RNE
RailNetEurope

2012 Annual Report

INDEX

FOREWORD BY PRESIDENT
AND SECRETARY GENERAL

Against a background of difficult economic conditions, with continuing pressure on public finances in the countries where RailNetEurope Members are located, the last year has seen a continued commitment to strengthening the railway's position within the overall European transport system.

This can only be achieved by securing greater efficiency across the international rail industry, which means bringing down the barriers between national rail networks, be they operational, administrative, technological or related to the planning and allocation of train paths. In 2012, the step-by-step construction of a single railway area included a wide range of activities concerning: Corridor One-Stop Shops, pre-arranged products, the coordination/publication of possessions, punctuality targets and priority rules, among other things.

RNE remains focused on its core roles of Infrastructure Managers' coordinator and service provider of choice across the international rail sector. But we are also committed to ensuring that our harmonisation work helps the wider industry to get a better grip on its international business processes, whilst delivering the levels of quality and efficiency that our Member's customers rightly expect.

This report gives an overview of our achievements over the past year. In particular, it is worth highlighting:
- Our continued commitment to developing a wider European transport area, both across and beyond the EU; the involvement of RNE's non-EU Members is extremely valuable and growing, especially in connection with the establishment of Rail Freight Corridors

- Our efforts to increase transparency for all participants in the international timetabling process continued throughout the year, especially regarding all issues connected with the implementation of new Path Coordination System (PCS) functions required under the Rail Freight Regulation (913/2010)

- In preparation of the launch (end of 2013) of the first Rail Freight Corridors (RFCs), a 'Structure Specification for the Corridor Information Document' was created

- At a time when the European Union is co-financing a number of rail infrastructure projects from the TEN-T Programme in several Member States,

RNE benefited from an EU grant in 2012 and decided to put its know-how at the disposal of its Members so that they can obtain EU funding for national projects related to RFCs

- The roll-out across Europe of RNE IT systems, such as Train Information System (TIS) and Path Coordination System (PCS), gathered momentum

- The joint RNE/UIC European Performance Regime (EPR) project came to a successful conclusion.

We have continued to work on a regular basis with other Europe-wide organisations such as CER, CIT, EIM, ERA, FTE, IRG-Rail and other Regulatory Bodies, and the UIC, to promote efficiencies in the rail sector. May we take this opportunity to thank them all for their cooperation.

2013 will be a year to reflect on the achievements of the first 10 years of RNE and to build on them. The customers and partners of our Members expect the railway to be safe, reliable, efficient and hence represent good value for money. That is why internationally-agreed processes in the fields of timetabling, operations, data exchange, sales and after-sales will remain key areas for us in the coming year.

In addition, Directive 2012/34 establishing a single European railway area – better known as the 'Recast of the first railway package', published on 21 November 2012 – is introducing new obligations for Infrastructure Managers. It will be one of our main tasks to see in what ways RNE and its members can jointly fulfil these new EU-level requirements.
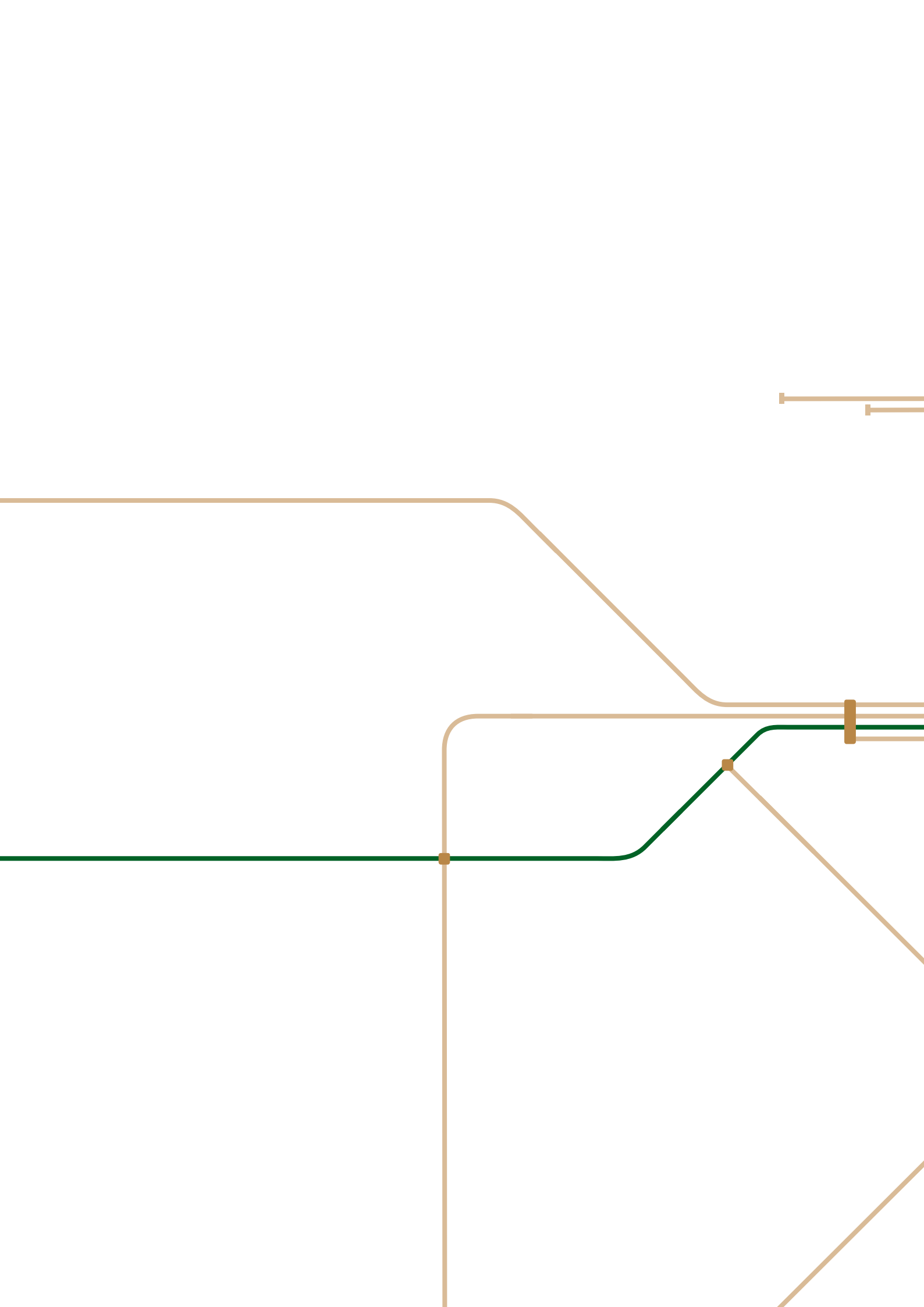
Luc Vansteenkiste, RNE President

Joachim Kroll, RNE Secretary General

Vienna, 17 May 2013

ASSOCIATION
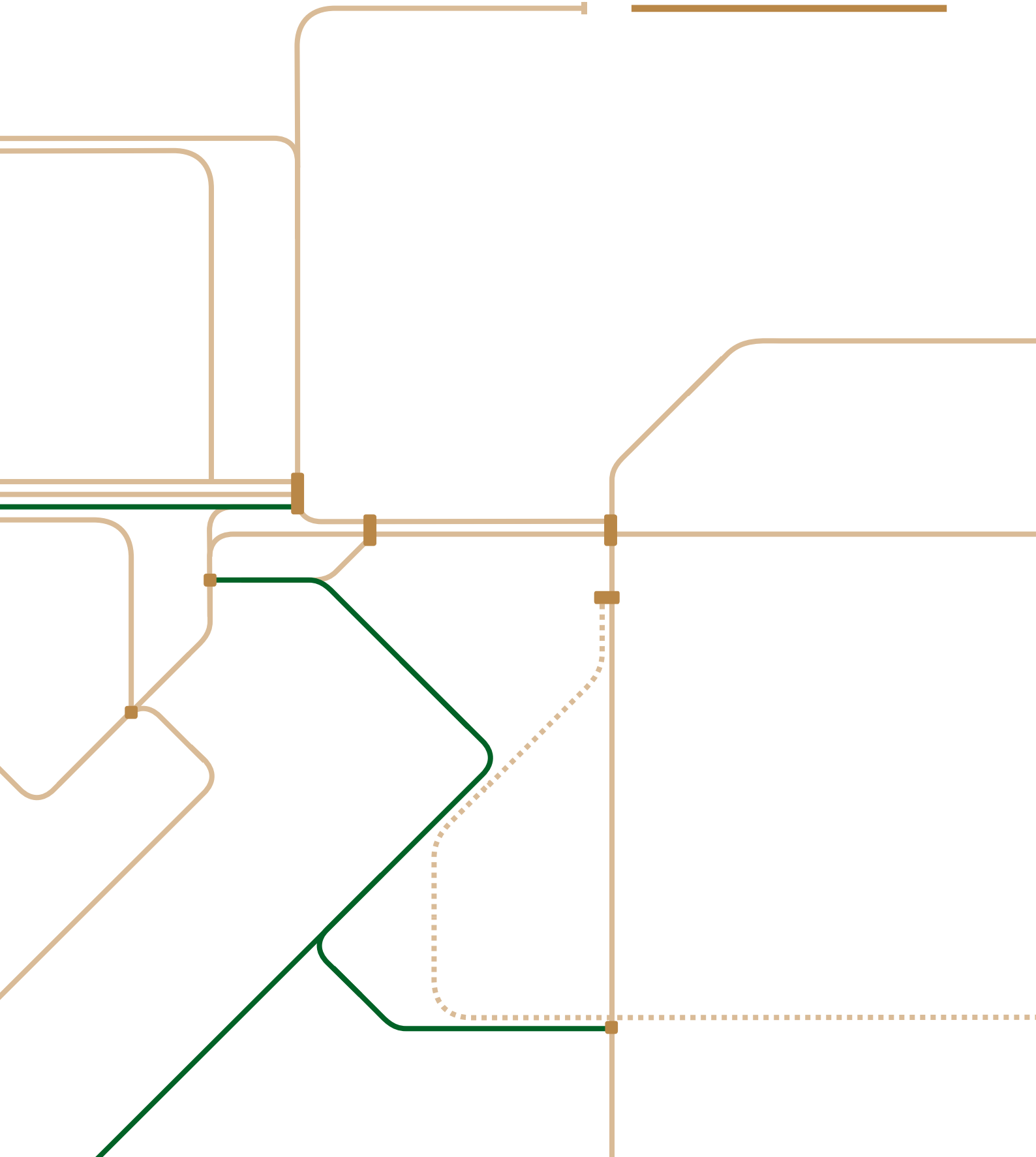
RNE Members & Network

RailNetEurope (RNE) was created in January 2004 on the initiative of a number of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs), who wished to establish a common, Europe-wide organisation to facilitate their international business. At the time of publishing, RNE counted 36 Members from 26 different countries, totalling over 230 000 kilometres of railway lines.

As a trans-European association of railway Infrastructure Managers, RailNetEurope plays a pivotal role in encouraging the industry to follow harmonised, transparent and non-discriminatory rules in the international railway business. Its international working groups and networks strive hard to ensure that seamless cross-border rail services across Europe can soon become a reality – whether this be by building common standards for data exchange, easing inter-personal communication between traffic control centres or agreeing timetabling procedures for new international train path products.

Furthermore, the RNE team encourages RNE Members to be responsive to the needs of its international railway customers and to the priorities of European funding agencies such as the TEN-T Executive Agency.

A non-profit association
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. In addition, a number of activities connected to the TSIs (Technical Specification for Interoperability) or the Rail Freight Regulation (913/2010) for a European Rail Network for Competitive Freight are subsidised by the European Union.

RNE pursues a business-led vision for the rail infrastructure sector, one in which international rail transport (for freight) and travel (for passengers) will become simpler and border-free. The financial support of the European Union is playing an increasingly important role in this respect, and in 2012, some of our Members already benefited from this.

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

RNE's role is also to provide support to its Members as regards compliance with the European legal framework. Until now, this has entailed developing harmonised international processes (in the fields of timetabling, operations, sales and after-sales), templates, handbooks, guidelines and a glossary. Supporting IT systems have also been streamlined and harmonised wherever necessary, and are being rolled out across Europe. All in all, RNE's mission is to help its Members meet the challenges of the modern rail era.

APPROACH

RailNetEurope 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.

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

The One-Stop Shop

Thus in 2004, RNE established a network of One-Stop Shop (OSS) representatives, who are the personal contact points within the IMs/ABs for all customer care issues. Under the One-Stop Shop principle, various international products and services are handled at a single point of contact for the entire international route.

This is made possible through the support of IT systems such as the Path Coordination System (PCS) for international path requests, the Charging Information System (CIS) for fast information on charges related to the use of European rail infrastructure or the Train Information System (TIS) for real-time train run information.

Now this OSS network is being used as a template for the setting up of Corridor OSSs, that will have a comparable role, this time within the emerging Rail Freight Corridor framework.

Europe-wide harmonisation

At the core of our work is harmonisation, and encouraging the emergence of inter-operable systems and processes. When talking about interoperability, most people will think about technical standards: type of power supply, signalling, safety systems, etc. But in a wider sense interoperability also covers:
- Europe-wide timetable planning,
- digital information exchange in standardised formats and in real time across borders,
- administrative procedures linked to international path applications and,
- after-sales services (monitoring, reporting),

to name but a few. It is precisely these aspects of interoperability that RailNetEurope deals with in its daily work.
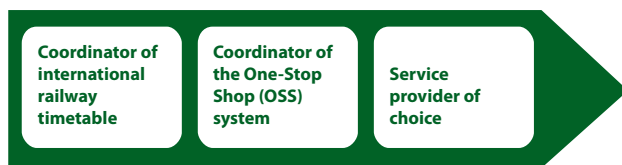
In order to promote the further harmonisation of infrastructure-related business processes, we liaise with other European / international bodies – for example the ERA, FTE and UIC – to build consensus on issues of common interest.

FUNCTIONS

Our main functions

As a trans-European association of railway Infrastructure Managers, we:

- co-ordinate the harmonisation, simplification and development of international rail infrastructure products, services, tools and processes
- improve the quality and transparency of existing products, services, tools and processes
- provide legal, technical and commercial information on the European railway infrastructure.

Coordinator of international railway timetable	Coordinator of the One-Stop Shop (OSS) system	Service provider of choice

Main functions of RNE

Our function as **coordinator of the international railway timetable** entails setting the detailed timetabling calendar for each annual timetable period – this one year in advance. It also means organising and supervising the annual 'Technical Meeting' in the third week of June, during which representatives of RNE Members discuss open questions concerning international path requests for the next timetable period.

Our function as **coordinator of the One-Stop Shop (OSS) system** involves setting the framework for the functions of national as well as Corridor OSSs. This is done by leading working groups set up by RNE to write guidelines that describe the required functions and specify the conditions for the work to be done. We also lead sales-related projects and task forces, as well as assist RNE Members, RFC Corridor OSSs and company OSSs with international train path management and customer care (including the analysis of sales support needs).

Our new function as **service provider of choice** and expert support provider for Corridor Organisations in the areas of developing methods and processes, and developing and operating tools is wide-ranging. Shortly after the publication of Regulation 913/2010 for a European Rail Network for Competitive Freight, the RNE General Assembly agreed that RNE should take on this new function, whereby RNE is putting many of its existing services at the disposal of the Corridor IMs to assist them with fulfilling requirements imposed by the Regulation. It also includes the organisation of a Corridors Conference and joint RNE-RFC meetings (three were held in 2012).

Our function as **IM coordinator** within the **TAF and TAP TSI** frameworks includes taking part in / leading the four newly-created Telematics Groups.

Jointly with the UIC, RNE experts have contributed to the creation of a **European Performance Regime (EPR)**.

Finally, as the **coordinator of European-Union funded projects**, we use our powers to ensure that completion targets are met, since EU funding is only paid out if the planned work is completed on time. In 2012, RNE widened the scope of its funding application, including developments closely connected to RNE but carried out at the national level by RNE Members. Thus for the first time, 10 RNE Members are participating in an EU-funded project led by RNE. Approved by the European Commission at the end of summer 2012, the new project mainly deals with the further implementation of requirements connected with the Rail Freight Regulation.

RailNetEurope has adopted the typical structure of an international organisation. Twice a year decision-making is carried out by a General Assembly. These decisions are prepared by a Managing Board that meets about five times a year, and also supervises the work of all RNE ad-hoc and standing groups. The day-to-day work of these groups is coordinated and managed at the RNE Joint Office in Vienna (seat of the Association), which is also in charge of the administration, finances and communication of the Association.

RNE activities are driven by the needs of the Association's Members and by the evolving European legislative framework within which they operate. In order to ensure maximum efficiency and commitment, high-ranking managers of each RNE member-organisation come together during the General Assembly to jointly define the framework and main fields of action for future activities.

The General Assembly also appoints the Managing Board, which defines the general strategy of the organisation, sets priorities and prepares proposals and decisions submitted to the General Assembly. Day-to-day business is run by the Joint Office in Vienna, which is headed by the RNE Secretary General. Joint Office staff is appointed by the Managing Board and/or General Assembly.

Most of our work takes place through standing Working Groups, RNE Corridor Management and a varying number of subgroups and boards. Ad-hoc teams are set up whenever necessary to assist with new or temporary activities.

The **four Working Groups** deal with the following areas on a permanent basis:

| Sales & Timetabling | Operations & After Sales | Legal Matters | Network Statement |

In addition, RNE Corridor Management takes care of all corridor-related issues on a permanent basis.

Members & Network

RNE provides its Members with three different levels of membership:
- Full Membership
- Associated Membership and,
- Candidate Membership.

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.

The different types of membership reflect differences in national frameworks as regards 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, as 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 some of those IM functions on behalf of a Full Member are entitled to the status of Associated Member.

Since the foundation of RNE, the basic voting principles at the General Assembly have been:
- one vote per infrastructure network
- only Full Members are entitled to vote.

More information available at
rne.eu/association

STRUCTURE OF RAILNETEUROPE

GENERAL ASSEMBLY

GENERAL ASSEMBLY
36 European Infrastructure Managers / Allocation Bodies

MANAGING BOARD

Vice-President	Vice-President	Vice-President	President	Vice-President	Vice-President

JOINT OFFICE

JOINT OFFICE	RNE IT BOARD
Secretary General	

WORKING GROUPS

Sales & Timetabling	Operations & After Sales	Legal Matters	Network Statement	IT STRATEGY

CORRIDOR MANAGEMENT

CORRIDOR MANAGEMENT
Corridor Managers

Status 05/13

14

Group picture – RNE Managing Board

The members of the RailNetEurope Managing Board were re-elected for a second consecutive two-year term by the General Assembly in May 2011. In 2012 the RNE Managing Board counted six members. Their responsibilities were allocated as follows:

STRATEGY, IT

LUC VANSTEENKISTE
Infrabel
RNE President

EXTERNAL RELATIONS & COMMUNICATIONS

BETTINA WUNSCH-SEMMLER
DB Netz AG
RNE Vice-President

SALES & TIMETABLING

HARALD HOTZ
ÖBB-Infrastruktur AG
RNE Vice-President

OPERATIONS & AFTER SALES

MICHEL DUPUIS
RFF – Réseau Ferré de France
RNE Vice-President

LEGAL MATTERS & NETWORK STATEMENT

MIROSŁAW KANCLERZ
PKP Polskie Linie Kolejowe S.A.
RNE Vice-President

CORRIDOR MANAGEMENT

BORIS ŽIVEC
AŽP – Public Agency of the Republic of Slovenia for Railway Transport
RNE Vice-President

At the time of publishing (May 2013), the election of a new Managing Board was due to take place.

JOINT OFFICE

The foundation of RailNetEurope (RNE) in 2004 led to the establishment of a Joint Office (JO) in Vienna, Austria. Headed by a Secretary General, the Joint Office is responsible for day-to-day business, the coordination of international working groups, expert and ad-hoc teams, and the management of Europe-wide IT systems.

The main task of the Joint Office is to provide support for the core international business processes of RNE Members. Thus in 2012 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
- Liaised with the newly / soon-to-be established Rail Freight Corridor organisations
- Further developed and ran RNE IT systems
- Co-ordinated TAF and TAP TSI implementation for the IMs, managed the TAF TSI IM Cluster and managed the merged TAF/TAP Telematics Groups
- Cooperated with other international rail-related organisations (such as the CER, CIT, EIM, ERA, FTE, IRG-Rail and other Regulatory Bodies, and UIC)
- Organised the Technical Meeting 2012 for the co-ordination of the international annual railway timetable
- Organised the Corridors Conference in May 2012 in Frankfurt
- Organised the annual RNE-Regulatory Bodies Conference
- Organised the 'PCS Day' – a training for Path Coordination System (PCS) users and an information exchange platform
- Managed RNE day-to-day business, such as administration and finances, incl. the financial management of European Union funding
- Provided internal and external communication regarding RNE events, projects, products, services and publications.

At the time of going to press (May 2013), the RNE Joint Office counted 15 employees from eight different European countries working in close cooperation on the RNE premises in the centre of Vienna. Six 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 TIS MANAGER
JOSEF STAHL
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E-mail: josef.stahl@rne.eu

JO OPERATIONS SUPPORT MANAGER
IVANA TOMEKOVA
(until 05/12)

IT

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E-mail: martin.erlinger@rne.eu

JO COMMUNICATIONS MANAGER
THOMAS GASCHNITZ
Tel.: +43 1 907 62 72 14
E-mail: thomas.gaschnitz@rne.eu

JO PROJECT ADMINISTRATION MANAGER
ISABEL CLINCKSPOOR
(until 06/12)

Project Assistants
from Graz Technical University

From left to right:
MARIO OUSCHAN
CHRISTIAN SLAMANIG

Status 05/13

AUSTRIA

ÖBB-Infrastruktur AG

Length of Network: 4825 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: 3587 km
www.infrabel.be

BOSNIA AND HERZEGOVINA

ŽFBH – Željeznice Federacije Bosne i Hercegovine

Length of Network: 608 km
www.zfbh.ba

ŽRS – Željeznice Republike Srpske

Length of Network: 425 km
www.zrs-rs.com

BULGARIA

NRIC – National Railway Infrastructure Company of Bulgaria

Length of Network: 5114 km
www.rail-infra.bg

CROATIA

HŽ – HŽ Infrastruktura d.o.o.

Length of Network: 2722 km
www.hznet.hr

CZECH REPUBLIC

SŽDC – Správa zeleznicní dopravní cesty, s.o.

Length of Network: 9470 km
www.szdc.cz

DENMARK

BDK – Banedanmark Rail Net Denmark

Length of Network: 2132 km
www.bane.dk

FINLAND

FTA – Finnish Transport Agency

Length of Network: 5944 km
www.fta.fi

FRANCE

RFF – Réseau Ferré de France

Length of Network: 29 273 km
www.rff.fr

GERMANY

DB Netz AG

Length of Network: 33 639 km
www.dbnetze.com

GERMANY AND SWEDEN

Scandlines Deutschland GmbH

until 31. 12. 2012
Length of Network: 5 km
www.scandlines.com

GREAT BRITAIN

HS1 – HighSpeed1 Ltd.

Length of Network: 108 km
www.highspeed1.com

NR – Network Rail

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

HUNGARY

VPE – Vasúti Pályakapacitás-elosztó Kft.

www.vpe.hu

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

Length of Network: 7274 km
www.mav.hu

ITALY

RFI – Rete Ferroviaria Italiana

Length of Network: 24 260 km
www.rfi.it

19

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: 4170 km
www.jbv.no

POLAND

PKP PLK – PKP Polskie Linie Kolejowe S.A.

Length of Network: 19 187 km
www.plk-sa.pl

PORTUGAL

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

Length of Network: 2794 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: 13 945 km

www.adif.es

TP Ferro Concesionaria, S.A.

www.tpferro.com

SWEDEN

Trafikverket

Length of Network: 12 000 km

www.trafikverket.se

SWITZERLAND

BLS AG

Length of Network: 449 km

www.bls.ch

SBB Infrastructure

Length of Network: 9018 km

www.sbb.ch

Trasse Schweiz AG

Length of Network: 9467 km

www.trasse.ch

01

Narvik Boden

Oslo Göteborg Hallsberg Stockholm

Hässleholm

Malmö Trelleborg

Taulov Sassnitz

Padborg Rostock

Bremerhaven Lübeck

Hamburg

07 Gd

Rotterdam Berlin Ponętów

05

Antwerpen Duisburg Hannover Ka
Gent

Zeebrugge Köln Leipzig Praha Ostrava Ži
Břeclav
Würzburg Bratisla

Bettembourg Mannheim Nürnberg Wien

Paris Metz Basel Salzburg Sopron

Irun 11 Bruck Ljubljana

Dijon München Villach

Lyon Milano Zagreb Beograd

08 Modane Verona Udine Ni

Leixões Torino Koper 04

Lisboa Madrid Nîmes Trieste

Sines Perpignan Genova Bologna

Barcelona 02

06 Valencia Kulata

CORRIDOR ISSUES

Gdynia

03 Białystok

Warszawa

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Čierna n. T.

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10 Budapest

București

Constanta

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Sofia

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Varna

Dimitrovgrad

Svilengrad

Burgas

09

Istanbul

RNE Corridor
with Corridor Manager

Important Connections

Important Traffic flow
beyond RNE Corridors

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

CORRIDOR MANAGEMENT

JO JOINT
CORRIDOR MANAGER
MARTIN ERLINGER

In late 2005 RNE adopted a Corridor Management approach in order to promote its objectives and generate visible benefits on the main routes used by international railway traffic. Whereas the roll-out of new procedures or working methods throughout the European rail networks often faces insurmountable obstacles, RNE Corridors have provided a limited test market.

In November 2013 the first 6 Rail Freight Corridors (RFCs) will become operational. How does this fit in with RNE corridor activities?

Since RNE was founded, we have gathered much experience in the fields of sales, timetabling, operations, after sales and network statements. We learnt a lot through our own corridor activities, and so we felt it was our duty to share this experience and know-how. This is why we are offering our support to the Rail Freight Corridors as a service provider of choice – this assistance covers many issues raised by the EU Regulation.

The year 2012 marked the beginning of a transition period from RNE Corridors to Rail Freight Corridors under the Rail Freight Regulation. The existing RNE Corridors 2, 4, 5, 6, as well as parts of 7, 8, 9 and 10 will be replaced by the RFCs 1, 2, 4, 6, 7 and 9. This will start in November 2013.

Most of the corresponding tasks are currently still carried out by RNE Corridors, but will be gradually handed over to the new Rail Freight Corridors.

| RFC NR	RFC NAME	RFC ROUTE	RNE CORRIDOR NR
1	Rhine-Alp Corridor	Zeebrugge – Antwerp / Rotterdam – Duisburg – Genova	2
2	Benelux-France Corridor	Rotterdam – Luxemburg – Metz – Lyon / [Basel]	5
3	Central North-South Corridor	Stockholm – Malmö – Copenhagen – Verona – Palermo	1, 4
4	Atlantic Corridor	Sines – Lisboa / Leixões /Elvas /Algeciras – Madrid – Paris / Le Havre / Metz	6 western branch
5	Baltic-Adriatic Corridor	Gdynia – Katowice – Venice / Trieste / Bologna / Ravenna / Graz – Maribor – Koper	7
6	Mediterranean Corridor	Almería – Valencia / Madrid – Zaragoza / Barcelona – Zahony (Hungarian-Ukrainian border)	8, 6 eastern branch
7	Orient Corridor	Prague – Constanta / Vidin – Sofia – Thessaloniki – Athens	9, 10 southern branch
8	Central East-West Corridor	Bremerhaven / Rotterdam / Antwerp – Terespol (Poland-Belarus border) / Kaunas	3
9	Eastern Corridor	Prague – Cierna nad Tisou (Slovak-Ukrainian border)	7 central section

RNE/RFC Corridor Comparison

Is RNE on schedule with the delivery of its Work Packages?

In 2012, RNE continued to build a solid basis for the implementation of the Freight Regulations' requirements. In the role of 'service provider of choice' we continued developing process guidelines within the different RNE business areas. This work is of key importance since the European Commission has an eye on a harmonised implementation of the RFC services.

RNE managed to finalise the first versions of guidelines for various Work Packages at the end of 2011 and in 2012, most of these on schedule.

In the meantime, as the RFCs have collected more experience on various issues, most of the guidelines have been updated already; after all we view them as 'living documents'. Minor adjustments for many guidelines, such as *Corridor OSS*, *Pre-arranged Paths* and *Corridor Information Document*, are planned for spring 2013. More considerable modifications will be made to the Traffic Management Guidelines. As for *Coordination and Publication of Possessions* we are expecting the approval of the initial version in June 2013. The evaluation of unused capacity and the study of coding behaviour have just been set up. We have made a diagram that shows the status of the RNE Work Packages.

DEGREE OF COMPLETION OF RNE WORK PACKAGES (%)

Degree of completion of the RNE Work Packages
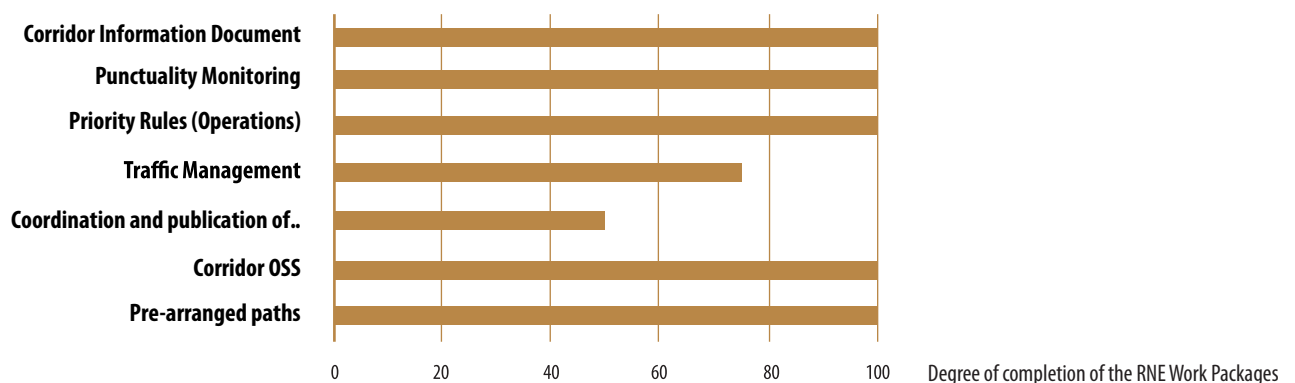
> " Without RNE systems and guidelines, the establishment of Rail Freight Corridors would have been significantly more difficult and less harmonised. "
>
> **Paul Mazataud**
> Managing Director, RFC2

CORRIDOR MANAGEMENT

Is RNE planning any future Corridor activities beside the Rail Freight Corridors (RFCs)?

In any case, RNE has to avoid the duplication of any activity. This means that RNE Corridors will only be kept where no Rail Freight Corridor is in place. The most evident example is RNE Corridor 11, which connects Munich and Istanbul. It includes the hubs Villach, Ljubljana, Zagreb, Beograd and Sofia. We consider it necessary to maintain or even further develop this corridor, and bring it up to a standard that will allow its later transformation into a Rail Freight Corridor.

There might be some new activities too. The fourth railway package is going to create a new legal framework and RNE expects a much stronger emphasis on passenger rail traffic. Once passenger transport markets are liberalised, especially at the international level, competition is expected to grow. Apart from an attractive offer of pre-constructed path products for passenger trains, clear and non-discriminatory procedures will have to be applied to accommodate this additional demand.

Here an appropriate solution for this new market demand could be further activities in the field of international passenger traffic. In the coming years, one of our key challenges could be to develop a portfolio of products and services oriented towards passenger traffic. This will be a very interesting and demanding task because so far RNE corridors have focused on freight traffic.

RNE Corridor Brochures
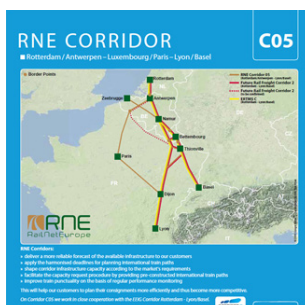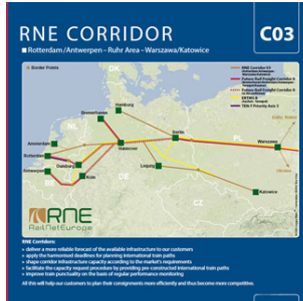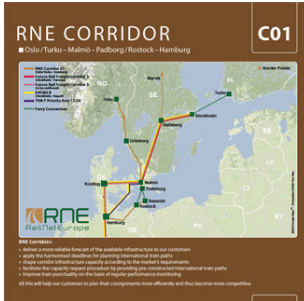
Detailed information about the RNE Corridor Network and an overview of the different European Corridor approaches and their related routes are provided in the RNE Corridor brochures.

All brochures can be downloaded as PDFs on www.rne.eu or requested as paper copy at the RNE Joint Office.

RNE Corridor Brochures

More information available at
rne.eu/corridors

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RNE CORRIDORS

RNE Corridor 01 ▬▬▬
(Stockholm/Oslo - Hamburg)
Future Rail Freight Corridor 3 ▪▪▪▪▪
(Stockholm - Palermo) ... to be confirmed
Ferry Connection ▪▪▪▪▪

Border Points ●

PER-ÅKE WÄRN
per-ake.warn@trafikverket.se

RNE Corridor 02 ▬▬▬
(Antwerpen/Rotterdam - Genova)
Future Rail Freight Corridor 1 ▪▪▪▪▪
(Zeebrugge - Antwerpen/Rotterdam - Genova)
... to be confirmed

Border Points ●

HANSRUEDI KAESER
hansruedi.kaeser@sbb.ch
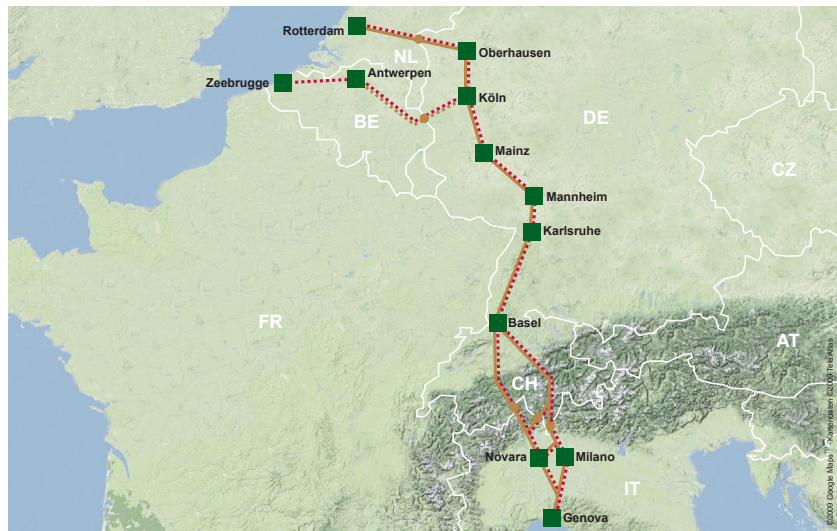
RNE Corridor 03 ▬▬▬
(Rotterdam/Antwerpen -
Warszawa/Katowice)
Future Rail Freight Corridor 8 ▪▪▪▪▪
(Bremerhaven/Rotterdam/Antwerpen -
Terespol/Kaunas)
...to be confirmed

Border Points ●

JOLANTA IMIENINSKA
j.imieninska@plk-sa.pl
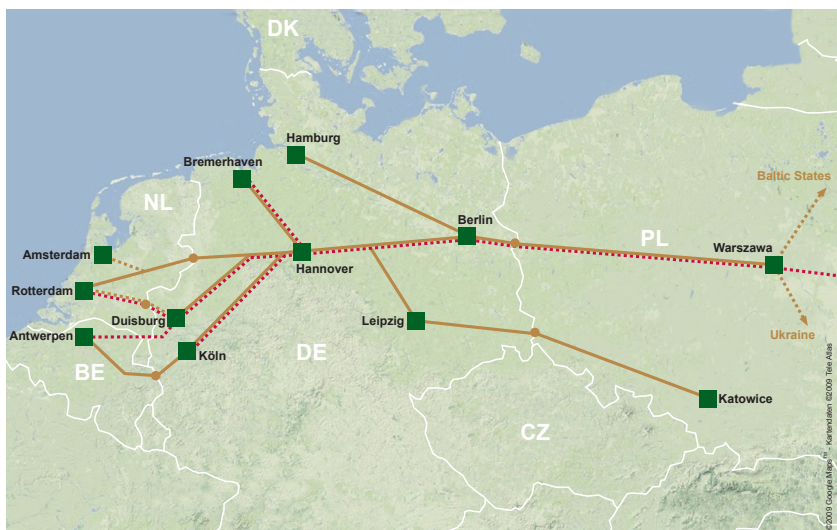
RNE CORRIDORS

CORRIDOR 4

CORRIDOR 5

CORRIDOR 6

RNE Corridor 04
(Hamburg/Bremerhaven - Verona)
Future Rail Freight Corridor 3
(Stockholm - Palermo)
... to be confirmed
● Border Points

GREGOR THALHAMMER
gregor.thalhammer@deutschebahn.com
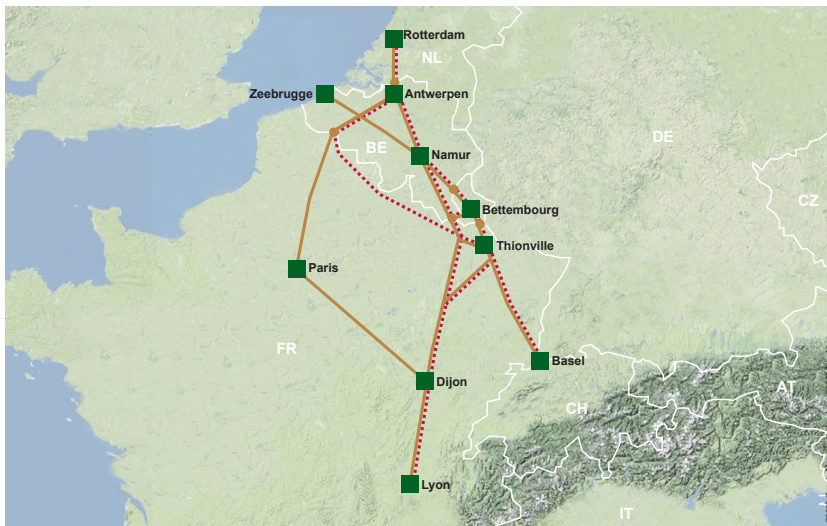
RNE Corridor 05
(Rotterdam/Antwerpen - Lyon/Basel)
Future Rail Freight Corridor 2
(Rotterdam - Lyon/Basel)
... to be confirmed
● Border Points

THOMAS VANBEVEREN
thomasgerd.vanbeveren@infrabel.be
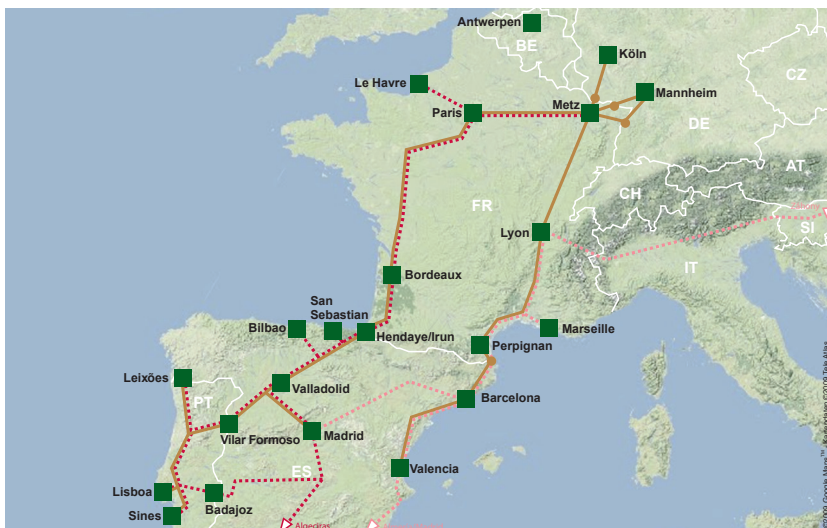
RNE Corridor 06
(Mannheim/Gremberg - Lisboa)
Future Rail Freight Corridor 4
(Sines/Leixões/Algeciras - Le Havre/Metz)
... to be confirmed
Future Rail Freight Corridor 6
(Almería/Madrid - Záhony)
... to be confirmed
● Border Points

PIERRE CHAUVIN
pierre.chauvin@rff.fr

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RNE CORRIDORS

RNE Corridor 07
(Gdynia - Trieste/Koper)

Future Rail Freight Corridor 5/9
(Gdynia - Bologna/Ravenna/Trieste)
(Praha - Čierna n. T.)
... to be confirmed

Border Points ●

DIANA GASANOVA
diana.gasanova@oebb.at

RNE Corridor 08
(Lyon/Dijon - Budapest)

Future Rail Freight Corridor 6
(Almería/Madrid - Záhony)
... to be confirmed

Border Points ●

ROBERTO CARUSO
r.caruso@rfi.it

RNE Corridor 09
(Wien - Constanta/Kulata/
Svilengrad/Varna/Burgas)

Future Rail Freight Corridor 7
(Praha - Constanta/Athina)
... to be confirmed

Border Points ●

MONICA PAVEL
monica.pavel@cfr.ro

CORRIDOR 10

RNE Corridor 10
(Hamburg - Budapest)

Future Rail Freight Corridor 7
(Praha - Constanţa/Áthina)
... to be confirmed

● Border Points

CORRIDOR 11

RNE Corridor 11
(München - Istanbul)

● Border Points

MILOŠ FUTERA
futera@szdc.cz

DEJAN ŠABEDER
dejan.sabeder@azp.si

2013

APPLICANTS' ACTIVITIES INFRASTRUCTURE MANAGEMENT

JUNE

JUN. 17 – JUN. 20 '13
RNE Technical Meeting
Final co-ordination of
cross-border timetable

JULY

JUL 1 '13
Draft Timetable
IMs provide draft
international timetable

JUL 2 – AUG. 2 '13
Comments Period
During this period
applicants may make observations

AUGUST

AUG. 19 '13
Final Answers
IMs provide final answers

SEPTEMBER

OCTOBER

OCT. 14 '13
Deadline
Late Path Requests

NOVEMBER

DEC. 10 '13
X-24 Info
IMs provide updated X-24
information with outlook for 2015

DECEMBER

DEC. 15 '13
Timetable Change
Start of new annual timetable

2014

JANUARY

JAN. 13 '14
Catalogue Paths
IMs publish Catalogue Paths

JAN. 20 '14
**Final Path Study
Requests Timetable 2015**
Applicants may submit path study
requests for timetable 2015

FEBRUARY

MARCH

MAR. 17 '14
Final Path Study Answers

SALES & TIMETABLING

APRIL

APR. 14 '14
Submit Requests
Final day for submitting
path request

MAY

JUNE

JUN. 23 – JUN. 26 '14
RNE Technical Meeting
Final co-ordination of
cross-border timetable

JULY

JUL. 7 '14
Draft Timetable
IMs provide draft
international timetable

JUL. 8 – AUG. 8 '14
Comments Period
During this period applicants
may make observations

AUGUST

AUG. 25 '14
Final Answers
IMs provide final answers

SEPTEMBER

OCTOBER

OCT. 13 '14
Deadline Late Path Requests
Final day for applicants to submit late
path requests for timetable 2015

NOVEMBER

DECEMBER

DEC. 14 '14
Timetable Change
Start of new annual timetable

DEC. 15 '14
X-24 Info
IMs provide updated X-24
information with outlook for 2016

TIMETABLING PROCESS

JO SALES &
TIMETABLING MANAGER
JÜRGEN PFEIFFER

Available railway infrastructure capacity in Europe is limited. Increasing rail capacity, either by expanding the network or improving signalling and traffic control systems, is expensive and much time is needed to plan and implement such improvements.

Hence the primary task of the sales and timetabling departments of Infrastructure Managers is generally to make the best use of available rail capacity. The IMs' shared aim is to cover the needs of their customers to the maximum possible extent.

JO SALES MANAGER
LARS STENEGARD

Even for a single consignment or train movement, many participants are usually involved: Railway Undertakings or other Applicants for rail capacity, Infras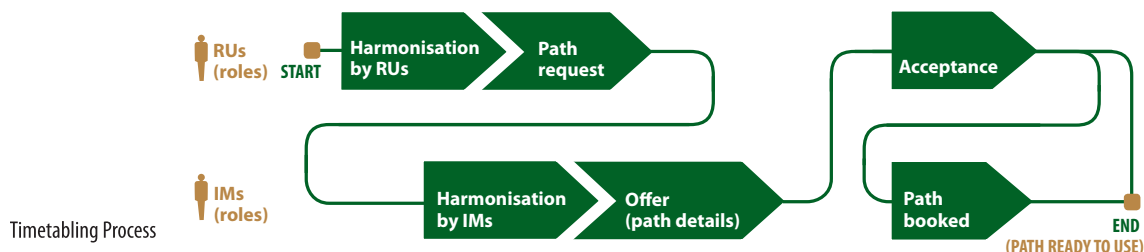tructure Managers or Allocation Bodies, Rail Freight Corridors – increasingly – and Freight Terminals, etc. This is especially true for international rail services, because the activities of IMs are traditionally limited to their own networks and cover only a specific country. The number of parties involved in the international timetabling process requires a great deal of cooperation and coordination among all participants.

Timetabling Process

RUs (roles) START → Harmonisation by RUs → Path request → Acceptance

IMs (roles) → Harmonisation by IMs → Offer (path details) → Path booked → END (PATH READY TO USE)

> **The number of parties involved in the international timetabling process requires a great deal of cooperation and coordination among all participants.**

The Timetabling Process

Participants in the international timetabling process are Railway Undertakings (RUs)/Applicants and Infrastructure Managers (IMs)/Allocation Bodies (ABs). The activities of RUs/Applicants on the one hand and IMs/ABs on the other hand have to be coordinated. If there is more than one RU/Applicant or more than one IM/AB, the activities on the RU/Applicant's side and on the IM/AB's side have to be coordinated as well. Therefore the timetabling process follows several steps; in each step either RUs/Applicants or IMs/ABs are playing the active leading role.

TIMETABLING PROCESS

The planning of each timetable period follows several phases. In the following description 'x' stands for the day of the timetable change and 'x-n' means n month(s) before the timetable change.

Path request phase for the next annual timetable

Between x-11 and x-8 RUs/Applicants may submit path requests for the next annual timetable period. After the x-8 deadline, IMs/ABs will answer these path requests.

Late path requests for the annual timetable

All requests received after the x-8 deadline are considered as late path requests. If possible, IMs/ABs will answer with a path offer, but only if capacity is still available and is not needed to cover requests submitted up to the deadline.

Path requests for the running timetable

All requests received after x-2 are regarded as ad-hoc requests. They may be used for single train runs or for new services starting during the running timetable period. These requests can only be answered by a path offer if remaining capacity is available. The allocation of remaining capacity will follow the rule 'first come – first served'.

Timetabling Phases

ROLE OF SALES & TIMETABLING

RNE's Sales & Timetabling team

The Sales & Timetabling (S&TT) team at RailNetEurope is responsible for all activities concerning the international timetabling process. The team consists of the RNE Sales & Timetabling Manager and the RNE Sales Manager. The major task of S&TT is to continuously improve and further develop the international timetabling process – this involves increasing its quality and efficiency as well as harmonising rules and timelines valid for all RNE Members.

> **The major task of S&TT is to continuously improve and further develop the international timetabling process...**

The Sales & Timetabling Working Group (S&TT WG) is composed of representatives of RNE Members. Guided by the RNE Sales & Timetabling team, the Working Group covers all topics related to sales and timetabling. If necessary, smaller groups of WG members, augmented by specialists from RNE member organisations, may cover additional topics for a limited period.

S&TT WG plays a key part in RNE's activities

- Development and implementation of common procedures for the international timetabling process
- Improvement of the processes as needed, carefully taking into account the needs of RUs/Applicants and RNE Members (IMs/ABs)
- Setting up of the annual international timetabling calendar for each timetable period
- Planning activities for the annual timetable period and for the running timetable period
- Supporting the future development of RNE's IT systems Path Coordination System (PCS) and Charging Information System (CIS) regarding requirements of the international timetabling process.

In 2012 WG S&TT performed all activities within each timetabling period

- Conduct two regular meetings of S&TT WG in March 2012 and September 2012
- Prepare and conduct the annual RNE Technical Meeting in June 2012
- Set up the RNE Timetabling Calendar for the timetable period 2014
- Conduct the annual PCS Day in November 2012
- Support the planning process for the timetable period 2013
- Provide support to RNE meetings with Regulatory Bodies, Corridor Organisations and other stakeholders.

A special task in 2012 was to prepare the implementation of the Rail Freight Corridors (RFCs) according to the 'European Regulation 913/2010 concerning a European network for competitive freight' (Rail Freight Regulation).

How did Sales & Timetabling support the implementation of the RFC requirements?

In 2011 RNE created several Work Packages dealing with several aspects of the Rail Freight Regulation. These Work Packages continued their activities in 2012. The major results include the creation of RNE Guidelines for Pre-arranged Paths (the 'PaPs'), that were approved by the RNE General Assembly in December 2012. We also created the RNE Guidelines for Corridor One-Stop Shops – these were also approved in December 2012. Lately we have been working on draft RNE Guidelines for the Coordination/Publication of Possessions – these will be submitted to the approval of our Members in 2013. Last but not least, we have also defined the requirements regarding the new PaP and Corridor OSS functions in the Path Coordination System; the implementation of these new functions started in December 2012, in close co-operation with the RNE CTO and the service provider.

Did RNE Sales & Timetabling write the Guidelines for Pre-arranged Paths on its own?

Not at all. In 2012 an early draft was discussed in several other RNE working groups, such as the Legal Matters group, and with other groups, for example Corridor Organisations and Regulatory Bodies. This resulted in valuable new input. This additional input was taken into consideration when we then finalised the guidelines.

Why were Guidelines for Pre-arranged Paths needed?

The PaPs are a new path product introduced by the Rail Freight Regulation and in the PaP guidelines we describe the basic rules for creating and publishing PaPs. Within each Rail Freight Corridor, the Corridor OSS is the business unit responsible for receiving path requests concerning the corridor and providing path offers; in short the Corridor OSS is in charge of managing the PaPs on the RFC. This process is described in another RNE document, the Guidelines for the Corridor One-Stop Shops.

So how did you develop the Guidelines for the Corridor One-Stop Shops?

Well here the same is true as for the Pre-arranged Paths guidelines. Input from several groups was taken into consideration when we finalised the guidelines. Because both the Pre-arranged Paths guidelines and the Corridor One-Stop Shops guidelines are closely connected with each other, the RNE Sales Manager and the RNE Sales & Timetabling Manager have to ensure that both guidelines are in line with each other at all times.

> " The PaPs are a new path product introduced by the Rail Freight Regulation and in the PaP guidelines we describe the basic rules for creating and publishing PaPs. "

PATH COORDINATION SYSTEM (PCS)

In what way does the Sales & Timetabling Work Package interact with PCS, the IT system for Path Coordination?

Well, additional functions have to be implemented in PCS. This will enable PCS to manage new products such as Pre-arranged Paths. It will also allow new participants in the international timetabling process, for instance the Corridor OSS, to fulfil their tasks. Thanks to these new functions PCS will be able to fulfil its role as the favoured tool of the international timetabling process in future, which entails the coordination and communication of international path requests and path offers.

Going into some more detail, our 'PCS' Work Package specified the process steps and defined the PCS functions that will be needed under the requirements of the Rail Freight Regulation and their translation in the relevant RNE guidelines (in this case, Pre-arranged Paths and Corridor OSS). In December 2012, the PCS service provider started the implementation of the new functions. Thus it was possible to start testing these functions in 2013 and, of course, training PCS users to make use of them.

> **PCS enables RUs to harmonise their path requests for international trains and supports the planning process and coordination platforms of FTE.**
>
> **Peter Jäggy**
> Secretary General,
> Forum Train Europe

More information available at
pcs.rne.eu

PCS SERVICE DESK

E-mail (24/7 support) support.pcs@rne.eu
Phone +43 1 907 6 2 72 25
Opening hours on working days:
Monday – Thursday: 09:00 – 16:00
Friday: 09:00 – 15:00
Web http://pcs.rne.eu

How can you become a PCS User?

It is very easy. You just need to get in touch with the PCS Service Desk at **support.pcs@rne.eu**. The PCS Service Desk will then send you the PCS User Agreement, which has to be signed by your company.

Access to PCS is free of charge if your company is an Applicant operating on the network of one or more Members of RNE, for example a Railway Undertaking carrying freight or passenger traffic.

You will find more information about the Path Coordination System (PCS) under pcs.rne.eu or in the PCS paper brochure, which can be ordered from the RNE Joint Office.
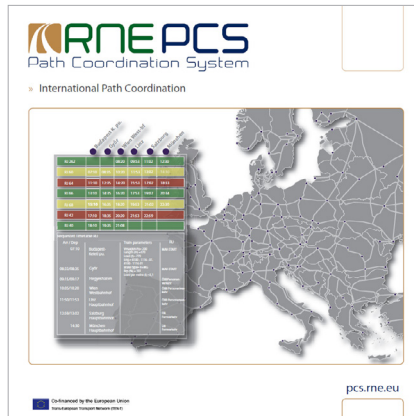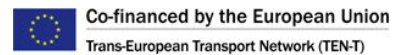

Co-financed by the European Union
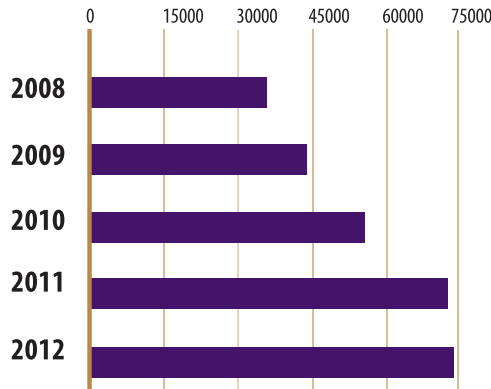Trans-European Transport Network (TEN-T)

PCS Website

PCS Brochure

In this context, what is the future of another RNE IT system, CIS?

In 2012, usage of the Charging Information System remained at a significantly high level. The number of routings made during the year shows that the system does fulfil a need in the international rail transport business.

CIS routings

In the coming years the focus will lay on further improvements to CIS functionalities. In addition the system will be one of the IT systems in the RNE tool kit proposed to the Rail Freight Corridors.

We have detected a future need to increase the interconnection between our IT systems, in this case PCS and CIS, on order to enhance RNE´s role as service provider of choice. Not only has CIS the ability to provide an estimate of infrastructure charges, it can also deliver distance calculations to PCS. How is this going to be done? It will be one of the areas to explore as a result of the Work Package.

At the same time CIS also needs to follow developments in the international transport area. We can see that the system would have more added value if it could provide calculations more freely, whether the consignment follows a corridor or not.

In any case, CIS will remain a pillar of the RNE IT systems at the service of the international rail transport business. We will continue to provide it to the market for various types of calculations.

More information available at
cis.rne.eu

CIS SERVICE DESK

E-mail (24/7 support) support.cis@rne.eu
Phone +43 1 907 6 2 72 25
Opening hours on working days:
Monday – Thursday: 09:00 – 16:00
Friday: 09:00 – 15:00
Web http://cis.rne.eu

How can you become a CIS User?

Access to CIS is free of charge. To become a CIS User, all you need to do is to register at the CIS Service Desk and provide the following information:

- Name, company and department
- Contact details (phone, e-mail, postal address).
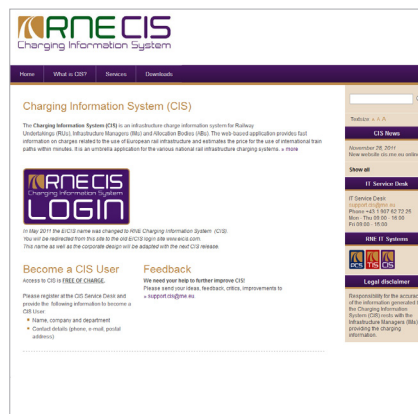
CIS Website
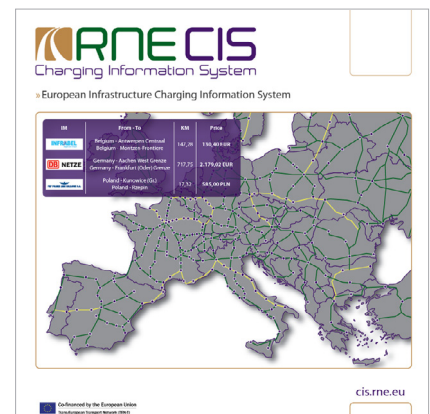
CIS Brochure

OUTLOOK

What activities are now planned in the Sales & Timetabling area?

In 2013 Sales & Timetabling will continue its regular activities concerning the support of the running timetable 2013, the upcoming timetable 2014 and the first steps concerning the timetable 2015.

There will be one special task: the implementation of the new PCS functions. The technical implementation already started in 2012, but in 2013 these functions will undergo intensive testing by all users, such as IMs/ABs, Corridor OSSs and RUs. This will be done with RNE support.

RNE will also facilitate the training of new users by updating the relevant documents, for instance the 'PCS Reference Manual', and the PCS e-learning platform; and we will provide further training to already certified users. The response from PCS users may well lead to improvements to the new PCS functions, especially concerning their usability.

In addition Sales & Timetabling will deal with some other upcoming topics. Among them is the future implementation of pre-constructed products for passenger trains in PCS. We may also engage in a possible revision of the international timetabling process in order to more closely fulfil the needs of RUs/Applicants, or simply make some general improvements to it.

More information available at
rne.eu/timetabling
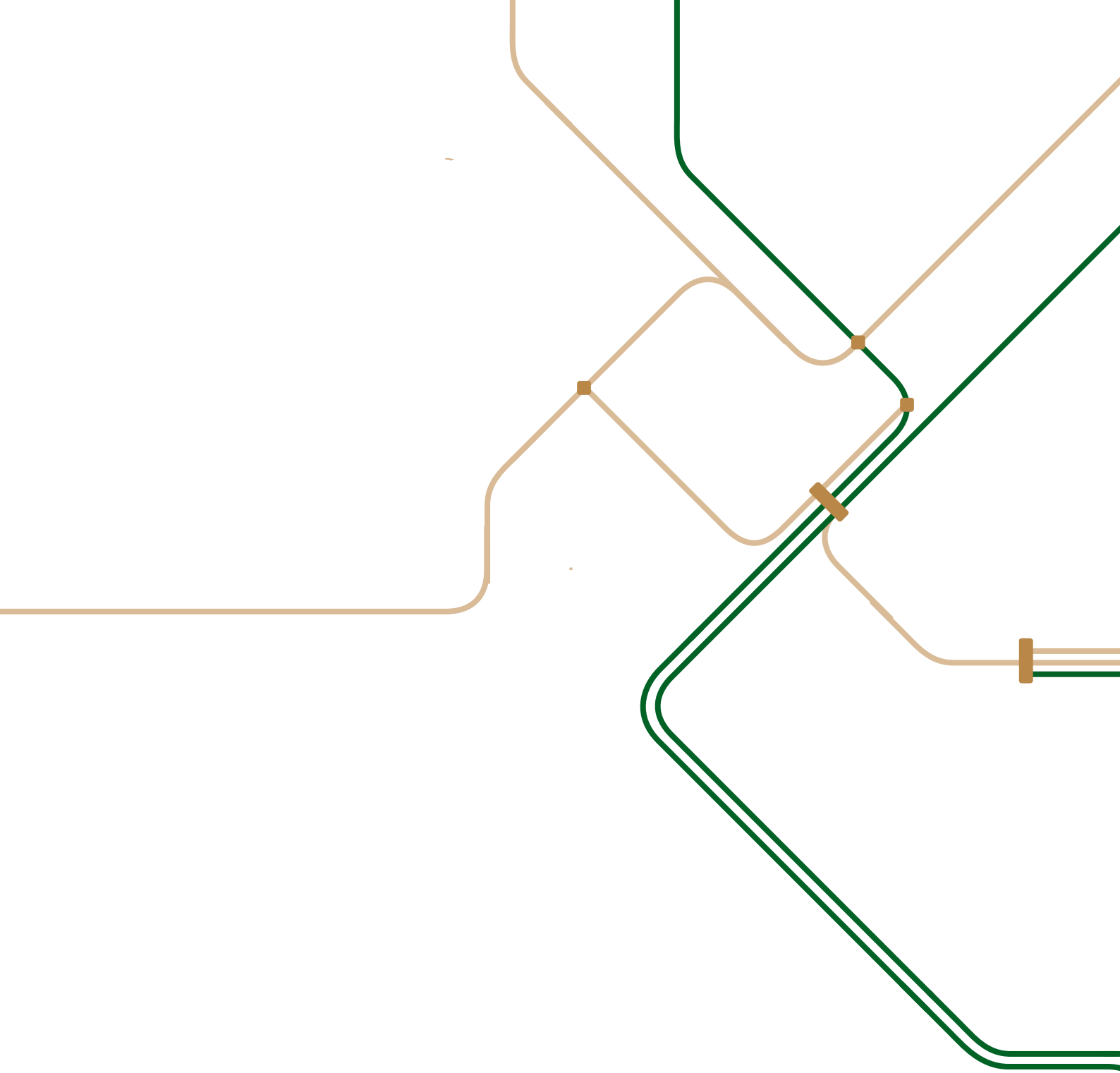
OPERATIONS & AFTER SALES

OPERATIONS & AFTER SALES ACTIVITIES

JO OPERATIONS &
AFTER SALES MANANGER
SIMONA DI LORETO

The Operations & After Sales (O&AS) activity within RNE is mainly dedicated to projects and tasks aiming to improve cooperation among IMs and between IMs and RUs, particularly in the field of operational and after-sales analyses and quality improvement. These projects and tasks seek to identify suitable processes and tools to reach the above-described goals and are carried out by the Operations & After Sales Working Group (O&AS WG) or by the chairperson from the Joint Office.

How has Operations & After Sales been involved in the implementation of the Rail Freight Corridor requirements?
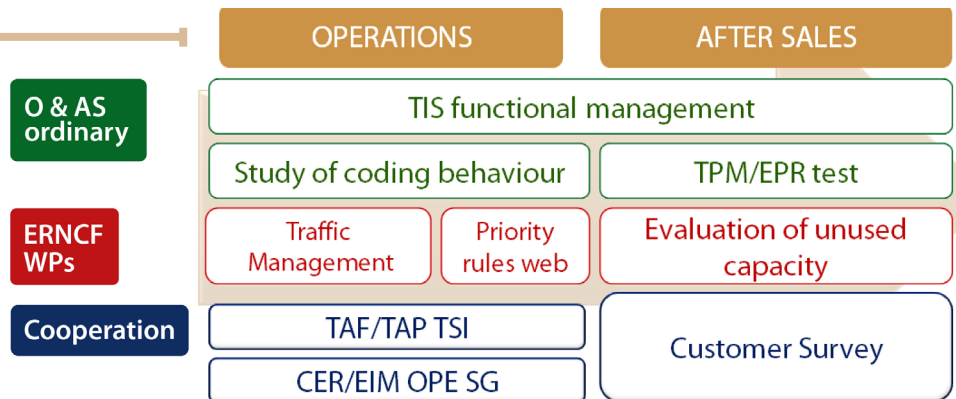
The Operations & After Sales Working Group was asked to carry out three of the Work Packages set up by RNE to assist the Rail Freight Corridors with the implementation of the Rail Freight Regulation. All three Work Packages were launched in 2011.

In 2012 the Working Group mainly devoted its time to the finalisation of the Work Packages. Then we took care of their follow-up activities: in the first place these consisted of an evaluation of the responses to the Work Packages' deliverables. We also looked into the possibility of setting up new Work Packages; these would cover open issues that were not dealt with within the 2011/2012 packages and/or refine their results.

	OPERATIONS		AFTER SALES
O & AS ordinary	TIS functional management		
	Study of coding behaviour		TPM/EPR test
ERNCF WPs	Traffic Management	Priority rules web	Evaluation of unused capacity
Cooperation	TAF/TAP TSI		Customer Survey
	CER/EIM OPE SG		

Operations & After Sales (O&AS) Activities

Final outcomes of the Work Packages in 2012

- **Guidelines for Freight Corridor Punctuality Monitoring**
  Approved by the RNE General Assembly (GA) on 9 May 2012 with the name of 'Guidelines for Freight Corridor punctuality targets'. The name was changed by the RNE GA on 5 December 2012 because the new one fits the contents of the document better; currently, the appropriate working groups of some RFCs are taking the Guidelines into account while setting up their own Train Performance Management (TPM) systems.

- **Guidelines for Freight Corridor Traffic Management**
  Approved by the RNE GA on 5 December 2012. The same GA also discussed the possibility to improve the document, which seems to be rather general, and the overall feedback was in favour of this. Moreover RFCs representatives wished for the Guidelines to be improved so that the RFCs themselves can use them.

- **Overview of priority rules in operation**
  Approved by the RNE GA on 9 May 2012. The document illustrates in a structured way the priority rules in train operation applied by RNE Members.

Other organisations are also active in your field. How do you avoid work duplication?

Indeed this is a danger, but regular cooperation with other bodies representing the railway industry is taking place. It is ensured by the participation of the Operations & After Sales chairperson in the relevant international working groups. Such cooperation has much added value: the exchange of information avoids work duplication and the relevant know-how is also shared. In fact, other bodies that focus more on technical or regulatory aspects can assist us by giving useful tips; in turn, they can benefit from the more market-oriented point of view provided by RailNetEurope.

In this regard, I would like to mention our cooperation with the CER and EIM, and the support given by RNE to the TAF/TAP TSI projects: the working group chairperson participates in the activities of the CER/EIM Operation Support Group and of the TSI Telematics Experts Group TG2.

> "...regular cooperation with other bodies representing the railway industry ... has much added value: the exchange of information avoids work duplication and the relevant know-how is also shared."

EUROPEAN PERFORMANCE REGIME (EPR)

What is the state of play in the European Performance Regime project?

The European Performance Project, or EPR, finally came to a conclusion in 2012. The deliverables of the project were finalised by December 2012. The editing work was completed in February 2013 and the outcome was approved by the stakeholders by the end of March 2013. We have agreed on a performance regime that consists of four steps.

Range of achievements

The main outcome is the 'EPR Handbook 2013', whose main body describes the entire four-step process of the Performance Regime – from data collection to billing/invoicing and legal aspects. It is meant to help potential users of the system to quickly understand what they should put in place to implement it and what they should expect both in terms of needed resources and possible results. It is complemented by eight annexes and a glossary, which provide more details on the various aspects.

In addition the following reference documents are provided:
- Templates/documents to be used during the implementation phase (such as IT systems guidelines, contract specimen, checklists...)
- Report on the results of the Pilot Application.

Could you please explain the four-step process of the EPR a little further?

Well, the first two steps of the European Performance Regime involve data collection, data quality verification and delay code validation. Only trains whose data are correct and where delay causes have been agreed are introduced in the following phases.

"

...both the IMs and RUs that participated in the EPR pilot project are already carrying out activities to continue data quality improvement and data validation.

"

Then, during the third step, calculations are made. On the one side, these quantify the penalties that the partners should either pay or receive, according to the rules established by the so-called 'commercial model'. On the other side, they provide the reporting on important aspects that are needed to analyse the performance of the trains (such as delay causes, punctuality, recovered time ...) and to improve data quality (such as excluded trains, undocumented minutes ...).

The last step consists of the administrative management of penalties (billing, invoicing...). The commercial model is based on the principle that partners causing delays (according to the attributed delay codes) should pay a fixed price *per* minute to partners suffering from these delays.

DATA COLLECTION	DELAY CODE VALIDATION	CALCULATION/ REPORTING	BILLING/ INVOICING

Activities
- Check data quality

  Exclude train runs with insufficient data quality (mainly automatically)

Added-value
- Lack of data quality is detected (earlier)
- Reporting/ improvement is based on reliable information

Activities
- Attribute and display delay codes to responsible partners and validate them

Added-value
- A platform to match coding behaviour is introduced
- Discussions about correct coding will be recuced

Activities
- EPR key figures are calculated and provided via calculation tool and reporting platform

Added-value
- Performance is measured for whole train run instead of network-wise
- Contrictions of involved partners to common performance become visible

Activities
- Send our bills to partners when payments exceed receivables and distribute money to entitled partners when receivables exceed the payments

Added-value
- Alternatively, a pool to finance improvement action can be introduced

EPR four step process

How did the stakeholders react to the results?

Currently, feedback from the stakeholders is the same overall. Step 4 of the process, the commercial part (that is the application of financial penalties) is not the priority and it is not likely to be applied in the short to medium term. On the contrary, the rules, processes and tools that have been put in place for the rest of the system are considered very valuable.

On the one hand, RNE has already made available the IT systems developed for these purposes to its Members and customers. On the other hand, both the IMs and RUs that participated in the EPR project are already carrying out activities to continue data quality improvement and data validation, especially within the framework of the Corridors´ -Train Performance Management, and this since December 2012.

RNE wishes to thank the UIC for the support it provided throughout the duration of this project.

OUTLOOK

What future activities are planned in your working area?

Within the Operations & After Sales Working Group, we have had a long discussion both regarding the working method and the topics to be dealt within 2013.

The lessons learnt in 2011-2012 within the framework of the Rail Freight Corridor Work Packages were useful to tackle both aspects. As far as the working method is concerned, it was decided that the tasks for 2013 should be conceived as small work packages. Each of them will be pre-defined in terms of expected results, resources needed and timeframe. The work shall be carried out by small groups composed of volunteer Operations & After Sales members or other IM representatives nominated by the members, according to the topic. These small groups are meant to be very effective and will prepare the deliverables to be submitted to the approval of the plenary Operations & After Sales Working Group.

I would like to highlight that a closer involvement of the Operations & After Sales members as 'Train Information System users' is advisable and this is a major commitment for the RNE leadership of the Working Group.

One additional goal for the person in charge of the Operations & After Sales Working Group is to build up a network for the exchange of information and best practices. We plan to do this directly with the working groups within the Rail Freight Corridor organisations that deal with operations and/or after-sales matters. Some of these groups have already been set up or will be soon.

Finally, of course, contact with the EIM, CER and TAF/TAP TSI groups will be continued.

As far as the topics are concerned, future work will be carried out in three fields: follow-up to the Rail Freight Corridor Work Package, follow-up to EPR and follow-up to After Sales.

Follow-up to the RFCs WP

During the discussions, while drawing up the related deliverables, some issues were raised that were out of scope of the WPs (strictly considering their announced goals) but that were considered somehow interesting. In other cases, some critical aspects could not be dealt with in depth. In order to complete the work done last year it was thus decided to set up WPs (please also see page 25) dealing with such open points or critical aspects, namely:

- Traffic Management Guidelines update WP: in order to make the document more usable by the RFCs and deal more directly with the legal requirements of the Freight Regulation
- Study of delay coding behaviour WP: the goal is to provide a comprehensive description of the national delay coding systems
- Creation of a Priority Rules webpage
- Support of the RFCs with the implementation of the RNE Guidelines issued by the RFCs WP related to operations and after-sales.

Follow-up to EPR

Within the framework of the Train Performance Management group of RNE Corridors 2 and 5 (future RFCs 1 and 2), a project was set up to test the use of some EPR features in Train Performance Management (TPM) activities. According to the availability and willingness of the parties (IMs and RUs) RNE will provide support for any tasks with the same goal, i.e. applying part of/ the whole EPR process. It is important that EPR project partners should try to exploit as much as possible the considerable achievements of the EPR (especially the developed IT systems); moreover, they should not underestimate the need to apply a European Performance Regime in view of the requirements of the recently approved Recast of the First Railway Package (EU Directive 34/2012).

Follow-up to After Sales

Within the 'After Sales' element the following tasks are planned:
- Input into the survey on customer satisfaction, as soon as the RFCs decide to prepare it
- Unused capacity survey WP – this WP aims to devise a method to make a quantitative analysis of unused capacity and a comprehensive description of how this issue is dealt with in national systems.

More information available at
rne.eu/operations

TRAIN INFORMATION SYSTEM (TIS)
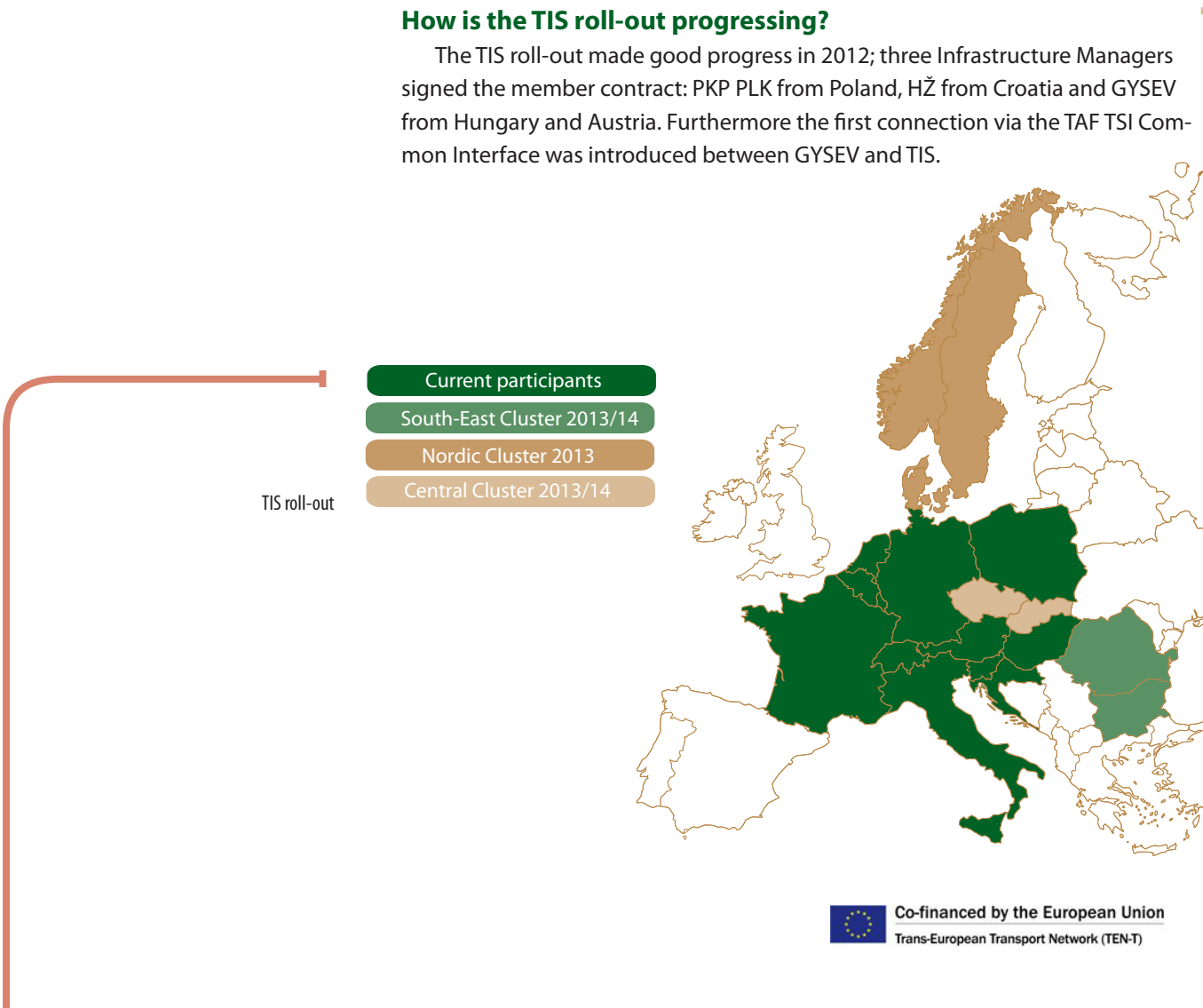
RNE TIS
Train Information System

JO TIS MANAGER
JOSEF STAHL

The RNE Train Information System (TIS) is a web-based application that supports international train management by delivering real-time train data concerning international passenger and freight trains. The relevant data is processed directly from the Infrastructure Managers' systems. In 2012, Version 4 of the Train Information System (TIS V4) was released.

The new version was developed with state-of-the-art technology and provides many additional features for Infrastructure Managers (IMs) and Railway Undertakings (RUs). Along with this version the RU and IM interface was optimised in order to filter dates more precisely. Thanks to this new function TIS is now able to provide raw data on incoming or outgoing trains to IMs and RUs with which they can feed their legacy systems. Less maintenance and user training will be the advantages of this functionality, because the information provided by the interface can be directly processed and displayed within the company's domestic environment. Two freight companies (SBB Cargo International and DB Schenker Rail) have already introduced this service and their feedback is very positive: it is streamlining their internal processes both from a functional and technical point of view.

How is the TIS roll-out progressing?

The TIS roll-out made good progress in 2012; three Infrastructure Managers signed the member contract: PKP PLK from Poland, HŽ from Croatia and GYSEV from Hungary and Austria. Furthermore the first connection via the TAF TSI Common Interface was introduced between GYSEV and TIS.

Current participants
South-East Cluster 2013/14
Nordic Cluster 2013
Central Cluster 2013/14

TIS roll-out

Co-financed by the European Union
Trans-European Transport Network (TEN-T)

This interface is licensed and provided by the UIC Common Components Group. It makes data exchange based on TAF TSI messages possible for the first time. These messages feature the new functional and technical standards for exchanging harmonised information between Infrastructure Managers, Railway Undertakings and other stakeholders – thus they strongly promote the interoperability of the trans-European conventional rail system. The three Infrastructure Managers who will join the TAF TSI Common Interface in the near future, that is PKP PLK, Trafikverket, and Banedanmark, will make use of this newly-introduced interface to connect with the Train Information System.

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

TIS can provide various types of train running information to the RFC such as real time information. Corridor views and customised reports will even be possible in future, for instance train run information via the TIS user interface and customised performance reports. These reports are performed by the Oracle-based Business Intelligence tool and can be customised.

"

Thanks to the data of TIS we have always an overview of the transport times of our trains and can therefore inform our customers promptly and automated.

"

Rouven Klatt
IT Business Engineer,
SBB Cargo International AG

Have any new TIS functions been developed?

Much effort went into developing new TIS functions in 2012, especially 'TIS for Terminal Operators' and the 'Common Interface'.

The **TIS for Terminal Operators** function was developed to provide more precise support to Terminals steering logistical chains. Thanks to this new feature the Terminal Operator will be informed about trains heading towards modal interchange stations in real time.

The technical preconditions for interacting with the **Common Interface** were developed as well. This software component enables messaging and local systems to transfer required data between rail freight industry stakeholders. This improves transit time reliability and shipment information. Now RailNetEurope is one of the front runners, already using TAF TSI messages for information exchange between TIS, Infrastructure Managers and Railway Undertakings.

	2010	2011	2012
Total Trains in TIS	1,170,004	1,506,645	1,611,769

Number of trains monitored by TIS in 2012

What is planned concerning TIS in the near future?

Railway customers have made various requests concerning TIS, so the system will be developed further and may provide some national trains for some Railway Undertakings in the future. This additional data can be used to feed their operational dispatching systems and no additional TIS application will be needed. An additional advantage will be that the entire train run information can be provided by a single TIS interface: TIS will collect the data from the IMs and transmit it via one channel to the customer's legacy system.

At the request of the Rail Freight Corridors TIS will be expanded with some new corridor viewing functions. For example, it will be possible to see trains on certain corridors; additionally, multifunctional filter functions will display only the data or trains that the user is looking for or is interested in.

Last but not least, the TIS maintenance contract will expire in June 2013 so a tendering procedure for a new maintenance contract was launched in 2012. The bidding process has resulted in a contract with a new software and maintenance supplier.

More information available at
tis.rne.eu

How can you become a TIS User?

RNE offers free user accounts to interested Railway Undertakings. Of course the use of TIS is limited to RUs and IMs with *international* traffic. The Rail Freight Regulation 913/2010 anticipates user accounts for terminals; the exact terms and conditions for this are currently under study.

To become a TIS User, please simply provide the TIS Service Desk at **support.tis@rne.eu** with the following information:

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

More information about the Train Information System (TIS) can be found under tis.rne.eu or in the TIS paper brochure, which can be ordered from the RNE Joint Office.

TIS SERVICE DESK

E-mail (24/7 support) support.tis@rne.eu
Phone +43 1 907 6 2 72 25
Opening hours on working days:
Monday – Thursday: 09:00 – 16:00
Friday: 09:00 – 15:00
Web http://tis.rne.eu
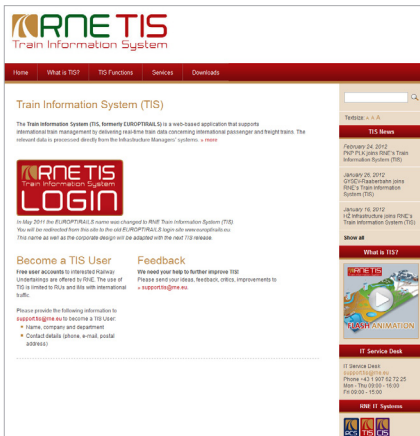
TIS Website
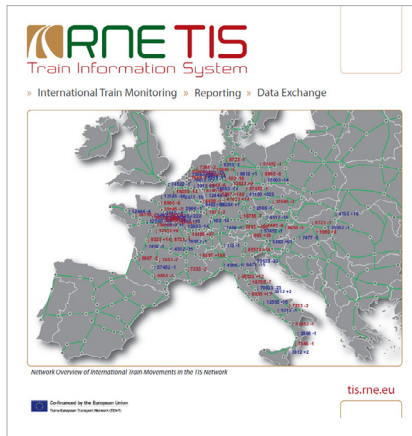
TIS Brochure
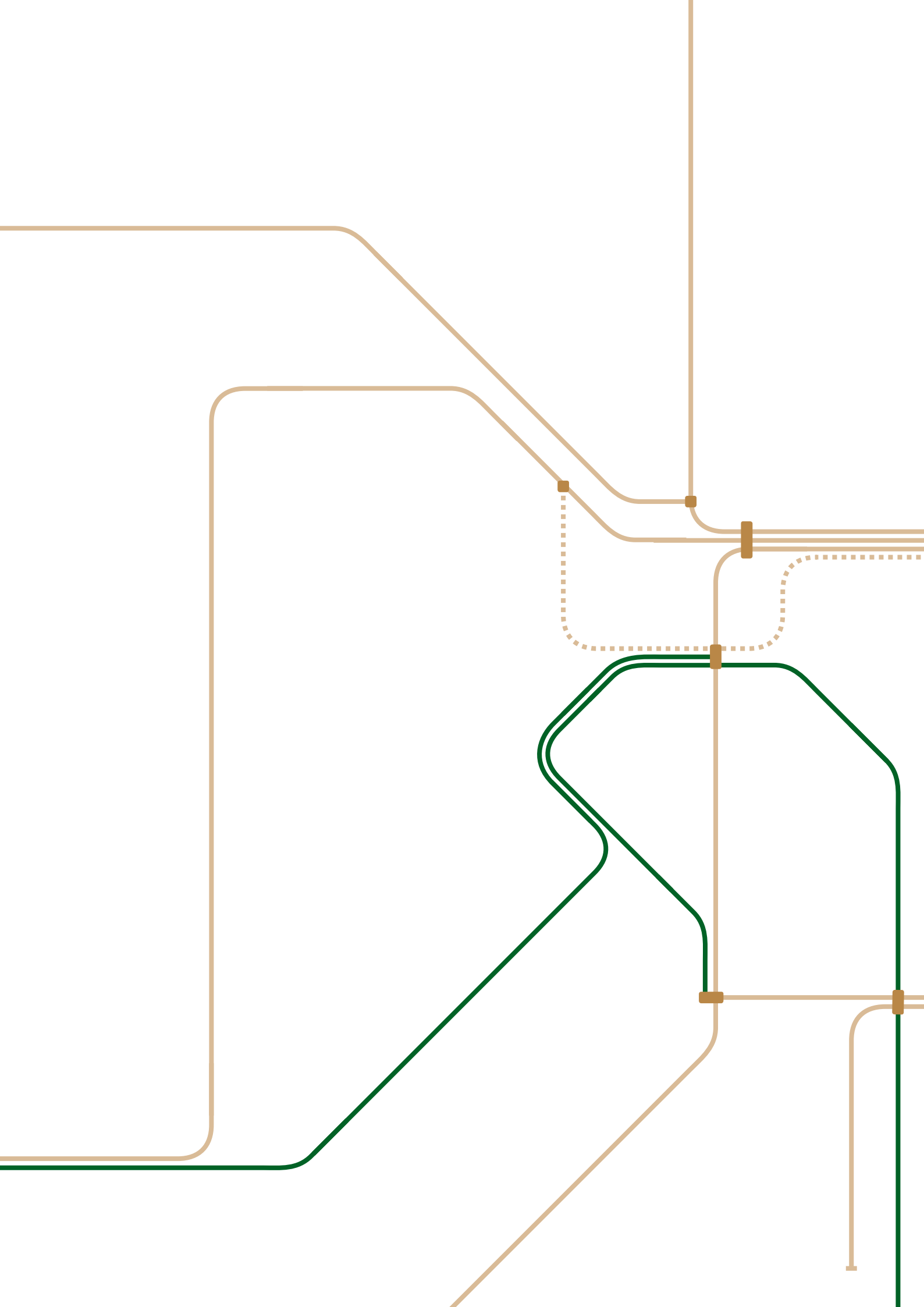
NETWORK STATEMENT & LEGAL MATTERS & REGULATORY BODIES ISSUES

NETWORK STATEMENT

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

The original remit of the Network Statement Working Group (NS WG) is to promote the publication of customer-oriented Network Statements (information about rail networks), the publication of which is an obligation under Directive 2001/14 – now replaced by Directive 2012/34. To this end, it has defined a common presentation format – the Network Statements' Common Structure – in which an Implementation Guide is integrated, specifying the contents expected under each heading.

The members of the NS WG – the persons inside the IMs/ABs in charge of producing their national NS – commit themselves not just to keep the RNE specification properly updated, but also to comply with it during the annual document production. This has allowed a very high level of harmonisation of the network statements produced in Europe, which is commonly considered a major achievement. Today most information regarding European network statements is easily found and comparisons between the national processes of IMs/ABs are easier.

Has the Network Statement structure been modified recently?

The Network Statement Working Group started its activities in 2001, right after the publication of the First Railway Package. By 2003, when the first Network Statements were published, the Common Structure for Network Statements was already organised in six main chapters. During the following years, this structure was further detailed, in some cases we have three or four levels of sub-chapters. We also introduced an Implementation Guide in order to clarify the content that is expected under each sub-heading.

" **Changes may be needed due to new EU legislative requisites, or to new experiences made by group members, or to market trends.** "

The Working Group holds a formal meeting each year in March, where it evaluates the need for adjustments to the Common Structure & Implementation Guide. Changes may be needed due to new EU legislative requisites, or to new experiences made by group members, or to market trends. In any case, the Working Group seeks to keep the Common Structure as stable as possible, whilst making small, relevant adjustments whenever required. The implementation guide describes the expected content, so here updating is more dynamic, keeping our guidance in line with the changing reality.

In 2012, the most noticeable changes stemmed from Rail Freight Regulation 913/2010. It has some very relevant impacts – mainly in the capacity allocation chapter.

Have any other activities been launched to further harmonise Network Statements?

In 2012, the fourth edition of the Glossary of terms related to railway network statements was published. The Glossary harmonises the terminology used in the English-language versions of network statements. This facilitates communication between Infrastructure Managers and Allocation Bodies, as well as between Infrastructure Managers, Allocation Bodies and their international customers. It also increases the comparability of the network statements' contents and it simplifies the use of these documents within the One-Stop-Shop network.

Description of Glossary contents

The Glossary provides practical guidance for drafting or translating documents related to network statements. The definitions in the Glossary are written in a clear language using as little technical or legal jargon as possible. Wherever definitions by official bodies are available, these have been used (coming from European Union legislation, United Nations Economic Commission for Europe, UIC, ERA, OTIF, etc).

This new version, reviewed by the members of the Network Statement Working Group as well as by the Legal Matters Working Group, includes several new definitions, bringing up the total number to 555.
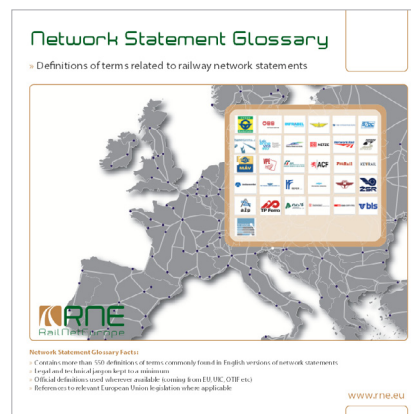
Both the Glossary and the brochure are available on the RNE website www.rne.eu or from the RNE Joint Office.

Network Statement Glossary Brochure

What shape did RNE's involvement in the Corridor Information Document (CID) take?

The Corridor Information Document is required by the Rail Freight Regulation. It shares many common aspects with the Network Statement, especially since it serves the same key purpose: defining the conditions for the use of the rail network; in the Network Statement this is for the whole national infrastructure and in the CID for the international infrastructure sections that constitute the corridor. The content of both documents is consequently very closely related, meaning that the CID cannot contradict any of the Network Statements that are linked to it. This is even more so as some critical processes, namely capacity allocation, are conceived in an integrated manner; the workflow contains parts that fall under the IM or AB's responsibility and parts falling under the Rail Freight Corridor's responsibility.

For these reasons, the Network Statement Working Group faced a new challenge: to produce a specification for the CID that allows the harmonised production of these documents in all Rail Freight Corridors. Working Group members are either directly or indirectly involved in Rail Freight Corridor activities and have the required experience in this field, so this enabled us to deliver a first specification as early as 2011. It contained not just a common structure and implementation guide for the CID, but also diverse strategic recommendations for its production, for example publication calendar and updating process, adopted language, preparation methods. In 2012, some minor changes were made to the specification.

What is coming next as far as the CIDs are concerned?

The corridor organisations are the key clients for this RNE product. They have already demonstrated their recognition and willingness to directly implement the CID specification. They are presently producing their first CID documents accordingly, whilst keeping in close contact with RNE regarding the interpretation of the diverse definitions.

The first documents will be available in November 2013 and the Network Statement Working Group intends to perform an evaluation of the CID production every year. We will compare it against the RNE CID specification in order to carry out any required adjustments, in the same way as the Network Statement specification is reviewed annually.

Another area of analysis will be the relationship between Network Statements and CIDs. The Working Group will look into how well these two types of documents are being articulated, then make recommendations and identify measures to be taken. Normally this should entail some adjustments to the CID and/or the NS RNE specifications.

CID 2014
Nov/2013

CID 2016
Jan/2015

CID 2015
Jan/2014
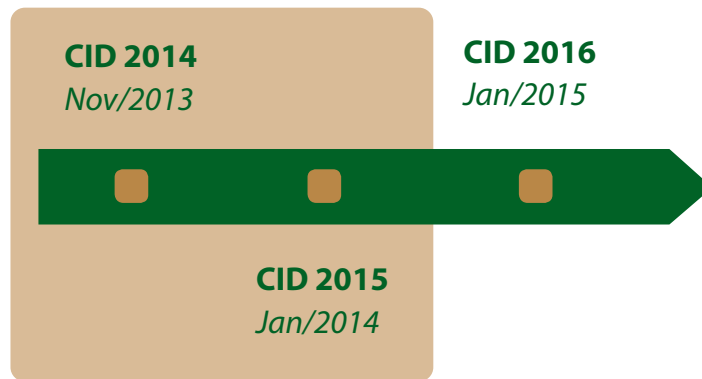
Corridor Information Document - Timeline

More information available at
rne.eu/ns

" The corridor organisations ... have already demonstrated their recognition and willingness to directly implement the CID specification. "

LEGAL MATTERS

CHAIRPERSON OF
THE LEGAL MATTERS
WORKING GROUP

YVONNE DESSOY
DB Netz AG

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

The LM WG has been in the lead for important harmonisation projects, such as the European General Terms and Conditions (EGTC) or European Performance Regime (EPR) via the EPR Legal Working Group, which was chaired by the LM WG chairperson.

Furthermore, the LM WG has created contract templates such as the Standard Contract of Use or the standard Framework Agreement.

The group is also generally in charge of the expert monitoring of European legislation, e. g. EU Directive 2012/34 ('Recast') and the Freight Regulation 913/2010 – the latter especially with regard to RNE´s function as service provider of choice.

In which way was the Legal Matters Working Group involved with RNE IT contracts?

Following a decision of the RNE General Assembly in December 2011, the Legal Matters Working Group set up a project dealing with the drafting and revision of IT contracts between RNE and its business partners. The project work was carried out by two subgroups; one focused on the Train Information System (TIS), the other on the Path Coordination System (PCS).

> **...the revised IT contracts offer a good balance between the interests of individual IMs and RNE´s interests as an Association.**

So in 2012 the Working Group mostly dealt with the revision of RNE´s IT contracts. We analysed user and member contracts, and revised them during four meetings; special attention was given to the issues of liability and data protection. We also examined the content of contracts with our software support partners. Throughout all this work, the RNE Joint Office experts provided strong support.

The result of this in-depth legal review was the development of seven new IT contract templates. They will serve as the basis for new documents to be signed in future.

IT contract templates

Documents concerning TIS:
- TIS Membership (contract between RNE-TIS Member)
- TIS Usership (contract between RNE-TIS User not using interface)
- TIS Usership including interface (contract between RNE-TIS User using interface)
- Annex B to 3. (on technical terms of interface)
- Declaration on data exchange (information by RU/RU to RNE on mutual consent to data exchange).

Documents concerning PCS:
- PCS User Agreement
- Annex A to this Agreement.

What are the benefits of this legal review?

Well, the revised contracts offer a good balance between the interests of individual IMs and RNE´s interests as an Association. And it was essential that all interested RNE Members get the opportunity to participate in the review of the documents.

Naturally, these IT contract templates are 'living documents' that can be adapted should new needs arise.

What other activities has the Legal Matters Working Group been involved in?

The Working Group dealt with many questions concerning the **Rail Freight Regulation**. The legal character of the Corridor Information Document, the role of the Corridor One-Stop Shop as well as all the RNE guidelines related to corridor issues had to be assessed.

We have been providing strong support to the development by RNE of a **legal information database** that is to be used by the Freight Corridors. For the time being, many corridors are refraining from sharing their experiences with other corridors by contributing contract templates. Let me take the opportunity to outline once again how useful it could be, to avoid double or even triple work, to use this database actively by sharing documents. Confidentiality would be guaranteed.

The LM WG drafted several amendments to the **RNE Statutes**, e. g. on the voting procedure.

Last but not least there was all the work around the European Performance Regime, the EPR. The EPR Legal Working Group partly consists of members of the RNE Legal Matters Working Group and is chaired by its chairperson; in 2012 it completed its contribution to the **EPR handbook**. The EPR group dealt mainly with two questions: how to implement the EPR through contracts; and is it compatible with the new EU Directive 2012/34, the Recast? The Group also drafted various legal papers, for instance, an investigation of dispute resolution or billing procedures.

What future activities have been planned?

In the coming period, the Legal Matters Working Group intends to focus even more on the Rail Freight Corridors because the implementation deadline for the first corridors is November 2013, which is approaching rapidly. Exchange between members on implementation issues will no doubt intensify. Probably this will also affect several special subgroups concerning corridors that Working Group members attend.

RNE TIS
Train Information System

Train Information System
(TIS)

TIS-MEMBER AGREEMENT
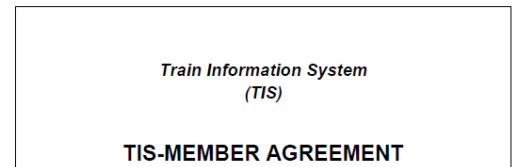
RailNetEurope

and

....
("TIS-Member")

Train Information System (TIS)
Member Agreement

LEGAL MATTERS

In any case, the Legal Matters Working Group will continue to be the focal point for answering Rail Freight Corridor questions on legal issues. All RNE lawyers active in this area are members of the Working Group, so group meetings provide an excellent opportunity to find common denominators within the Members of RNE and, of course, to share experience.

Are any activities planned concerning the European General Terms and Conditions (EGTC)?

The EGTC was adopted by the RNE General Assembly in January 2011. Then in December 2012 the new EU Directive 2012/34, the Recast, went into force. That is why the International Rail Transport Committee, CIT, has asked RNE for a joint check of the EGTC; they wish to find out whether the Recast means that some points in the document will have to be added or amended.

If the RNE General Assembly approves this joint effort to improve the document, the Legal Matters Working Group will be in charge of updating the EGTC together with the CIT, CER and EIM. So far, only the result of the 2010 negotiations have been published, without being 'cleaned' by the interested parties unanimously. So the Working Group has already prepared a 'clean version' of the EGTC which now has to be agreed by the other parties.

Then there's the Recast itself. The Legal Matters Working Group will thoroughly analyse the impact of this new EU Directive on the rules and procedures of RNE Members in their role as IM; it will also assess its impact on RNE itself as an Association. We have already found that the Articles concerning more than one network could be rather important for the future role of RNE cooperation, for example Article 37 on cooperation in relation to charging systems and Article 40 on cooperation in the allocation of infrastructure capacity. We will go into this more deeply.

Apart from these almost strategic tasks there will be amendments to Statutes and Internal Regulations, as almost every year. The latest change was the very detailed formulation of the procedure for written voting.

Of course the group will continue to accompany the implementation of 2012´s achievements by giving further legal advice.

The RNE General Assembly decided in November 2011 to found a Regulatory Bodies Expert Group (RB EG). This was needed for two specific reasons:

- many regulatory items were coming on the agenda and,
- the creation of IRG – Rail, an association of RBs, who is dealing with RNE-related issues.

More generally, RNE's business is developing and this group will further professionalise the work of RNE.

This Expert Group is chaired by Bettina Wunsch-Semmler, in charge of External Relations & Communication within the RNE Managing Board. It is not a standing group – it is only used when needed. Its purpose is to provide support to the RNE General Assembly, Managing Board and Working Groups regarding regulatory matters. This includes:

- Contact with IRG-Rail and European Commission
- Preparation of RNE/RB Conference
- Support of WG experts with the finalisation of Work Packages
- Revision of the RNE/RB Memorandum of Understanding
- Drafting recommendations to CER / EIM concerning matters of a regulatory nature.

The first meeting of this group was held on 18 April 2012 in Vienna, the second on 13 September 2012, also in Vienna. The contents of RNE Work Packages with regulatory implications were discussed and the Group proposed some text amendments to a number of RNE guidelines.

> **We appreciate the close co-operation between IRG-Rail and RNE.**
>
> **Wolfgang Groß**
> Working Group Access,
> IRG-Rail
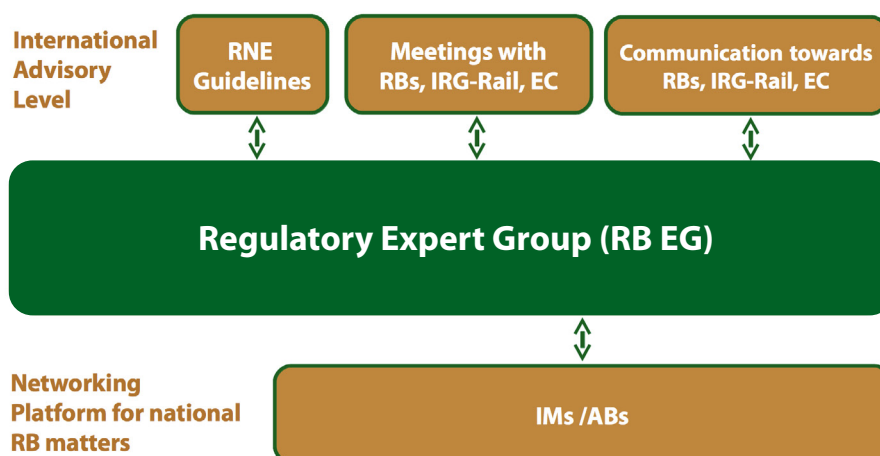
Tasks of the Regulatory Bodies Expert Group

IT OVERVIEW
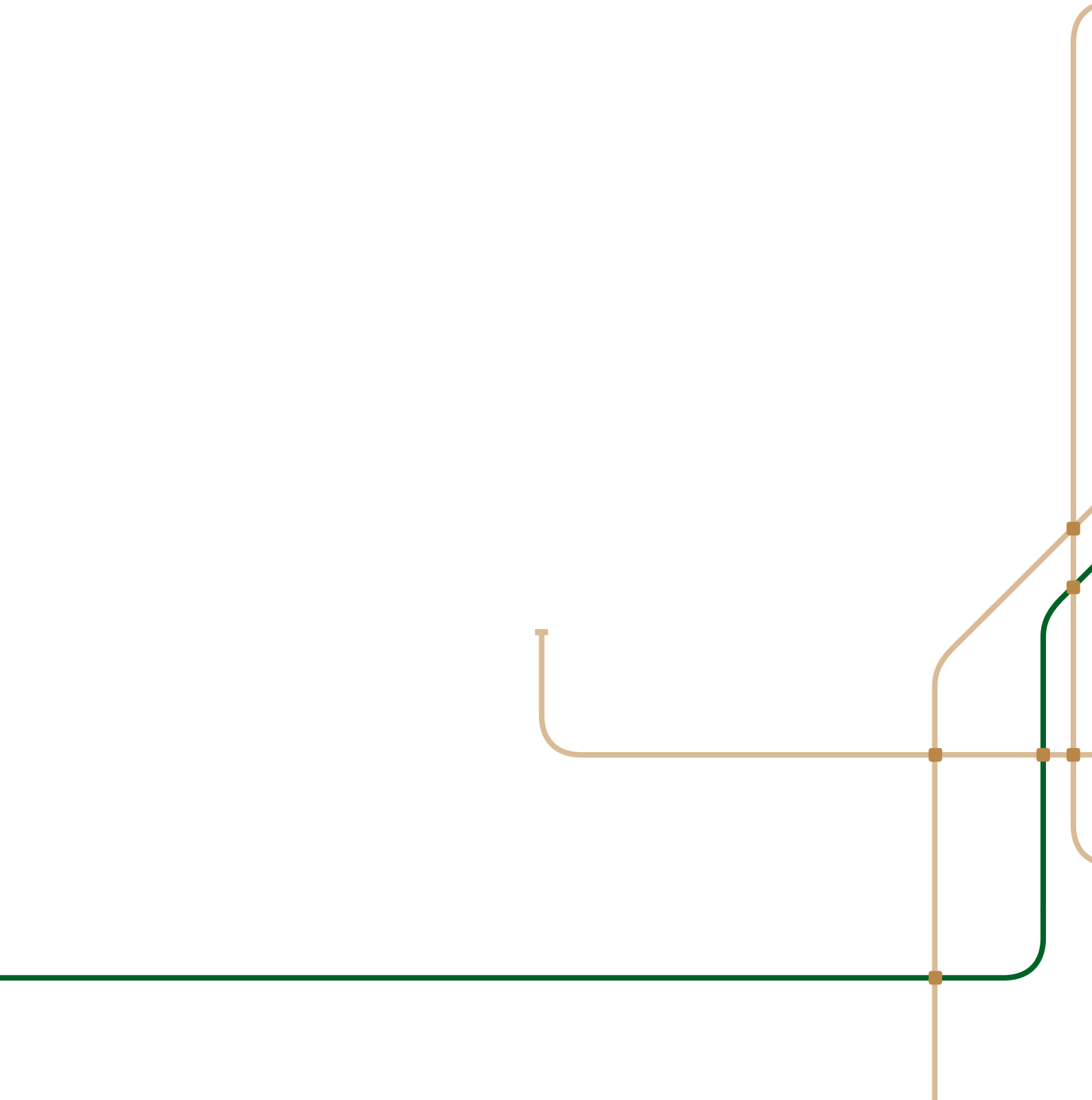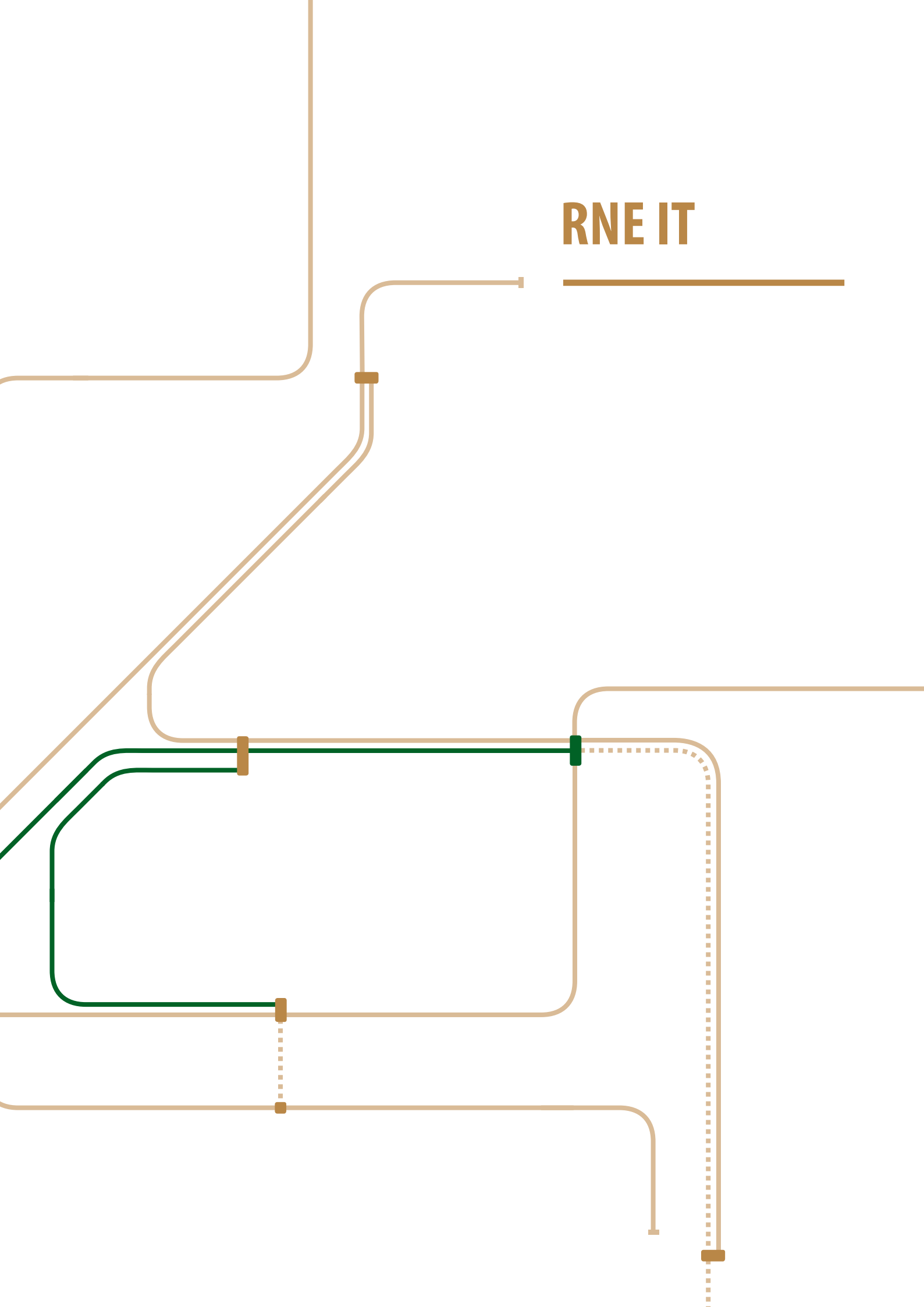
RNE CIO
HARALD REISINGER

JO CTO
SEID MAGLAJLIĆ

Information Technology is one of the key success factors in the logistics and transport sector. RailNetEurope has been facing the same questions and requirements for many years: where are my trains (wagons/goods)? How can international rail capacity be allocated within a reasonable time frame? As far as national transport services are concerned, the answers to these questions can be given by the national Infrastructure Managers (IMs) / Allocation Bodies (ABs). As soon as international transport is involved, however, national solutions can only deliver part of the answer. Hence the aim of RNE is to facilitate this international business. Besides harmonising procedures and methods (described in other parts of this Annual Report), the development and running of supporting IT systems is a major pillar of RNE's work.

As the international rail business requires good cooperation between all partners RNE cannot focus only on its Members' business needs; customer needs (RUs) are our concern as well. This combined approach is beginning to have a strong impact on the development of RNE's IT systems.

In addition to the TAF and TAP TSI, the new EU Regulation 913/2010 for European Rail Freight Corridors is currently one of the main business drivers. Within this context, the RNE General Assembly asked RNE to become the service provider of choice and expert support provider for corridor organisations in the areas of developing methods and processes, and developing and operating tools. The RNE IT systems will be one of the main instruments supporting the fulfilment of this ambitious objective.

The latest developments regarding the RNE IT systems (TIS, PCS and CIS) are described in the Operations & After Sales and Sales & Timetabling parts of this Annual Report.

TSIs	Regulations
TAF TSI (Freight)	Rail Freight Regulation
TAP TSI (Passenger)	(913/2010)
Common Components (CI)	

RNE RailNetEurope
IT Strategy

Existing IT systems	Business Needs
RNE PCS Path Coordination System	IMs, RUs and Terminals
RNE TIS Train Information System	Path Harmonisation
Data Exchange and Reports	Train Running Information
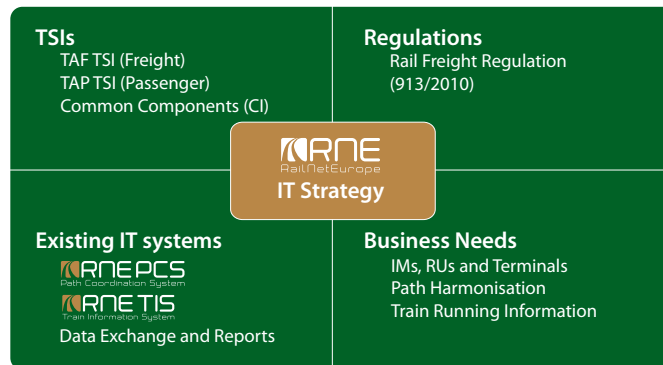
Pillars of RNE IT

What challenges are you facing as regards the operation of the RNE IT systems?

The importance of RNE's three IT systems is growing, so fine-tuning and a high standard of maintenance are becoming increasingly crucial activities. Indeed more and more IMs and RUs are using the data delivered by TIS and PCS as input into their own systems. That is why it was necessary to upgrade the service level contracts with the existing IT suppliers and to improve the Key Performance Indicators. 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, and this 24 hours a day and 7 days a week. But this task could not be fully completed in 2012 so the operation of some RNE IT systems was tendered out to ensure that they can fulfil future demand. We expect to reach our goal by the end of 2013, in time for the Rail Freight Corridors.

What further development has been planned for the RNE IT systems?

In this area the coming years will be very challenging. Although RNE IT applications support most current business needs, new requirements will have to be integrated; by this, I mean those derived from EU Regulation 913/2010 and some final outcomes of the TAF TSI Working Groups' work.

Two RNE systems, TIS and PCS, are already compliant with the TAF and TAP TSIs; they are even viewed as the front-runner systems for TAF and TAP. RNE systems have been adjusted to support data exchange using the new TAF TSI messages; and this will continue. Also RNE has been a test partner for the TAF TSI Common Interface. As it will take some time before all partners are able to use the TAF/TAP TSI format, RNE systems will continue to support existing data formats as well. In addition our systems can be used to transfer 'old' data formats into the new TAF/TAP TSI standard.

As we all know, the first Rail Freight Corridors will be in place by the end of 2013, so it was necessary to support some functions required for them as early as November 2012 in the test environment, for example Pre-arranged Paths. In addition a performance report function for corridors was defined and developed by using TIS.

Clearly the facilitation, practical development and implementation of tools according to changing business demands will remain a major part of RNE's IT strategy.

Not all RNE Members are using RNE IT systems; how will you promote further roll-out?

Many RNE Members, these are the Infrastructure Managers or Allocation Bodies, and customers, the Railway Undertakings, are planning to connect their in-house IT systems to PCS and TIS before November 2013. This will constitute one major activity for RNE. We will have to take into account the fact that the IT and process landscape of these companies is completely heterogeneous; this means that every connection will bring new, unknown challenges. RNE supports these connections by using the TAF TSI standards but other formats also have to be supported.

Another thing is that during the international roll-out of RNE IT systems in the past years, we unexpectedly detected many national business processes that were not harmonised with international procedures. RNE IT is now heavily involved in supporting the systematic detection of bilateral problems involving border-crossing traffic; this also means enabling and working out solutions, or workarounds, to overcome them. To sum up, the roll-out and connection to national systems will remain a top priority for the coming years.

"...more and more IMs and RUs are using the data delivered by TIS and PCS as input into their own systems."

TAF / TAP TSI

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

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

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

The TAF TSI functions involve defining data processing:
- When (at which point of time)
- What (which kind of information and content) has to be sent to
- Whom (partner or partners) and
- How (in which format) the data must be exchanged.

TAF TSI Timeline

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 (WGs, which consist both of IMs and RUs). The latter worked on the detailed analysis of the TAF TSI for two years; by the end of 2011, all WGs had delivered the results of the agreed work. These included detailed specification (coding) of the different TAF TSI messages and the Implementation Guides. All documents were agreed during a company endorsement phase and afterwards during a TAF TSI IM/RU Cluster meeting in April 2011; some specific points, such as the Train ID, were agreed during an IM Cluster meeting in November 2011.

As the TAF TSIs were not consistent, there was a gap between the developed TAF TSI messages and the Implementation Guides, and the TAF TSI itself. Therefore the European Commission mandated the European Railway Agency to revise the TAF TSI core text and the TAF TSI data catalogue. This process started in 2011 for the data catalogue and in 2012 for the core text. The (merged TAF/TAP) working groups provided support to the expertise for the Sector's input.

19 March 2001	**Directive 2001-16** requires railway players to specify interoperability telematics applications for passenger and freight
18 January 2006 17 January 2007	TAF TSI developed by the Sector and published as a regulation in the **official journal (OJ L 13)**. The Rail Sector (IM/RU) sent a **SEDP (Deployment Plan)** to the EC with a final implementation date in 2014
From 2009 to 2012	The Rail Sector (IM/RU) analysed the TAF TSI and was not able to implement it. The Sector has worked out change requests
May 2012	Old SEDP **outdated**. The Sector had to deliver a **new master plan** to the EC. New master plan agreed by the EC
From 2013 to 2021	TAF TSI Implementation Phases based on the **new master plan** with a final implementation date in 2021

TAF TSI timeline

TAF TSI Master Plan

The WGs had defined detailed, internationally-agreed specifications for the TAF TSI functions, but national action would be necessary to translate the agreed specifications into the national IT systems. Therefore every stakeholder (IM/RU) was asked to send an Implementation Master Plan to the TAF TSI Deployment Team by April 2012. A consolidated version of the various Master Plans was then sent to the European Commission in May 2012. Company implementation is to be based on that plan (see draft in the graph on the next page).

Key facts regarding the Master Plan (agreed by the Sector and the European Commission during several Steering Committee meetings)

- The master plan for TAF and TAP had to be delivered to the EC by 13 May 2012
- The master plan should be based on the results of the TAF TSI IM/RU WGs
- A transition period could include earlier partial implementation
- Every company had to provide a master plan
- RNE was asked to support the development of a harmonised IM (later: IM/RU) Master Plan.

Based on those agreements the company master plans were sent to the TAF TSI Deployment Team. In the meantime the results have been approved and the Sector has launched the first TAF TSI implementation projects.

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 RNE IT systems PCS and TIS are the future in meeting EU customer's needs.
"

Michael Varga
Project Officer for Telematic Applications, European Railway Agency

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TAF / TAP TSI

Phase 1 IT Specifications	Phase 2 Development	Phase 3 Deployment (Pilot)
• **Detailed IT specifications and master plan:** ✓ WG results are available ✓ Change requests are ready ✓ Master Plan has to be developed by 13 May 2012 ✓ The ERA WP has to agree to the change requests	• **Development and first deployment:** • IM/RU development projects starts • Lifecycle principle • Using existing data exchange (company solutions, TIS, PCS, ...) • Using Reference Files and Common Interface • Migrate to a TAF/TAP TSI data exchange	• **Deployment and Pilot:** • Finalising company deployment • Pilot phase for new processes and systems (Train ID) • Data exchange is based on TAF TSI format and structure • TAF/TAP Change Management is in place

**Phase 4
TAF TSI in operation**

Phases of TAF TSI implementation

How did RNE deal with the mandate to represent the IMs/ABs in the field of TAF/TAP TSI?

The mandate to coordinate the IMs within the TAF and TAP TSI framework was given to RNE in 2009. It was renewed during the RNE General Assembly in May 2012. Since that time RNE has successfully coordinated and managed the TAF TSI activities for the IMs.

First of all, RNE created, managed and led the TAF TSI Working Groups. As the original version of the TAF TSIs was not in line with business needs and 'real life' in the railway sector, the Working Groups had to change the TSIs. They worked hard and proposed some changes to the TAF messages and the TAF core text.

Secondly, RNE has been leading the TAF TSI Cluster, where the changes of the working groups were approved before being forwarded to the TAF Steering Board.

Thirdly, RNE coordinated the development of the IMs' contributions to the TAF TSI Master Plan. This Plan was successfully completed and sent to the Commission in April 2012. RNE has proposed that the IMs should face the same deadlines in the TAP Master Plan as in the TAF Master Plan.

Fourthly, because the IMs and ABs basically have to fulfil the same functions within TAF and TAP, RNE has been tasked to act as the coordinator between TAF and TAP. So the TAF TSI Working Groups have already assisted the TAP groups during the development and first drafting. RNE saw the strong correlation between TAF and TAP TSI, especially as regards IM-RU communication; so we proposed to merge all activities regarding TAF and TAP. A Steering Committee was held jointly as early as 2012; then the TAF TSI Working Groups and TAP Expert Groups were merged into Telematics Groups.

TAF / TAP TSI

Finally, RNE is coordinating the IMs in the ERA Working Party for data catalogue and text revision. For this reason, RNE is represented in the ERA Working Parties for TAF and TAP messages and for the TAF text revision. I would like to point out that TAF and TAP messages are already in line with existing data exchange, and the TAF/TAP format is already used by two RNE applications: TIS and PCS. Within the TAF Text revision Working Party, RNE will propose to the ERA to include the results of the TAF Working Groups in the new version of the TSI.

So in the past few years, the mandate given to RNE by its General Assembly was used to transform the TAF TSI from a theoretical product that could not be used into one that benefits the railway sector and can be used by it. The mandate was also used to bring the TAF and TAP TSIs as close to each other as possible. The next step will be to make sure that there is only one common Telematics TSI for IM-RU communication. But this will require a long-term approach inside the European Commission.

Now the work to change and update the TAF and TAP TSIs is nearly done. At present it is up to the sector, to every single company, to develop the TAF and TAP TSIs within their national IT systems.

TRAIN IDENTIFICATION (ID)

TELEMATIC GROUP LEADER
TRAIN IDENTIFICATION

SEID MAGLAJLIĆ

TELEMATIC GROUP CO-LEADER
TRAIN IDENTIFICATION

HELMUT HANTAK

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

One of the main problems in the international rail business has been the lack of a single, unified, international Train Identification (ID).

Reason for changes

Operational train numbers can change for several reasons:

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

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

> **"...a new approach was necessary to enable the creation of a unique Train ID... for the whole lifecycle of every single train."**

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.

For decades attempts to harmonise train identification have failed. What is so new about your approach?

Yes a new approach was necessary to enable the creation of a unique Train ID. In the RNE approach, the objective was to create a new, unique Train ID for the whole lifecycle of every single train. But instead of replacing identification numbers currently used, these shall serve as a basic value for the unique Train ID. As a first step, existing identifiers, for example from timetabling or operations departments, shall only be linked to the unique Train ID. Implementation into practice shall follow later.

ObjectType (2 characters)	Company (4 characters)	Core (12 characters)
Train ID		
Variant (2 characters)	TimetableYear (4 digits)	StartDate (YYYY-MM-DD)

Structure of the Train ID
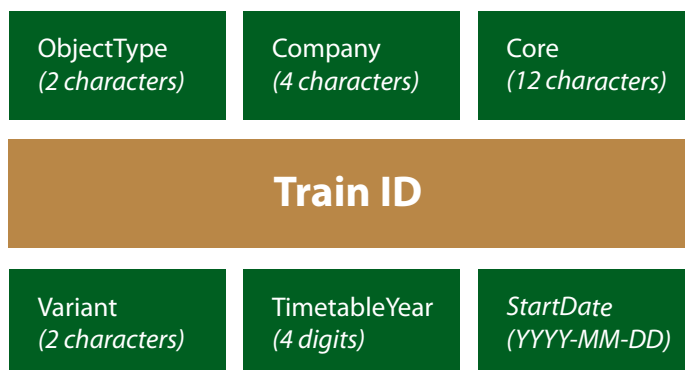
The proposal for a medium-term solution was developed by Infrastructure Managers and Railway Undertakings under the guidance of RNE. A detailed coding of the Train ID and an Implementation Handbook explaining the use of the Train ID were created. After a special evaluation procedure, the IMs and RUs participating in TAF and TAP TSI endorsed the handbook for new identifiers. After that we had to work out in detail the technical concept for the implementation of these new identifiers in the RUs and IMs' systems for TAF/TAP TSI-compliant messaging.

For this purpose, RNE continued to lead a special Telematics Group dedicated to the Train ID. We organised an E-Learning platform to improve the knowledge of stakeholders about new identifiers. Furthermore, as part of a common RU/IM work stream for both TAF and TAP, RNE organised expert workshops and meetings; these worked on the adjustment of the handbook's technical specifications to enable a successful implementation of the new identifiers in the systems of both RUs and IMs.

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 Working Groups had the possibility to voice their expert opinion. After that, a six-week company endorsement phase was launched. All companies finally agreed to the handbook and the structure of the code.

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

This all sounds rather long-term oriented. What happens in the short term?

Indeed the roll-out will take a long time. But RNE has developed a short-term solution which has already been put in place. Two RNE international IT systems, the Path Coordination System PCS and the Train Information System TIS, are now used to ensure a unique identifier during specific international business processes. While PCS covers timetabling processes, TIS is used for operations. The systems are not linked with each other.

However, these new functions only partly solve the problem and will only remain in place as long as the unique Train ID is not used by all IMs and RUs.
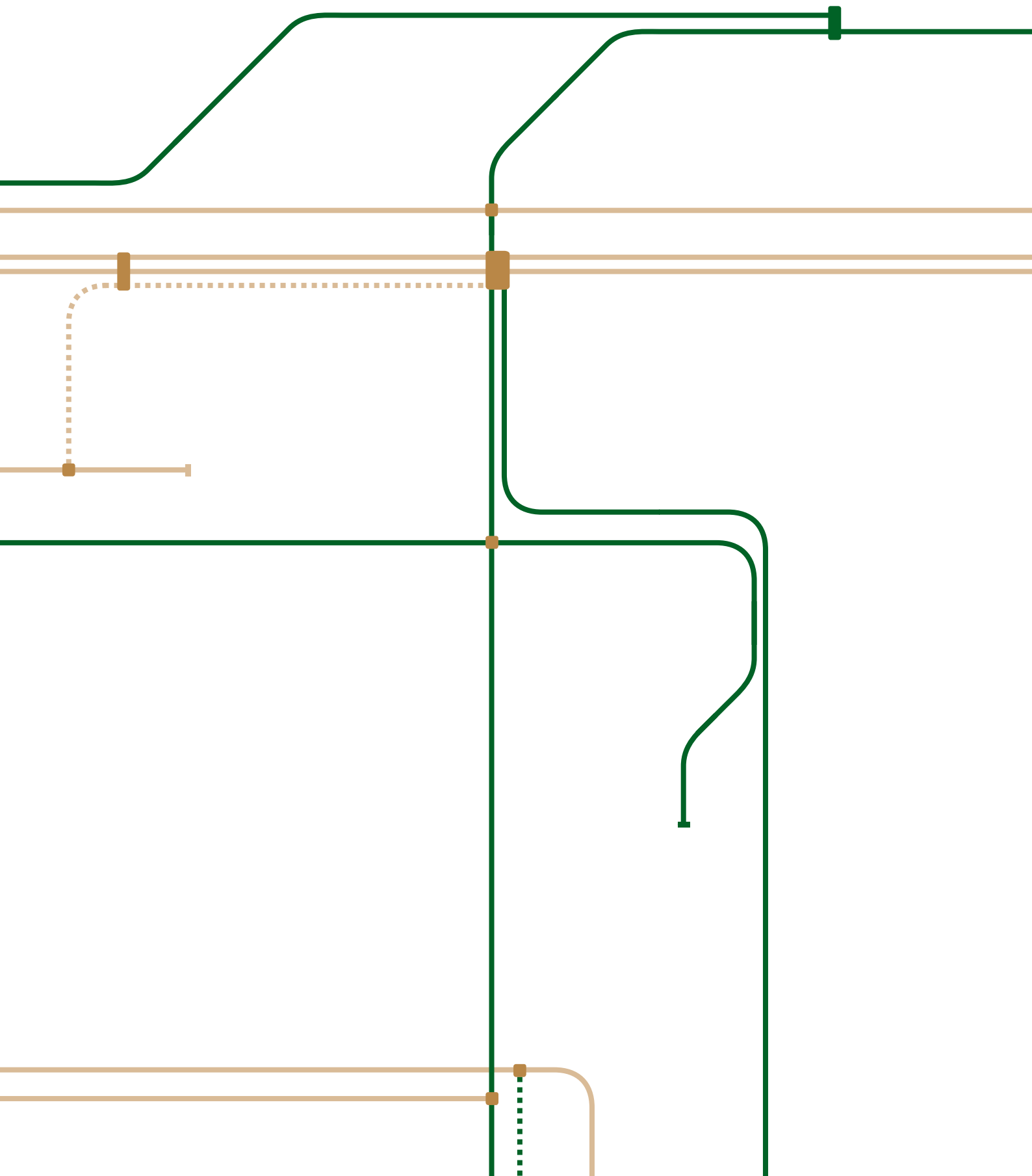
FINANCIAL
REPORTS
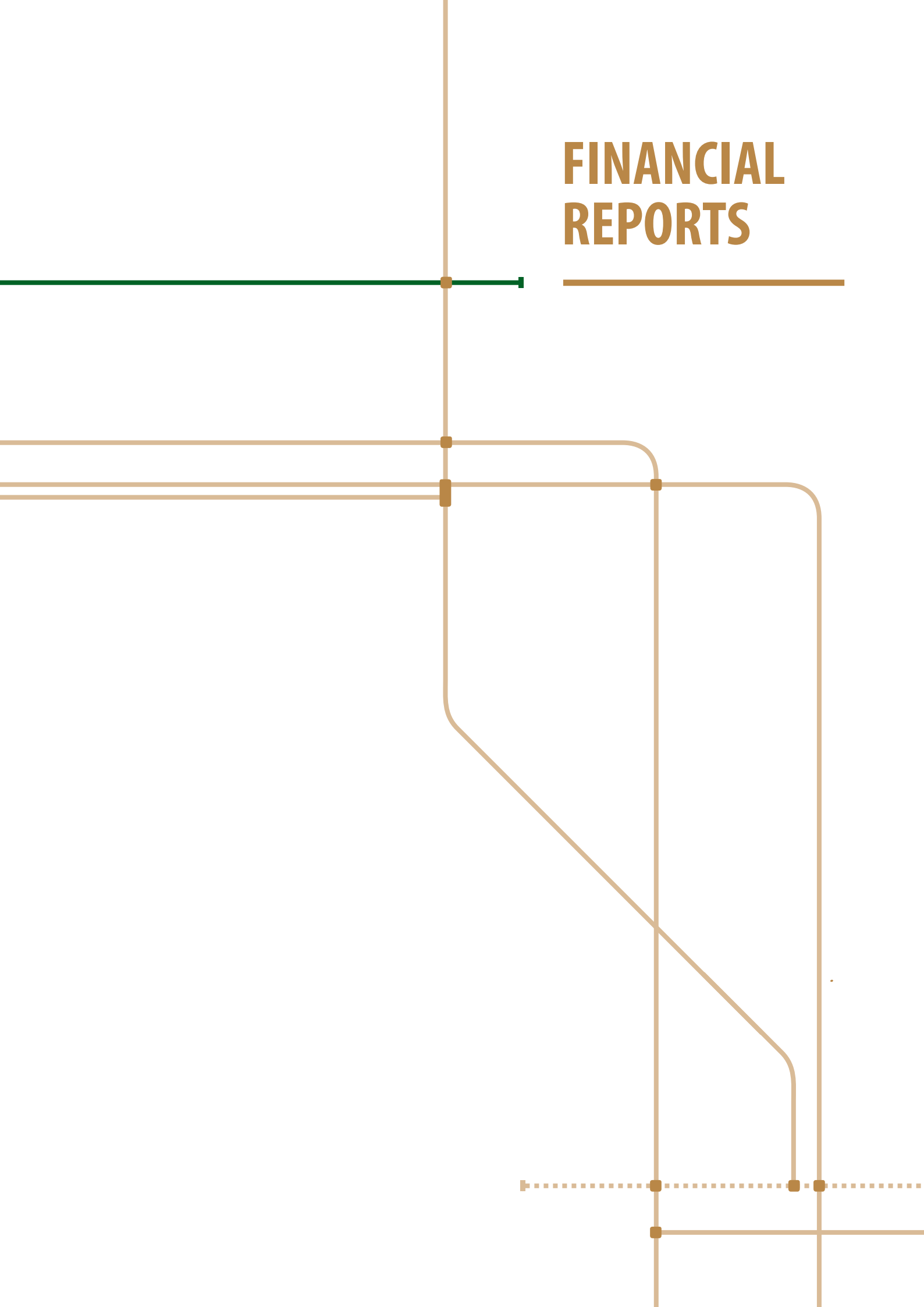
BALANCE SHEET

ASSETS				EQUITY AND LIABILITIES			
	31. DECEMBER 2012		**31. DEC. 2011**		**31. DECEMBER 2012**		**31. DEC. 2011**
		EUR	EUR			EUR	EUR
A. NON-CURRENT ASSETS				**A. EQUITY**			
I. INTANGIBLE ASSETS				*I. CAPITAL RESERVES*			
1. CONCESSIONS, INDUSTRIAL PROPERTY RIGHTS AND SIMILAR RIGHTS				1. UNAPPROPRIATED	2,422,753.37		1,396,104.35
A. CIS	9,165.33		13,750.00			2,422,753.37	1,396,104.35
B. PCS	189,898.86		169,064.99				
C. TIS	127,901.99		150,558.47	*II. BALANCE SHEET PROFIT*	0.00		0.00
D. LICENCES	12,261.12		26,963.16			0.00	0.00
E. OTHER	4,386.25		3,217.50			**2,422,753.37**	1,396,104.35
		343,613.55	363,554.12				
II. TANGIBLE ASSETS							
1. STRUCTURAL INVESTMENT IN THIRD-PARTY BUILDINGS	1,920.39		0.00				
2. OTHER EQUIPMENT, FURNITURES AND FIXTURES	13,843.56		18,767.13	**B. PROVISIONS**			
		15,763.95	18,767.13	1. OTHER PROVISIONS	32,630.32		71,272.85
		359,377.50	382,321.25			**32,630.32**	71,272.85
				C. LIABILITIES			
B. CURRENT ASSETS							
				1. VENDOR LIABILITIES	290,005.56		578,393.98
I. RECEIVABLES AND OTHER ASSETS				2. OTHER LIABILITIES	236,815.91		80,885.71
1. TRADE RECEIVABLES	52,449.22		70,144.71			**526,821.47**	659,279.69
2. OTHER RECEIVABLES	65,231.42		86,750.15				
		117,680.64	156,894.86				
II. CASH ON HAND, BANK DEPOSITS	2,494,947.04		1,506,432.11				
		2,494,947.04	1,506,432.11				
		2,612,627.68	1,663,326.97				
C. ACCRUALS		**10,199.98**	81,008.67				
		2,982,205.16	2,126,656.89			**2,982,205.16**	2,126,656.89

PROFIT AND LOSS ACCOUNT

	31 DECEMBER 2012	31 DECEMBER 2011
	EUR	EUR
1. TURNOVER		
A. DOMESTIC TURNOVER	57,311.45	84,754.60
B. FOREIGN TURNOVER	922,266.53	1,581,426.40
	979,577.98	1,666,181.00
2. OTHER TURNOVER		
A. EU FUNDING	1,499,314.00	0.00
A. OTHERS	54,142.66	32,827.67
	1,553,456.66	32,827.67
	2,533,034.64	**1,699,008.67**
3. COST OF PURCHASED SERVICES	-94,088.52	-116,410.36
	- 94,088.52	-116,410.36
4. PERSONNEL EXPENSES		
A. SALARIES	-1,089,006.56	-1,076,196.46
B. EXPENSES OF STATUTORY SOCIAL SECURITY AND PAYROLL-RELATED TAXES AND CONTRIBUTIONS	-120,246.50	-111,181.49
	-1,209,253.06	-1,187,377.95
5. DEPRECIATION	-293,767.40	-320,237.77
	-293,767.40	-320,237.77
6. OTHER EXPENSES		
A. EQUIPMENT OF LOW VALUE	-4,061.90	-10,446.54
B. ADVERTISING AND PROMOTION	-5,464.96	-6,541.55
C. VEHICLE EXPENSES AND TRANSPORTATION	-660.67	-1,155.93
D. POSTAGE, TELEPHONE AND OTHER COMMUNICATION EXPENSES	-14,786.29	-17,989.92
E. TRAVEL EXPENSES	-83,157.11	-106,025.65
F. MAINTENANCE AND SERVICING	-650,762.33	-813,806.31
G. BOOKKEEPING AND PERSONNEL SETTLEMENT, TAX AND LEGAL CONSULTATION AND OTHER	-35,875.41	-15,823.39
H. OFFICE EXPENSES	-5,545.30	-4,406.54
I. OFFICE RENT	-60,228.65	-65,230.39
J. SPECIFIC ALLOWANCE FOR BAD DEBTS	-71,121.21	0.00
K. OTHER EXPENSES	-10,179.93	-18,125.41
	-941,843.76	-1,059,551.63
7. OPERATING PROFIT	**-5,918.10**	**-984,569.04**
8. OTHER INTERESTS AND SIMILAR REVENUES	8,292.39	9,240.06
9. INTEREST EXPENSES AND SIMILAR EXPENSES	-2,374.29	-1,352.11
10. FINANCIAL PROFIT	**5,918.10**	**7,887.95**
11. OPERATING AND FINANCIAL PROFIT	**0.00**	**-976,681.09**
12. TAXES ON PROFIT	0.00	-114.00
13. PROFIT FOR THE YEAR	**0.00**	**-976,795.09**
14. RELEASE OF CAPITAL RESERVES	0.00	976,795.09
15. BALANCE SHEET PROFIT	**0.00**	**0.00**

ACCOUNTING AND VALUATION METHODS

General principles

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

The principle of completeness was used during the preparation of the financial statements. All assets and liabilities were measured individually and the going concern assumption was used. The prudence principle was applied. Only realised gains were recognised; however, provision was made for all known and probable losses, irrespective of whether realised or not.

Non-current assets

Intangible assets

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

Tangible assets

Limited life assets are evaluated at acquisition cost less depreciation. Low value assets (acquisition costs up to EUR 400.00) are entirely written off in the year of acquisition. Regular depreciation of fixed assets is calculated on a straight-line basis.

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

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

Receivables and other assets

Receivables and other assets are valued at their nominal value as far as no recognizable individual risk has been assessed resulting in a lower value.
The maturity of receivables is taken into consideration by discounting.

Provisions
Other provisions

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

Liabilities

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

Currency conversion

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

Changes of the accounting and valuation principles

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

NOTES TO THE BALANCE SHEET AND THE PROFIT AND LOSS ACCOUNT

Notes to the Balance Sheet
Non-current assets

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

Path Coordination System (PCS) software rights / Train Information System (TIS) software rights

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

RailNetEurope software developments in 2012

In the following table you will find the functional split up of the software developments regarding Charging Information System (CIS), Train Information System (TIS - including developments in the field of Operations) and Path Coordination System (PCS - including developments in the field of Timetabling) in 2012. This includes developments made and/or commissioned by RailNetEurope.

ADDITIONS IN 2012			
	EUR	EUR	
CHARGE INFORMATION SYSTEM (CIS)	**5,000.00**	5,000.00	CIS Change Requests (Web Application)
TRAIN INFORMATION SYSTEM (TIS)	**73,412.80**	52,556.80	TIS Terminal Operation / Corridor Support (Terminal Manager)
		20,856.00	EPR (incl. EPR ADC-20, ADC-17 n2, Lot2, Lot3)
PATH COORDINATION SYSTEM (PCS)	**114,260.00**	99,260.00	PCS Change Requests (Web Application) incl. - Path Modification/Path Alteration Process Types - Path Cancellation Process - Dossier (Request - Level Parameters) - Improvement for Conditional IM Parameters - PDF export functionality - Generation and overview of TAF-TSI Messages
		45,000.00	Corridor OSS (RFC)
		15,000.00	PCS Integration Platform (Others)
JOINT OFFICE	**1,950.00**	1,950.00	Firewall – ASG 120 Network Protection and Mail Protection

Investment per ICT system

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

CHARGING INFORMATION SYSTEM (CIS)	PURCHASE VALUE	ACCUMULATED DEPRECIATION	BOOK VALUE (END 2012)
	EUR	EUR	EUR
OPERATION			
WEB APPLICATION	447,417.00	438,251.67	9,165.33
OTHERS			
SUM	**447,417.00**	**438,251.67**	**9,165.33**

TRAIN INFORMATION SYSTEM (TIS)	PURCHASE VALUE	ACCUMULATED DEPRECIATION	BOOK VALUE (END 2012)
	EUR	EUR	EUR
OPERATION	144,966.92	132,668.02	12,298.90
WEB APPLICATION	290,699.70	252,047.71	38,651.99
DATA EXCHANGE			
REPORTING	7,576.00	2,525.00	5,051.00
EPR	100,400.00	46,724.00	53,676.00
TERMINAL MANAGER	52,556.80	14,234.80	38,322.00
RFC SUPPORT			
TCCCOM	1,760.00	1,174.00	586.00
OTHERS			
SUM	**597,959.42**	**449,373.53**	**148,585.89**

PATH COORDINATION SYSTEM (PCS)

	PURCHASE VALUE	ACCUMULATED DEPRECIATION	BOOK VALUE (END 2012)
	EUR	EUR	EUR
OPERATION	148,749.65	146,868.02	1,881.63
WEB APPLICATION	1,082,780.88	947,170.02	135,610.86
DATA EXCHANGE	15,000.00	2,500.00	12,500.00
REPORTING			
RFC SUPPORT	45,000.00	7,500.00	37,500.00
INTB	7,775.76	4,073.76	3,702.00
OTHERS			
SUM	**1,299,306.29**	**1,108,111.80**	**191,194.49**

Receivables and other assets

SCHEDULE

	ACCORDING TO BALANCE SHEET	MORE THAN 1 YEAR	NOTES RECEIVABLE	LUMP SUM ALLOWANCE
	TEUR	TEUR	TEUR	TEUR
TRADE RECEIVABLES	53	0	0	0
	(70)	(0)	(0)	(0)
OTHER RECEIVABLES	65	0	0	0
	(87)	(0)	(0)	(0)
TOTAL FOR CURRENT YEAR	118	0	0	0
TOTAL FOR PREVIOUS YEAR	(157)	(0)	(0)	(0)

Liabilities

SCHEDULE OF MATURITY

	ACCORDING TO BALANCE SHEET	UP TO 1 YEAR	MORE THAN 1 YEAR (INCL. > 5 YEARS)	MORE THAN 5 YEARS
	TEUR	TEUR	TEUR	TEUR
TRADE RECEIVABLES	290	290	0	0
	(578)	(578)	(0)	(0)
OTHER RECEIVABLES	237	237	0	0
	(81)	(81)	(0)	(0)
TOTAL FOR CURRENT YEAR	527	527	0	0
TOTAL FOR PREVIOUS YEAR	(659)	(659)	(0)	(0)

NOTES TO THE FINANCIAL STATEMENT

Notes to the Profit and Loss Account

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

MISCELLANEOUS INFORMATION

Managing Board Members

During the financial year 2012 Managing Board Members were

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

Employees of the company

In the financial year 2012 RailNetEurope had 13 employees on average, thereof 5 seconded by Members of RailNetEurope and 8 directly employed by RailNetEurope (thereof 3 part-time employees with 50% and 1 part-time employee with 75% of the normal working time).

Budapest, 16 May 2013

Bettina Wunsch-Semmler

Boris Živec

Michel Dupuis

Harald Hotz

Mirosław Kanclerz

Luc Vansteenkiste

Merkur Treuhand
Steuerberatung GmbH
Mag. Sabine Studera
Auditor

Austrian tax adviser / auditor

Members of the Managing Board

DEVELOPMENT OF NON CURRENT ASSETS

DEVELOPMENT OF NON-CURRENT ASSETS
DURING THE FISCAL YEAR JANUARY 1, 2012 UNTIL DECEMBER 31, 2012

	DEVELOPMENT OF NON CURRENT ASSETS AT ACQUISITION/PRODUCTION COSTS					DEPRECIATION		BOOK VALUES	
	AS OF 1.1.2012	ADDITIONS	TRANSFERS	DISPOSALS	AS OF 31.1.2012	CUMULATED DEPRECIATION	DEPRECIATION OF THE FISCAL YEAR	AS OF 31.12.2012	AS OF 1.1.2012
	EUR	EUR	EUR	EUR	EUR	EUR	EUR	EUR	EUR
I. INTANGIBLE ASSETS									
1. CONCESSIONS, INDUSTRIAL PROPERTY RIGHTS AND SIMILAR RIGHTS	2,245,925.00	257,877.00	0.00	33,317.00	2,470,485.00	2,126,871.00	277,818.00	343,614.00	363,554.00
	2,245,925.00	257,877.00	0.00	33,317.00	2,470,485.00	2,126,871.00	277,818.00	343,614.00	363,554.00
II. TANGIBLE ASSETS									
1. STRUCTURAL INVESTMENT IN THIRD-PARTY BUILDINGS	0.00	2,134.00	0.00	0.00	2,134.00	213.00	213.00	1,920.00	0.00
2. OTHER EQUIPMENT, FURNITURES AND FIXTURES	157,597.00	11,187.00	0.00	6,967.00	161,817.00	147,974.00	15,736.00	13,844.00	18,767.00
	157,597.00	13,321.00	0.00	6,967.00	163,951.00	148,187.00	15,950.00	15,764.00	18,767.00
SUM	**2,403,522.00**	**271,198.00**	**0.00**	**40,284.00**	**2,634,436.00**	**2,275,058.00**	**293,767.00**	**359,378.00**	**382,321.00**

**CLAIRE
HAMONIAU**

**ALFRED
LUTSCHINGER**

To the General Assembly of RailNetEurope

We have audited the financial statements of RailNetEurope for the year 2012. Our responsibility is to express an opinion on these financial statements based on our audit. We have performed the audit to obtain reasonable assurance that the financial statements are free of material misstatement. The audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. We believe that our audit provides a reasonable basis for our opinion set out below.

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

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

Vienna, 21 March 2013

Claire Hamoniau   Alfred Lutschinger

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ABBREVIATIONS

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

OBITUARY

ANDREAS ZEILER

RailNetEurope mourns the death
of Mister Andreas Zeiler.

We are losing a popular colleague who was held in high
esteem. Andreas Zeiler was One-Stop-Shop Network
Manager at the RNE Joint Office from 2004-2006. We are
deeply shocked by his premature death. Our thoughts
are with his family and closest friends.