RNE

RailNetEurope

Annual Report 2010

INDEX

FOREWORD BY PRESIDENT AND SECRETARY GENERAL

In 2010, RNE continued harmonising and streamlining the various processes that make international rail services possible. The Association and its members enhanced the support provided to Railway Undertakings (RUs) in their international activities and increased the efficiency of their international business.

Let us briefly review some of RNE's achievements last year:

- The European Commission clearly acknowledged the worth of RNE's work during the drafting of the new rail freight Regulation 913/2010. At the General Assembly of December 2010, RNE Members agreed that RNE should become the service provider of choice and expert support provider for corridor organisations in the areas of developing and operating methods, processes and tools. Consequently, RNE is defining work packages aiming to further align and roll out these methods, processes, and tools to help the first corridors to comply with the Regulation by November 2013. In order to guarantee the transparency and connectivity of all international traffic, it will be crucial for harmonisation to be a reality both for rail services on the freight corridors and all other international services beyond them.

- Within the field of TAF TSI, the final results delivered by TAF TSI Working Groups were agreed by the IM/RU Cluster in April 2011. These results have been presented to the TAF TSI Steering Board as a sector opinion and will provide the basis for Change Requests.

- Train Information System (TIS, formerly EUROPTIRAILS) was chosen as one of the systems taking part in the TAF TSI Common Interface pilot. Hence it is planned to send TAF TSI messages from TIS to defined partners during the pilot phase. The data-exchange function in TIS was enhanced to include RUs. The first test with some RUs has proven very positive. In addition, the rollout of TIS is ongoing – the Hungarian IM MAV has been connected to the productive system.

- The rate of use of the Path Coordination System (PCS, formerly PATHFINDER) grew very strongly, especially in the freight sector.

- Thanks to the great efforts of RNE's legal experts, the negotiations with CIT, CER and EIM concerning the European General Terms and Conditions (EGTC) were successfully concluded.

- The 7th RNE Business Conference was held on 2 December 2010 in Vienna, providing an interactive platform for information, discussion and face-to-face meetings for some 150 participants from all over Europe. This edition highlighted the impact of Regulation 913/2010 on the rail sector. According to the feedback we received, it was a great success and we would like to thank all participants for their contributions.

- Last but not least, we would like to draw your attention, if you have not noticed it already, to the new RNE corporate design. The streamlining of the corporate design is an important step in the further professionalisation of RNE's communications; the new logo and the renaming of IT tools will give a more cohesive appearance to RNE the Association, and to RNE's various products and services.

In 2010, for the first time, RNE received European Union funding for TAF TSI-related activities. Encouraged by this success, RNE decided to apply for funding again in future and is evaluating how it can assist its Members with funding applications for RNE-related national IT developments.

Just as in the previous year, our objectives were met within a context of cost-effective management. The budget was spent as planned and the accounts of RNE show that it achieved sound economic and financial results.

We would like to thank all our Members' customers and our partners, as well as our Members – especially those who participated actively in various working and project groups – and the Joint Office staff; their hard work and commitment have proved invaluable. May we also take this opportunity to thank other international organisations in the railway sector, in particular the CER, CIT, EIM, FTE, and UIC. Moreover, we would like to thank the TEN-T EA, DG TREN and the Austrian BMVIT, who dealt with our funding application. Furthermore we would like to thank Dagmar Haase, who left RNE in May 2010, when she retired from DB Netz AG. She was not only a member of the RNE Managing Board for many years, but was also President of the organisation that founded RNE.

In 2011, Regulation 913/2010 will speed up harmonisation and bring the players of the industry closer together. The Recast of the First Railway Package will also create new challenges but we are confident that, together with our business partners, we can continue improving international rail services across Europe.

Vienna, 10 May 2011

Luc Vansteenkiste, RNE President

Joachim Kroll, RNE Secretary General

OBJECTIVES

RailNetEurope (RNE) was created in January 2004 on the initiative of a number of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs), who wished to establish a common, Europe-wide organisation to facilitate international business. As a non-profit making association of IMs/ABs, RNE provides support to Railway Undertakings (RUs) in their international activities and strives to increase the efficiency of the Infrastructure Managers' processes. Together, the members of RailNetEurope have been promoting a business approach in rail infrastructure management and harmonising the use of rail infrastructure for the benefit of the entire rail industry across Europe.

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

It should be stressed that RNE is an umbrella organisation: it does not conduct any operational activities itself but provides a platform and a network for its Members and business partners. Whilst RNE's role is to represent its Members, hands-on tasks (such as allocating train paths or letting international trains run on the tracks) are taken care of by the member IMs/ABs themselves. Within this context, RNE
- co-ordinates the harmonisation and development of international rail infrastructure products, services, tools and processes,
- improves the quality of existing international rail products, processes and services,
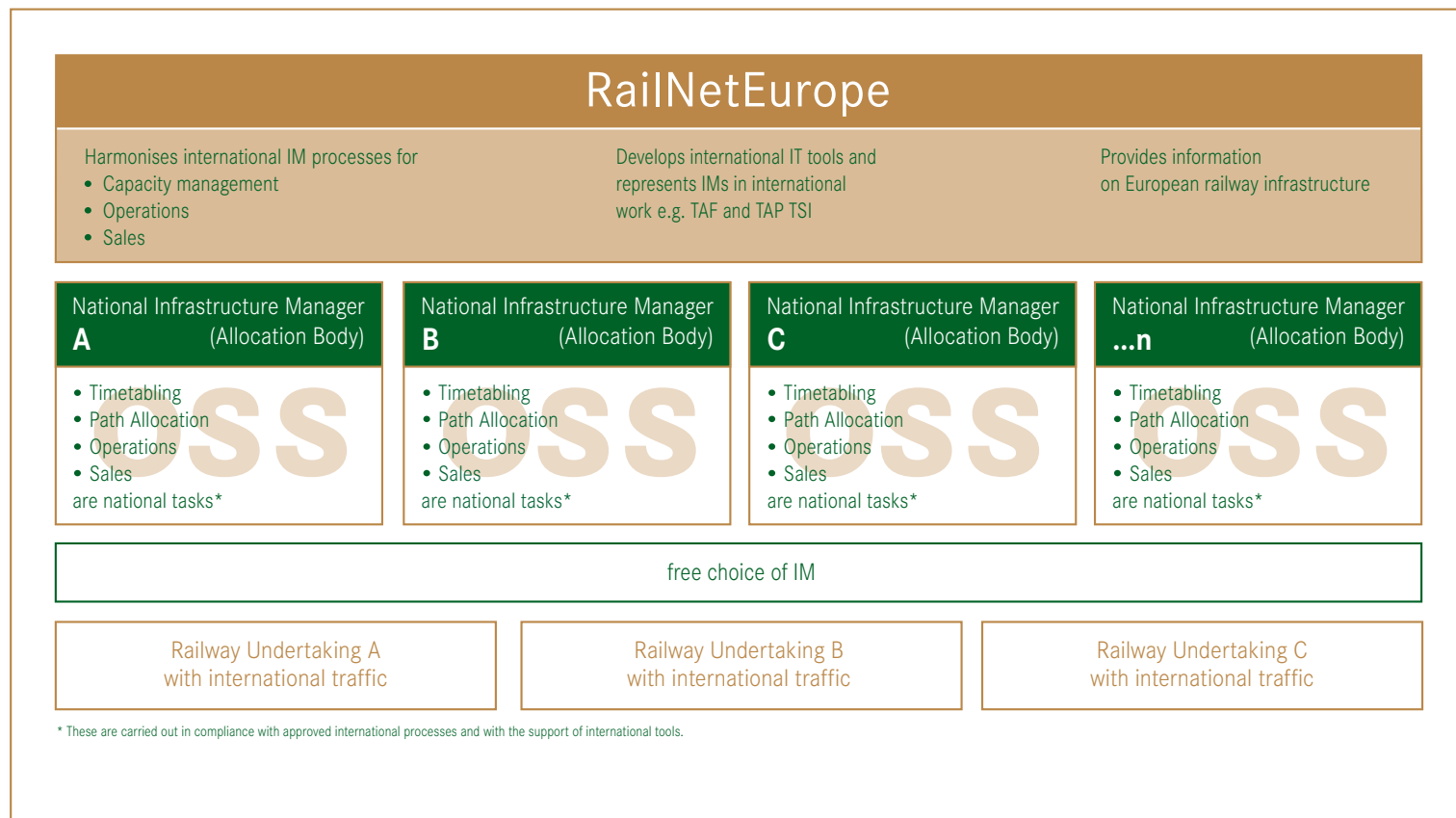- provides legal, technical and commercial information on the European railway infrastructure.

In order to reach these ambitious goals, RNE Members strive to act as ONE European Rail Infrastructure Company in the field of international rail traffic. This is embedded in the One-Stop-Shop

OBJECTIVES

principle, whereby various international products and services are handled at a single point of contact for the entire international route. Three IT systems are part of this OSS principle: Path Coordination System (PCS, formerly PATHFINDER) for international path requests, Charging Information System (CIS, formerly EICIS) for fast information on charges related to the use of European rail infrastructure or Train Information System (TIS, formerly EUROPTI-RAILS) for real-time train run information. Thus RNE has established a network of OSS representatives, who are the personal contact points for all customer care issues. In addition, RNE provides support to its Members as regards compliance with the European legal framework. A good example of this is the development of harmonised international processes, templates and guidelines.

Many of these features can now assist the IMs with fulfilling requirements imposed by the new freight Regulation 913/2010. Therefore, towards the end of 2010 the RNE General Assembly decided that RNE should become the service provider of choice and expert support provider for corridor organisations in the areas of developing and operating methods, processes and tools.

In January 2004, when the Association was founded, RNE brought together 16 rail infrastructure companies. At the time of going to press, RNE counted 38 Members (36 Full Members, 1 Associate Member and 1 Candidate) from 27 different countries, totalling over 230 000 kilometres of railway lines.

RailNetEurope

Harmonises international IM processes for	Develops international IT tools and represents IMs in international work e.g. TAF and TAP TSI	Provides information on European railway infrastructure
• Capacity management • Operations • Sales		

National Infrastructure Manager **A** (Allocation Body)	National Infrastructure Manager **B** (Allocation Body)	National Infrastructure Manager **C** (Allocation Body)	National Infrastructure Manager **...n** (Allocation Body)
• Timetabling • Path Allocation • Operations • Sales are national tasks*	• Timetabling • Path Allocation • Operations • Sales are national tasks*	• Timetabling • Path Allocation • Operations • Sales are national tasks*	• Timetabling • Path Allocation • Operations • Sales are national tasks*

free choice of IM

Railway Undertaking A with international traffic	Railway Undertaking B with international traffic	Railway Undertaking C with international traffic

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

RNE STRUCTURE

RNE activities are driven by the Association's Members. In order to ensure maximum efficiency and commitment, high-ranking managers of each RNE member-organisation come together during the General Assembly to jointly define the framework and main fields of action for future activities. The General Assembly also appoints the Managing Board. Day-to-day business is run by the Joint Office, based in Vienna, which is headed by the Secretary General. The Joint Office staff is appointed by the Managing Board and/or General Assembly.
RNE-wide, the RNE Working Groups, Corridor Managers and a project organisation work actively to reach the Association's objectives.

MEMBERSHIP

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

These different types of membership reflect differences in national frameworks as regards the implementation of EU Directives on the infrastructure/operations separation of functions. For instance, some Infrastructure Managers/Allocation Bodies (IMs/ABs) do not execute all infrastructure management-related core functions themselves.
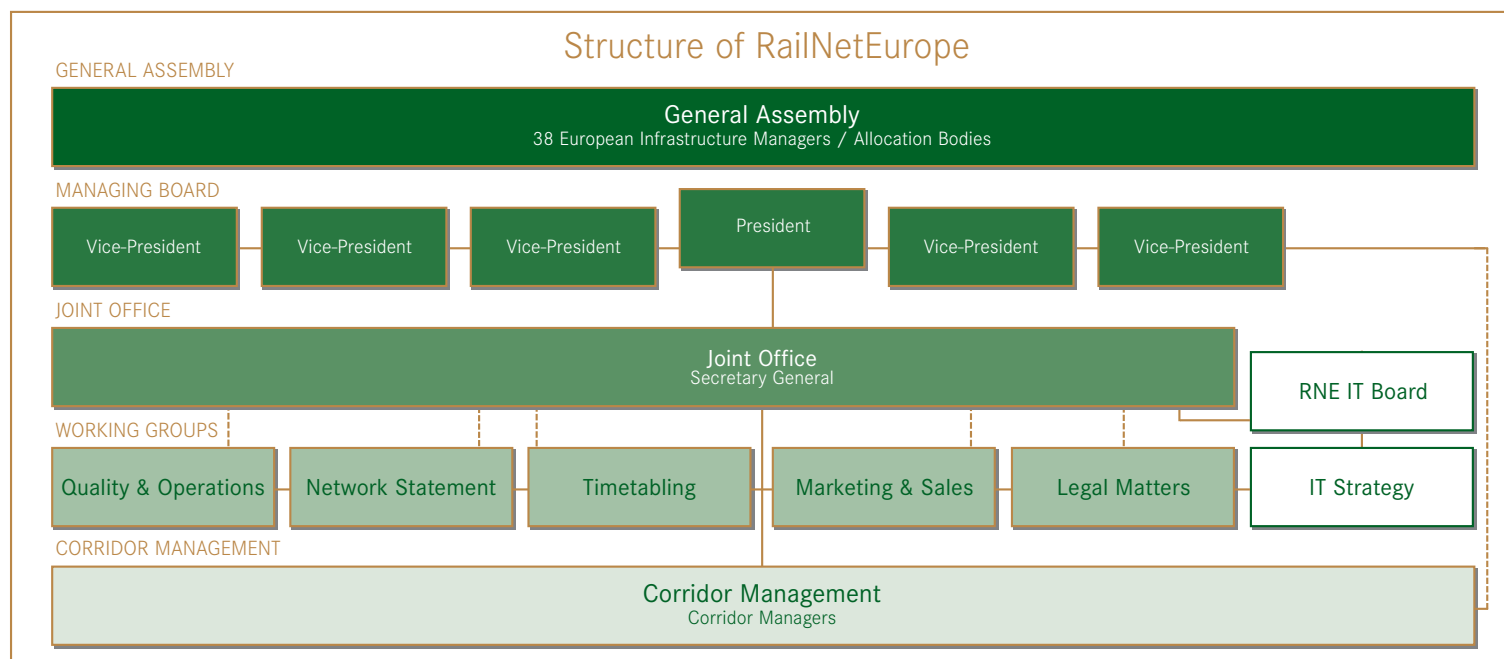
The operational IM/AB business was split into the following functions:
• Establishment of infrastructure (investment)
• Maintenance
• Train Path Sales/One-Stop-Shop
• Timetable production
• Capacity and/or path allocation
• Traffic control management

As a result of this, it was decided that:
• Bodies responsible for the above-mentioned IM/AB functions are granted the status of Full Members.
• Bodies that perform those IM functions on behalf of a Full Member are entitled to the status of Associated Member.

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

Structure of RailNetEurope

GENERAL ASSEMBLY
General Assembly
38 European Infrastructure Managers / Allocation Bodies

MANAGING BOARD
Vice-President | Vice-President | Vice-President | President | Vice-President | Vice-President

JOINT OFFICE
Joint Office
Secretary General

RNE IT Board

WORKING GROUPS
Quality & Operations | Network Statement | Timetabling | Marketing & Sales | Legal Matters | IT Strategy

CORRIDOR MANAGEMENT
Corridor Management
Corridor Managers

Status 05/11

OVERVIEW OF MANAGING BOARD

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

In May 2010, RNE Vice-President Dagmar Haase retired from DB Netz AG and left RailNetEurope's Managing Board. The President, the Managing Board and the General Assembly of RNE expressed their gratitude to Dagmar Haase for her contribution to RNE's work over many years: she was not only a member of the RNE Managing Board for many years, but was also President of the organisation that founded RNE.

In 2010 the RNE Managing Board counted six members. Their responsibilities were allocated as follows:

Luc Vansteenkiste
Infrabel
RNE President
Strategy, IT

Bettina Wunsch-Semmler
DB Netz AG
RNE Vice-President
Marketing & Sales,
External Relations
(since 05.05.2010)

Harald Hotz
ÖBB-Infrastruktur AG
RNE Vice-President
Timetabling

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

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

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

Dagmar Haase
DB Netz AG
RNE Vice-President
Marketing & Sales,
External Relations
(until 05.05.2010)

MEMBERS & NETWORK

AUSTRIA

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

AUSTRIA AND HUNGARY

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

BELGIUM

INFRABEL
Length of Network: 3578 km (2009)
www.railaccess.be

BOSNIA AND HERZEGOVINA

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

BULGARIA

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

CROATIA

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

CZECH REPUBLIC

SŽDC – Správa železniční dopravní cesty, s.o.
Length of Network: 9487 km
www.szdc.cz

DENMARK

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

FINLAND

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

FRANCE

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

SNCF – Société Nationale des
Chemins de fer Francais
www.sncf.fr

GERMANY

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

GERMANY AND SWEDEN

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

FRANCE AND ENGLAND

EUROTUNNEL Infrastructure (until 31.12.2010)
Length of Network: 50 km
www.eurotunnel.com

GREAT BRITAIN

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

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

GREECE

OSE – Organismos Sidirodromon Ellados
www.ose.gr

HUNGARY

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

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

MEMBERS & NETWORK

ITALY

RFI – Rete Ferroviaria Italiana
Length of Network: 24 209 km
www.rfi.it

LUXEMBOURG

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

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

MACEDONIA

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

NETHERLANDS

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

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

NORWAY

Jernbaneverket
Length of Network: 4114 km
www.jbv.no

POLAND

PKP PLK – PKP Polskie Linie Kolejowe S.A.
Length of Network: 19 276 km
www.plk-sa.pl

PORTUGAL

REFER – Rede Ferroviária Nacional, E.P.E.
Length of Network: 2781 km
www.refer.pt

ROMANIA

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

SERBIA

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

SLOVAKIA

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

SLOVENIA

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

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

SPAIN

ADIF – Administrador de Infraestructuras
Ferroviarias
Length of Network: 13 383 km
www.adif.es

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

SWEDEN

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

SWITZERLAND

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

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

Trasse Schweiz AG
www.trasse.ch

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JOINT OFFICE

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

The Joint Office was set up to help overcome the challenges faced by the international rail sector – by providing solutions that benefit all RNE Members, as well as their customers and business partners.

The main task of the Joint Office is to provide support for the core international business processes of RNE Members. Thus in 2010 the RNE Joint Office

- Co-ordinated RNE strategy and project planning
- Co-ordinated the process and service development of RNE (for details, please see the Working Groups' activity reports)
- Co-ordinated and provided support to the RNE Working Groups and Corridor Managers, both in their project work and their day-to-day business
- Further developed and ran RNE IT tools (please see IT section for details)
- Co-ordinated TAF TSI implementation for the IMs, and managed the TAF TSI IM Cluster and Working Groups
- Provided internal and external communication regarding RNE events, projects, products, services and publications
- Cooperated with other international rail-related organisations (such as the CER, CIT, EIM, FTE, and UIC)
- Organised the Technical Meeting 2010 for the co-ordination of the international annual railway timetable and the RNE Business Conference 2010
- Organised the 'PATHFINDER Days' – a training for Path Coordination System (PCS, formerly PATHFINDER) users and an information exchange platform
- Managed RNE day-to-day business, such as administration and finances, incl. the financial management of European Union funding.

At the time of going to press (spring 2011), the RNE Joint Office counted 16 employees (15 full-time equivalents) from eight different European countries working in close cooperation on the RNE premises in the centre of Vienna. Seven of them were on secondment from their national rail infrastructure company, the others were hired directly from the labour market. The staff's professional experience covers the following core areas: timetabling, operations, marketing, sales, IT (from system architecture to data quality), communications, transport policy and project management – including the international dimension of work in all these areas. In addition, the Joint Office works in close cooperation with the University of Graz, especially in the field of software development and e-learning.

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JO Project Administration Manager
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Project Assistants from Graz Technical University

From left to right:
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Mario Ouschan
Christian Slamanig

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support.cis@rne.eu

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NEW LEGAL FRAMEWORK FOR RNE'S ACTIVITIES

In November 2010, the European Union's new Regulation concerning a 'European rail network for competitive freight' entered into force. As RNE's task is to facilitate the European IMs' international operational business, the European Commission took RNE's activities strongly into account during the drafting of the new Regulation.

Of course, European Infrastructure Managers/Allocation Bodies (IMs/ABs) have to decide how to deal with this new Regulation individually. However, the RNE Managing Board informed the IMs/ABs about the areas in which RNE can support the implementation of the new Regulation, thanks to the work carried out by RNE's 38 Members in the past years and the experiences gained so far, e.g.:

- Setting up a network of RNE Corridors, including various corridor activities.
- Designing an international process for timetabling and taking over the international coordination function of Forum Train Europe (FTE).
- Taking over and further developing the Path Coordination System (PCS, formerly PATHFINDER) web tool.
- Designing an international process for operations (including Performance Management and European Performance Regime).
- Taking over and further developing the Train Information System (TIS, formerly EUROPTIRAILS) web tool.

- Setting up a One-Stop-Shop (OSS) sales network.
- Harmonising and further developing Network Statements.

At the RNE General Assembly of December 2010, RNE Members agreed that RNE should become the service provider of choice and expert support provider for corridor organisations in the areas of developing and operating methods, processes and tools. Consequently, RNE is now defining work packages aiming to further align and roll out these processes, methods and tools to fit the requirements of the Regulation, starting on the first corridors in November 2013.

Besides setting up the future freight corridors one by one, the following important points need to be considered:

- Cooperation and coordination within the network of corridors
- International freight business beyond the selected freight corridors (including feeder lines)
- International passenger traffic

In future, it will be crucial for the IMs/ABs that harmonised processes and tools are applied everywhere in order to guarantee transparency and the connectivity of all international traffic.
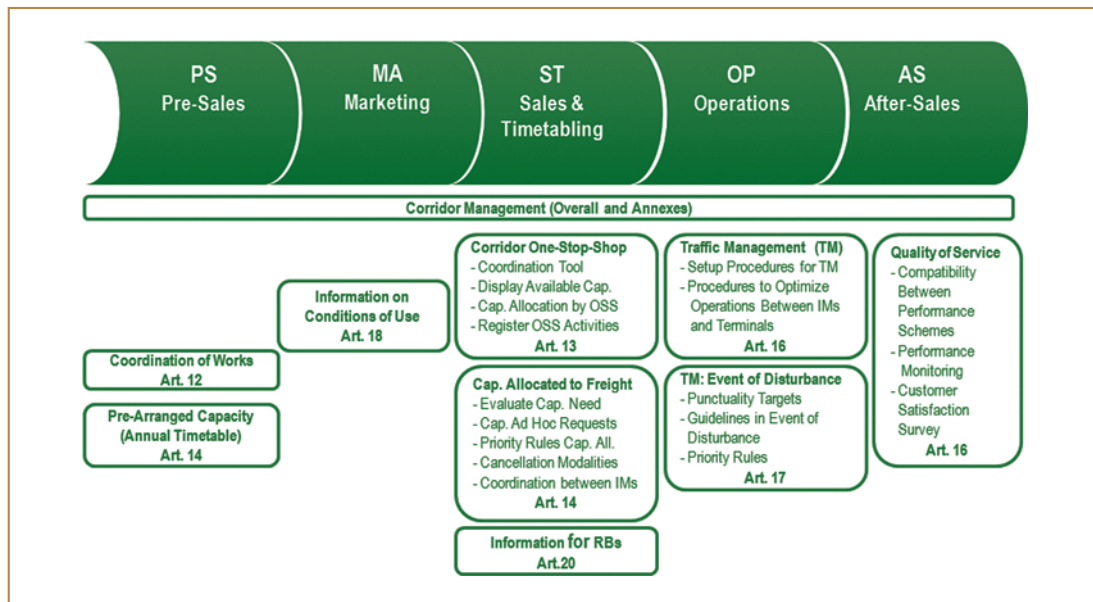
Articles of the EU Regulation 913/2010 related to RNE Business Processes

EUROPEAN RAIL FREIGHT CORRIDORS CONFERENCE

Invitation to European Rail Freight Corridors Conference 2011 – hosted by CER/EIM/RNE

European Rail Freight Corridors Conference

The demanding requirements arising from the new Regulation concerning a European rail network for competitive freight will only be fulfilled if all involved stakeholders cooperate. Efficient cooperation will be even more crucial given that the implementation schedule is really tight. Out of the nine Freight Corridors that have been defined in the new Regulation, six will have to be fully implemented by 9 November 2013 at the latest. This deadline can only be met if all involved corridor stakeholders are acquainted with the details of their tasks from the very beginning.

In order to drive this process onward, the Community of European Railway and Infrastructure Companies (CER), European Rail Infrastructure Managers (EIM) and RailNetEurope (RNE) have decided to join forces.

As a first step CER, EIM and RNE have jointly hosted a corridors conference in May 2011 to:

- Assess where we are now, in terms of corridor organisations and the implementation of the ERNCF Regulation.
- Identify potential gaps in the process description for the Freight Corridor implementation.
- Discuss ways to fill these gaps.
- Establish an exchange platform and define future cooperation models that will improve the overall efficiency of the involved parties.

Existing corridor organisations – such as the EEIGs for the ERTMS Corridors A, C and D – have naturally been invited. These have already gained some valuable know-how over a period of several years, which they will share with less experienced IMs. This is of particular importance as the latter are also obliged to follow the requirements of the Regulation and set up European Rail Freight Corridors.

We hope that this will be a first step towards a regular and intensive exchange of information – this is expected to improve mutual understanding for the new way of organising corridor-oriented work.

01 Corridor C01 - Oslo/Turku - Hamburg
02 Corridor C02 - Antwerpen/Rotterdam - Genova
03 Corridor C03 - Rotterdam/Antwerpen - Warszawa/Katowice
04 Corridor C04 - Hamburg/Bremerhaven - Verona
05 Corridor C05 - Rotterdam/Antwerpen - Lyon/Basel
06 Corridor C06 - Mannheim/Gremberg - Lisboa
07 Corridor C07 - Gdynia - Trieste/Koper
08 Corridor C08 - Lyon/Dijon - Budapest
09 Corridor C09 - Wien - Constanța/Kulata/Svilengrad/Varna/Burgas
10 Corridor C10 - Hamburg - Budapest
11 Corridor C11 - München - Istanbul

RNE Corridor
with Corridor Manager

Important Connections

Important Traffic Flow
beyond RNE Corridors

Corridor brochures are available online at www.rne.eu

CORRIDOR MANAGEMENT

RNE Corridor Management dedicated most of its work to laying a solid basis for the requirements arising from the new EU Freight Regulation for the European Rail Network for Competitive Freight (ERNCF). This had gained great importance as the RNE General Assembly has given its approval to RNE becoming the service provider of choice and expert support provider for corridor organisations in the areas of developing and operating methods, processes and tools. This mandate is a logical consequence of the RNE Members' achievements in the field of harmonising international rail capacity management and operations processes.

Further integration of RNE Corridor activities into Freight Corridors

Triggered by the publication of the EU Freight Regulation, RNE's cooperation with existing or future corridor organisations has been further intensified. In the EEIGs of Corridors A and C (future EU Rail Freight Corridors 1 and 2) the RNE Corridor Managers have been playing a very active role for years now and are ensuring that services and tools which were developed by RNE's Member Infrastructure Managers are properly taken into account. These positive experiences will be used to find working structures for the Corridor Organisations which involve RNE's expertise most efficiently.

Upgraded version of RNE's Corridor Brochures

One of RNE's main ambitions is to facilitate access to rail infrastructure for international traffic thanks to improved corridor-related customer information. Therefore RNE has enhanced its first version of Corridor Brochures, adding information of great interest to customers, such as the location of important parts of the rail infrastructure – for example intermodal terminals, shunting yards and harbours. Moreover the applicants now have at their disposal the possible intermodal freight codes for each single corridor line section.

RNE's Corridor Brochures can also be used as a basis for more comprehensive corridor descriptions, whose publication is mandatory for the entire ERNCF. The Corridor Brochures can also be ordered via the RNE Joint Office.

Corridor Train Performance Management (CTPM)

Railway Undertakings now involved

In September 2010, RNE started to involve Railway Undertakings in the process of CTPM on two pilot corridors. Data completeness on RNE Corridor 02 (=EEIG A) has reached a stable level which has allowed the generation of meaningful reports as a basis for the dialogue.
The quality improvement process was started for the "RoLa Alpine" trains between Freiburg/Breisgau and Novara and later extended to the Köln Eiffeltor – Gallarate traffic.

On the passenger side, the connections between Milano and Zürich/Basel were chosen. For all these traffic flows, Performance Managers have been nominated who analyse the train runs and initiate appropriate measures for quality improvement together with the other involved stakeholders, such as Railway Undertakings or Terminal Managers.

RNE Corridor Customer Meetings

In order to ensure an intensive dialogue between IMs and RUs along entire RNE Corridors the concept of Corridor Customer Meetings was extended to another RNE Corridor. Apart from regular Meetings for the RNE Corridors C01 and C04 ÖBB-Infrastruktur hosted a first Corridor Customer Meeting for the Baltic-Adriatic Corridor C07. Both the promotion of RNE's processes and tools and the intense dialogue between IMs and RUs about international topics were highly appreciated.

Click&Ride

Click&Ride is a first step towards one-stop shop path allocation on C04 and C07.

Click&Ride was originally triggered by the urgent need to speed up the availability of corridor rail infrastructure capacity for international rail transport. The pilot tools were started on RNE Corridors 04 and Corridors 07 in 2010. A survey of RNE Members gave additional proof that new ways of making international train paths available for the Railway Undertakings (RUs) are urgently needed.

On the Brenner Corridor (C04), a single customer can reserve detailed pre-arranged train paths on behalf of cooperating partner Railway Undertakings. Unfortunately the acceptance of the tool has been very low so far. This shows, that for the involved Infrastructure Managers (RFI, ÖBB Infrastructure and DB Netze) the RUs on the Brenner corridor are not yet used to this new way of integrated joint planning, which will become a standard procedure after the new corridor organisations become effective. This is encouraging RNE to further develop the concept of common planning by extending its functionalities and integrating it into the PCS tool.

The Click&Ride pilot on the Baltic-Adriatic Corridor (C07) started in December 2010. Unlike the approach on the Brenner corridor, customers are not provided with detailed pre-arranged train paths in this case. Instead, RNE proposes a new concept: transport-time based path requests. On behalf of one or more partner RUs, one Leading Railway Undertaking requests a rough transport time based on a given rough offer. The train can already start to run a few hours later as the detailed path will be allocated step by step along the train run. The first requests for the SŽDC, ŽSR, ÖBB-Infrastruktur and RFI corridor sections are currently being expected.

RNE CORRIDOR MANAGEMENT

RNE CORRIDORS 1-11

Corridor Manager

Martin Erlinger
JO Joint Corridor Manager
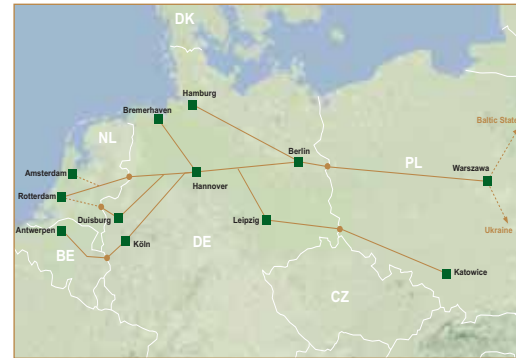
Corridor 03

Michal Skorupski
m.skorupski@plk-sa.pl

Corridor 01
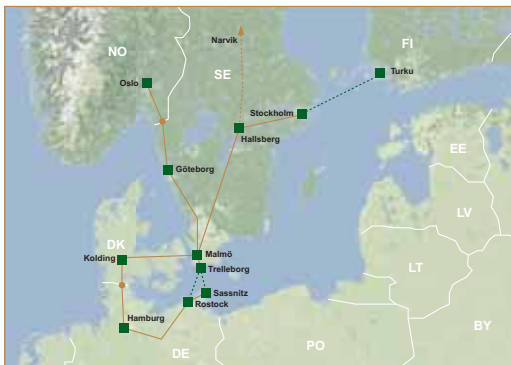
Lars Stenegard
lars.stenegard@trafikverket.se

Corridor 04
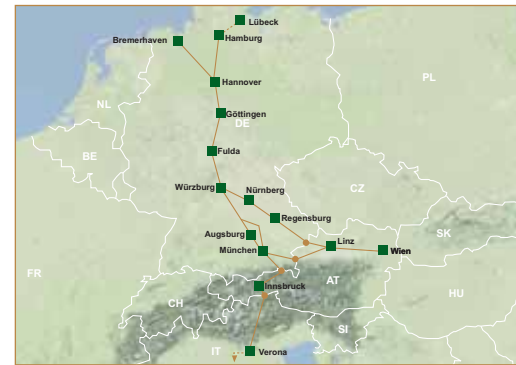
Gregor Thalhammer
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Corridor 05
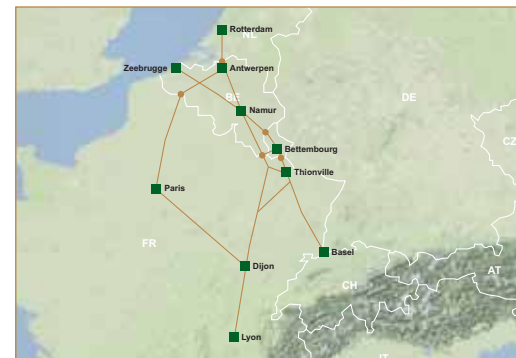
Patrick Nguyen
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● Border Points   ©2009 Google MapsTM - Kartendaten ©2009 Tele Atlas

RNE CORRIDORS 1–11

Corridor 06
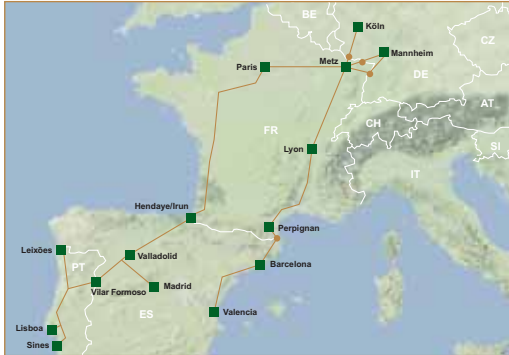
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Corridor 07

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Corridor 09

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Corridor 10

Milos Futera
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Corridor 11
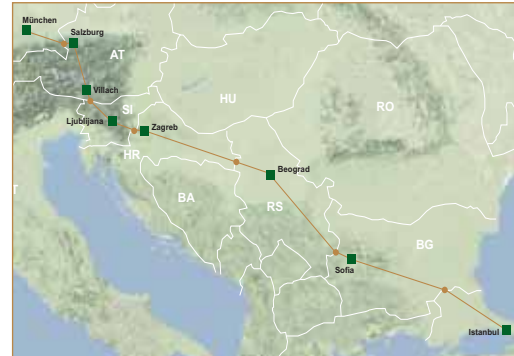
Dejan Šabeder
dejan.sabeder@azp.si

TIMETABLING PROCESS

OBJECTIVES

The Timetabling Working Group is a key part of RNE's international harmonisation work. It plays a major role in the development of all RNE activities. The group ensures compliance with the various RNE processes in the field of timetabling (annual/working timetable, late, ad-hoc and short-term path requests, and available capacity) and sets the calendar for each process related to the annual/working timetable (e.g. terms for path applications, offer, final answer).

Daniel Haltner
JO Timetabling Manager

Applicants' Activities

Apr. 11 '11
Submit Requests
Final day for submitting path requests

Jul. 4 | Aug. 5 '11
Comments Period
During this period applicants may make observations

Dec. 11 '11
Timetable Change
Change to new annual timetable

April | May | June | July | August | September | October | November | December

Jun. 20 | Jun. 23 '11
RNE Technical Meeting
Final co-ordination of cross-border timetable

Jul. 4 '11
Draft Timetable
IMs provide draft international timetable

Aug. 22 '11
Final Answers
IMs provide final answers

Dec. 12 '11
X-24 Info
IMs provide updated X-24 information with outlook for 2013

Infrastructure Management

VARIOUS ISSUES

Capacity Restriction Management

Capacity Restriction Management deals with the restrictions imposed on rail traffic by maintenance, construction works, etc. It is one of the few issues within the field of timetabling that has not been handled in depth at RNE level yet. Instead, it has mainly been treated bilaterally by Infrastructure Managers (IMs)/Allocation Bodies (ABs) or at corridor level. On individual networks, Capacity Restriction Management processes are not only limited to cases where booked paths need to be modified, but also apply to the period between placing a path request and the final path offer/path allocation.

RNE Members have recognised the need for better coordination between neighbouring networks in the field of Capacity Restriction Management. The RNE timetabling experts have therefore developed a corresponding process which, to some extent, coordinates national processes. It is based on the results of the TAF TSI Working Group 'Short-term path request' (relating to the legal requirements that apply if the booked path is no longer available). IMs/ABs must inform Railway Undertakings (RUs) as soon as they know about a restriction. As seve-

ral RUs are involved in this TAF TSI Working Group, the jointly-defined process should widely reflect the requirements of the whole rail sector. RNE members approved the RNE Capacity Restriction Management process at their General Assembly on 1 December 2010, thus showing their willingness to make use of it.

Furthermore, the coordination of works between IMs is one of the main topics in the new Regulation 913/2010 for a European Rail Network for Competitive Freight (ERNCF). The Capacity Restriction Management process is therefore a step in the direction of fulfilling the Regulation's requirements.

Click&Ride

In 2010, the timetabling experts within RNE finalised the process descriptions for RNE's two new instant capacity products: 'pre-arranged' and 'transport-time' paths. For both products, pilots were conducted on two RNE corridors and the results of these will be taken into account for further development. (For detailed information, please see the relevant section in Corridor Management)

Jan. 16 '12
Final Path Study Requests Timetable 2013
Applicants may submit path study requests for timetable 2013

Apr. 9 '12
Submit Requests
Final day for submitting path requests

Jul. 2 | Aug. 3 '12
Comments Period
During this period applicants may make observations

January February March April May June July August September

Jan. 9 '12
Catalogue Paths
IMs publish Catalogue Paths

Mar. 12 '12
Final Path Study Answers

Jun. 18 | Jun. 21 '12
RNE Technical Meeting
Final co-ordination of cross-border timetable

Jul. 2 '12
Draft Timetable
IMs provide draft international timetable

Aug. 20 '12
Final Answers
IMs provide final answers

PATH COORDINATION SYSTEM
(PCS, FORMERLY PATHFINDER)

This IT system is available for Path Applicants (customers of RNE Members) and IMs/ABs involved in the international rail business. Interested Path Applicants are welcome to become a user by getting in touch with: support.pcs@rne.eu

Path Coordination System (PCS, formerly PATHFINDER) is a web application – provided by RNE to Infrastructure Managers, Allocation Bodies and Path Applicants – that handles the communication and co-ordination processes for international path requests and path offers. Furthermore PCS assists Railway Undertakings (RUs) and Applicants in their pre-coordination tasks related to train path studies and international train path requests.

Path Coordination System (PCS) already fulfills most of the requirements of the ERNCF Regulation. Some minor adaptations to the system will be needed in order for it to play a key role during the implementation of the Regulation.

The use of Path Coordination System (PCS) is still growing: the number of dossiers handled is increasing every year. RNE will intensify its efforts to convince the freight RUs of the benefits of a European path coordination system.

+ 295%

Passenger RUs   *Freight RUs*
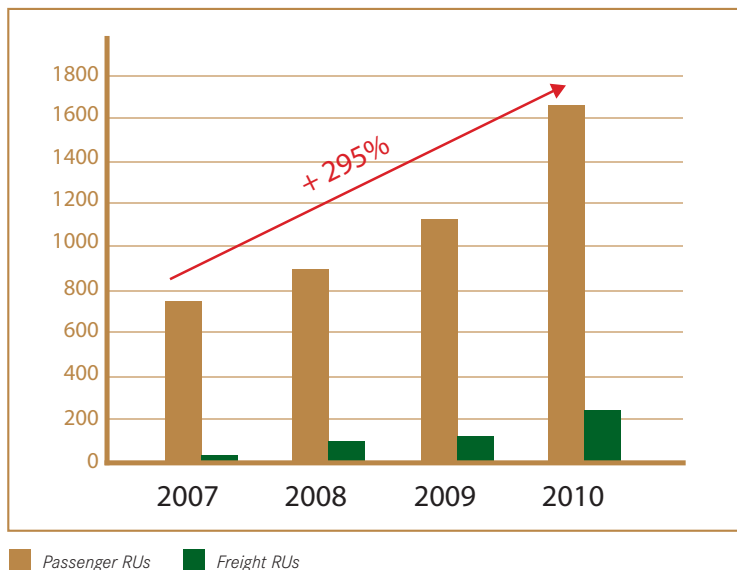
PCS in day-to-day business: RNE Technical Meeting 2010

The 6th RNE Technical Meeting took place in Budapest from 21 to 24 June 2010. The main objective of this annual meeting is the harmonisation of the international timetables for freight and passenger trains. Approximately 70 timetabling experts, representing almost all European Rail Infrastructure Managers and Capacity Allocation Bodies, got together in Budapest to optimise international train path offers for the annual timetable 2011. For this purpose, about 120 bilateral and multilateral meetings were held during four days. The increased use of PCS for international path requests has strongly improved path coordination. However, many path requests are still placed nationally, without being completely harmonised, which creates an unnecessary workload during the path coordination process.

PCS Integration Platform / TAF TSI

Detailed information on TAF TSI is presented in the 'RNE IT' section of the Annual Report. Nevertheless, it is worth mentioning that several members of the RNE Timetabling Working Group were involved in the TAF TSI Working Group 'Short-term path request'. This group developed implementation guidelines, process diagrams and messages to be used by the various 'Short-term path request' processes, which was an extremely time-consuming task in 2010. As soon as these outputs are approved by the TAF TSI governance bodies, they will be implemented in PCS. This will heavily increase the rate of use of the tool. In order to be able to manage the greater number of dossiers and reduce manual data entry, Path Applicants and Infrastructure Managers/Allocation Bodies (IMs/ABs) should create a data transfer interface between their own systems and PCS.

Some RNE Members feared that any investment into the PCS Integration Platform would be lost when the TAF TSI Common Interface is implemented. RNE made much effort to explain that enabling domestic systems to communicate 'Short-term path requests' would have to be done – with or without PCS – anyway, and this could not be achieved simply by implementing the TAF TSI Common Interface. RNE calculated that if an IM/AB connected its own company system to PCS, the main efforts/costs would concern updating its own timetabling system. It would only incur about 10% of additional costs for the adaptation of the interface to the PCS Integration Platform – much less than feared by some RNE Members.

PATH COORDINATION SYSTEM
(PCS, FORMERLY PATHFINDER)

Workflow

At the beginning of 2010, the various PCS procedures were merged into a single, harmonised workflow. In addition, the inclusion of the IMs/ABs in the preparation phase of a path request was arranged in an easier-to-understand way. The evaluation of the new workflow has shown that implementation was successful – only positive feedback was received, especially from RUs.

PATHFINDER Days 2010

The 2nd 'PATHFINDER days' event, which took place in Vienna on 22 and 23 November 2010, attracted 90 participants, including experienced and new railway business specialists as well as IT specialists from Railway Undertakings and Infrastructure Managers/Allocation Bodies. It offered the participants an opportunity to exchange information with experienced PCS users.

The following issues were on the agenda:
• Information update about the latest PCS developments.
• Presentations and 'hands-on' workshop about the PCS Integration Platform.
• Case studies: PCS day-to-day business examples by experienced system users including programming demontrations and interactive work groups.

The case studies (during which participants played the roles of various RUs and IMs/ABs involved in a single path request dossier) gave them an understanding of the process workflow and of benefits to the newcomers in the PCS community.

Other development

Following the signing of a Memorandum of Understanding (MoU) between RNE and the Regulatory Bodies (RBs) concerning PCS (see Annual Report 2009), a new function was included – whereby the IM/AB notifies the RB in case of a path denial. In 2010, there was only one PCS dossier where the IM was unable to allocate a path. However, notification was impossible as the RB in the relevant country had not yet been set up. Several minor features were perfected in order to increase the tool's usability.

OUTLOOK

ERNCF Regulation 913/2010

Based on work packages approved by the RNE GA, the Timetabling Working Group will set up projects in the relevant fields (pre-arranged paths, Corridor OSS) in order to align existing timetabling processes, methods and the appropriate tool (PCS) with the new requirements.

Integration of Catalogue Paths in PCS

The introduction of a new function in PCS, enabling the selection of Corridor Catalogue Paths on two pilot corridors (C01 and C10), is planned. These paths can be used by all interested RUs that operate internationally on these two corridors. Detailed path offers are given for all corridor sections – helping to speed up the process of submitting international path requests via PCS. Within the system, the data can be directly imported into new or existing dossiers for the upcoming annual timetable 2012.

PCS reporting

Another new function will be implemented in the first half of 2011: a reporting system. The possibility for users to create their own reports in PCS is not just a new feature. It also constitutes a new standard for communication during the preparation phases, as well as during international meetings, designed to replace dossier-related PDF outputs. In this way, time savings can be achieved.

Train Numbering Database

It is planned to develop a tool that will allow a simplified management of the allocation of international train numbers for freight traffic by the five IMs in charge of this task.
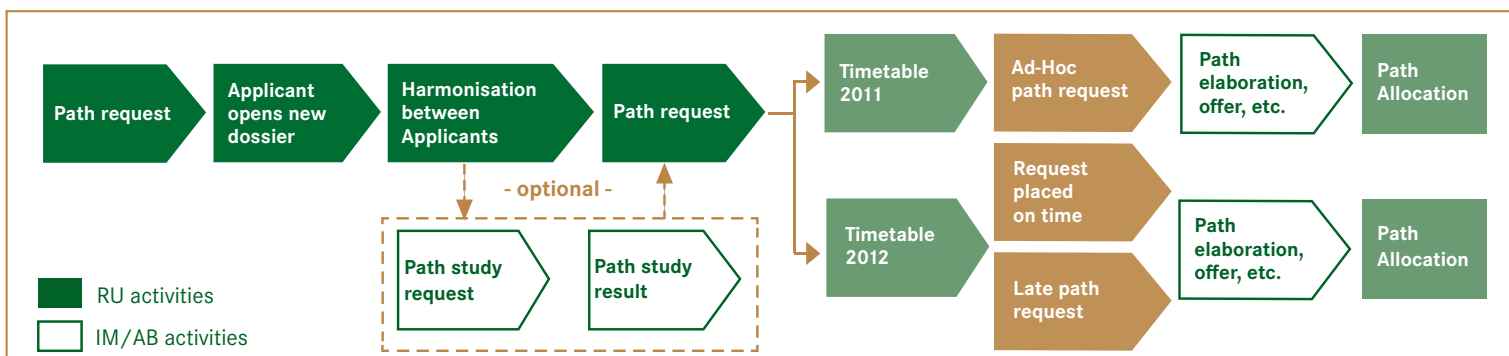
NETWORK STATEMENT

Background
The 'open access' policy of the European Union requires easy and fair access to comprehensive and up-to-date information about rail networks. Directive 2001/14/EC therefore introduced the obligation to publish a Network Statement at regular intervals and defined the basic requirements to be fulfilled by it. To promote the publication of customer-oriented Network Statements, RNE set up a Working Group. It has defined a common presentation format – the Network Statements' Common Structure – in which an Implementation Guide is integrated, specifying the contents expected under each heading.

Market-friendly documents
Network statements are a direct line from Infrastructure Managers/ Allocation Bodies to customers – a starting point for the provision of competitive rail services in the emerging European railway area. They are key to market access, summarising all relevant information on the rail infrastructure: how to obtain access to it, its characteristics and parameters, how and when to apply for a train path, what is the access charge, etc. In particular, customers running international services should be able to find the information they need quickly and in a format that enables an easy comparison of access conditions across several networks.

Common Structure further improved
The Group is also in charge of the annual updating and improvement of the Common Structure and Implementation Guide specification. The last review, carried out in 2010/2011, incorporates the most recent requisites derived from market needs and new European legislation, particularly the draft Recast of the first Railway Package.
It was also decided that annex numbering would be harmonised across Europe, as annexes contain a great deal of information (sometimes more than the Network Statement itself).

English versions now mandatory
In May 2010, in order to lower the language barrier, the RNE General Assembly decided to make it mandatory for all RNE Members to translate the main body of their Network Statements into English.

Second edition of Glossary
In existing English versions of Network Statements, however, the use and interpretation of specialised terms often diverge from network to network. As this can create confusion for readers, it was decided to start harmonising the terminology commonly used in these documents. Hence the Group created an easy-to-use tool: the Glossary of terms related to Network Statements. The second edition of this Glossary, which defines about 500 terms, was finalised in December 2010 and can be accessed via the RNE website. In 2010, a Glossary brochure was published for the first time. It is available from the RNE website or via the RNE Joint Office.

Filipe Gomes de Pina
Chairman of the
Working Group
REFER

Responding to new developments in Brussels
At the European level, 2010 was marked by a great deal of activity relating directly or indirectly to Network Statements. This has had an impact on the Group's work.

'Best practice guide for railway Network Statements'
The European Commission's 'Best practice guide for railway Network Statements' final report was published in February 2010. The Working Group identified areas of improvement to the RNE Network Statement Common Structure that derive from the Guide's recommendations. This analysis took place within the wider context of the first Railway Package Recast, the ERNCF Regulation and the ERA Infrastructure Register Report. The Group's findings will be submitted to the RNE General Assembly's approval in 2011.

ERNCF Regulation
Regulation EC 913/2010 concerning a European Rail Network for Competitive Freight entered into force on 9 November 2010. The Group will be tasked with developing a common structure for a future Corridor Statement – involving relevant excerpts from Network Statements and other required contents, such as the description of terminals and description of procedures. At the RNE General Assembly in December 2010, it was agreed that RNE would define Work Packages to further develop its procedures, methods and tools according to the requirements in the new Regulation. It is intended to present the Work Package concerning Network Statements at the May 2011 General Assembly.

Looking to the future
The rail sector continues to evolve at a rapid pace within the European Union, as does information technology – new ways of publishing information are opening up, with web applications making use of links, images, animations, dynamic maps, search engines, etc. The Group is therefore taking a look at ways to present the information contained in Network Statements through the web media. As the emerging Corridor Statements are likely to require the publication of a large quantity of information, the concept of a common web platform for all Network Statements could be a new work area for the Working Group in 2011 and beyond.
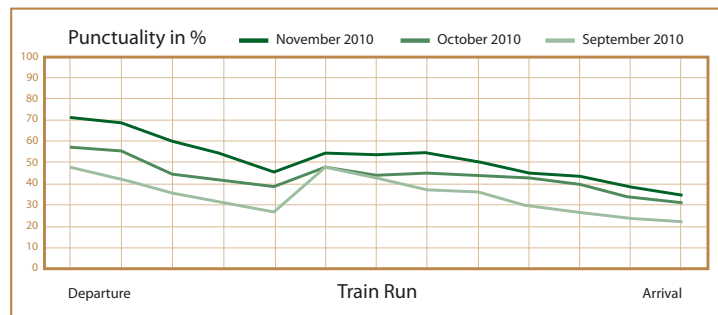
TRAIN PERFORMANCE MANAGEMENT (TPM)

Christian Svatek
Chairman of the
Working Group
ÖBB-Infrastruktur AG

Ivana Tomekova
JO Operations Manager

Punctuality in % — November 2010 — October 2010 — September 2010

Average delay per train number

Punctuality in % — Novara Boschetto — Freiburg Gbf
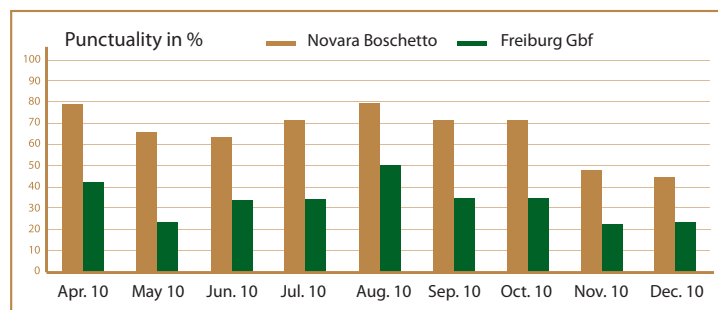
Punctuality at origin and destination

The Quality and Operations Working Group (Q&O WG) consists of experts on quality analysis and operations drawn from the RailNetEurope member-organisations. Its main role is to propose, manage and execute projects related to Quality and Operations processes and to define the functional requirements for the IT tools supporting them.

The main activities of the group during 2010 concerned various high-level projects initiated by the CEOs of Infrastructure Managers and Allocation Bodies. These were Train Traffic Control Centre Communication (TCCCom) project, Train Performance Management (TPM), the European Performance Regime (EPR) and the further development and improvement of Train Information System (TIS, formerly EUROPTIRAILS).

Train Performance Management (TPM)

Last year, Train Performance Management (TPM) was introduced on two RNE corridors. A network of performance managers was created on these corridors, and processes for monitoring, analysing and improving performance were established.

During 2010, the objective was to reach an adequate level of data quality and to improve automatic reports generated by TIS. The reports were created and customised to fit the needs of corridor TPM – using Oracle Discoverer to extract data from the TIS database. The new TIS version – which is planned to be introduced in 2011 – will enable the automatic scheduling of report generation.

The new EU Regulation 913/2010 lists a number of requirements concerning performance monitoring on corridors, the definition of common rules and targets for punctuality monitoring, and the creation of reports at regular intervals.

EUROPEAN PERFORMANCE REGIME (EPR)

The objective of the joint RNE/UIC European Performance Regime (EPR) project is to design a performance regime for international railway traffic. The methodology described in the European Performance Regime (EPR) handbook published in 2009 is applicable to both domestic and international traffic. Train Information System (TIS, formerly EUROPTIRAILS) provides the functions required for the European Performance Regime (EPR); however it has been designed for international application only.

The year 2010 was dedicated to describing, developing, testing and implementing the EPR functions – the basic data source being the Train Information System (TIS) system. The developer of the latter software, the Swiss company Steria, was also commissioned to develop the EPR system, which mainly consists of a validation and a calculation tool.

Validation tool:

• Ensures that only trains for which complete and reliable data is available are considered in the EPR.
• Enables validation of delay codes by which penalties are attributed to the responsible company. (This function can be restricted to 'international' codes, which attribute responsibility to a party not involved in national validation; it can also be extended to validate all delay code information.)

Calculation tool:

• Calculates the results of the EPR as described in the EPR handbook.

Pilot application

In October 2010, the EPR pilot application was started. It will be tested in practice to find out if the proposed methodology provides a fair and 'easy to apply' performance regime.

In order to conform to the time schedule for the implementation of the new European Rail Network for Competitive Freight (ERNCF) Regulation, the running period for the pilot application has been limited to about one and a half years. RNE intends to offer the EPR tool as a service to the management of the Rail Freight Corridors. EPR should help to meet the requirement 'to promote compatibility between the performance schemes along the corridors'.

The following companies are participating in the pilot application:

Country	IM	RU
Austria	ÖBB-Infrastruktur AG	Rail Cargo Austria (RCA)
Belgium	Infrabel	SNCB
France	RFF	SNCF
Germany	DB Netz AG	DB Fernverkehr DB Schenker Rail Deutschland
Italy	RFI	Trenitalia
Luxembourg	CFL	CFL Cargo
Netherlands	ProRail	DB Schenker Rail Netherlands
Switzerland	SBB Infrastructure BLS Netz	SBB Cargo SBB Personenverkehr BLS Cargo

The pilot application is being carried out with a sample of about 200 trains on 15 different connections. It consists of:

• Data quality checks (to ensure completeness and reliability of data)
• Delay code validation (to assure correct attribution of responsibility)
• Calculation of EPR results.

Reports will deliver information about the results of these 3 steps. In addition, the reports will include figures about train performance in order to enable concrete improvement actions. Close cooperation between two fields of RNE work – corridor management and performance management – is planned.

The EPR Project Team consists of the project management, the advisory group and four working groups which deal with the Commercial, Operational, Legal/Contractual and IT components.
A revised version of the EPR handbook will be delivered at the beginning of 2012.
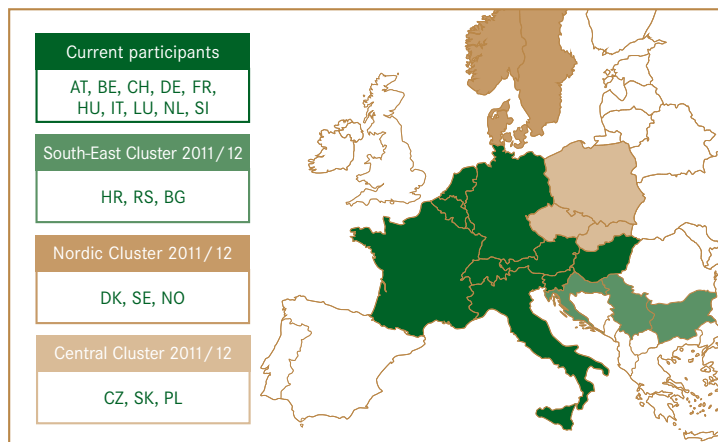

Screenshot EPR Validation tool

RNE TRAIN INFORMATION SYSTEM (TIS, FORMERLY EUROPTIRAILS)

This IT system is available for licensed RUs (customers of RNE Members) and IMs involved in the international rail business. The system is in a test phase and for the time being free of charge. Interested RUs are welcomed to become a test user by getting in touch with:

support.tis@rne.eu

Joseph Stahl
JO TIS Manager

Current participants
AT, BE, CH, DE, FR, HU, IT, LU, NL, SI

South-East Cluster 2011/12
HR, RS, BG

Nordic Cluster 2011/12
DK, SE, NO

Central Cluster 2011/12
CZ, SK, PL

Train Information System (TIS) Rollout Plan

Train Information System (TIS, formerly EUROPTIRAILS) supports international train management by delivering real-time train data concerning international passenger and freight trains. Thanks to this web-based system, it is possible to follow the complete run of an international train across European borders – Train Information System (TIS) being the only IT tool able to provide information on international train runs in Europe.

TIS serves as a source of information for international quality analysis, in the European Performance Regime (EPR) and corridor-oriented Train Performance Management (TPM) for instance. The relevant train data is processed directly from the Infrastructure Managers' systems and includes:
• Current and past train location
• Agreed daily timetable information
• Delay information and reasons for delay.

TIS is also a suitable tool for the detection of various non-harmonised timetabling and operational processes between neighbouring IMs. The tool is therefore also being used to improve bilateral business processes in which RNE takes a leading role.

The data exchange function of TIS is being used by some IMs as a pilot for TAF TSI implementation. The data exchange will be adapted to TAF TSI needs in 2011/12 and will be used for the TAF TSI Common Components pilot.

The system consists of four separate functions:
TIS real-time information is the web-based application which provides real-time data on international trains and can be used with a web browser. This graphical interface shows IMs and RUs the position of international trains at any given moment in Europe, as well as any delays and the delay reasons.

TIS reporting function provides performance reports after the train run. The RNE customer surveys held in 2006 and 2008 have shown that the demand for this function is very high on the RU side. In 2009 the Oracle Discoverer – an intuitive ad-hoc query, reporting, analysis and web-publishing tool – was introduced into the product bundle. This instrument empowers TIS users at all organisational levels to gain immediate access to the TIS database. This powerful function results from a substantial development effort on the part of RNE and enables IMs and RUs to create various reports on their train runs.

RNE TRAIN INFORMATION SYSTEM
(TIS, FORMERLY EUROPTIRAILS)

TIS data exchange function is already in place and is being used by a number of IMs. Since February 2011 this function has also been available for RUs and includes filtering options (by company / train / point / other criteria). This answers one of the strongest RU demands detected by RNE customer surveys.

TIS EPR function is the IT solution specifically designed for the EPR project (European Performance Regime, described in the previous section).

A new TIS functionality now enables merging trains with different train numbers; this was implemented in the last release and is currently running in a pilot phase.

ACHIEVEMENTS IN 2010

- TIS processed more than 1 million trains last year.
- More than 50 million messages delivering train run, timetable and delay information were processed by the system and the data was shared with connected users.
- International Train Performance data quality and reliability improved, and actions aiming to solve 54 known problems were defined and implemented, both by individual IMs and by RNE.
- The list of shortcomings affecting the quality of data provided by domestic IM systems was reduced.
- It has become possible to create basic train performance reports to support the European Performance Regime and Train Performance Management.
- Data quality has been improved by introducing the 'master station' concept.
- The newly-developed Validation and Calculation IT tools are assisting the start of the EPR pilot application.
- To improve the stability of the system, the support time was upgraded to 24 hours a day, 7 days a week and includes the constant monitoring of internal data flows.

Next steps
In the coming months, several new developments are planned:
- TIS Version 4 will be released, based on new technology and with optimised, powerful data processing. A new user interface, which will be more ergonomic, comfortable and easier to use, will also be introduced.
- The preparation of new developments designed to fulfil the requirements of the ERNCF Regulation will be started. The main goal will be the rollout of TIS to other IMs included in the defined corridors

in order to enable the collection of corridor-based information – as required by the Regulation.
- The interface for establishing direct data exchange with RU systems has already been introduced. First data-exchange connections are being established and are in the pilot phase.
- TIS will be used for the TAF TSI Common Components pilot to exchange relevant operational TAF TSI messages (e.g. train running information, delay cause) between involved test partners.
- A way to enable terminal managers to have access to information about trains heading for their terminals will be evaluated, and a solution will be proposed.
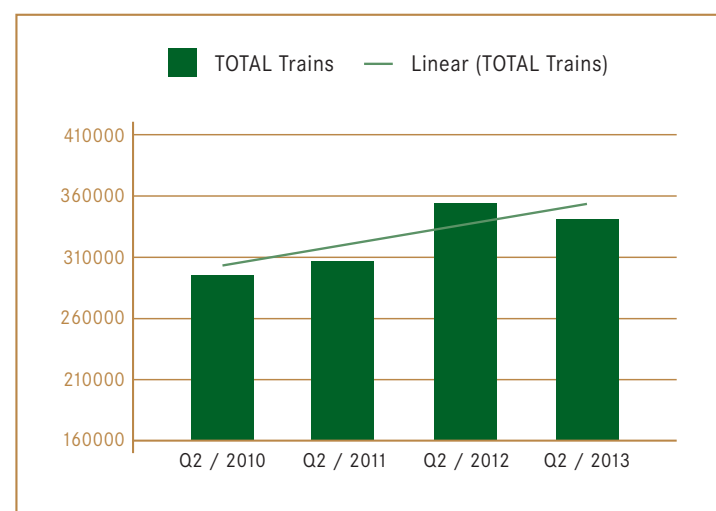
TIS Train Count

MARKETING & SALES

Armin Strausz
JO Marketing &
Sales Manager

The tasks and aims of the Marketing & Sales Working Group (WG) include making proposals for the harmonisation of the supply of international services and commercial conditions related to the use of rail infrastructure, as well as improving One-Stop Shop sales service quality. Customer needs drive the development and setting of quality targets.

One-Stop Shop (OSS)

One of the main motives for the foundation of RNE was the establishment of a network of One-Stop Shop (OSS) contact points for customers in the international rail business.

ACHIEVEMENTS

RNE defined customer care services (e. g. providing customers with Network Statement information on request) with customer-friendly service levels. OSS deliver the agreed services and keep the defined service levels.

A survey clearly showed which changes were necessary in order to improve response times for international path requests for the running timetable. Therefore it was decided to intensify customer preparation for international path requests; additionally, it became clear that path studies should be done more often for trains running more than once.

Corridor OSS will focus on Rail Freight Corridor Services

Regulation 913/2010 for a European Rail Network for Competitive Freight (ERNCF) requires the establishment of Corridor One-Stop Shops. These Corridor OSSs will handle a sizeable part of the International Train Path Management (ITPM) on the first six newly-defined freight corridors – all this from 2013 (please see Corridor Management section for details).

Major ITPM functions will be as follows:

- Display and manage defined pre-arranged paths and reserve capacity
- Accept requests for international freight train paths
- Give path offers
- Allocate international pre-arranged freight train paths to customers

Path Coordination System (PCS, formerly PATHFINDER) – RNE's web-based tool for communication and the co-ordination of processes for international path requests and offers – will be further developed to provide the above-mentioned functions.

Customers operating international rail services will benefit from a simplified procedure for applying for pre-arranged paths and reserve capacity.

All OSS contact data can be found at www.rne.eu

Charging Information System (CIS, formerly EICIS)

CIS is the web-based European Infrastructure Charging Information System run by RailNetEurope - providing fast information on charges related to the use of European rail infrastructure.

24 hours a day, CIS can be used free of charge to calculate prices for the use of international train paths, stations and shunting yards.

Enhanced functions & accuracy

In 2010 RNE began to take over the responsibility for updating the CIS database with price information and calculation modes delivered by its Members. Since then the accuracy of calculation results for several member networks has strongly increased.

Following customer demand, the tool can now calculate infrastructure charges for routes along RNE corridors. A major benefit for customers is the possibility to choose routes corresponding to real rail traffic – especially for freight transport – which are not necessarily the shortest ones. In many cases, these routes avoid lines chiefly used for passenger traffic. Thus the calculations have become more accurate and respond more closely to customer needs.

For each Infrastructure Manager on the route, CIS considers the specific network parameters and therefore calculates the price for national sections with greater accuracy. Furthermore CIS has been enhanced by a number of communication functions. Customers can see all OSS contact data and directly send e-mail messages out of CIS to OSSs. In this way, CIS is being transformed into a communication platform for path pricing. Finally, the calculations for the shortest possible route can still be carried out by CIS.

Quality Assurance & further developments

RNE puts relevant data into the system and RNE Members compare the results of the CIS calculation with results data from national tools or Network Statements. Accuracy reaches almost 100% compared to the results of domestic price calculation tools. In order to increase CIS service quality, the system will in future contain information about the accuracy of results for single networks.
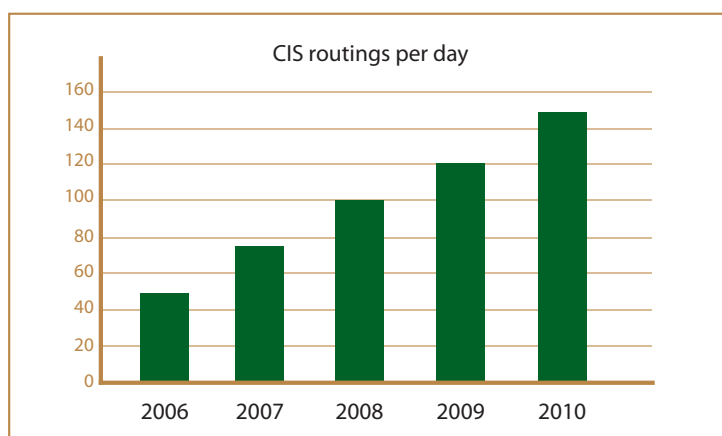
RNE will seek to constantly increase the precision of the CIS tool. The goal is to reach a high, comparable level of accuracy on all networks by the end of 2011. Additional enhancements will include:
- Calculation of path prices for two consecutive timetable periods
- Detailed configuration of all infrastructure-specific parameters according to Network Statements.

CANCELLATION CONDITIONS

Analysis shows heterogeneous terms across Europe

The Marketing & Sales Working Group carried out an analysis showing that conditions for cancelling train paths strongly vary between member networks. In particular, cut-off points, which are special points in time before a train run, are not aligned.

This makes it very difficult to gain an overview of exactly at what point (i.e. how many days or hours before a train run) the cancellation conditions change on the different networks used by an international train. The customers of Infrastructure Managers have been expressing dissatisfaction with this situation.
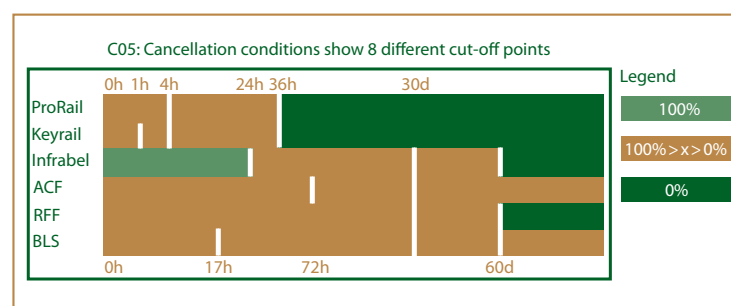
Train Path Cancellation Conditions on C05

OUTLOOK

RNE Members have agreed that there is a need to harmonise cancellation conditions. As Members are constrained by their domestic markets and legal conditions, a step-by-step approach has been chosen. Members have defined parameters for a framework which will serve as a reference when changes to cancellation conditions are planned. This first step focuses mainly on the aspired reduction and alignment of cut-off points – especially between neighbouring networks. The primary goal is to make transport planning easier for Railway Undertakings (RUs) and Applicants.

FAQ DATABASE FOR C04
- Members of RNE Corridor C04 have created a database of Frequently Asked Questions (FAQs) related to the contents of their Network Statements that are most often needed. This test pilot shall evaluate whether the possibility to look up important information about a corridor in a joint database can be of help for the day-to-day work of OSS sales and other experts.
- After being checked by experts from the Network Statement Working Group, the FAQ database should be put into service in spring 2011.
- Experience gained in the C04 pilot will contribute to the development of the Corridor Statement, as required by Regulation 913/2010.

Philipp Schöll
JO Communications
Manager (until 08 / 10)

Thomas Gaschnitz
JO Communications
Manager (from 09 / 10)

ACHIEVEMENTS

New corporate design
The streamlining of RNEs' corporate design is an important step in the professionalisation of RNE's communications. To this end, new logos for RNE and RNE's IT tools have been launched. These will provide a coherent design with one standard key visual. They will have new colours and will be easy-to-use for web, print and other media projects.

New logos vs. old logos

Besides the new corporate design, RNE has worked on the harmonisation of RNE IT systems' appearance. The first step was to rename the systems in order to provide more coherence; the second step will be to transform the old logos of the IT systems into sub-logos of the new RNE logo.

New domain: rne.eu
A new domain name – www.rne.eu – has been registered for the RailNetEurope website. This domain name is short, easy to handle and allows RNE to implement new sub-domains for the RNE IT systems' websites easily. The e-mail addresses of RNE will also be changed to forename.surname@rne.eu.

Flash animations for PCS and TIS
Two Flash animation movies have been produced by RNE to explain the functionalities of two RNE IT tools: Path Coordination System (PCS, formerly PATHFINDER) and Train Information System (TIS, formerly EUROPTIRAILS). The aim of the animations is to illustrate the standard processes followed by these tools in a simplified and easily-understood way. The premiere of the two animated films took place on 2 December 2010 at the Business Conference in Vienna. The films can be viewed with a standard internet browser on www.rne.eu.

RNE Brochures
A new edition of RNEs' Corridor Brochures was published in November 2010. The brochures have been expanded and provide a more detailed view of each corridor.

Several new Information Brochures have been released this year, presenting the products and services provided by RailNetEurope:
• OSS brochure – presents the OSS concept
• Click&Ride brochures – provide information on the Instant Capacity project Click&Ride
• Network Statement Glossary brochure

Website
After the successful relaunch of the RNE website last year, the emphasis this year lay on further improving the usability of the website. After analysing the website's statistics and user behaviour, various improvements to the structure and the presentation of the contents were implemented.

OUTLOOK

RNE will continue to focus on the harmonisation and standardisation of its communication measures. The aim of RNE Communications is to provide professional, easy-to-use communication material for RNE Members and their customers. Therefore new communication initiatives, such as a Charging Information System (CIS, formerly EICIS) information brochure, a RailNetEurope company folder and a more harmonised web appearance of RNE and its IT tools are under preparation.

Besides these steps RailNetEurope is planning to implement a communications network together with all RNE Members to improve IM internal communication and the press work of the organisation. This network will bring the public relations of RailNetEurope to a higher level of professionalism and will also improve the communication process between Members and the Joint Office.
All RNE communication tools/media can be downloaded at www.rne.eu or ordered from JO Communications at communications@rne.eu.

OBJECTIVES

The Legal Matters Working Group (LM WG) provides support to the association RailNetEurope as regards all legal issues relating to, for instance, the statutes, the internal regulations, membership fees and IT projects – the objective being to improve business relations between Infrastructure Managers and Railway Undertakings. It is also in charge of negotiations on issues with a legal dimension – such as the European General Terms and Conditions (EGTC) – and the expert monitoring of European legal developments such as the Recast of the First Railway Package and Regulation 913/2010 ('European rail network for competitive freight'), the latter especially with regard to RNE´s function as a service provider of choice.

The Working Group is composed of legal representatives of RNE Members, mostly drawn from their legal departments.

Yvonne Dessoy
Chairperson of the Working Group

ACHIEVEMENTS

In 2010, the main achievement of the Working Group was the final negotiation of the remaining EGTC open points, where it succeeded in negotiating a balanced compromise.
In May 2010, CIT had asked to take up the negotiations, referring to the 'Convention concerning International Carriage by Rail (COTIF)' and its annex on infrastructure use ('CUI', which deals with liability, one of the open issues) – accepted by all OTIF member states by April 2010. During two meetings in Vienna and Bern, the Group negotiated a compromise with CIT and CER; this was submitted to a written vote after the Vienna General Assembly in December 2010 and formally approved by the General Assembly in January 2011.

The compromise on 'Financial consequences of path cancellations and restrictions' states that the charges for an alternative path shall not exceed those for the original path if the IM is able to offer a reasonable alternative to the path cancelled. In cases where external circumstances are causing the cancellation, the full price shall be charged for the alternative. No charge is levied if the IM is not able to offer a reasonable alternative. Charges shall be calculated according to the characteristics of the allocated path actually used.
It was stressed by the RNE Legal Matters Working Group that the negotiated provisions shall be applicable to the extent that they do not conflict with mandatory national law.

Furthermore a compromise on the consequences of delays and disruptions was reached: IMs and RUs are liable for damages payable to their contractual partners depending on the involved party having caused the delay.

As regards the EPR project, the Group contributed again, both as Chair and active participant, to the EPR Legal Working Group. This group drafted an 'agreement on data and information confidentiality' to prepare the start of the Pilot Application in October 2010 and defined a procedure ensuring that the agreement would be signed by every pilot participant in due time.

Apart from these major topics, the Group contributed drafts, comments or suggestions for amendments on the following issues:
• Agreement on data exchange for RailCargoAustria (RCA)
• General Terms & Conditions for future Click&Ride
• Pre-conditions for terminal operator access to Train Information System (TIS, formerly EUROPTIRAILS)
• Legal analysis of the impact of a new membership fee system (MFS) on the RNE Statutes and IROGs
• Possible legal status of RNE as European Economic Interest Group (EEIG)
• Update of International Framework Agreement (IFA)

In addition, the Group exchanged and analysed information on new developments in the fields of national, international and European legislation, among those the amendments of Cotif and CUI, the first IM experiences with RUs' claims resulting from the new passenger rights Regulation n° 1371/2007 and, in more depth, the new EU Regulation 913/2010 and the Recast – referring to their impact on RNE and its Members.

TRAIN TRANSPORT IDENTIFICATION (TTID)

The CEOs of the European Infrastructure Managers initiated high-level projects to define and promote international operational measures of high importance. After some consultation meetings, RNE was asked to focus specifically on the following projects.

Train Transport Identification (TTID)

One of the main problems in the international rail business is the lack of a single, unified, international Train Transport Identification (TTID). In the railway sector, operational train numbers change for several reasons: non-harmonised cross-border procedures, non-harmonised international train paths, rerouting of train, load shifting and national renumbering – to name but a few. In addition to non-harmonised processes, operational train numbers can differ from path or after-sales train numbers. Accordingly, full traceability of a train from the planning phase to the operational train run is, in some cases, impossible to attain. This creates problems with finding re-numbered trains or rerouted trains, which may lead to wrong route information and, consequently, mislead trains to incorrect destinations.

In the past, many attempts have been made to create a new type of train numbering suitable for all business processes connected to a train – from studies and path planning through train operation to billing processes. Unfortunately none of these attempts were successful, owing to:
• The complexity of the unique TTID problem.
• The strongly divergent demands regarding train numbers of various rail business processes.
• Current IT systems used by Infrastructure Managers (IMs) and Railway Undertakings (RUs) which do not allow short or medium-term changes.
Thus a new approach was necessary to enable the creation of a unique TTID - the RNE approach.

In this approach, the objective is to create a new, unique TTID for the whole lifecycle of every single train. But instead of replacing identification numbers currently used, these shall serve as a basic value for the unique TTID. As a first step, the existing identifiers from, for example, timetabling or operations departments shall only be linked to the unique TTID and the implementation into practice shall follow later.

So far, RNE has developed three successive solutions:

• The short-term solution has already been put in place by RNE and was explained in detail in the Annual Report 2009. Two RNE international IT tools – Path Coordination System (PCS, formerly PATHFINDER) and Train Information System (TIS, formerly EUROPTIRAILS) – are used to ensure a unique identifier during specific international business processes. While Path Coordination System (PCS) covers timetabling processes, Train Information System (TIS) is used for operations – the tools are not linked with each other. However, these new functions only partly solve the problem and will only remain in place as long as the unique Train Transport ID has not been developed and is not used by all IMs and RUs.

• The proposal for the medium-term solution was developed under the guidance of RNE. A detailed coding of the TTID and an Implementation Guide (explaining the use of the TTID) were developed. Knowing that this matter is very important for IMs and RUs, a special acceptance and validation procedure was established. The IMs and RUs participating in TAF TSI were invited to participate in the expert consulting phase, during which the company experts and the other TAF TSI WGs had the possibility to give their expert opinion. After that a six-week company endorsement phase was launched.

Naturally, RNE IT tools shall be further developed in this direction to provide and use this ID. During this phase, national IDs will be linked to the unique TTID and the unique ID will be used for all international data exchange.

• The long-term solution is the rollout of the unique Train Transport ID to national and international IT systems. From then on, the unique TTID will serve as the only identifier for trains. The rollout will be carried out separately for every involved business process, and for every IM and RU.

TRAFFIC CONTROL CENTRES COMMUNICATION (TCCCOM)

A complex patchwork

The rail networks of RNE Members currently include more than 200 border stations on 43 state borders, where 21 different languages are in use. The organisational set-ups of these national Traffic Control Centres (TCCs) strongly differ from Infrastructure Manager to Infrastructure Manager and so does the level of sophistication. These conditions lead to a complex situation in which TCCs are confronted with various issues on a daily basis.

To remedy this, RNE has started a project designed to improve communication between traffic control centres. In the short term, the main focus is to create a database of internationally-relevant contact partners from traffic control centres and to enable direct communication between these partners by overcoming the existing language barrier. To this end, the development of a TCCCom IT tool has started. In the medium and long term, it is planned to further develop and improve Train Information System (TIS, formerly EUROPTIRAILS) so as to meet the needs of dispatching centres and, in addition, to meet the requirements of the new ERCNF Regulation.

Multilingual tool under development

The development of the tool started in 2010. The two main functionalities are:

- An operational contact database which provides information structured in a case-sensitive way and contains an overview of the structure of TCCs – this makes processes in all IMs clearer and more understandable. The direct contact information to internationally-relevant dispatchers will be available here as well.
- Exchange of pre-defined multilingual messages between the dispatching centres. The catalogue of messages to be exchanged between dispatching centres and also the basic rules for their exchange have been defined and functional specifications for the tool have been made. Thanks to this tool, each user will be able to write down messages in their national language and send them to the right communication partner, which will read them in their own national language.

Further plans

At the beginning of 2011, the first prototype of the tool will be available and a pilot test between some dispatching centres will be carried out. Based on the results of this pilot test, the development of the tool will be finalised and rollout to other users will be started. The integration of this tool within Train Information System (TIS) will be evaluated.

Traffic Control Centre

IT STRATEGY

Harald Reisinger
RNE CIO

Seid Maglaijlic
JO CTO

RNE IT Service Desk

■ **RNE IT Service Desk support for**
PCS (formerly PATHFINDER):   PCS: support.pcs@rne.eu
TIS (formerly EUROPTIRAILS):   TIS: support.tis@rne.eu
CIS (formerly EICIS):   CIS: support.cis@rne.eu

■ **For all enquiries please call   +43 1 907 62 72 25**

Opening hours on working days:
Monday – Thursday: 09:00 - 16:00
Friday: 09:00 - 15:00

The aim of RailNetEurope (RNE) is to facilitate the international business of European Infrastructure Managers and Allocation Bodies. Besides harmonising procedures and methods, the development and running of supporting IT systems is a main pillar of RNE's work.

In previous years, RNE focused mainly on its Members' business needs. Now external developments are beginning to have a deep impact on the development of RNE's IT systems. In addition to the TAF and TAP TSI, the new EU Regulation 913/2010 will be one of the main business drivers. Within this context, the RNE General Assembly has decided that RNE shall become the service provider of choice and expert support provider for corridor organisations in the areas of developing and operating methods, processes and tools. The RNE IT systems will be one of the main instruments supporting the fulfillment of this ambitious objective.

New developments

The coming years will be very challenging for the development of RNE's IT systems. Although RNE IT applications support most current business needs, the new requirements derived from EU Regulation 913/2010 and the outcome of the TAF TSI Working Groups' work will have to be integrated.

In addition, the facilitation, practical development and implementation of tools according to the RNE business demands will certainly remain a major part of the strategy.
As a matter of course, RNE systems will be adjusted to support data exchange using the new TAF TSI messages. To this end, RNE is a test partner, on behalf of the French IM RFF, for the TAF TSI Common Interface. As it will take some time before all partners are able to use the TAF or TAP TSI format, the RNE system will continue to support the existing data formats as well.

Rollout

Many RNE Members (Infrastructure Managers/Allocation Bodies) and customers (Railway Undertakings) are planning to connect their IT systems to Path Coordination System (PCS, formerly PATHFINDER) and Train Information System (TIS, formerly EUROPTIRAILS) before November 2013. This will constitute one major activity for RNE, who has to take into account the fact that these companies' IT and process landscape is completely heterogeneous and therefore every connection will bring new, unknown challenges.

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

Operating the systems

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

TAF/TAP TSI

The aim of the TAF TSI (Technical Specification for Interoperability relating to Telematic Applications for Freight) is to define data exchange, both between Infrastructure Managers (IMs) and Railway Undertakings (RUs), and within these two groups. The first TAF regulations were published by the European Commission in 2005 and final implementation at national level has to be completed by 2014. In 2006 the SEDP (Strategic European Deployment Plan) was launched – aggregating all national deployment plans – and in May 2008 the RNE General Assembly gave the mandate to RNE to further proceed with the implementation of the TAF TSI as regards international IM developments.

The mandate given to RNE by its Members includes the management of the TAF TSI IM Cluster, which represents the IMs in the project, and of the joint cluster Working Groups, which were set up at the same time as the TAF TSI RU Cluster. This has enabled RNE to use its business processes for Timetabling and Operations as the basis for TAF TSI processes. The TAF TSI project organisation and the mapping of RNE WGs are presented on the next page.

Hence the RNE TAF TSI working groups are part of the Europe-wide TAF TSI implementation process and a central part of all RNE IT developments in compliance with the TAF/TAP TSI (Technical Specification for Interoperability relating to Telematic Applications for Freight/Passenger).

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

It must be stressed that most of the work required to implement the TAF TSI needs to be carried out by the rail industry itself. The WGs are going to define detailed, internationally-agreed specifications for the TAF TSI functions but national action will be necessary to translate the agreed specifications into the national IT systems.

Outcome of the TAF TSI WGs' work

The TAF TSI WGs, consisting both of IMs and RUs, have been working on the detailed analysis of the TAF TSI for two years. By the end of 2010, most WGs were able to deliver the results of the work agreed, which is made up of the detailed specification (coding) of the different TAF TSI messages, and the Implementation Guides. All documents have already been sent out to the companies participating in the TAF TSI project as part of a company endorsement phase and it is planned to agree on the documents on the TAF TSI IM/RU Cluster meeting in April 2011. In addition two RNE tools – Path Coordination System (PCS, formerly PATHFINDER) and Train Information System (TIS, formerly EUROPTIRAILS) – are already used as pilot solutions for train running, train running forecast, train delay information (TIS) and short-term path requests (PCS). Thus RNE is contributing, by using TIS and the already functioning data exchange, to the TAF TSI common interface which should be ready for use at the end of 2011.

TAF TSI functions covered by WGs

- Reference Files (WG 1) - defines unique train location and company reference IDs.
- Train Run Information (WG 2) - defines the information flow between the partners during train run, including train run forecast and train location information.
- Train Preparation (WG 3) - defines the train ready and train composition messages.
- Infrastructure Restriction Database (WG 4) - will be a reference database containing the existing infrastructure restrictions on the network (not planned to use this source for security-related issues).
- Short-Term Path Request (WG 5) - defines the information flow between IMs and RUs for short-term path requests.
- Train Transport ID (WG 10) - the Train Transport ID is required by all other functions of the TAF TSI and should be defined together with the RUs under the umbrella of RNE and the TAF TSI.

RNE IT

TAF/TAP TSI

The TAF TSI functions involve defining data processing:

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

The IMs also proposed that the TAP TSI should match the above-mentioned functions of the TAF TSI as much as possible. Hence RNE and the TAF TSI WG chairpersons examined the published version of the TAP TSI and no major differences have been detected.

The WGs 1,2,4,5 and 10 are led by the IMs. The WG 3 is led by the RUs, supported by RNE Q&O WG. The WGs 6 to 9 are RU WGs and are not included in the picture.

TAF TSI Project Organisation

RNE BUSINESS CONFERENCE 2010
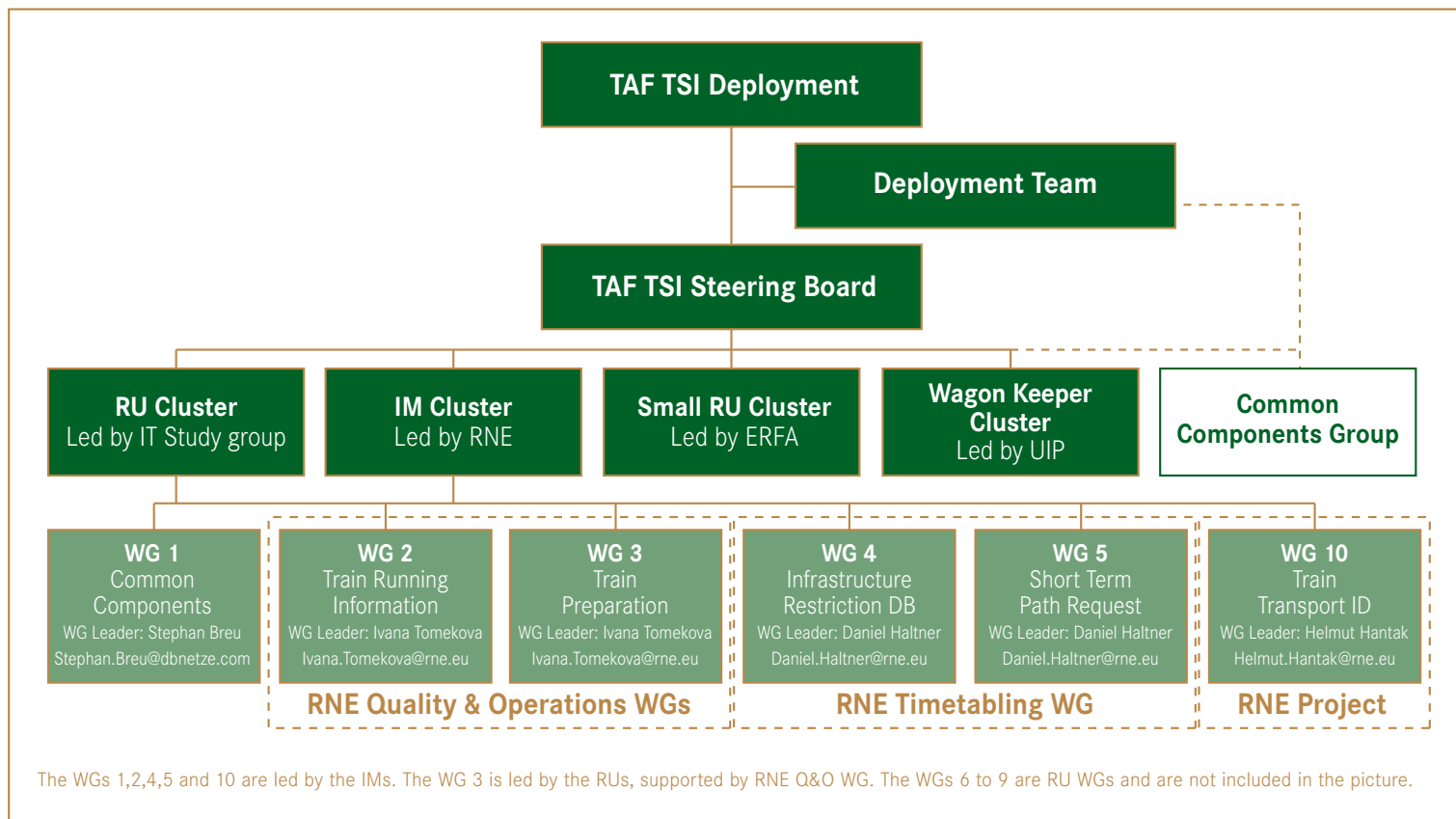
The 7th edition of the RailNetEurope Business Conference was held on 2 December 2010 at Palais Ferstel in Vienna. The conference was opened at 9 a.m. by the welcoming words of the RNE President, Luc Vansteenkiste, and the RNE Secretary General, Joachim Kroll, who were delighted to welcome more than 150 guests. The floor was then handed over to the RNE Managing Board members, who updated the conference guests on recent RNE activities and gave a preview of future activities.

RNE Activities

The session was opened by the RNE Vice-President in charge of Marketing & Sales and External Relations, Bettina Wunsch-Semmler, who presented a critical review of the development of RNE's OSS (One-Stop-Shop) concept. She stated that, as fast, good path offers constitute customers' core need, RNE and its Members will further enhance OSS service quality by focusing on the improvement of international train path management. The presentations were continued by RNE Vice-President in charge of Timetabling, Harald Hotz, who talked about the current application spectrum of RNE's international path coordination tool, Path Coordination System (PCS, formerly PATHFINDER). He expressed his satisfaction at the increasing use of this tool. In the second part of his presentation, Mr Hotz informed the audience about the results of the Click&Ride project so far. The last part of the presentation on timetabling issues was dedicated to infrastructure capacity restrictions.

Next, the RNE Vice-President in charge of Legal Matters & Network Statement, Mirosław Kanclerz, presented the major achievements of RNE in the area of Legal Matters and Network Statements: the finalisation of the negotiations regarding European General Terms and Conditions in October 2010, the updating of the Network Statement Glossary and the review of the RNE Network Statement Common Structure.

In the following presentation, the RNE Vice-President in charge of Corridor Management, Boris Živec, announced that updated versions of the RNE corridor brochures had been published. He emphasised RNE's aspiration to an optimised cooperation between RNE Corridor Management and the already existing corridor organisations.

The RNE Vice-President in charge of Operations, Michel Dupuis, talked in his presentation about the main activities in the field of operations, including Train Performance Management (TPM), which has already been introduced on two RNE corridors. Furthermore he provided information on RNE's efforts to improve communication between IM traffic control centres.

The presentations on RNE activities were concluded by RNE Chief Information Officer Harald Reisinger, who focused on European Performance Regime (EPR), new developments regarding Train Information System (TIS, formerly EUROPTIRAILS) and Train Transport ID (TT ID), which is currently in the final phase of preparation.

RNE BUSINESS CONFERENCE 2010

Panel discussion

Maurizio Castelletti - European Commission

Hans-Jürg Spillmann - FTE

Dr Johannes Ludewig - CER

Hendrik Abma - EIM

Luc Vansteenkiste - RNE President

RNE Managing Board, Secretary General and CIO

Speed Dating, Corridor Manager Area and Networking Area

The interactive part of the Conference was the Corridor Manager Area with all eleven Corridor Managers – assisted by OSS representatives – and a Speed-Dating Session with all the members of the RNE Managing Board. The Speed Dating gave conference participants the opportunity to talk to the RNE MB Member(s) of their choice. This interactive part of the conference was completed by a Networking Area, which was very much appreciated by the participants.

Panel Discussion

The programme continued with a panel discussion about the new European Union Regulation – 'European Rail Network for Competitive Freight' – and how the various players in the rail industry are intending to implement it.

RNE was happy to have attracted a number of prominent speakers for the panel discussion:
• Maurizio Castelletti – European Commission, Head of Unit Rail Transport & Interoperability
• Dr Johannes Ludewig – Executive Director of Community of European Railway and Infrastructure Companies (CER)
• Hendrik Abma – Executive Director of European Rail Infrastructure Managers (EIM) – replacing the EIM President Hubert de Mesnil at short notice
• Hans-Jürg Spillmann – President of Forum Train Europe (FTE)
The panel discussion was chaired by the President of RNE, Luc Vansteenkiste.

A lively discussion arose on various issues surrounding this new Regulation. However, there was a certain consensus that the railway business cannot be promoted through operational measures only and that a strong political will to invest in the railways in future would be needed in order to fulfill market requirements.

Closing of the conference

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

RNE BUSINESS CONFERENCE 2010

Palais Ferstel Vienna

The audience

Networking area

Felix Löffel, BLS; Hansruedi Kaeser, RNE Corridor Manager C02

Patrick Nguyen, RNE Corridor Manager C05; Julien Morizet, ERS Railways

Andreas Willich, SBB Personenverkehr; Hans-Jürg Spillmann, Forum Train Europe

Anton Forstner, ÖBB Infrastruktur ; Karl Bauer, Rail Cargo Austria

Michel Dupuis, RNE; Maurice Faramelli, ACF; Marc Oestreicher, ACF

Joachim Kroll, RNE; Bettina Wunsch-Semmler, RNE; Luc Vansteenkiste, RNE

Roland Hartkopf, DB Schenker Rail; Thomas Streicher, DB Schenker Rail; Thomas Gröger, DB Netz

Wolfgang Bohrer, DB Netz ; Martin Burkhardt, UIRR; Marian Gaidzik, HACON

Harald Hotz, RNE; Ernst Spuller, Rail Cargo Austria

RNE BUSINESS CONFERENCE 2010

Maurice Faramelli, ACF; Marc Oestreicher, ACF; Peter Jäggy, Forum Train Europe

Giancarlo Tomelleri, Rail Traction Company; Gregor Thalhammer, RNE Corridor Manager C04

Hendrik Abma, EIM; Michael Robson, Consultant

Camille Cassagne, RNE Corridor Manager C06; Martin Erlinger, RNE

Wolfgang Bohrer, DB Netz; Anton Forstner, ÖBB Infrastruktur

TIS IT area - Josef Stahl, RNE

Octavian Mirica, Rail Cargo Romania; Cristian Metoni, Rail Cargo Romania; Monica Pavel, RNE Corridor Manager C09

Boris Živec, RNE; Mirosław Kanclerz, RNE; Michel Dupuis, RNE

Jerzy Zabecki, Freightliner; Michael Robson, Consultant

Networking area

Tea, coffee and sweets

Buffet

BALANCE SHEET

ASSETS PER 31. 12. 2010				EQUITY AND LIABILITIES PER 31. 12. 2010			
	31 DECEMBER 2010		31 DEC. 2009		31 DECEMBER 2010		31 DEC. 2009
	€		€		€		€
A. NON CURRENT ASSETS				**A. EQUITY**			
I. Intangible assets				I. Capital reserves			
1. Concessions, industrial				1. unappropriated	2.372.899,44		640.000,00
property rights and similar rights						2.372.899,44	640.000,00
a. EICIS	16.666,67		3.713,00	II. Balance sheet profit	0,00		0,00
b. PATHFINDER	183.631,79		213.836.73			0,00	0,00
c. EUROPTIRAILS	165.380,05		68.080,40				
d. Licences	63.018,57		91.220,63				
e. Other	4.118,33		1.184,40			**2.372.899,44**	640.000,00
		432.815,41	378.035,16				
II. Tangible assets							
1. Structural investment in							
third-party buildings	814,15		1.320,52				
2. Other equipment, furnitures				**B. PROVISIONS**			
and fixtures	32.418,65		52.003,51	1. Other provisions	15.834,01		39.100,38
		33.232,80	53.324,03			**15.843,01**	39.100,38
		466.048,21	431.359,19				
B. CURRENT ASSETS				**C. LIABILITIES**			
				1. Vendor liabilities	320.554,55		255.959,01
I. Receivables and other assets				2. Other liabilities	71.329,79		770.892,23
1. Trade receivables	112.995,84		210.679,30			**391.884,34**	1.026.851,24
2. Other receivables	74.795,02		83.313,31				
		187.790,86	294.010,61				
II. Cash on hand, bank deposits	2.110.504,70		961.686,62				
		2.110.504,70	961.686,62				
		2.298.295,56	1.255.697,23				
C. ACCRUALS		**16.283,02**	18.895,20				
		2.780.626,79	1.705.951,62			**2.780.626,79**	1.705.951,62

PROFIT AND LOSS ACCOUNT

PROFIT AND LOSS ACCOUNT, 1. 1. – 31. 12. 2010		
	31 DECEMBER 2010	31 DEC. 2009
	€	€
1. Turnover		
a. Domestic turnover	32.751,87	118.629,00
b. Foreign turnover	761.824,31	2.347.463,22
	794.576,18	2.466.092,22
2. Other turnover		
a. EU funding	1.618.324,31	0,00
a. Others	21.848,49	14.032,48
	1.640.172,80	14.032,48
	2.434.748,98	**2.480.124,70**
3. Cost of purchased services	-102.814,16	-105.554,46
	-102.814,16	-105.554,46
4. Personnel expenses		
a. Salaries	-984.237,84	-990.760,63
b. Expenses of statutory social security and payroll-related taxes and contributions	-107.813,88	-105.301,17
	-1.092.051,72	-1.096.061,80
5. Depreciation	-338.236,26	-297.753,05
	-338.236,26	- 297.753,05
6. Other expenses		
a. Equipment of low value	-3.226,78	-3.986,82
b. Advertising and promotion	-5.387,28	-2.085,48
c. Vehicle expenses and transport	-2.065,69	-2.051,52
d. Postage, telephone and other communication expenses	-17.915,37	-18.379,77
e. Travel expenses	-91.622,21	-97.080,20
f. Maintenance and servicing	-696.777,52	-698.188,17
g. Bookkeeping and personnel settlement, tax and legal consultation and other	-30.770,88	-13.571,51
h. Office expenses	-4.095,04	-4.595,64
i. Office rent	-42.221,70	-42.106,86
j. Specific allowance for bad debts	0,00	92.312,00
k. Other expenses	-13.155,79	-13.802,93
	-907.238,26	-988.160,90
7. Operating profit	**-5.591,42**	**-7.405,51**
8. Other interests and similar revenues	7.570,44	8.894,91
9. Interest expenses and similar expenses	-1.888,00	-1.424,88
10. Financial profit	**5.682,44**	**7.470,03**
11. Operating and financial profit	**91,02**	**64,52**
12. Taxes on profit	-91,02	64,52
13. Profit for the year	**0,00**	**0,00**

NOTES TO THE FINANCIAL STATEMENTS

ACCOUNTING AND VALUATION METHODS

General principles
The financial statements have been prepared in accordance with Generally Accepted Accounting Principles and the general provision that the financial statements have to present a true and fair view of the financial and assets position and results of operations.
The principle of completeness was used in the preparation of the financial statements.
All assets and liabilities were measured individually and the going concern assumption was used.
The prudence principle was applied. Only realised gains were recognised; however, provision was made for all known and probable losses, irrespective of whether realised or not.

NON CURRENT ASSETS

Intangible assets
PATHFINDER and EICIS were written off over 5 years until the year 2007. The other data processing programs are written off over 3 years. An extensive analysis has revealed that the reinvestment cycle of the software is quicker than the previously expected useful life of 5 years. Therefore all software investments since 2008 are 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 usful life and is set as follows:

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

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 been retained unchanged during the drawing up of these financial statements.

NOTES TO THE BALANCE SHEET AND THE PROFIT AND LOSS ACCOUNT

NOTES TO THE BALANCE SHEET

Non current assets
As for changes in non current assets and a breakdown of annual depreciation by individual asset items, see 'Schedule of development of non current assets'.

PATHFINDER software rights
PATHFINDER is a software tool for railway companies which was developed by several European railway companies. The full rights of utilization have been transferred to RailNetEurope.

RailNetEurope software developments 2010
In the following table you will find the functional split up of the software developments regarding EICIS, EUROPTIRAILS (including

NOTES TO THE FINANCIAL STATEMENTS

developments in the field of Operations), PATHFINDER (including developments in the field of Timetabling) and other Joint Office software in 2010. This includes developments made and/or commissioned by RNE as well as off-the-shelf software required to support the systems.

Work in progress is shown separately.

	Additions 2010		
EICIS	20.000,00		
		20.000,00	EICIS Change Requests
EUROPTIRAILS	159.030,00		
		89.400,00	Validation and Calculation Modules for EPR
		1.320,00	EUROPTIRAILS Change Requests
		1.710,00	TCCCom Pilot
Work in progress		21.800,00	EUROPTIRAILS Data filtering to RU
Work in progress		44.800,00	EUROPTIRAILS Change Requests (Software Upgrade)
PATHFINDER	141.710,00		
		21.065,00	PATHFINDER Change Requests (incl. Web Services, Phase Switching, Timetable Copy Function)
		7.040,00	PATHFINDER Core System
		30.265,00	PATHFINDER Integration Platform
		83.340,00	PATHFINDER Click&Ride CO4 and CO7
Joint Office	5.092,50		
		2.640,00	Marketing & Sales Support System (M3S)
		2.452,50	Off-the shelf supporting standard software for Joint Office

Receivables and other assets
Schedule

in T€	according to balance sheet	more than 1 year	notes receivable	lump sum allowance
Trade receivables	113	0	0	0
	(211)	(0)	(0)	(0)
Other receivables	75	0	0	0
	(83)	(0)	(0)	(0)
Total in actual year	188	0	0	0
Total in previous year	(294)	(0)	(0)	(0)

Liabilities
Schedule of maturity

in T€	according to balance sheet	up to 1 year	more than 1 year (incl. > 5 years)	more than 5 years
Vendor liabilities	321	321	0	0
	(256)	(256)	(0)	(0)
Other liabilities	71	71	0	0
	(771)	(771)	(0)	(0)
Total in actual year	392	392	0	0
Total in previous year	(1.027)	(1.027)	(0)	(0)

NOTES TO THE PROFIT AND LOSS ACCOUNT

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

MISCELLANEOUS INFORMATION

Company executives
During the financial year 2010 the managing directors were
• Luc Vansteenkiste (ongoing)
• Michel Dupuis (ongoing)
• Dagmar Haase (until 05.05.2010)
• Harald Hotz (ongoing)
• Mirosław Kanclerz (ongoing)
• Bettina Wunsch-Semmler (since 05.05.2010)
• Boris Živec (ongoing)

Employees of the company
In the financial year 2010 RailNetEurope had 12 employees on average, thereof 5 seconded by members of RailNetEurope and 7 directly employed by RailNetEurope (thereof 2 part-time employees with 75% of the normal working time)

Bled, 5 May 2011

Merkur Treuhand
Steuerberatung GmbH
Mag. Voglauer Budera
Auditor

Members of the board of directors

DEVELOPMENT OF NON CURRENT ASSETS

DEVELOPMENT OF NON CURRENT ASSETS IN THE FISCAL YEAR JANUARY 1, 2010 UNTIL DECEMBER 31, 2010

	DEVELOPMENT OF NON CURRENT ASSETS AT ACQUISITION/PRODUCTION COSTS					DEPRECIATION		BOOK VALUES	
	As of 1. 1. 2010	Additions	Transfers	Disposals	As of 31. 12. 2010	Cumulated depreciation	Depreciation in the fiscal year	As of 31. 12. 2010	As of 1. 1. 2010
	€	€	€	€	€	€	€	€	€
I. INTANGIBLE ASSETS 1. Concessions, industrial property rights and similar rights	1.730.253	352.605	0	25.908	2.056.950	1.624.135	297.825	432.815	378.035
	1.730.253	352.605	0	25.908	2.056.950	1.624.135	297.825	432.815	378.035
II. TANGIBLE ASSETS 1. Structural investment in third-party buildings	2.532	0	0	0	2.532	1.718	506	814	1.321
2. Other equipment, furnitures and fixtures	137.971	20.321	0	5.274	153.018	120.599	39.905	32.419	52.003
	140.503	20.321	0	5.274	155.550	122.317	40.411	33.233	53.324
SUM	1.870.756	372.926	0	31.182	2.212.500	1.746.452	338.236	466.048	431.359

RNE AUDITING REPORT

Enrico Dei Gobbi

Alfred Lutschinger

To the General Assembly of RailNetEurope:

We have audited the financial statements of RailNetEurope for the year 2010. Our responsibility is to express an opinion on these financial statements based on our audit. We have performed the audit to obtain reasonable assurance that the financial statements are free of material misstatement. The audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. We believe that our audit provides a reasonable basis for our opinion set out below.

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

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

Bled, 5 May 2011

Enrico Dei Gobbi   *Alfred Lutschinger*

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