

**Readiness of RNE to perform
(operational) tasks of Network
Coordinator + ENIM**

- logical reasoning

Why is RNE the most suitable option?

Draft Regulation largely builds upon input of IMs/RNE
(supported by other sector stakeholders)

Common Rules and Harmonised Processes



Network Statement common structure



Commercial conditions



Socio economic allocation criteria (*project start 2023*)



Rail Collaborative decision making



European Rail Infrastructure Managers
Handbook for International Contingency Management



Train Performance Management, Transport Market Study, etc.



Other CM/TM handbooks

Supported by common IT tools



common interface

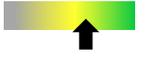


common reference data



RNE big data

Network coordinator tasks vs RNE activities

REGULATION	RNE
European framework for Capacity Management	 RNE Capacity Management Handbooks & tools
European framework for Traffic Management	 RNE European Traffic Management & Int. Contingency Mgt. Handbooks + tools
European framework for Performance review	 Experience in delivering operational KPIs
National rules/tools	 RNE Obstacles Roadmap
Operational coordination btw. IMs	 RNE groups and IT tools
Contact point for stakeholders/applicants	 OSS Network, Support to C-OSS network, Support to passenger pilots
ENIM Secretariat	 New function; can be easily provided due to organisational set-up
IM contact point for Capacity Requests, Temporary Capacity restrictions, International contingency Management	 RNE network and IT tools

Actual level

ENIM tasks vs RNE activities

REGULATION	RNE
European framework for CM, TM, PR	RNE CM, TM, ICM Handbooks & tools, KPIs
Network Statement Common Structure	RNE Network Statement Common Structure
European transport market study	Coordination of RFC Transport market study
Performance review report	RNE IT tools, data quality initiative, Train Performance Management
Operational coordination btw. IMs	RNE groups and IT tools
Single Interface/Common system cap. allocation	Digital capacity management (DCM) based on TAP/TAF TSI
EU Rail JU System Pillar participation	RNE already participating
Input for TSI amendments / CM&TM IT	RNE already coordinating and providing such inputs
Guidelines for (a) information exchange/ SFOs - IMs & (b) consultation of interested parties	new activity; RNE in contact with relevant stakeholders in different fora
Cooperation with TEN-T Coord. + PR Body	new activity, which can be built up based on existing structures
Recommendations to IMs & escalation layer	new activity - tbd

↑ Actual level

Organisational set-up fit for purpose

- **Most European IMs/ABs are Members of RNE already**
(38 IMs/ABs from 30 countries); close connection to RFCs (associate Members)
- RNE has built up **expertise and working structures** over 20 years to address challenges of cross-border rail traffic
 - High level groups,
 - Working groups,
 - Task forces,
 - Change control boards,
 - Project groups involving > 400 experts represented by the Members/IMs
- **Main processes & tasks** proposed in draft Regulation for Network Coordinator and ENIM largely covered by IMs'/RNE initiatives



Experience in collaboration with other stakeholders

Close collaboration with other sector organisations



Provision of **European digital systems** and the **provision and exchange of data** with a wide range of stakeholders (EU, national authorities and entire sector).

Close interaction with (in the framework of EU co-financed activities)



Co-Chair of

PRIME
Platform of Rail Infrastructure Managers in Europe
digital subgroup

Telematics
expert groups

RAIL FACILITIES PORTAL
governance board

Compliance via RNE Processes and Tools

Capacity Management

Traffic Management

Performance review

RNE concepts served as inspiration for draft Regulation, creating a unique synergy between technical aspects and legal basis, on which...

... RNE **existing processes and tools, guidelines, handbooks and common structures** already meet requirements of Regulation

... RNE **processes and tools, guidelines, handbooks and common structures in development** are already predefined to meet the requirements of the Regulation

... RNE **projects timed and designed** in a way to ensure compliance with the Regulation

Capacity Management (CM)

Process	IT Digital Capacity Management (DCM) <i>Operating via TAP/TAF TSI</i>	Services
<ul style="list-style-type: none">• Strategic capacity planning: Handbooks for Cap. Strategies, Cap. Models, Cap. Supplies*• Allocation: Handbooks for Annual requests (incl. late requests), ad-hoc requests, path alteration/modification/cancellation, feasibility studies, Rolling Planning*• Temporary Capacity Restrictions Handbook• Supporting processes: Commercial conditions project, Allocation Principles Handbook (incl. Socio-Economic Principles)*	<ul style="list-style-type: none">• Central tools, including ECMT, TCR Tool, PCS Capacity Broker• Operating TAF/TAP TSI Common Components (Common Interface, Common Reference Data)• Interfaces for national connection and with ERA systems• Close exchange with EU Rail JU activities	<ul style="list-style-type: none">• Implementation support for RNE Members/IMs for processes and IT to align central and national implementation• Support of IMs for running processes, including individual support and timetabling conferences (Technical Meeting)• Exchange platform for IMs and other sector stakeholders on CM related issues

Traffic Management

Process

- **European Traffic Management Network (ETM N) Handbook,**
- **TIS Declaration,**
- **International Contingency Management (ICM) Handbook,**
- **Railway collaborative decision making (R-CDM) *being developed***
- **Language programme**
- **ETA programme**

IT

Operating via TAP/TAF TSI

- **RNE TIS system** with Incident Management module,
- **Language tools** for IM-RU and IM-IM communication
- **Plans for adapted RNE TIS** to support ETM N and R-CDM

Services

- **Development** of common operational processes and IT tools
- **Support** in central and national implementation
- **Exchange platform** for IMs and other sector stakeholders on TM related issues

Performance review

Process	IT	Services
<ul style="list-style-type: none">• Handbook on Management of data quality for train performance analysis• RNE Guidelines on Basic TIS requirements on data delivery for reporting purposes• Guidelines for Train Performance Management on Rail Freight Corridors• Handbook for Calculation of Key Performance Indicators of Rail Freight Corridors• Key Performance Indicators of Rail Freight Corridors• Compliance check of main deadlines in the Capacity Management process (draft/final offer deadline, TCR publication)	<ul style="list-style-type: none">• Oracle Analytic Server• RNE TIS system and Datawarehouse,• PCS, infra data, etc.	<ul style="list-style-type: none">• Unique railway-related international data reporting entity in Europe for IMs, RUs, EU Authorities, Universities• Support to PRIME KPI subgroup (data provision), NexBo KPI Group, RFC KPIs• Intensive work on data quality and performance management• TIS DQ Strategy and implementation• Analysis of deviation causes for CM deadline compliance, including recommendations

Digitalisation in context of Regulation

Digital Strategy for Infrastructure Manager aligned with Partners

- **Agreed RNE/IM IT Strategy** incl. all business areas (CM, TM, TPM)
- **RNE/IM IT strategy** aligned with PRIME digital (Co-Chairing PRIME)
- **Cooperating** with UIC, RFF, UIR, CER, EIM and other partners
- **Leading TAF/TAP Expert Groups** for Reference Data, Planning (CM) and Operation (TM)

Integrated digital strategy including all Business Areas

- **Digital Infrastructure Data, Digital Capacity Management, Digital Train Information**
- **Providing Solutions** for other rail stakeholders (CI, TIS, PCS, Reference data)

Managing/Operating common Rail Sector Solutions (with other Sector Partners)

- **Governance and Change Control Boards** with IMs and sector partners for all digital systems
- **Supporting IMs, RUs and other** to connect (participate) in digital systems
- **Operating systems** used in real time by thousands of rail users per day (24/7)
- **Exchanging/Providing of millions of TAF/TAP messages** to the rail sector (24/7)

RailNetEurope

Summary

RNE

Know how &
Experience

Network

IT landscape

- ✓ **IMs via RNE are very well prepared** to swiftly meet legal requirements for many IM coordination activities
- ✓ RNE has already developed the **required processes** and operates the **necessary IT tools**
- ✓ RNE **leads sector initiatives** and operates IMs' High Level and Working groups
- ✓ RNE is running a **functioning and accepted process for decision making** among IMs
- ✓ RNE is **experienced in developing adequate financing models** required for the performance of tasks
- ✓ **No other IM/sector led organisation** with suitable experts/organisational structure/etc. readily **available** to take over network coordinator / ENIM functions
- ✓ **Knowledge in capacity planning, traffic and performance management**, already supporting Rail Freight Corridors
- ✓ **Established permanent cooperation with sector organisations and European authorities**

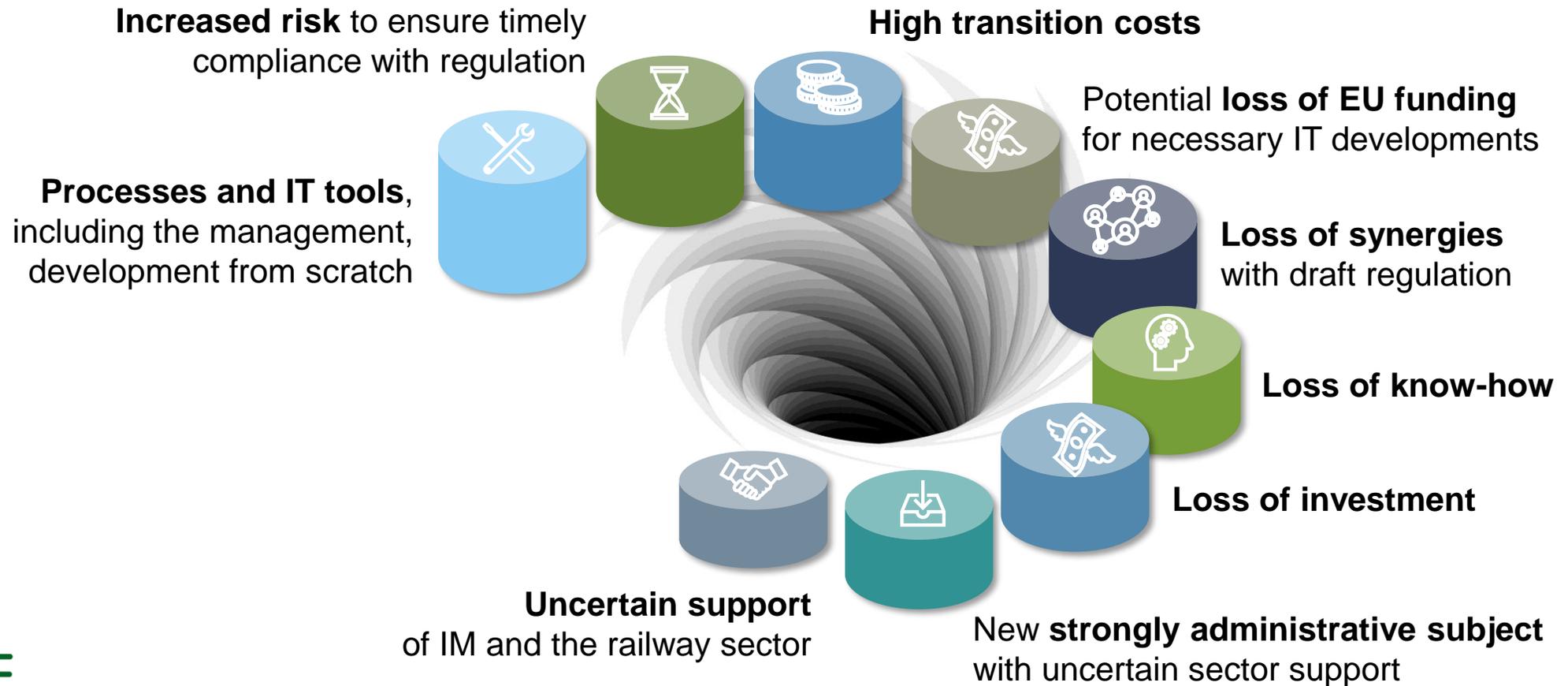
➔ Therefore, **RNE is the logical choice** to perform (operational) network coordinator & ENIM activities

In case, another entity would be appointed to perform these tasks... *(see next slide)*

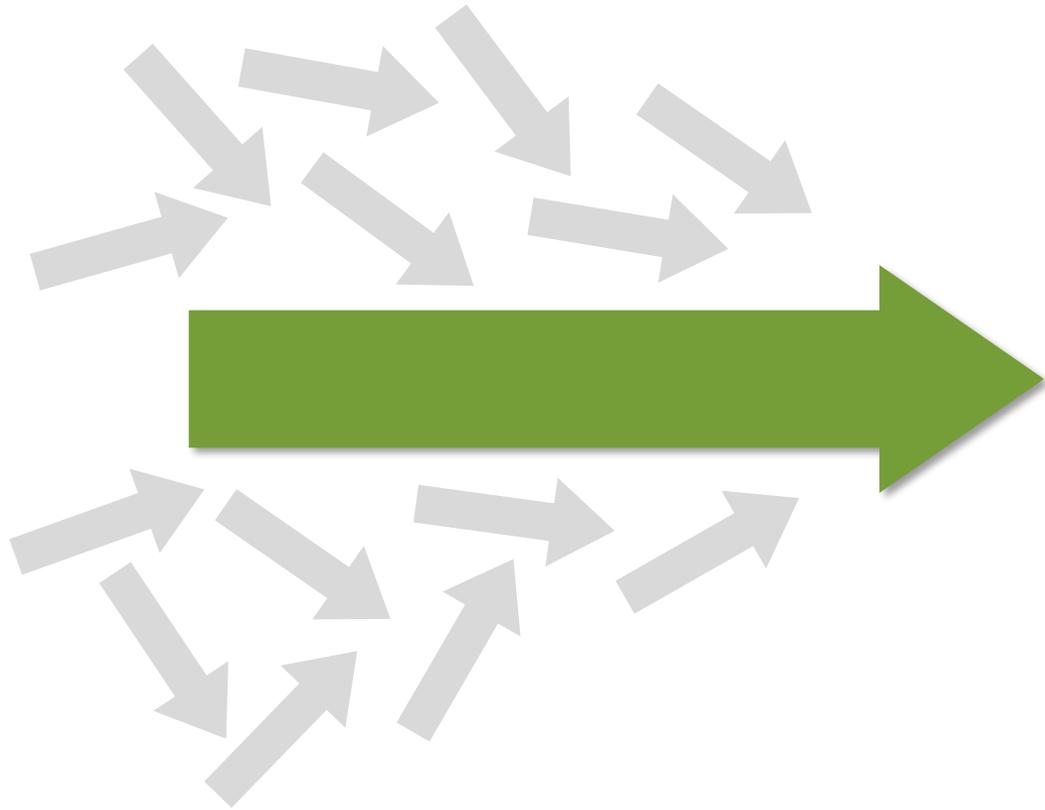
RNE not being appointed to perform (operational) NC/ENIM tasks

Potential implications

High risk of discontinuation or shift of initiatives with:



Conclusion



Any other choice than RNE to perform (operational) tasks of network coordinator / ENIM would be extremely inefficient and more costly, thus, unreasonable and would demand a much longer period to reach at least where RNE already stands.