



**ANNUAL REPORT**  
**2016**

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# 1 FOREWORD BY PRESIDENT AND SECRETARY GENERAL

2016 has been a year of consolidation for RailNetEurope (RNE). In addition to ongoing developments within the international business of Infrastructure Managers (IMs) and Allocation Bodies (ABs) that make up RNE, many activities linked to our role as coordination platform for Rail Freight Corridors have been major challenges.

## Let us now turn to some highlights of the last 18 months.

- Together with Forum Train Europe (FTE) and with the support of the European Rail Freight Association (ERFA), we have made great progress in the 'Redesign of the International Timetabling Process' (TTR project). The TTR project includes the important topic of Temporary Capacity Restriction (TCR) as well. All components of the TTR project are up for approval at the RNE General Assembly in May 2017 and the FTE Plenary in June 2017. After that, gradual implementation will commence, the first steps being the creation of an action plan and start of the first pilot applications. We would like to take this opportunity to thank all colleagues who have contributed to this huge achievement.
- Another topic that we would like to mention here is the involvement of RNE in the follow-up of the Rotterdam

Sector Statement. Together with other signees of the Sector Statement the document was analysed and translated into an action list. As the resulting list was very long, the players involved decided to focus on a list of ten top priority projects. Seven of these ten priorities are directly linked to ongoing RNE activities, which indicates that our efforts are taking us in the right direction. We are confident that together with the partners from the sector we can accelerate and push these priority projects. Details can be found on the dedicated website ([www.railsectorstatement.eu](http://www.railsectorstatement.eu)), which shall be published in early summer 2017.

Constructive collaboration with our business partners - especially CER, CIT, EIM, ERFA, FTE, IRG-Rail, PRIME, The Agency, UIC, UIRR - made all of this work possible, and we would like to thank them warmly. Also, we would of course like to thank the representatives of our members, the Infrastructure Managers (IMs), Allocation Bodies (ABs) and Rail Freight Corridors (RFCs), for their continuous commitment and support both at management and expert level.

Financially, the budget commitments in 2016 were met in full. The accounts of the association demonstrate sound economic and financial results, which was testified by

internal and external auditors.

Finally, we would like to thank our Vice President, Michel Dupuis, who will leave RNE in May 2017. Michel Dupuis has been with RNE from the very beginning. He has been a member of the RNE Managing Board since 2006, in various positions. We will certainly miss him and we wish him all the best for the future.

We hope that you will find this annual report enjoyable and informative and we look forward to meeting future challenges together with our partners and to continue improving international rail services throughout Europe.



**HARALD HOTZ,**  
RNE President

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



**JOACHIM KROLL,**  
Secretary General

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



## ② ASSOCIATION

- Approach & Structure
- Managing Board
- Joint Office
- Members & Network
- RNE KPI Management
- RNE Projects & Activities





## — Approach & Structure

### Approach

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

RNE facilitates the operational international business of its Members and provides support 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.

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. In addition, RNE has become a member of the PRIME Platform, where the dialogue between the European Commission and the Infrastructure Managers is being enhanced.



Co-financed by the European Union

European Energy Programme for Recovery

## RNE Structure

*RailNetEurope has adopted the typical structure of an international organisation.*

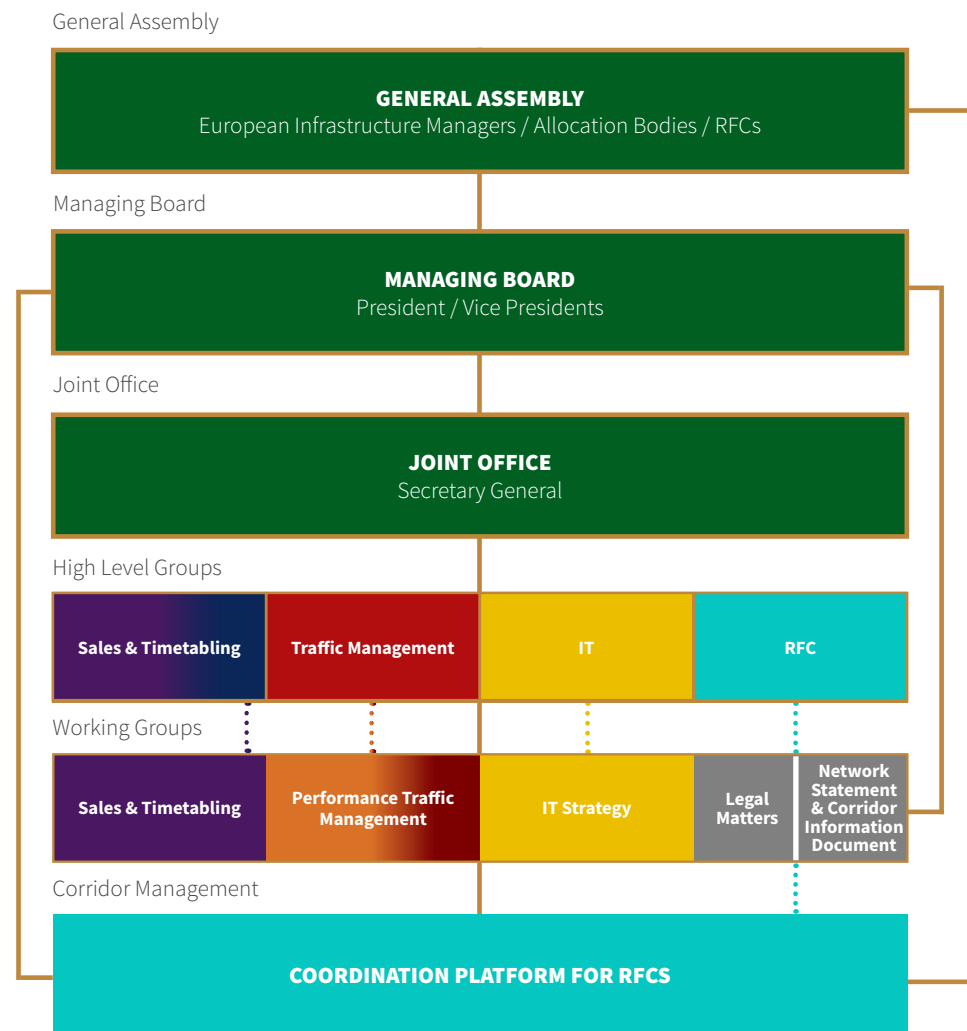
At least twice a year, the RNE General Assembly makes decisions. These are prepared by a Managing Board that meets about five times a year, and also supervises the work of all RNE ad-hoc and standing groups. The day-to-day work of these groups is coordinated and managed at the RNE Joint Office in Vienna,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

Today the RNE Working Groups deal with the following business areas on a permanent basis:

- Sales & Timetabling
- Traffic & Train Performance Management
- Rail Freight Corridors
- Network Statement & Corridor Information Document
- Legal Matters

Following a decision by the RNE General Assembly on 8 December 2016, a new working group, the Temporary Capacity Restrictions Working Group (TCR WG), is currently being established.

In 2014, it was decided to set up High Level Groups (HLGs) in the following areas: Rail Freight Corridors, IT, Sales & Timetabling, and Traffic Management. The High Level Groups have been tasked with providing input into RNE strategy, proposing projects and stimulating the implementation of project results as a first escalation level.



## — Managing Board



*In 2016 the RNE Managing Board (MB) consisted of Harald Hotz, RNE President, and the following RNE Vice Presidents:*

Ann Billiau (in charge of IT), Michel Dupuis (in charge of Sales & Timetabling, and of the new Temporary Capacity Restrictions WG), Mirosław Kanclerz (in charge of Traffic Management), Guus de Mol (in charge of Network Statements), Péter Rónai (in charge of Legal Matters), and Bettina Wunsch-Semmler (in charge of Corridor Management and External Relations).

*RNE Managing Board as of 2016, Secretary General, Chief Information Officer*





**HARALD HOTZ**  
ÖBB Infrastructure AG

RNE President



**GUUS DE MOL**  
PRORAIL

Network Statement  
RNE Vice President



**PÉTER RÓNAI**  
MÁV Magyar Államvasutak Zrt

Legal Matters  
RNE Vice President



**ANN BILLIAU**  
INFRABEL

IT  
RNE Vice President



**MIROSŁAW KANCLERZ**  
PKP Polskie Linie Kolejowe S.A

Traffic Management & Corridor  
Information Document  
RNE Vice President



**BETTINA WUNSCH-  
SEMMLER**

DB Netz AG  
Corridor Management and External  
Relations  
RNE Vice President



**MICHEL DUPUIS**

SNCF Réseau

Sales & Timetabling and Temporary Capacity Restrictions

RNE Vice President  
Until May 2017



**PAUL MAZATAUD**

SNCF Réseau

Traffic Management

RNE Vice President  
From May 2017



**MIKAEL ERIKSSON**

Trafikverket

Train Performance Management

RNE Vice President  
From May 2017

After 11 years on the RNE Managing Board, 2016 was Michel Dupuis' last year, as he retired following the RNE General Assembly in May 2017.

Paul Mazataud and Mikael Eriksson joined the Managing Board as new members and the following proposal regarding the RNE MB portfolio was agreed on at the General Assembly 2017:

- Harald Hotz (ÖBB-Infrastruktur AG): RNE President
- Ann Billiau (Infrabel): IT
- Mikael Eriksson (Trafikverket): Train Performance Management
- Mirosław Kanclerz (PKP PLK): Network Statement & Corridor Information Document
- Paul Mazataud (SNCF Réseau): Traffic Management (TM)
- Guus de Mol (ProRail): Sales & Timetabling (S&TT)
- Péter Rónai (MÁV): Legal Matters (LM)
- Bettina Wunsch-Semmler (DB Netz AG): Corridor Management & External Relations

## — Joint Office



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Secretary General

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***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, Boards 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. Today the RNE Joint Office counts about 20 employees from many different European countries

working in close cooperation on the RNE premises in the centre of Vienna. Some of them are on secondment from their national rail infrastructure companies, the others have been hired directly from the labour market. The JO also uses temporary support from some external consultants.



## Joint Office Contacts

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**KARIN HÖTZL**

on maternity leave, returns 8  
May 2017)

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**ROXANNE POWELL**

at RNE JO until 28 February  
2017

MANAGEMENT ASSISTANT

succeeded by  
Elisabeth Gruber



**ELISABETH  
GRUBER**

MANAGEMENT ASSISTANT

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**DESI SLAVA  
TANEVA**

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## Members & Network










Country	Name	Length of network	Web	Logo
AUSTRIA	ÖBB Infrastruktur AG	4.846km	<a href="#">link</a>	
AUSTRIA AND HUNGARY	GySEV-Raaberbahn Raab- Oedenburg-Ebenfurter Eisenbahn AG	509 km	<a href="#">link</a> <a href="#">link</a>	
BELGIUM	Infrabel	3.631 km	<a href="#">link</a>	
BOSNIA AND HERZEGOVINA	ŽRS - Željeznice Republike Srpske	425 km	<a href="#">link</a>	
BULGARIA	National Railway Infrastructure Company of Bulgaria (NRIC)	4.023 km	<a href="#">link</a>	
CROATIA	HŽ Infrastruktura d.o.o.	2.605 km	<a href="#">link</a>	
CZECH REPUBLIC	SŽDC, Správa železnicní dopravní cesty, státní organizace	9.459 km	<a href="#">link</a>	
DENMARK	BDK - Banedanmark	2.132 km	<a href="#">link</a>	
FRANCE	SNCF Réseau (SNCF)	29.213 km	<a href="#">link</a>	
	LISEA - LGV SEA Tours-Bordeaux	340 km	<a href="#">link</a>	

Country	Name	Length of network	Web	Logo
GERMANY	DB Netz AG	33.281 km	<a href="#">link</a>	
GREAT BRITAIN	HS1 - HighSpeed1 Ltd.	109 km	<a href="#">link</a>	
	Network Rail	15.779 km	<a href="#">link</a>	
HUNGARY	MÁV Magyar Államvasutak Zrt. - (MÁV Hungarian State Railways Co.)	7.273 km	<a href="#">link</a>	
	VPE Vasúti Pályakapacitás-elosztó Kft.		<a href="#">link</a>	
ITALY	RFI - Rete Ferroviaria Italiana S.p.A.	24.278 km	<a href="#">link</a>	
LITHUANIA	Lietuvos geležinkeliai	1.868 km	<a href="#">link</a>	
LUXEMBOURG	ACF - Administration des Chemins de Fer		<a href="#">link</a>	
	CFL - Société Nationale des Chemins de Fer Luxembourgeois	275 km	<a href="#">link</a>	
MACEDONIA	Makedonski Železnici Infrastruktura	925 km	<a href="#">link</a>	
NETHERLANDS	ProRail B.V.	7.028 km	<a href="#">link</a>	
NORWAY	Bane NOR	4.170 km	<a href="#">link</a>	



Country	Name	Length of network	Web	Logo
POLAND	PKP Polskie Linie Kolejowe S.A.	18.427 km	<a href="#">link</a>	
PORTUGAL	Infraestruturas de Portugal, S.A.	2.553 km	<a href="#">link</a>	
ROMANIA	Compania Națională de Căi Ferate 'CFR' SA - Căile Ferate Române	10.600 km	<a href="#">link</a>	
SERBIA	ŽS - Željeznice Srbije	3.739 km	<a href="#">link</a>	
SLOVAKIA	Železnice Slovenskej Republiky	3.624 km	<a href="#">link</a>	
SLOVENIA	Slovenske železnice-Infrastruktura, d.o.o.	1.228 km	<a href="#">link</a>	
SPAIN	Administrador de Infraestructuras Ferroviarias (ADIF)	15.326 km	<a href="#">link</a>	
	Línea Figueras Perpignan S.A.	44 km	<a href="#">link</a>	
SWEDEN	Trafikverket Swedish Transport Administration	12.000 km	<a href="#">link</a>	
SWITZERLAND	BLS AG	449 km	<a href="#">link</a>	
	SBB Infrastructure	3.030km	<a href="#">link</a>	
	Trasse Schweiz AG		<a href="#">link</a>	

## Associate Members

Corridor	Name	Logo
RFC 1	Rhine-Alpine Corridor	
RFC 2	North Sea-Mediterranean Corridor	
RFC 3	ScanMed Corridor	
RFC 4	Atlantic Corridor	
RFC 5	Baltic-Adriatic Corridor	
RFC 6	Mediterranean Corridor	
RFC 7	Orient/East-Med Corridor	
RFC 8	North Sea-Baltic Corridor	
RFC 9	CS (Czech-Slovak) Corridor	

## RNE KPI Management

The aim of the RNE KPI Management Process is to measure and evaluate the performance of the organisation, its IT tools, as well as its Members' compliance with a number of harmonised business processes.



Project Manager:  
**ZITA ÁRVAI**  
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	KPI Definition	Monitoring & Reporting	Follow-up
<b>Responsible Managers</b>	Are consulted Propose calculation formula	Collect data Calculate KPIs	Identify problems Propose & Implement improvement actions
<b>Working Groups</b>	Might be consulted	Provide data if necessary	Identify problems Propose & implement improvement actions
<b>High Level Groups</b>	Are informed	Are informed	Are informed
<b>RNE Project Manager</b>	Coordinates the process	Coordinates the process Evaluates the results Provides the report	Coordinates proposals and monitors their implementation
<b>RNE Secretary General</b>	Supervises the process	Supervises the process	Supervises the process
<b>RNE Managing Board</b>	Proposes (top-down approach) and approves	Approves	Approves
<b>RNE General Assembly</b>	Approves	Approves	Approves

RNE KPI Management Process

## Projects & Activities

### RNE KPIs

#### Summary

The goal of the project was to revise the RNE KPI Management process in order to make it more efficient, to set up a new, optimised set of KPIs and deliver a new RNE KPI Management Manual.

#### Main Milestones

Start: 28 August 2014

First draft list of revised KPIs: 23 June 2015

Second draft list of revised KPIs: 27 October 2015

Approval of the new concept by the RNE GA: 3 December 2015

End: Approval of new RNE KPI Management Manual: 25 February 2016

**This project has been successfully completed.**

***The revision came to an end in February 2016 when the new RNE KPI Management Manual was approved.***

The aim of the revision was to

- optimise and reduce the number of KPIs,
- re-cluster them,
- focus on the (strategic) goals of the organisation,
- focus on those issues which are of major interest to the RNE Members, the management of the organisation and international rail business,
- have KPIs with real benefits and
- have more KPIs that directly measure the efficiency of the organisation itself (performance of the RNE Joint Office in delivering results).

## Groups and sub-groups of KPIs

*The below listed KPIs have been applicable since 2016.*

### MANAGEMENT (INTERNAL KPIS)

- **Project Management** (excluding development projects of the core IT systems)

### FINANCIALS (INTERNAL KPIS)

- **Budget**
- **Funding**

### COMPLIANCE WITH CORE PROCESSES (EXTERNAL KPIS)

- **Compliance with IM-related RNE Guidelines**  
(2 sub-KPIs included)
  - Compliance with RNE Network Statement Common Structure
  - Compliance with RNE Guidelines concerning non-RU Applicants
- **Compliance with RFC (Rail Freight Corridor)-related RNE Guidelines**  
(4 sub-KPIs included)
  - Compliance with RNE Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions
  - Compliance with RNE Guidelines for Corridor OSS and Pre-arranged Paths
  - Compliance with RNE Corridor Information Document Common Structure
  - Compliance with RNE Guidelines for Punctuality Monitoring
- **Compliance with major international timetabling deadlines**  
(2 sub-KPIs included)
  - Compliance with draft offer deadline
  - Compliance with final offer deadline

### IT (INTERNAL KPIS)

- **Operation** (performance)
- **Development** (development projects)



## Results of RNE KPIs in 2016



### PROJECT MANAGEMENT



- Each project (excluding development projects of RNE's core IT tools)



### FINANCIALS



Budget met (surplus)

- Budget only
- EU funding not applicable in 2016



### COMPLIANCE WITH THE CORE PROCESSES



- Compliance with IM-related guidelines
- Compliance with RFC-related guidelines
- Compliance with major int. timetabling deadlines



### IT

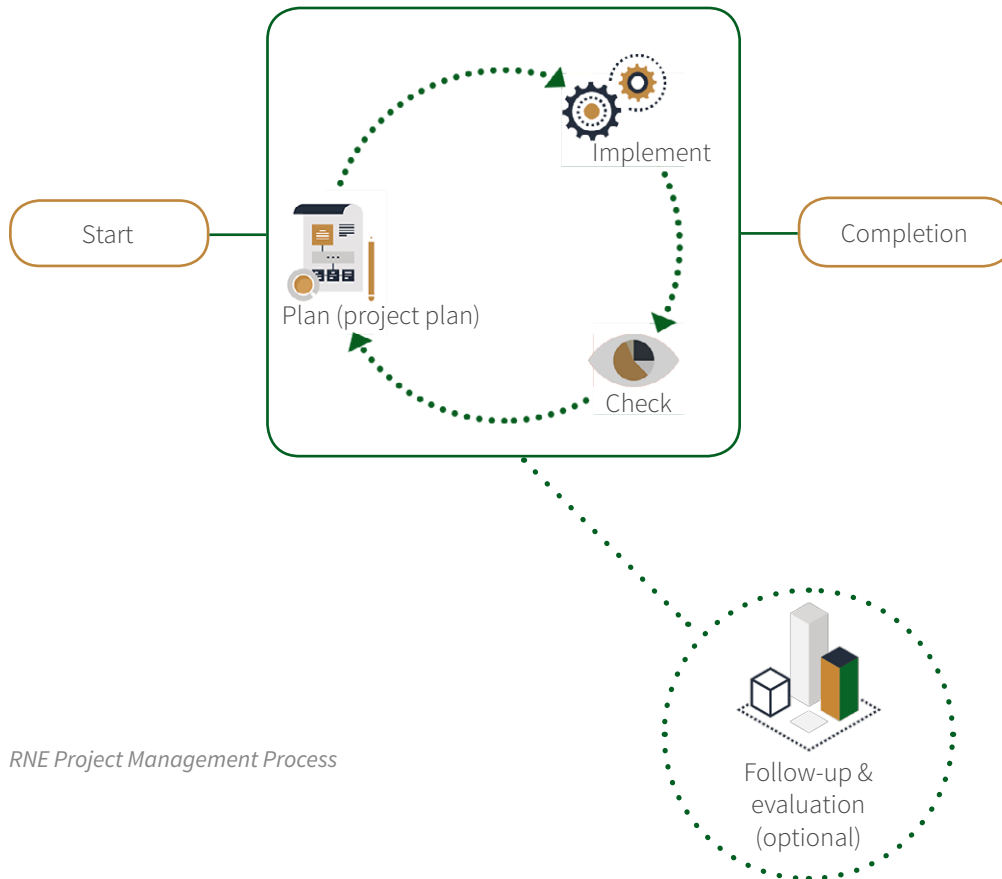


- Operations (performance)
- Development projects of core RNE's core IT tools

## — Projects & Activities

### Project Management

The aim of RNE’s Project Management is to plan, coordinate and monitor the complex and diverse activities of the organisation in order to deliver high-quality results for the benefit of its Members, and thus, for international rail business.



RNE Project Management Process

### PM IT TOOL FOR CONTENT MANAGEMENT

#### Summary

In order to facilitate the management of the numerous projects carried out by RNE, a content management IT tool was set up, which provides the functionalities needed to draft, share, generate and store documents related to project management. The development of a user manual and training was part of the project as well.

#### Main Milestones

- Start: 28 January 2015
- Functional specifications: 13 March 2015
- Tool developed: 31 July 2015 (1st version)
- Further development and streamlining: 11 December 2015 (2nd version)
- End: User manual and training finalised: 11 January 2016

**This project has been successfully completed.**



Project Manager:  
**ZITA ÁRVAI**  
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## RNE Project Portfolio 2016

The RNE Project Portfolio is composed of several projects clustered in seven business fields, which are displayed in the table below. It includes the list of projects that were ongoing in 2016.

### Project

*Quality and Performance Management IT Tool*

*Mapping of trains in TIS*

*PCS Developments*

*PCS Next Generation*

*PCS Next Generation Follow-up*

*RNE Big Data (Central Application Database)*

*RNE BI (Business Intelligence) 2.0*

*Project management IT tool for content management*

*Provision of data from RNE IT systems – legal aspects*

*European traffic flows on the Rail Freight Corridor Network*

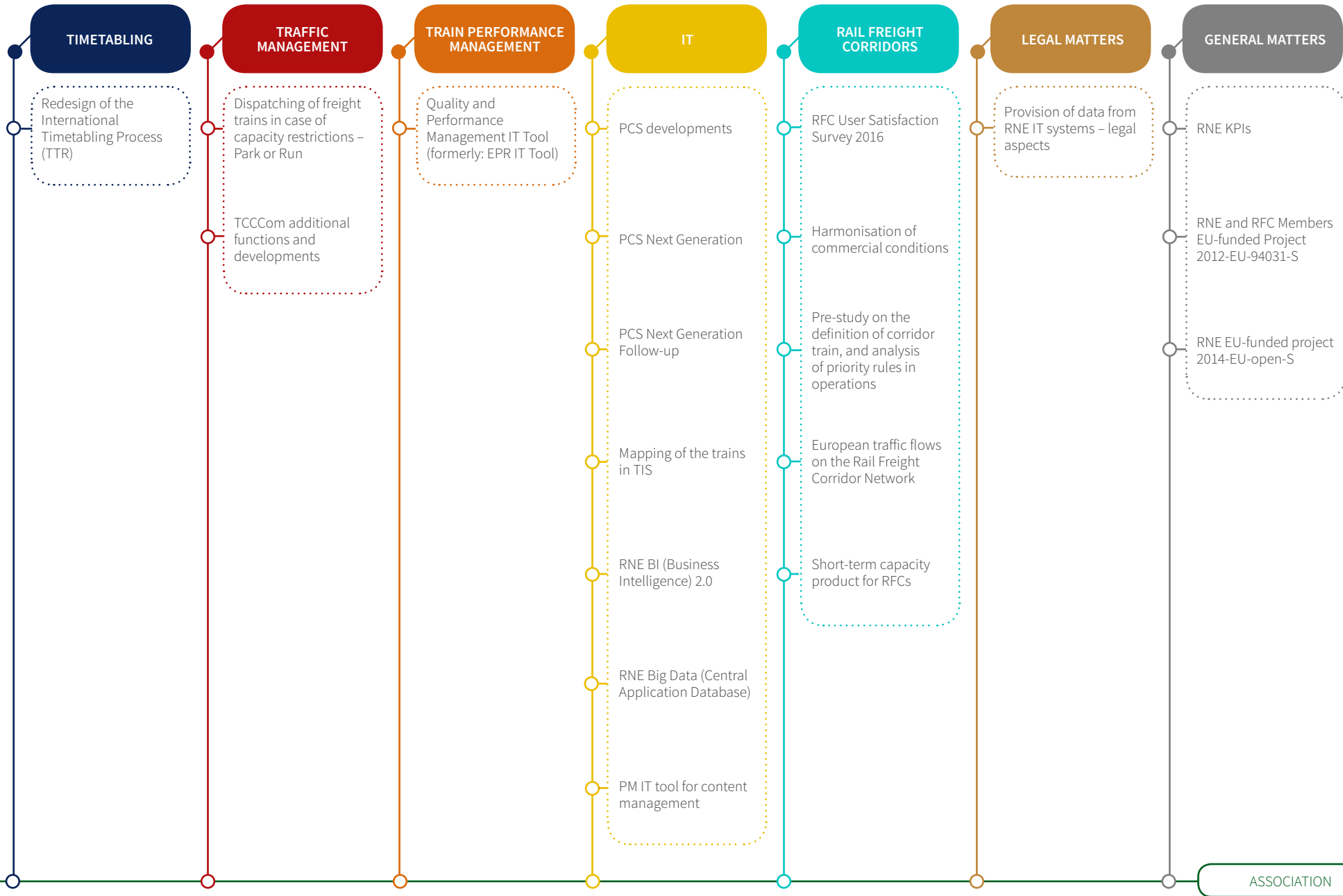
*Harmonisation of commercial conditions*

*Pre-study on the definition of corridor trains, and analysis of priority rules in operations*

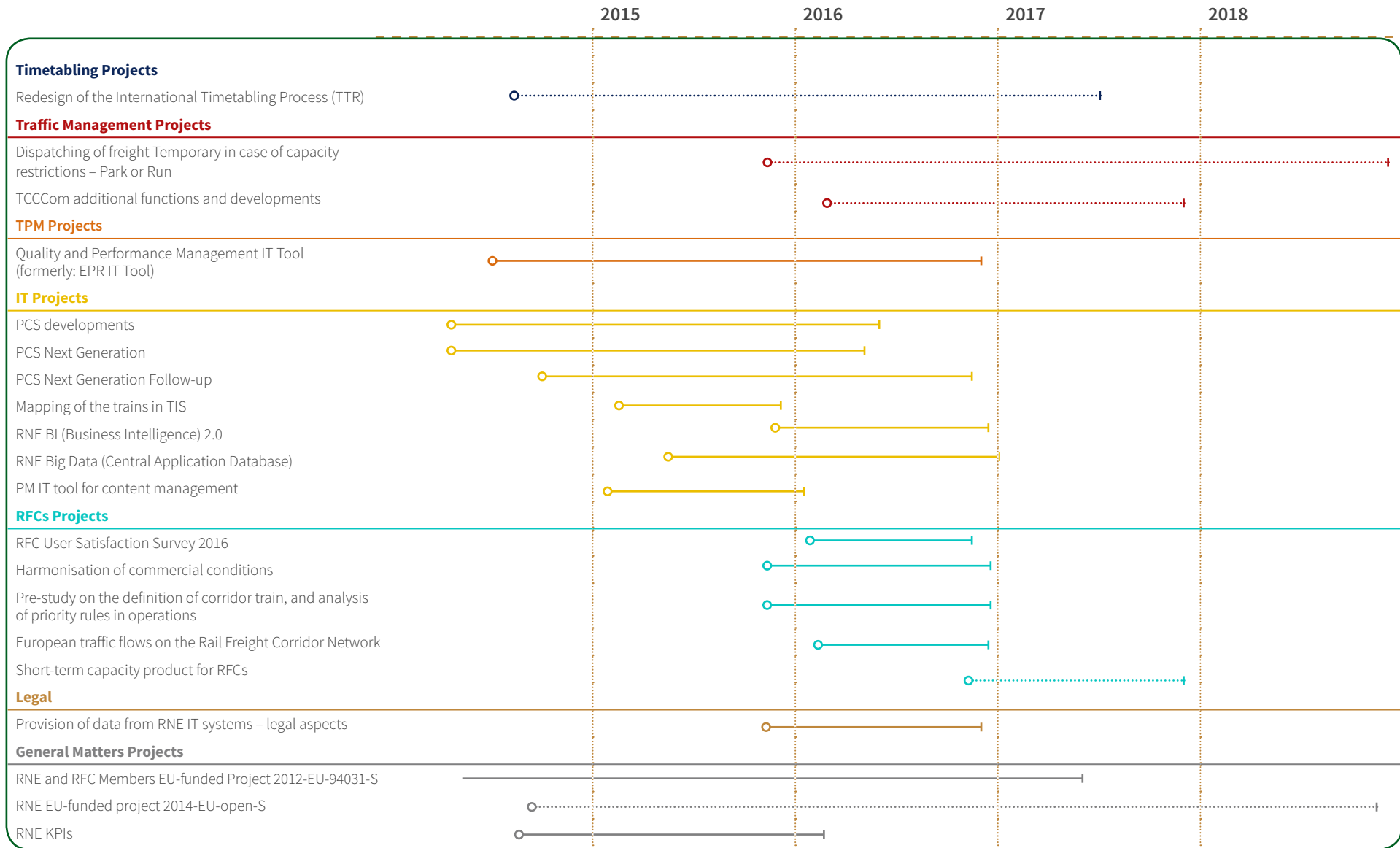
*RFC User Satisfaction Survey 2016*

*RNE KPIs*

# RNE Project Portfolio 2016



## Schedule and status of ongoing projects in 2016

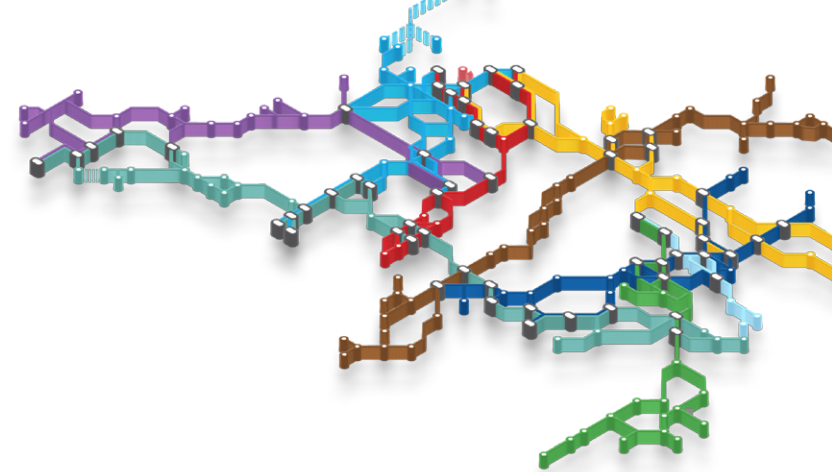




## 3 CORRIDOR MANAGEMENT

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## General Information

*Since its establishment in 2004, it has been RNE's aim to harmonise the core processes of international railway business used by Infrastructure Managers (IMs) and Allocation Bodies (ABs).*

In order to generate benefits for the main corridors carrying international rail traffic, several Rail Freight Corridors (RFCs) were created, starting in 2005 (initially in a slightly different set-up as 'RNE corridors'). Some years later, the establishment of international, market-oriented RFCs was, in fact, required by an EU regulation (No. 913/2010) which came into effect in 2010.

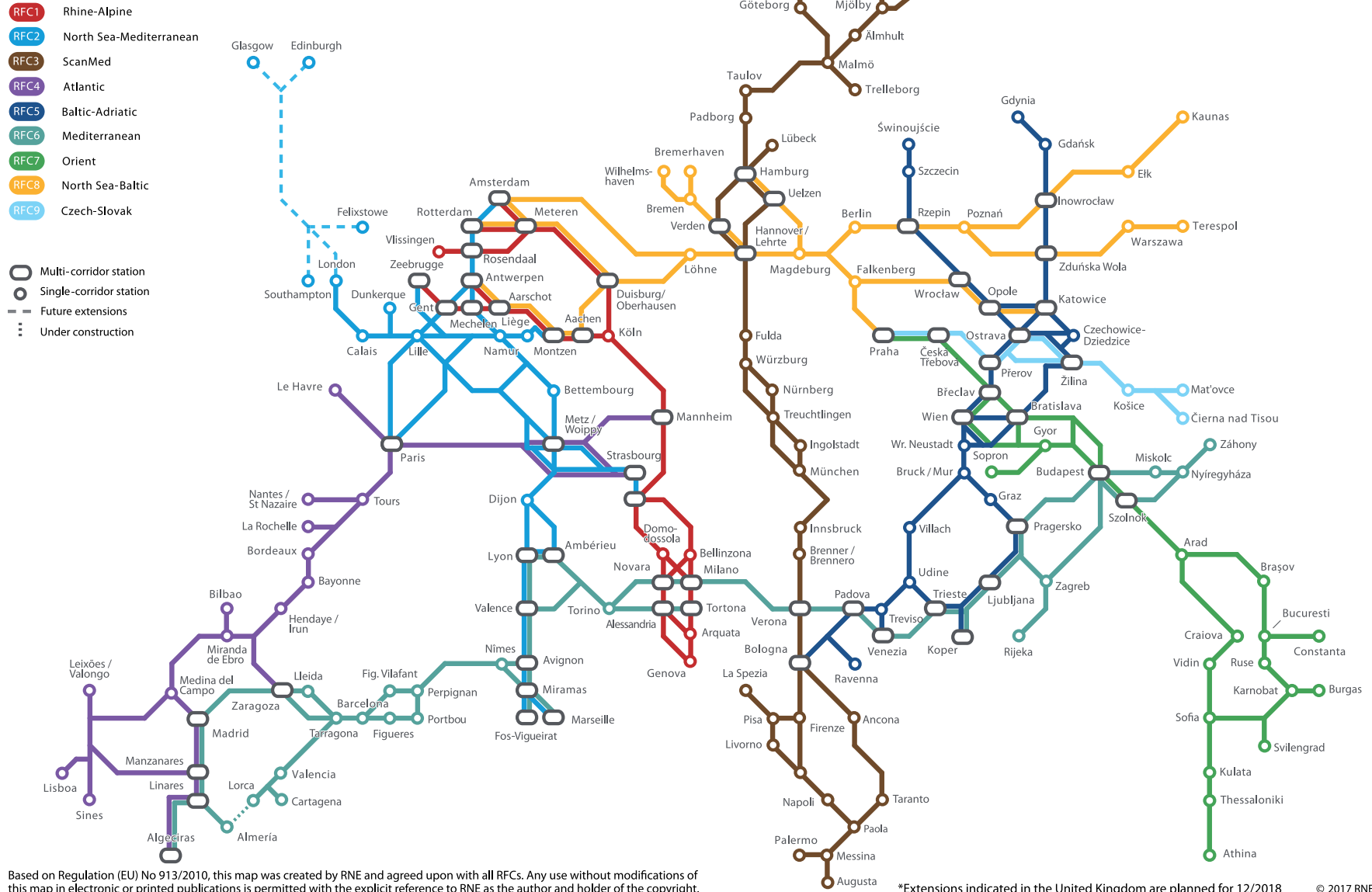
To achieve stronger harmonisation between the RFCs' various implementation approaches, RNE provides a coordination platform for RFC organisations to jointly develop harmonised processes and tools, to the benefit of Applicants, as well as IMs and ABs that are part of several RFCs.

The RFCs have also come to be increasingly involved in RNE through the High Level Group for RFCs (RFC HLG) and the RFCs' participation the RNE General Assembly (GA) as Associate Members.

### The RFC approach allows European Member States to meet three main challenges:

- strengthening cooperation between IMs on key aspects such as the allocation of paths, deployment of interoperable systems and infrastructure development
- finding the right balance between freight and passenger traffic along the RFCs
- promoting intermodality between rail and other transport modes by integrating terminals into the corridor management process

# Corridor Map



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

\*Extensions indicated in the United Kingdom are planned for 12/2018

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## Project Summaries

### RFC USER SATISFACTION SURVEY 2016

#### Summary

Article 19 (3) of the Regulation 913/2010 concerning a European rail network for competitive freight requires the Management Boards of the RFCs to conduct a satisfaction survey among the users of the respective corridor and to publish the results once a year. Based on the first two waves, the new project aimed to continue the yearly RFC User Satisfaction Survey.

#### Main Milestones

- Start: Approval of project proposal: 1 January 2016
- Kick-off meeting: 20 May 2016
- Review of the process and the questionnaire: 30 June 2016
- Field phase: 13 September – 7 October 2016
- End: Provision of the results: 17 November 2016

**This project has been successfully completed.**

### HARMONISATION OF COMMERCIAL CONDITIONS

#### Summary

The goal of the project was to provide a broad overview of the commercial conditions governing the use of RFCs' services (at individual IM/AB level) and a list of recommendations for their alignment or, if possible, for their harmonisation. A follow-up project started in 2016 with the aim to determine and agree on harmonised conditions in the scope of the following work packages  
WP1: Validity period of train number / train path, WP2: Revision of the C-OSS Guidelines (in order to investigate, if commonly applicable deadlines can be defined where they are still missing, concerning the annual and running timetabling process). Further commercial conditions (such as cancellation conditions) have not been dealt with in this project, because they will be covered by the TTR project.

#### Main Milestones

- Start: Approval of project proposal: 4 November 2015
- Kick-off: January 2016
- End: Provision of the results to the RNE GA: 8 December 2016

**This project has been successfully completed.**



Project Manager:  
**ZITA ÁRVAI**  
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## PRE-STUDY ON THE DEFINITION OF CORRIDOR TRAIN, AND ANALYSIS OF PRIORITY RULES IN OPERATIONS

### Summary

The first project, 'Priority rules in operation and definition of corridor train', started in 2015, but was put on standby on 13 May 2015 at the RNE/RFC HLG Meeting, as there was no common understanding of, or agreement on, the goals of the project. Before starting the project again, a pre-study on RFC level was necessary in order to define the exact requirements and specifications.

The goals of the pre-study were to analyse the need for corridor train definition (considering different business areas (TM, TPM, other), as well as to analyse priority rules in order to specify the requirements and scope for corridor train and priority rules definition.

### Main Milestones

- Start: 4 November 2015
- Kick-off: Operational start: January 2016
- Validation of results between IMs and RFCs: 9 November 2016
- End: Final approval of project results by RNE GA: 8 December 2016

**This project has been successfully completed.**



Project Manager:  
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TOMEKOVA**  
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## EUROPEAN TRAFFIC FLOWS ON THE RAIL FREIGHT CORRIDOR NETWORK

### Summary

Article 9.3 of Regulation 913/2010/EU requires the Management Boards of RFCs to carry out and periodically update a transport market study (TMS) related to the observed and expected changes in traffic on the corridor. The goal of the project was to develop a Europe-wide analysis of traffic flows with relevance for the RFCs including all modes of transport, based on a common database of origins and destinations. This analysis and database would serve as a basis for the updates of the individual RFC TMSs in the future.

### Main Milestones

- Start: 1 February 2016
- Delivery of specifications: 7 November 2016
- End: RNE GA decision about the future cooperation with the TRIMODE project: 8 December 2016

### This project has been closed.

The European Commission is carrying out the TRIMODE project in order to develop a transport model for Europe. Among other features, the TRIMODE will also be able to show changes in future traffic flows based on origin-destination pairs. Therefore, the RNE GA decided on 8 December 2016 to cooperate with the TRIMODE project in order to avoid a duplication of efforts and double-financing of two similar projects in Europe.



Project Manager:  
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## SHORT-TERM CAPACITY PRODUCT FOR RFCs

### Summary

Based on a request by the RFC Network (formerly RFC Talks) to conduct a feasibility study on the improvement of the RFCs' short-term capacity product, an opinion-gathering procedure was conducted within the C-OSS Community. As a next step, a project structure was established, under which RNE - in close cooperation with C-OSS managers and S&TT experts of involved IMs – aims to provide the RFCs and their customers with an accurate definition of a more attractive short-term capacity product, covering the description of the related process as well as required IT developments.

### Main Milestones

- Start: Opinion-gathering within the C-OSS Community: 9 November 2016
- Collection of input from C-OSS managers and S&TT experts: February 2017
- Definition of technical requirements towards PCS: 30 April 2017
- Detailed description of process steps: 30 June 2017
- Evaluation of technical requirements towards PCS: July 2017
- Eventual rollout in PCS and launching of pilot with volunteering RFCs: November 2017
- End: 30 November 2017



Project Manager:  
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## RFC KPIs

*Article 19 (2) of Regulation 913/2010 requires the Management Boards of the RFCs to monitor the performance of rail freight services on the freight corridor and publish the results of this monitoring once a year.*

To provide recommendations for using a set of KPIs commonly applicable to all RFCs, a guideline (applicable from 2016 onwards) has been developed by a joint RNE-RFC project team. The KPIs focus on measuring the performance of the RFCs in terms of capacity management, how traffic running along the RFCs is monitored in terms of punctuality and volume of traffic, and the capability of the RFCs to meet market demands in terms of capacity. The RNE-RFC KPI Expert Group has also been established in order to coordinate the use of these KPIs and to evaluate it on a yearly basis. The calculation of the first set of results of the commonly applicable RFC KPIs had been completed by the beginning of 2017. They will be published in a harmonised form on the RNE website from 2017 in order to provide this information in a transparent and easily accessible way, for all interested stakeholders.

## Outlook

*The overall goal of further cooperation between RNE and RFCs is to promote a network approach and use common interfaces to the furthest extent possible.*

In order to steer the joint efforts, the RNE/RFC High Level Group is committed to prioritise proposed projects for further cross-corridor harmonisation.

The associate membership of RNE is open also to future RFCs established according to the Regulation 913/2010, most notably to the Amber Corridor, the establishment of which was jointly initiated by four Member States in 2016 and approved by the European Commission in 2017.

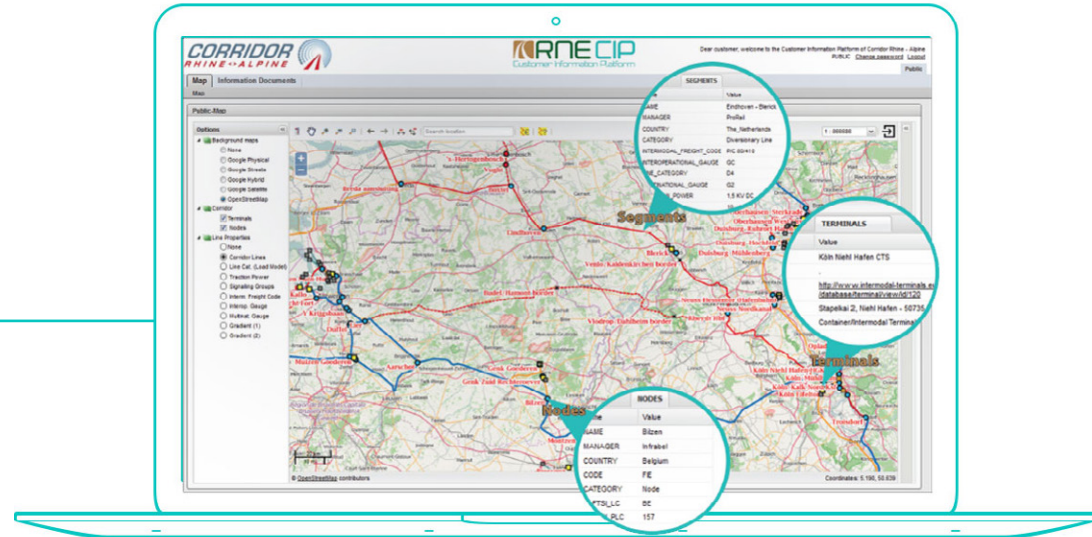
## CIP

### About CIP




The Customer Information Platform (CIP) is an interactive, internet-based information tool. By means of a Graphical User Interface (GUI), the CIP provides precise information on routing, terminals and track properties, as well as infrastructure investment projects of the participating RFCs.

At the request of several RFCs, RNE has agreed to take over the ownership, hosting and maintenance of the CIP from Rhine-Alpine EEIG (RFC 1). This has enabled the CIP to become a **multi-corridor tool providing harmonised information** processes. As of 2016, the CIP displays information on railway infrastructure in 18 European countries, covering the network of 6 out of 9 RFCs: Rhine-Alpine (RFC 1), North Sea – Mediterranean (RFC 2), Scandinavian – Mediterranean (RFC 3), Atlantic (RFC 4), Baltic – Adriatic (RFC 5) and North Sea – Baltic (RFC 8). The remaining RFCs have been invited to join the CIP Change Control Board (CCB) as observers and to become CIP users at a later point in time.

RNE shall further develop the CIP according to the decisions of the CIP Change Control Board (CCB), obtaining approval by the RNE General Assembly, when necessary.



Your single source of harmonised corridor information, 24 hours a day, 7 days a week

<b>1</b>		<b>1. Visit the dedicated website:</b> <a href="https://cip.rne.eu">https://cip.rne.eu</a>	<b>2</b>		<b>2. Press the login button</b>						
<p><b>Access to CIP is FREE OF CHARGE and NO REGISTRATION is required:</b></p> <p>If you need support with accessing the system or wish to become an internal user of CIP please contact our Service Desk.</p>											
 <p><b>For e-mail inquiries write to:</b> <a href="mailto:support.cip@rne.eu">support.cip@rne.eu</a></p>			<p><b>For inquiries by phone, call:</b> +43 1 907 62 72 25</p>								
<p>Service Desk opening hours on working days: Monday- Thursday: 09:00 - 16:00 Fridays: 09:00 - 15:00</p>			<p>Tickets sent by e-mail in English are registered and handled on all weekdays, regardless of holiday or vacation periods, with a guaranteed response time.</p>								
<p>A direct link to the CIP can also be found on the webpage of each participating RFC:</p> <table style="width: 100%; border: none;"> <tr> <td style="border: none;"><a href="http://www.corridor-rhine-alpine.eu">www.corridor-rhine-alpine.eu</a></td> <td style="border: none;"><a href="http://www.rfc-northsea-med.eu">www.rfc-northsea-med.eu</a></td> <td style="border: none;"><a href="http://www.scannedfreight.eu">www.scannedfreight.eu</a></td> </tr> <tr> <td style="border: none;"><a href="http://www.atlantic-corridor.eu">www.atlantic-corridor.eu</a></td> <td style="border: none;"><a href="http://www.rfc-baltic-adriatic.eu">www.rfc-baltic-adriatic.eu</a></td> <td style="border: none;"><a href="http://www.rfc-northsea-baltic.eu">www.rfc-northsea-baltic.eu</a></td> </tr> </table>						<a href="http://www.corridor-rhine-alpine.eu">www.corridor-rhine-alpine.eu</a>	<a href="http://www.rfc-northsea-med.eu">www.rfc-northsea-med.eu</a>	<a href="http://www.scannedfreight.eu">www.scannedfreight.eu</a>	<a href="http://www.atlantic-corridor.eu">www.atlantic-corridor.eu</a>	<a href="http://www.rfc-baltic-adriatic.eu">www.rfc-baltic-adriatic.eu</a>	<a href="http://www.rfc-northsea-baltic.eu">www.rfc-northsea-baltic.eu</a>
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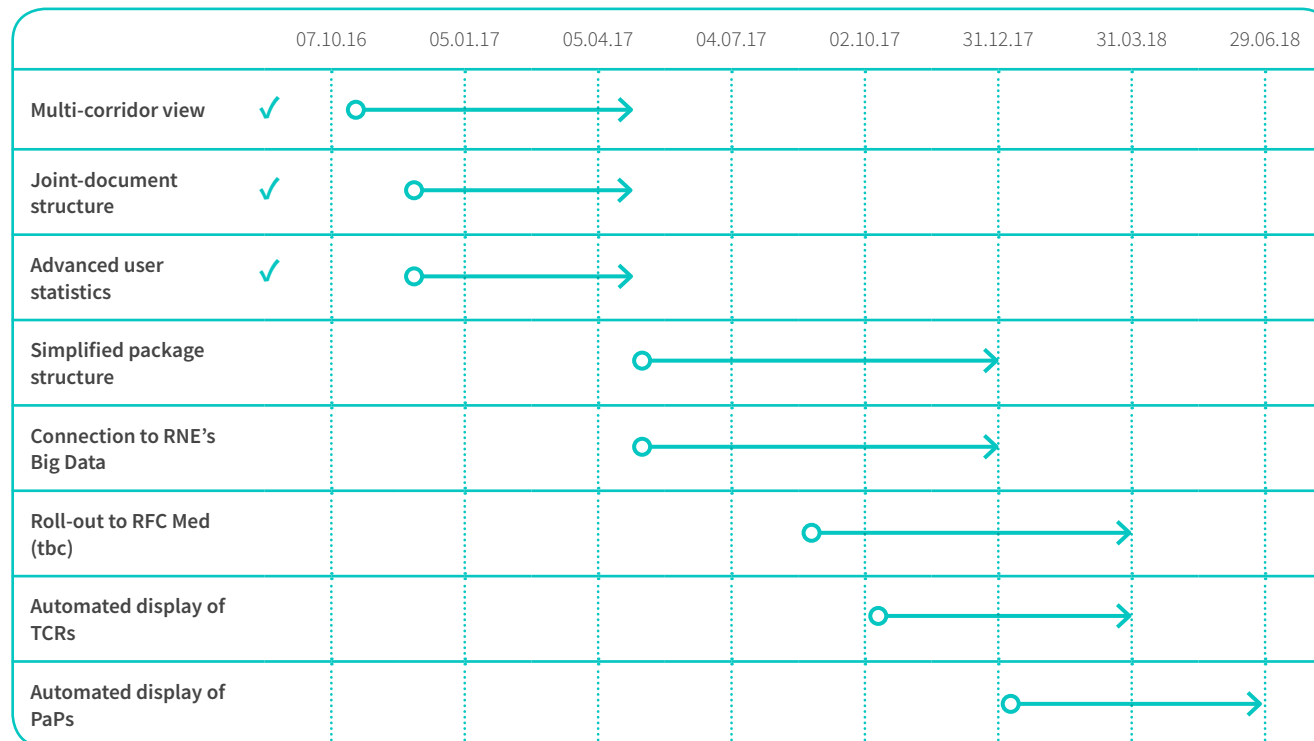
How to access the CIP?

• Project Summaries & Activities

**The transfer of the CIP system to RNE was done already in 2015 and the rollout to 5 additional RFCs was successfully completed in the first half of 2016.**

Beyond the formerly planned activities, common cross-corridor standards for displaying track properties compatible with the applicable RINF values were set in course of the rollout. Moreover, as a rollout follow-up activity, joint promotion tools (brochure, presentation, and newsletter) and tools for collecting customers' feedback (helpdesk, questionnaire) were established.

First developments of the CIP under the umbrella of RNE were launched in the second half of 2016 and a timeline for further future developments was set:



Ongoing, upcoming & foreseen developments of CIP

• Outlook

**Due to the focus on the implementation project, an in-depth discussion regarding a strategy for the future of CIP did not take place before autumn 2016.**

However, a commonly agreed strategy was deemed necessary, as it would guide the CIP Change Control Board (CCB)

through all the decisions to be taken concerning future developments of the CIP. In November 2016, a dedicated workshop was held with representatives of participating RFCs, in which both the short-term goals as well as the mid- and long-term vision for the future of the CIP were outlined.

*Short term goal / collection of quick wins:  
Positioning of CIP as Information One-Stop Shop*



- Interactive map with infrastructure parameters
- CIDs as PDFs
- TCRs as XLSs
- PAP catalogue as XLS/PDF
- RAG/TAG Information

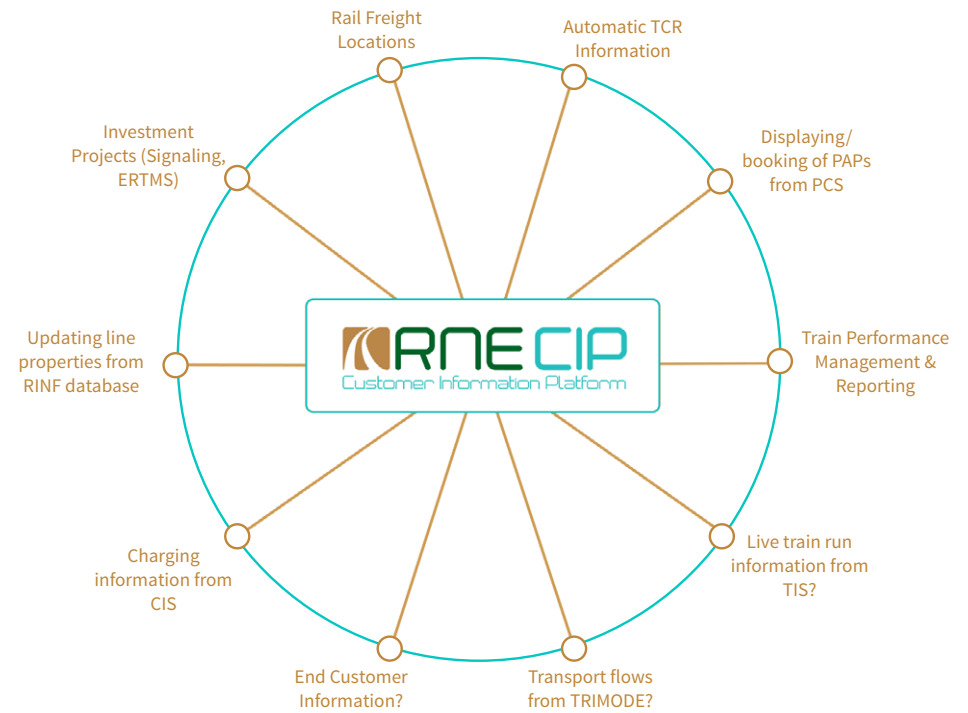
**Customer benefit:**  
Easy access to RFC-related information



**Provide all RFC-related information in a harmonised format at a single spot:**

- Reduction of complexity for customers when searching for information
- 'Information One-Stop Shop' can be used as a catchy marketing message
- The required information is already available, just presently differently

**RFC-related information clustered in the interaction map**



- To display the already existing information in the interactive map:
  - Information for all RFCs shall be available in a single interactive map
  - The displayed information would be up to date and thus highly usable
- Implementation by the means of automatic interfaces between IT tools:
  - Step-by-step approach supported by the Big Data Concept

*Mid-and Long-Term Vision*

## 4 SALES & TIMETABLING

- General Information & Timetabling Process
- TTR
- TCR
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- PCS
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  - About CIS
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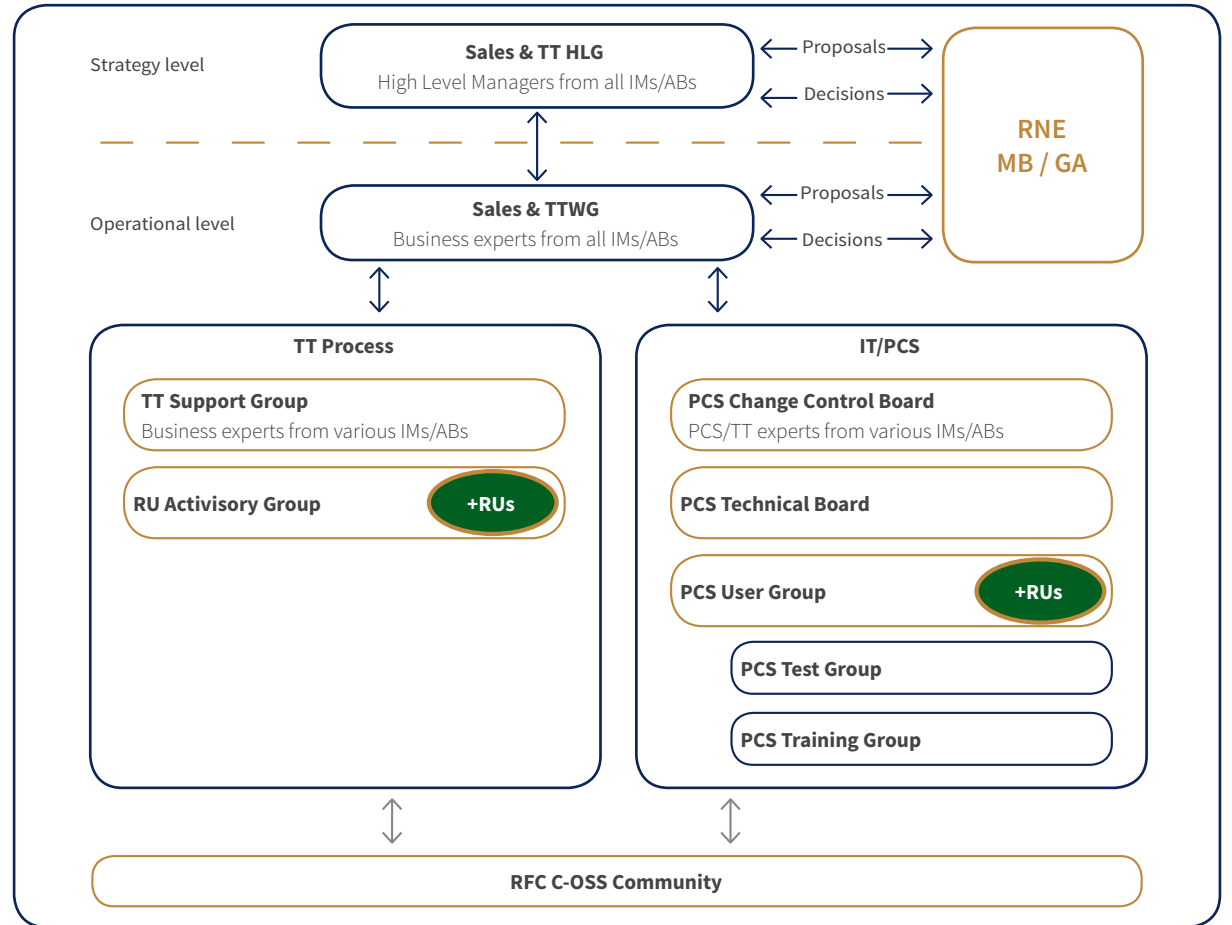




## General Information

*A key element for facilitating access to the European rail network is a harmonised timetabling process for international train path requests.*

It is RNE's role to continuously improve and further develop this process. Harmonised procedures and deadlines that are valid for all Infrastructure Managers (IMs) and Allocation Bodies (ABs) within the RNE network benefit the entire rail industry. RNE's members provide processes by agreeing on process steps and timelines, which can be found in various guidelines and which cover the timetabling process from the planning of capacity to its allocation. In various groups and boards, measures to improve this process are specified. The Path Coordination System (PCS) covers all of these process steps as the only common international tool for path requests and allocation.



Timetabling Process

## TTR

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

#### Summary

Incomplete harmonisation of timetabling procedures between European countries makes it difficult to cooperate at international level. To remedy this unsatisfactory situation, changes to these procedures are needed. Both RNE (RailNetEurope) and FTE (Forum Train Europe) felt the need for change, as we share a common interest in improving the timetable planning process. Thus a joint FTE-RNE project was launched with the support of the ERFA (European Rail Freight Association). The ultimate objective of this project is the establishment of a **comprehensive** international planning process. This process should be supported by common IT systems and should work Europe-wide. The project has already attracted much interest and involves a large number of participants, both from RUs (Railway Undertakings) and IMs (Infrastructure Managers) / ABs (Allocation Bodies).

#### Main Milestones

- Start: August 2014
- Draft framework process available: December 2015
- First version of the detailed process available: January 2017
- RNE and FTE approval of the TTR components and timeline: May/June 2017



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## TCR

### TEMPORARY CAPACITY RESTRICTIONS (TCR)

Better coordination of TCRs (Temporary Capacity Restrictions) is a key factor in the effort to increase the quality of timetabling. This has been recognised in a number of projects and initiatives by all stakeholders (e.g. TTR, Annex VII revision, Freight CEO task force). In order to react adequately to this demand, a mandate for the creation of a plan for a TCR Working Group was given by the RNE GA. This new working group has taken up its work in the first quarter of 2017. The creation of a supporting TCR tool has been approved by the GA and a prototype is anticipated to be released by the end of 2017.

#### Main milestones

- Approval by RNE GA: December 2016
- Setup of the TCR Working Group: March 2017
- Release of the TCR tool prototype: November 2017



TCR WG Chairman:  
**GERALD BURGSTEINER**  
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## Activities

### PAP PRODUCT DEFINITION

#### Summary

The Rail Freight Corridors have been active since 2013. To allocate capacities, the pre-constructed products 'Pre-arranged paths' (PaPs) were introduced. Initially, the PaPs were technically designed as static products, allowing for little change. This was seen as insufficient by RUs (Railway Undertakings) and IMs (Infrastructure Managers) alike, which triggered the creation of the so-called 'Flex-PaPs' in 2014. However, some issues arose around this development, which made it necessary to completely revise the PaP product definition.

A task force consisting of Sales & Timetabling experts as well as the Corridor One Stop Shops created new definitions and reshaped the PaP process altogether. By the end of 2016, RNE issued a new guideline merging the C-OSS and PaP guidelines and adding details to the product and to each process step. The next steps will include the technical implementation of this new product in PCS and the connection to future requirements in the redesigned timetabling process.

#### Main milestones

- Approval by RNE GA: December 2016
- First implementation in PCS: April 2017
- Final implementation in PCS: November 2018

### TASKFORCE 'TIMETABLE QUALITY'

#### Summary

As a direct result of a detected lack of quality in path offers for TT 2017, the RNE General Assembly decided in its meeting on 8 December 2017 to create the task force 'TT Quality'. The objective of this task force is to specify measures aimed at increasing path offer quality and to provide an approach – both on Working Group level and at High Level.

The task force is composed of representatives of RFC HL and S&TT HL members as well as RNE's IT and timetabling experts. In a next step RUs (Railway Undertakings) will join this task force. The work is executed as a programme and the tasks will be part of an action plan.

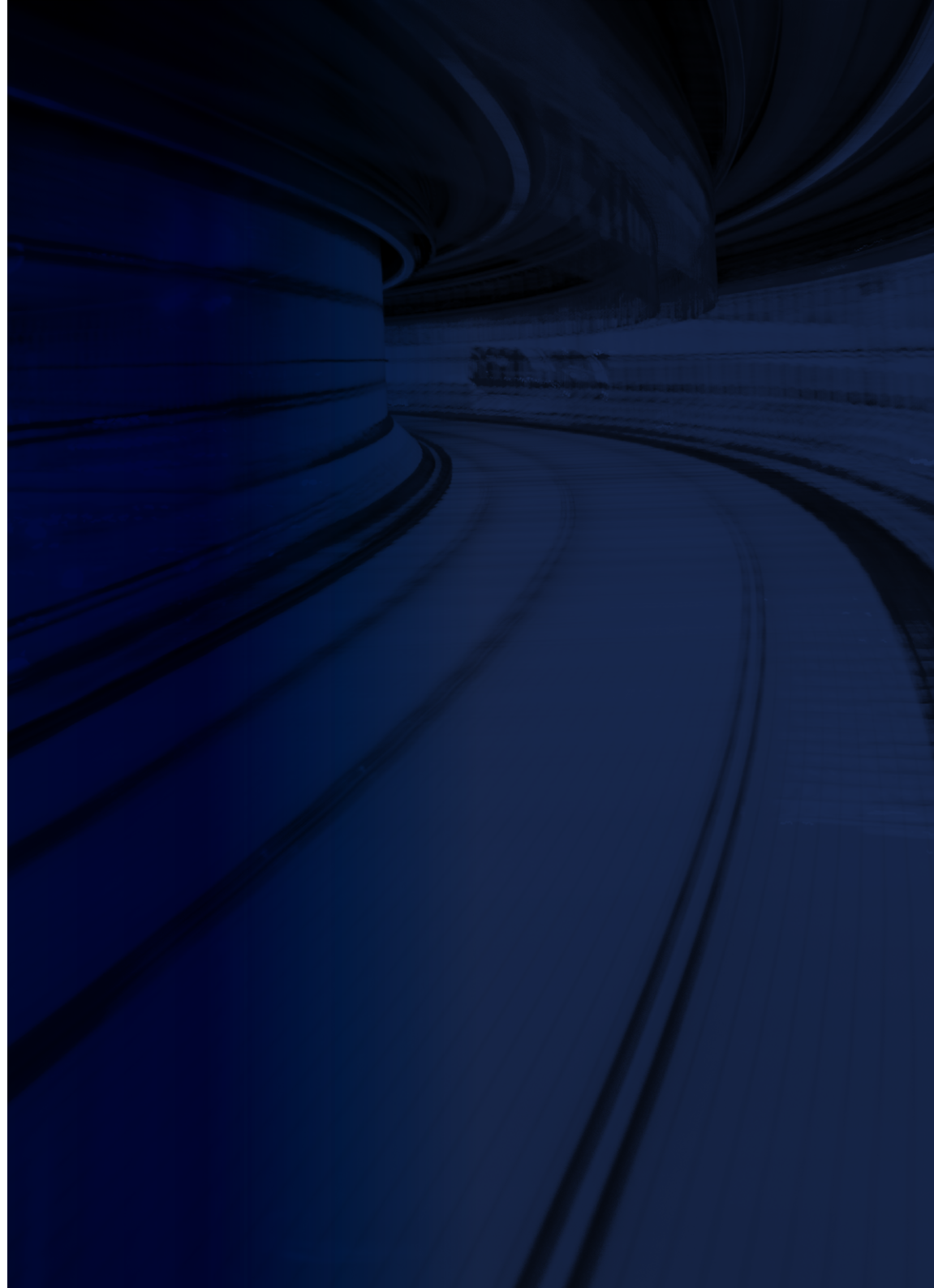
#### Main milestones

- Approval by RNE GA: December 2016
- First meeting of the RFC and IM HL: January 2017
- Next steps to be defined in action plan

## — Outlook

*2017 will be dedicated to finalising the TTR (Redesign of the International Timetabling Process) and to starting its gradual implementation: An action plan will be created and the first pilot will start by the end of this year.*

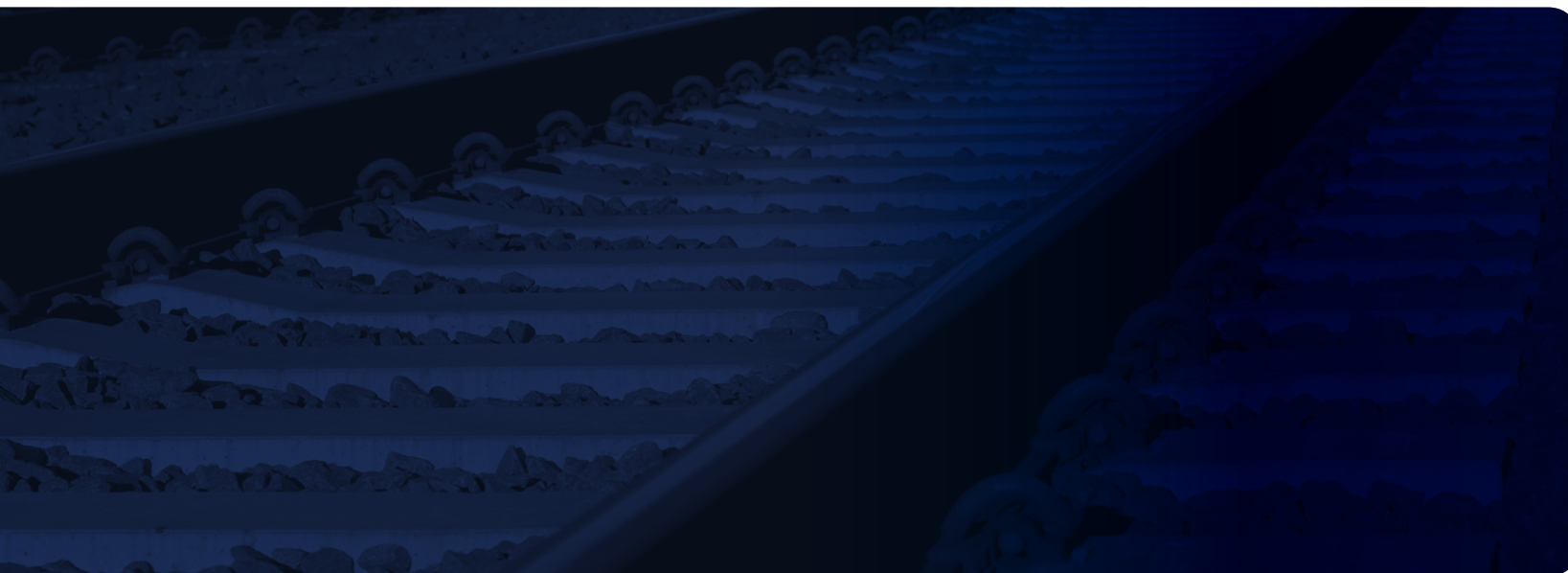
Also, by means of the newly formed TCR (Temporary Capacity Restrictions) Working Group and the development of a first prototype for the TCR tool in 2017, RNE is aiming to meet the need of IMs (Infrastructure Managers) and RUs (Railway Undertakings) to better coordinate and communicate planned capacity restrictions in order to ensure the stability of timetables.





## — PCS

- About PCS



*The Path Coordination System (PCS) is an international path request coordination system for Path Applicants, e.g. Railway Undertakings (RUs), Infrastructure Managers (IMs), Allocation Bodies (ABs) and Rail Freight Corridors (RFCs).*

The internet-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. Input for international path requests needs to be placed only once into one system, either into the domestic application or directly into PCS.

### PCS-Team:



For further information on PCS please visit <http://pcs.rne.eu/>. PCS support can be contacted via **support.pcs@rne.eu** or on **+43 (0)1 907 6272 24.**

## • Project Summaries & Activities

***The new user interface, PCS Next Generation, has been in place since January 2016. This new interface provides better usability by allowing users to work more effectively with their data.***

New dynamic tables with customisable filters, a new and advanced search engine, and the use of labels (tags) allow the users to better classify and work with their dossiers.

The new version of PCS has taken user feedback into account in order to provide a more satisfying user experience. In this sense, a general feedback survey was presented to the users during the spring

and summer of 2016. The results of this survey were very positive and the new interface well accepted.

During 2016 as well, the new PCS interface has responded to the needs of the users.

After the PaP (Pre-arranged Path) publication deadline, new training sessions were organised together with the RFCs (Rail Freight Corridors). The Content Management System continued to provide new documentation, improvements in the Change Request area, a new centralised management of meeting data and information, as demanded by the users, and a notification service regarding the latest developments involving PCS.



Throughout the year, 25 new releases were implemented, containing multiple improvements and fixes. Among the main developments were:

- New carry forward functionalities
- Loco Type administration and usability improvement
- User and agency management
- PaP search functionalities

The PCS Team started working on the functional requirements of future important projects as well:

- Empty Envelope Concept including Single Border Point Approach
- PaP product definition
- TAF TSI and IP consolidation package

Aside of PCS itself, the team also put into production the new International Train Number Database (ITNDB).

## Projects

### PCS DEVELOPMENTS

#### Summary

PCS IP v5 major release was delivered in January 2016 (as the last part of the PCS developments project 2015) with the following main developments:

- National IM parameter format information to the particular helper getIMParameterXYZ web-service operations
- C-OSS related fields for the schema in order to support the combined PaP/Tailor-made solution on the interface side
- Main and Subsidiary consistency checks (geographical and calendar-based)
- New observation elements from the GUI reception of their pair on the interface side

#### Main Milestones

- Start: 7 May 2014
- Approval of the packages by PCS CCB and Technical Board: 24 February 2015
- End: 4 May 2016

**This project has been successfully completed.**



Project Manager:  
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### PCS NEXT GENERATION

#### Summary

The PCS has seen a rapid increase in the number of functions in the past several years. The main focus in that period was on the development of these functions while keeping the overall usability of the application at the same level.

Minor release of features not included in major release (main developments):

- Alternative Offer
- PA/PM
- Dossier-related reports
- Background (bulk) promotions (remaining)
- Conflict Presentation

#### Main Milestones

- Start: 15 May 2014
- Final approval of PCS NG major release: 26 January 2016
- End: 4 April 2016

**This project has been successfully completed.**



Project Manager:  
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## PCS NEXT GENERATION FOLLOW-UP

### Summary

In the projects 'PCS Next Generation' and 'PCS Training' two new systems have been developed:

- A new interface and architecture for PCS,
- A new Content Management System (CMS).

Feedback from the users allowed RNE to not only know how the usability of the PCS user interface has improved and how supportive the CMS is, but has made it possible to identify areas where further improvement is needed, including PCS support.

The feedback was quite positive in all areas (PCS, CMS and Support). Also, areas in which there is room for improvement could be identified.

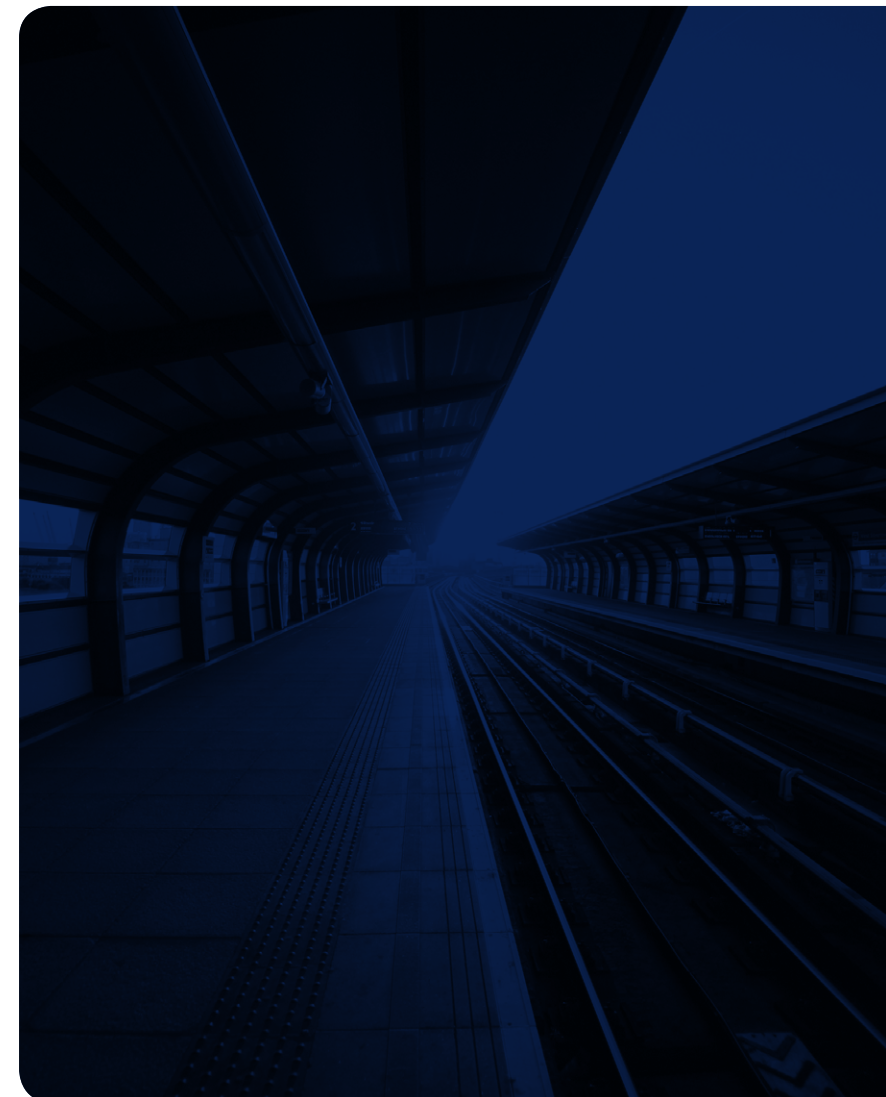
### Main Milestones

- Start: 4 November 2015
- Presentation of the results to the PCS Day participants: 23 November 2016 (PCS Day 2016)
- End: 8 December 2016

**This project has been successfully completed.**



Project Manager:  
**JORGE CAMPO**  
jorge.campo@rne.eu



- Outlook

***For the next year, the PCS Team will focus its efforts mainly on the above projects, the development of smaller functionalities and improvements of PCS, and improvement of the support, documentation and change request areas.***

By the end of 2017, the Loco type feature and database should be ready to be deployed in the production system. In the meantime, the specification of the Empty Envelope Concept must be completed. Similar to the PCS Next Generation project, the users will be involved in each iteration of the concept in order to provide a feature

that is as closely adapted to their needs as possible.

The PCS Team is also participating in the Short Term Path Request Pilot of TAF-TSI and is preparing PCS for communication via CCS Common Interface, thereby increasing the connection possibilities with legacy systems.

First results of the IT envisioning for TTR should be taken into account already in 2017. By the end of the year, the TCR tool will also be online and the technical details regarding the connection to PCS will need to be elaborated.



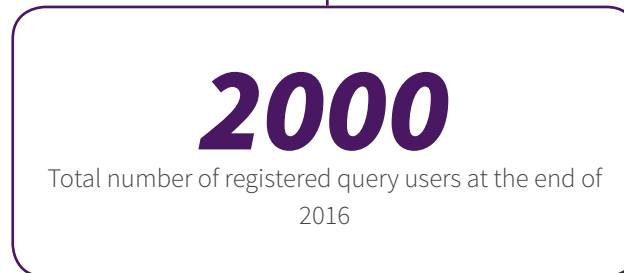
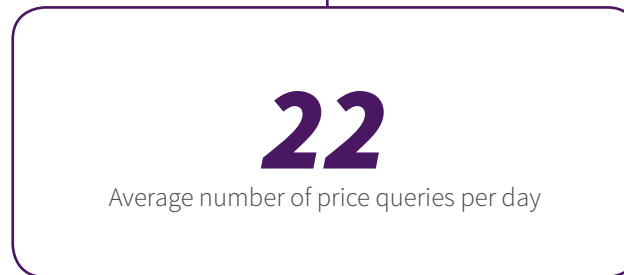
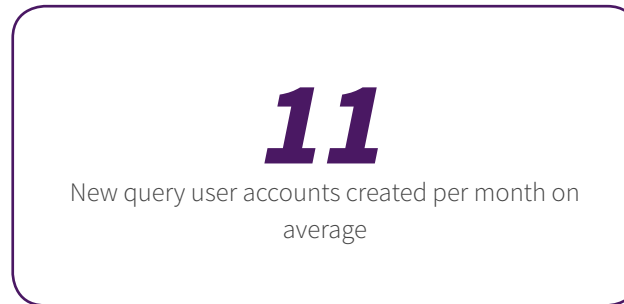


## — CIS

- About CIS

*RNE's Charging Information System (CIS) is an infrastructure charging information system for Applicants, Infrastructure Managers (IMs) and Allocation Bodies (ABs).*

The 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. It is an umbrella application for the various national rail infrastructure charging systems.



For further information on CIS, please visit the RNE CIS website **cis.rne.eu** or contact us via **support.cis@rne.eu** or +43 (0)1 907 6272 25

- **Activities**

***RNE has introduced the CIS Change Control Board (CIS CCB) in 2016 in order to manage CIS. The CIS CCB is a body dealing with further developments of, and acting as a steering-board for, CIS. The CIS CCB is responsible for planning new functional developments as well as for, technical aspects and budget issues related to CIS. It is composed of one representative per Infrastructure Manager (IM) and Allocation Body (AB).***

In 2016, the CIS Data Manager Network was reactivated. Each RNE Member IM and AB nominated their CIS Data Manager(s), who deal with the maintenance of their companies' CIS data (infrastructure, charging and OSS data). At the moment there are 40 Data Managers from 28 IMs/ABs in 22 European countries who contribute to CIS.

- **Outlook**

***As a next step, it is now planned to include CIS data in the RNE Big Data project by the end of 2017. Thus, functions developed in CIS shall be more easily accessible through other RNE applications. Furthermore it is planned to implement an RFC route-based estimate of infrastructure charges in 2017.***

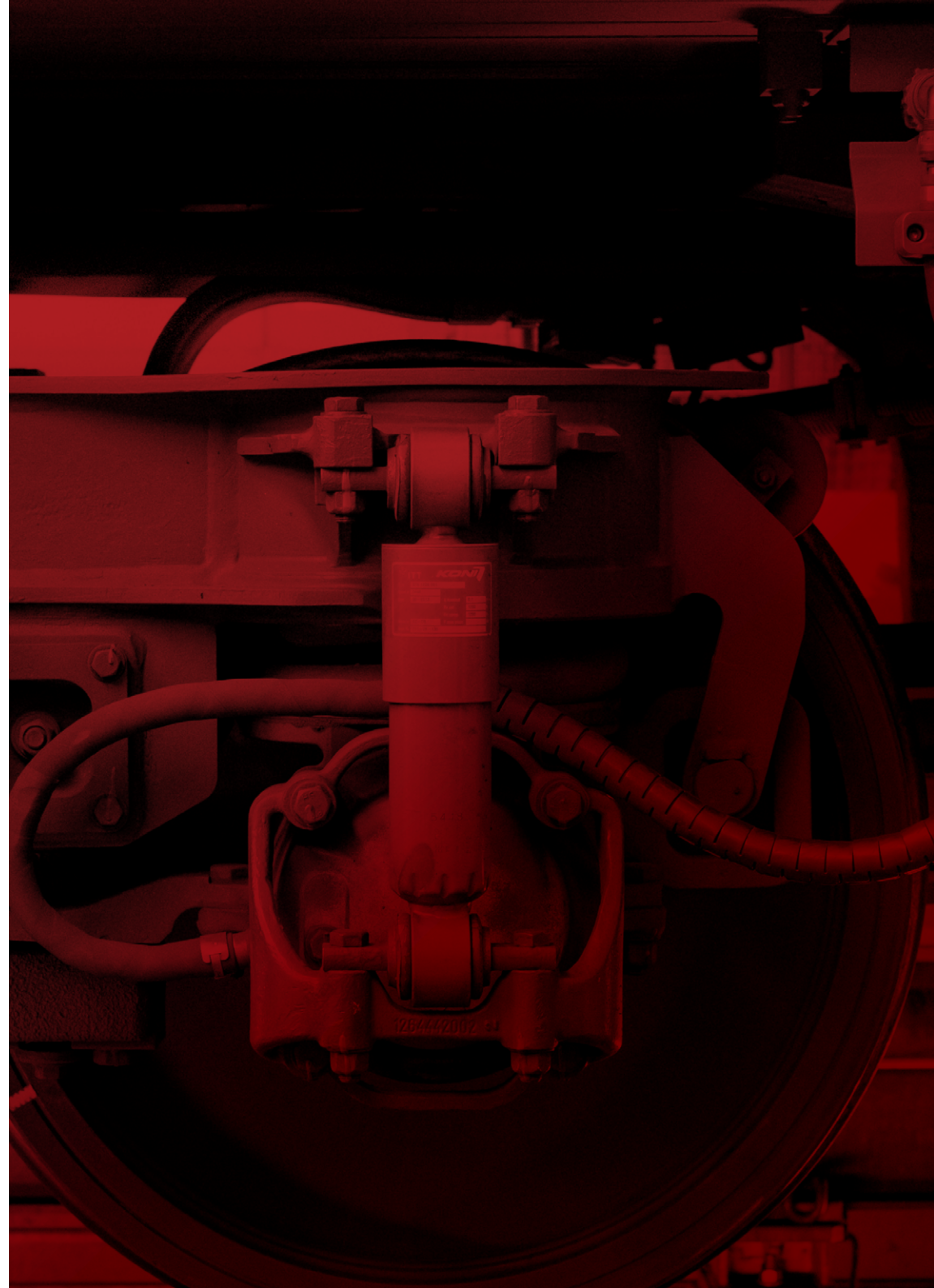
Another important change, which was requested by the members of RNE and agreed on by the CIS CCB is the removal of the query user registration. All information provided by the CIS is publicly available in the Network Statements, therefore, to reduce the overall efforts relating to CIS maintenance, both for RNE and for the CIS Data Managers, and to encourage more queries, the CIS will become an open application without any login for query users. However, for statistical purposes, some usage information will have to be provided by the users in the future as well.

At the moment there are 40 Data Managers from 28 IMs/ABs within 22 European countries who contribute to the CIS.



## 5 TRAFFIC & TRAIN PERFORMANCE MANAGEMENT

- General Information  
Traffic Management
- General Information  
Train Performance Management
- TM Project Summaries
- TPM Project Summaries
- Outlook
- TIS
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  - Project Summaries
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## General Information

### Traffic Management

The Traffic Management Working Group's objective is to develop and improve operational processes in order to facilitate and enhance cooperation between individual Infrastructure Managers (IMs) as well as between IMs and Rail Freight Corridors (RFCs) in the matter of Traffic Management. At an operational level, RNE strives to improve cooperation between IMs and Railway Undertakings (RUs).

#### ■ The Traffic Management Working Group:

- identifies international operational processes and examines possibilities for their harmonisation.
- sets up measures for operational improvements, if relevant, in collaboration with the Rail Freight Corridors.
- provides a platform for the exchange of best practices and experiences related to Traffic Management.
- is in charge of the functional improvement of the Train Information System (TIS) as regards real-time information exchange and use.

### Train Performance Management

*RNE provides a platform for cooperation and coordination related to Train Performance Management:*

#### ■ The Network of Rail Freight Corridor (RFC) Train Performance Managers:

- defines international processes for monitoring and improving Train Performance Management on RFCs.
- provides support for the implementation of Train Performance Management measures on RFCs and serves as a platform on which different RFCs can exchange their experiences.
- defines the set of KPIs applicable to all RFCs, as well as standard train run and punctuality reports.
- is in charge of functional improvement of the Train Information System (TIS) as regards reporting.

- The **Data Quality Working Group** constantly monitors TIS data quality, proposes measures for its improvement and streamlines the data quality process.



Traffic Management  
Manager:  
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## Traffic Management Project Summaries

### DISPATCHING OF FREIGHT TRAINS IN CASE OF CAPACITY RESTRICTIONS – PARK OR RUN

#### Summary

In case of capacity restrictions on the network (big disturbances, line interruptions, strikes, etc.), Infrastructure Managers (IMs) have to jointly find suitable solutions for deciding which international trains may run as planned and which trains have to be parked and run later. At the moment, there is no common tool available which can enable or facilitate this process.

The goals of the project are to develop detailed specifications for the Park or Run tool - an electronic information exchange tool integrated in TIS – based on the needs of the IMs (and Railway Undertakings (RUs) in the future), prepare the detailed guidelines and processes for its usage, monitor the IT development of the tool, test it and prepare the implementation of the tool into daily business by carrying out a pilot.

#### Main Milestones

- Start: 4 November 2015
- Functional specifications: July 2016
- RNE GA approval of budget allocation and development: 8 December 2016
- IT development started: February 2017
- Tool fully available, tested and ready for staff training: 1 October 2017
- Start of the one-year pilot: December 2017
- End: December 2018

### TCCCOM ADDITIONAL FUNCTIONS AND DEVELOPMENTS

#### Summary

The TCCCom tool was integrated in TIS in 2015. The use of the tool in daily business was started between several IMs from April 2016. As IMs gained a certain experience in using the tool, there was demand for additional improvements and new functions to be developed.

The main goal of the project is to provide functional requirement specifications to:

- Make TCCCom more user-friendly
- Fulfil the requirements of IMs and Rail Freight Corridors (RFCs) regarding the TCCCom tool functionalities
- Adapt the system to the current users' needs

#### Main Milestones

- Start: project approval: 25 February 2016
- Kick-off meeting: operational start: 14 October 2016
- Functional specifications for new improvements: 1 May 2017
- IT development finalised: 4 September 2017
- End: New functions fully developed, tested and ready to be used: 6 December 2017



Project Manager:  
**IVANA TOMEKOVA**  
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## Train Performance Management Project Summaries

### QUALITY AND PERFORMANCE MANAGEMENT IT TOOL (FORMERLY: EPR IT TOOL)

#### Summary

The goal of the project was to integrate data quality monitoring functions into the TIS, based on the existing features of the Quality and Performance Management IT tool. This has resulted in an easier and more user-friendly way to monitor data quality concerning all TIS trains and to adjust the existing features to data quality management needs.

#### Main Milestones

- Start: 17 July 2014
- Functional specifications: 15 April 2015
- Budget approval: 6 May 2015
- Development plan: 21 October 2015
- Development and testing: 30 November 2016
- End: Go-live of the tool: 14 December 2016

**This project has been successfully completed.**



Project Manager:  
**JOSEF STAHL**  
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## Outlook

### Traffic Management

The main tasks for the TM Working Group during 2017 and beyond are:

- Development and start of the Park or Run tool pilot
- Further development and improvement of the TCCCom tool used for communication between IM traffic control centres
- Preparation of the Traffic Management Guidelines, describing the basic rules and practices for IM cooperation, recommending communication procedures and tools to be used and also sharing the identified best practices

All activities are in line with the overall goal to define a clear, long-term strategy related to Traffic Management and also, in particular, to the future usage of TIS at Traffic Management level.

### Train Performance Management

In 2017 the main focus of Train Performance Management will be on the following topics:

- Revision and update of the Guidelines for Punctuality Monitoring, in order to meet the current challenges and needs of RFCs
- Clear definition and development of monthly Train Performance reports and also yearly reports for different KPIs
- Strong focus and emphasis on the improvement of data quality in order to guarantee reliable reports and KPIs for IMs, RFCs, RUs and other interested parties

All these activities are aimed at providing a solid and stable basis that supports the RFC TPM groups in their tasks and will also lay the ground for the potential future involvement of Railway Undertakings in performance monitoring and analyses.

## TIS

### About TIS

The RNE Train Information System (TIS) is a web-based application that supports international train management by delivering real-time train data concerning international passenger and freight trains. The relevant data is obtained directly from the Infrastructure Managers' systems.



### Main TIS functions



#### TIS Real-Time Information:

- Real-time rail traffic data – e.g., contracted timetable, forecast, running advice, delays
- Real-time information is visualised in the TIS graphical interface
- Accessible through standard web browsers



#### TIS Reporting:

- Predefined reports and graphs (punctuality, delay causes, etc.)
- Customisable reports and graphs
- Information source for international Train Performance Management (TPM)



#### TIS Data Exchange:

- Raw data exchange based on TAF/TAP TSI messages
- Filtering function to select the required information
- TAF TSI reference system for testing and implementation

• Project Summaries

**MAPPING OF TRAINS IN TIS**

**Summary**

The goal of the project is the implementation of a feature in TIS which makes it possible to have trains linked with different reference numbers but belonging to one international train journey and become visible as one train for monitoring and reporting alike. The goal of the project is the implementation of a feature in TIS which makes it possible to link trains with different reference numbers but belonging to one entire international train journey and become visible as one entire train for monitoring and reporting alike.

**Main Milestones**

- Start: Approval of the project: February 2016
- Setup of the project team: March 2016
- Workshop with interested companies (IM and RU): June 2016
- End: Development of the tool, testing and deployment of the final version: December 2016

**This project has been successfully completed.**



Project Manager:  
**JOSEF STAHL**  
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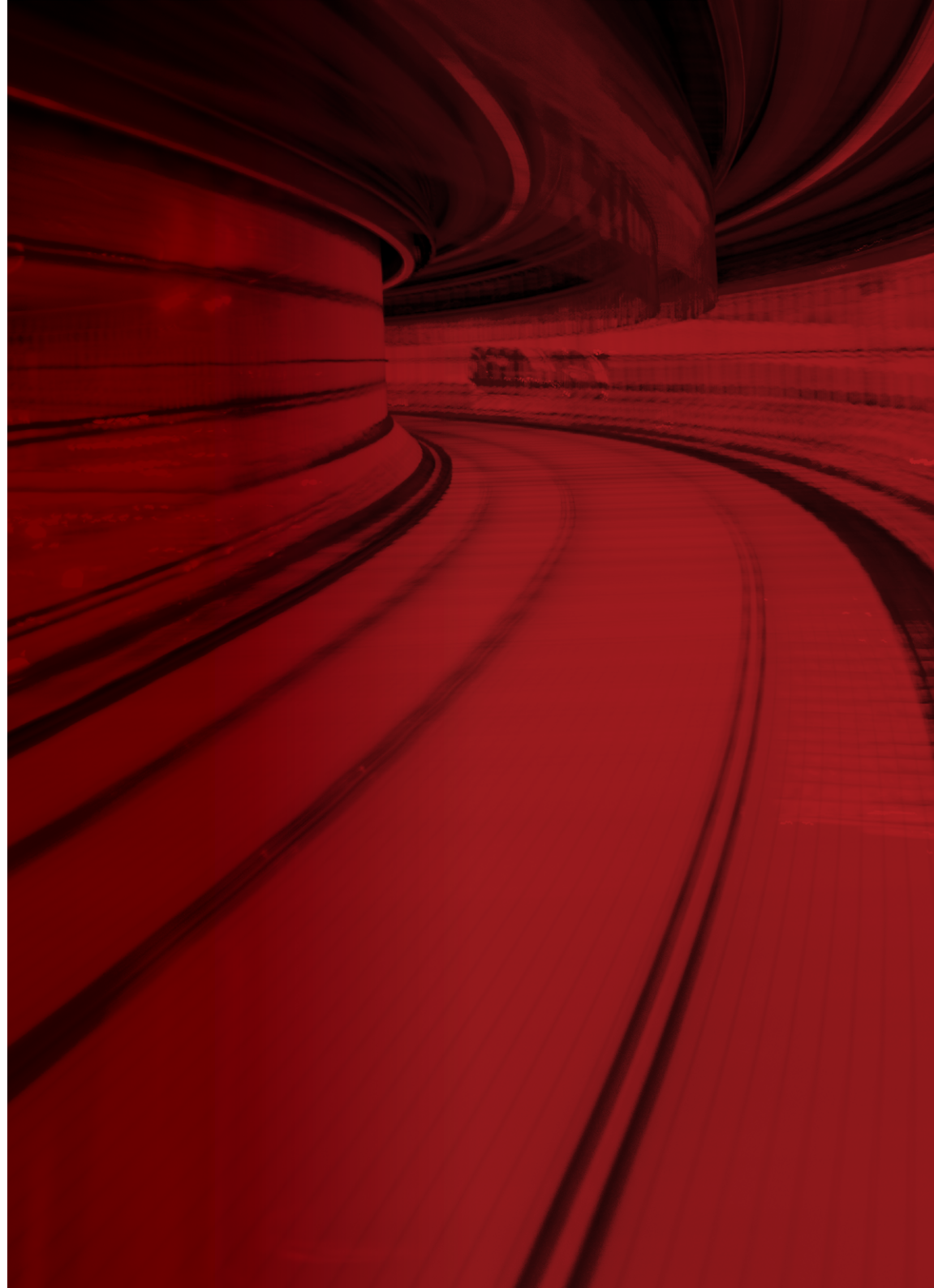


## • Outlook

The main topics regarding TIS development are:

- Development and start of the Park or Run tool pilot
- Further development and enhancement of the basic TrainLinkUp tool
- Introduction of the Terminal Trip interface (Part of the ELETA, ETA Project)
- Enhancement of the TIS sending pages to provide forecast messages from every TIS point
- Taking part in the TAF TSI Pilot Programme

All activities are in line with the overall goal to define a clear, long-term strategy related to the future usage of TIS at Traffic Management level, the optimisation of the TIS user interface, the strengthening of data quality and, generally, making TIS fit for the future.





## ⑥ NETWORK STATEMENT & CORRIDOR INFORMATION DOCUMENT

- General Information
- Activities
- Outlook



## — General Information

Until the beginning of 2016, the activities of the RNE Network Statement Working Group and Corridor Information Document Sub-group (RNE NS WG & CID SG) included mainly: the maintenance, continuous improvement and promotion of the RNE Network Statement Common Structure and of the RNE Corridor Information Document Common Structure, the maintenance of the RNE Network Statement Glossary, and the execution of an annual benchmarking exercise. In 2016, its activities were extended as described in the following section.

## — Activities

### RNE Network Statement Working Group and Corridor Information Document Sub-group

From 2016 onwards, the RNE WG meetings for the NS (Network Statement) and the CID (Corridor Information Document) were merged, as most of the topics are relevant for IMs, ABs and RFCs. In addition, understanding both Network Statement (NS) and Corridor Information Document (CID) issues is essential for IMs, ABs and RFCs alike. This facilitates the cooperation between the IMs, ABs and RFCs in the NS and CID domains, helps them to understand each other's needs better and enables a more efficient execution of joint tasks. In February 2016, the RNE NS WG & CID SG had their first meeting with the complete setup of the Rail Freight Corridors (RFCs), as the three most recently established RFCs became operational in November 2015, namely RFC ScanMed, RFC Baltic-Adriatic and RFC North Sea-Baltic.

### RNE Network Statement Common Structure and Corridor Information Document Common Structure

RNE has been promoting the harmonisation and publication of user-friendly, customer-oriented NSs and CIDs. To this end, the RNE Members have agreed on a common structure and an implementation guide for both of these documents, which enables Applicants to find the same information in the same place in each NS and CID. The RNE Network Statement Common Structure is in line with the requirements of Directive 2012/34/EU, while the Corridor Information Document Common Structure complies with Regulation 913/2010/EU. Furthermore, they are revised every year and are adjusted when needed. In addition, since May 2010 the main document in a NS should be translated into English as decided by the RNE GA.

### Harmonisation

Based on the Applicants' demand, Book 4 of the CID was harmonised in cooperation with the RFCs under the RNE umbrella in the course of 2016. Book 4 is of key importance because it describes all procedures for capacity allocation by the Corridor One-Stop-Shop (C-OSS), planned Temporary Capacity Restrictions (TCRs), Traffic Management and Train Performance Management on the RFCs. The harmonised Book 4 was approved on 8 December 2016 by the RNE GA, and was implemented in the CIDs of all RFCs for the timetable year 2018 (published in January 2017). The current RNE NS Common Structure already contains some recommended texts about the RFCs in general, RNE, its IT tools and the OSS network. In 2016, a dedicated task force started to add recommended texts for other chapters of the NS which were considered to have the highest potential for harmonisation. Due to the harmonisation of the contents of both documents, Applicants will find texts and information with the same quality and level of detail in them. Furthermore, the harmonised texts will facilitate the production of individual NSs and CIDs.

## Benchmarking (KPIs)

The benchmarking exercise is aimed at measuring the compliance of the RNE Members' NSs and CIDs with the RNE Common Structures and provided the following results:

### NS and CID KPIs

KPIs	2015 (2017 TIMETABLE YEAR)	2016 (2018 TIMETABLE YEAR)
Network Statements	79%	83%
CIDs	74%	92%

Network Statement and CID KPI results

The much higher result among the CIDs can be attributed to the implementation of the harmonised Book 4, which inherently means full compliance with the Common Structure of this CID Book. Further improvement of the result is expected after the harmonised Book 1 and Book 2 have been finalised and implemented as well.

## RNE Network Statement Glossary

*RNE Network Statement Glossary brochure*



The RNE Network Statement Working Group has developed an easy-to-use glossary of terms related to Network Statements. Its aim is to facilitate the production, the harmonisation of wording and the comparability of the English-language Network Statements. The definitions in this glossary are written in a clear language using as little technical or legal jargon as possible. They provide practical guidance both to IMs/ABs and Applicants. As the railway sector is undergoing rapid change in Europe, this glossary is a dynamic document which is updated and expanded every year.

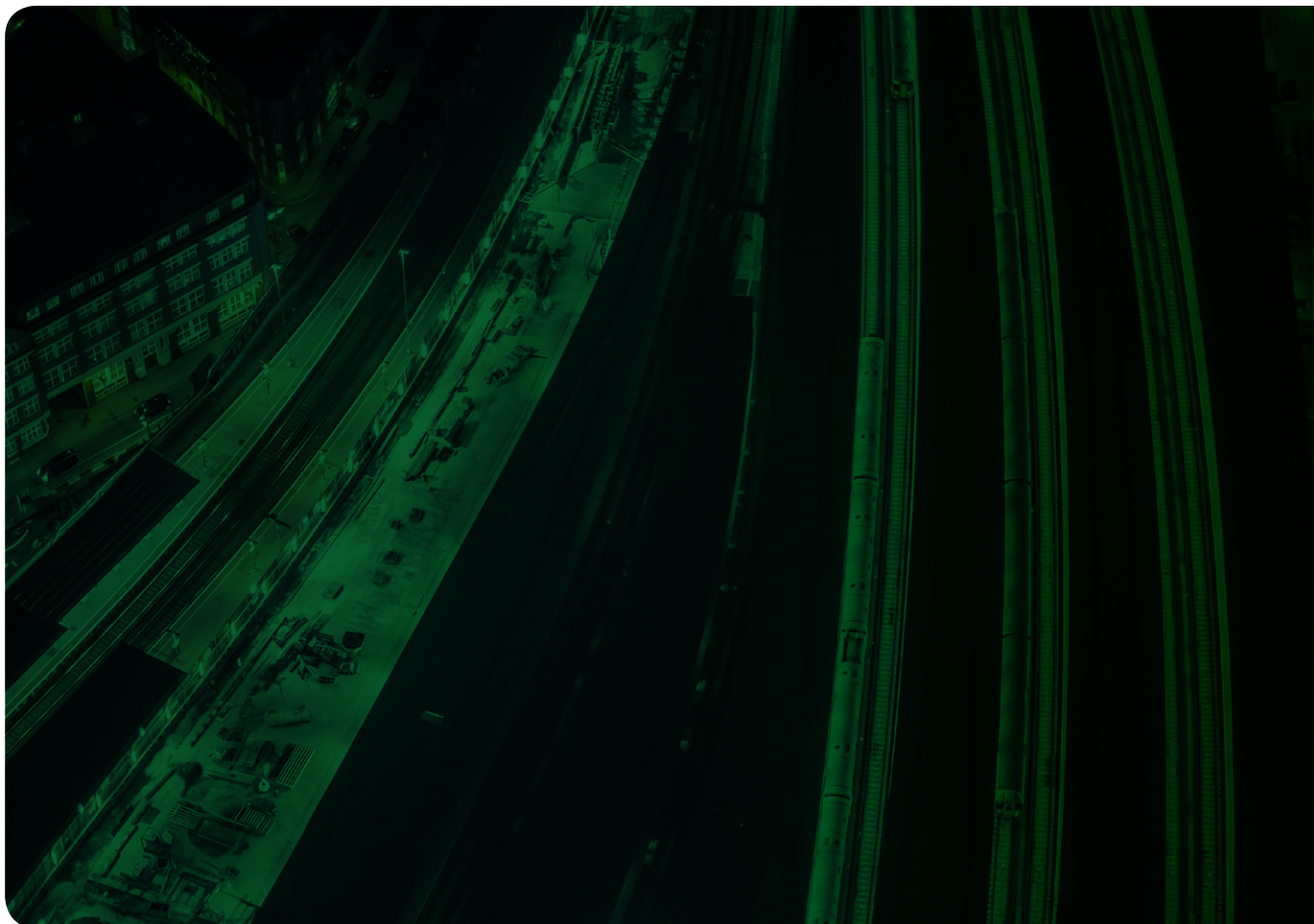
## — Outlook

***Directive 2012/34/EU and its implementing acts still influence the annual updating procedure of the RNE Network Statement Common Structure and CID Common Structure to a great extent. Foreseeably a new implementing act regarding service facilities will be adopted by the EU in 2017.***

On the one hand, this new act is expected to facilitate the provision of service facility information in the Network Statements and CIDs. On the other hand, the currently applied process (source of information, platform and way of publication) will potentially need to be reconsidered for both documents.

The additional harmonised texts for the Network Statements – described in the previous chapter – shall be applicable from timetable year 2019 onwards (published in the NSs in December 2017). The development of further harmonised texts continues both for the Network Statements and the CIDs in 2017. The harmonisation of CID Book 1 (Generalities) and Book 2 (Network Statement Excerpts) is already underway. Furthermore, the harmonised Book 4 is subject to continuous revision, mainly due to changes in the legal framework (mostly the Framework for Capacity Allocation – FCA) and the processes described in the relevant RNE-RFC guidelines.

To further develop the potential of the RNE Network Statement Glossary, short common glossaries will be developed both for the Network Statements and the CIDs on the basis of the current glossary in 2017, each consisting of the 20-30 most relevant and commonly used terms. Both common glossaries will be recommended as common texts to be published in the Network Statements and CIDs.





## 7 LEGAL MATTERS

- General Information
- Project Summaries & Activities
- Outlook





## — General Information

*The RailNetEurope Legal Matters Working Group (LM WG) consists of lawyers and legal experts recruited from RNE member organisations and provides support to RailNetEurope as regards all internal legal issues relating to the Association's Statutes, Internal Rules and Operational Guidelines (IROGs) and other operational documents, as well as various contractual 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 the Rail Freight Corridors (RFCs) – who increasingly ask the group for legal input. 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 also creates legal documents that are harmonised across Europe and is in charge of the expert monitoring of European legislation, e.g. EU Directive 2012/34, including its delegated and implementing acts, Directive 2016/2370 (Fourth Railway Package), and the Rail Freight Regulation 913/2010.

## — Project Summaries

### PROVISION OF DATA FROM RNE IT SYSTEMS – LEGAL ASPECTS

#### Summary

The goal of the project was to deliver

- an overview and analysis of the national legal framework regarding the provision/disclosure of data from IM/AB IT systems,
- an overview and analysis of the Europe-wide legal framework regarding the provision/disclosure of data from RNE systems and
- proposals for changes in the RNE IT agreements' templates

#### Main Milestones

- Start: 4 November 2015
- Overview of national restrictions: 10 February 2016
- Update of TIS templates (TIS Advisory Board inclusion): 21 April 2016
- Restrictions on EU level presentation: 28 September 2016
- RNE MB approval of the final project report: 9 November 2016
- End: Project results presented to the RNE GA: 8 December 2016.

**This project has been successfully completed.**



Chairperson of the Legal Matters Working Group,  
DB Netz AG  
**YVONNE DESSOY**  
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Senior Legal Adviser  
**TSVETAN TANEV**  
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## — Activities

### ***What were the main activities of the Legal Matters Working Group (LM WG) in 2016?***

The LM WG continued working 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).

In May 2016, the respective OTIF working group consisting of ministry representatives and organisations met for the last time; the RNE LM WG chair participated on behalf of RNE in the role of an observer. The group finally agreed on a common proposal for the CUI 's scope that took into account all of the points the IM sector had given as input during the discussions:

- The scope of the CUI is clarified without narrowing or widening it.
- The scope is restricted to CIV and CIM contracts.
- Definitions were clarified ('international railway traffic', 'carrier').
- No amendments were made to rules about damages.

Currently the national ministries are discussing these results, which are quite a success for RNE. We have always managed to give our IMs input via the lobbying organisations CER and EIM in due time. As most LM WG members advise and represent 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. In 2016 many legal questions on operational RFC issues could be answered, e.g. regarding the definition of 'Corridor Trains', priority rules, the path register, the harmonisation of Book 4 of the CID, the extension of RFCs, and shunting services.

Following the results of the annual meeting of RNE and CIT in 2015, the LM WG had started working on an update of the RNE Standard Contract of Use of the Infrastructure (SCU-I). A common approach of work regarding the update was developed in 2016, starting with a comparison of the national contracts of use in order to evaluate the need of updating the template so it would reach the highest possible acceptance with the market. As soon as a similar pilot project on RFC ScanMed is run successfully by the respective group members, the entire LM WG will continue to follow the new approach.

Finally, the legal group dedicated to the RNE-FTE project 'Redesign of the International Timetabling Process' and consisting of RNE and RU lawyers, continued to evaluate and comment on the output of the project with respect to its conformity with European law. In autumn 2016, this group had to deal in short notice with the challenge of commenting on the draft Annex VII 'Schedule of the allocation process' to avoid that European legislation came into force that might have been to the detriment of the TTR project.

## — Outlook

***The group will again have to approach several questions in connection with the Freight Regulation, e. g. the question of the legal character of the Corridor Information Document or the hierarchy between different contractual documents.***

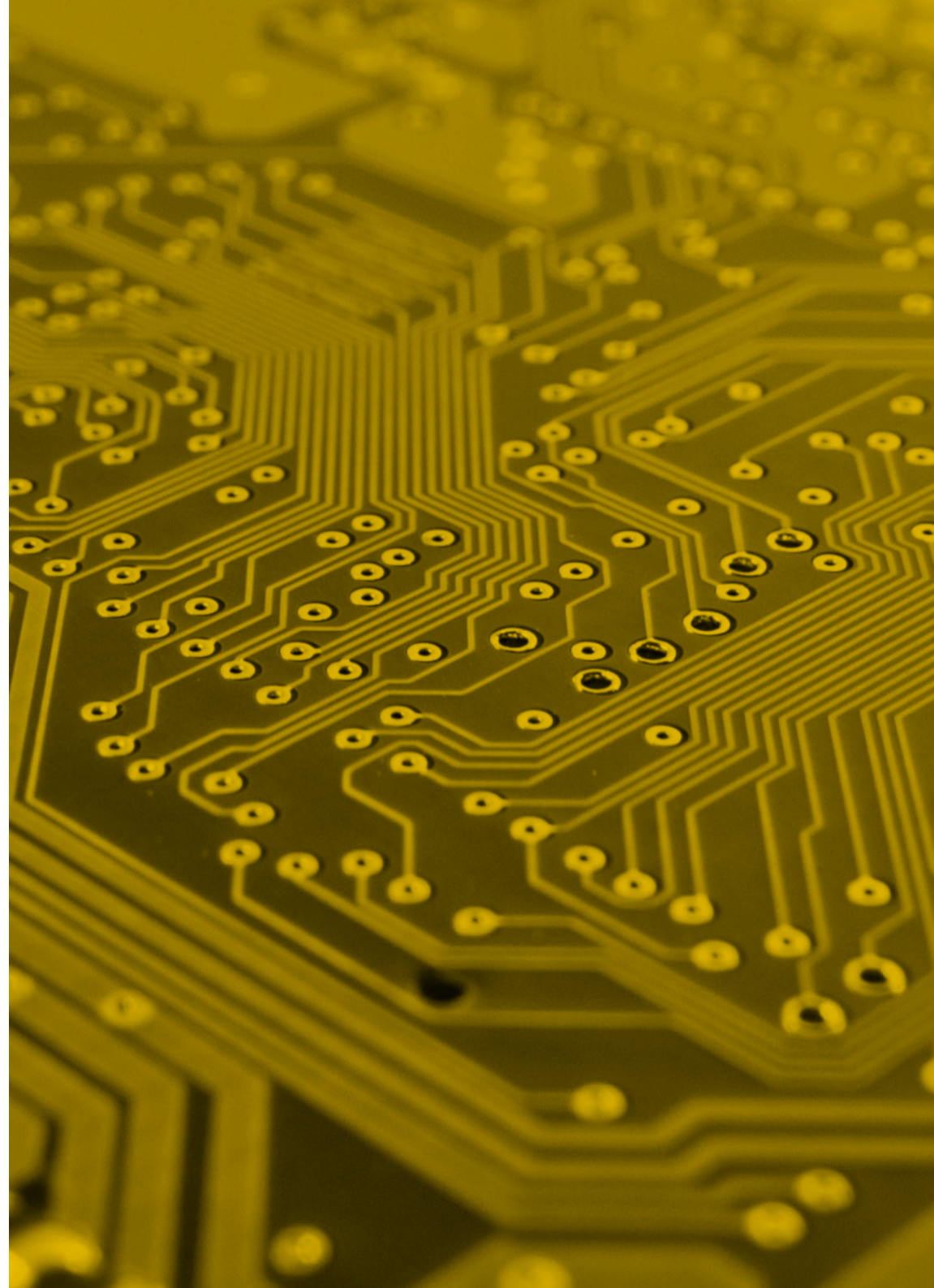
As to European legislation, the group will monitor the latest developments with regard to implementing and delegated acts, e. g. concerning service facilities and the schedule for the allocation process, and of course the new Directive 2016/2370.

In addition, the group will have to update IT contracts as usual, e. g. for TIS, and make proposals for amendments of the RNE statutes and IROGs according to possible new developments.

Regarding the TTR Project, the group will continue to give legal support.

## 8 RNE IT

- IT Strategy
- TAF/TAP TSI
- Project Summaries & Activities
- Outlook
- CCS
  - About CCS
  - Project Summaries & Activities
  - Outlook



## — IT Strategy

RNE's IT strategy has been developed over several years in close collaboration with the IT managers of RNE Members. While its main pillars have existed since the beginning, new challenges, such as the Rail Freight Regulation, are being taken into account as they arise. The facilitation of use, development and implementation of software tools in line with changing business demands at an international level are major parts of RNE's IT strategy, which focuses on the following four aspects:

### ■ Business Needs and Processes

- RNE IT Systems are there to support business needs
- RNE working groups are defining the requirements

### ■ EU Legislation & TSIs

- RNE IT Systems have to be in line with EU legislation and enable companies to comply with the relevant legislation
- RNE is coordinating IMs in the field of IT-related legislation & TSIs

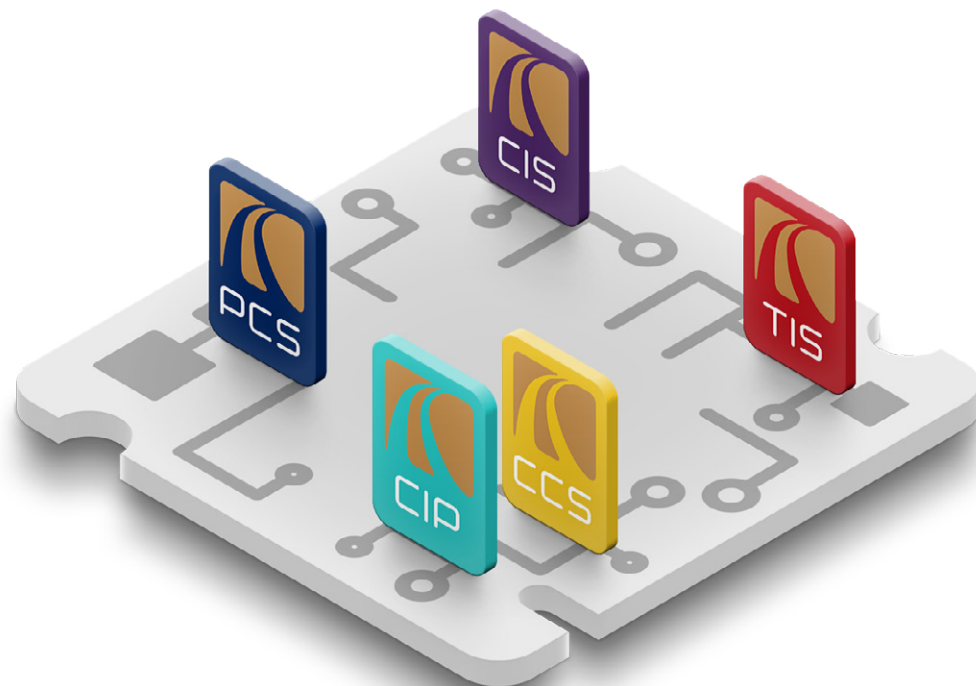
### ■ Digital systems of European IMs (Infrastructure Managers)

- RNE IT Systems shall use national information as much as possible and be able to connect with existing national systems, thereby acting as data exchange platforms

### ■ Current RNE IT Systems (PCS, TIC, CCS, CIP and CIS)

- RNE IT Systems shall be able to use functions from other systems
- RNE IT Systems shall all use the same reference files (locations, segments)

The international rail business requires good cooperation between all parties concerned in order for processes to run smoothly and successfully. RNE takes its Members' business needs into consideration and is also in direct contact with Railway Undertakings (RUs), an approach that has had a strong impact on the development of RNE's IT systems (for example, in the form of RNE's Big Data project, which aims to enable the exchange of harmonised reference files between different RNE and IM systems).



## TAF/TAP TSI

*The TAF/TAP TSI (Technical Specification for Interoperability relating to Telematics Applications for Freight/Passenger Services) aim to define the data exchange between individual Infrastructure Managers (IMs) and also between IMs and Railway Undertakings (RUs).*

RNE's Members have mandated RNE to provide support in the coordination of IMs within the TAF and TAP frameworks.

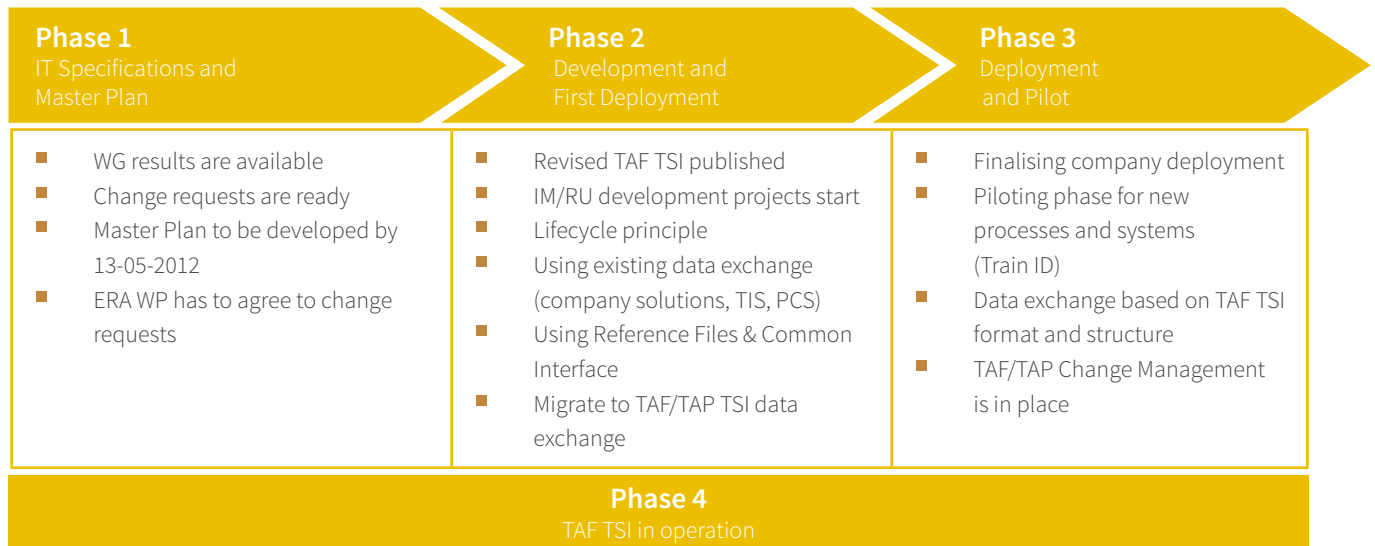
In addition to data exchange, the TAF TSI describes business processes involving IMs and RUs. For this reason the TAF TSI deeply impacts existing international rail infrastructure business processes. The TAF, or at least the IT interfaces with other partners, must be implemented in a similar way by all TAF TSI partners, including IMs. More information is available on the TAF TSI joint Sector Group [webpage](#).

Today the RNE CCS, TIS and PCS systems, are already compliant with TAF and TAP TSIs; they are even viewed as front-runner systems for TAF and TAP. Thus, the rail sector is already exchanging several million messages within the TAF/TAP TSI framework every month.

In this context, RNE would like to thank the European Commission (INEA) for its financial contribution to TAF/TAP-related projects carried out by RNE and its Members.

<b>19 March 2001</b>	Directive 2001/16 required railway players to specify the interoperability telematics applications for passenger and freight
<b>18 January 2006</b> <b>17 January 2007</b>	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
<b>2009-2012</b>	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.
<b>2012-2014</b>	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.
<b>2015-2021</b>	TAF TSI implementation phases started, based on new master plan, with new implementation date in 2021. ERA established a TAF TSI reporting framework.

TSI Timeline



TAF TSI Master Plan and Implementation

## Project Summaries & Activities

### RNE BI (BUSINESS INTELLIGENCE) 2.0

#### Summary

The goal of the project was to implement an RNE BI tool which supports railway network reporting needs in a better way and reduces recurring efforts for the development and execution of reports.

#### Main Milestones

- Phase 1:
  - Start: December 2015 (kick-off meeting)
  - End: March 2015 (feasibility study)
  
- Phase 2:
  - Start: March 2015 (kick-off meeting of Phase 2)
  - End: December 2016 (implementation of all reports provided by OBI on key-date 31 December 2016)

**This project has been successfully completed.**



Project Manager (2016):  
**FLORIAN SANDAUER**



Successor:  
**SEMKO MERDAN**  
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### RNE BIG DATA (CENTRAL APPLICATION DATABASE)

#### Summary

Reference files for location are harmonised neither in the RNE IT systems nor in the IMs'/ABs' internal systems. The reason for this is that some RNE Members use different location names and codes in different processes (sales, planning and operation). 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 was to set up one unique data base for all RNE applications. The first phase ended in 2015 and the second phase of the project was finalised in December 2016.

#### Main Milestones

- Start: 6 May 2015
- Feasibility study: 1 April 2016
- Implementation roadmap: 29 July 2016
- End: 20 December 2016

**This project has been successfully completed.**

The third phase will be the rollout to the different RNE IT applications in 2017.



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**VOJKAN STEFANOVIĆ**  
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## — Outlook

***2017 will be a very challenging year. RNE is currently harmonising the reference files used in different systems in the RNE Big Data project.***

The aim is to have only one set of harmonised reference files to be used by all systems. This shall enable RNE systems to use services from other applications. In 2017 the migration to using Big Data shall be completed for most RNE systems.

One major goal is the development of detailed specifications and the future IT landscape for the International Timetable Redesign (TTR) project. A first step shall be achieved in 2017 through the implementation of the Temporary Capacity Restriction system. To this end a tender procedure will be carried out in 2017 and the application shall be implemented as early as the end of 2017. Besides the TTR project, RNE is working on improving PCS (Path Coordination System) as well as the connection between PCS and national systems.

The Train Information System (TIS) will be developed further to support Train Running Forecast (Estimated Time of Arrival (ETA)) information from RUs and Terminals. Pilots to define the ETA process will be carried out as one of the activities defined in the Sector Declaration. Also, further rollout to Terminals will be done in 2017.

To make the available information accessible in an even more user-friendly way, a full multi-corridor view will be deployed in the Customer Information Platform (CIP) by mid-April 2017. As part of the CIP Strategy, the platform shall be positioned as an Information One-Stop Shop for participating RFCs in the short term. In the medium term, the connection to Big Data shall enable additional functionalities to be displayed on the Interactive Map of CIP.

The Charging Information System (CIS) will be updated to be able to calculate charges on Rail Freight Corridors.

The contract for the operation and maintenance of the Common Components System (CCS) will expire at the end of 2017. RNE is conducting a tender process to either extend the current contract or find a new supplier.

Last but not least, RNE has initiated a TAF TSI pilot for short-term path requests and TrainID. The project was set up in 2016 and will start in 2017.

## — CCS

- About CCS

The Common Components System (CCS) consists of three different components:



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Project Manager  
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**The Common Interface (CI)** provides a graphical mapping layer that can be used easily both by IT and non-IT staff. Message exchange between railway companies has been standardised: it is based on common message formats or shared message formats agreed on by two or more railway companies.



**The Central Reference File Database (CRD)** is maintained through the process described on the UIC website and can be downloaded. The Central Location Ident Reference File consists of the Primary Location Code and the Subsidiary Location Code. The national location entities (mostly Infrastructure Managers) are responsible for the allocation of the Primary Location Code to railway locations. This is a prerequisite for the allocation of the Subsidiary Location Code by Railway Undertakings.



**The Certification Authority (CA)** provides X-509 certificates to support secure communication between partners, along with message-based encryption and signature.

## ● Activities

***Besides some functional enhancement and modifications in the course of technology management, the graphical mapping application was made available as a stand-alone application connected to the CI (Common Interface) server. The current Release 1.7. was published in December 2016 for the CI users.***

The 'CI External Interface Reference Specification' describes how two CIs communicate with each other. This was not specified in the original TAF TSI, but developed by the former CCG (UIC Common Components Group). The transfer of the 'CI External Interface Reference Specification' from RNE to the European Union Agency for Railways (ERA) was finalised in 2016 and was used in the TAF TSI Change Management and integrated in the ERA technical document, 'Annex D.2: Appendix E — Common Interface' of the TAF TSI Regulation for public use. This adapted specification is now available on the ERA website, in the section for TAF TSI technical documents. It can now be used by any TAF/TAP TSI actor or IT company to develop their own CI, not depending on the CCG/RNE Reference Implementation.

As regards the pricing of CCS, rates had been reduced at the beginning of 2016 to be more supportive of small RUs. At the beginning of 2017 the pricing was again adapted due to the fact that additional services are now on offer (such as X.509 certificates and testing support) as CIs can now be built by parties other than RNE.

## ● Outlook

***Regarding the rollout of the CI, there has been some more progress, because some IMs requested in their Network Statements that Train Composition Messages must be delivered.***

This also shows that the IM's use of the Network Statement gives leverage to the enforcement of TAF TSI messaging. Nevertheless, the rollout of the RNE Common Interface (CI) will be influenced by the further development of the TAF TSI implementation and the fact that the CI can now be built by companies other than RNE.

The Count and Quality of the Reference Files (Company Codes and Location Codes) are stable, but both Count and Quality still need to be increased by the national Locating Entities responsible for the population.

In 2017 a tender will be carried out concerning the maintenance and operation of the CCS, as the current supplier contract will expire at the end of 2017.

The current CCS General Manager, Stephan Breu, agreed to continue in his position in the first half of 2017, providing support for the CCS tender and transferring his knowledge to a new CCS Manager. In Spring 2017, a new CCS Manager (Vojkan Stefanović) was hired by RNE to work in the RNE Joint Office and take over the know-how and tasks.



## 9 RAIL FREIGHT DAY

*The European Commission and RailNetEurope jointly organised the third European Rail Freight Day which was held on 9 December 2016.*

Over 250 participants and key stakeholders of the European railway sector gathered at the historical Palais Ferstel in the heart of Vienna to debate the industry's future. Following the keynotes given by Harald Hotz, President of RailNetEurope, and Matthew Baldwin, Deputy Director-General of DG Move, topics like the Redesign of the international Timetabling Process or ERMTS (European Railway Traffic Management System) were discussed in panels which included high-profile experts and executives who engaged in lively and constructive discussions. In addition to the panels, experts delivered presentations on the latest developments in the sector, such as new insights into Last Mile infrastructure, which were presented by Paolo Guglielminetti, (PWC), author of the study 'Design features for support programmes for investments in LMI'.

For the first time in the event's history, RFC Strategy Sessions were held between the morning and afternoon panels. The sessions brought together Rail Freight Corridor Managers, Railway Undertakings and Terminal spokespersons for discussions about strategic developments and performance expectations. The event was concluded by Herald Ruijters, Acting Director Investment at DG MOVE, who had also lead through the day as moderator. The positive feedback for and highly constructive outcome of the event lead to the decision to organise a fourth Rail Freight Day, which will be held on 7 December 2017 in Vienna. Details will be published on the RNE website.













## 10 FINANCIALS

- Balance Sheet
- Profit and Loss Account
- Notes to the Financial statement
- Development of Non-Current Assets
- RNE External Auditing Report
- RNE Internal Auditing Report
- Project Summaries



# Balance Sheet

ASSETS		31. December 2016	31. December 2015	EQUITY AND LIABILITIES		31. December 2016	31. December 2015
		€	€			€	€
<b>A. Non-current assets</b>				<b>A. Equity</b>			
<b>I. Intangible assets</b>				<b>I. Capital reserves</b>			
1. Concessions, industrial property rights and similar rights				1. unappropriated		2,383,330.49	2,468,586.57
a. CIS	19,695.00		9,407.00		2,383,330.49	2,468,586.57	
b. PCS	471,617.00		445,632.00	<b>II. Balance sheet profit</b>			0.00
c. TIS	185,768.00		196,999.00		0.00	0.00	
d. CIP	30,794.00		51,324.00				
e. Licences	5,747.00		7,739.00				
f. Other	3,419.00		4,673.00				
		717,040.00	715,774.00			<b>2,383,330.49</b>	2,468,586.57
<b>II. Tangible assets</b>				<b>B. Provisions</b>			
1. Structural investment in third-party buildings		19,714.00	22,431.00	1. Other provisions		48,905.10	32,379.74
2. Other equipment, furnitures and fixtures		33,004.00	53,365.00			<b>48,905.10</b>	32,379.74
		52,718.00	75,796.00	<b>C. Liabilities</b>			
		<b>769,758.00</b>	791,570.00	1. Advance payments received for orders		381,300.00	1,306,623.62
<b>B. Current assets</b>				2. Vendor liabilities		540,032.06	704,712.25
<b>I. Receivables and other assets</b>				3. Other liabilities		165,662.83	281,790.70
1. Trade receivables		116,822.83	205,177.72			<b>1,086,994.89</b>	2,293,126.57
2. Other receivables		167,921.56	180,178.72	<b>D. Accruals</b>			0.00
		284,744.39	385,356.44				
<b>II. Cash on hand, bank deposits</b>		2,445,486.84	3,589,015.60				
		2,445,486.84	3,589,015.60				
		<b>2,730,231.23</b>	3,974,372.04				
<b>C. Accruals</b>		<b>19,241.25</b>	28,150.84				
		<b>3,519,230.48</b>	4,794,092.88			<b>3,519,230.48</b>	4,794,092.88

# Profit and Loss Account

	31. December 2016	31. December 2015
	€	€
<b>1. Turnover</b>		
a) Domestic turnover	139,356.17	137,846.30
b) Foreign turnover	3,138,334.23	2,753,240.00
	3,277,690.40	2,891,086.30
<b>2. Other turnover</b>		
a) EU funding	677,600.00	950,490.00
b) Others	3,732.13	23,594.82
	681,332.13	974,084.82
	<b>3,959,022.53</b>	<b>3,865,171.12</b>
<b>3. Cost of purchased services</b>	- 122,546.27	- 105,440.15
	- 122,546.27	- 105,440.15
<b>4. Personnel expenses</b>		
a) Salaries	- 1,226,722.22	- 1,198,614.61
b) Expenses of statutory social security and payroll-related taxes and contributions	- 224,644.38	- 199,934.73
	- 1,451,366.60	- 1,398,549.34
<b>5. Depreciation</b>	- 501,399.12	- 392,030.78
	- 501,399.12	- 392,030.78
<b>6. Other expenses</b>		
a) Equipment of low value	- 4,147.17	- 6,566.23
b) Advertising and promotion	- 8,517.88	- 7,241.97
c) Vehicle expenses and transportation	- 712.84	- 969.89
d) Postage, telephone and other communication expenses	- 11,565.14	- 16,195.18
e) Travel expenses	- 118,718.42	- 118,295.75
f) Maintenance and servicing	- 1,627,769.54	- 1,426,776.63
g) Bookkeeping and personnel settlement, tax and legal consultation and other	- 37,325.34	- 88,517.32
h) Office expenses	- 10,715.59	- 12,071.40
i) Office rent	- 81,061.90	- 75,179.67
j) Specific allowance for bad debts	- 47,721.50	- 6,480.55
k) Other expenses	- 18,595.99	- 35,139.38
	- 1,966,851.31	- 1,793,433.79
<b>7. Operating profit</b>	<b>- 83,140.77</b>	<b>175,716.88</b>
<b>8. Other interests and similar revenues</b>	667.45	3,163.17
<b>9. Interest expenses and similar expenses</b>	- 2,782.76	- 3,078.18
<b>10. Financial profit</b>	<b>- 2,115.31</b>	<b>84.99</b>
<b>11. Operating and financial profit</b>	<b>- 85,256.08</b>	<b>175,801.87</b>
<b>12. Taxes on profit</b>	0.00	- 36.99
<b>13. Profit for the year</b>	<b>- 85,256.08</b>	<b>175,764.88</b>
<b>14. Accumulation / Release of capital reserves</b>	85,256.08	- 175,764.88
<b>15. Balance sheet profit</b>	<b>0.00</b>	<b>0.00</b>

## — Notes to the Financial Statements

### a) 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.

## b) 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 4.4 'Development of Non-Current Assets'.

#### Path Coordination System (PCS) software rights

Path Coordination System (PCS - including developments in the field of Timetabling) is a software tool for railway companies that were developed under the leadership of RNE in corporation with several European railway companies. The full rights of utilisation are in complete ownership of RNE.

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

Train Information System (TIS - including developments in the field of Operations) is a software tool for railway companies that were developed under the leadership of RNE in corporation with several European railway companies. The full rights of utilisation are in complete ownership of RNE.

#### Charging Information System (CIS) software rights

Charging Information System (CIS) is a software tool for railway companies that were developed under the leadership of RNE in corporation with several European railway companies. The full rights of utilisation are in complete ownership of RNE.

#### Common Components System (CCS)

The CCG, RNE and UIC signed the transfer contract on 15 December 2014. According to the agreement, the transfer took place on 31 December 2014 and RNE is responsible for the Common Components from 1 January 2015 onwards. The full rights of utilisation are in complete ownership of RNE.

### Customer Information Platform (CIP)

Based on the GA decision December 2014, RNE agreed to take over and further develop the Customer Information Platform from RFC 1. The RFCs 1, 2, 3, 4, 5 and 8 agreed to join a common CIP system. Therefore RNE has performed a European tender and has signed the transfer agreement of the software with RFC 1. Therefore the full rights of utilisation are in ownership of RNE from mid of 2015 on.

### c) RailNetEurope software developments in 2016

In the following table you will find the functional split up of the software developments regarding the above mentioned RNE IT applications. This includes developments made and/or commissioned by RailNetEurope.

## 5.2.1.4 Description of Functions

**Additions in 2016**

	€	€
<b>Path Coordination System (PCS)</b>		<b>324,168.00</b>
<b>Data Exchange incl.</b>	25,200.00	
<ul style="list-style-type: none"> <li>■ Improvement of notification service with new change sets (leading IM changes, type of observations)</li> <li>■ New web-service operations (makeObservation, createSubsidiary)</li> <li>■ Support of PCS IP version 4.x with PCS NG</li> </ul>		
<b>RFC support inc.</b>	15,750.00	
<ul style="list-style-type: none"> <li>■ Adaptations of RFC dashboard in PCS NG</li> <li>■ Alternative offer adaptation in PCS NG</li> <li>■ Conflict and KPI related report preparation</li> </ul>		
<ul style="list-style-type: none"> <li>■ Finalisation of the PCS NG developments in the 1Q2017</li> <li>■ Dossier processing and workflow finalisation (Path Alteration, Path Modification, RFC process)</li> <li>■ Carry Forward</li> <li>■ Timetable combinations preparation for the Draft Offer</li> </ul>	256,550.00	
<b>Development of ITNDB. ITNDB will be an one cost centre from 2017 on.</b>	26,668.00	
<b>Train Information System (TIS)</b>		<b>114,660.00</b>
<b>TIS Flash Removal</b>	14,500.00	
<ul style="list-style-type: none"> <li>■ SpaceTimeDiagramm</li> <li>■ ConnectionDiagramm</li> </ul>		
<b>TIS Train Linking</b>	19,800.00	
<ul style="list-style-type: none"> <li>■ TIS user interface adaptations</li> <li>■ Right management for IM and RU user different</li> </ul>		
<b>TIS Enhancements</b>	15,680.00	
<ul style="list-style-type: none"> <li>■ Terminal Trip</li> <li>■ Sending Page for Forecast message</li> <li>■ Loading Status for Terminals</li> </ul>		
<b>TIS EPR CRQ</b>	49,000.00	
<ul style="list-style-type: none"> <li>■ development for Data Defect Indicators</li> <li>■ Calculation of undocumented delays</li> <li>■ Additional ORACLE BI licenses</li> </ul>		
<b>TIS Extended Train Info Page</b>	15,680.00	
<b>Customer Information Platform (CIP)</b>		<b>0.00</b>
<b>Charging Information System (CIS)</b>		<b>20,584.00</b>
<b>CIS CRQ</b>	16,220.00	
<b>Development of ITNDB. ITNDB will be an one cost centre from 2017 on.</b>	4,364.00	

## d) Investment per ICT system

<b>Charging Information System (CIS)</b>			
	Purchase Value	Accumulated Depreciation	Book Value (end 2016)
Operation			
Web Application	438,117.00	437,767.00	350.00
Others	15,584.00	16,823.00	19,345.00
<b>SUM</b>	<b>453,701.00</b>	<b>454,590.00</b>	<b>19,695.00</b>

<b>Path Coordination System (PCS)</b>			
	Purchase Value	Accumulated Depreciation	Book Value (end 2016)
Operation	149,919.70	149,918.65	1
Web Application	1,097,345.00	1,088,117.38	9,228.00
Data Exchange	52,975.00	49,410.00	28,765.00
Reporting			
RFC Support	218,400.00	209,002.00	25,148.00
ITNDB	8,400.00	6,559.00	1,841.00
Next Generation	409,500.00	277,199.00	388,851.00
Others	3,018.28	1,163.28	1,855.00
<b>SUM</b>	<b>1,939,558.00</b>	<b>1,781,369.31</b>	<b>455,689.00</b>

<b>Train Information System (TIS)</b>			
	Purchase Value	Accumulated Depreciation	Book Value (end 2016)
Operation	144,967.00	144,963.90	3.00
Web Application	192,530.00	186,290.30	6,240.00
Data Exchange	8,000.00	7,999.00	1.00
Terminal Manager	65,696.00	65,693.00	3.00
RFC Support	8,983.75	16,005.75	8,658.00
Others	187,551.00	112,466.00	158,384.00
<b>SUM</b>	<b>607,727.75</b>	<b>533,417.95</b>	<b>173,289.00</b>

<b>Customer Information Platform (CIP)</b>			
	Purchase Value	Accumulated Depreciation	Book Value (end 2016)
GIS	14,900.00	7,450.00	7,450.00
CIP Change request	46,688.00	23,344.00	23,344.00
<b>SUM</b>	<b>61,588.00</b>	<b>30,794.00</b>	<b>30,794.00</b>



## — Development of Non-Current Assets

	Development of Non-Current Assets at acquisition/production costs					Depreciation		Book values	
	As of 01.01.2016	Additions	Transfers	Disposals	As of 31.12.2016	Cumulated depreciation	Depreciation of the fiscal year	As of 31.12.2016	As of 01.01.2016
	€	€	€	€	€	€	€	€	€
<b>I. Intangible Assets</b>									
1. Concessions, industrial property rights and similar rights	3,180,319	464,437	0	0	3,644,756	2,927,716	463,171	717,040	715,774
	3,180,319	464,437	0	0	3,644,756	2,927,716	463,171	717,040	715,774
<b>II. Tangible Assets</b>									
1. Structural investment in third-party buildings	39,203		0	0	39,203	19,489	2,717	19,714	22,431
2. Other equipment, furnitures and fixtures	257,077	15,150	0	0	272,227	239,223	35,511	33,004	53,365
	296,280	15,150	0	0	311,430	258,712	38,228	52,718	75,796
<b>SUM</b>	<b>3,476,599</b>	<b>479,587</b>	<b>0</b>	<b>0</b>	<b>3,956,186</b>	<b>3,186,428</b>	<b>501,399</b>	<b>769,758</b>	<b>791,570</b>

### e) Receivables and other assets

Schedule:	according to balance sheet	more than 1 year	notes receivable	lump sum allowance
	T €	T €	T €	T €
Trade receivables	117	0	0	0
	(205)	(0)	(0)	(0)
Other receivables	168	0	0	0
	(180)	(0)	(0)	(0)
Total for current year	285	0	0	0
Total for previous year	(385)	(0)	(0)	(0)

### f) Liabilities

Schedule:	according to balance sheet	up to 1 year	more than 1 year	more than 5 years
	T €	T €	T €	T €
Vendor liabilities	540	540	0	0
	(704)	(704)	(0)	(0)
Other liabilities	166	166	0	0
	(282)	(282)	(0)	(0)
Total for current year	706	706	0	0
Total for previous year	(986)	(986)	(0)	(0)

## g) Notes to the Profit and Loss Account

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

Budapest, 04 May 2017

## h) Miscellaneous information

### Managing Board Members

During the financial year 2016 Managing Board Members were

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

### Employees of the company

In the financial year 2016 RailNetEurope had 18 employees on average, thereof 3 seconded by Members of RailNetEurope and 15 directly employed by RailNetEurope (thereof 2 part-time employees with 50% and 1 part-time employee with 75% of the normal working time).



Harald Hotz



Ann Billiau



Guus de Mol



Michel Dupuis



Mirosław Kanclerz



Péter Rónai



Bettina Wunsch-Semmler

*Members of the Managing Board*

## — External Auditing Report

### Report on the Financial Statement

We have audited the accompanying financial statements, including the accounting, of RailNetEurope, Wien, for the fiscal year from January 1, 2016 to December 31, 2016. These financial statements comprise the balance sheet as of December 31, 2016, the income statement for the fiscal year ended December 31, 2016, 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 a total of 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 [and other legal or regulatory requirements]. 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, 2016 and of its financial performance for the fiscal year from January 1, 2016 to December 31, 2016 in accordance with Austrian Generally Accepted Accounting Principles.

Vienna, March 16th 2017



Merkur Control  
St. Veit-Gasse 50  
1130 Wien  
WT-Code 804525  
MERKUR CONTROL  
Wirtschaftsprüfungsgesellschaft m.b.H.

*S. Studera*

Mrs. Sabine Studera  
(Wirtschaftsprüferin)

## — Internal Auditing Report

### *To the General Assembly of RailNetEurope*

Based on the external audit by Merkur Control we have audited the financial statements of RailNetEurope for the year 2016. It is our responsibility to express an opinion on these financial statements based on our audit. We have performed the audit to obtain reasonable assurance that the financial statements are free of material misstatement. The audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. We believe that our audit provides a reasonable basis for our opinion set out below.

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

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

Budapest, 4 May 2017



Claire Hamoniau

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Alfred Lutschinger

Handwritten signature of Alfred Lutschinger in blue ink.

## — Project Summaries

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

#### Summary

The goal of the project is to obtain a refunding of part of the costs required to develop guidelines and common procedures for TAF/TAP and the RFCs. The funding covers RNE's and RNE Members' efforts for the development of 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
- Delivery of technical final report: July 2016
- Delivery of financial report: October 2016
- End: Final Payment: May 2017

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

#### Summary

The goal of the project 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
- Delivery of Action Status Report 2016: 31 March 2016
- Expected acceptance of Action Status Report 2016: June 2017
- Expected acceptance of final report: July 2018
- End: Final Payment: November 2018



CIO  
**HARALD REISINGER**  
 harald.reisinger@rne.eu



# 11 ONE STOP-SHOP CONTACT POINTS

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