RNE
RailNetEurope

2015 Annual Report

FOREWORD BY PRESIDENT AND SECRETARY GENERAL

The year 2015 was marked by the expansion of RailNetEurope (RNE). We were pleased to welcome all nine Rail Freight Corridors (RFCs) as new RNE Associate Members as well as LISEA, an infrastructure manager seated in France, as Full Member. Since 1 July 2015 RNE counts thirty-five Full Members and nine Associate Members, including the three new Corridors: Scandinavian-Mediterranean, Baltic-Adriatic and North Sea-Baltic.

Altogether nine RFCs are now up and running. During the preparatory phase, RNE provided intensive support to the RFCs — thereby confirming its commitment to the network approach — and acted as a coordination platform for the development of common processes and IT tools across all RFCs. As a result, many projects were started in 2015 and the JO team has been strengthened.

A revised set of Key Performance Indicators (KPIs) was added to RNE's internal project management toolkit in 2015, helping to professionalise our activities further. Four groups of KPIs were monitored: compliance of RFCs' documents with RNE guidelines and schemes; RNE business processes; RNE IT tools; organisation.

Reinforced international collaboration with Forum Train Europe (FTE) was continued within the joint FTE-RNE 'TTR Project' (Redesign of International Timetabling). This has already delivered a framework for a new international timetabling process and includes the important topic of temporary capacity restrictions (TCR).

In 2015, RNE joined the Platform for Rail Infrastructure Managers in Europe (PRIME). One result of this new cooperation was a meeting organised by RailNetEurope, PRIME and the European Network of Rail Regulatory Bodies (ENRRB) on 28 January 2016, reactivating the annual exchanges between RNE and Regulatory Bodies.

In addition, the European Commission and RailNetEurope jointly organised the second EU Rail Freight Day on 4 December 2015 in Vienna. It attracted a record 250 high-level participants. Owing to its success, a third joint event will be organised on 9 December 2016.

In the ICT field, four developments are worth noting:

- RNE has been responsible for the Common Components since 1 January 2015;
- the count of TIS trains increased impressively and roll-out across Europe was nearly completed;
- owing to delays in redevelopment, PCS New Generation became operational later than expected; the majority of the functions were deployed in January 2016, the rest were activated on 4 April 2016; the new design has increased user-friendliness;
- at the request of several RFCs, the General Assembly of RNE decided on 6 May 2015 to take over the ownership, hosting and maintenance of the Customer Information Platform (CIP) from the Corridor Rhine-Alpine. The CIP is an interactive, Internet-based information tool.

Constructive collaboration with our business partners — CER, CIT, EIM, ERA, ERFA, FTE, IRG-Rail, UIC and UIRR — made all this work possible, and we would like to thank them all warmly.

In 2015, budget commitments were met in full. The accounts of the Association demonstrate sound economic and financial results. As in previous years, RNE received European Union financial support from the Innovation and Networks Executive Agency (INEA), for which we are very grateful. INEA partly funded the 'Study on the implementation and establishment of Rail Freight Corridors including pilot interventions and telematics applications for TSI implementation', which ended in December 2015 and the follow-up project: 'Coordinated and harmonised implementation of the rail freight corridors and the telematics applications for freight and passengers'.

We hope that you will enjoy reading this report about our activities. RNE will continue providing its know-how and specialised IT systems to promote international rail services throughout Europe in close collaboration with all its partners in the rail sector.

Harald Hotz, RNE President

Joachim Kroll, RNE Secretary General

Vienna, May 2016
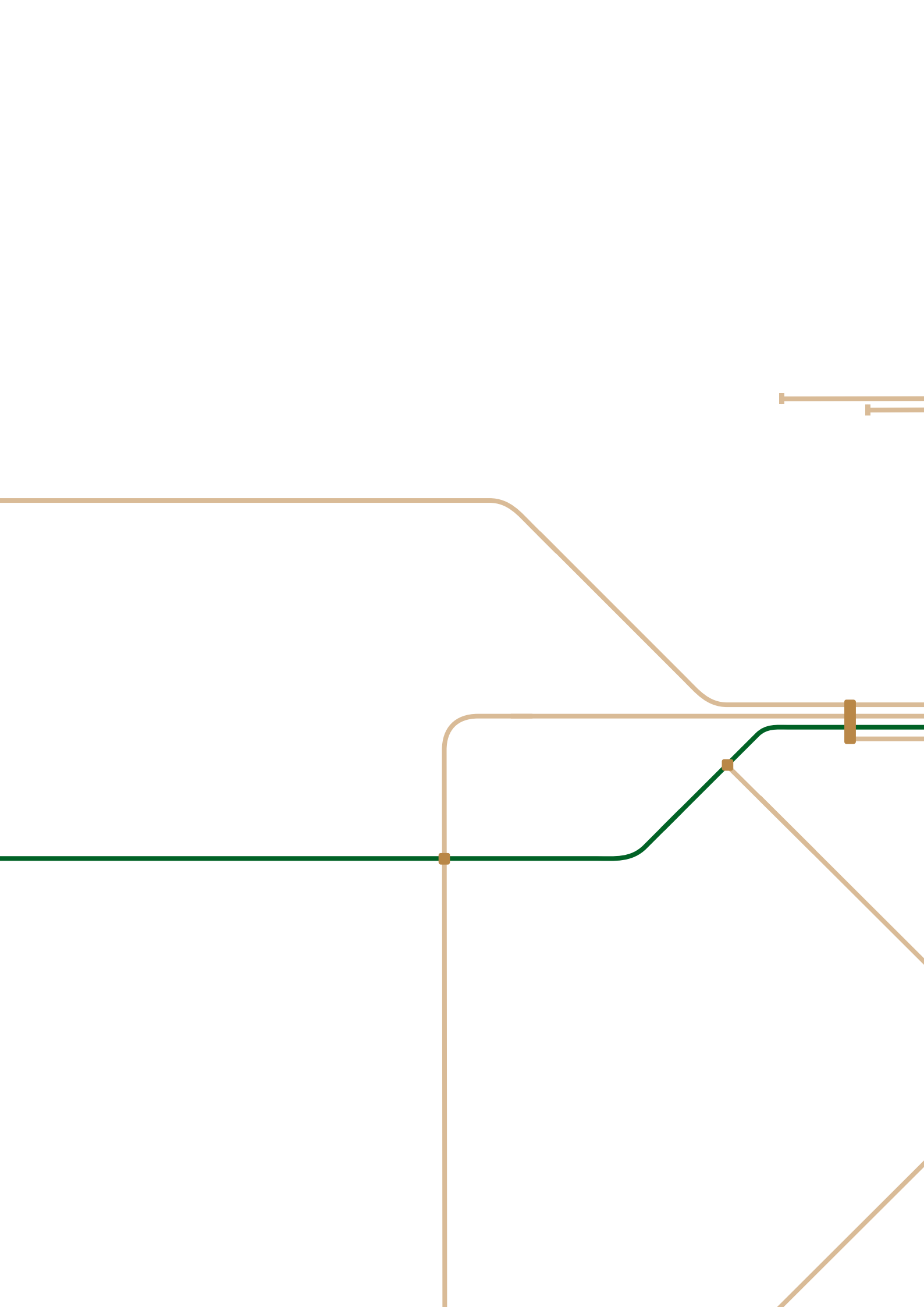
ASSOCIATION
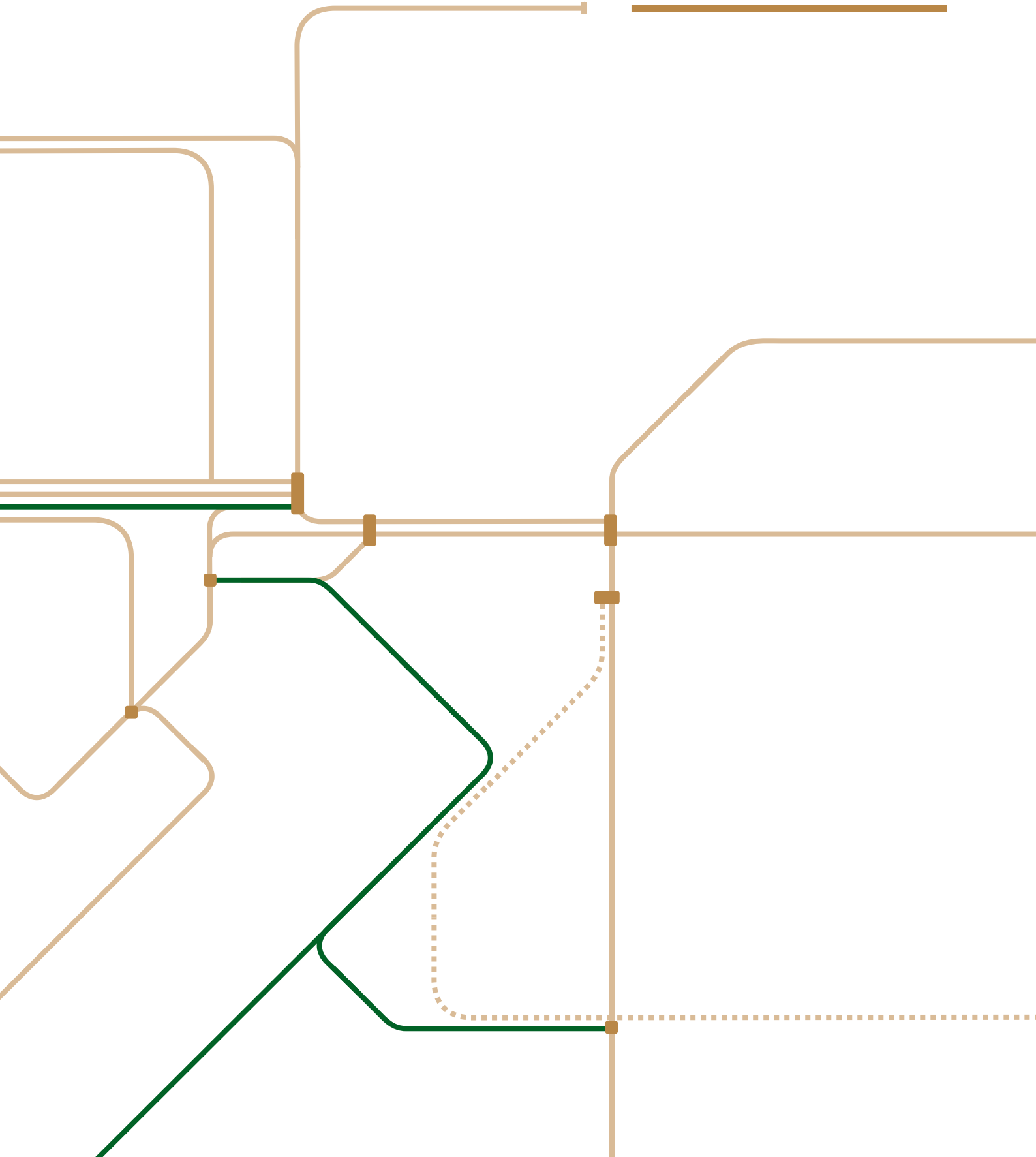
More information available at
rne.eu/organisation

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 Full Members from 25 different countries and 9 Associate Members (the Rail Freight Corridors). All in all their rail networks add up to well over 230 000 kilometres of railway lines.

The Members of RailNetEurope

APPROACH

An umbrella organisation

RNE does not conduct any operational activities itself, but provides a platform and a network for its Members and its business partners. Hands-on tasks (such as allocating train paths or letting international trains run on the tracks) are taken care of by the Member IMs/ABs themselves.

RNE's role is also to provide support to its Members as regards compliance with the European legal framework. This entails developing harmonised international business processes, templates, handbooks and guidelines. All in all, RNE's mission is to help its Members meet the challenges of the rapidly-changing railway sector in Europe and to promote international rail traffic.

An ambitious collaborative approach

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

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

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

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

As an umbrella organisation, most of RNE's work takes place through standing Working Groups and Project Teams. In 2014 the RNE Working Groups dealt with the following business areas on a permanent basis: Sales & Timetabling, Traffic & Train Performance Management, Network Statement and Legal Matters.

APPROACH

Collaboration with other international bodies

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

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

Co-financed by the European Union
Connecting Europe Facility

RailNetEurope has adopted the typical structure of an international organisation.

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

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

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

The High Level Groups were given the following tasks:

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

More information available at
rne.eu/structure

STRUCTURE OF RAILNETEUROPE

GENERAL ASSEMBLY

GENERAL ASSEMBLY
European Infrastructure Managers / Allocation Bodies

MANAGING BOARD

MANAGING BOARD
President / Vice Presidents

JOINT OFFICE

JOINT OFFICE
Secretary General

HIGH LEVEL GROUPS

Sales & Timetabling	Traffic Management	IT	Rail Freight Corridors

WORKING GROUPS

Sales & Timetabling	Performance & Traffic Management	IT Strategy	Legal Matters	Network Statement

CORRIDOR MANAGEMENT

COORDINATION PLATFORM FOR RFCs

Status 05/16

Organisational structure
of RailNetEurope

13

RNE
MANAGING BOARD

RNE Managing Board,
Secretary General,
Chief Information Officer

In 2015, the RNE Managing Board (MB) consisted of Harald Hotz as RNE President, and the following RNE Vice-Presidents: Ann Billiau (in charge of IT), Michel Dupuis (in charge of Sales & Timetabling), Mirosław Kanclerz (in charge of Traffic Management), Guus de Mol (in charge of Network Statement), Péter Rónai (in charge of Legal Matters), and Bettina Wunsch-Semmler (in charge of Corridor Management and External Relations).

HARALD HOTZ
OEBB Infrastructure

RNE President

ANN BILLIAU
INFRABEL

IT
RNE Vice-President

GUUS DE MOL
PRORAIL

NETWORK
STATEMENT
RNE Vice-President

MICHEL DUPUIS
SNCF Réseau

SALES &
TIMETABLING
RNE Vice-President

**MIROSŁAW
KANCLERZ**
PKP PLK

TRAFFIC MANAGEMENT
RNE Vice-President

PÉTER RÓNAI
MÁV

LEGAL MATTERS
RNE Vice-President

**BETTINA
WUNSCH-SEMMLER**
DB Netz

CORRIDOR
MANAGEMENT AND
EXTERNAL RELATIONS
RNE Vice-President

JOINT OFFICE

More information available at
rne.eu/jointoffice

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

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

At the time of going to press (May 2016), the RNE Joint Office counted 16 full-time employees from many different European countries working in close cooperation on the RNE premises in the centre of Vienna. Some of them were on secondment from their national rail infrastructure company, the others were hired directly from the labour market. The JO also used temporary support from some external consultants.

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

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AUSTRIA

ÖBB-Infrastruktur AG

Length of Network: 4960 km
www.oebb.at/infrastruktur

AUSTRIA AND HUNGARY

GySEV / Raaberbahn Raab-Oedenburg-Ebenfurter Eisenbahn AG

Length of Network: 509 km
www.raaberbahn.at
www.gysev.hu

BELGIUM

INFRABEL

Length of Network: 3607 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: 4023 km
www.rail-infra.bg

CROATIA

HŽ Infrastruktura d.o.o.

Length of Network: 2605 km
www.hznet.hr

CZECH REPUBLIC

SŽDC – Správa železnicní dopravní cesty, s.o.

Length of Network: 9459 km
www.szdc.cz

DENMARK

BDK – Banedanmark Rail Net Denmark

Length of Network: 2132 km
www.bane.dk

FRANCE

SNCF Réseau

Length of Network: 29 213 km

www.sncf-reseau.fr

LISEA – LGV SEA Tours-Bordeaux

Length of Network: 340 km

www.lgv-sea-tours-bordeaux.fr

GERMANY

DB Netz AG

Length of Network: 33 281 km

www.dbnetze.com

GREAT BRITAIN

HS1 – HighSpeed1 Ltd.

Length of Network: 109 km

www.highspeed1.com

NR – Network Rail

Length of Network: 15 779 km

www.networkrail.co.uk

HUNGARY

MÁV Magyar Államvasutak Zrt.

Length of Network: 7273 km

www.mavcsoport.hu

VPE – Vasúti Pályakapacitás-elosztó Kft.

www.vpe.hu

ITALY

RFI – Rete Ferroviaria Italiana

Length of Network: 24 278 km

www.rfi.it

LITHUANIA

LG - Lietuvos Geležinkeliai AB

www.infrastructure.litrail.lt

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

MŽ – Makedonski Železnici Infrastruktura

Length of Network: 925 km
www.mzi.mk

NETHERLANDS

ProRail B.V.

Length of Network: 7028 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: 18 516 km
www.plk-sa.pl

PORTUGAL

Infraestruturas de Portugal, S.A.

Length of Network: 2 553 km
www.infraestruturasdeportugal.pt

ROMANIA

CFR – Compania Națională de Căi Ferate SA

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

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.

Length of Network: 44 km
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: 3030 km
www.sbb.ch

Trasse Schweiz AG

www.trasse.ch

RHINE-ALPINE CORRIDOR

Corridor length: 3 900 km
www.rfc-rhine-alpine.eu

NORTH SEA-MEDITERRANEAN CORRIDOR

Corridor length: 4 433 km
www.rfc-northsea-med.eu

SCANMED CORRIDOR

Corridor length: 7 627 km
www.rfc-scan-med.eu

ATLANTIC CORRIDOR

Corridor length: 4 532 km
www.rfc-atlantic.eu

BALTIC-ADRIATIC CORRIDOR

Corridor length: 4 825 km
www.rfc-baltic-adriatic.eu

MEDITERRANEAN CORRIDOR

Corridor length: 7 173 km
www.rfc-mediterranean.eu

ORIENT/EAST-MED CORRIDOR

Corridor length: 6 870 km
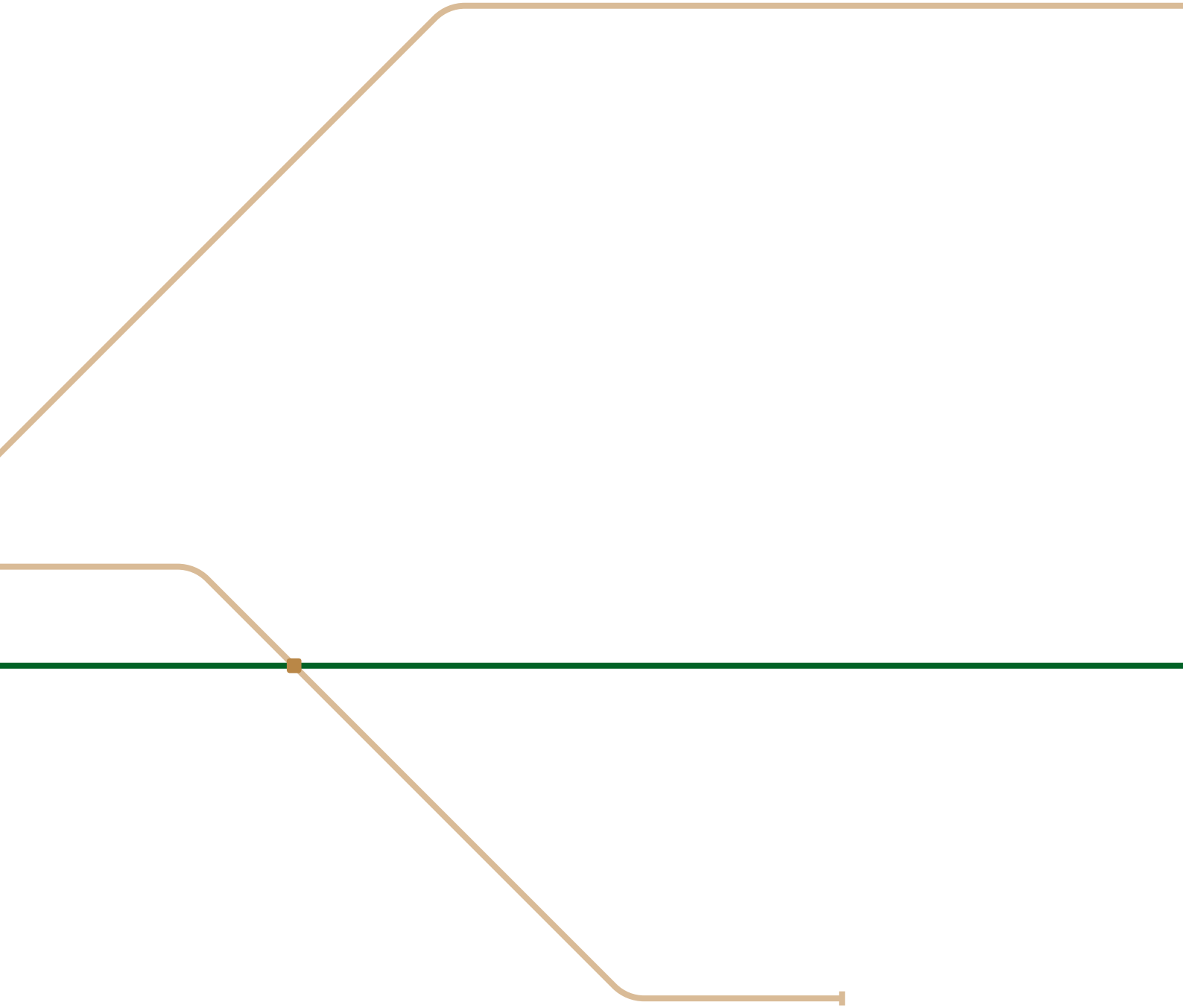www.rfc-orient-eastmed.eu

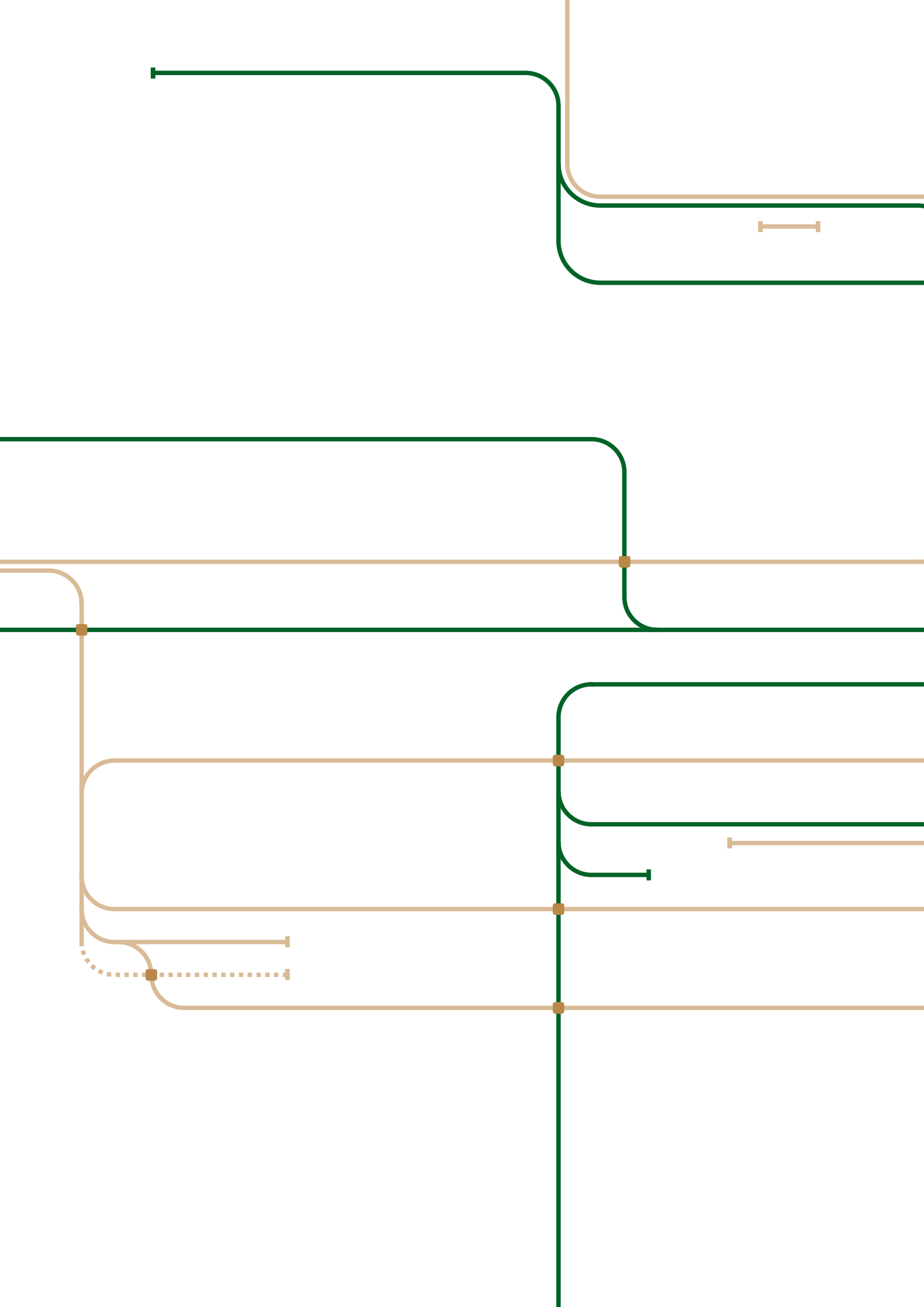### NORTH SEA - BALTIC CORRIDOR

Corridor length: 6 105 km
www.rfc-northsea-baltic.eu

CS (CZECH-SLOVAK) CORRIDOR

Corridor length: 1 248 km
www.rfc-czech-slovak.eu

PROJECT
MANAGEMENT
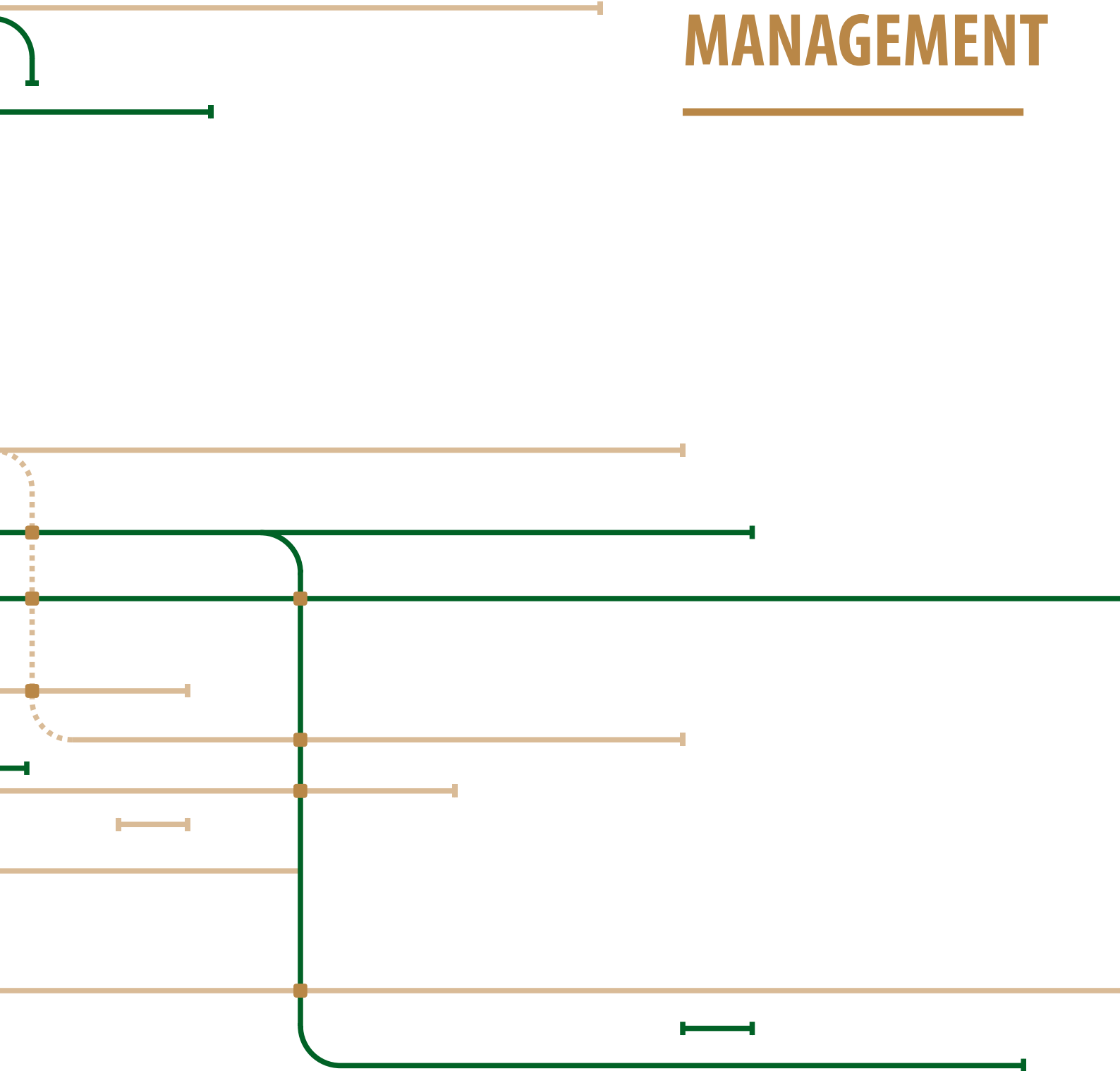
RECENT DEVELOPMENTS

RNE RFC SENIOR MANAGER
& PROJECT MANAGER
ZITA ÁRVAI

RNE Project Management Manual

In the first half of 2014 RNE set up an internal 'Project Management System'. The aim was to further professionalise the management of the many projects led by RNE, in order to achieve better results while making optimal use of available resources. Much experience has been gained in applying the RNE Project Management procedure during the year 2015. At the end of 2015, RNE focused on the 'lessons learned', which triggered further improvement of the process, thus the Manual was updated accordingly.

The updated RNE Project Management Manual ensures:

- clearer explanations of processes and tools;
- clearer explanations of change management and project assessment;
- the elimination of possible misunderstandings due to the use of unclear terminology;
- practical rules to assist Project Managers.

Project management process, actors and documents
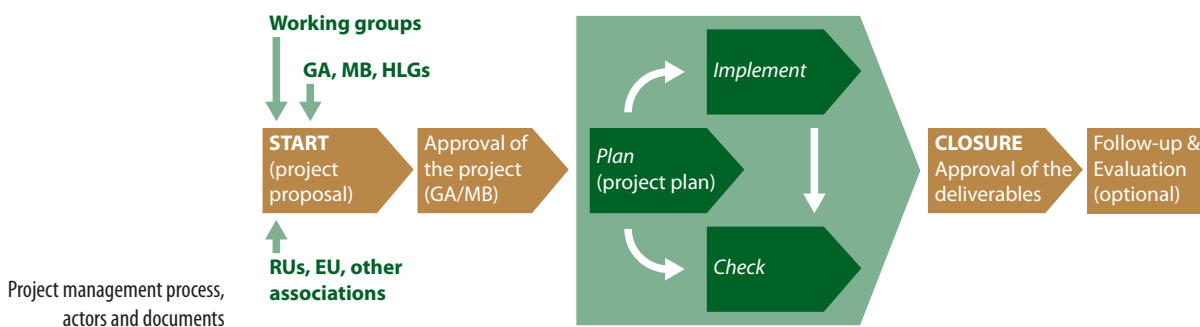
Project monitoring and reporting

Information for the involved stakeholders and decision-making bodies about the status of the projects and the current project portfolio is provided through the delivery of the 'Project Portfolio Overview' and the 'Project Assessment Report'. The former provides general information about ongoing projects, while the latter gives an overview of the status of the projects, which are either ongoing or have been completed since the last reporting. Both reports are created before every Managing Board and General Assembly meeting, and also every time they are needed to inform stakeholders about the status of RNE projects and the project portfolio.

Key to the project assessment report

Since 2015 the members of the Managing Board have also been involved in the project assessment phase, meaning that the MB member in charge of the topic has to validate the assessment proposed by the project managers.

IT tool for project management

A Project Management Content Management Tool was developed in 2015 to assist RNE`s Project Managers with the production and management of the documents and reports related to the RNE Project Portfolio.

The tool is not a general project management tool, it is restricted to the management of documentation and reporting functions. It is an online application, mainly designed for

- creating, editing and storing project proposals and project plans,
- displaying the RNE Project Portfolio,
- keeping track of the status of the projects,
- creating the project assessment report.

The added value of the tool is that it

- makes the drafting of the project proposal and project plan easier,
- ensures the use of RNE templates for the project proposal and the project plan,
- requires less manual work,
- provides a better overview of the RNE project portfolio and the status of the projects,
- provides a better overview of the connected projects.

PROJECT SUMMARIES

PM IT TOOL FOR CONTENT MANAGEMENT

Project Manager: Zita Árvai
zita.arvai@rne.eu

Summary
In order to facilitate the management of the numerous projects carried out by RNE, a content management IT tool has been set up. It offers all the functions needed to draft, share, generate and store project management-related documents. Developing a user manual and training were also included in the project.

Main Milestones

- Start: 28 January 2015
- Delivery of the FRS & choice of option: 13 March 2015
- Tool developed: 31 July 2015 (first version)
- Further development and streamlining: 11 December 2015 (second version)
- End: user manual and training finalised, 11 January 2016

This project has been successfully completed.

Projects completed in 2015

PROJECT
International coordination/publication of works and possessions
PCS Training
Communication and Cooperation between Traffic Control Centres
Standardisation of Traffic Management Information
Cooperation in Train Performance Management
TCCCom Integration in TIS
Data Centre Review
Operation of TAF TSI Common Components - transfer
PCS Interface Agreement
RNE Big Data (Central Application Database) [1st phase]
RFC User Satisfaction Survey 2015
Transfer and Roll-Out of the RFCs Customer Information Platform (CIP)
Harmonised Way of Handling non-RU applicants
RFC Management in Overlapping Sections
Key Performance Indicators of Rail Freight Corridors
Project Pre-Design on Commercial Conditions
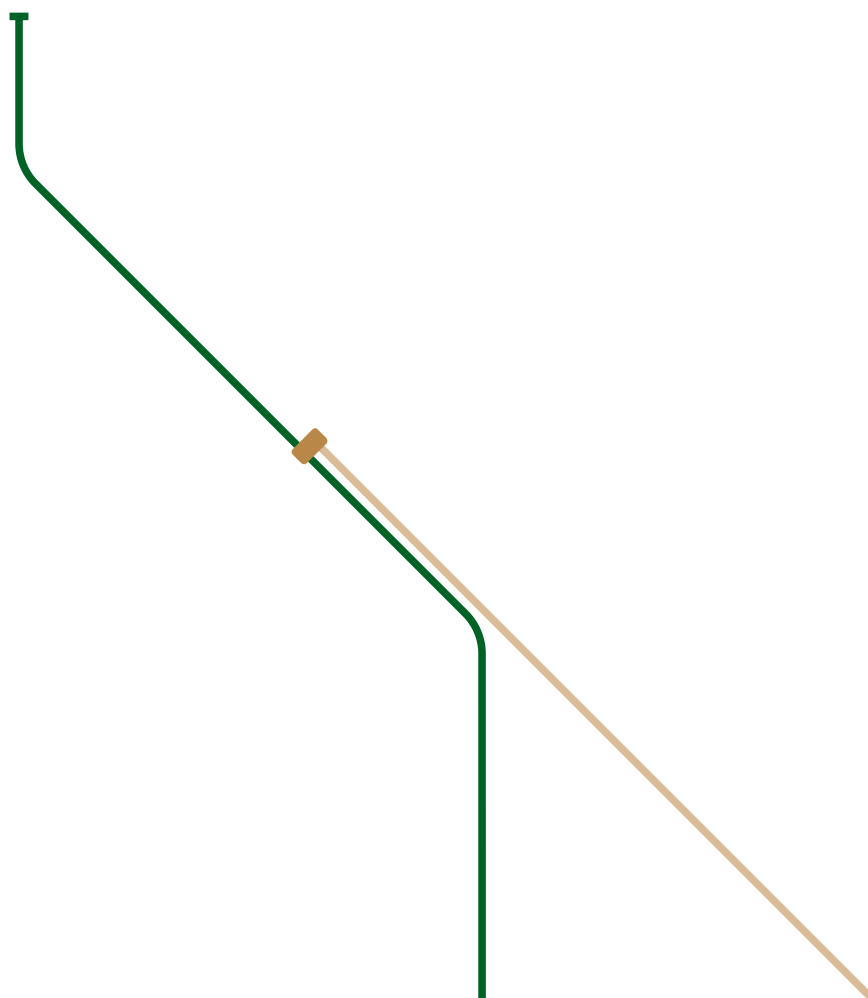
RNE projects portfolio 2015

The RNE project portfolio is composed of several projects clustered in seven business fields, which are displayed in Picture 2; a list of projects ongoing in 2015, allocated to their relevant business field, can also be found there.

TIMETABLING	SALES	TRAFFIC MANAGEMENT	IT
Redesign of int. timetabling process (TTR)	CIS Development	Comm. & Cooperation between Traffic Control Centres	PCS Next Generation
Int. coordination of works and possessions		Standardisation of Traffic Management Information	PCS Developments 2015
PCS training			PCS Interface Agreement
			TCCCom Integration into TIS
			RNE Big Data (CAD)
			RNE Business Intelligence
			PM IT tool for content management
			TAF TSI Common Components transfer
			Data Centre Review

TRAIN PERFORMANCE MANAGEMENT	RAIL FREIGHT CORRIDORS	GENERAL MATTERS
Cooperation in Train Performance Management	RFC Management in Overlapping Sections	RNE's KPIs
Quality and Performance Management IT tool	Transfer and Roll-out of CIP	EU Funding 2012
	RFC User Satisfaction Survey 2015	EU Funding 2014
	Harmonised Way of Handling non-RU Applicants	
	KPIs of RFCs	
	Predesign on Commercial Conditions	

SCHEDULE & STATUS OF ONGOING PROJECTS

2015

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

Timetabling Projects

Redesign of Int. Timetabling Process

PCS Training

Icow

Traffic Management Projects

Communication between TCCs

Standardisation of TM Information

Sales Projects

CIS Developments

TPM Projects

Cooperation in TPM

Quality and Performance Mgmt. IT Tool

IT Projects

TCCCom Integration in TIS

Data Centre Review

Operation of TAF TSI Common Components

PCS Next Generation

PCS Developments 2015

PCS Interface Agreement

RNE Big Data (1st Phase)

RNE Business Intelligence (BI) 2.0

PM IT Tool for Content Management

RFCs Projects

RFC User Satisfaction Survey 2015

Transfer & Roll-Out of CIP

Harmonized Way of Handling Non-RU Applicants

RFC Management in Overlapping Sections

Key Performance Indicators for RFCs

Project Pre-Design on Commercial Conditions

General Matters Projects

RNE & RFC Members EU-Funded Project 2012

RNE EU-Funded Project 2014

2016

2017

D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M
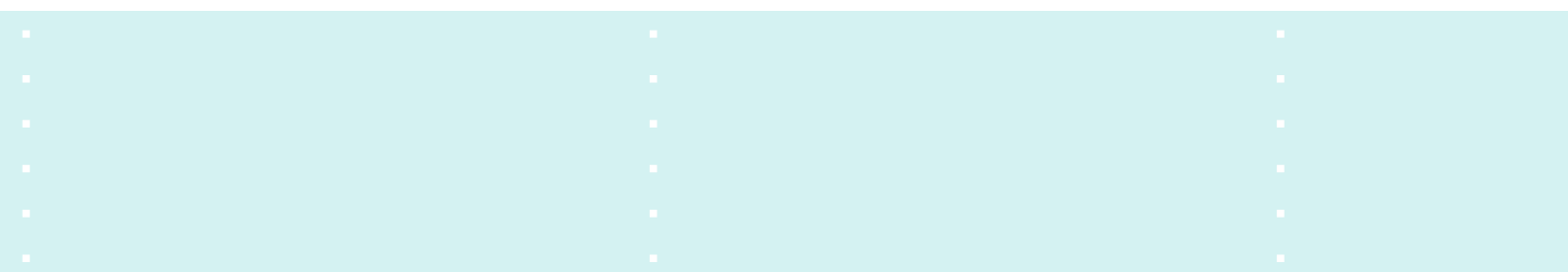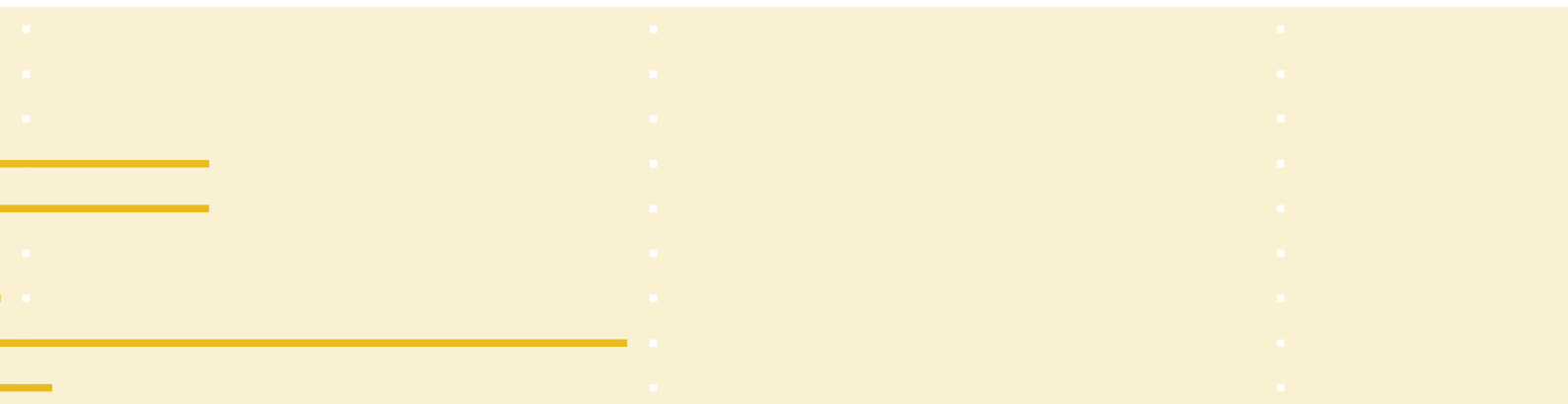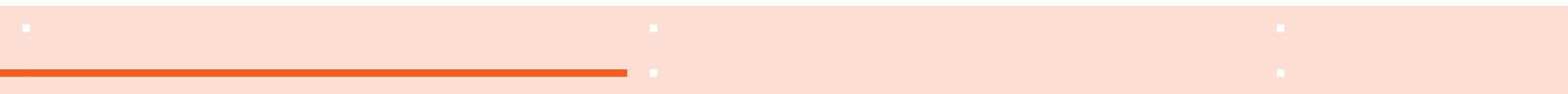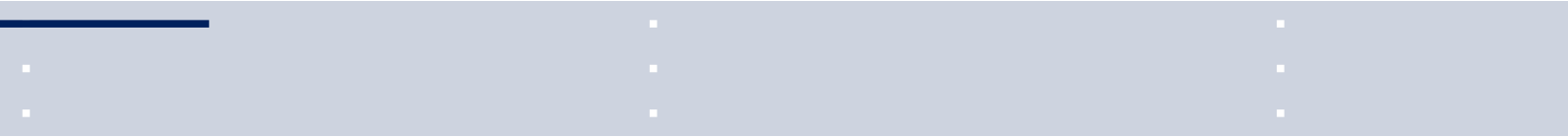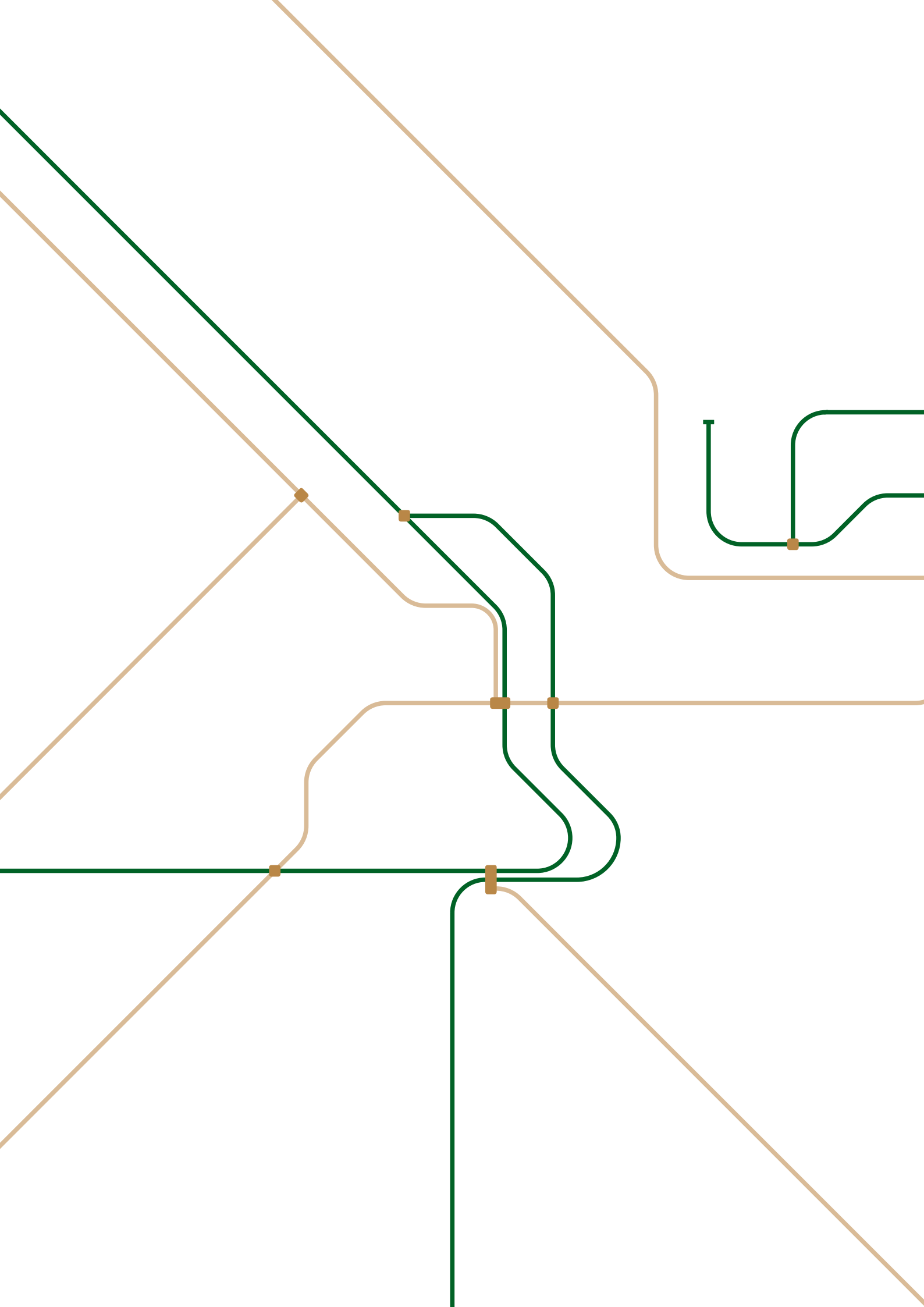
RNE KPI
MANAGEMENT
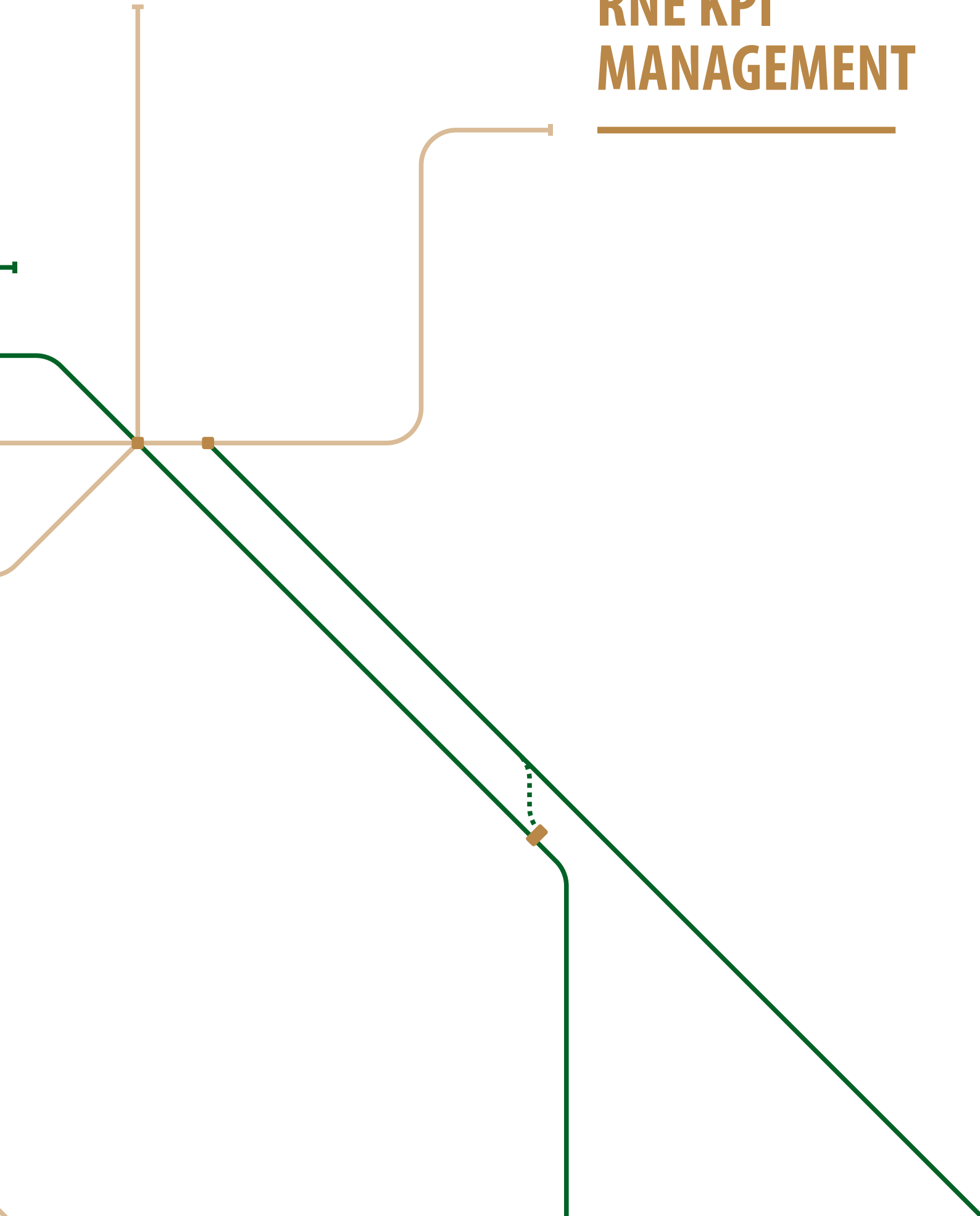
REVISION OF KPIS

RNE RFC SENIOR MANAGER
& PROJECT MANAGER
ZITA ÁRVAI

RNE KPI Management

In 2014, RNE put in place its Key Performance Indicator (KPI) management process in order to measure and evaluate the performance of the organisation, its IT tools, as well as its Members' compliance with a number of business processes.

Revision

In 2015, the whole KPI management process was reviewed and renewed in order to manage KPIs in a more efficient, more focused way.

The following points were paramount during the review:

- optimising and reducing the number of KPIs (for instance, by merging existing KPIs where possible),
- re-clustering them,
- focusing on the (strategic) goals of the organisation,
- focusing on those issues which are of major interest to Members, the management of the organisation and the international rail business,
- having KPIs with real benefits and,
- having more KPIs that directly measure the efficiency of the organisation itself (performance of the RNE Joint Office in delivering results).

After the review came to an end, the new RNE KPI Management Manual was delivered in February 2016. The new KPIs will be calculated from 2016 onwards.

New approach

The RNE KPI management process is now based on a top-down approach instead of the former bottom-up approach (see Picture 1). It means that the list of KPIs and the thresholds are proposed by the RNE Managing Board because it can motivate the RNE JO to deliver the expected results. Additionally, it also aims to encourage RNE Members to comply with the core harmonised business processes (in the form of Guidelines) approved at the RNE General Assembly meetings. The Responsible Managers (RMs), who may turn to the working groups concerned if necessary, are responsible for devising a calculation method for the KPIs.

REVISION OF KPIS

Process

The RNE KPI management process is described in the picture below:

	KPIS' DEFINITION	MONITORING & REPORTING	FOLLOW-UP
RMs	Are consulted Propose calculation formula	Collect data Calculate KPIs	Identify problems Propose and implement improvement actions
WGs	Might be consulted	Provide data if necessary	Identify problems Propose and implement improvement actions
HLGs	Are informed	Are informed	Are informed
PM	Coordinates the process	Coordinates the process Evaluates the results Provides the report	Coordinates proposals and monitors their implementation
SG	Supervises the process	Supervises the process	Supervises the process
MB	Proposes (top-down approach) and approves	Approves	Approves
GA	Approves	Approves	Approves

RNE KPI management process

KPIs' definition

What steered the revision of the way in which KPIs are calculated?

The new calculation formulas and other details of each KPI had to comply with the following goals:

- simplified calculation,
- less bureaucratic monitoring,
- focusing on key elements of the RNE Guidelines,
- optimising the efforts of RNE and its Members when it comes to data collection,
- higher thresholds,
- follow-up actions are mandatory.

New types of KPIs

RNE has defined two main types of KPIs:

- Internal KPIs (*efficiency* KPIs), which aim to measure the efficiency of the organisation itself in delivering results;
- External KPIs (*effectiveness* KPIs), which aim to measure the effect/impact of the organisation on its Members' processes.

REVISION OF KPIS

New groups and sub-groups of KPIs

RNE's KPIs consist of the following groups and sub-groups:

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

FINANCIALS (INTERNAL KPIS)
- **Budget**
- **Funding**

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

IT (INTERNAL KPIS)
- **Operation** (performance)
- **Development** (development projects)

KPI groups and sub-groups

REVISION OF KPIS

What else is new in the RNE KPI management process?

Each KPI will be calculated right after the data needed for its calculation are available instead of calculating all of them at the end of the year. This will allow improvement actions to be taken earlier than before in case of insufficient results.

After the calculation of each KPI, the Responsible Managers/Working Group managers, together with the WG members, shall propose improvement actions in order to improve the results. Improvement actions shall also be initiated if the result is compliant with the objective, but still can be improved (e.g. compliance with the final offer deadline is 95%, but still has to be improved as the expectation of applicants is 100% compliance).

During the follow-up procedure, it shall also be investigated if the reason for unsatisfactory results lies with the quality of the process concerned (e.g. quality of the relevant RNE Guidelines), which shall be improved if this is the case.

PROJECT SUMMARIES

RNE'S KPIS

Project Manager: Zita Árvai
zita.arvai@rne.eu

Summary
The goal of the project was to revise the RNE KPI management process, to define a new set of KPIs and deliver a new RNE KPI Management Manual.

Main Milestones

- Start: 28 August 2014
- First draft list of revised KPIs: 23 June 2015
- Technical meeting: 27 October 2015
- Approval of new proposal by RNE General Assembly: 3 December 2015
- End: approval of new RNE KPI Management Manual on 25 February 2016

This project has been successfully completed.

Rail Freight Corridors (RFCs) map 2016

Including extensions expected in 2017 as indicated by the RFCs

(Extensions indicated in the UK are planned in 2018)

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

Multi-corridor station

Single-corridor station

Future extensions

Under construction

Glasgow
Edinburgh
Felixstowe
London
Southampton
Dunkerque
Calais
Le Havre
Nantes / St Nazaire
La Rochelle
Bordeaux
Bayonne
Bilbao
Hendaye / Irun
Miranda de Ebro
Leixões / Valongo
Medina del Campo
Lleida
Zaragoza
Madrid
Manzanares
Lisboa
Linares
Sines
Lorca
Algeciras
Almería
Valencia
Cartagena
Tarragona
Figueres
Barcelona
Portbou
Perpignan
Fig. Vilafant
Nîmes
Miramas
Fos-Vigueirat
Marseille
Avignon
Valence
Lyon
Ambérieu
Dijon
Torino
Alessandria
Novara
Domo-dossola
Basel
Strasbourg
Mannheim
Metz / Woippy
Paris
Tour
Bettembourg
Namur
Liège
Montzen
Aachen
Köln
Mechelen
Aarschot
Gent
Lille
Antwerpen
Zeebrugge
Vlissingen
Rotterdam
Amsterdam
Meteren
Duisburg/Oberhausen
Löhne
Verden
Bremen
Wilhelms-haven
Bremerhaven
Padbor
Genova
Bellin
Mila
Tort
Arqu

CORRIDOR MANAGEMENT

Oslo

Hallsberg

Göteborg

Mjölby

Katrineholm

Stockholm

Älmhult

Malmö

Trelleborg

Taulov

rg

Lübeck

Gdynia

Kaunas

Hamburg

Świnoujście

Gdańsk

Uelzen

Szczecin

Ełk

Hannover /
Lehrte

Berlin

Rzepin

Poznań

Inowrocław

Terespol

Magdeburg

Falkenberg

Warszawa

Zduńska Wola

Fulda

Wrocław

Opole

Katowice

Würzburg

Praha

Ostrava

Czechowice-
Dziedzice

Nürnberg

Česká
Třebová

Přerov

Żilina

Treuchtlingen

Břeclav

Bratislava

Mat'ovce

Ingolstadt

Wien

Gyor

Košice

München

Wr. Neustadt

Sopron

Čierna nad Tisou

Bruck / Mur

Budapest

Záhony

Miskolc

Nyíregyháza

Innsbruck

Graz

Brenner /
Brennero

Villach

Pragersko

Szolnok

zona
no

Udine

Arad

Brașov

Padova

Treviso

Trieste

Ljubljana

Zagreb

Bucuresti

cona
ta

Verona

Venezia

Koper

Rijeka

Craiova

Constanta

Bologna

Vidin

Ruse

La Spezia

Ravenna

Karnobat

Burgas

Pisa

Ancona

Sofia

Svilengrad

Firenze

Livorno

Roma

Kulata

Napoli

Taranto

Thessaloniki

Palermo

Paola

Messina

Athina

Augusta

RECENT DEVELOPMENTS

RNE RFC SENIOR MANAGER
& PROJECT MANAGER

ZITA ÁRVAI

RNE RFC
SENIOR MANAGER

MILOSLAV KOGLER

RNE Corridors

The transition phase concerning RNE's corridor-related activities, which started with the publication of the Rail Freight Regulation 913/2010 in 2010, culminated in 2015. After RNE Corridors 2, 5, 6, 8, 9 and 10 were replaced by RFCs 1, 2, 4, 6, 7 and 9 in 2013, the following two years did not bring any major changes in terms of the remaining RNE Corridors. RNE Corridors 1, 3, 4, 7 and 11 remained operational and were steered by RNE Corridor management, which helped to develop the remaining RFCs towards 'maturity'.

Catalogue Paths in RNE's corridor portfolio for the annual timetable, along with X-24 information, were kept up-to-date on these RNE Corridors until November 2015, when the corresponding RFCs went live. After all the RFCs specified in the Rail Freight Regulation had become operational, only RNE Corridor 11 remained, but it may potentially be replaced by a new RFC in the future.

A coordination platform for RFCs

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

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

RNE also offered RFCs the opportunity to apply for Associate Membership of the organisation. All of the RFCs decided to take up that offer and as of 6 May 2015 became Associate Members of RNE.

Several RNE RFC-related projects have already been successfully carried out jointly by RNE and the RFCs, such as the User Satisfaction Survey coordinated by RNE on behalf of all RFCs and the takeover of the Customer Information Platform by RNE, followed by its roll-out to six participating RFCs. Joint processes applicable to the whole RFC Network were defined under the projects dealing with non-RU applicants, RFC management in overlapping sections and shared sets of KPIs for the RFCs.

In 2016, the portfolio of services provided by RNE to the RFCs is expected to expand into new areas at the request of the RFCs. By providing this wide range of support to the RFCs, RNE effectively has become a coordination platform promoting and facilitating a network approach by all RFCs.

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

Customer Information Platform (CIP)

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

At the request of several RFCs, the General Assembly of RNE decided at its meeting of 6 May 2015 to take over the ownership, hosting and maintenance of the CIP from the Corridor Rhine-Alpine (RFC 1), thereby enabling it to evolve into a multi-corridor tool providing harmonised information and communication processes. RNE shall further develop the CIP according to the decisions of the CIP Change Control Board (CCB) and following the approval, if necessary, of the RNE General Assembly.

In early 2015, RNE established the CIP Change Control Board (CCB) as a decision-making body of the RFCs who became CIP users. At the time of establishing the CIP CCB, the following RFCs had confirmed their participation in the CIP roll-out: Rhine-Alpine (RFC 1), North Sea – Mediterranean (RFC 2), Scandinavian – Mediterranean (RFC 3), Atlantic (RFC 4), Baltic – Adriatic (RFC 5) and North Sea – Baltic (RFC 8).

The remaining RFCs were invited to join the CIP CCB as observers and to become CIP users at a later point in time.

Access to CIP & contact details

Access to CIP is FREE OF CHARGE.

For further information on CIP, please visit **https://cip.rne.eu/**. CIP support can be contacted via **support.cip@rne.eu** or on **+43 (0)1 907 6272 25**.

**More information available at
cip.rne.eu**

Corridor One-Stop Shops (C-OSS)

RHINE-ALPINE CORRIDOR
Tel.: +49 69 265-326 771 | E-mail: oss@corridor-rhine-alpine.eu

NORTH SEA-MEDITERRANEAN CORRIDOR
Tel.: +32 2 432 28 08 | E-mail: oss@rfc2.eu

SCANMED CORRIDOR
Tel.: +49 69 265-26 773 | E-mail: mihaela.vetter@deutschebahn.com

ATLANTIC CORRIDOR
Tel.: +34 917 744 774 | E-mail: cfm4-oss@corridor4.eu

BALTIC-ADRIATIC CORRIDOR
Tel.: +39 313 804 7616 | E-mail: c-oss@rfc5.eu

MEDITERRANEAN CORRIDOR
Tel.: +39 324 829 8130 | E-mail: oss@railfreightcorridor6.eu

ORIENT/EAST-MED CORRIDOR
Tel.: +36 1 301 9931 | E-mail: coss@rfc7.com

NORTH SEA-BALTIC CORRIDOR
Tel.: +49 69 265-26778 | E-mail: coss@rfc8.eu

CS (CZECH-SLOVAK) CORRIDOR
Tel.: +420 972 244 556 | E-mail: oss@rfc9.eu

RFC USER SATISFACTION SURVEY 2015

Project Manager: Zita Árvai

zita.arvai@rne.eu

Summary

On the basis of the previous year's project, the new project aimed to continue the execution of the annual RFC User Satisfaction Survey. In addition, the project took into consideration the lessons learned in 2014.

Main milestones

- Start: 25 March 2015
- Review of process and questionnaire: 30 June 2015
- Field phase: 8-30 September 2015
- End: provision of results on 22 October 2015

This project has been successfully completed.

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

Project Manager: Harald Reisinger

harald.reisinger@rne.eu

Summary

The goal of the project was to plan the roll-out and maintenance of the CIP (Customer Information Platform) according to EU procurement and tendering legislation.

Main Milestones

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

This project has been successfully completed.

PROJECT SUMMARIES

RFC MANAGEMENT IN OVERLAPPING SECTIONS

Project Manager: Miloslav Kogler

miloslav.kogler@rne.eu

Summary

The project was a follow-up to the 'Pre-design on RFC multiple governance issues' project and will apply the recommendations contained in its outcomes. Its aim was to agree on commonly applicable procedures for all the issues that were identified in the pre-study phase. The output of the project was the amendment of existing Guidelines. It included four work packages: Corridor Information Document, Path Requests and Path Management, Performance Management, Operations.

Main milestones

- Start: 2 March 2015
- List of sections and follow-up proposal: 13 May 2015
- Common procedures, if any: 15 November 2015
- End: approval of amended guidelines by RNE General Assembly, 3 December 2015

This project has been successfully completed.

KEY PERFORMANCE INDICATORS FOR RAIL FREIGHT CORRIDORS

Project Manager: Zita Árvai

zita.arvai@rne.eu

Summary

The goal of the project was to collect information about the KPIs currently used or planned by the RFCs, and to provide a structured overview of these. An analysis of the main differences and a possible harmonisation approach (i.e. a set of KPIs applicable to all RFCs) were also delivered in the form of Guidelines. A harmonised approach to KPIs is more cost-effective in terms of the use of tools, information sources and human resources.

Main milestones

- Start: 21 October 2014
- Questionnaire filled in: 23 February 2015
- Final report and draft guidelines provided: 11 November 2015
- End: approval of Guidelines by RNE General Assembly, 3 December 2015

This project has been successfully completed.

PROJECT PRE-DESIGN ON COMMERCIAL CONDITIONS

Project Manager: Zita Árvai

zita.arvai@rne.eu

Summary

RFCs currently apply very heterogeneous commercial conditions for the use of their services, which makes them less attractive for Applicants. The goal of the project was to provide a broad overview of commercial conditions governing the use of RFCs' services (at individual IM/AB level) and a list of recommendations for their alignment or, if possible, for their harmonisation. This will bring more transparency into the commercial conditions for the use of RFCs' services. A follow-up project started in 2016.

Main Milestones

- Start: 4 May 2015
- RFC-wide overview of commercial conditions: 30 June 2015
- Highlighting problematic deviations (within and between RFCs): 14 August 2015
- List of items with harmonisation potential: 30 September 2015
- End: approval by RNE General Assembly, 3 December 2015

This project has been successfully completed.
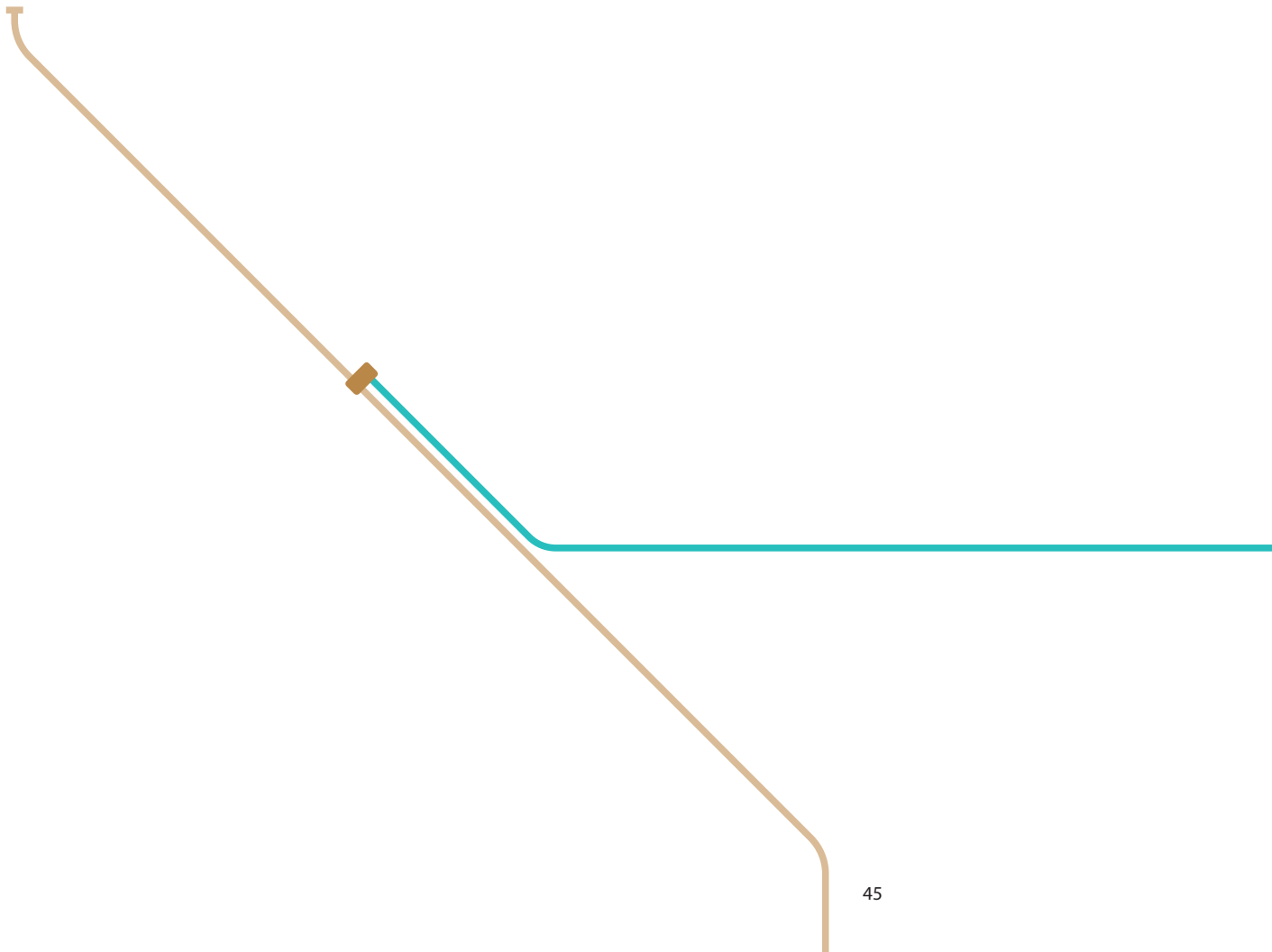
2016

APPLICANTS' ACTIVITIES
INFRASTRUCTURE MANAGEMENT

JUNE

JUN. 20 – JUN. 23 '16
RNE Technical Meeting
Final co-ordination of
cross-border timetable

JULY

JUL. 4 '16
Draft Timetable
IMs provide draft
international timetable

JUL. 5 – AUG. 5 '16
Comments Period
During this period applicants
may make observations

AUGUST

AUG. 22 '16
Final Answers
IMs provide final answers

SEPTEMBER

OCTOBER

OCT. 10 '16
Deadline for Late Path Requests
Final day for applicants to submit late
path requests for timetable 2017

NOVEMBER

DECEMBER

DEC. 11 '16
Timetable Change
Start of new annual timetable

2017

JANUARY

JAN. 9 '17
Pre-arranged products
RFCs and IMs publish pre-arranged
paths and catalogue paths

FEBRUARY

JAN. 16 '17
**Final Path Study Requests
for Timetable 2018**
Applicants may submit path study
requests for timetable 2018

MARCH

MAR. 13 '17
Final Path Study Answers

SALES & TIMETABLING

APRIL

APR. 10 '17
Submit Requests
Final day for applicants to submit
new path requests for timetable 2018

MAY

JUNE

JUN. 19 – JUN. 22 '17
RNE Technical Meeting
Final co-ordination of
cross-border timetable

JULY

JUL. 3 '17
Draft Timetable
IMs provide draft
international timetable

JUL. 4 – AUG. 4 '17
Comments Period
During this period applicants
may make observations

AUGUST

AUG. 21 '17
Final Answers
IMs provide final answers

SEPTEMBER

OCTOBER

OCT. 16 '17
Deadline for Late Path Requests
Final day for applicants to submit late
path requests for timetable 2018

NOVEMBER

DECEMBER

DEC. 10 '17
Timetable Change
Start of new annual timetable

TIMETABLING PROCESS

SALES & TIMETABLING MANAGER
PHILIPP KOISER

TTR PROJECT MANAGER
BJÖRN GLAUS

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

The timetabling process

Various parties are involved in the international timetabling process:

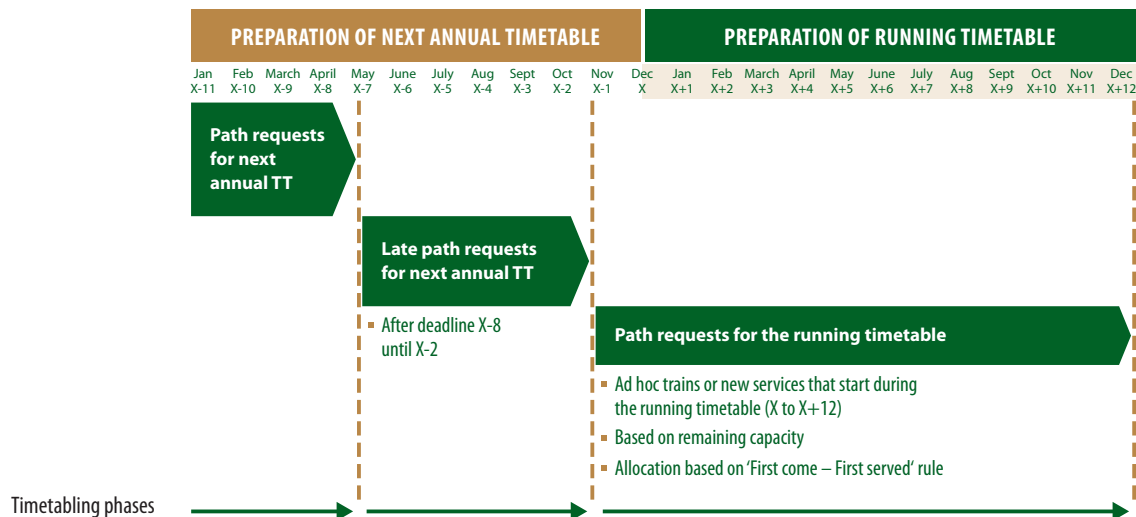- Railway Undertakings (RUs) / Applicants
- Infrastructure Managers (IMs) / Allocation Bodies (ABs)
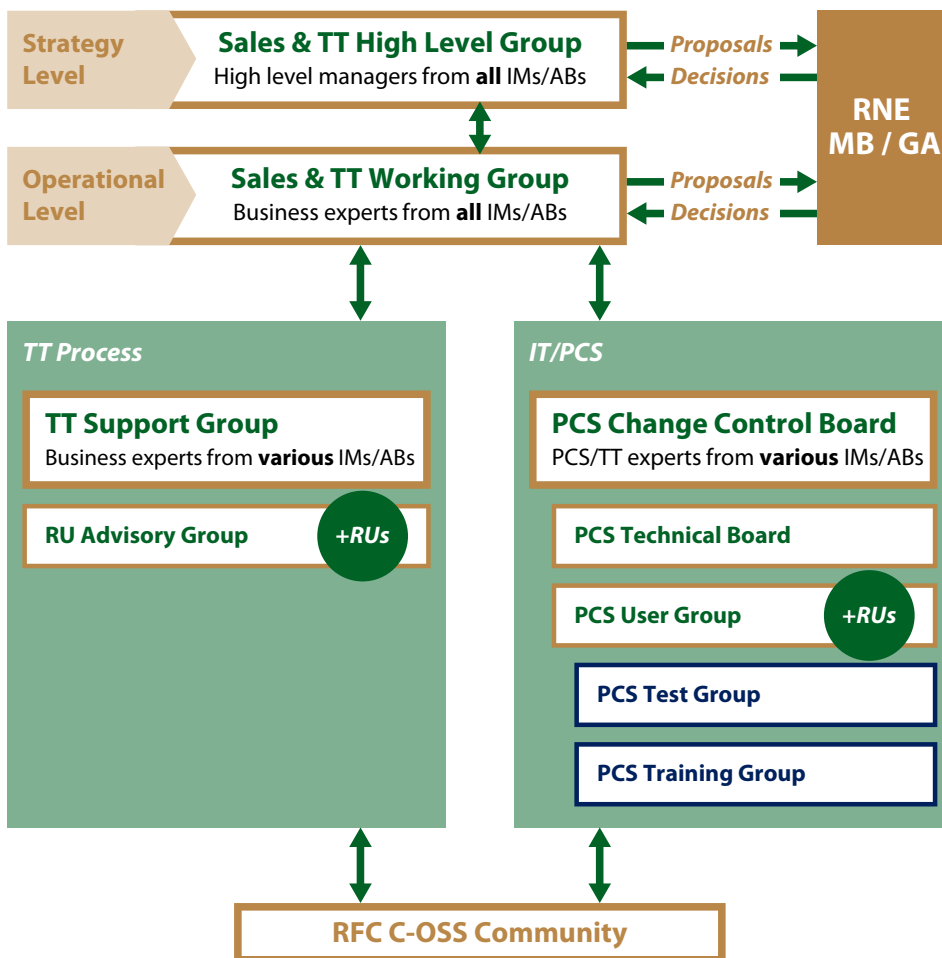- Rail Freight Corridors (RFCs) as defined by the Rail Freight Regulation (913/2010)

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

	PREPARATION OF NEXT ANNUAL TIMETABLE										**PREPARATION OF RUNNING TIMETABLE**											
Jan X-11	Feb X-10	March X-9	April X-8	May X-7	June X-6	July X-5	Aug X-4	Sept X-3	Oct X-2	Nov X-1	Dec X	Jan X+1	Feb X+2	March X+3	April X+4	May X+5	June X+6	July X+7	Aug X+8	Sept X+9	Oct X+10	Nov X+11	Dec X+12

Path requests for next annual TT

Late path requests for next annual TT

- After deadline X-8 until X-2

Path requests for the running timetable

- Ad hoc trains or new services that start during the running timetable (X to X+12)
- Based on remaining capacity
- Allocation based on 'First come – First served' rule

Timetabling phases

Sales & Timetabling Team

The Sales & Timetabling (S&TT) business area is managed by Philipp Koiser. Under the umbrella of S&TT we can find two major projects: the 'Revision of international coordination/publication of works and possessions' (ICoW), which was managed by Robert Herbacek until the project was concluded in October 2015, and the ongoing 'Redesign of the international timetabling process (TTR)', which has been managed by Mr Björn Glaus of SMA und Partner since December 2015.

Strategy Level — **Sales & TT High Level Group** — High level managers from **all** IMs/ABs → *Proposals* ← *Decisions* — **RNE MB / GA**

Operational Level — **Sales & TT Working Group** — Business experts from **all** IMs/ABs → *Proposals* ← *Decisions*

TT Process

TT Support Group — Business experts from **various** IMs/ABs

RU Advisory Group — **+RUs**

IT/PCS

PCS Change Control Board — PCS/TT experts from **various** IMs/ABs

PCS Technical Board

PCS User Group — **+RUs**

PCS Test Group

PCS Training Group

RFC C-OSS Community

Sales & Timetabling +
PCS groups and boards

Sales & Timetabling High Level Group

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

ROLE OF SALES & TIMETABLING

Sales & Timetabling Working Group

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

Sales & Timetabling sub-groups

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

In 2015 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 2015 and September 2015
- prepare and conduct the annual RNE Technical Meeting in June 2015
- set up the RNE Timetabling Calendar for the timetable period 2017
- hold the annual PCS Day in November 2015
- monitor and support the planning process for the timetable period 2015
- make a key contribution to the ICoW, TTR and PCS NG projects
- make additional contributions to other projects
- provide high degree of involvement in the improvement of RFC processes
- provide support to RNE meetings with Regulatory Bodies, Corridor Organisations and other stakeholders.

Path Coordination System (PCS)

The tool used to coordinate international path requests is the Path Coordination System (PCS). It provides RUs, IMs and ABs with the means to harmonise their international path requests and offers. It is also the tool employed to request Pre-arranged Paths (PaPs) on Rail Freight Corridors.

In the past few years, the number of PCS users has grown. To deal with the challenge of increased interest in the system, a PCS team has been set up, with Máté Bak as PCS Technical Manager and Jorge Campo as PCS Functional Manager. The PCS team, together with the Sales & Timetabling Working Group, has carried out new developments: a totally new interface, Version 5, also known as 'PCS Next Generation', has replaced the old one. The key ambition for this new version was greater usability, together with new functionalities demanded by the users.

The new interface of PCS Version 5 is state-of-the-art. The software and visual design have been adjusted to users' needs to improve usability and accessibility. System performance will increase and future updates will be easier to perform from a development point of view.

The new version of PCS has taken into account user feedback in order to provide a more satisfying user experience. RUs, IMs and RFCs were included in the work packages and were led by their representatives from FTE, RNE or the RFC Community.

Thanks to its adaptability, PCS will be able to respond to current train path-planning complexities as well as to future needs.

In order to achieve a successful adoption of the new interface, several training sessions were organised and a new Content Management System (CMS) was launched. The CMS provides new documentation, a new transparent management of Change Requests, as demanded by the users, and an information service about the latest developments involving PCS.

PCS contact details

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

PCS TECHNICAL MANAGER &
IT SERVICE DESK MANAGER
MÁTÉ BAK

PCS FUNCTIONAL MANAGER
JORGE CAMPO

More information available at
pcs.rne.eu

CHARGING INFORMATION SYSTEM (CIS)

CIS TECHNICAL MANAGER &
IT SERVICE DESK MANAGER

DANIEL DREXLER

Charging Information System (CIS)

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

CIS contact details

At the beginning of 2015 Daniel Drexler became the first CIS Technical Manager at the RNE Joint Office.

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

Access to CIS is free of charge.

CIS Data Managers

Due to the CIS Development project, RNE started to reinforce the network of CIS Data Managers in 2015.

It is now planned to include CIS data in the RNE Big Data project. Thus functions developed in CIS shall be more easily accessible from other RNE applications.

More information available at
cis.rne.eu

CIS Change Control Board (CIS CCB)

As a next step, RNE is planning to set up a CIS CCB in order to involve IMs in the steering of future developments and the budget.

CIS DEVELOPMENTS

Project Manager: Zita Árvai

zita.arvai@rne.eu

Summary

CIS currently contains a function for calculating the charges along RNE Corridor routes. The goal of the project is to implement an RFC route-based estimate of infrastructure charges according to the RFCs' requirements.

Main milestones

- Start: December 2015
- End: RFC route-based estimate of charges available in June 2016

REDESIGN OF THE INTERNATIONAL TIMETABLING PROCESS (TTR)

Project Manager: Björn Glaus

b.glaus@sma-partner.com

Summary

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

- requirements of different types of railway traffic including end-customers' demands,
- efficient use of capacity for demand during all time periods,
- efficient use of resources (e.g., HR, IT).

The ICoW project has been integrated into this project.

Main milestones

- Start: 21 August 2014
- Draft proposal for new timetabling process: 9 November 2015
- Final proposal for framework of new timetabling process: 31 March 2016
- End: approval of outcomes by RNE General Assembly 21 April 2016

This project has been successfully completed.

PROJECT SUMMARIES

INTERNATIONAL COORDINATION/PUBLICATION OF WORKS AND POSSESSIONS (ICOW)

Project Manager: Philipp Koiser
philipp.koiser@rne.eu

Summary

This project was the follow-up to the *Pre-design for international coordination/ publication of works and possessions* project. The goal of the project was to harmonise and agree an ICoW process for RFCs, to reach agreement on information management (timeline, contents and tools), to set up a meeting structure, and to include monitoring and reporting in the guidelines.

The project is strongly interconnected with the *Redesign of the international timetabling process (TTR)* project. Therefore it was integrated as a new sub-group into the relevant work package of the TTR project after the provision of its final deliverable. This subgroup consists of possession planners and timetablers; they are creating a process at all points where timetabling and possession planning have interfaces.

Main milestones

- Start: 3 December 2014
- Delivery of draft Guidelines: 8 October 2015
- End: approval of Guidelines by RNE General Assembly 3 December 2015

This project has been successfully completed.

PCS TRAINING

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

Summary

The aim of the project is to set up uniform, mandatory training methods to train all PCS users. The new training approach is flexible and encourages the active participation of trainees and trainers in the training set-ups, and covers all users' demands and needs.

Main milestones

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

This project has been successfully completed.
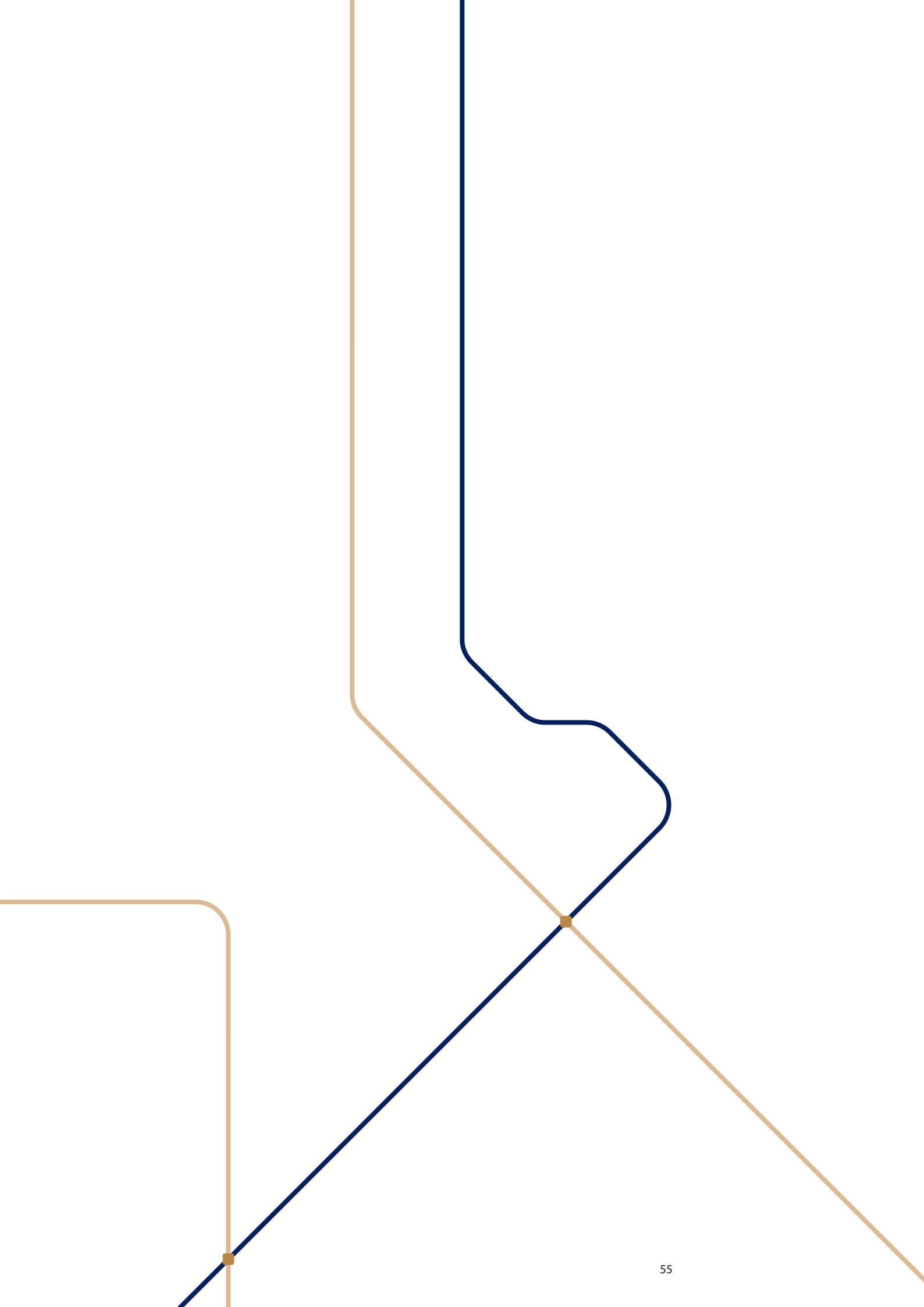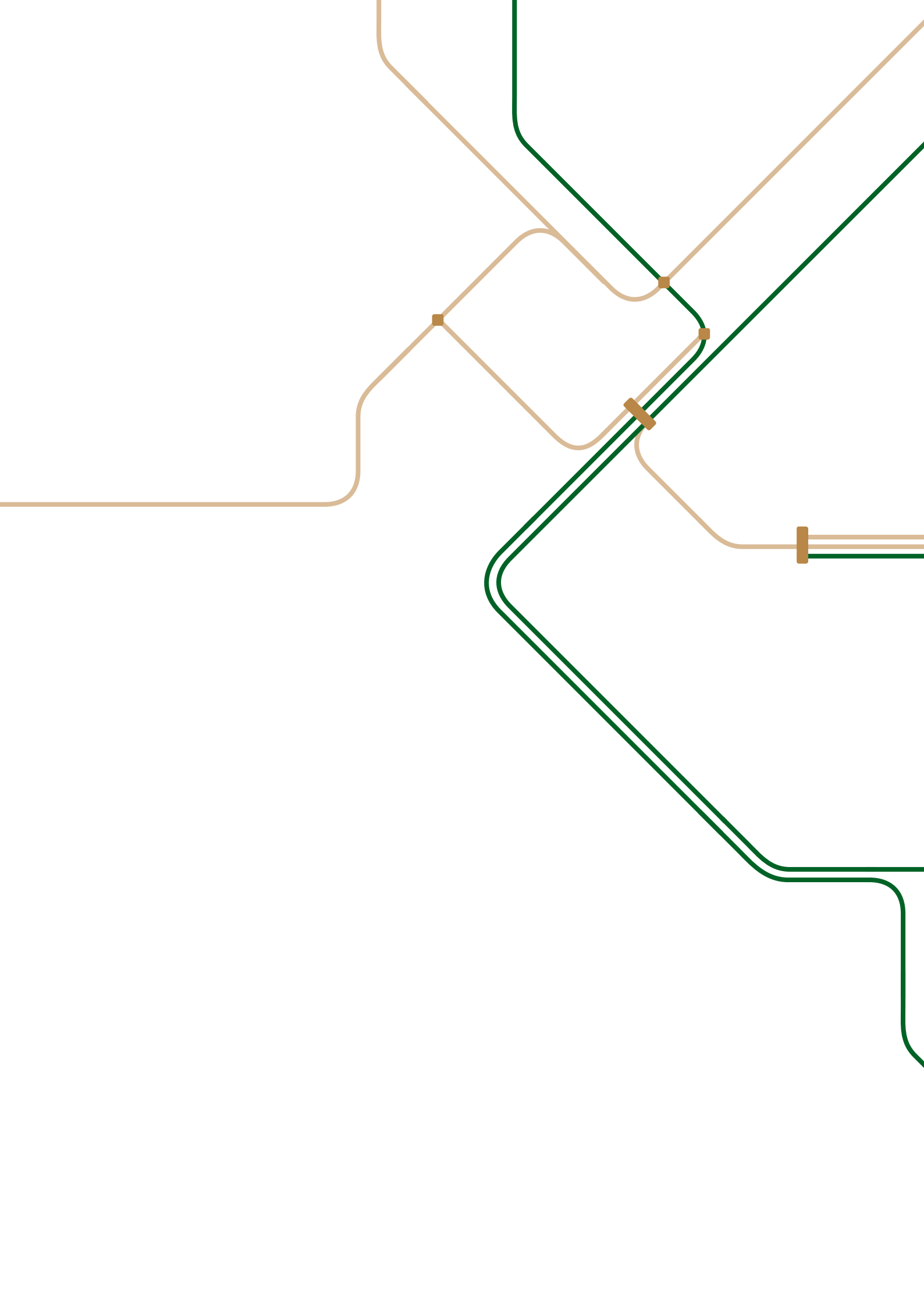
TRAFFIC & TRAIN PERFORMANCE MANAGEMENT

TRAFFIC MANAGEMENT

TRAFFIC MANAGEMENT
MANAGER

IVANA TOMEKOVA

Organisation in 2015

Traffic Management tasks are carried out by the Traffic Management Working Group, whose mission is to develop and improve operational processes in order to facilitate and enhance cooperation between RNE Members and RFCs at the traffic management level.

Achievements in 2015

- Traffic Control Centres Communication (TCCCom): guidelines for communication between traffic control centres were created, describing the basic conditions and rules for establishing regular communication channels between different traffic control centres. To support implementation of these communication channels, an IT tool enabling multilingual communication was developed and integrated into TIS.
- Standardisation and publication of Traffic Management Information: the project team, consisting of representatives of IMs and RFCs, developed a common structure for the harmonised provision of traffic management information across different documents (e.g., Corridor Information Documents), collected the relevant traffic management information and made proposals for its use and publication.

TRAIN PERFORMANCE MANAGEMENT

Organisation in 2015

RNE provides a platform for cooperation and coordination related to train performance management:

- a network of RFC Train Performance Managers was established to enable an experience exchange between different RFCs and to serve as a platform for communication and agreement on standards
- the Data Quality Working Group constantly monitors TIS data quality, proposes measures for its improvement and streamlines the data quality process.

Achievements in 2015

The TPM Cooperation Manual was drafted, its objective being to assist IMs and RFCs with their TPM-related activities.

COMMUNICATION AND COOPERATION BETWEEN TRAFFIC CONTROL CENTRES

Project Manager: Ivana Tomekova

ivana.tomekova@rne.eu

Summary

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

Main Milestones

- Start: 28 August 2014
- Agreement on the contents of the Guidelines: 12 February 2015
- Analysis of current situation: 26 February 2015
- Delivery of draft Guidelines: 8 October 2015
- End: approval of Guidelines by RNE General Assembly, 3 December 2015

This project has been successfully completed.

STANDARDISATION OF TRAFFIC MANAGEMENT INFORMATION

Project Manager: Ivana Tomekova

ivana.tomekova@rne.eu

Summary

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

Main Milestones

- Start: 28 August 2014
- Analysis of state of play and list of topics: 11 February 2015
- Data collection: 7 April 2015
- Delivery of first draft: 2 July 2015
- Delivery of final draft: 6 November 2015
- End: approval by RNE General Assembly, 3 December 2015

This project has been successfully completed.

PROJECT SUMMARIES

COOPERATION IN TRAIN PERFORMANCE MANAGEMENT

Project Manager: Simona Di Loreto | Successor: Ivana Tomekova
ivana.tomekova@rne.eu

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

Main Milestones

- Start: 21 August 2014
- Delivery of first draft: 23 January 2015
- Delivery of final draft: 13 March 2015
- End: approval of Guidelines by RNE General Assembly: 6 May 2015

This project has been successfully completed.

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

Project Manager: Josef Stahl
josef.stahl@rne.eu

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

Main Milestones

- Start: 17 July 2014
- List of needed functions: 11 November 2014
- Functional requirement specifications: 15 April 2015
- Budget approval: 6 May 2015
- Development plan: 21 October 2015
- Development and testing: 30 November 2016
- End: go-live of tool on 14 December 2016

TRAIN INFORMATION SYSTEM (TIS)

RNE TIS
Train Information System

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.

TIS GENERAL
MANAGER

JOSEF STAHL

2015 was the third year in a row where TIS made great progress. The year was used to consolidate the message portfolio, deal with time zones (TZs) and with data quality in general.

TIS now covers almost the whole of Europe — from the North Sea to the Black Sea — and the management of different time zones has become a must. Starting in Portugal with the Western European TZ, then heading to the Central European TZ, and finally reaching the Eastern European TZ at the Black Sea, TIS can cope with several time zones. Every dataset including a time stamp is now enlarged with the offset of the local time.
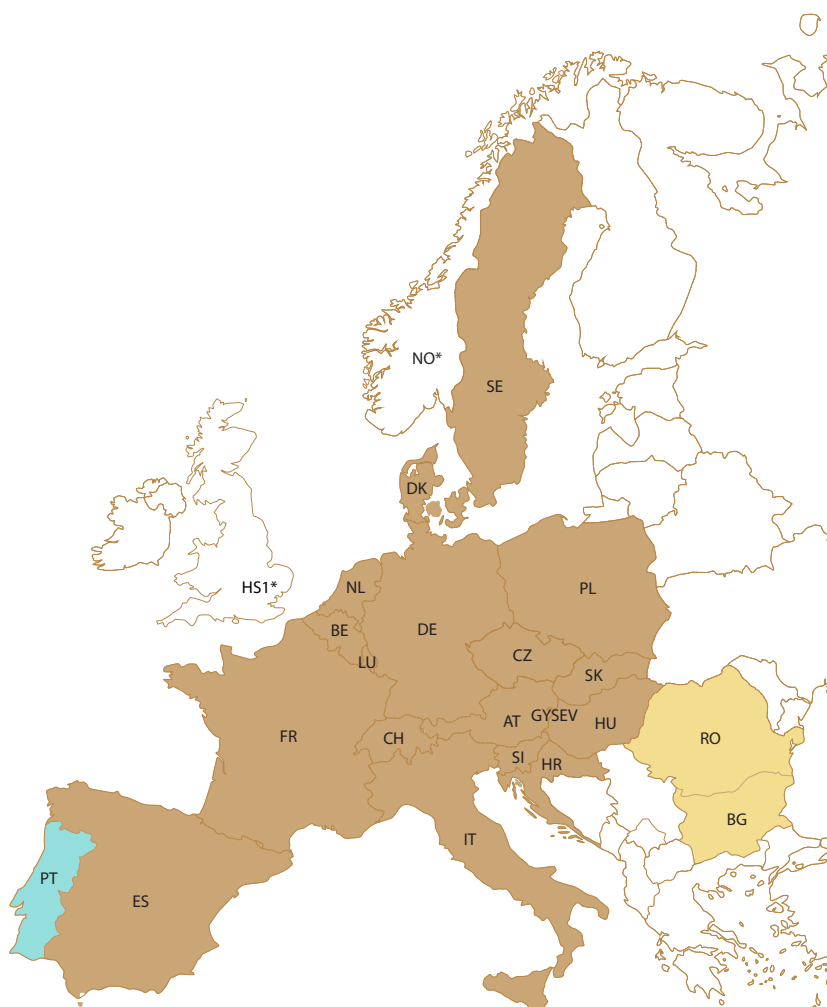
Current participants

AT, AT/HU (GYSEV), BE, BG, CH, CZ, DE, DK, ES, FR, HR, HU, IT, LU, NL, NO, PL, PT, RO, SE, SI, SK, UK (HS1)

- Western European Time Zone (WET)
- Central European Time Zone (CET)
- Eastern European Time Zone (EET)

TIS roll-out including European time zones

Makeover of TIS interface

Smartphones and tablets have found their way into the railway business so TIS has been developed to support these devices accordingly. The most popular pages, such as Network Overview and Train Search, have been optimised for tablets and smartphones. When you log in, using one of the most common web browsers, TIS knows instantly what type of device you are using and displays optimised pages. This does not involve an app in the mobile telephony sense but an optimised classical application. This solution is less costly, low-maintenance, does not require any additional user management and means that only one operating system is involved.
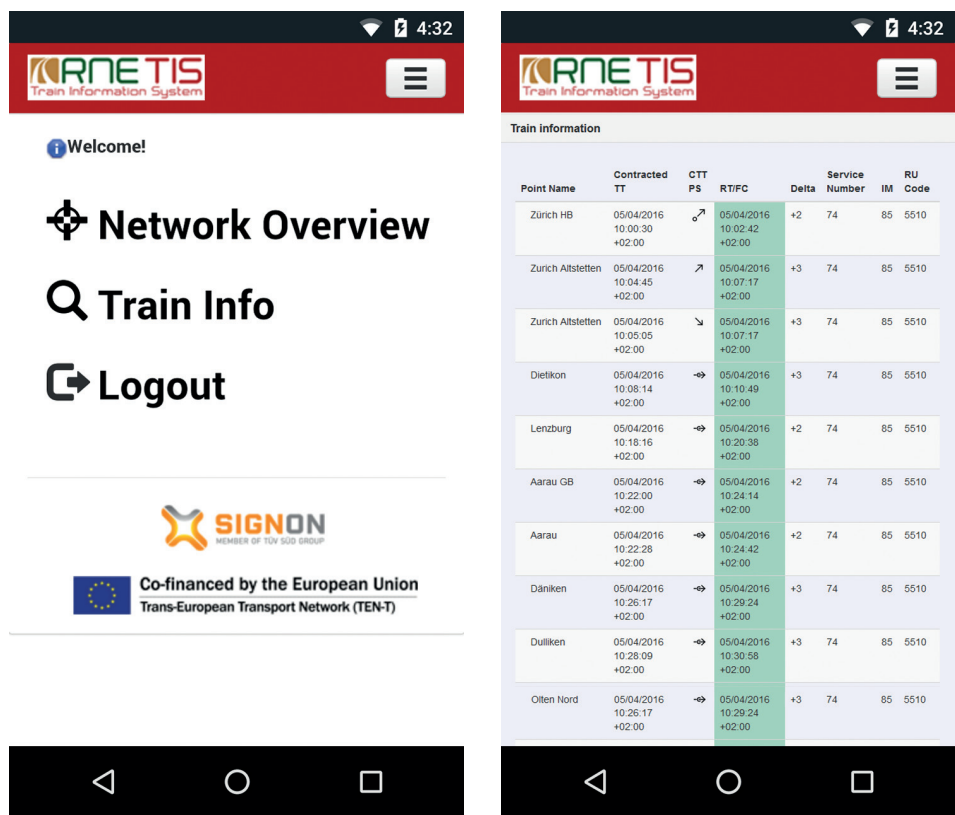
TIS mobile for tablets and smartphones

Unique users per month on mobile pages
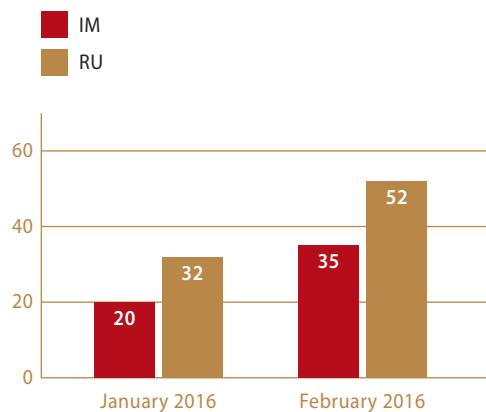
Unique users per month on mobile pages

New user interface with user and train counts

Information about the count of current users and the count of online trains has been added to the TIS user interface.
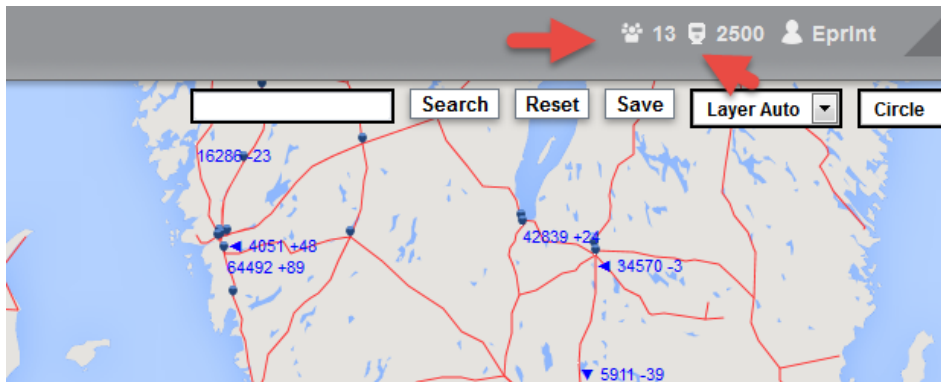
New user interface
with user and train counts

TIS users in 2015

The number of TIS users has continued to go up. This growth was partly driven by the increase in the number of IMs connected to the TIS Production System and also by the introduction of the Rail Freight Corridors (RFCs) — the last three became operational in 2015. This is a new user group within the TIS family. At the moment TIS is the only application in Europe that can provide reliable train running data about entire Corridors.

■ Unique users per month
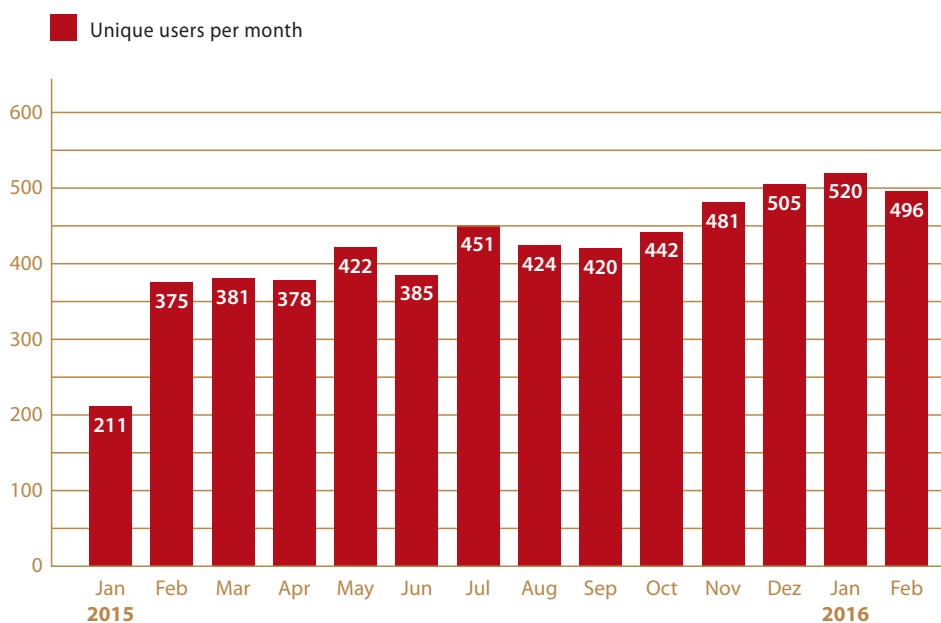
The number of
unique TIS users per month

The picture above shows the numbers of unique users within the last twelve months (a user is counted only once even if they log into the application more than once).

Other changes in 2015

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

■ Total Trains in TIS

Total number of
trains processed by TIS

Year	Total Trains in TIS
2012	1 611 769
2013	1 692 948
2014	2 304 079
2015	2 550 000

■ Total Train Messages in TIS

Total number of
messages processed by TIS

Year	Total Train Messages in TIS
2012	64 288 224
2013	89 423 716
2014	140 636 519
2015	163 000 000
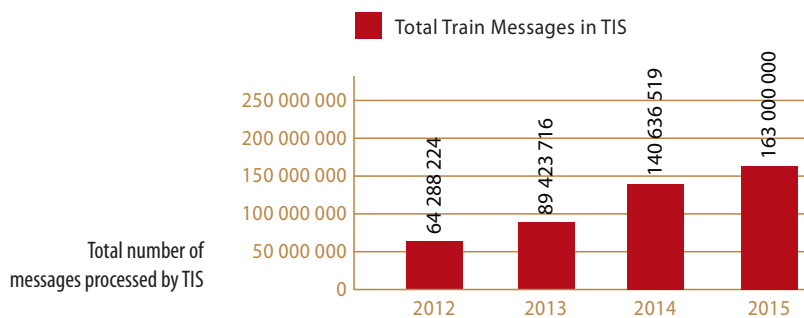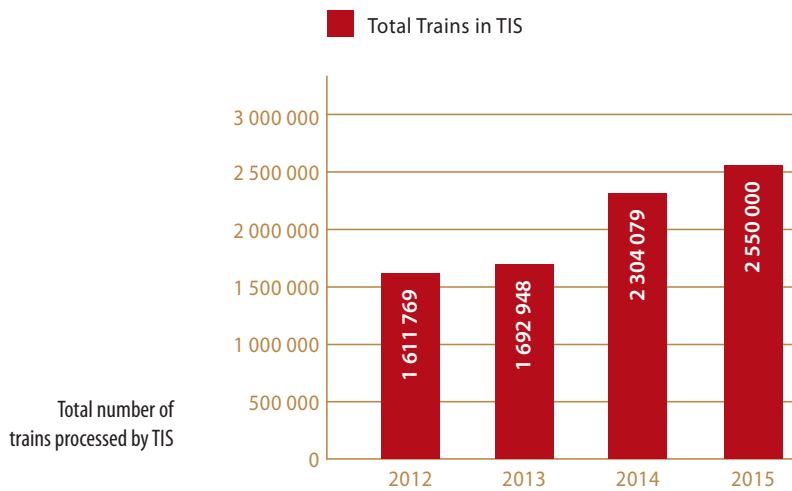
TIS fulfils Rail Freight Corridor requirements

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

TIS provides data for reporting solutions (e.g., Train Performance and Data Quality checks) based on the reporting system Oracle Business Intelligence (OBI), such as:

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

Other new TIS functions

Much effort has gone into adjusting message processing. Message processing was originally based on the UIC message format, a standardised structure defined by the UIC. But following the introduction of the TAF TSI framework, message exchange is now based on TAF TSI messages. Therefore the format for message content has changed: from fixed-length text messages to XML (Extensible Markup Language). Thanks to this change, TIS is able to process TAF TSI messages (both inbound and outbound) directly.

IM Company System → TIS → TIS Data Filtering → IM Company System / RU Company System

Messages UIC 407 Format

TIS data flow

Common Interface

TAF Messages
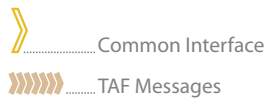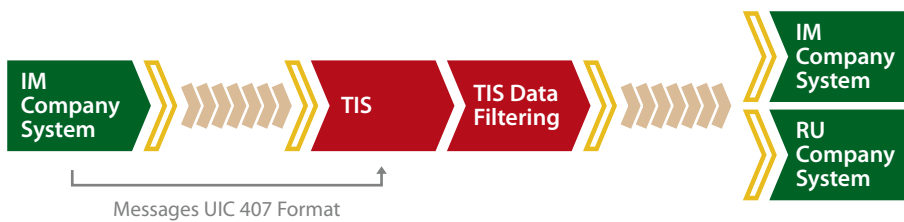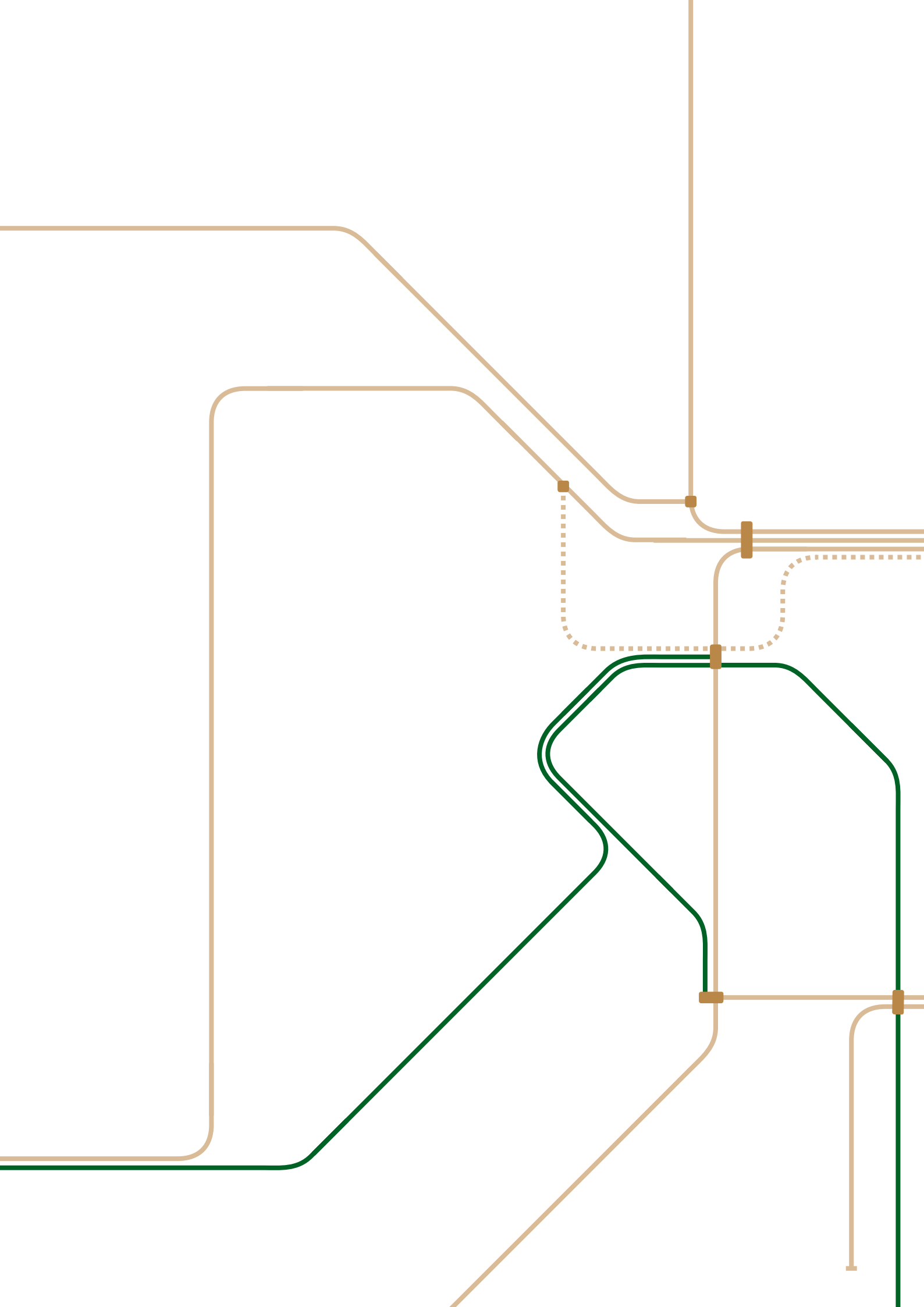
NETWORK STATEMENT & LEGAL MATTERS

CHAIRMAN OF THE
NETWORK STATEMENT
WORKING GROUP
FILIPE GOMES DE PINA
Infraestruturas De Portugal, S.A.

The activities of the RNE Network Statement Working Group (RNE NS WG) and Corridor Information Document Subgroup (RNE CID SG) include mainly: the maintenance, continuous improvement and promotion of the use of the RNE Network Statement Common Structure (RNE NS Common Structure) and of the RNE Corridor Information Document Common Structure (RNE CID Common Structure), together with the provision of an implementation guide (defining the expected document content) and the execution of an annual benchmarking exercise.

These activities are driven by customer demand, the changing legal framework and the intention to make it easier for readers to read and compare the contents of the RNE Members' Network Statements and Corridor Information Documents.

In 2015, a discussion was started on the extension of the scope of activities and further deployment of the potentials of the RNE NS WG and CID SG. Changes were officially adopted by the NS WG and CID SG members in early 2016.

Furthermore, the analysis of the scores of RNE's Key Performance Indicators (KPIs), which include indicators both for the NS and the CID, has led to a more detailed and objective evaluation (benchmarking) of harmonisation issues, providing valuable guidance on the priority actions to be taken.

Role of RNE Corridor Information Document (CID) Subgroup

The RNE NS WG produced the first versions of the CID Common Structure in 2011; this allowed a smooth publication of these documents by the RFCs. The RNE CID SG has taken over the responsibility to review the CID Common Structure in order to align it with the experience gained when publishing these documents, as well as with the new market and legal requirements that appear every year.

All of the CID SG members are nominated by the RFCs on account of their responsibilities in the publication of their Corridor Information Document. More than half of them were already members of the NS WG, which largely contributed to a natural evolution from previous Working Group activities. With the go-live of the remaining three RFCs in November 2015, namely ScanMed (RFC 3), Baltic-Adriatic (RFC 5) and North Sea-Baltic (RFC 8), the number of participating RFCs in the RNE CID SG increased to nine.

Connection between RNE NS WG and RNE CID SG

Understanding both NS and CID issues is essential for the decision-making process inside the Working Group, and members have shown great interest for this new work area. For this reason, RNE NS WG members were already able to attend RNE CID SG meetings before 2015. As a next step, the annual meetings of the two groups have been merged. This facilitates cooperation between the IMs and RFCs in the NS and CID domains, and also helps them to understand each other's needs better.

In practice, the NS has a direct impact on the contents of the CID, since Book 2 of the CID has to include all the information contained in the national Network Statements regarding the RFCs. The publication of the English version of Network Statements in due time is, therefore, also essential for the production and publication of the complete CIDs by the X-11 deadline.

Updates of RNE NS Common Structure and RNE CID Common Structure

The Recast and its implementing acts still influence the annual updating procedure of the NS Common Structure to a great extent. As regards the English version's availability, as a first step, in order to make it possible to publish the complete CID by X-11, an English version of the NSs shall be published by X-11.5 at the latest.

The RNE General Assembly decided in 2011 that Network Statements should be translated into English, and RNE cannot propose a more lenient deadline than the one stipulated in Directive 2012/34 (Recast), so this deadline should be X-12. Taking into consideration that not all EU Member States have implemented the Recast yet and also to provide adequate time for IMs to adjust their translation processes, a transition period has to be applied. After this period (i.e. from NS for the 2019 timetable year) the English version of the NS shall be published by X-12, simultaneously with the national language NS, which is in line with the Recast.

Once the Recast has been implemented into the national legislation of all RNE Members' countries and all of its implementing acts have been published, the RNE NS WG will face some new challenges, namely to amend the RNE NS Common Structure in order to facilitate harmonisation of the Network Statements in the light of the newly-implemented legislative frameworks at national level.

As regards the harmonised application of the different chapter levels, if a chapter (up to the 4th level) is not applicable on an IM's network or on an RFC, this shall be clearly stated in the chapter concerned (in the NS or CID). In this way, the provision of information will be more transparent from the applicants' point of view; moreover the RNE NS and CID common structures can be promoted to a full extent. This new approach will also make it possible to monitor compliance with the two common structures up to 4th chapter level.

New activities: Advanced Implementation Guide

The current RNE NS and CID common structures already contain some recommended texts (about RNE and its IT tools), which shall be extended to other chapters of the documents.

The following standardisation approaches have been defined:

- harmonised or strongly recommended texts (to be applied by all) will be drafted;
- best practices will be collected, which could be extracts from the RNE Members' NSs and CIDs;
- of course, many of the chapters (e.g., list of charges) have to remain as they are.

In this way, applicants will not only find the information they are looking for in the same place in the various NSs and CIDs, but they will also find harmonised texts, or texts and information with the same quality and level of detail. From the RNE Members' point of view, the recommended texts will greatly facilitate the production of individual NSs and CIDs. This new activity will start in 2016.

Digitalisation

A content management system for the NSs and CIDs has been discussed. It would facilitate the analysis and comparison of various NSs and CIDs thanks to advanced filtering functions.

A project will start in 2016. First, functional requirements will be defined, and the costs and required human resources to feed and update the tool will be calculated. If this first phase is successful, the tool will be developed during a second phase. Once the tool has gone live, applicants will find the contents of all NSs and CIDs on one single platform.

KPI/Benchmarking exercise

The benchmarking exercise for the NS and CID showed the following results:

HARMONISATION KPI'S	2014 (2016 TIMETABLING YEAR)	2015 (2017 TIMETABLING YEAR)
Network Statement	87%	79%
CID	67%	74%

Clearly a much higher harmonisation level has been achieved among CIDs again, which can be considered a success of the RNE CID SG.

The lower scores achieved by the NS KPIs can be explained by changes in the calculation of the KPI concerning the availability of the NS's English version, which was stricter than in previous years. Hence it does not mean that compliance with the RNE NS Common Structure itself, which has a weight of 90% in the KPI calculation, has dramatically decreased.

Following the analysis of the KPI scores, updates to the NS and CID common structures, changes concerning the English version publication, the harmonised application of the different chapter levels and, last but not least, thanks to the NS and CID harmonisation activity, an improvement in the KPI scores can be expected in the coming years.

Number of network statements (NS)

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

VC.....Version Control
G.......Glossary

% of compliant chapters in all corridor information documents (CIDs)

CID Benchmark
Compliance up to 2nd level

More information available at
rne.eu/ns
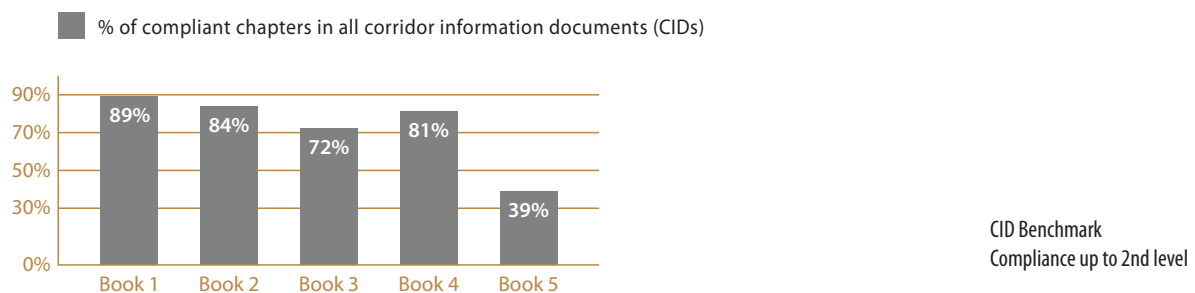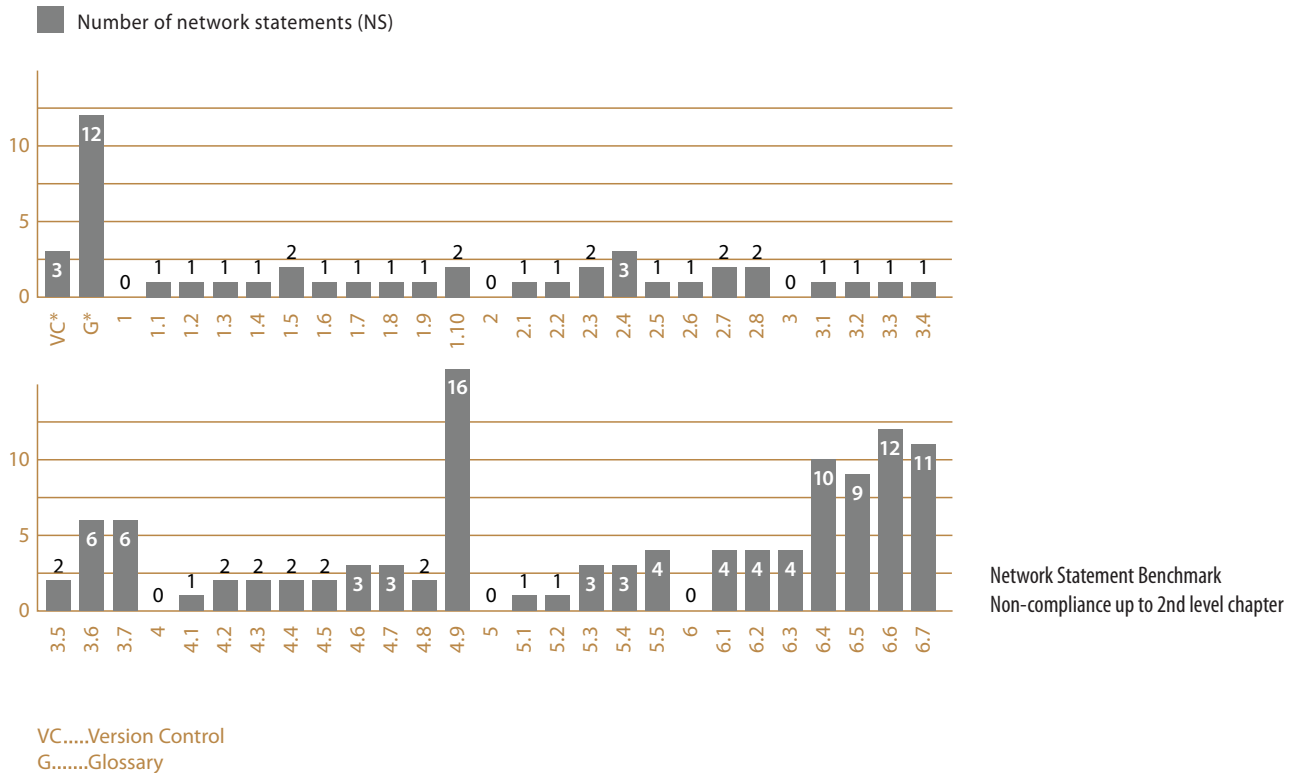
RNE Glossary of terms related to Network Statements

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

It is updated and published every year following a review made by the Network Statement WG in close cooperation with the Legal Matters WG and other standing RNE Working Groups. The seventh edition, which was published in 2015, includes more than 580 terms and definitions, available on the RNE website to all interested parties: **http://www.rne.eu/ns_glossary**

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

JO LEGAL ADVISER
TSVETAN TANEV

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

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

The RNE LM WG is also in charge of creating legal documents that are harmonised across Europe — e.g. a harmonised way of handling non-RU applicants or the Framework Agreement — and are currently requested by several Railway Undertakings (RUs) running on RFCs. With respect to these contractual issues, the Working Group is also involved in the revision procedure initiated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) with regard to the Convention concerning International Carriage by Rail (COTIF).

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

Main activities of the Legal Matters Working Group (LM WG) in 2015

The Working Group continued working on the revision procedure regarding the Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (CUI) that was initiated by the Intergovernmental Organisation for International Carriage by Rail (OTIF).

In 2015 the working group initiated by OTIF (consisting of ministry officials) met three times; on behalf of RNE, the RNE LM WG chair participated as an observer. The group issued new proposals for the CUI´s scope at each meeting, followed by a round of comments with a tight deadline, which was quite a challenge. The RNE LM WG provided its statements, approved by the RNE General Assembly, to the EIM and CER on time, enabling them to include the RNE points of view in their official statements towards the OTIF.

Another important issue handled by the LM WG was the Guidelines on the handling of 'Authorised Applicants', a term used by the Freight Regulation. A project group guided by Tsvetan Tanev clarified definitions (e. g. 'Non-RU Applicant' instead of 'Authorised Applicant') and the LM WG agreed on a standard time limit of 30 days for the naming of the RU by the Non-RU Applicant. As the handling of this new type of applicants caused lively discussions, the Guidelines were presented at the first General Assembly meeting in 2015 and then revised after some feedback by the delegates. They were adopted at the December 2015 GA meeting in Vienna.

ACTIVITIES

As in previous years, the Working Group had the opportunity to answer various questions asked by the RFCs. As most LM WG members advise and represent their own national IM on Rail Freight Corridor issues, the fruitful exchange between all legal experts in the Legal Matters Working Group continued to prove very useful. Indeed on each RFC, similar questions arise as they all have to find a legal basis for their work, namely to create an organisation in order to implement the Corridor One-Stop Shop, offer Pre-arranged Paths, etc.

The Legal Matters Working Group also provided strong legal support in arranging the transfer of the Corridor Information Platform tool (CIP) from Corridor Rhine-Alpine to RNE. This involved dealing with challenging intellectual property questions: it had to be guaranteed that the necessary rights to operate the platform had been correctly transferred at each stage of the project.

With respect to RNE guidelines for Rail Freight Corridors, the group examined the following question: could the various RNE guidelines be made binding? The result of this assessment was that most LM WG members regarded this as legally possible, but it could not be performed without strict rules on majority and defined items. On the practical side, there were grave concerns with regard to the acceptance of rules in guidelines: once these had been defined as automatically binding, delegates would be very careful before agreeing on them.

Following the results of the annual meeting between RNE and CIT in February 2015, the LM WG started working on an update of the RNE Standard Contract of Use of the Infrastructure (SCU-I). After evaluating the original document (which had been drafted by the LM WG in 2004), it became clear very quickly that a mere update would not improve the probability of its use in daily railway life. Therefore, as a first step a draft to be used by RFCs was developed and discussed.

Last but not least an ambitious new project was started by a subgroup consisting of the RNE LM WG and RU lawyers (TTR WG4) in autumn 2015, within the framework of the 'Redesign of International Timetabling Process' project (TTR). Its task: to evaluate and comment the output of the TTR project with respect to its conformity with European law.

Future activities

The group has just issued a statement on the latest CUI proposals; it not only referred to the scope but also to liability stipulations. This statement was sent to the CER and EIM so that they could include it in their statements. The OTIF CUI working group is going to meet in Berne on 31 May 2016 and new suggestions can be expected, which will have to be analysed carefully and commented. As the discussion has been broadened to liability, it is becoming even more important that IM positions are made clear during the revision process.

ACTIVITIES

As to the TTR project, the group will continue to give legal support. This started with a gap analysis by the project's legal subgroup on the conformity of project results with European as well as national law.

With regard to the Standard Contract of Use of the Infrastructure (SCU-I), following the input by marketing and sales colleagues, a new approach has been proposed (to be submitted to the RNE General Assembly in April 2015): instead of working on concrete (old or new) documents, the group decided to work on stronger foundations by firstly developing a standard SCU-I structure that all members can agree on. As a second step, common denominators of national contracts of use can be defined. This approach was chosen by the group because it meets the need to find a realistic solution for all stakeholders.

Most certainly the Legal Matters Working Group will have to tackle several questions in connection with the Freight Regulation, given that in autumn 2015 three new Rail Freight Corridors started operation.

Apart from these strategic tasks, the group will continue to accompany the implementation of what RNE achieved in 2015, especially with regard to IT issues, the RNE Statutes and IROGs.

More information available at
rne.eu/lm

PROJECT SUMMARIES

HARMONISED WAY OF HANDLING NON-RU APPLICANTS

Project Manager: Tsvetan Tanev
tsvetan.tanev@rne.eu

Summary
The goal of the project was to develop common rules for various business processes that involve non-RU Applicants so that they are treated in the same way by all RFCs and IMs.
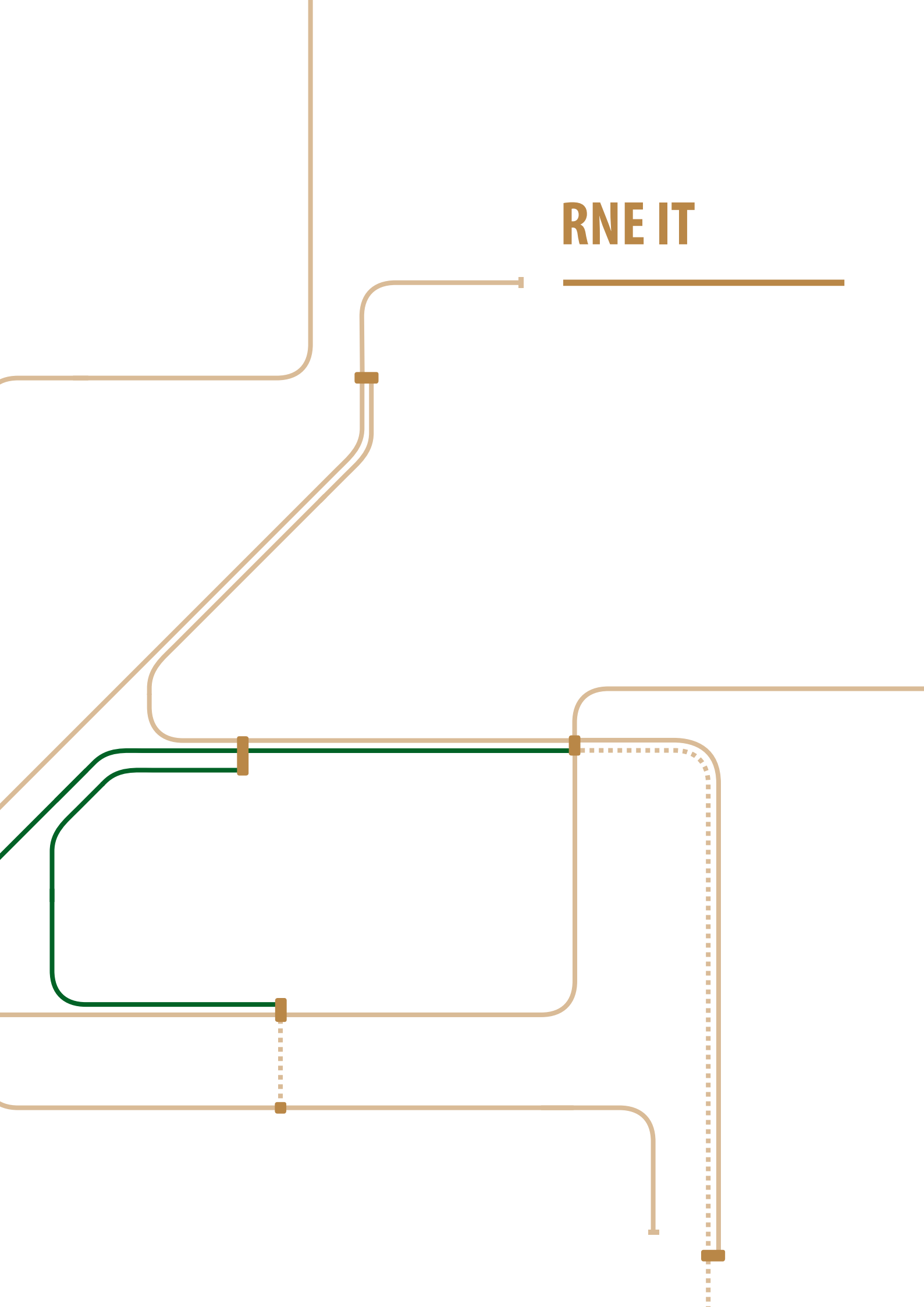
Main Milestones
- Start: 21 August 2014
- First version of draft Guidelines: 6 May 2015
- Final version of draft Guidelines: October 2015
- End: approval of Guidelines by RNE General Assembly, 3 December 2015

This project has been successfully completed.

IT STRATEGY
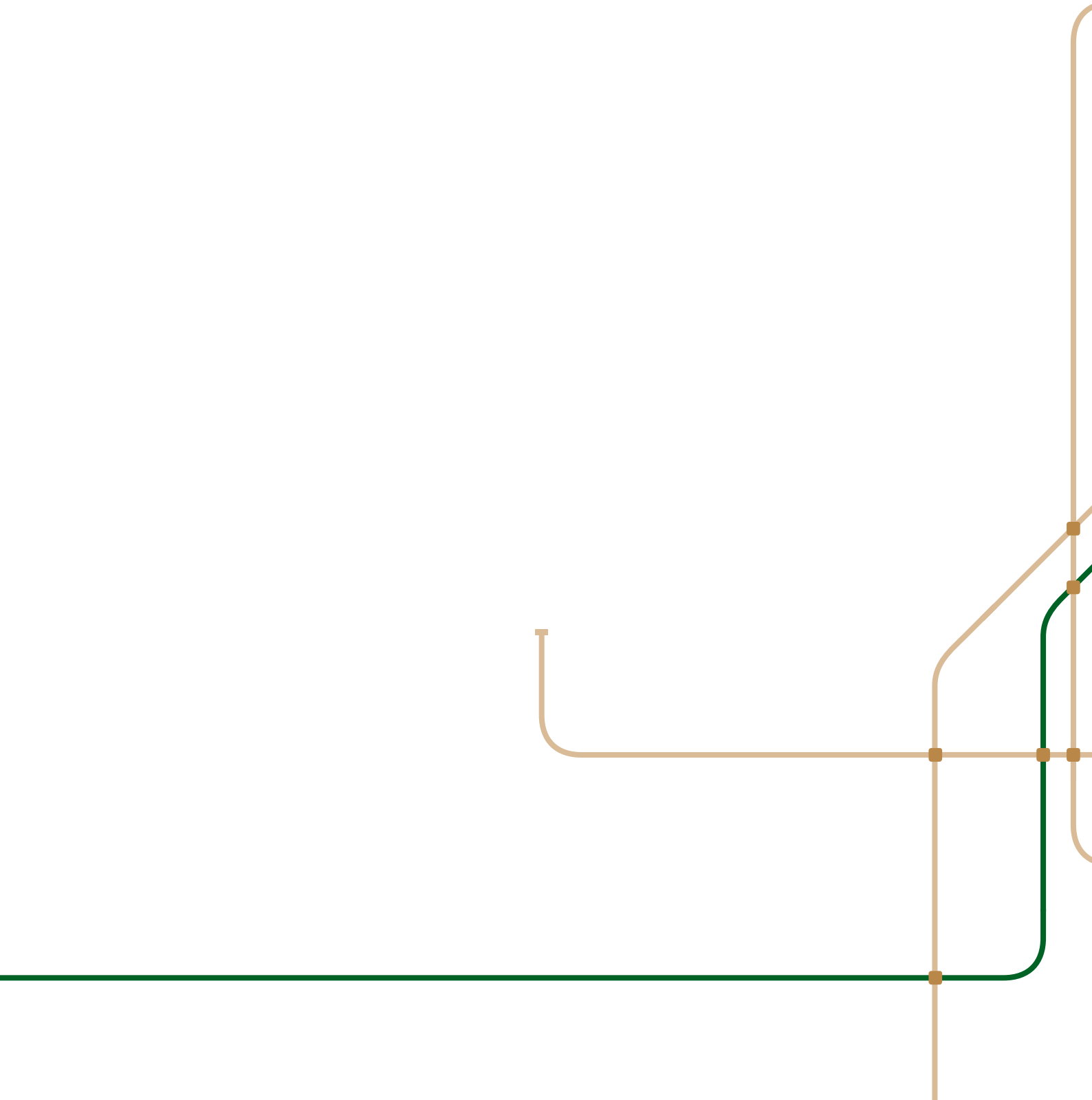
RNE CIO

HARALD REISINGER

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

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

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

European Union still driving change

The TAF and TAP TSI, Rail Freight Regulation (913/2010) for European Rail Freight Corridors and Directive 2012/34 (Recast) have been the main business drivers for RNE IT investment in recent years.

Within this context the RNE General Assembly mandated RNE to support and coordinate the IMs in the field of telematics (TAF/TAP) TSIs. RNE's IT systems are now one of the main instruments supporting the fulfilment of the ambitious objectives in the TSIs and Rail Freight Regulation (913/2010). They were ready to support the launch of the first six Rail Freight Corridors at the end of 2013 and of the last three corridors, which became operational in November 2015.

RNE is now the coordination platform of the RFCs as regards their operational business. Moreover, RNE was asked by six RFCs to take over the Customer Information Platform created by RFC 1, and to manage its roll-out to all participating RFCs.

RNE would like to thank the European Commission (INEA) for its financial contribution to projects carried out by RNE and its Members, the most recent one being: 'Study on the implementation and establishment of Rail Freight Corridors including pilot interventions and telematics applications for TSI implementation' (2012-EU-94031-S), which ended in December 2015, and the follow-up project: 'Coordinated and harmonised implementation of the rail freight corridors and the telematics applications for freight and passengers'.

Co-financed by the European Union
Connecting Europe Facility

RNE's IT Strategy

RNE's IT strategy was developed together with the IT managers of RNE Members over several years. Its main pillars have remained unchanged but new challenges, such as the Rail Freight Regulation, have been taken into account.

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

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

RNE IT STRATEGY			
Telematics TSIs	**EU legislation**	**RNE IT Systems** *including reporting system*	**Business Needs**
• TAF (Freight) • TAP (Passengers) • Common Components • RINF	• Regulation 913/2010 for Rail Freight Corridors • Directive 2012/34 (Recast)	• RNE PCS • RNE TIS • RNE CIS • RNE CCS • Data exchange • RNE CIP	• IMs, RUs and Terminals • Path Harmonisation • Train Running Information

Pillars of RNE IT Strategy

Current RNE IT Systems

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

IT STRATEGY

Operating the systems

The importance of RNE's five 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 inputs into their own systems.

For these reasons, it was necessary to upgrade the service level contracts with existing IT suppliers and to improve performance. Thus RNE audited its data centre. This audit was positive and some technical improvements were carried out in the summer of 2014. RNE then invited a public tender for improving the data centre services in 2015. Thanks to these actions, the RNE data centre will be able to meet future demand as well.

New developments

The requirements derived from Rail Freight Regulation (913/2010) and some outcomes of the TAF TSI Working Groups' work started being integrated in 2013; this work was continued in 2015.

Over the years many PCS developments were implemented to fulfil demands arising from the Rail Freight Regulation and TAF TSI. As a result PCS became a very complex system and its usability suffered. Thus in 2014 RNE started the PCS Next Generation project to improve the usability and architecture of the system. RNE invited all types of PCS users, such as IMs, RUs and RFCs to participate in the development of PCS Next Generation. The complexity involved in re-engineering a system that was more than ten years old was quite high but PCS was redeveloped in 2014 and 2015. The whole project team (IMs, RUs, RFCs and RNE) faced some serious problems during the redevelopment period. Thanks to very good cooperation and management, the new system was nevertheless deployed in January 2016 and a minor release took place in April 2016.

The Customer Information Platform (CIP), an interactive information tool initiated by RFC1 Rhine-Alpine, is described in the part of this Annual Report dealing with corridor issues. The CIP was taken over by RNE in 2015 and the intensive roll-out process to other RFCs has started. RNE managed a public tender, together with the six participating RFCs, and the CIP is already in production for five RFCs.

Roll-out of PCS and TIS

Many RNE Members and customers connected their IT systems to TIS and PCS in 2015; this constituted a major activity for RNE IT. We had to take into account the fact that the IT and process landscape of these companies is completely heterogeneous - every connection has brought new, unknown challenges. RNE uses TAF TSI standards for these connections but other formats also have to be supported. This is an ongoing activity.

CCS GENERAL MANAGER

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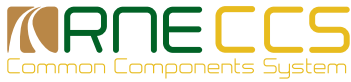
The Common Components System (CCS) is an essential element to ensure compliance with the TAF TSI Regulation – with the Common Components facilitating connectivity for data exchange between business partners. The Common Components (CC) were built by the Common Components Group (CCG), a special group of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

Transfer from UIC to RNE

The Common Components Group (CCG) General Assembly agreed on 18 June 2014 to study the transfer of the Common Components from the CCG to RNE under a number of conditions. The CCG General Assembly held on 9 December 2014 approved this transfer, all the verification transfer conditions having been successfully implemented. The transfer took place on 31 December 2014 and RNE has been responsible for the Common Components since 1 January 2015. The execution of the transfer was very professional and constructively supported by the UIC.

RNE is now responsible for the active development, operation and maintenance of the TAF and TAP TSI Common Components. The components are now labelled according to the RNE naming conventions as Common Components System (CCS).

Contents of the Common Components System (CCS)

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

- Providing Common Interface software for secure message exchange including:
  - installation support,
  - help desk and service desk,
  - software updates, including technology management.

- Managing the Central Reference File Database (CRD) for locations and companies including:
  - the collection, quality and security of data,
  - the ongoing maintenance of the database,
  - enabling easy access to the Reference Data,
  - further development of the database system.

- Creating and providing X.509 certificates for secure communication over open networks:
  - between the various CIs communication is always based on Secure Socket Layer (SSL) by HTTPs using X.509 certificates produced by the CA
  - the Certificates have to be used even if the CI is built by another company than CCG/RNE.

Ongoing operation of the CCS

Further development of the Common Components System (CCS) is now managed by RNE with the assistance and advice of the CCS Change Control Board (CCS CCB). The CCS CCB plays the role of an advisory board and decision board within RNE. It was established at the same time as the transfer on 1 January 2015 and deals with the maintenance and development of the CC. The CCB initially consisted (by default) of all former CCG stakeholders, which shall remain CCB members as long as they remain users of the CCS. The initial CCS CCB meeting took place on 17 March 2015 at RNE followed by a second one on 27 October 2015.

Thirty Ex-CCG Stakeholders have signed a CCS User Agreement, as well as seventeen RNE Members and thirteen non-RNE Members. Out of the companies that have signed the CCS User Agreement, twenty-three have applied to be members of the CCS CCB. Unusually within RNE, the CCS CCB consists of both RNE Members and non Members, with weighted voting rights transferred from the former UIC Common Components Group.

Besides the Ex-CCG Stakeholders, at the present time thirteen companies / associations are licensed for the use of the Common Interface (CI) and Central Reference File Database (CRD).

Ten CIs have been installed for testing inside companies and twenty-six CIs already exchange data with partners, either in testing or production environments. Most of the Common Interfaces are connected to the CI of RNE enabling them to exchange messages from, and to, the Train Information System (TIS).

As of 1 January 2015, RNE contracted the services of Stephan Breu (from DB Netz) as RNE JO Common Components System General Manager. This has safeguarded continuity for the CCS, as requested by the former stakeholders and set down in the Transfer Agreement.

CCS developments in 2015

Besides some modifications to technology management, CI Release 1.6 (June 2015) made use of the new CCS logo (based on RNE corporate style), and included all the relevant documentation.

Several meetings with the European Railway Agency (ERA) have taken place to discuss items such as the publication of the Reference Files on the ERA website and the use of the Common Interface (CI) by the ERA. In November 2015 the ERA signed a CCS user agreement; this allows the ERA to use the CI for the replication of the Reference Files, which can then be published on the ERA website; as required by the TAF Regulation (4.2.11.1.), individual requests for a Reference File can then be made.

As already decided by the former Common Components Group, and with the renewed support of the CCS CCB, the transfer of the 'CI External Interface Reference Specification' to the ERA was prepared by the CCS General Manager. The specification describes how two CIs communicate with each other. The standard was set by the former CCG during implementation. The transfer will integrate the specification in the ERA technical document, Annex D.2: Appendix E — Common Interface of the TAF TSI Regulation for public use. The Transfer Agreement between RNE and the ERA has been finalised and the final signature is expected for the first quarter of 2017.

Collaboration with the UIC was re-established for the maintenance of the company codes required by TAF and TAP TSI. In December 2015 RNE and the UIC signed an Agreement whereby the UIC acts, as before, as allocation body for the company codes and maintains them in the Central Reference File Database (CRD) operated by RNE.

As regards the pricing of CCS, it was assessed how CCS could be more supportive of small RUs. The CCS CCB approved a modified price model, effective from 1 January 2016, with a reduced one-off fee.

CCS contact details

For further information on CCS, please contact the RNE CCS General Manager Stephan Breu at **stephan.breu@rne.eu** or on **+49 (0)160 974 53031**.

More information available at
ccs.rne.eu

TAF /
TAP TSI

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

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

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

A mandate to coordinate the IMs within the TAF and TAP TSI framework was given to RNE by its General Assembly in May 2008 and renewed in May 2012. Since that time RNE has provided strong support by coordinating and organising the implementation of the TAF & TAP.

TAF TSI Timeline

The original text of the TAF TSI was not consistent. Hence the European Commission mandated the European Railway Agency to revise the TAF TSI core text and the TAF TSI data catalogue. 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 image below shows the new timeline.

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

TAF TSI timeline

TAF TSI Master Plan and Implementation

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

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

An increasing number of IMs, and RUs as well, are connected to TIS and use TAF TSI messages through the TAF TSI Common Interface. After connection to TIS, some IMs have also started to offer TAF TSI messages directly from their own systems.

The TAF TSI UIC project ended in 2013, so Sector support for, and coordination of the project, had to be redefined. RNE was asked to take over some essential parts of the task: since 2014 RNE has been leading the TAF TSI SMO (Sector Management Office), including TAF TSI Change Management. In 2014 the common expert groups started dealing with the implementation of the TAF TSI within the companies concerned and analysing change requests.

Phase 1 IT Specifications and Master Plan	Phase 2 Development and First Deployment	Phase 3 Deployment and Pilot
■ WG results are available ■ Change requests are ready ■ Master Plan to be developed by 13-05-2012 ■ ERA WP has to agree to change requests	■ Revised TAF TSI published ■ IM/RU development projects start ■ Lifecycle principle ■ Using existing data exchange (company solutions, TIS, PCS) ■ Using Reference Files & Common Interface ■ Migrate to TAF/TAP TSI data exchange	■ Finalising company deployment ■ Piloting phase for new processes and systems (Train ID) ■ Data exchange 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

BIG DATA

RNE BIG Data – location reference files

As RNE is now operating many major international applications for IMs, a new project has been started: Big Data, that will connect the applications with each other. At the moment IMs/ABs that are RNE Members have to maintain four different location databases for the four RNE applications (PCS, TIS, CIS and CCS). This is the source of inconsistencies in RNE applications: if the applications do not use the same data source, they cannot be interconnected.

Thanks to the transfer of the Common Components System to RNE at the beginning of 2015, RNE is now in a position to improve the current situation by creating and running a Central Application Database (CAD). The General Assembly decided in December 2015 to implement a central solution to manage topological data, keeping it up-to-date through the integration of IM processes.

Thanks to CAD, RNE Members will only have to maintain one system in the future, and other RNE applications will synchronise the required information. This project will also enable RNE applications to use data based on business views and business needs, and to simplify the use of functions shared across several RNE applications.

TRAIN ID

TELEMATICS GROUP CO-LEADER
TRAIN IDENTIFICATION
HELMUT HANTAK

TECHNICAL CONSULTANT
SEID MAGLAJLIĆ

The lack of a single international Train Identification, a long-standing irritation in the railway business, is set to become a thing of the past thanks to RNE's phased approach. Roll-out of the Train ID has started but will take a long time.

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

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

Even individual IMs or RUs have no single 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.

Train ID: a new approach

The objective is to enable the creation of a unique Train ID within the TAF TSI framework – a new ID for the whole lifecycle of every single train. Instead of replacing identification numbers currently used, these shall serve as a basic value for the unique Train ID. As a first step, the existing identifiers, for example from timetabling or operations departments, shall only be linked to the unique Train ID.

A detailed structure of the code for the Train ID and a detailed description of actions and scenarios related to the use of the new identifiers was provided in 2015 under the leadership of RNE. This description has become an important section of the Sector Handbook for the Implementation of TAF TSI.

RNE is now planning to specify all necessary technical requirements and test cases, together with IMs and RUs, in order to integrate the Train ID concept in major RNE applications such as PCS and TIS.

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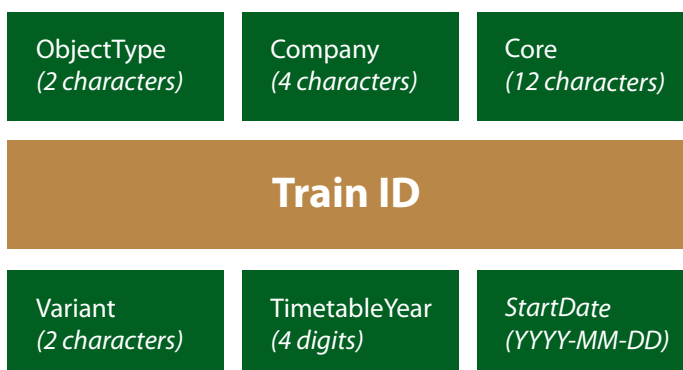
Structure of Train ID

PROJECT SUMMARIES

TCCCOM INTEGRATION IN TIS

Project Manager: Josef Stahl
josef.stahl@rne.eu

Summary
The goal of the project was to improve the TCCCom tool, on the basis of users' requirements, especially in order to meet the RFCs' needs. The tool has been integrated into TIS. This integration saves investment costs and maintenance efforts, and allows existing TIS features and functions to cover TCCCom as well.

Main Milestones

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

This project has been successfully completed.

DATA CENTRE REVIEW

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

Summary
The data centre contract with BIOS ended on 31 December 2015. Since the new contract shall cover a period of 6 years, a tender for a new data centre supplier was proposed. The aim of the project was to develop a template for the new contract and to prepare a tender to choose the provider (new or current one). The final outcome would be a signed contract.

Main Milestones

- Start: 15 December 2014
- Evaluation phase: 2 April 2015
- Decision phase: 23 June 2015
- End: framework agreement signed on 23 December 2015

This project has been successfully completed.

OPERATION OF TAF TSI COMMON COMPONENTS - TRANSFER

Project Manager: Harald Reisinger

harald.reisinger@rne.eu

Summary

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

Main Milestones

- Start: 15 December 2014
- Operation of CC at RNE: 1 January 2015
- Integration in RNE website: 30 June 2015
- End: User Agreements with ex-CCG members, 30 June 2015

This project has been successfully completed.

PCS NEXT GENERATION

Project Manager: Jorge Campo

jorge.campo@rne.eu

Summary

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

Main Milestones

- Start: 5 May 2014
- Delivery of functional specification requirements: 30 September 2014
- Architecture: 31 December 2014
- Dossier screens development: 30 May 2015
- Main testing session: 8 September 2015
- Alpha candidate: 30 November 2015
- Release candidate: 18 December 2015
- Development, testing, go live: 25 January 2016
- End: additional minor release, 4 April 2016

This project has been successfully completed.

PROJECT SUMMARIES

PCS DEVELOPMENTS 2015

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

Summary
The goals of the project were to analyse the change requests coming from various stakeholders, to deliver functional requirement specifications (including required budget), which had to be approved by the relevant PCS Boards, and to implement them in the system. The outputs of the project were a major release, which has increased PCS functionality and made new features available within PCS Next Generation.

Main Milestones

- Start: 7 May 2014
- Creation of packages: 4 February 2015
- Approval of packages by PCS Boards: 24 February 2015
- Developments for major release: 25 January 2016
- End: developments for minor release 4 April 2016

This project has been successfully completed.

PCS INTERFACE AGREEMENT

Project Manager: Tsvetan Tanev
tsvetan.tanev@rne.eu

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

Main Milestones

- Start: 3 December 2014
- Draft template delivery: 10 June 2015
- End: approval by RNE General Assembly, 6 August 2015

This project has been successfully completed.

RNE BIG DATA (CENTRAL APPLICATION DATABASE) (1ST PHASE)

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

Summary
Reference Files for locations are not harmonised in RNE IT systems or in IMs/ABs' internal systems. The reason for this is that some RNE Members use different location names and codes for different processes (sales, planning and operations). RNE Members maintain 4 to 6 different location databases for various RNE applications. This is a source of inconsistencies in RNE applications. The aim of the project is to set up one unique database for all RNE applications. The second phase of the project will follow in 2016.

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

This project has been successfully completed.

RNE BUSINESS INTELLIGENCE (BI) 2.0

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

Summary
The goal of the project is to implement an RNE BI tool that provides better support to railway network reporting needs and reduces regular efforts needed for the development and execution of reports.

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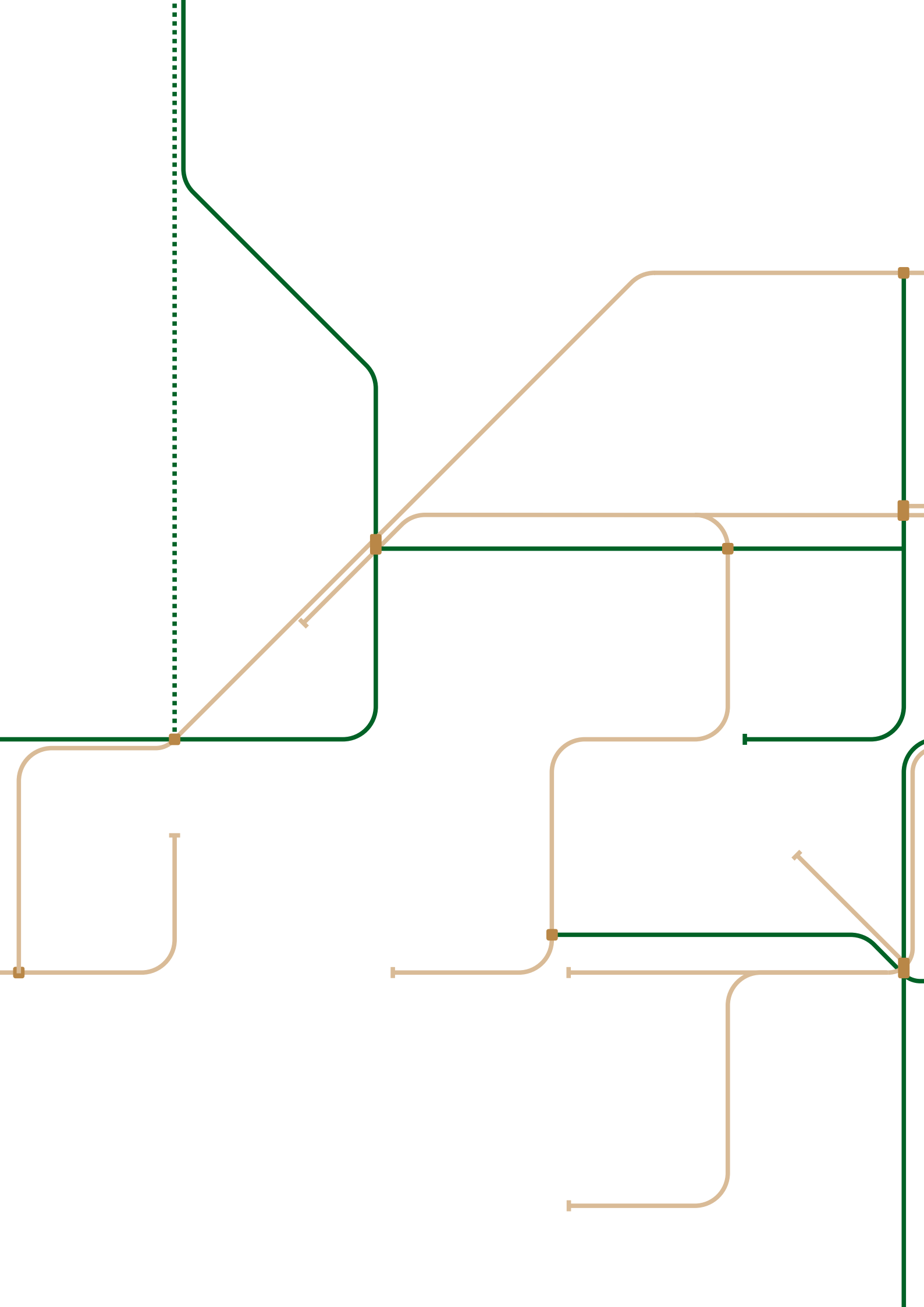   - End: December 2016 (implementation of all reports provided by OBI on key date: 31 December 2016)
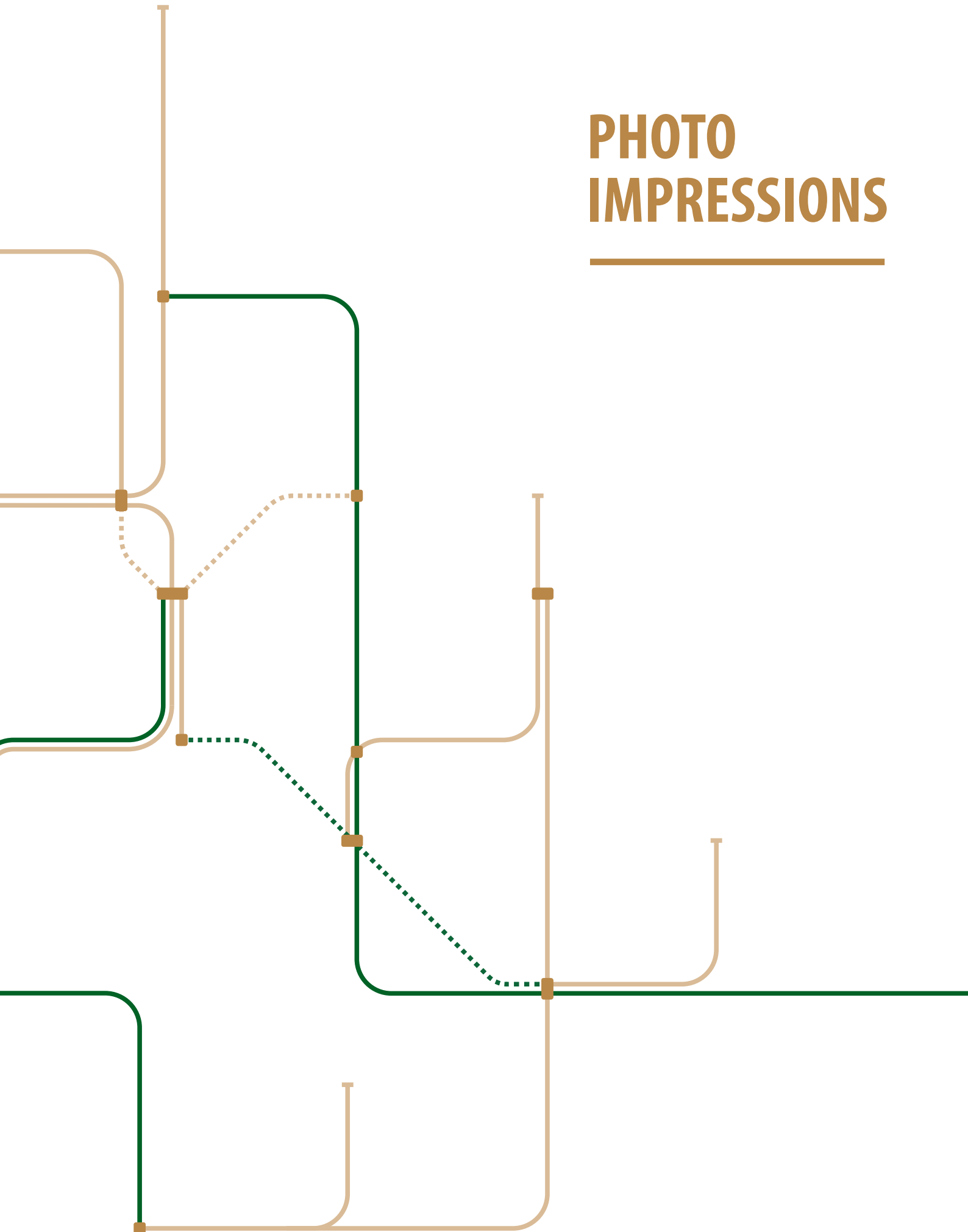
PHOTO
IMPRESSIONS
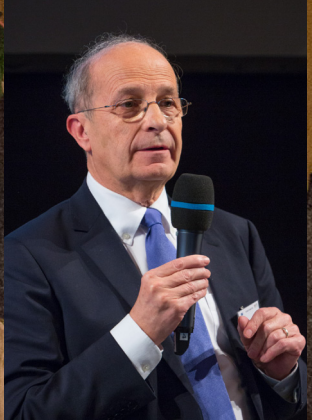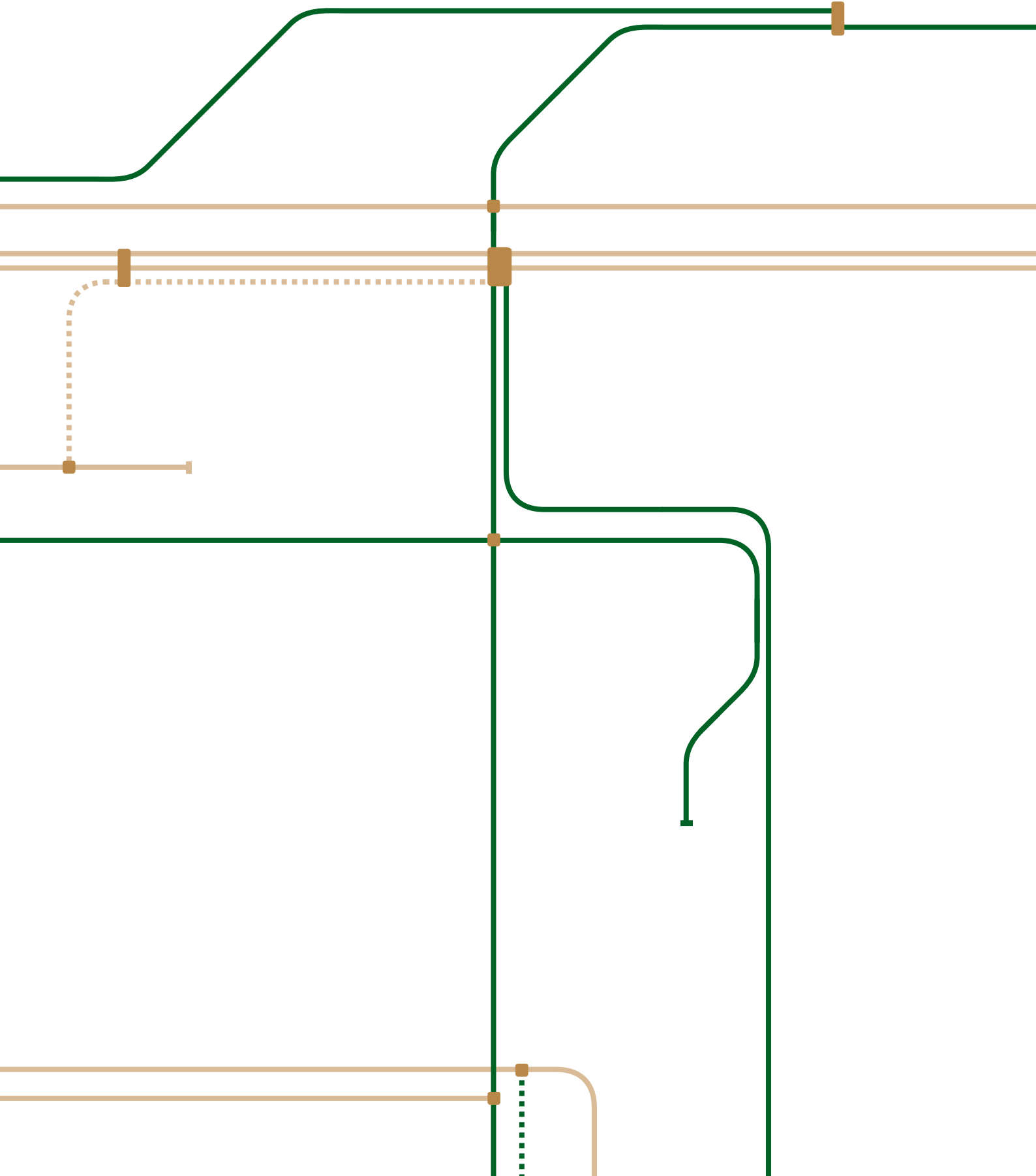
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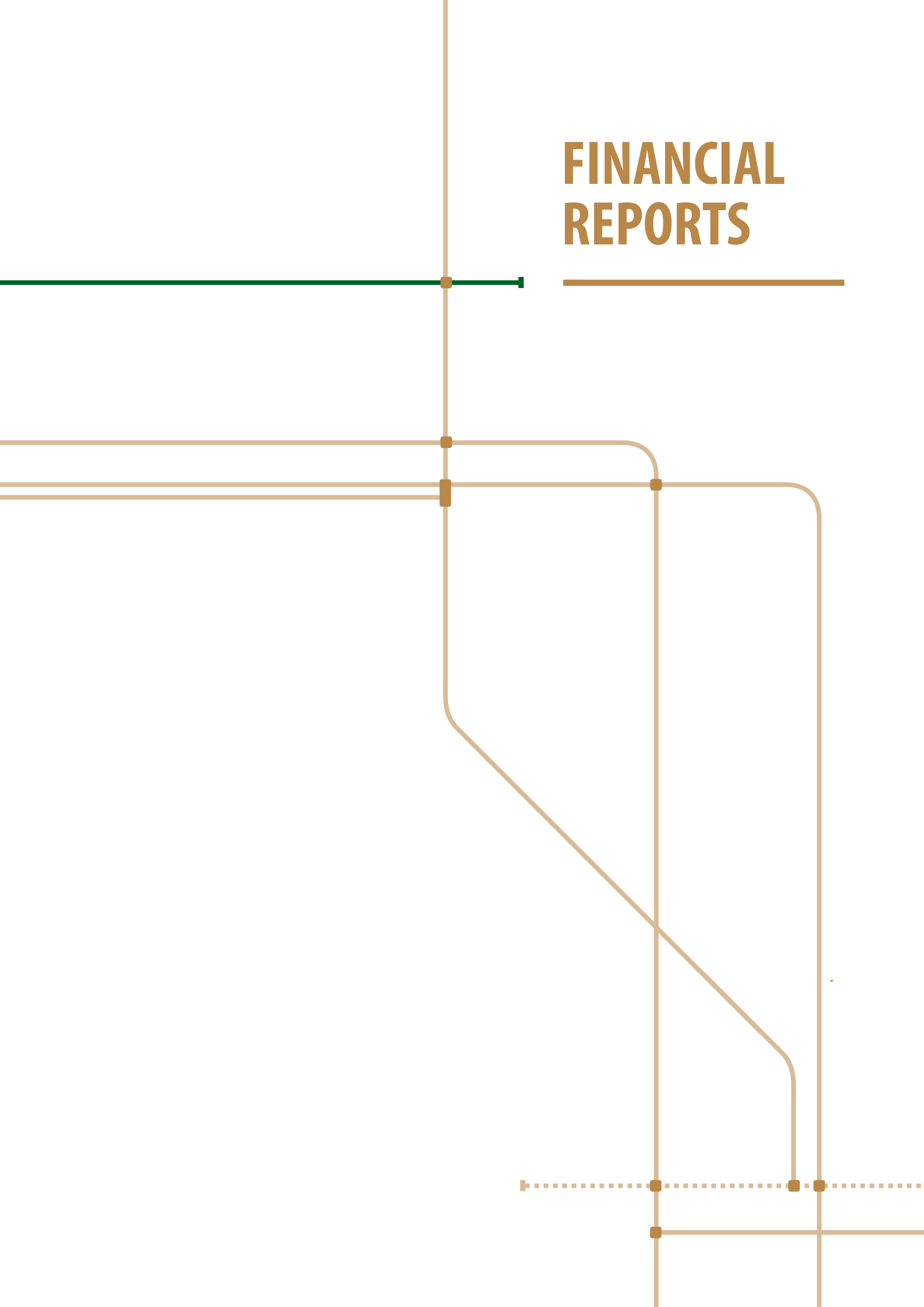
BALANCE SHEET

ASSETS				EQUITY AND LIABILITIES			
	31 DECEMBER 2015		**31 DEC. 2014**		**31 DECEMBER 2015**		**31 DEC. 2014**
		EUR	EUR			EUR	EUR
A. NON-CURRENT ASSETS				**A. EQUITY**			
I. INTANGIBLE ASSETS				*I. CAPITAL RESERVES*			
1. CONCESSIONS, INDUSTRIAL PROPERTY RIGHTS AND SIMILAR RIGHTS				1. UNAPPROPRIATED	2,468,586.57		2,292,821.69
A. CIS	9,407.00		422.00			2,468,586.57	2,292,821.69
B. PCS	445,632.00		220,104.00				
C. TIS	196,999.00		128,171.00	*II. BALANCE SHEET PROFIT*	0.00		0.00
D. CIP	51,324.00		0.00			0.00	0.00
E. LICENCES	7,739.00		12,878.00			**2,468,586.57**	2,292,821.69
F. OTHER	4,673.00		6,251.00				
		715,774.00	367,826.00				
II. TANGIBLE ASSETS							
1. STRUCTURAL INVESTMENT IN THIRD-PARTY BUILDINGS	22,431.00		25,398.00	**B. PROVISIONS**			
2. OTHER EQUIPMENT, FURNITURES AND FIXTURES	53,365.00		61,626.00	1. OTHER PROVISIONS	32,379.74		89,069.19
		75,796.00	87,024.00			**32,379.74**	89,069.19
		791,570.00	454,850.00				
				C. LIABILITIES			
B. CURRENT ASSETS				1. ADVANCE PAYMENTS RECEIVED FOR ORDERS	1,306,623.62		0.00
				2. VENDOR LIABILITIES	704,712.25		431,316.41
I. RECEIVABLES AND OTHER ASSETS				3. OTHER LIABILITIES	281,790.70		139,414.01
1. TRADE RECEIVABLES	205,177.72		55,690.95			**2,293,126.57**	570,730.42
2. OTHER RECEIVABLES	180,178.72		109,141.85				
		385,356.44	164,832.80				
II. CASH ON HAND, BANK DEPOSITS	3,589,015.60		2,293,234.98				
		3,589,015.60	2,293,234.98				
		3,974,372.04	2,458,067.78				
C. ACCRUALS		**28,150.84**	39,703.52				
		4,794,092.88	2,952,621.30			**4,794,092.88**	2,952,621.30

	31 DECEMBER 2015		31 DEC. 2014
	EUR		EUR
1. TURNOVER			
A. DOMESTIC TURNOVER	137,846.30		124,514.00
B. FOREIGN TURNOVER	2,753,240.00		2,082,551.00
		2,891,086.30	2,207,065.00
2. OTHER TURNOVER			
A. EU FUNDING	950,490.00		0.00
B. OTHERS	23,594.82		78,615.12
		974,084.82	78,615.12
		3,865,171.12	**2,285,680.12**
3. COST OF PURCHASED SERVICES	- 105,440.15		- 64,371.97
		- 105,440.15	- 64,371.97
4. PERSONNEL EXPENSES			
A. SALARIES	- 1,198,614.61		- 1,199,702.82
B. EXPENSES OF STATUTORY SOCIAL SECURITY AND PAYROLL-RELATED TAXES AND CONTRIBUTIONS	- 199,934.73		- 164,153.79
		- 1,398,549.34	- 1,363,856.61
5. DEPRECIATION	- 392,030.78		- 309,358.61
		- 392,030.78	- 309,358.61
6. OTHER EXPENSES			
A. EQUIPMENT OF LOW VALUE	- 6,566.23		- 8,114.42
B. ADVERTISING AND PROMOTION	- 7,241.97		- 6,528.95
C. VEHICLE EXPENSES AND TRANSPORTATION	- 969.89		- 571.67
D. POSTAGE, TELEPHONE AND OTHER COMMUNICATION EXPENSES	- 16,195.18		- 13,563.61
E. TRAVEL EXPENSES	- 118,295.75		- 86,036.35
F. MAINTENANCE AND SERVICING	- 1,426,776.63		- 819,869.47
G. BOOKKEEPING AND PERSONNEL SETTLEMENT, TAX AND LEGAL CONSULTATION AND OTHER	- 88,517.32		- 26,704.58
H. OFFICE EXPENSES	- 12,071.40		- 6,417.62
I. OFFICE RENT	- 75,179.67		- 76,780.68
J. SPECIFIC ALLOWANCE FOR BAD DEBTS	- 6,480.55		0.00
K. OTHER EXPENSES	- 35,139.38		- 15,687.17
		- 1,793,433.97	- 1,060,274.52
7. OPERATING PROFIT		**175,716.88**	**- 512,181.59**
8. OTHER INTERESTS AND SIMILAR REVENUES		3,163.17	5,894.44
9. INTEREST EXPENSES AND SIMILAR EXPENSES		- 3,078.18	- 1,513.53
10. FINANCIAL PROFIT		**84.99**	**4,380.91**
11. OPERATING AND FINANCIAL PROFIT		**175,801.87**	**- 507,800.68**
12. TAXES ON PROFIT		- 36.99	0.00
13. PROFIT FOR THE YEAR		**175,764.88**	**- 507,800.68**
14. ACCUMULATION/RELEASE OF CAPITAL RESERVES		- 175,764.88	507,800.68
15. BALANCE SHEET PROFIT		**0.00**	**0.00**

ACCOUNTING AND VALUATION METHODS

General principles

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

All assets and liabilities were **measured individually** and the **going concern** assumption was used.

The **prudence principle** was applied. Only realised gains were recognised; however, provision was made for all known and probable losses, irrespective of whether realised or not.

Non-current assets

Intangible assets

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

Tangible assets

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

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

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

Receivables and other assets

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

Provisions

Other provisions

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

Liabilities

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

Currency conversion

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

Changes to 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)

Path Coordination System (PCS - including developments in the field of Timetabling) is a software tool for railway companies that was developed under the leadership of RNE in cooperation with several European railway companies.

Train Information System (TIS)

Train Information System (TIS - including developments in the field of Operations) is a software tool for railway companies that was developed under the leadership of RNE in cooperation with several European railway companies.

Charging Information System (CIS)

Charging Information System (CIS) is a software tool for railway companies that was developed under the leadership of RNE in cooperation with several European railway companies.

Common Components System (CCS)

The CCG, RNE and UIC signed the transfer contract on 15 December 2014. Under the agreement, the transfer took place on 31 December 2014 and RNE has been responsible for the Common Components since 1 January 2015.

Customer Information Platform (CIP)

Based on a GA decision in December 2014, RNE agreed to take over and further develop the Customer Information Platform from RFC 1. The RFCs 1, 2, 3, 4, 5 and 8 agreed to join a common CIP system. RNE performed a European tender and signed a transfer agreement for the software with RFC1.

RNE owns the intellectual property rights to the above-mentioned software.

NOTES TO THE FINANCIAL STATEMENT

RailNetEurope software developments in 2015

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

ADDITIONS IN 2015

	EUR	EUR
PATH COORDINATION SYSTEM (PCS)		**446,600.00**
Web Application incl.	15,400.00	
• Improve bi-directional support for border-point worksheet harmonisation (Cobra)		
• Improve Observations Processing		
• Template Manager (for common parameters, dossier level parameters, national IM parameters, parameter set code, PaP search mask)		
• General improvement of IM parameters (new types, new relations, hidden parameters)		
• Report and export improvement (summary sheet for the reports, private report possibility, possible to select dossier parts for export)		
• Improvement of handling of PaPs (insert all PaPs in one step, PaP search improvement, insert PaP into existing dossier)		
Data Exchange incl.	17,150.00	
• Extend getAllDossier request		
• Transfer of attachment file with getDossier webservice		
• Add operationpoint_id in notification structure		
• Flex PaP support via PCS IP		
• Operation point support via PCS IP		
RFC support incl.	4,550.00	
• Combined PaP/tailor-made solution		
• PaP Management		
• Flex PaP and Network PaP		
• Improvement of PaP import function		
NG	409,500.00	
TRAIN INFORMATION SYSTEM (TIS)		**178,650.00**
TIS Externalrouter Timezones	64,000.00	
TIS Traffic Control Centre	13,650.00	
• Integration into TIS application		
• Updating TCCCom functions according to TIS functionality		
• Advanced user management		
TIS CRQs	101,000.00	
CUSTOMER INFORMATION PLATFORM (CIP)		**61,588.00**
GIS	14,900.00	
CIP Change Request	46.688,00	
CHARGING INFORMATION SYSTEM (CIS)		**11,284.00**
CIS Web Application Q2/2015	700.00	
ITNDB CIS	10.584,00	

Investment per ICT system

CHARGING INFORMATION SYSTEM (CIS)

	PURCHASE VALUE	ACCUMULATED DEPRECIATION	BOOK VALUE (END 2015)
	EUR	EUR	EUR
OPERATION			
WEB APPLICATION	447,417.00	444,294.00	9,407.00
OTHERS			
SUM	**447,417.00**	**444,294.00**	**9,407.00**

PATH COORDINATION SYSTEM (PCS)

	PURCHASE VALUE	ACCUMULATED DEPRECIATION	BOOK VALUE (END 2015)
	EUR	EUR	EUR
OPERATION	179,305.45	164,662.45	14,643.00
WEB APPLICATION	1,196,205.38	1,176,152.38	35,453.00
DATA EXCHANGE	35,825.00	33,255.00	19,720.00
REPORTING			
RFC SUPPORT	258,850.00	205,966.00	57,434.00
ITNDB	2,100.00	1,400.00	700.00
NEXT GENERATION	0.00	80,966.00	328,534.00
OTHERS	9,875.76	3,628.00	3,792.00
SUM	**1,423,311.59**	**1,460,063.83**	**402,842.00**

TRAIN INFORMATION SYSTEM (TIS)

	PURCHASE VALUE	ACCUMULATED DEPRECIATION	BOOK VALUE (END 2015)
	EUR	EUR	EUR
OPERATION	180,846.72	165,311.72	15,535.00
WEB APPLICATION	202,530.25	159,266.25	43,264.00
DATA EXCHANGE	8,000.00	7,999.00	1.00
TERMINAL MANAGER	65,696.00	65,693.00	3.00
RFC SUPPORT	8,983.75	2,994.00	3,130.00
OTHERS	15,481.30	41,037.30	153,094.00
SUM	**481,538.02**	**445,161.02**	**215,027.00**

CUSTOMER INFORMATION PLATFORM (CIP)

	PURCHASE VALUE	ACCUMULATED DEPRECIATION	BOOK VALUE (END 2015)
	EUR	EUR	EUR
GIS	0.00	2,483.00	12,417.00
CIP CHANGE REQUEST	0.00	7,781.00	38,907.00
SUM	**0.00**	**10,264.00**	**51,324.00**

Receivables and other assets

SCHEDULE				
	ACCORDING TO BALANCE SHEET	MORE THAN 1 YEAR	NOTES RECEIVABLE	LUMP SUM ALLOWANCE
	TEUR	TEUR	TEUR	TEUR
TRADE RECEIVABLES	205	0	0	0
	(56)	(0)	(0)	(0)
OTHER RECEIVABLES	180	0	0	0
	(109)	(0)	(0)	(0)
TOTAL FOR CURRENT YEAR	385	0	0	0
TOTAL FOR PREVIOUS YEAR	(165)	(0)	(0)	(0)

Liabilities

SCHEDULE OF MATURITY				
	ACCORDING TO BALANCE SHEET	UP TO 1 YEAR	MORE THAN 1 YEAR (UP TO 5 YEARS)	MORE THAN 5 YEARS
	TEUR	TEUR	TEUR	TEUR
VENDOR LIABILITIES	704	704	0	0
	(431)	(431)	(0)	(0)
OTHER LIABILITIES	282	282	0	0
	(139)	(139)	(0)	(0)
TOTAL FOR CURRENT YEAR	986	986	0	0
TOTAL FOR PREVIOUS YEAR	(571)	(571)	(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 2015 Managing Board Members were

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

Employees of the company

In the financial year 2015 RailNetEurope had 20 employees on average, thereof 5 seconded by Members of RailNetEurope and 15 directly employed by RailNetEurope (thereof 3 part-time employees with 50% and 1 part-time employee with 75% of the normal working time).

Lisbon, 21 April 2016

Harald Hotz

Ann Billiau

Guus de Mol

Michel Dupuis

Mirosław Kanclerz

Péter Rónai

Bettina Wunsch-Semmler

Members of the Managing Board

DEVELOPMENT OF NON CURRENT ASSETS

DEVELOPMENT OF NON-CURRENT ASSETS DURING THE FISCAL YEAR JANUARY 1, 2015 UNTIL DECEMBER 31, 2015

	DEVELOPMENT OF NON CURRENT ASSETS AT ACQUISITION/PRODUCTION COSTS					DEPRECIATION		BOOK VALUES	
	AS OF 1.1.2015	ADDITIONS	TRANS-FERS	DISPOSALS	AS OF 31.12.2015	CUMULATED DEPRECIATION	DEPRECIATION OF THE FISCAL YEAR	AS OF 31.12.2015	AS OF 1.1.2015
	EUR	EUR	EUR	EUR	EUR	EUR	EUR	EUR	EUR
I. INTANGIBLE ASSETS									
1. CONCESSIONS, INDUSTRIAL PROPERTY RIGHTS AND SIMILAR RIGHTS	2,585,913	705,522	0.00	11,656	3,279,779	2,563,999	357,565	715,780	367,826
	2,585,913	705,522	0.00	11,656	3,279,779	2,563,999	357,565	715,780	367,826
II. TANGIBLE ASSETS									
1. STRUCTURAL INVESTMENT IN THIRD-PARTY BUILDINGS	27,419	-249	0.00	0.00	27,170	4,739	2,718	22,431	25,398
2. OTHER EQUIPMENT, FURNITURES AND FIXTURES	219,035	23,488	0.00	1,301	241,222	187,856	31,748	53,366	61,626
	246,454	23,239	0.00	1,301	268,392	192,595	34,466	75,797	87,024
SUM	**2,832,367**	**728,761**	**0.00**	**12,957**	**3,548,171**	**2,756,594**	**392,031**	**791,577**	**454,850**

Report on the Financial Statements

We have audited the accompanying financial statements, including the accounting, of RailNetEurope, Wien, for the fiscal year from January 1, 2015 to December 31, 2015. These financial statements comprise the balance sheet as of December 31, 2015, the income statement for the fiscal year ended December 31, 2015, and the notes.

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

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

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

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

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

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

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

Opinion

Our audit did not give rise to any objections . In our opinion, which is based on the results of our audit, the financial statements comply with legal requirements and give a true and fair view of the financial position of the Company as of December 31, 2015 and of its financial performance for the fiscal year from January 1, 2015 to December 31, 2015 in accordance with Austrian Generally Accepted Accounting Principles.

Vienna, March 31st, 2016

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

Mag. Andrea Sudera
(Wirtschaftsprüferin)

Austrian tax adviser / auditor

To the General Assembly of RailNetEurope

Based on the external audit of Merkur Control we have audited the financial statements of RailNetEurope for the year 2015. 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.

Lisbon, April 21st, 2016

Claire Hamoniau   Alfred Lutschinger

CLAIRE HAMONIAU

ALFRED LUTSCHINGER

PROJECT SUMMARIES

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

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

Summary

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

Main Milestones

- Start: 1 March 2013
- Acceptance of Strategic Action Plan: 4 February 2014
- Acceptance of Action Status Report: 20 March 2015
- Delivery of Technical Final Report: July 2016
- Delivery of Financial Report: October 2016
- End: final payment, May 2017

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

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

Summary

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

Main Milestones

- Start: 10 October 2014
- Acceptance of Strategic Action Plan: 3 December 2015
- Delivery of Action Status Report 2016: 31 March 2016
- Acceptance of Action Status Report 2016: 19 June 2017
- Acceptance of final report: 19 July 2018
- End: final payment, November 2018
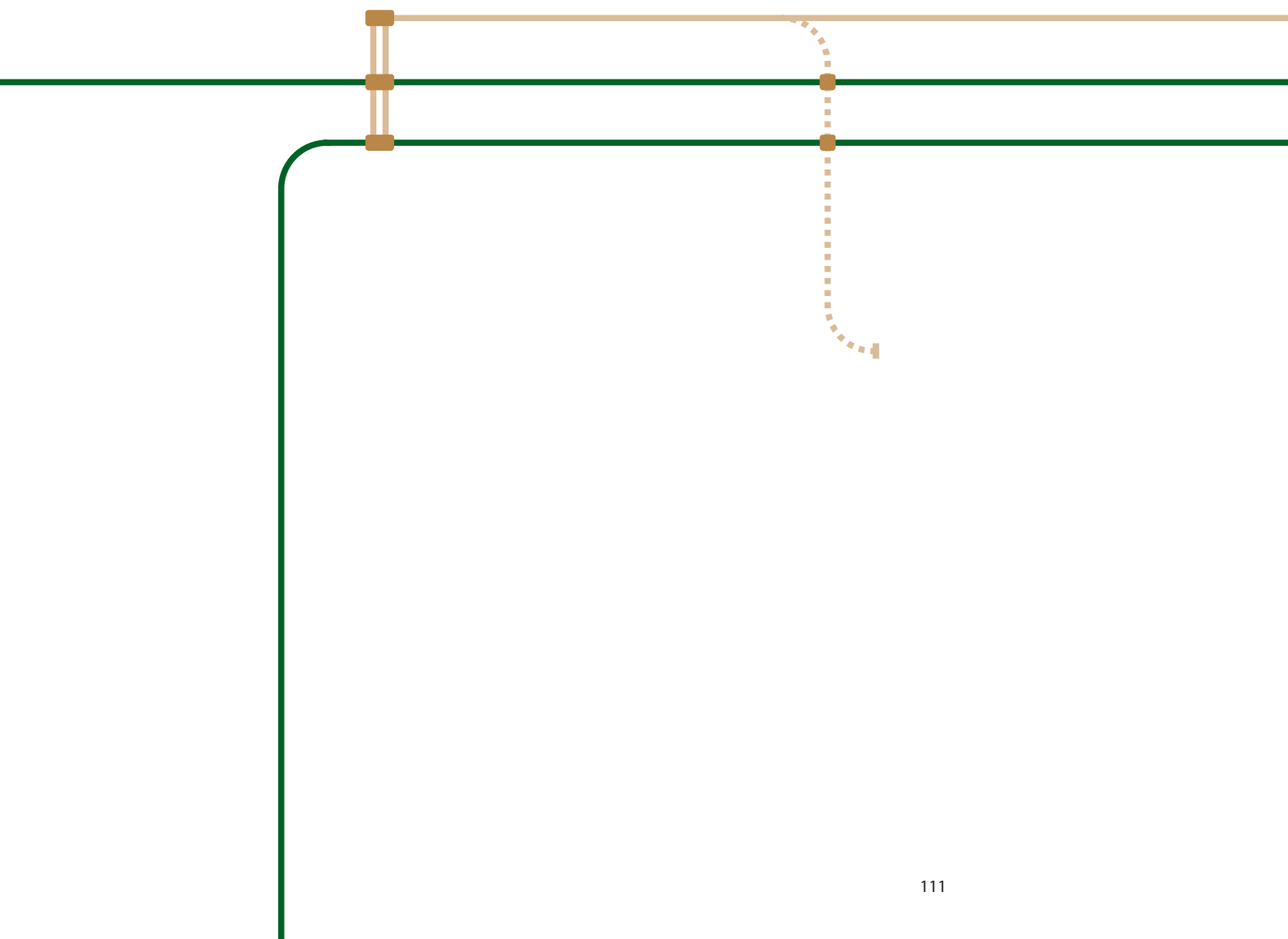
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ABBREVIATIONS

AB	Allocation Body	**GRB**	Group of Representative Bodies (est. by ERA)
BI	Business Intelligence	**GUI**	Graphical User Interface
CAD	Central Application Database	**HLG**	High Level Group
CC	Common Components	**HLIM**	High-Level Infrastructure Meeting
CCB	Change Control Board	**IM**	Infrastructure Manager
CER	Community of European Railway and Infrastructure Companies	**INEA**	Innovation and Networks Executive Agency
		IPCEI	important projects of common European interest
CER/EIM OPE SG			
	Operations Subgroup	**IROGs**	Internal Regulations and Operational Guidelines
CI	Common Interface	**ITNDB**	international train numbering database
CID	Corridor Information Document	**JO**	RNE Joint Office
CID CS	Corridor Information Document Common Structure	**JSG**	Joint Sector Group
		KPI	Key Performance Indicator
CID SG	Corridor Information Document Subgroup	**LM**	Legal Matters
CIP	Customer Information Platform	**MB**	Managing Board
CIS	Charging Information System	**NS**	Network Statement
CIT	International Rail Transport Committee	**NS CS**	Network Statement Common Structure
CMS	Content Management System	**NS WG**	Network Statement Working Group
C-OSS	Corridor-One-Stop-Shop	**O**	Observer (at General Assembly)
CR	change request	**OBI**	Oracle Business Intelligence
CRD	Central Reference File Database	**OSS**	One-Stop Shop
CT&PR	corridor train & priority rules project	**P**	Permanent (delegate at General Assembly)
CTT	contracted timetable	**PaP**	Pre-arranged Path
DDI	data defect indicator	**PCS**	Path Coordination System
DERC	Developing European Railways Committee (EC)	**PCS NG**	PCS Next Generation
		PKI	Public Key Infrastructure
DM	Data Manager	**PLC**	Primary Location Code
DQ	data quality	**PM**	project management
EC	European Commission	**PMO**	Project Management Office
ECM	entities in charge of maintenance [new actor defined in EU legislation]	**PoR**	Park or Run project
		PRIME	Platform for Rail Infrastructure Managers in Europe
EEIG	European Economic Interest Grouping		
EGTC	European General Terms and Conditions	**RA**	running advice
EIM	European Rail Infrastructure Managers	**RAG-TAG**	RU Advisory Group / Terminal Advisory Group
EPR	European Performance Regime	**RB**	Regulatory Body
ERA	European Railway Agency	**RC**	Reserve Capacity
ERFA	European Rail Freight Association	**RFC**	Rail Freight Corridor
ERTMS	European Rail Traffic Management System	**RICS**	numeric codes for railway companies (Railway Interchange Coding System) of UIC
ETA	estimated time of arrival		
EU	European Union	**RISC**	Railway Interoperability and Safety Committee (made up of the Member States)
FCA	Framework for Capacity Allocation		
FS	functional specification		
FTE	Forum Train Europe	**RNE**	RailNetEurope
GA	General Assembly	**RNE/RFC HLG**	
GIS	Geographic Information System		RNE/RFC High Level Group
GPS	Global Positioning System	**ROC**	rail operating community

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RSRD	Rolling Stock Reference Databases
RU	Railway Undertaking
RUAG	RNE's RU Advisory Group
S	Substitute (delegate at General Assembly)
S&TT (or S+TT)	
	Sales & Timetabling
S&TT HLG	
	Sales & Timetabling High Level Group
SB	Steering Board
SC	Steering Committee
SERA	Single European Railway Area
SG	Secretary General / subgroup
SLA	Service Level Agreement
SMO	Sector Management Office
SPOC	Single Point of Contact
TAF TSI	Telematics Application for Freight -
	Technical Specifications for Interoperability
TAP TSI	Telematics Application for Passengers -
	Technical Specifications for Interoperability
TF	Taskforce
TB	Technical Board
TCC	traffic control centre
TCCCom	Traffic Control Centres Communication
TCR	planned temporary capacity restriction
TG	Telematics Group
TIS	Train Information System
TM	Traffic Management
TM HLG	Traffic Management High Level Group
TM WG	Traffic Management Working Group
TMS	Transport Market Study
TPM	Train Performance Management
TT	timetable
TTR	Redesign of the
	International Timetabling Process
TTSG	Timetable Support Group
UIC	International Union of Railways
UIP	International Union of Wagon Keepers
UIRR	International Union of Combined Road-Rail
	Transport Companies
USS	User Satisfaction Survey (RFCs)
UTC	Universal Time Coordinated
WG	Working Group
WP	Work Package

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