RNE
RailNetEurope

2013 Annual Report

INDEX

FOREWORD BY PRESIDENT AND SECRETARY GENERAL

Against a difficult economic background throughout 2013, with continuing pressure on public finances in some of the countries where RailNetEurope Members are located, the Rail Infrastructure Managers and Allocation Bodies of Europe continued their efforts to strengthen their position within the overall European transport system.

The Managing Board of RailNetEurope underwent some profound changes last year, with the departure of the long-standing President of RNE, Luc Vansteenkiste, in May 2013. Under his stewardship, RNE developed into a remarkable, well-accepted railway organisation in Europe: Pathfinder (now PCS) and EUROPTIRAILS (now TIS) became established as professional production systems; the members positioned RNE as service provider for the Rail Freight Corridors; and RNE obtained EU funding, thus enabling membership fees to be reduced although we have more tasks to carry out. In May 2013 the RNE General Assembly elected Harald Hotz, Member of the Board since 2006, as its new President. At the end of October 2013, Vice President Boris Živec left the MB. We wish him all the best in his new position at the Slovenian Ministry of Transport. On this occasion we would like to express our sincere thanks to both for their great support over their years at the RNE Managing Board.

In July 2013, the new RailNetEurope Managing Board set five clear priorities for the coming period, drawing on discussions with the industry and European Commission, and our own assessment of the key challenges ahead. These priorities, presented in the new RNE Strategy Paper, are:

- to ensure that only the same processes and tools are applied in international operational business (no use of different processes and tools on various corridors)
- to enhance cooperation with CER (Infrastructure) and EIM
- to further develop RNE IT tools and roll them out to RNE Members
- to involve decision-makers in work in the field of Traffic Management (so far called Operations) in order to meet future demands
- to show a stronger commitment in the field of international passenger traffic – in particular, an international high-level timetable needs to be strategically developed.

The major event of the year was undoubtedly the launch of the first six Rail Freight Corridors (RFCs) in November 2013, a major milestone in the development of European corridors. In its role of service provider, RNE assisted the RFCs with developing their services. We hope that our assistance will continue to be valued during the operational phase. We wish RFCs all the best and we look very much forward to continued collaboration between RNE and the RFCs.

2013 was a special anniversary year for RNE, and we celebrated our first ten years of existence at the Business Conference 2013 with our Members and their customers, and our business partners. Cooperation with Europe-wide organisations such as the CER, CIT, EIM, ERA, FTE, IRG-Rail and other Regulatory Bodies, and the UIC, will continue in our second decade. May we take this opportunity to thank them all for their long-standing cooperation. We would also like to thank our other business partners and all our Members, in particular all the individuals who were deeply engaged in RNE work last year. RNE can only function if all involved players truly collaborate. As our Business Conference concluded: teamwork makes the dream work!

In 2013, it was decided to reinforce some of RNE's international collaborations:

- Forum Train Europe (FTE) represents and coordinates most European passenger and freight RUs and it has been agreed to foster closer collaboration between RNE and FTE; this is important for the whole railway business, since international timetabling processes demand intensive cooperation between IMs and RUs.
- CER, EIM and RNE have launched a joint initiative for better cooperation between Rail Infrastructure Managers; this will help to further streamline the European rail infrastructure business.

In 2013 RNE benefited from a European Union grant once again. We are very grateful for the financial support provided by the European Union's TEN-T Executive Agency (TEN-T EA), recently renamed Innovation and Networks Executive Agency (INEA).

When facing future challenges we can build on the achievements of the first ten years of RNE and we are confident that, together with our business partners, we can meet these and continue improving international rail services throughout Europe.

Vienna, May 2014

Harald Hotz, RNE President

Joachim Kroll, RNE Secretary General
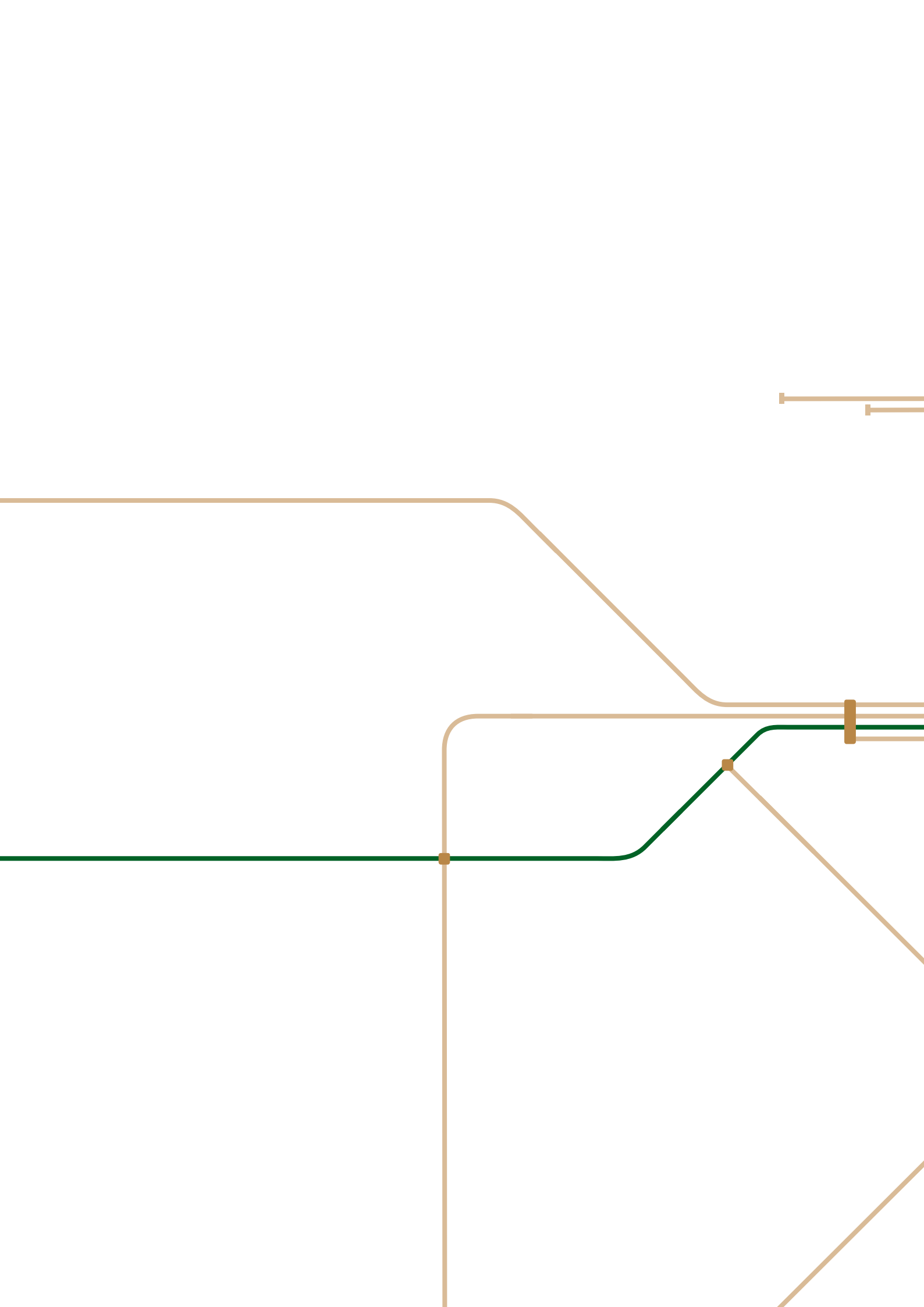
ASSOCIATION
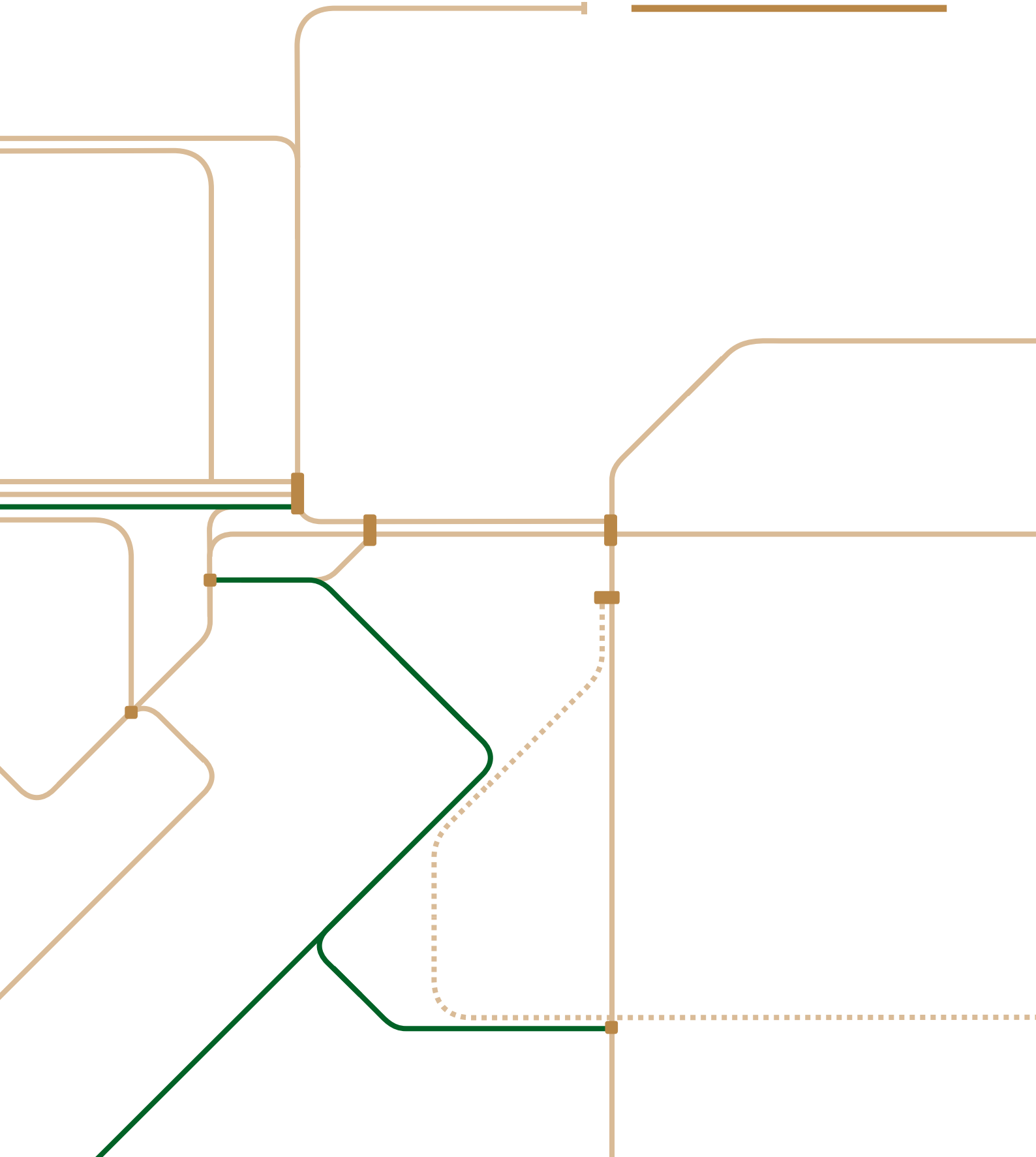
More information available at
rne.eu/corporate

RailNetEurope (RNE) was created in January 2004 on the initiative of a number of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs), who wished to establish a common, Europe-wide organisation to facilitate their international business. At the time of publishing, RNE counted 35 Members from 25 different countries. All in all their rail networks add up to well over *230 000 kilometres* of railway lines.

RNE Members & Network
at the end of 2013

In December 2013 RailNetEurope celebrated its 10th birthday. An anniversary reception was held at the Business Conference on 5 December 2013.

To mark the happy occasion of its tenth anniversary, RNE has published a booklet containing the highlights of the work accomplished during the last 10 years, available digitally:

APPROACH

An ambitious collaborative approach

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

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

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

As an umbrella organisation, most of our work takes place through standing Working Groups and ad-hoc teams. In 2013 four Working Groups dealt with the following areas on a permanent basis:

The four RNE Working Groups

| 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. This includes long-standing RNE corridors and RNE's new role as service provider for Rail Freight Corridors.

Collaboration with other international bodies

We liaise with other European/international bodies – such as the CER, CIT, EIM, ERA, FTE, IRG-Rail (and other Regulatory Bodies) and the UIC – to build consensus on issues of common interest.

More information available at
rne.eu/association

Our main functions

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

- Coordinator of international railway timetable
- Coordinator of One-Stop Shop (OSS) system
- Infrastructure Manager (IM) coordinator withing TAF and TAP TSI frameworks
- Initiator of harmonised guidelines for rail infrastructure products, services, tools and processes
- Supervisor of quality and transparency of products, services, tools and processes
- Provider of legal, technical and commercial information on European railway infrastructure

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

STRUCTURE OF RAILNETEUROPE

GENERAL ASSEMBLY

GENERAL ASSEMBLY
European Infrastructure Managers / Allocation Bodies

MANAGING BOARD

| Vice-President | Vice-President | Vice-President | President | Vice-President | Vice-President |

JOINT OFFICE

JOINT OFFICE
Secretary General

RNE IT BOARD

WORKING GROUPS

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

IT STRATEGY

CORRIDOR MANAGEMENT

CORRIDOR MANAGEMENT
Corridor Managers

Status 05/14

Structure of RailNetEurope

More information available at
rne.eu/structure

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RNE MANAGING BOARD

RNE Managing Board at the end of 2013

Until May 2013 the RNE Managing Board (MB) was chaired by the long-standing President of RNE, Luc Vansteenkiste, and counted six Board members. On 16 May 2013, Luc Vansteenkiste stood down owing to his new responsibilities within INFRABEL. A new team of seven Board members was elected by the RNE General Assembly, with Harald Hotz as new RNE president. Following the departure of Boris Živec at the end of October 2013, the MB were six again; it is not intended to replace him. The task areas of the individual MB members were re-allocated in the course of the year.

HARALD HOTZ
OEBB Infrastructure

STRATEGY

RNE President
(from May 2013)

SALES & TIMETABLING

RNE Vice-President
(until May 2013)

LUC VANSTEENKISTE
INFRABEL

STRATEGY, IT

RNE President
(until May 2013)

ANN BILLIAU

INFRABEL

IT

RNE Vice-President
(from May 2013)

MICHEL DUPUIS

RFF – Réseau Ferré de France

SALES &
TIMETABLING AND
PERFORMANCE
MANAGEMENT

RNE Vice-President
(from May 2013)

OPERATIONS &
AFTER SALES

RNE Vice-President
(until May 2013)

MIROSŁAW KANCLERZ

PKP PLK

TRAFFIC MANAGEMENT

RNE Vice-President
(from May 2013)

LEGAL MATTERS &
NETWORK STATEMENT

RNE Vice-President
(until May 2013)

PÉTER RÓNAI

MÁV

LEGAL MATTERS &
NETWORK STATEMENTS

RNE Vice-President
(from May 2013)

BETTINA WUNSCH-SEMMLER

DB Netz

CORRIDOR
MANAGEMENT AND
EXTERNAL RELATIONS

RNE Vice-President
(from May 2013)

COMMUNICATIONS &
EXTERNAL RELATIONS

RNE Vice-President
(until May 2013)

BORIS ŽIVEC

AŽP

CORRIDOR
MANAGEMENT

RNE Vice-President
(until October 2013, not replaced)

JOINT OFFICE

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

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

At the time of going to press (May 2014), the RNE Joint Office counted 15 employees from many different European countries working in close cooperation on the RNE premises in the centre of Vienna. Some of them were on secondment from their national rail infrastructure company, the others were hired directly from the labour market.

The 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.

More information available at
rne.eu/contact

RNE SECRETARY GENERAL
JOACHIM KROLL

Tel.: +43 1 907 62 72 00
Fax: +43 1 907 62 72 90
E-mail: joachim.kroll@rne.eu

RNE SUPPORTING SERVICES

RNE SALES & TIMETABLING

RNE OPERATIONS & AFTER SALES

RNE IT

JOINT
CORRIDOR MANAGER
MARTIN ERLINGER

Tel.: +43 1 907 62 72 16
E-mail: martin.erlinger@rne.eu

JO SALES &
TIMETABLING MANAGER
JÜRGEN PFEIFFER

Tel.: +43 1 907 62 72 15
juergen.pfeiffer@rne.eu

JO OPERATIONS &
AFTER SALES M.
SIMONA DI LORETO

Tel.: +43 1 907 62 72 11
simona.diloreto@rne.eu

CHIEF
INFORMATION OFFICER
HARALD REISINGER

Tel.: +43 1 907 62 72 23
E-mail: harald.reisinger@rne.eu

COMMUNICATIONS
MANAGER
THOMAS GASCHNITZ

Tel.: +43 1 907 62 72 14
E-mail: thomas.gaschnitz@rne.eu

JO SALES MANAGER
LARS STENEGARD

Tel.: +43 1 907 62 72 12
lars.stenegard@rne.eu

JO TIS MANAGER
JOSEF STAHL

Tel.: +43 1 907 62 72 27
E-mail: josef.stahl@rne.eu

PCS TECHNICAL
MANAGER
MÁTÉ BAK

Phone: +43 1 907 62 72 24
E-mail: mate.bak@rne.eu

LEGAL ADVISER
TSVETAN TANEV

Phone: +43 1 907 62 72 21
E-mail: tsvetan.tanev@rne.eu

IT SERVICE DESK
MANAGER
DANIEL DREXLER

Tel.: +43 1 907 62 72 25
E-mail: support.pcs@rne.eu
support.tis@rne.eu
support.cis@rne.eu

ADMINISTRATION &
FINANCE MANAGER
KARIN HÖTZL

Tel.: +43 1 907 62 72 13
E-mail: karin.hoetzl@rne.eu

IT PERFORMANCE
MANAGER
TOMAŠ SEDLICKY

Tel.: +43 1 907 62 72 26
E-mail: tomas.sedlicky@rne.eu

MANAGEMENT
ASSISTANT
ROXANNE POWELL

Tel.: +43 1 907 62 72 00
E-mail: assistant@rne.eu

IT ARCHITECT
THOMAS GERHARDT

Tel.: +43 1 907 62 72 17
E-mail: thomas.gerhardt@rne.eu

MANAGEMENT
ASSISTANT
SUSANNE EIGENBERGER

Phone: +43 1 907 62 72 00
E-mail: assistant@rne.eu

TECHNICAL CONSULTANT
(until March 2014)
SEID MAGLAJLIĆ

Tel.: +43 1 907 62 72 24
E-mail: seid.maglajlic@rne.eu

MANAGEMENT
ASSISTANT (maternity leave)
ALEXANDRA RINGHOFER

Tel.: +43 1 907 62 72 00
E-mail: assistant@rne.eu

Project Assistants
from Graz Technical University

From left to right:
MARIO OUSCHAN
CHRISTIAN SLAMANIG

Status 05/14

AUSTRIA

ÖBB-Infrastruktur AG

Length of Network: 4894 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
(until 31.12.2013)

FRANCE

RFF – Réseau Ferré de France

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

GERMANY

DB Netz AG

Length of Network: 33 319 km
www.dbnetze.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 (VPE Rail Capacity Allocation Office Ltd.)

Length of Network: 7738 km
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

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: 155 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: 18 535 km
www.plk-sa.pl

PORTUGAL

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

Length of Network: 2794 km
www.refer.pt

ROMANIA

Căile Ferate Române – Compania Națională De Căi Ferate S.A.

Length of Network: 10 600 km
www.cfr.ro

SERBIA

ŽS – Željeznice Srbije

Length of Network: 3809 km
www.zeleznicesrbije.com

SLOVAKIA

ŽSR – Železnice Slovenskej Republiky

Length of Network: 3624 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: 15 333 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: 2992 km
www.sbb.ch

Trasse Schweiz AG

Length of Network: 3564 km
www.trasse.ch

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Rail Freight Corridors (RFCs)
to be implemented by

<u>November 2013</u>

RFC1 Rhine-Alpine

RFC2 North Sea-Mediterranean

RFC4 Atlantic

RFC6 Mediterranean

RFC7 Orient/East-Med

RFC9 CS (Czech-Slovak)

<u>November 2015</u>

RFC3 Scandinavian-Mediterranean

RFC5 Baltic-Adriatic

RFC8 North Sea-Baltic

───── Implemented in November 2013

▪ ▪ ▪ Implemented in November 2015

RNE
RailNetEurope

CORRIDOR ISSUES

JO JOINT
CORRIDOR MANAGER
MARTIN ERLINGER

RNE Corridors partly replaced by Rail Freight Corridors (RFCs)

With the publication of the Rail Freight Regulation in 2010, RNE entered a transition phase concerning its Corridor activities. This phase partly ended in November 2013 with the first six Rail Freight Corridors (RFCs) becoming operational. Thus RNE Corridors 2, 5, 6, 8, 9 and 10 were replaced by RFCs 1, 2, 4, 6, 7 and 9. However, RNE Corridors 1, 3, 4, 7 and 11 are still operational and are steered by RNE Corridor Management that is helping develop future RFCs towards 'maturity'. Catalogue Paths in RNE's corridor portfolio for the annual timetable, along with X-24 info, will be kept on RNE Corridors until November 2015, when the corresponding RFCs will go live.

RNE Corridors
before November 2013

Transition phase –
RNE to RFC Corridors

RFC CORRIDOR NR		RFC NAME	RFC NR
2	→	Rhine-Alpine	1
5	→	North Sea-Mediterranean	2
6 western branch	→	Atlantic	4
8, 6 eastern branch	→	Mediterranean	6
9, 10 southern branch	→	Orient/East-Med	7
7 short section	→	CS (Czech-Slovak)	9

In November 2010, the RNE General Assembly mandated RNE to become 'service provider of choice and expert support provider for Rail Freight Corridor Organisations in the areas of developing methods and processes and developing and operating tools'.

After clustering the requirements stated in the Rail Freight Regulation, RNE initiated several Work Packages to clearly frame the work to be done.

Following a decision by the RNE General Assembly in May 2011, a number of Project Groups were formed to manage some RNE Work Packages:

- Interaction between RNE and Corridor Organisations
- Corridor OSS
- Pre-arranged Paths
- Coordination and publication of works
- Path Coordination System
- Regulatory Bodies
- Punctuality Targets
- Train Information System
- Traffic Management
- Priority Rules
- Corridor Statement

These Project Groups developed guidelines for the RFCs to support them with a harmonised implementation of the Rail Freight Regulation's requirements.

The first 6 Rail Freight Corridors (RFCs) became operational in November 2013. Have RNE guidelines already demonstrated their applicability?

RNE has received much positive feedback from the RFCs but it is definitely too early for a comprehensive feedback. The RFCs' day-to-day business – such as the handling of Pre-arranged Paths, the publication or updating of planned possessions, or the monitoring of the rail corridor trains' performance – is just about to begin. However, the RFCs have expressed their satisfaction with RNE's Structure Specification for the Corridor Information Document. This document has already demonstrated its importance and usability. Although the RFCs are using different approaches for the CIDs' layout and level of details, most of them have decided to stick closely to the framework which RNE had provided.

It would be very surprising if the guidelines provided to the RFCs by RNE were not exposed to various adjustments in the near future. No Corridor One-Stop Shop has ever handled Pre-arranged Paths on a Rail Freight Corridor; neither has any Applicant ever looked into a Corridor Information Document before. These are brand new services that will require some fine-tuning depending on the experiences made and taking into account customers' feedback as well. It will also be RNE's challenging task to keep the guidelines compliant with both the changing requirements of the RFCs and the legal framework shaped by the RFC Regulation and the Recast.

Railway Undertakings and Applicants are worried about having to face very different processes and tools when running their trains on several RFCs. What can RNE do to avoid this?

Indeed, the market is paying a lot of attention to this issue. Originally RFCs were created to make international rail freight traffic less complicated and thus more competitive.

In order not to lose track of this objective, the RNE General Assembly further sharpened RNE's initial mandate as service provider and expert support provider of choice for RFCs in terms of processes, methods and tools. Consequently, since December 2013, RNE has been playing a stronger role and actively takes care that RFCs harmonise their core business processes and make use of the same tools. This shall be achieved through a more intense co-ordination between the activities of RNE and those of the RFCs, starting from the working level.

More information available at
rne.eu/corridors
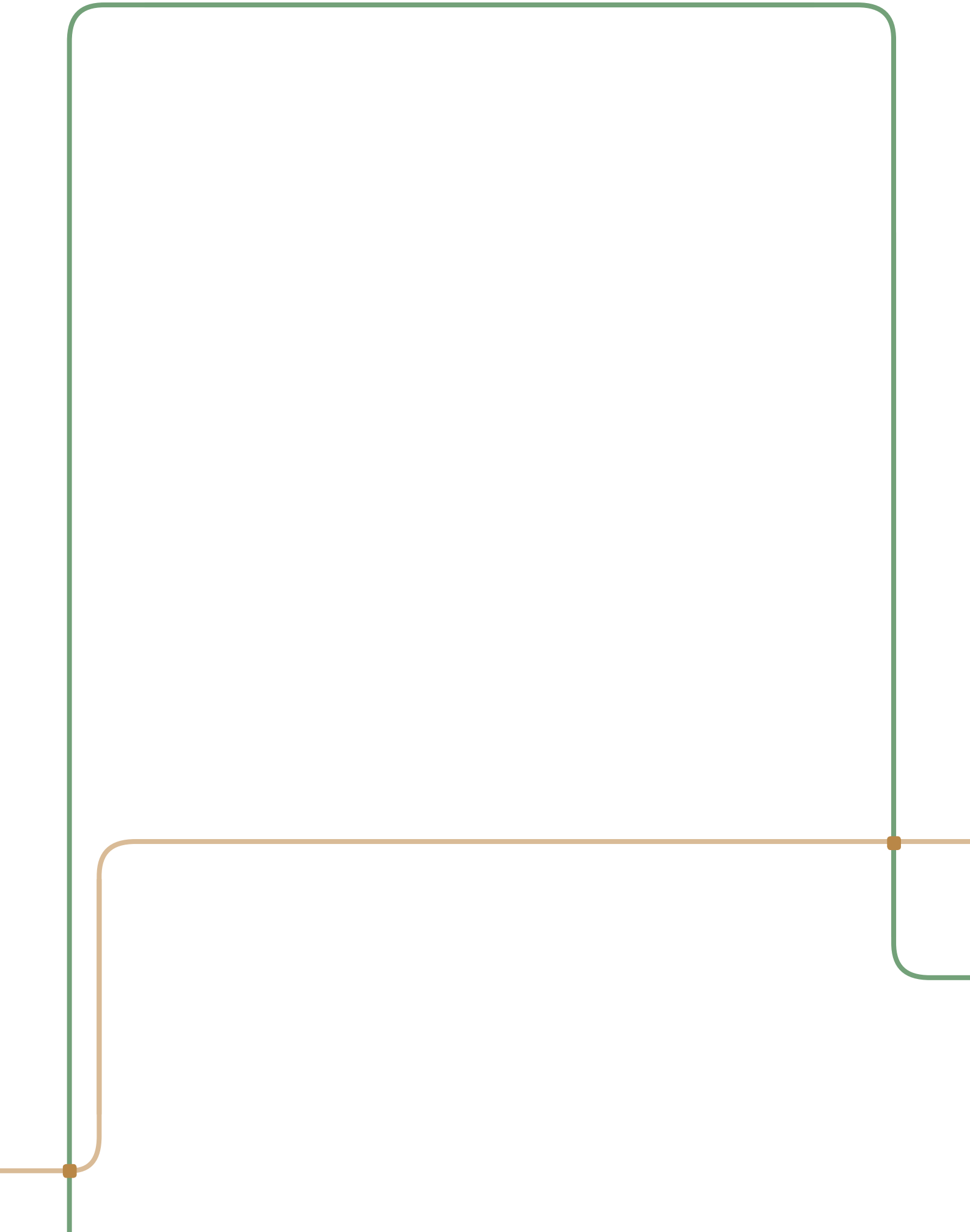
2014

**APPLICANTS' ACTIVITIES
INFRASTRUCTURE MANAGEMENT**
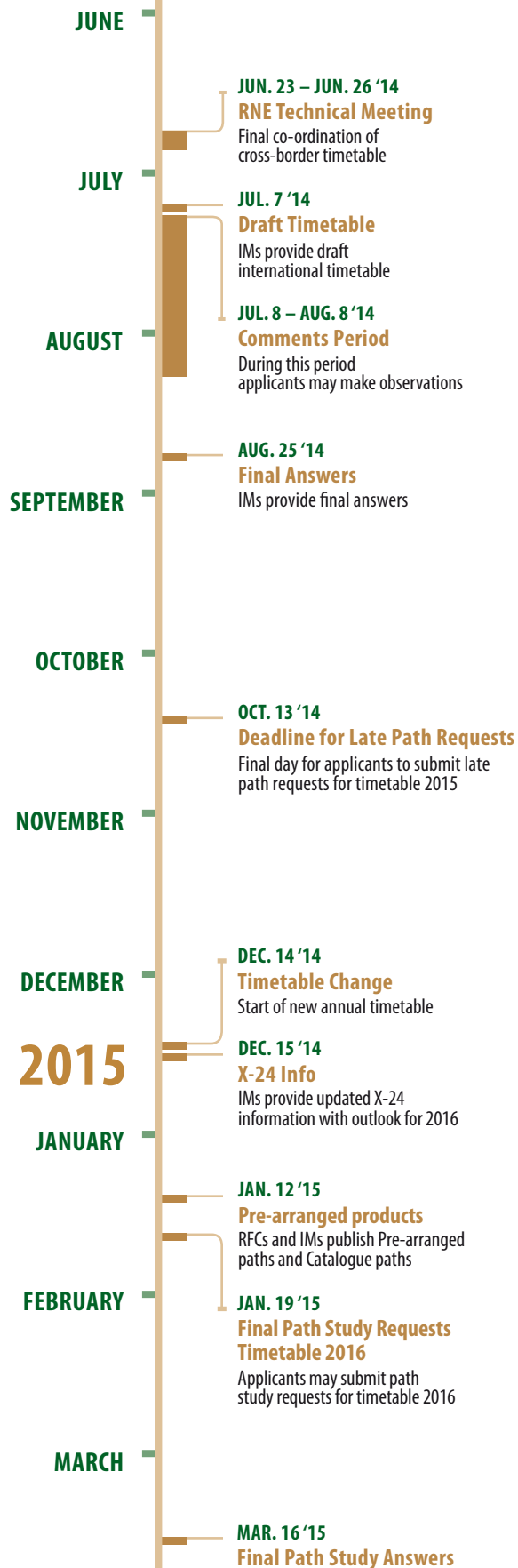
JUNE

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 for 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

2015

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

JANUARY

JAN. 12 '15
Pre-arranged products
RFCs and IMs publish Pre-arranged
paths and Catalogue paths

FEBRUARY

JAN. 19 '15
**Final Path Study Requests
Timetable 2016**
Applicants may submit path
study requests for timetable 2016

MARCH

MAR. 16 '15
Final Path Study Answers

SALES & TIMETABLING

APRIL

APR. 13 '15
Submit Requests
Final day for submitting new path requests
for timetable 2016

APR. 21 '15
Meeting of Corridor OSSs
for co-ordination of PaP requests

MAY

JUN. 15 '15
Update of Publication of Works
and Possessions
"X-24" information

JUNE

JUN. 22 – JUN. 25 '15
RNE Technical Meeting
Final co-ordination of
cross-border timetable

JULY

JUL. 6 '15
Draft Timetable
IMs provide draft
international timetable

JUL. 7 – AUG. 7 '15
Comments Period
During this period applicants
may make observations

AUGUST

AUG. 24 '15
Final Answers
IMs provide final answers

SEPTEMBER

OCTOBER

OCT. 12 '15
Deadline for Late Path Requests
Final day for applicants to submit late path
requests for timetable 2016

NOVEMBER

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

DECEMBER

DEC. 14 '15
Update of Publication of Works
and Possessions
"X-24" information
(for 2016 with outlook for 2017)

TIMETABLING PROCESS

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

The timetabling process

Various parties are involved in the international timetabling process:

- Railway Undertakings (RUs) / Applicants
- Infrastructure Managers (IMs) / Allocation Bodies (ABs)
- New since November 2013: Rail Freight Corridors (RFCs) as defined by the Rail Freight Regulation (913/2010)

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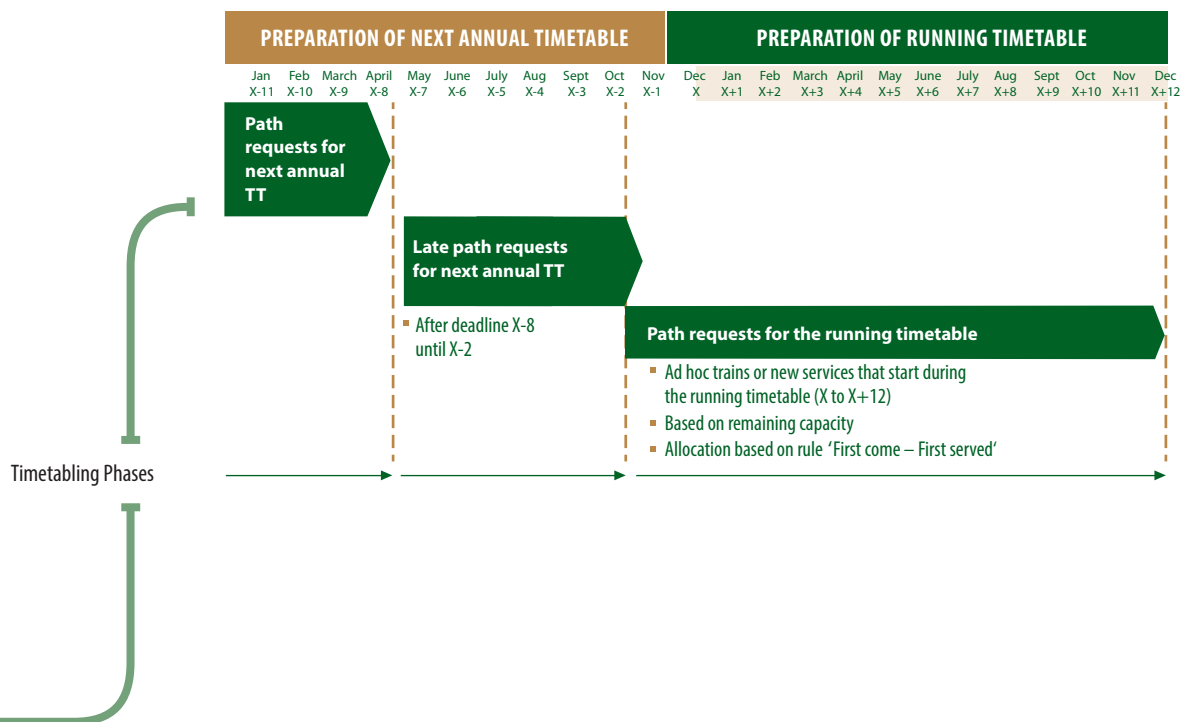
Sales & Timetabling Team

The Sales & Timetabling (S&TT) team at the RNE Joint Office consists of the Sales & Timetabling Manager and the Sales Manager. It is responsible for all activities concerning the international timetabling process. This includes one major task: the continuous improvement and further development of the process by harmonising rules and timelines and promoting increased quality and efficiency.

JO SALES &
TIMETABLING MANAGER
JÜRGEN PFEIFFER

Sales & Timetabling Working Group

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

When additional topics need to be covered, smaller teams of Working Group members, augmented by specialists from the RNE member-organisations or other organisations (e.g. Rail Freight Corridors, Railway Undertakings), may be formed for a limited period. The structure and tasks of these groups (e.g. Timetable support group, Path Coordination System (PCS) user group) were revised in 2013 and will come into effect in 2014.

JO SALES MANAGER
LARS STENEGARD

In 2013 the Sales &Timetabling team and Working Group performed all activities required within each timetabling period:

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

RAIL FREIGHT CORRIDOR (RFC) IMPLEMENTATION

Activities related to the implementation of Rail Freight Corridors (RFCs)

In November 2013, 6 Rail Freight Corridors (RFCs) became operational. The main activities of Sales & Timetabling (S&TT) related to the implementation of the RFCs were finalised on time:

- Implement Pre-arranged Path (PaP) and Corridor One-Stop Shop (C-OSS) functions in the RNE Path Coordination System (PCS)
- Prepare and conduct PCS testing
- Prepare and conduct PCS training
- Create and publish PCS user manuals for PaP and C-OSS functions
- Publish RNE Guidelines for Coordination / Publication of Works and Possessions

How did Sales & Timetabling support the implementation of PaP and C-OSS functions in PCS?

In 2012, the RNE Work Package 'PCS' defined the requirements for new PCS functions, based on the RNE 'Guidelines for Pre-arranged Paths' and the 'Guidelines for Corridor OSS'. These additional functions were needed in order to offer and manage PaPs in PCS and to enable PCS users to request, offer and allocate PaPs for trains running along a freight corridor. Several additional functions had to be defined and implemented, especially for the C-OSSs, who are new participants in the timetabling process. Implementation started in December 2012, with major steps performed in the first quarter of 2013. During this phase, intensive cooperation between the S&TT team, the RNE Technical Manager and the service provider was necessary to ensure that the new functions were in line with the requirements.

What was done by S&TT to test the new functions and to teach PCS users?

The first tests were internal tests, performed at the RNE Joint Office. Each functionality was tested step-by-step, carefully watching the system to react as required. The Pre-arranged Path search function for example was tested by entering various PaP search criteria, e.g. corridor, direction of travel, origin and departure time. It was expected that the search result list would contain all PaPs meeting the selected search criteria. Any malfunctions detected during testing were immediately reported to the service provider. In a second step, PCS users were invited to participate in the testing.

After ensuring that all new functionalities worked according to the defined requirements, the second step was to create PCS user manuals and conduct PCS user trainings. RNE created and published the 'PCS User Manual for PaP and C-OSS functions'. It consists of three parts, each part designed for a specific user group: Railway Undertakings and Applicants, Corridor One-Stop Shop, and Infrastructure Managers and Allocation Bodies. Members of all PCS user groups were invited to training sessions. The sessions demonstrated all process steps, from the 'Open' phase of a dossier until the 'Active timetable' phase, based on training dossiers prepared by S&TT, covering all aspects of the PaP request and allocation process.

RNE PCS
User Manual for PaP and C-OSS functions

PCS User Manual for PaP and C-OSS functions

Was Sales & Timetabling involved in activities regarding Rail Freight Corridors that were not related to the Path Coordination System?

The RNE 'Guidelines for Coordination / Publication of Works and Possessions' were finalised, approved by the RNE General Assembly in November 2013 and subsequently published. These guidelines provide a framework for the RFCs for the gathering, coordination and publication of activities related to works and possessions that temporarily reduce the capacity of a RFC. The guidelines include a proposal for a tool that should be used by all RFCs to list and publish these works and possessions.

Are Sales & Timetabling activities regarding RFCs over, now that these are operational?

Our activities are still on-going. We have successfully managed to implement the new functions in PCS, to provide supporting documents and to conduct user trainings. Now we expect that – after gaining some experiences with the new processes and the new functions – all involved parties may propose further improvements. And more RFCs will start operations in 2015; we would like to assist them by providing updated documents and PCS functions if necessary.
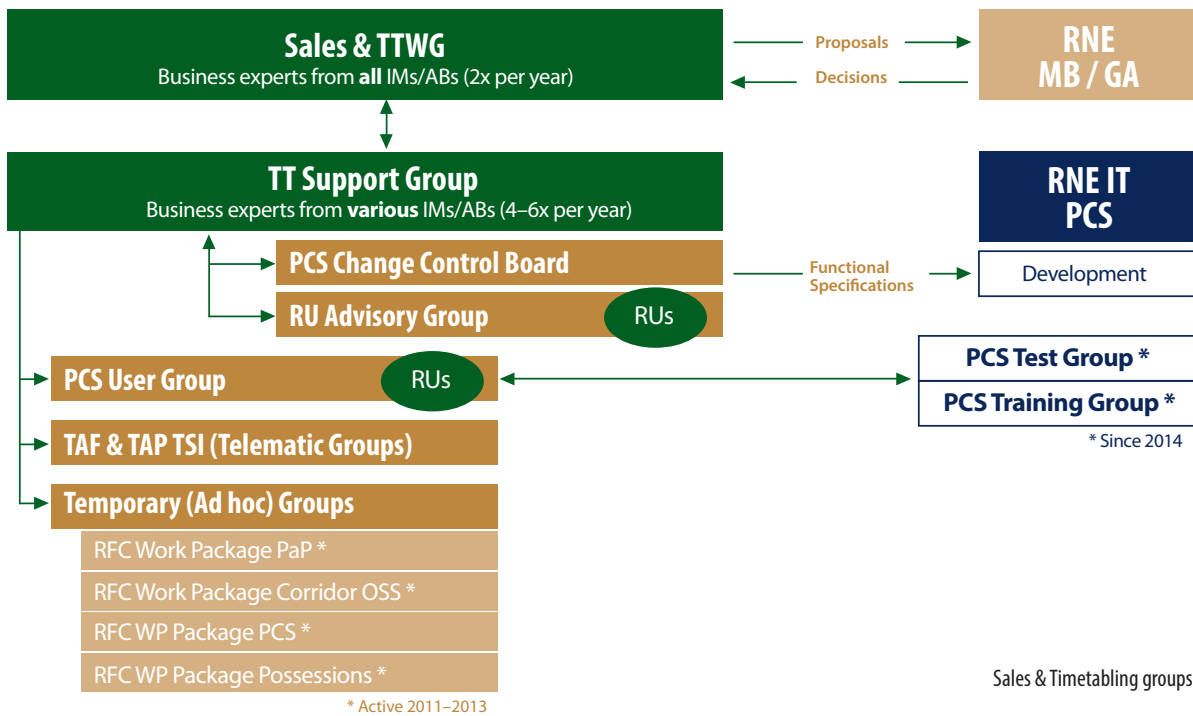
What will be the major activities in 2014?

The RNE General Assembly in December 2013 agreed to revise the structure and tasks of RNE's Sales and Timetabling groups, in order to improve the efficiency of S&TT groups. The initial meetings of some groups took place in the first quarter of 2014 or have already been planned and set in the calendar 2014.

After concentrating on activities related to the implementation of the RFCs, it is now time to revise existing RNE timetabling documents. Here we are talking about: the 'RNE Process Handbook for International Path Allocation for Infrastructure Managers', an internal RNE/IM document, and the 'Procedures for International Path Requests', which are published for all participants in the international timetabling process. A special emphasis during revision will be to cover points of the Rail Freight Regulation 913/2010 regarding the RFCs and items related to TAF and TAP TSIs that have an impact on the international timetabling processes and tools.

In November 2013 the Managing Boards of RNE and Forum Train Europe (FTE) agreed to collaborate more closely as regards the future development of international timetabling processes and tools. This agreement was taken into consideration when RNE revised the structure and tasks of its timetabling groups. The first meeting of the new 'PCS Advisory Group' took place in February 2014. The group is formed of representatives of IMs and RUs and mainly covers the international timetabling process. Topics related to PCS are jointly discussed within the PCS User Group and representatives of FTE Members are invited to participate in the new PCS Test and Training Groups.

The structure and tasks of these groups (e.g. Timetable support group, Path Coordination System (PCS) user group) were revised in 2013 and will come into effect in 2014.

| Sales & TTWG
Business experts from **all** IMs/ABs (2x per year) | | | | Proposals →
← Decisions | **RNE
MB / GA** |

| TT Support Group
Business experts from **various** IMs/ABs (4–6x per year) | | | | | **RNE IT
PCS** |

PCS Change Control Board

RU Advisory Group — RUs — Functional
Specifications → Development

PCS User Group — RUs ← **PCS Test Group ***

PCS Training Group *

* Since 2014

TAF & TAP TSI (Telematic Groups)

Temporary (Ad hoc) Groups

RFC Work Package PaP *

RFC Work Package Corridor OSS *

RFC WP Package PCS *

RFC WP Package Possessions *

* Active 2011–2013

Sales & Timetabling groups

Last but not least, the International Train Numbering Database will be activated to support the allocation and bookkeeping of international freight train numbers according to UIC code 419-2. In the first phase, the ITNDB shall be used for the annual timetabling process 2015 only; application of the ITNDB for ad-hoc traffic will start during the second phase.

More information available at
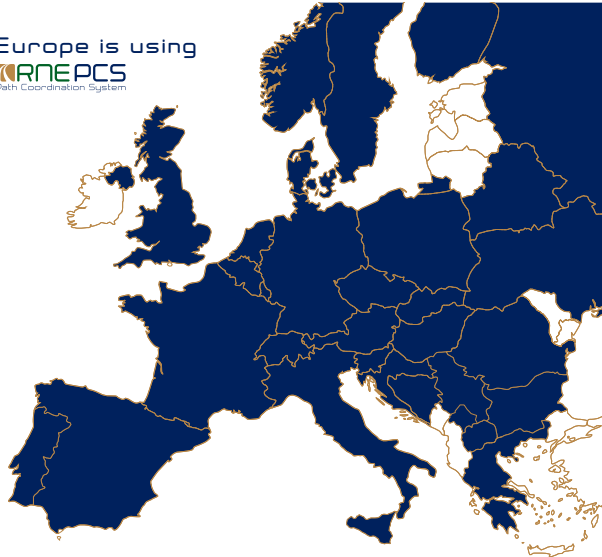**rne.eu/timetabling**

PATH COORDINATION SYSTEM (PCS)

Two major steps were taken in 2013 regarding the Path Coordination System (PCS): the successful implementation of Pre-arranged Path (PaP) and Corridor One-Stop Shop (C-OSS) functions in the system.

When the initial 6 Rail Freight Corridors (RFCs) under Rail Freight Regulation 913/2010 started operations in November 2013, PCS was ready to offer and manage PaPs, allowing participants in the rail freight processes (i.e. Railway Undertakings/ Applicants, C-OSSs and Infrastructure Managers) to request, offer and allocate PaPs for freight train running along the corridors.

With PCS Release 4.0 some other improvements were implemented. One significant change is the introduction of the 'main and subsidiary timetable concept', which allows the creation of one master timetable (main) and as many additional timetables (subsidiaries) as needed in a single dossier. Subsidiary timetables are related to the main timetable, but deviate from the main timetable for specified periods (e.g. other times at operation points or temporary re-routings).

The Innovation & Networks Executive Area (INEA, formerly the TEN-T Executive Agency) of the European Commission once again supported the development of PCS by co-financing RNE projects.

In the past two years the development of PCS has concentrated very much on requirements stemming from TAF/TAP TSI and the Rail Freight Regulation 913/2010. After completing major steps in 2013, RNE is now launching 'PCS Next Generation'. The aim of this project in 2014 and 2015 is to increase the usability of PCS for users working for RUs, Applicants, IMs and RFCs, for instance the Corridor OSS. The project is focussing on all functions and phases of the timetabling process and also on improvements to the technical basis.

Europe is using

PCS statistics

| 1.000 users | 30 countries | 71 RUs (freight) | 51 RUs (passenger) | 36 IMs |

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

PCS Website   PCS Brochure

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

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

Compared to previous years, the level of use of the Charging Information System (CIS) continued to increase during 2013. The system now helps 1 750 individual registered active users to carry out their day-to-day business.

CIS routings
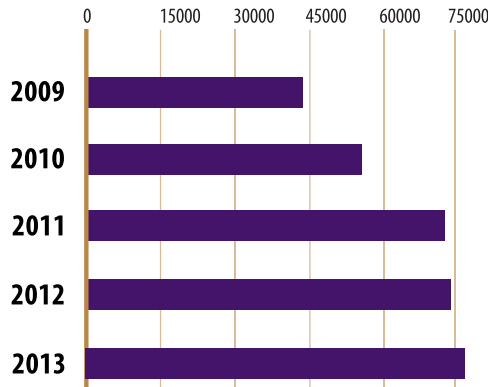
We detected a need for interconnecting CIS with the Path Coordination System in order to provide PCS with distance calculations. This interconnection will come into operation in 2014. We also expect that other system upgrades will follow to promote the development of the European railway area. In one of these upgrades the corridor calculation mode will be adopted to provide support to the already-established Rail Freight Corridors (RFCs).

We will continue to maintain the system to enable various types of calculations and CIS will remain a pillar of the RNE IT services for the international rail business.

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).

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:
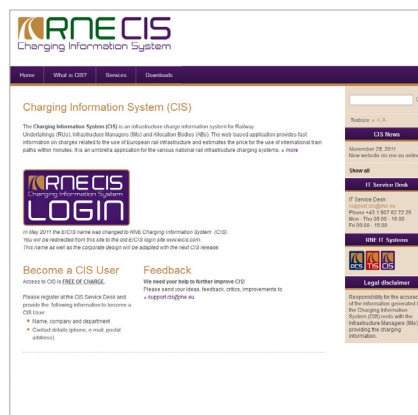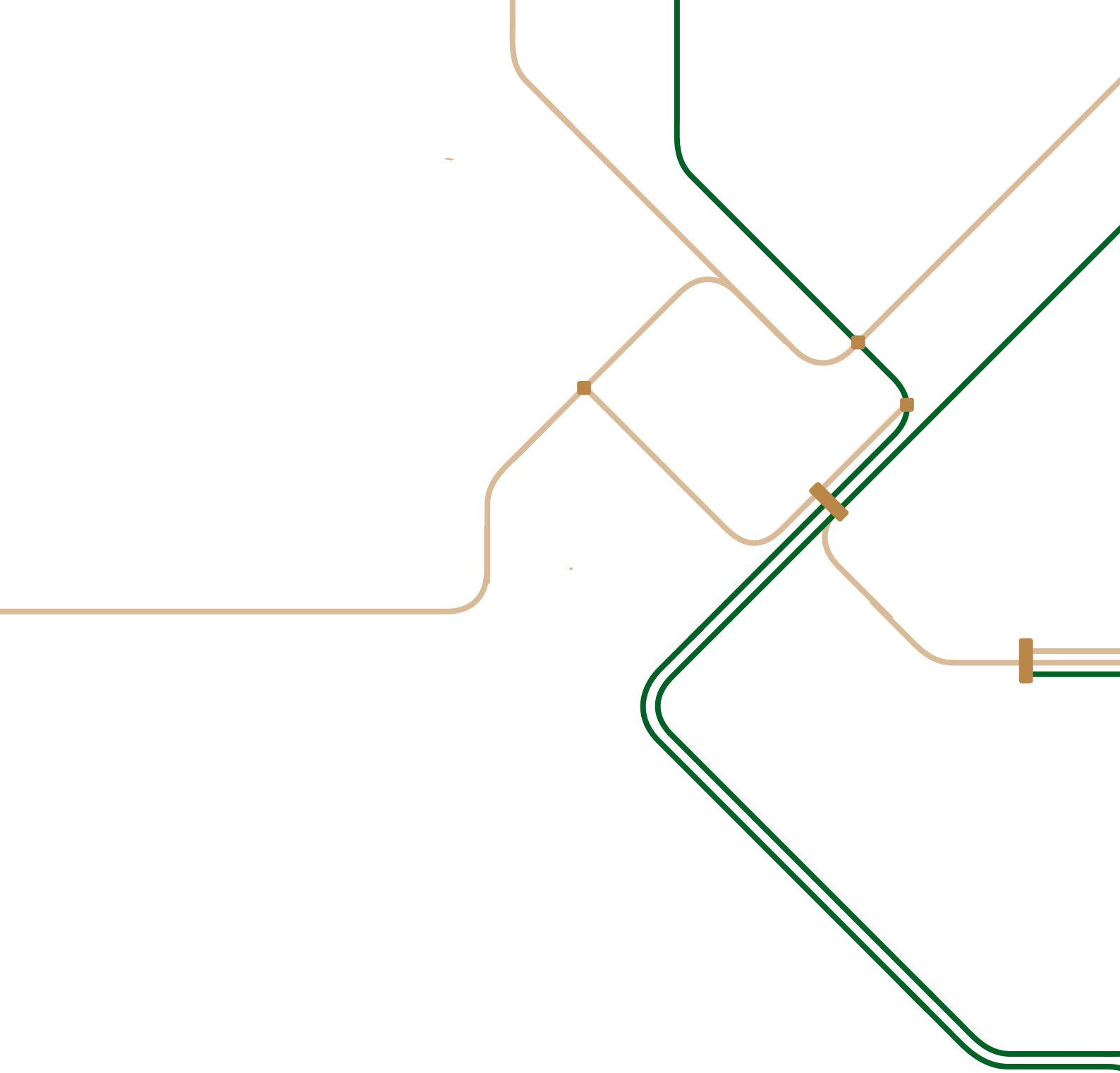Monday – Thursday: 09:00 – 16:00
Friday: 09:00 – 15:00
Web http://cis.rne.eu

CIS Website
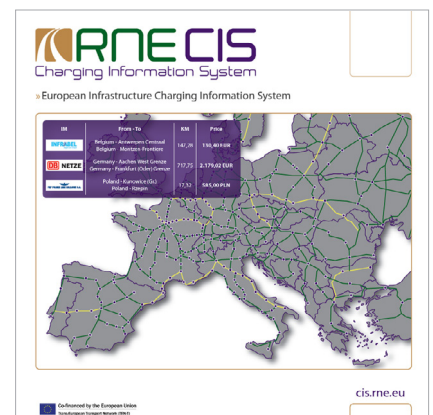
CIS Brochure

OPERATIONS &
AFTER SALES

OPERATIONS & AFTER SALES

JO OPERATIONS &
AFTER SALES MANANGER
SIMONA DI LORETO

The tasks of the Operations & After-Sales (O&AS) for 2013, announced in the RNE Annual Report 2012, were accomplished as planned, using the working method described in the same document.

The main areas of work concerned the follow-up to the Rail Freight Corridors work packages, finalised in 2012, and the European Performance Regime project; the field of after-sales was dealt with in a more specific way.

Can you describe the projects finalised in 2013 by the O&AS and how were they carried out?

Small work packages, focused on specific issues, were set up and carried out by sub-groups composed of volunteer experts from Infrastructure Managers who are Members of RNE.

The deliverables of these work packages are:

- The update of the Traffic Management Guidelines, now called 'Framework for setting up a corridor traffic management system'
- The development of a web page where a database of the priority rules in operations applied by European IMs can be looked up
- A survey of real use of allocated capacity
- A survey of delay coding behaviour

RAIL FREIGHT CORRIDOR SERVICES

Framework for Traffic Management
Priority Rules website

BENCHMARKING & SURVEYS

Evaluation of real use of allocated capacity
Survey of delay coding behaviour

ACHIEVEMENTS 2013

IT SYSTEMS

TCCComFuture
TIS Data quality

TRAIN PERFORMANCE MANAGEMENT

Support to IMs and RFCs

O&AS achievements
in 2013

Are there any activities, not planned in 2012, that were initiated in 2013?

Yes, two work packages concerning RNE IT systems that support operations and after-sales tasks were started in the autumn and will be finalised before summer 2014. They deal with:

- Traffic Control Centres Communication: new developments and improvements to the TCCCom system
- Train Information System: setting up a comprehensive and pre-defined procedure to monitor and improve data quality in TIS.

What is the state of play as regards Train Performance Management and European Performance Regime activities?

RNE provided the IMs and the RFCs with the 'Guidelines for punctuality monitoring' to be used by the Corridors' Train Performance Management group as a basis for their activities.

The European Performance Regime project was finalised at the beginning of 2013. Soon after, RNE started to evaluate how the main outcomes of the project could be used and made operational, even without implementing the entire EPR project, namely the commercial model, including financial consequences. This task was carried out within the framework of the Operations & After-Sales Working Group and with the support of the Train Performance Managers of the Rail Freight Corridors 1 and 2; formerly these were RNE Corridors C02 and C05.

The main outcomes of this task are that the EPR IT system can be used to improve the quality of data used for Train Performance Management and this is being taken into account in the Work Package 'TIS data quality framework' mentioned earlier.

What future developments are planned in your working area?

In December 2013 the heads of the operations departments of RNE Members met to discuss the achievements of the Operations & After-Sales (O&AS) sector and to agree on a new strategy for the future. On this occasion, it was decided that the tasks of the O&AS Working Group should be split into two areas: Traffic Management and Train Performance Management.

Traffic Management

OPERATIONS & AFTER SALES

Train Performance Management

Split of Operations & After-Sales Working Group
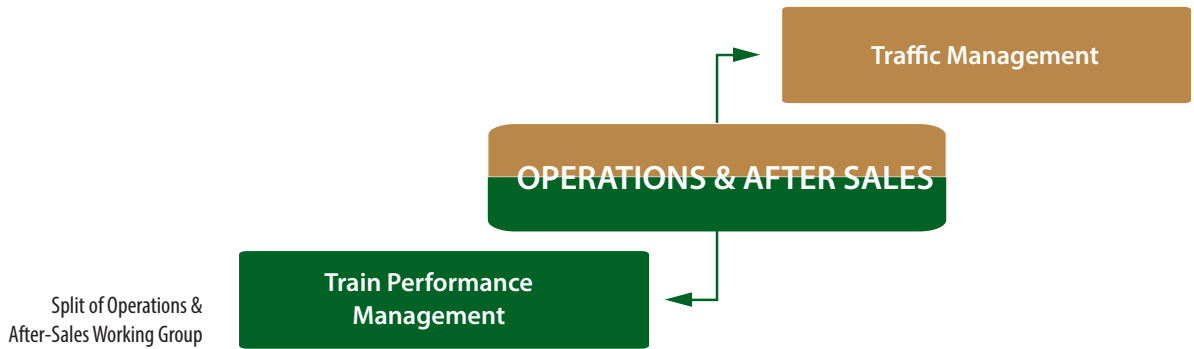
Traffic Management will provide more operational outcomes, a new escalation level and focus on Traffic Control Centres Communication. Train Performance Management will ensure greater efficiency, a better coordination with Rail Freight Corridors and focus on the Train Information System, TIS.

Following this decision, a two-day kick-off meeting was organised on April 3rd and 4th 2014, where the future tasks and organisation for these two areas were discussed. In particular a detailed work plan for 2014 has been set up. In the field of Traffic Management four work packages have been proposed and will be submitted to the RNE General Assembly. These work packages are based on the list of general topics that the heads of operations would like to be dealt with in the Traffic Management sector. The responsibility for Train Performance Management tasks, previously held by the RNE Corridors, is currently passing to the Rail Freight Corridors, but RNE continues to provide support. During the kick-off meeting the participants discussed how to achieve a better coordination between RFCs and RNE as regards Train Performance Management issues. A proposal based on the outcomes of this discussion will be submitted to the General Assembly. In addition, a work package handling the further development of the European Performance Regime IT tool for data quality purposes has been proposed.

More information available at
rne.eu/operations

TRAIN INFORMATION SYSTEM (TIS)

RNE TIS
Train Information System
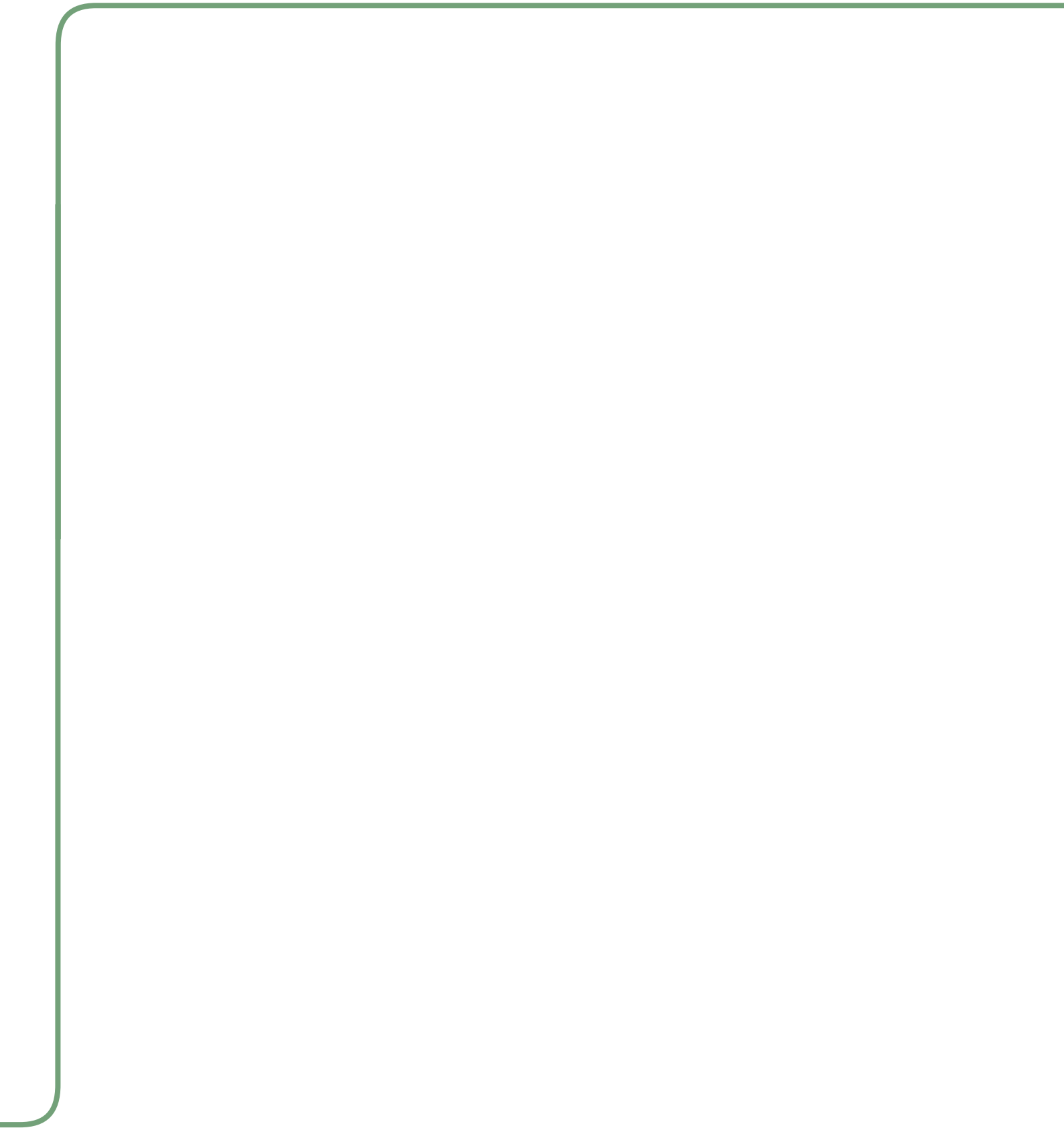
JO TIS MANAGER
JOSEF STAHL

TIS (Train Information System) is an RNE IT system that supports international train management by delivering real-time train data concerning international and partly-national passenger and freight trains. The relevant data is processed directly from the Infrastructure Managers' systems. In 2013, Version 5 of the Train Information System was released.

Looking back on 2013, it was one of the most important years for TIS ever and it will surely be remembered as the 'Year of TIS'. Many new Infrastructure Managers (IMs) joined the system and a change of supplier was carried out. The latter was a very serious step; it demanded a lot of manpower and strong management skills.

Has it made much difference having a new TIS supplier?

The new supplier took over in July 2013 and immediately started to improve and stabilise the whole application. After the first release was deployed in October 2013, performance improved significantly.

Google maps were chosen as the basic framework for the network overview, the architecture of the whole application was optimised and the entire deployment process has been visibly accelerated. This is one of the most positive issues for the user: a new version can be deployed in ten minutes and the down time has been shortened by several hours compared to the previous version.

RNE TIS
Train Information System
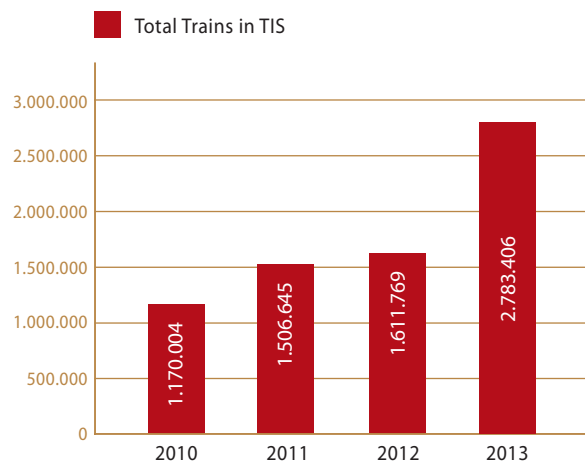**Rollout**
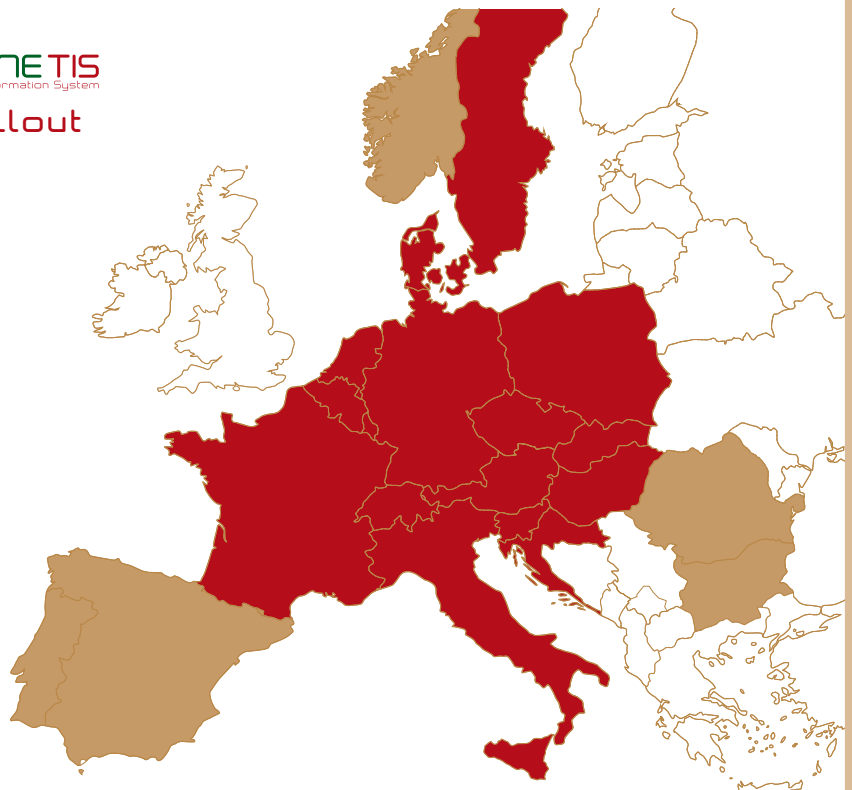
Current participants
AT, BE, CH, CZ, DE, DK, FR, HU, HR, IT, LU, NL, PL, SE, SI, SK

Potential future participants
BG, ES, NO, PT, RO

TIS roll-out

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

What else has changed in 2013?

Along with improvements to the application, some new IMs stepped in – thus filling in the missing parts on the European network. PKP PLK, one of the biggest IMs in Europe, joined TIS at the beginning of 2013 whilst Banedanmark was the first Scandinavian IM to become part of the TIS family. In the second half of 2013, SŽDC and ŽSR followed – most of the white areas on the Central European railway map thus disappeared.

Trafikverket was linked at the very end of 2013 to the TIS test environment but will only be fully incorporated in the second quarter of 2014. CFR and NRIC are already knocking at the door and will most probably follow in 2014.

■ Total Trains in TIS

			2.783.406
	1.506.645	1.611.769	
1.170.004			
2010	2011	2012	2013

Trains in TIS 2010-2013

How is the 'TIS Data Interface' roll-out progressing?

The RU and IM interface is a success story as well. In 2012 we started to link one of the largest freight RUs in Europe to TIS and, after that, some additional Railway Undertakings took advantage of this professional interface as well. Until now DB Schenker Rail, SBB Cargo International, Eurostar, KEYRAIL and RailData have signed the TIS interface contract and thanks to that TIS function, the legacy systems of the above-mentioned companies can take advantage of real-time data and provide on-line information within their company applications.

Almost all interfaces mentioned above are based on TAF TSI messages. These messages feature the new functional and technical standards for harmonised information exchange between Infrastructure Managers, Railway Undertakings and other stakeholders – thus they strongly promote the interoperability of the trans-European conventional rail system. The new TIS members who are Infrastructure Managers, BDK, SŽDC, ŽSR, TRV, joined the TAF TSI Common Interface as well and are making use of it.

TRAIN INFORMATION SYSTEM (TIS)

Total Train Messages in TIS

	2010	2011	2012	2013
	55.923.503	60.242.897	64.288.224	69.213.798

Train messages in TIS 2010–2013
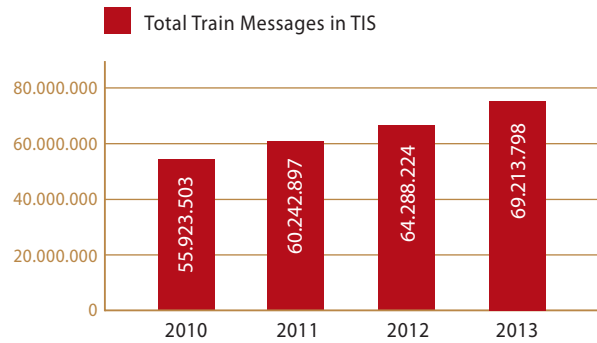
In what way does the Train Information System (TIS) support Rail Freight Corridor requirements?

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

Have any new TIS functions been developed?

Much effort went into developing new TIS functions in 2013, especially to improve the performance and usability of the user interface. The whole application has been given a makeover according to the RNE house style.

Based on demand from our clients, TIS was developed further to handle a certain amount of national trains. Thanks to this new functionality TIS is now working like a messages broker for RUs and IMs and our clients can save money because fewer interfaces are required if TIS aggregates the data and provides it to the clients in a single stream. The results of a TIS user survey carried out recently showed that we are on the right track. As the volume of data and user is growing exceptionally fast, the technical environment has to be adjusted for future demand quite soon.

More information available at tis.rne.eu

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
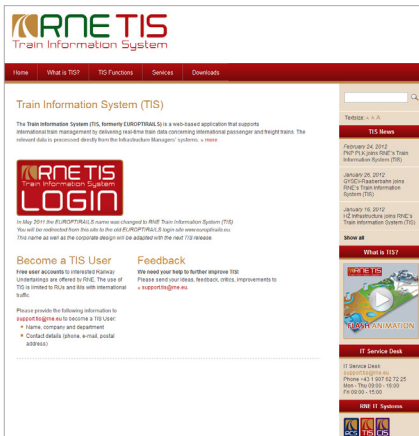
TIS Website
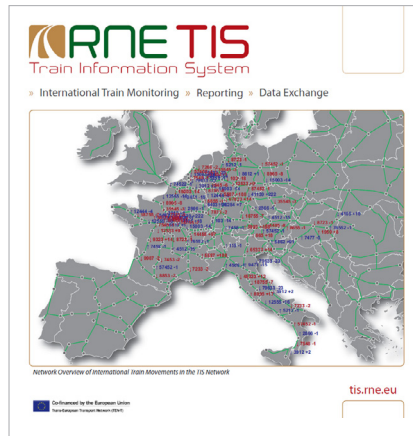
TIS Brochure

The Common Interface was 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.

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

After the deployment of TIS Version 5.1 RNE carried out an online user survey to find out whether the application is satisfying its users' needs and to keep track of emerging user requirements. An online template was chosen to minimise the effort needed by the user.

Average TIS User Rating

TIS Service Desk Support	3,7
Space Time Diagram	3,4
Train Info Page	4,2
Train Request Page	3,8
Network Overview	4,0
Business acceptance	3,6
Documentation	3,3
Data Quality	3,6
Usability	3,5

Poor (=1)   Excellent (=5)
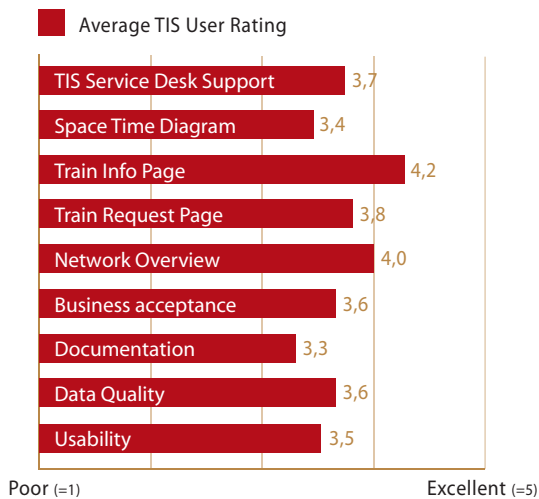
Results of TIS survey
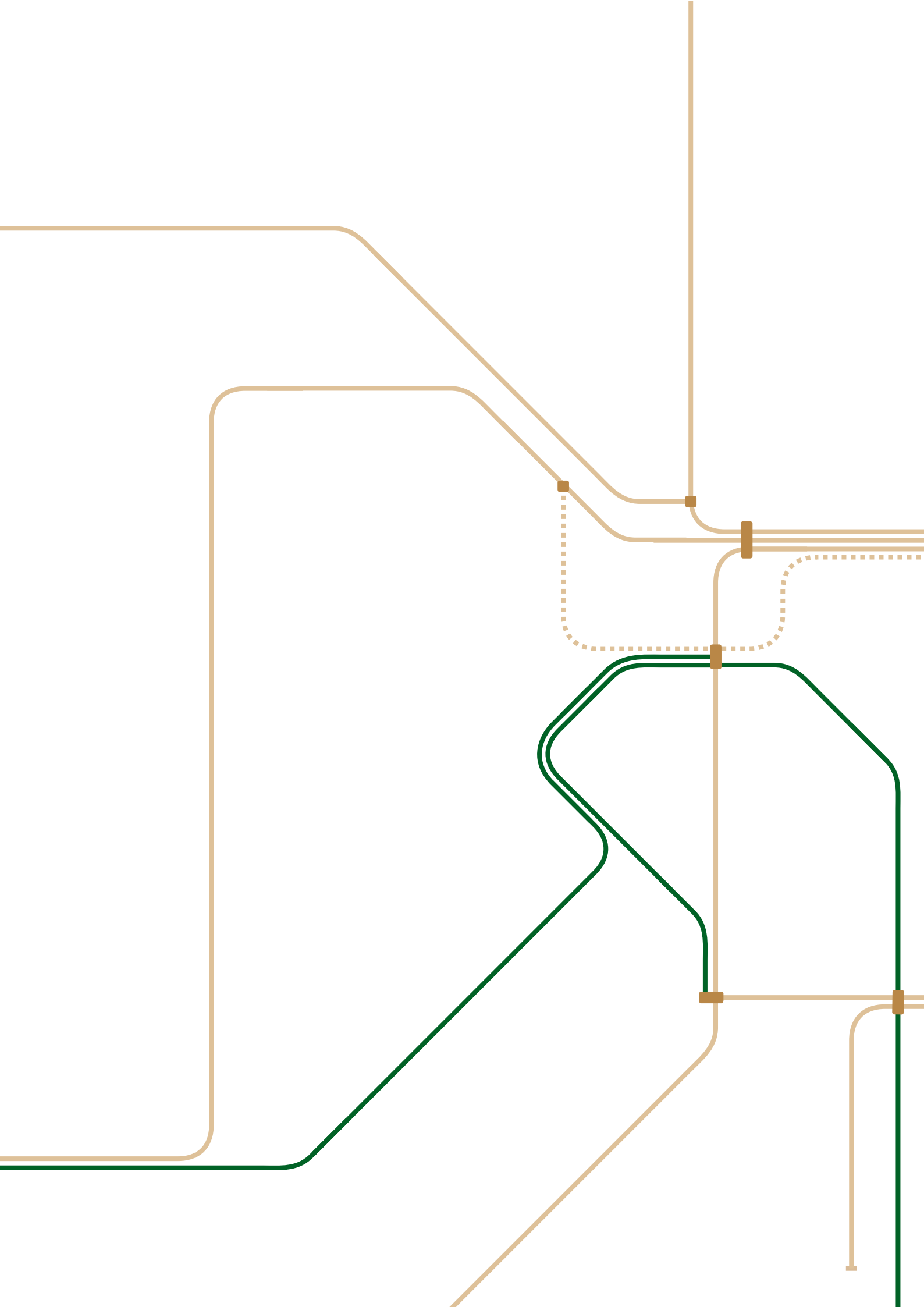
NETWORK STATEMENT & LEGAL MATTERS & REGULATORY BODIES

NETWORK STATEMENT

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

In 2013, the activities of the Network Statement Working Group (NS WG) were shaped by three major challenges: the start of operations for the first Rail Freight Corridor in November 2013 and the publication of their Corridor Information Documents (CIDs); the impacts of the Recast of the First Railway Package (Directive 2012/34/EU); and an extensive benchmarking exercise.

Following the publication of the first Corridor Information Document (CIDs) in November 2013, what can be the first conclusions from the RNE perspective?

The publication of the CIDs mark a new era in the relationship between railway infrastructures and the market, providing high-value information at a Europe-wide level. It is now possible to read about the following topics for each Rail Freight Corridor:
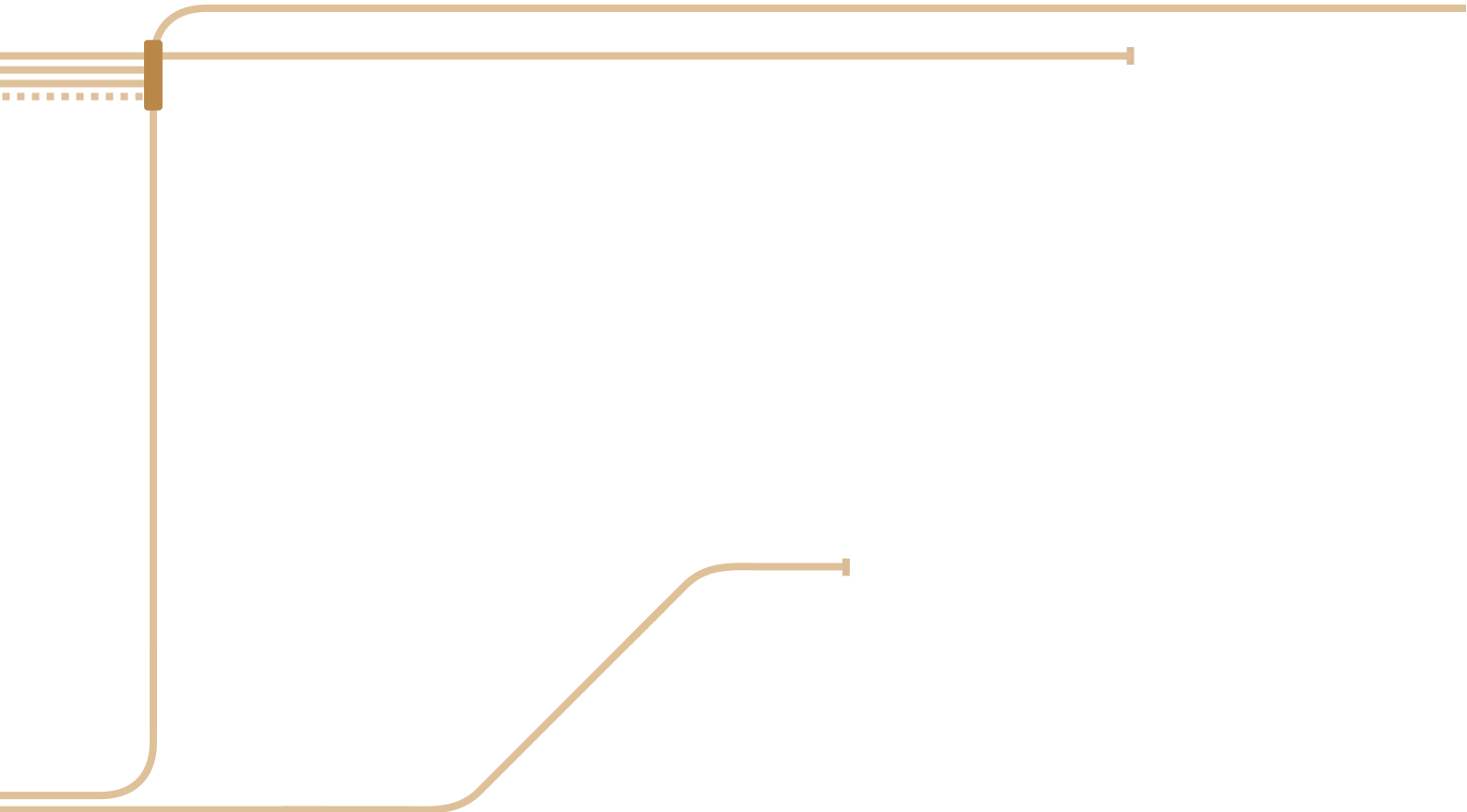
- information aggregated from the Network Statements along the corridor
- complete descriptions of Terminals
- specific corridor capacity allocation with dedicated Pre-arranged Paths and
- Corridor Implementation Plans that include a transport market study, objectives for the RFCs, the investment plan and all the measures to efficiently manage RFC operations.

The Network Statement Working Group produced a specification for the CID to allow a harmonised production of these complex documents. The specification was largely adopted by all RFCs. Naturally, as is the case with Network Statements, there is a need for continuous updating of the CID specification and for commitment on the part of the RFC to effectively comply with it.

The publication of the CIDs has proved the extreme importance of having Europe-wide harmonised processes. This is particularly evident in the case of the CID Book 2, the Network Statement Excerpts, where the very high level of NS compliance with the long-standing RNE specification for network statements made the construction of this new document much easier.

Corridor Information Document Common Structure

What are the key impacts of the Recast on the Network Statements?

The group can see four major impacts. Network Statements shall now contain information setting out the conditions for access to service facilities connected to the network of the infrastructure manager and for the supply of services in these facilities, or they shall indicate a website where such information is made available. The capacity allocation process now includes more information on the dispute resolution process, including train paths requested, allocated and proposed alternatives. The structure of services has been adjusted to meet market needs more closely. And the basic principles of the performance scheme have been established by Directive 2012/34/EU.

Network Statement – Common Structure & Implementation Guide

NETWORK STATEMENT

What are the key findings of the benchmarking exercise?

The most outstanding result is the very high level of compliance of the Network Statements published by RNE Members with the RNE specification – around 95% as regards the 1st and 2nd heading levels.

It is a clear demonstration of the commitment of the Network Statement Working Group members to the development and implementation of the specification!

Conformity Index – Network Statement	
CS 1st level exclusively	97 %
CS 2nd level exclusively	87 %
CS 1st, 2nd and 3rd level	40 %
CS 2nd and 3rd level	79 %

Conformity Index
(Network Statement Benchmark Exercise)

Looking at the Network Statement consultation process, the number of consulted entities has visibly grown larger in the past few years, moving from a target group dominated by Railway Undertakings to a wider group complemented mainly by the Authorized Applicants and Terminals. The market is getting more and more involved in the production of Network Statements. Besides, companies are introducing quality objectives in Network Statement production, in the search for continuous improvement.

Also, customer surveys are gradually being introduced to better evaluate the quality of Network Statements. Terminal information is starting to be inserted in the document, mainly in the shape of links to Terminal websites. In any case, thanks to our structured approach, a detailed description of these facilities is now becoming available in many countries.

Network Statements contain some references to the Rail Freight Corridors and their Corridor Information Documents, but there is still progress to be made in the integration of both types of information, namely in the capacity allocation domain.

More information available at
rne.eu/ns

LEGAL MATTERS

The RNE Legal Matters Working Group (LM WG) consists of lawyers and legal experts from most RNE member-organisations. They are providing legal advice to RNE since the Association was founded ten years ago. The group deals with RNE Statutes, Internal Rules, and various contractual and IT issues. The fact that this Working Group is a pool of legal experts drawn from European rail Infrastructure Managers (IMs) has been noticed by industry stakeholders such as Rail Freight Corridors (RFCs) – who increasingly ask for legal input agreed by the group.

In addition, the group lead important harmonisation projects, such as the European General Terms and Conditions (EGTC) or the European Performance Regime (EPR) via the EPR Legal Working Group, which is chaired by the Legal Matters Working Group chairperson.

The Working Group has also created templates for legal documents such as the Standard Framework Agreement, which is currently needed by Railway Undertakings (RUs) running on Rail Freight Corridors (RFCs).

Finally, the group is in charge of the expert monitoring of European legislation, e. g. EU Directive 2012/34 ('Recast'), the fourth Railway Package and the Rail Freight Regulation (913/2010) – the latter especially with regard to RNE´s function as a service provider of choice for RFCs.

CHAIRPERSON OF
THE LEGAL MATTERS
WORKING GROUP
YVONNE DESSOY
DB Netz AG

JO LEGAL ADVISER
TSVETAN TANEV

What were the main activities of the Legal Matters Working Group (LM WG) in 2013?

Firstly, in 2013, the Working Group was very busy with the analysis of **EU Directive 2012/34**, formerly known as the 'Recast'. The Directive went into force in December 2012 and has to be implemented by EU Member States before 16 June 2015; thus right now there are many questions to answer.

The group's members focused on the role of RNE, stressed in Articles 37 and 40. The stipulations in these articles require Member States to ensure that IMs cooperate in relation to charging systems and the allocation of infrastructure capacity on more than one network.

Secondly, the Working Group dealt with a very familiar issue in 2013: the European General Terms and Conditions, or EGTC. The **EGTC** document recommends a best-practice example of conditions of use for the infrastructure but is not binding. The International Rail Transport Committee, or CIT, that represents RUs in Europe, agreed with RNE in January 2013 to strengthen collaboration between both organisations in areas of specific common interest. One of the results was a joint check of the current EGTC document to decide whether modifications of the EGTC would be necessary and useful so that it is line with Directive 2012/34. The joint effort by RNE, CIT, EIM and CER is evidence that the railway sector is able to find well-balanced solutions fitting market needs and that legal initiatives by the European Union are not necessary.

An expert subgroup consisting of legal experts from RNE, CIT, EIM and CER met twice to evaluate the need for changes. RNE succeeded in convincing the CIT that a few amendments would be sufficient to include the role of service facilities, which is stressed in EU Directive 2012/34, in the EGTC. The subgroup also discussed the possibility to include information on the EGTC in national network statements.

Following the subgroup's achievements, the RNE Legal Matters Working Group thoroughly discussed the amendments before approving them. It also answered a questionnaire prepared by the CIT on the state of implementation of EGTC on the networks. At the end of the year the document´s update was almost complete.

EGTC - European General Terms and Conditions of use of railway infrastructure

European General Terms and Conditions of use of railway infrastructure

Thirdly, there were a few remaining tasks concerning **IT Contracts**. You might recall that in 2012 the Legal Matters Working Group had developed seven new templates for contracts dealing with two RNE systems: TIS and PCS. Remaining questions were solved in close collaboration with the RNE CIO, Harald Reisinger. In January 2013 the General Assembly approved all the IT contract templates.

After that group worked on the inclusion of the TIS membership agreement into the IROGs, RNE's internal rules; this was approved by the General Assembly in December 2013.

Apart from this, the Working Group continued to work on a variety of IT issues during the year because new questions arose frequently. The group was very happy that legal adviser Tsvetan Tanev started working at the RNE Joint Office in spring 2013, on a part-time basis at first: in addition to providing support to the Working Group, he is in charge of the IT contracts and this allowed the Working Group to spend more time on other tasks.

Fourthly, as in previous years, the Working Group had the opportunity to answer various questions asked by the **Rail Freight Corridors**, especially in connection with the implementation of the first RFCs in November 2013, for example regarding the application process for Pre-arranged Paths or the user satisfaction survey.

As most of LM WG members advise and represent their own national IM on Rail Freight Corridor issues, a fruitful exchange between all legal experts in the Legal Matters Working Group could be started and proved to be very useful.

Indeed on each RFC, similar questions arise as they all have to find a legal basis for their work, namely to create an organisation, to implement the Corridor One-Stop Shop, to offer Pre-arranged Paths etc. Therefore it was most interesting for each Working Group member to learn how their colleagues deal with problems on the RFCs concerned.

The Working Group still supports strongly the development of a legal information database by RNE. This database would be used by Rail Freight Corridors and encourage greater collaboration between them. This would meet the expectations of RUs, as summarised in the latest UIC document on the issue.

Last but not least, the Working Group drafted a suggestion for a more detailed stipulation on the issue of abstention votes at General Assembly in the **IROGs**; the revised stipulation was approved by the RNE General Assembly.

What future activities are being planned?

As a matter of fact, issues connected with the **Freight Regulation** will dominate the agenda again. The Working Group is in charge of commenting the new version of the handbook presented by the European Commission at the end of last year from a legal point of view.

In addition, many other questions have recently arisen, for instance how Rail Freight Corridors may define authorised applicants or how to deal with applications for conflicting paths that concern two RFCs at the same time.

As to the EGTC, the update has to be finalised and approved by the RNE General Assembly in May 2014.The Working Group has to write a general explanation on the EGTC´s legal character and content for the national network statements and have to examine the version that has been the object of a language check by the EU translation service. At the end of the whole process, the 'clean' document, which has been updated according to the new rules in Directive 2012/34, has to be presented to the European Commission.

Speaking about **EU Directive 2012/34**, the Working Group will continue to analyse its impact on the rules and procedures of RNE Members in their role as IMs. It will also go more deeply into its impact on RNE as an association.

In this context, a new challenge has arisen: the CER, that serves as a lobby organisation for most RNE Members, has started to cooperate with the RNE Legal Matters Working Group in developing legal opinions on European and international legal issues, because the Working Group consists of the legal experts of almost all relevant IMs in Europe.

For instance, OTIF, the Intergovernmental Organisation for International Carriage by Rail, responsible for the Cotif, has asked RNE to give an input regarding the revision of the E–**CUI** Annex on the use of the infrastructure. The Working Group will give a legal input from the IM side to the CER, who will include it in the official CER statement.

Furthermore, the Working Group is cooperating with the CER in making legal statements on the **implementing acts or delegated acts to Directive 2012/34**, for instance Article 13 – conditions of access to services.

Apart from these almost strategic tasks, the group will probably propose **amendments to RNE Statutes and IROGs**, as almost every year. In December 2013 the General Assembly asked the Working Group to check the whole IROGs document to see whether its annexes and its language were still up to date, a task which will be tackled very soon. Of course the group will also continue to accompany the implementation of 2013´s accomplishments, especially with regard to IT issues.

The RailNetEurope - Regulatory Bodies Conference 2013 took place on 31 October 2013 at the Hotel Astoria in Vienna.

Apart from Regulatory Bodies (RBs) officials from Austria, Belgium, Croatia, the Czech Republic, Germany, Hungary, Latvia, Luxembourg, the Netherlands, Poland and the United Kingdom, representatives of the European Commission, CER, the RNE Managing Board and RNE Joint Office attended the Conference, which brought together about 30 participants.

The event was chaired by RNE's Secretary General, Mr Joachim Kroll and took place in a very constructive atmosphere and highlighted the following topics with railway regulatory relevance:

- Status of the Guidelines on Pre-arranged Paths and Coordination and of the Guidelines on Publication of Possessions/Works (presented by Mr Jürgen Pfeiffer, RNE Sales & Timetabling Manager)

- Traffic Management, Punctuality Monitoring & Priority Rules in Operation (presented by Ms Simona Di Loreto, RNE Operations & After Sales Manager)

- RNE IT systems: Charging Information System (RNE CIS), Path Coordination System (RNE PCS) and Train Information System (RNE TIS) (update by RNE's Chief Information Officer, Mr Harald Reisinger)

RailNetEurope - Regulatory Bodies Conference 2013

Vienna, 31 October 2013

RNE
RailNetEurope

Regulatory Bodies Conference 2013 in Vienna

IT STRATEGY

RNE CIO
HARALD REISINGER

JO CTO
SEID MAGLAJLIĆ
(until March 2014)
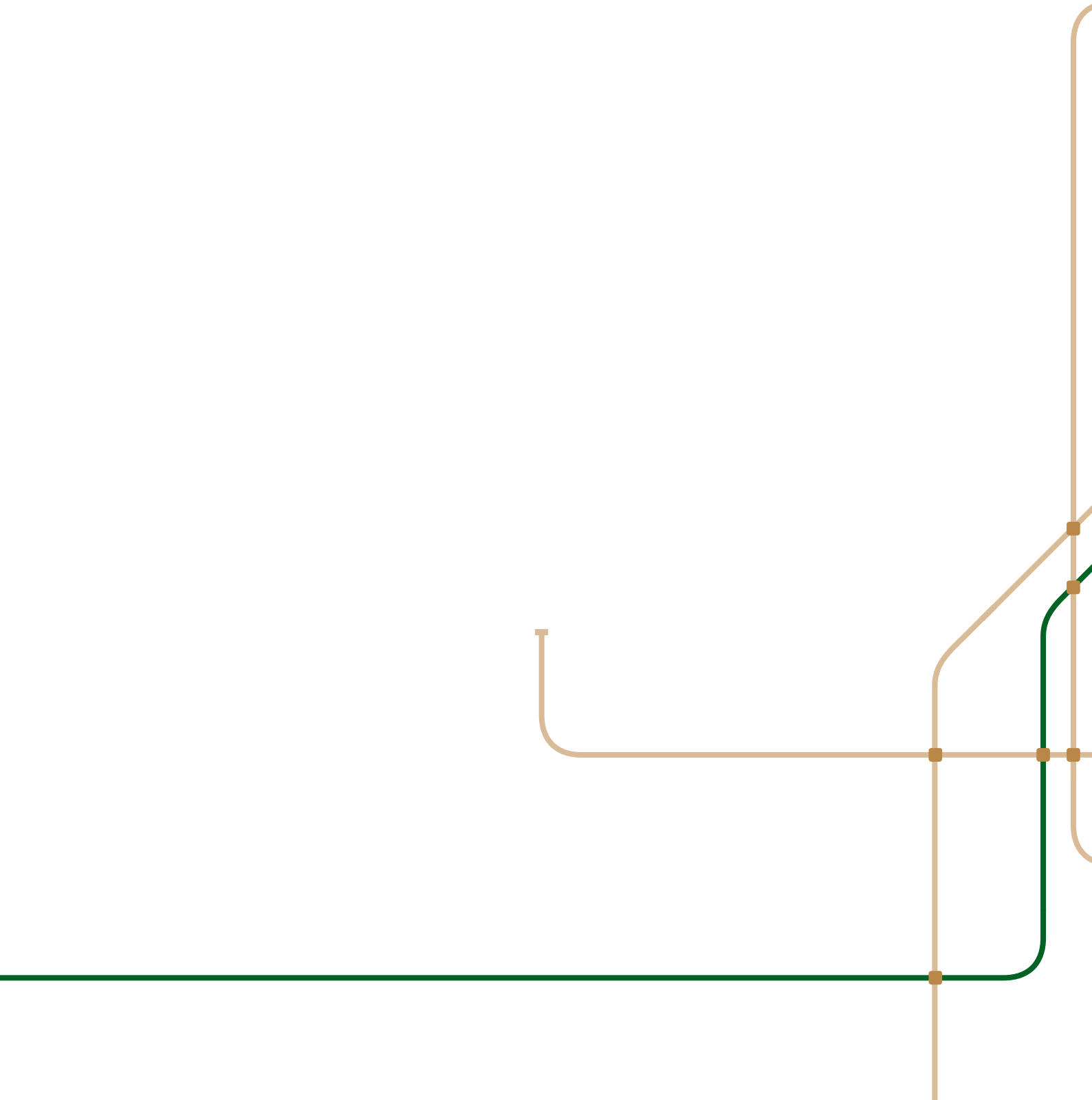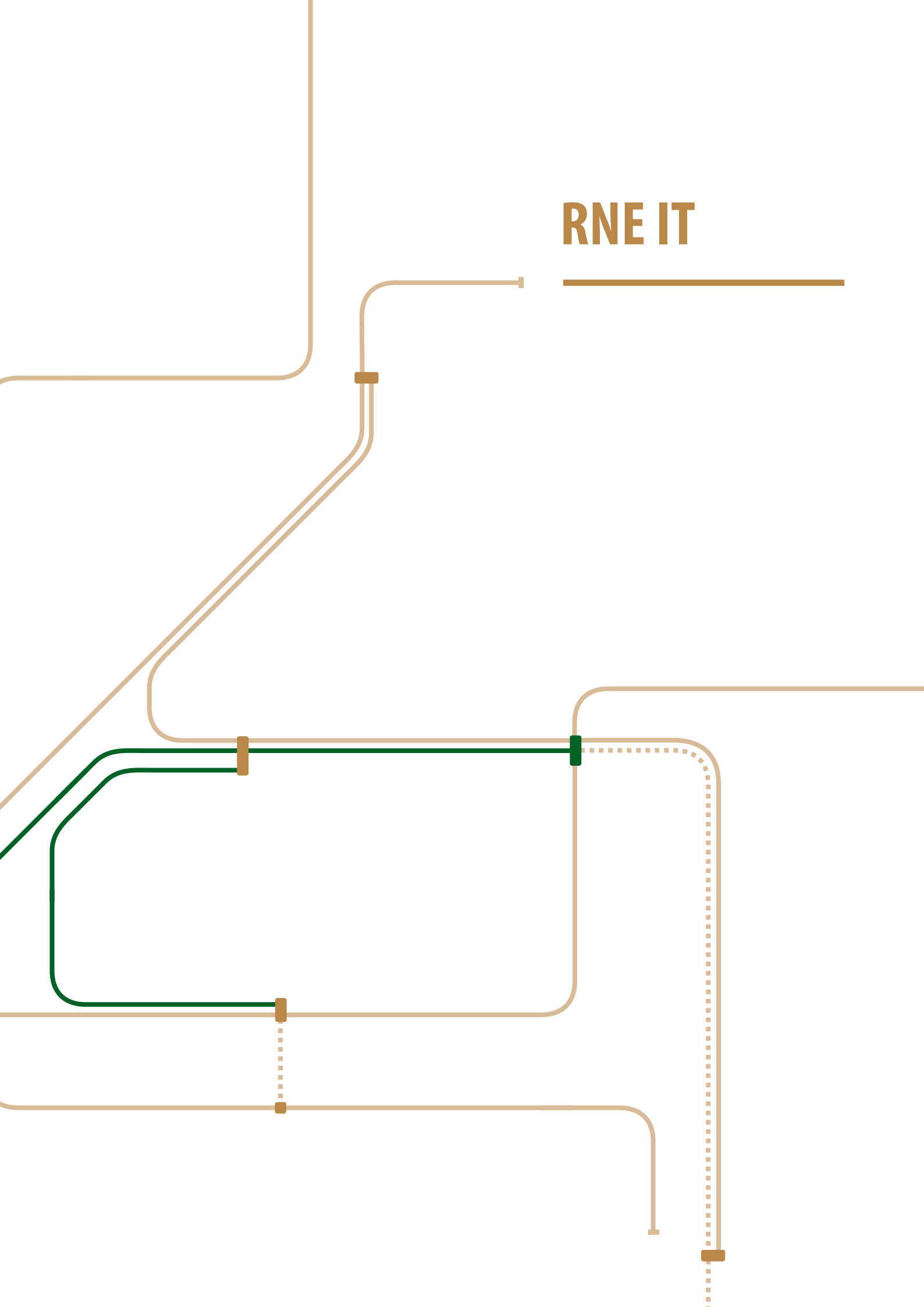
The aim of RailNetEurope being to facilitate the international business of European Infrastructure Managers and Allocation Bodies, RNE is harmonising procedures and methods in the field of international rail traffic management.

At the same time, RNE supplies the relevant IT systems. Indeed the development and running of supporting IT systems has become a main pillar of RNE's work, and the widespread, growing use of these IT systems is the best proof that IMs/RUs are following jointly-defined procedures.

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? How can international rail capacity be allocated within a reasonable time frame? As far as national transport services are concerned, the answers to these questions can be given by the national Infrastructure Managers (IMs) / Allocation Bodies (ABs). As soon as international transport is involved, however, national solutions can only deliver part of the answer.

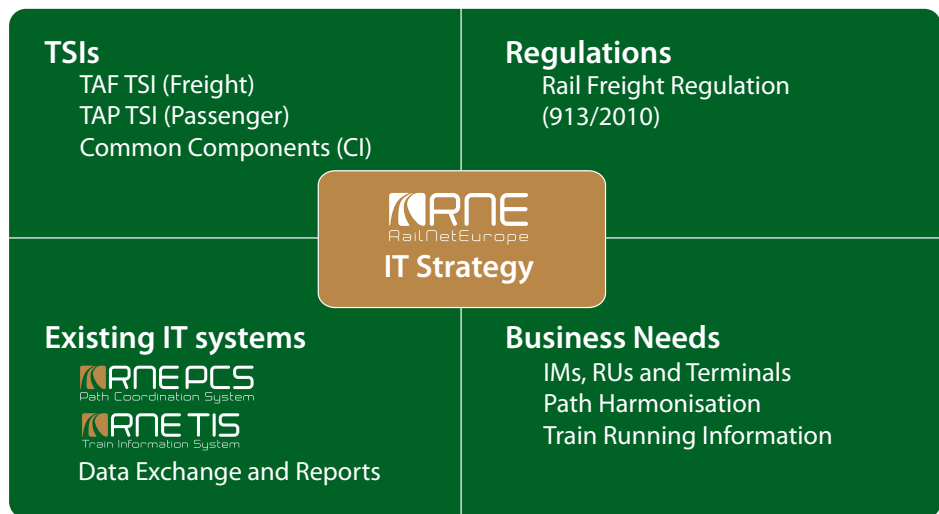The international rail business requires good cooperation between all partners. Therefore RNE considers its Members' business needs and is moreover in direct contact with the Railway Undertakings. This combined approach is now having a strong impact on the development of RNE's IT systems.

The TAF and TAP TSI and Rail Freight Regulation (913/2010) for European Rail Freight Corridors are currently the main business drivers for RNE IT investments. The RNE General Assembly has mandated RNE to support and coordinate the IMs in the field of telematics (TAF/TAP) TSIs. In addition it decided that RNE should become the service provider and expert support provider for corridor organisations in the areas of developing and operating methods, processes and tools. Within this context the RNE IT systems were ready in time to support the launch of the first six Rail Freight Corridors. Indeed these systems are one of the main instruments supporting the

TSIs
TAF TSI (Freight)
TAP TSI (Passenger)
Common Components (CI)

Regulations
Rail Freight Regulation
(913/2010)

IT Strategy

Existing IT systems
RNE PCS
Path Coordination System
RNE TIS
Train Information System
Data Exchange and Reports

Business Needs
IMs, RUs and Terminals
Path Harmonisation
Train Running Information

Pillars of the RNE IT Strategy

fulfilment of this ambitious objective. RNE would like to thank the European Commission (TEN-T Executive Agency, now INEA) for its financial contribution to RNE and its Members, which is helping us to fulfil the demands of the telematics TSIs and Rail Freight Regulation (913/2010).

Existing IT Systems

The latest developments regarding the RNE IT Systems (Train Information System (TIS), Path Coordination System (PCS) and Charging Information System (CIS)) are described in the Operations and Timetabling parts of this Annual Report.

RNE TIS
Train Information System

RNE PCS
Path Coordination System

RNE CIS
Charging Information System

Operating the systems

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

That is why it was necessary to upgrade the service level contracts with the existing IT suppliers and to improve the performance. 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.

As announced in 2012 RNE tendered one of its key systems, Train Information System, in 2013 to improve its performance. This was done very successfully and the results are described in the TIS section of this report. For similar reasons, RNE audited its data centre. This audit was positive and some technical improvements are already planned for the summer of 2014. Thanks to these, the RNE data centre will meet future demand as well.

IT
STRATEGY

New developments

The past year was very challenging for the development of RNE's IT systems. Although they already support most current business needs, the new requirements derived from Rail Freight Regulation (913/2010) and some final outcomes of the TAF TSI Working Groups' work have started to get integrated; this work will go on in the coming years.

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.

The first RFCs were put in place in November 2013. So it was necessary to support the required functions, such as the PaP and the C-OSS, for the first six RFCs by November 2013. In addition a performance report function for corridors was defined and developed by using TIS.

As regards PCS, the main task in 2013 was to fulfil the requirements of the freight regulation. In 2014 and 2015 it is planned to develop the PCS application into a PCS Next Generation. The different types of PCS users, such as IMs, RUs and RFCs, will be invited to participate in the development of PCS Next Generation.

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

Roll-out

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

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

The mandate to coordinate the IMs within the TAF and TAP TSI framework was given to RNE by its General Assembly in May 2008 and renewed in May 2012. But the rail sector was not able to implement and deploy the TAF TSI because of many inconsistencies to existing solutions and business best practice.

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

By the end of 2011, following a company endorsement phase, all Working Groups delivered the results of the agreed work. These included detailed specification, or coding, of the different TAF TSI messages and the Implementation Guides.

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

The graph below shows the old and the new timelines.

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 and Implementation

Every stakeholder (IM/RU) had to send an Implementation Master Plan to the TAF TSI Deployment Team by April 2012. A consolidated version of the various Master Plans was sent to the European Commission in May 2012. Company implementation was to be done on the basis of that plan. In 2012 the results were approved and the Sector launched the first TAF TSI implementation projects. In 2013 the ERA, together with the Sector, updated the TAF TSI consolidated Master Plan / Sector Implementation Handbook for TAF and TAP TSI according to the Sector's needs.

Phase 1 IT Specifications   **Phase 2** Development   **Phase 3** Deployment (Pilot)

Phase 1	Phase 2	Phase 3
• **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

Now IMs and RUs have entered the Implementation Phase. The 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 RNE has been a test partner for the TAF TSI Common Interface. In RNE's TIS application, the TAF standard is already in use in the production environment for every new data exchange since summer 2013. So the Rail Sector is already exchanging several million messages within the TAF/TAP TSI framework every month.

2014 has given us two great challenges: the use of the new location reference files in Operations, with TIS, and in Planning, with PCS, and the further implementation of data exchange.

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. The sector was able to convince the TAF and TAP Steering Board to do this and 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.

TRAIN ID

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. Nevertheless the full roll-out of the Train ID will take a long time.

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

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.

Even individual IMs or RUs have no common internal train number so operational train numbers can even differ from path or after-sales train numbers. Full traceability of a train – from the planning phase to the operational train run – is, in some cases, impossible to attain. This creates problems with finding renumbered trains or rerouted trains, which may lead to wrong route information. Consequently this misleads trains to incorrect destinations.
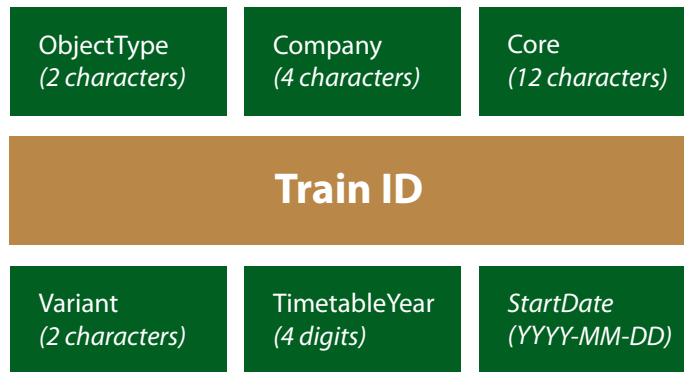
Concept of the Train ID

Thus a new approach was necessary to enable the creation of a unique Train ID: it was discussed and agreed with the sector within the TAF TSI framework – the objective being to create a new, unique Train ID for the whole lifecycle of every single train. But instead of replacing identification numbers currently used, these shall serve as a basic value for the unique Train ID. As a first step, the existing identifiers, for example from timetabling or operations departments, shall only be linked to the unique Train ID. Implementation into practice shall follow later.

A detailed coding of the Train ID and an Implementation Handbook explaining the use of the Train ID were created. Knowing that this matter is very important for IMs and RUs, a special acceptance and validation procedure was established. The IMs and RUs concerned were invited to participate in the expert consulting phase, during which company experts and other TAF TSI Working Groups had the possibility to voice their expert opinion. After that, a company endorsement phase was launched. All companies finally agreed to the handbook and the structure of the code. Based on that, RNE organised an E-Learning platform to improve the knowledge of stakeholders about new identifiers.

| 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

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

Short-term solution

Nevertheless the roll-out will take a long time, so 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 used to ensure a unique identifier during specific international business processes. While PCS covers timetabling processes, TIS is used for traffic management. The systems are not linked with each other at the moment, but we plan to link some functions in 2014. However, these new functions will only partly solve the problem and will only remain in place as long as the unique Train ID is not used by all IMs and RUs.
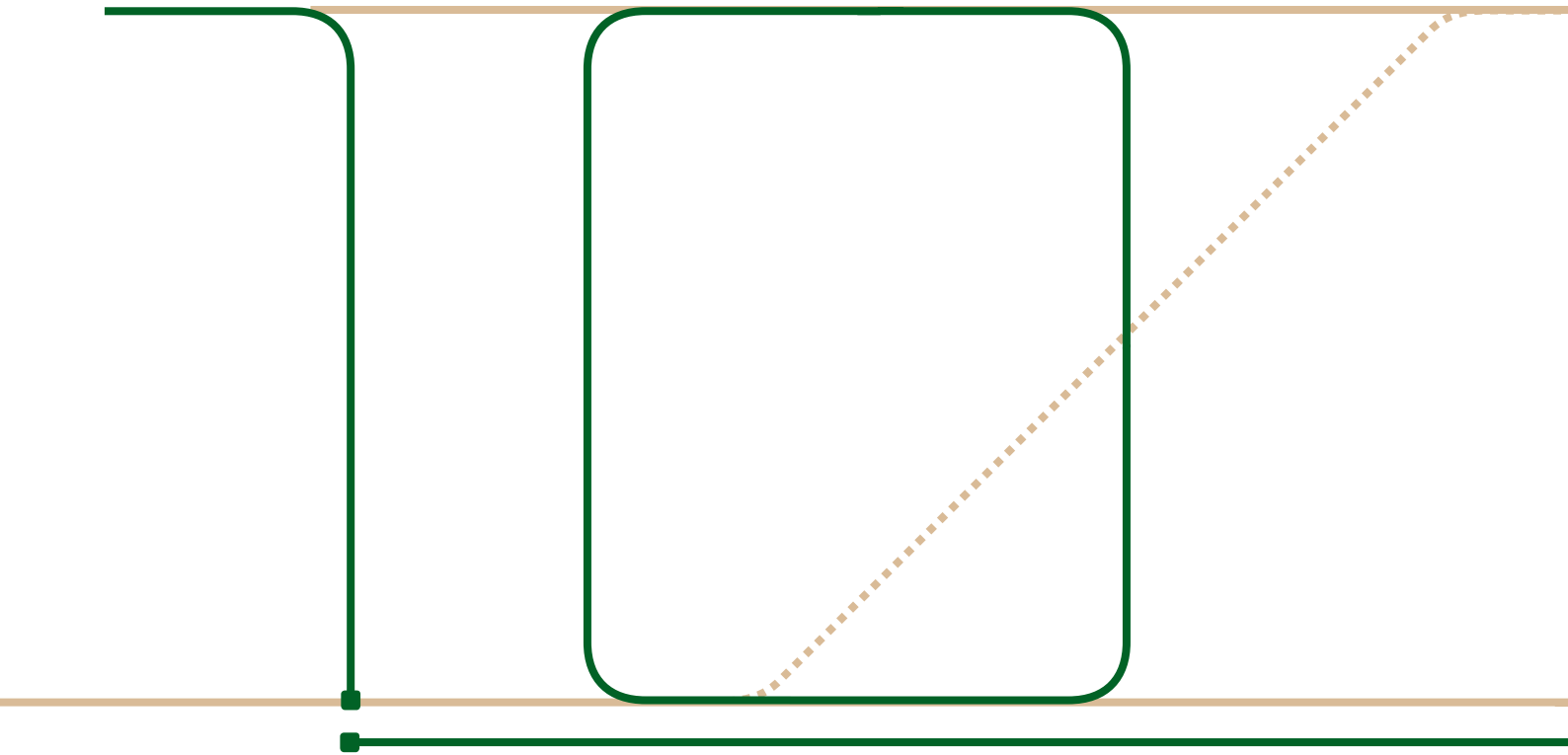
RNE BUSINESS CONFERENCE 2013 & 10 YEARS OF RNE
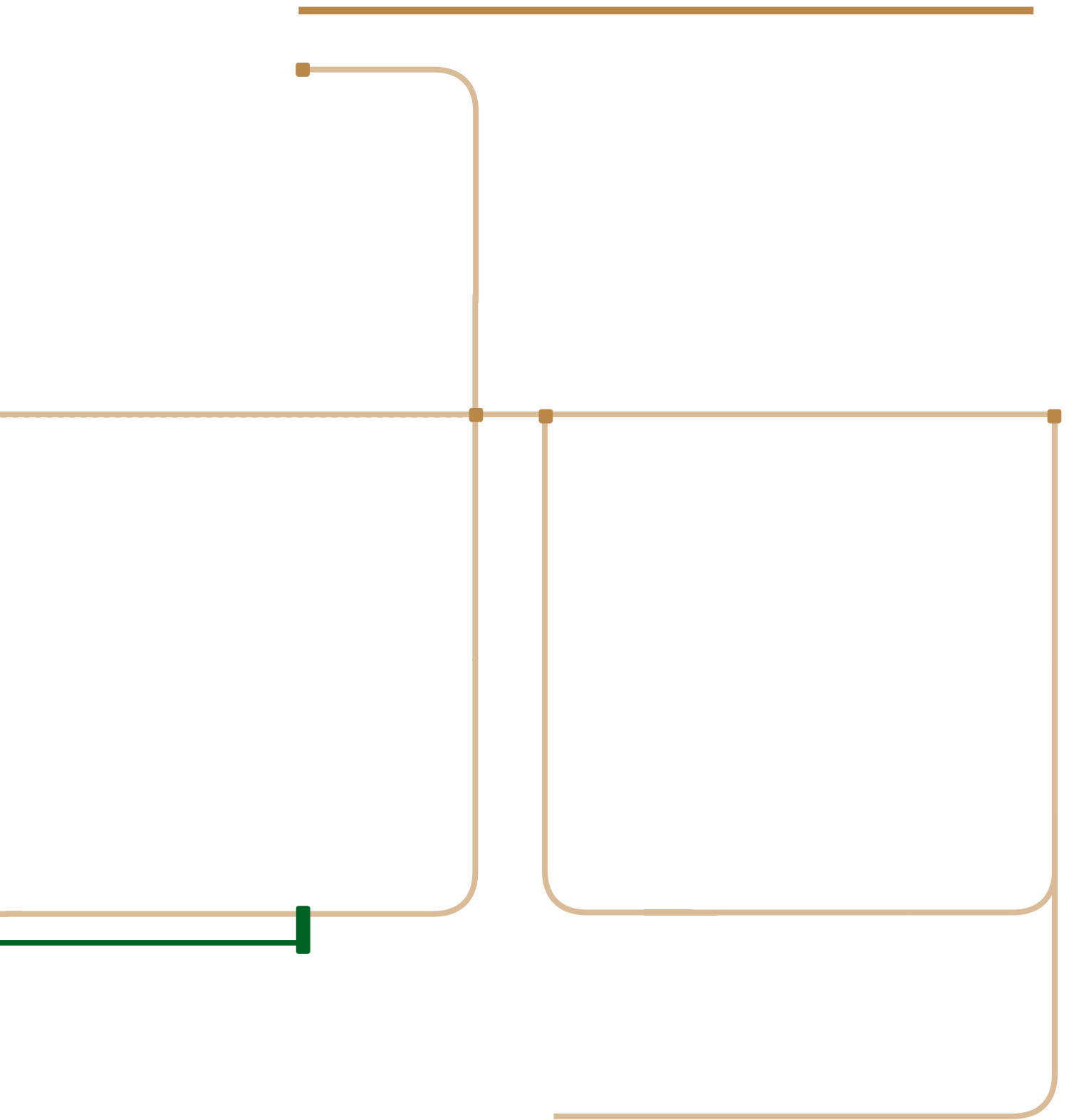
RNE Business Conference 2013 & 10 years of RNE
5 December 2013 - 10:30 - 18:30
Palais Ferstel - Vienna (Austria)

The RailNetEurope Business Conference 2013 was held on 5 December 2013 at Palais Ferstel in Vienna. The Conference was opened by the welcoming words of RNE President Harald Hotz, who was delighted to greet more than 180 guests.

Focus on "cooperation" in the European railway business

The programme of this edition of the RNE Business Conference focused on "cooperation" in the European railway business. Each session of the conference allowed various stakeholders from the railway industry to present their points of view. In total we were pleased to welcome 15 well-known speakers from all over Europe.

CONFERENCE PROGRAMME

Update on RNE activities and strategy

RNE President Harald Hotz and RNE CIO Harald Reisinger informed the conference guests about recent RNE activities in the fields of Corridor Management, Sales & Timetabling, Operations & After Sales and the RNE IT systems. Moreover Harald Hotz outlined the key points of the new RNE strategy.

Cooperation with Forum Train Europe (FTE)

FTE President Stephan Pfuhl and RNE President Harald Hotz talked about further intensifying cooperation between RailNetEurope and Forum Train Europe. RNE represents and coordinates European Infrastructure Managers, while FTE represents and coordinates most European passenger and freight Railway Undertakings.

Enhanced cooperation in European infrastructure management

The three organisations CER, RNE and EIM outlined the need for further cooperation between rail Infrastructure Managers – especially in the context of coordinating Rail Freight Corridors. This joint initiative will involve the High Level Infrastructure Meetings (HLIM) for the purposes of monitoring implementation and escalation.

Challenges for international passenger traffic in Europe

The morning session was concluded with presentations and a discussion about challenges faced by international passenger traffic in Europe. Michel Dupuis (RNE Vice-President), Emmanuel Thiry (PLBKA Group), Stephan Pfuhl (Head of Long-Distance Traffic at SBB) and Calin-Mihai Isman (Railteam) discussed the key success factors for passenger traffic.

Networking Session

Besides presentations and discussions, RNE followed its by now well-established interactive approach by providing a networking session. In the Rail Freight Corridors (RFCs) Fair Area, conference participants were able to meet Corridor Managers from all nine RFC organisations and get some information about specific corridors. This special fair area was a great success and attracted many participants. Moreover RNE made live demonstrations of its three IT systems (PCS, TIS and CIS) and presented the latest developments concerning these technological tools. Beside these two areas, the open networking area inside the conference hall was highly appreciated.

PANEL DISCUSSION: RAIL FREIGHT CORRIDORS

The beginning of a success story?

The afternoon session dealt with the topic – 'RAIL FREIGHT CORRIDORS – The beginning of a success story?'. Two Rail Freight Corridors (RFCs), a Railway Undertaking (RU), an Intermodal Terminal, an association of Regulatory Bodies, the European Commission and RailNetEurope (RNE) were represented in the discussion panel. RNE was happy to attract a number of prominent speakers:

- Paul Mazataud, North Sea-Mediterranean Corridor
- Stefan Wendel, Rhine-Alpine Corridor
- Jürgen Maier-Gyomlay, BLS & BLS Cargo
- Roland Klein, Kombi-Terminal Ludwigshafen
- Patrick Rousseaux, European Commission
- Wolfgang Groß, IRG-Rail
- Harald Hotz, RNE

The wide range of panelists provided a broad overview of every aspect of the RFC business.

10 years of RNE anniversary

Last but not least the highlight of this year's Business Conference was that RNE celebrated its 10th anniversary. Joachim Kroll, Secretary General of RailNetEurope, and Harald Reisinger, RNE CIO, spoke about the highlights of the last 10 years at RNE: funny moments, organisational and technical developments, and much much more.

We were delighted to welcome Hans-Jürg Spillmann, former FTE President, as a special guest speaker. He talked about the close cooperation with RNE during his presidency and congratulated the organisation on its 10th anniversary.

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

More information available at
rne.eu/bc

Pictures and impressions

Paul Mazataud
RFC North Sea-Mediterranean

Harald Hotz
RailNetEurope
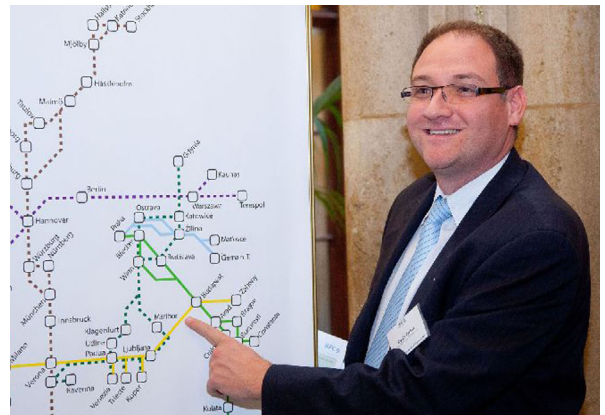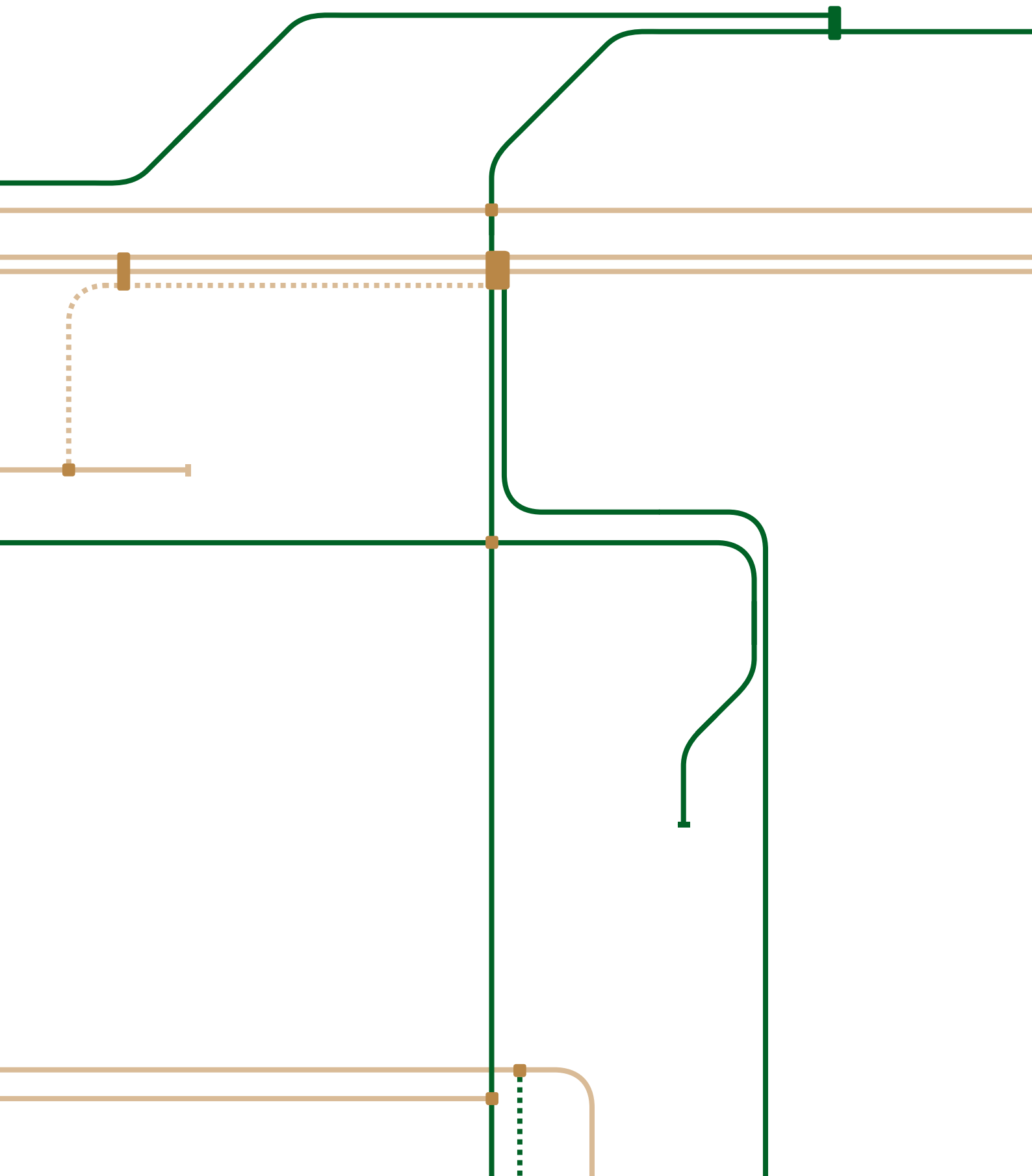
FINANCIAL REPORTS

BALANCE SHEET

ASSETS	31. DECEMBER 2013		31. DEC. 2012
	EUR		EUR
A. NON-CURRENT ASSETS			
I. INTANGIBLE ASSETS			
1. CONCESSIONS, INDUSTRIAL PROPERTY RIGHTS AND SIMILAR RIGHTS			
A. CIS	2,500.00		9,165.33
B. PCS	220,898.00		189,898.86
C. TIS	163,143.00		127,901.99
D. LICENCES	10,169.00		12,261.12
E. OTHER	5,964.00		4,386.25
		402,674.00	343,613.55
II. TANGIBLE ASSETS			
1. STRUCTURAL INVESTMENT IN THIRD-PARTY BUILDINGS	2,809.00		1,920.39
2. OTHER EQUIPMENT, FURNITURES AND FIXTURES	13,402.00		13,843.56
		16,211.00	15,763.95
		418,885.00	359,377.50
B. CURRENT ASSETS			
I. RECEIVABLES AND OTHER ASSETS			
1. TRADE RECEIVABLES	95,743.01		52,449.22
2. OTHER RECEIVABLES	116,823.75		65,231.42
		212,566.76	117,680.64
II. CASH ON HAND, BANK DEPOSITS	2,565,515.30		2.494.947.04
		2,565,515.30	2,494,947.04
		2,778,082.06	2,612,627.68
C. ACCRUALS		**31,471.51**	10,199.98
		3,228,438.57	2,982,205.16

EQUITY AND LIABILITIES	31. DECEMBER 2013		31. DEC. 2012
	EUR		EUR
A. EQUITY			
I. CAPITAL RESERVES			
1. UNAPPROPRIATED	2,800,622.37		2,422,753.37
		2,800,622.37	2,422,753.37
II. BALANCE SHEET PROFIT	0.00		0.00
		0.00	0.00
		2,800,622.37	2,422,753.37
B. PROVISIONS			
1. OTHER PROVISIONS	35,382.45		32,630.32
		35,382.45	32,630.32
C. LIABILITIES			
1. VENDOR LIABILITIES	295,298.70		290,005.56
2. OTHER LIABILITIES	97,135.05		236,815.91
		392,433.75	526,821.47
		3,228,438.57	2,982,205.16

	31. DECEMBER 2013		31. DEC. 2012
	EUR		EUR
1. TURNOVER			
A. DOMESTIC TURNOVER	102,592.94		57,311.45
B. FOREIGN TURNOVER	1,791,229.06		922,266.53
		1,893,822.00	979,577.98
2. OTHER TURNOVER			
A. EU FUNDING	637,114.50		1,499,314.00
A. OTHERS	39,529.74		54,142.66
		676,644.24	1,553,456.66
		2,570,466.24	**2,533,034.64**
3. COST OF PURCHASED SERVICES	- 99,622.53		- 94,088.52
		- 99,622.53	- 94,088.52
4. PERSONNEL EXPENSES			
A. SALARIES	- 1,140,431.74		- 1,089,006.56
B. EXPENSES OF STATUTORY SOCIAL SECURITY AND PAYROLL-RELATED TAXES AND CONTRIBUTIONS	- 138,002.27		- 120,246.50
		- 1,278,434.01	- 1,209,253.06
5. DEPRECIATION	- 303,107.55		- 293,767.40
		- 303,107.55	- 293,767.40
6. OTHER EXPENSES			
A. EQUIPMENT OF LOW VALUE	- 3,776.60		- 4,061.90
B. ADVERTISING AND PROMOTION	- 6,420.58		- 5,464.96
C. VEHICLE EXPENSES AND TRANSPORTATION	- 619.07		- 660.67
D. POSTAGE, TELEPHONE AND OTHER COMMUNICATION EXPENSES	- 13,953.56		- 14,786.29
E. TRAVEL EXPENSES	- 80,526.35		- 83,157.11
F. MAINTENANCE AND SERVICING	- 657,109.53		- 650,762.33
G. BOOKKEEPING AND PERSONNEL SETTLEMENT, TAX AND LEGAL CONSULTATION AND OTHER	- 14,470.91		- 35,875.41
H. OFFICE EXPENSES	- 7,148.26		- 5,545.30
I. OFFICE RENT	- 62,840.53		- 60.228,65
J. SPECIFIC ALLOWANCE FOR BAD DEBTS	- 35,858.50		- 71,121.21
K. OTHER EXPENSES	- 15,429.98		- 10,179.93
		- 898,153.87	- 941,843.76
7. OPERATING PROFIT		**- 8,851.72**	**- 5,918.10**
8. OTHER INTERESTS AND SIMILAR REVENUES		10,911.28	8,292.39
9. INTEREST EXPENSES AND SIMILAR EXPENSES		- 2,038.56	- 2,374.29
10. FINANCIAL PROFIT		**8,872.72**	**5,918.10**
11. OPERATING AND FINANCIAL PROFIT		**21.00**	**0.00**
12. TAXES ON PROFIT		- 21.00	0.00
13. PROFIT FOR THE YEAR		**0.00**	**0.00**
14. 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 2013

In the following table you will find the functional split up of the software developments regarding Train Information System (TIS - including developments in the field of Operations) and Path Coordination System (PCS - including developments in the field of Timetabling) in 2013. This includes developments made and/or commissioned by RailNetEurope.

ADDITIONS IN 2013			
	EUR	EUR	
PATH COORDINATION SYSTEM (PCS)	**186,224.50**	73,524.50	Web Application incl.
			• Implementation of main and subsidiary timetable concept: Alignment of PCS dossiers with TAF/TAP-TSI object model
			• Implementation of calendar consistency checking functions
			• Implementation of composite dossier concept for handling of trains with regular schedule frequency
		9,975.00	Data Exchange incl.
			• Enhancement of PCS Integration Platform interface for handling of pre-arranged paths
		101,850.00	RFC Support incl.
			• Implementation of pre-arranged path import function
			• Implementation of Corridor-OSS dashboard for prearranged path request handling
			• Implementation of alternative and taylor-made path offering procedure for Corridor-OSS
		875.00	ITNDB incl.
			• Implementation of additional functions for administration of train/path numbers according to UIC Leaflet 419-2
TRAIN INFORMATION SYSTEM (TIS)	**150,585.00**	125,362.05	Web Application incl.
			• Refurbishment and stabilisation of the TIS application
			• Several change requests
			• Fixing of bugs
			• User - and message monitoring
			• Network overview based on Google Maps
			• Processing of national trains
		8,000.00	Data Exchange incl.
			• Message 2002 train running extension (TIS identifier)
		13,139.20	Terminal Manager incl.
			• Terminal Operator access to TIS
		4,083.75	RFC Support

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 2013)
	EUR	EUR	EUR
OPERATION			
WEB APPLICATION	447,417.00	444,917.00	2,500.00
OTHERS			
SUM	**447,417.00**	**444,917.00**	**2,500.00**

PATH COORDINATION SYSTEM (PCS)	PURCHASE VALUE	ACCUMULATED DEPRECIATION	BOOK VALUE (END 2013)
	EUR	EUR	EUR
OPERATION	149,919.65	148,944.65	975.00
WEB APPLICATION	1,156,305.38	1,048,946.38	107,359.00
DATA EXCHANGE	24,975.00	9,366.00	15,609.00
REPORTING			
RFC SUPPORT	146,850.00	50,762.00	96,088.00
ITNDB	8,650.76	6,810.76	1,840.00
OTHERS			
SUM	**1,486,700.79**	**1,264,829.79**	**221,871.00**

TRAIN INFORMATION SYSTEM (TIS)	PURCHASE VALUE	ACCUMULATED DEPRECIATION	BOOK VALUE (END 2013)
	EUR	EUR	EUR
OPERATION	151,460.92	141,639.92	9,821.00
WEB APPLICATION	426,061.75	314,756.75	111,305.00
DATA EXCHANGE	8,000.00	2,667.00	5,333.00
REPORTING	7,576.00	5,050.00	2,526.00
EPR	100,400.00	80,191.00	20,209.00
TERMINAL MANAGER	65,696.00	36,134.00	29,562.00
RFC SUPPORT	4,083.75	681.75	3,402.00
TCCCOM	1,760.00	1,758.00	2.00
OTHERS			
SUM	**765,038.42**	**582,878.42**	**182,160.00**

Receivables and other assets

SCHEDULE				
	ACCORDING TO BALANCE SHEET	MORE THAN 1 YEAR	NOTES RECEIVABLE	LUMP SUM ALLOWANCE
	TEUR	TEUR	TEUR	TEUR
TRADE RECEIVABLES	96	0	0	0
	(52)	(0)	(0)	(0)
OTHER RECEIVABLES	117	0	0	0
	(65)	(0)	(0)	(0)
TOTAL FOR CURRENT YEAR	213	0	0	0
TOTAL FOR PREVIOUS YEAR	(118)	(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
VENDOR LIABILITIES	295	295	0	0
	(290)	(290)	(0)	(0)
OTHER LIABILITIES	97	97	0	0
	(237)	(237)	(0)	(0)
TOTAL FOR CURRENT YEAR	392	392	0	0
TOTAL FOR PREVIOUS YEAR	(527)	(527)	(0)	(0)

Notes to the Profit and Loss Account

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

MISCELLANEOUS INFORMATION

Managing Board Members

During the financial year 2013 Managing Board Members were

- Harald Hotz (ongoing)
- Luc Vansteenkiste (until 16/05/2013)
- Ann Billiau (from 16/05/2013, ongoing)
- Michel Dupuis (ongoing)
- Mirosław Kanclerz (ongoing)
- Péter Rónai (from 16/05/2013, ongoing)
- Bettina Wunsch-Semmler (ongoing)
- Boris Živec (until 25/10/2013)

Employees of the company

In the financial year 2013 RailNetEurope had 15 employees on average, thereof 5 seconded by Members of RailNetEurope and 10 directly employed by RailNetEurope (thereof 3 part-time employees with 50%, 1 part-time employee with 40% and 1 part-time employee with 75% of the normal working time).

Westwood, 7 May 2014

Harald Hotz

Ann Billiau

Merkur Treuhand
Steuerberatung GmbH
Mag. Sabine Studera
Auditor

Austrian tax adviser / auditor

Michel Dupuis

Mirosław Kanclerz

Péter Rónai

Bettina Wunsch-Semmler

Members of the Managing Board

DEVELOPMENT OF NON-CURRENT ASSETS
DURING THE FISCAL YEAR JANUARY 1, 2013 UNTIL DECEMBER 31, 2013

	DEVELOPMENT OF NON CURRENT ASSETS AT ACQUISITION/PRODUCTION COSTS					DEPRECIATION		BOOK VALUES	
	AS OF 1.1.2013	ADDITIONS	TRANS-FERS	DISPOSALS	AS OF 31.12.2013	CUMULATED DEPRECIATION	DEPRECIATION OF THE FISCAL YEAR	AS OF 31.12.2013	AS OF 1.1.2013
	EUR	EUR	EUR	EUR	EUR	EUR	EUR	EUR	EUR
I. INTANGIBLE ASSETS									
1. CONCESSIONS, INDUSTRIAL PROPERTY RIGHTS AND SIMILAR RIGHTS	2,470,485.00	351,652.00	0.00	86,647.00	2,735,490.00	2,332,816.00	292,592.00	402,674.00	343,614.00
	2,470,485.00	351,652.00	0.00	86,647.00	2,735,490.00	2,332,816.00	292,592.00	402,674.00	343,614.00
II. TANGIBLE ASSETS									
1. STRUCTURAL INVESTMENT IN THIRD-PARTY BUILDINGS	2,134.00	1,160.00	0.00	0.00	3,294.00	485.00	271.00	2,809.00	1,920.00
2. OTHER EQUIPMENT, FURNITURES AND FIXTURES	161,817.00	9,883.00	0.00	15,963.00	155,737.00	142,335.00	10,082.00	13,402.00	13,844.00
	163,951.00	11,043.00	0.00	15,963.00	159,031.00	142,820.00	10,354.00	16,211.00	15,764.00
SUM	2,634,436.00	362,695.00	0.00	102,610.00	2,894,521.00	2,475,636.00	302,946.00	418,885.00	359,378.00

**CLAIRE
HAMONIAU**

**ALFRED
LUTSCHINGER**

To the General Assembly of RailNetEurope

We have audited the financial statements of RailNetEurope for the year 2013. 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, March 25th, 2014

Claire Hamoniau   Alfred Lutschinger

CONTACT INFORMATION

ONE-STOP-SHOP CONTACT POINTS

AUSTRIA
Contact person: Gerhard Pfeifer
ÖBB Infrastruktur AG
Nordbahnstraße 50
AT – 1020 Vienna
Phone: +43 1 93000 33 480
Fax: +43 1 93000 25 227
E-Mail: oss.austria@oebb.at

AUSTRIA/HUNGARY
Contact person: Oskar Pichler
GySEV / Raaberbahn
Raab-Oedenburg-Ebenfurter Eisenbahn AG
Bahnhofplatz 5
AT – 7041 Wulkaprodersdorf
Phone: +43 2687 62 224 117
Fax: +43 2687 62 224 9117
E-Mail: oskar.pichler@raaberbahn.at
oss@raaberbahn.at

BELGIUM
Contact person: Sonia Mancinelli
INFRABEL
Avenue Fonsny 13 / Fonsynylaan 13
BE – 1060 Brussels
Phone: +32 2 432 23 34
E-Mail: oss-rne@infrabel.be

BULGARIA
Contact person: Tihomir Trifonov
**NRIC – National Railway Infrastructure
Company of Bulgaria**
110 Maria Luiza Blvd.
BG – 1233 Sofia
Phone: + 359 2 932 39 90
Fax: + 359 2 932 35 39
E-Mail: t.trifonov@rail-infra.bg

CROATIA
Contact person: Biserka Keller
HZ – HZ Infrastruktura d.o.o.
Mihanoviceva 12
HR – 10000 Zagreb
Phone: + 385 1 45 77 939
Fax: + 385 1 45 77 939
E-Mail: biserka.keller@hznet.hr

CZECH REPUBLIC
Contact person: Marek Neustadt
**SZDC – Správa zeleznicni dopravní cesty, státní
organizace**
Dlázdená 1003/7
CZ – 110 00 Praha 1
Phone: +420 972 233 264
Fax: +420 972 232 619
E-Mail: oss@szdc.cz

DENMARK
Contact person: Alex Skovly Nielsen
Banedanmark
Amerika Plads 15
DK – 2100 Copenhagen
Phone: +45 8234 0717
E-Mail: asn@bane.dk

FRANCE
Contact person: Philippe Galley & Sillon Guichet
RFF – Réseau Ferré de France
92, Avenue de France
FR – 75648 Paris Cedex 13
Phone: +33 1 5394 3388
Fax: +33 1 5394 3822
E-Mail: philippe.galley@rff.fr; sillon.guichet@rff.fr

GERMANY
Contact person: Steffi Klughardt-Mann
DB Netz AG
Mainzer Landstraße 203
DE – 60326 Frankfurt am Main
Phone: +49 69 265 30550
Fax: +49 69 265 30503
E-Mail: oss@deutschebahn.com

GREAT BRITAIN
Contact person: Geoff Jones
HS1 – Highspeed1 Ltd.
One Euston Square, 40, Melton Street
UK - NW1 2FD London, UK
Phone: +44 20 7282 2724
Fax: +44 20 7014 2701
E-Mail: geoff.jones@highspeed1.co.uk

HUNGARY
Contact persons: László Pósalaki & Ágnes Szabó
VPE – Vasúti Pályakapacitás-elosztó Kft.
Bajcsy Zs. út 48
HU – 1054 Budapest
Phone: +36 1 301 99 03 / +36 1 301 99 26
Fax: +36 1 332 80 25 / +36 1 269 06 31
E-Mail: posalakil@vpe.hu; szaboa@vpe.hu;
oss@vpe.hu

ITALY
Contact person: Vincenzo Carpinelli
RFI – Rete Ferroviaria Italiana
Piazza di Porta San Lorenzo, 1
IT – 00185 Roma
Phone: +39 263 71 31 72
Fax: +39 06 4730 6251
E-Mail: v.carpinelli@rfi.it

LUXEMBOURG
Contact person: Laurent Kass
**ACF – Administration des chemins de fer
(Railway Administration)**
1, Porte de France
L – 4360 Esch-sur-Alzette
Phone: +352 26 19 12 23
Fax: +352 26 19 12 29
E-Mail: laurent.kass@acf.etat.lu

MACEDONIA
Contact person: Magdalena Jovanova
MZ – Makedonski Zeleznici
Zeleznicka br. 50b, P.O. Box 543
MK – 1000 Skopje
Phone: +38 922 449 513
Fax: +38 923 239 654
E-Mail: mzinfrapristap@mz.com.mk
magdalenajovanova@yahoo.com

NETHERLANDS

Contact person: Esther Romijn
Keyrail
P.O.Box 108 (visiting address: Develsingel 11,
3333 LD Zwijndrecht)
NL – 3330 AC Zwijndrecht
Phone: +31 88 2333 105
E-Mail: oss@keyrail.nl; e.romijn@keyrail.nl

Contact person: Jan Deeleman
ProRail B.V.
P.O. Box 2038 (visiting address: De Inktpot,
Moreelsepark 3, 3511 EP Utrecht)
NL – 3500 GA Utrecht
Phone: +31 30 235 9322
Fax: +31 30 235 5794
E-Mail: oss@prorail.nl

NORWAY

Contact person: Britt Jorun Øverstad
JBV – Jernbaneverket
Postbox 4350
NO – 2308 Hamar
Phone: +47 2245 77 71
Fax: +47 2245 79 99
E-Mail: run@jbv.no;
oss@jbv.no

POLAND

Contact person: Roman Stańczak
PKP PLK S.A.
ul. Targowa 74
PL – 03 734 Warsaw
Phone: +48 22 47 33 469
Fax: +48 22 32 359
E-Mail: oss@plk-sa.pl
roman.stanczak@plk-sa.pl

PORTUGAL

Contact person: Patricia Catarrinho
REFER – Rede Ferroviária Nacional, E.P.E.
Estação de Santa Apolónia
PT – 1100-105 Lisboa
Phone: +351 211 022 211
Fax: + 351 211 021 846
E-Mail: pacatarrinho@refer.pt

ROMANIA

Contact person: Monica Pavel
CFR – Compania Naţională de Căi Ferate „CFR" SA
38 Dinicu Golescu Avenue, Sector 1
RO – 010873 Bucharest
Phone: +40 21 314 25 77
Fax: +40 21 319 25 11
E-Mail: oss@cfr.ro; monica.pavel@cfr.ro;

SERBIA

Contact person: Slobodan Stamenkovic
ZS– Zeljeznice Srbije
Nemanjina 6
CS – 11000 Belgrade
Phone: +381 11 361 68 21
Fax: +381 11 361 68 21
E-Mail: slobodan.stamenkovic@srbrail.rs

SLOVAKIA

Contact person: Blanka Ondovcikova
ZSR – Zeleznice Slovenskej Republiky
Klemensova 8
SK – 81361 Bratislava
Phone: +421 2 2029 2886
Fax: +421 2 2029 4715
E-Mail: oss@zsr.sk
ondovcikova.blanka@zsr.sk

SLOVENIA

Contact person: Zdenko Zemljic
**AZP – Public Agency of the Republic
of Slovenia for Railway Transport**
Kopitarjeva ul.5
SI – 2000 Maribor
Phone: +386 2 234 14 81
Fax: +386 2 234 14 52
E-Mail: zdenko.zemljic@azp.si

Contact person: Peter Lešnik
SŽ – Slovenske železnice infrastruktura d.o.o.
Kolodvorska ul.11
SI – 1000 Ljubljana
Phone: +386 129 13 474
Fax: +386 129 12 960
E-Mail: peter.lesnik@slo-zeleznice.si
oss@slo-zeleznice.si

SPAIN

Contact person: Félix Bartolomé Alonso
**ADIF – Administrador de
Infraestructuras Ferroviarias**
Calle Titán, N° 4-6, 6a Planta.
ES – 28045 Madrid
Phone: +34 91 774 47 74
E-Mail: fbartolomea@adif.es

Contact person: Petros Papaghiannakis
TP Ferro Concesionaria, S.A.
Crta. De Llers a Hostalets GIP-5107, PK1
ES – 17730 Llers, Girona
Phone: +34 972 522 400
Fax: +34 972 514 530
E-Mail: ppapaghiannakis@tpferro.com

SWEDEN

Contact person: Per-Åke Wärn
TRV – Trafikverket
Röda Vägen 2
S–781 89 Borlänge
Phone: +46 101 237 823
E-Mail: per-ake.warn@trafikverket.se

SWITZERLAND

Contact person: Onetopshop
SBB I – SBB Infrastructure
Mittelstrasse 43
CH – 3000 Bern 65
Phone: +41 41 220 33 44
E-Mail: onestopshop@sbb.ch

Contact person: Rudolf Achermann
BLS Netz AG
Genfergasse 11
CH – 3001 Bern
Phone: +41 41 220 33 44
E-Mail: onestopshop@bls.ch

Contact person: Christoph Rüegg
Trasse Schweiz AG
Schwarztorstraße 31, Postfach 8521
CH – 3001 Bern
Phone: +41 31 384 20 50
Fax: +41 31 384 20 41
E-Mail: c.ruegg@trasse.ch

IMPRINT

ABBREVIATIONS

AB	Allocation Body
C-OSS	Corridor-One-Stop-Shop
CER	Community of European Railway and Infrastructure Companies
CID	Corridor Information Document
CIS	Charging Information System
CIT	International Rail Transport Committee
EGTC	European General Terms and Conditions
EIM	European Rail Infrastructure Managers
EPR	European Performance Regime
ERA	European Railway Agency
ERNCF	European Rail Network for Competitive Freight
ERTM	European Rail Traffic Management System
EU	European Union
FTE	Forum Train Europe
GA	General Assembly
IM	Infrastructure Manager
LM	Legal Matters

NS	Network Statement
OSS	One-Stop Shop
PAP	Pre-arranged path
PCS	Path Coordination System
RB	Regulatory Body
RFC	Rail Freight Corridor
RNE	RailNetEurope
RU	Railway Undertaking
TAF TSI	Technical Specification for Interoperability relating to Telematic Applicants for Freight
TAP TSI	Technical Specification for Interoperability relating to Telematic Applicants for Passenger
TIS	Train Information System
TPM	Train Performance Management
TTID	Train Transport Identification
UIC	International Union of Railways
WG	Working Group
WP	Work Package

Oelzeltgasse 3/8 | 1030 Vienna, Austria

Phone +43 1 907 62 72 00 | Fax +43 1 907 62 72 90

mailbox@rne.eu | www.rne.eu