OPEN-S**

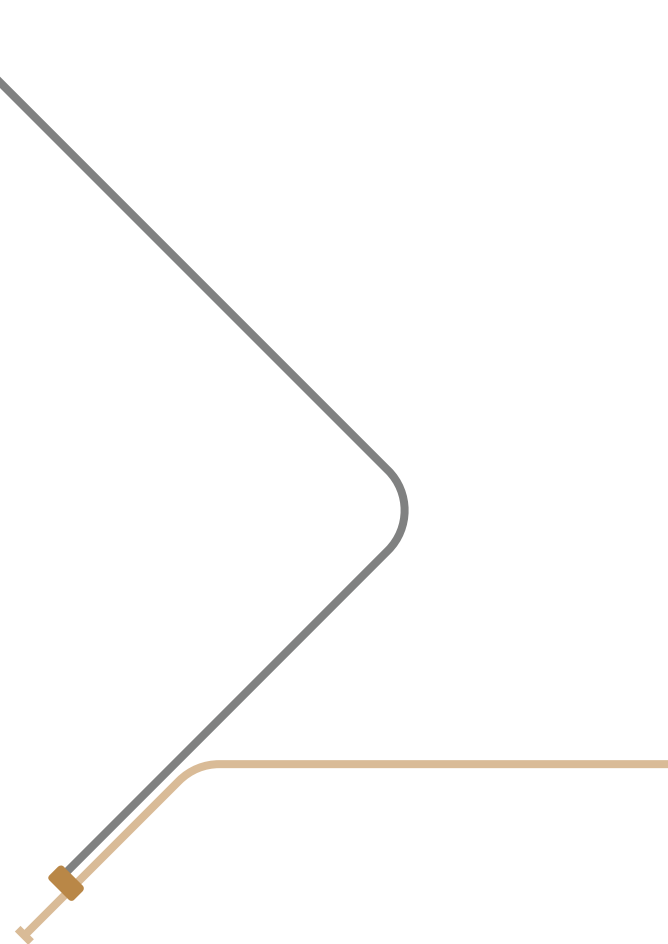
**Project Manager: Harald Reisinger**  
harald.reisinger@rne.eu

**Summary**

The project goal is to obtain a refunding of part of the costs required to develop guidelines and common procedures for TAF/TAP and the RFCs.

**Main Milestones**

- Start: 10 October 2014
- Acceptance of Strategic Action plan: 3 December 2015
- Acceptance of Action Status Report 2016: 17 June 2016
- Acceptance of Action Status Report 2017: 19 June 2017
- Acceptance of final report: 19 July 2018
- Final Payment: 21 November 2018



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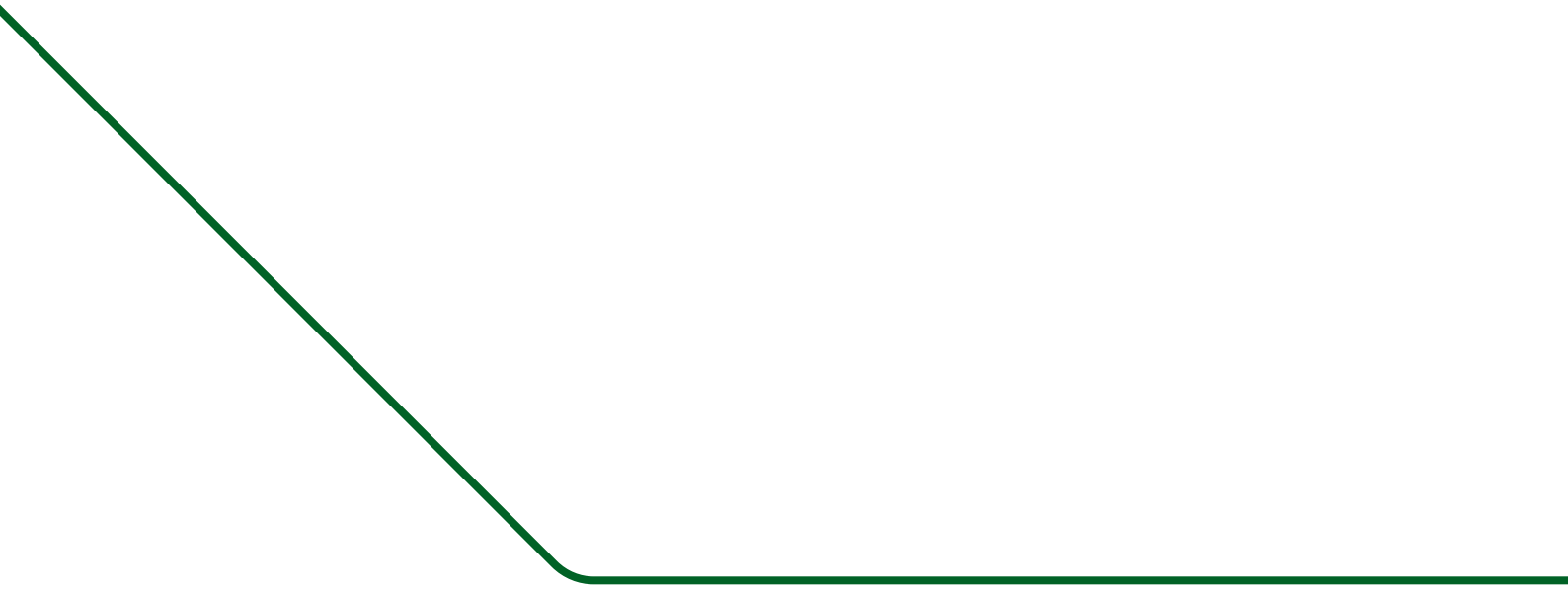
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## ABBREVIATIONS

<b>AB</b>	Allocation Body	<b>NS</b>	Network Statement
<b>C-OSS</b>	Corridor-One-Stop-Shop	<b>OSS</b>	One-Stop Shop
<b>CER</b>	Community of European Railway and Infrastructure Companies	<b>PAP</b>	Pre-arranged path
<b>CID</b>	Corridor Information Document	<b>PCS</b>	Path Coordination System
<b>CIS</b>	Charging Information System	<b>RB</b>	Regulatory Body
<b>CIT</b>	International Rail Transport Committee	<b>RFC</b>	Rail Freight Corridor
<b>EGTC</b>	European General Terms and Conditions	<b>RNE</b>	RailNetEurope
<b>EIM</b>	European Rail Infrastructure Managers	<b>RU</b>	Railway Undertaking
<b>EPR</b>	European Performance Regime	<b>TAF TSI</b>	Technical Specification for Interoperability relating to Telematic Applicants for Freight
<b>ERA</b>	European Railway Agency	<b>TAP TSI</b>	Technical Specification for Interoperability relating to Telematic Applicants for Passenger
<b>ERFA</b>	European Rail Freight Association	<b>TIS</b>	Train Information System
<b>ERNCF</b>	European Rail Network for Competitive Freight	<b>TPM</b>	Train Performance Management
<b>ERTM</b>	European Rail Traffic Management System	<b>TTID</b>	Train Transport Identification
<b>EU</b>	European Union	<b>TTR</b>	Redesign of the International Timetabling Process
<b>FTE</b>	Forum Train Europe	<b>UIC</b>	International Union of Railways
<b>GA</b>	General Assembly	<b>UIRR</b>	International Union of Combined Road-Rail Transport Companies
<b>HLG</b>	High Level Group	<b>WG</b>	Working Group
<b>ICoW</b>	Revision of International Coordination/ Publication of Works and Possessions	<b>WP</b>	Work Package
<b>IM</b>	Infrastructure Manager		
<b>LM</b>	Legal Matters		
<b>MB</b>	Managing Board		





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