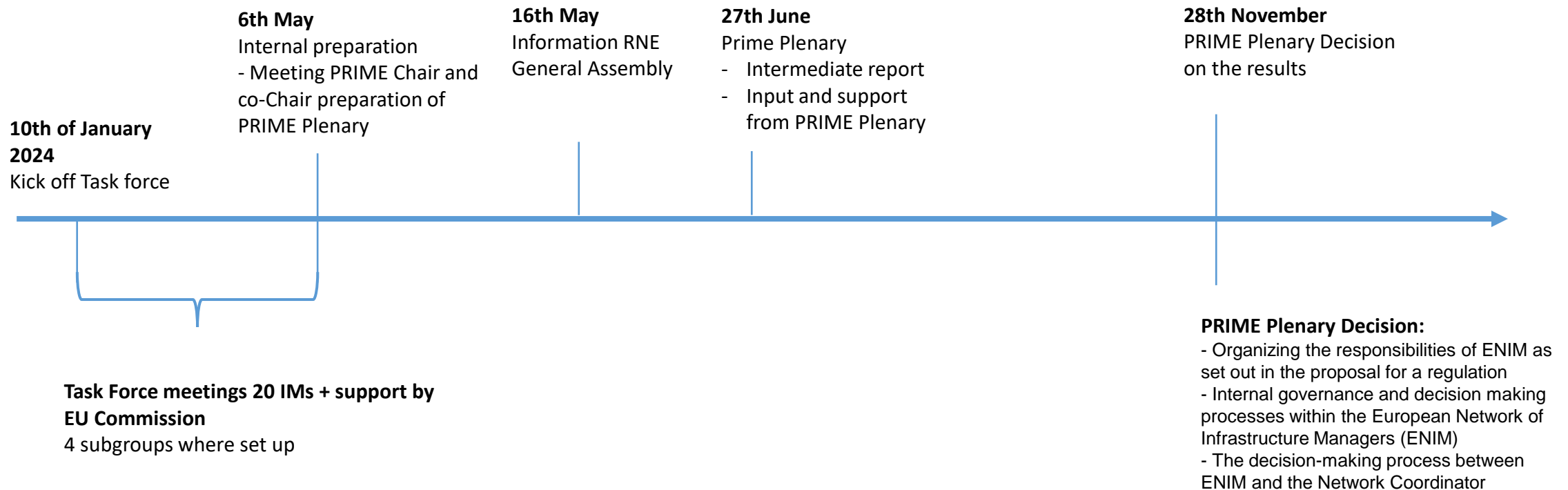


PRIME

**Transition Taskforce on Capacity management –
PRIME Plenary on 27 June 2024**

Timeline PRIME Task Force Governance



The work is based on the draft regulation regarding use on rail infrastructure capacity by DG MOVE and may be updated after the decided regulation

Findings at this stage:

- The IMs are collectively responsible for the results and performance of the European Network of Infrastructure Managers and Network Coordinator
- The task force recommends that the level of decisions of ENIM shall remain on a strategic level, as so far in PRIME, to attract the participation of the CEO level to ensure strong commitment by its members
- Today the IMs have already organized their cooperation according to the SERA directive and RFC regulation in RNE regarding Capacity, Traffic and Performance Management, while further tasks like charging, KPIs, exchange of best practice listed in the SERA directive are organized within PRIME.
- The task force recalls that ENIM tasks under the SERA-directive must continue to be fulfilled
- The implementation timeline in the draft regulation is ambitious, so early preparation is key.

The work is based on the draft regulation regarding use on rail infrastructure capacity by DG MOVE and may be updated after the decided regulation

Responsibilities and tasks of ENIM & Network Coordinator, as set out in the “Capacity Regulation” proposal

ENIM Tasks

- Adopt European framework for capacity management (i.e. guideline for harmonized implementation of the Regulation)
- Issue recommendations/opinions to improve consistency of IM strategic planning documents
- European transport market study
- Input to EC for TSI amendments / CM&TM IT (in cooperation with EU Rail JU)
- Establish single interface or common system (TSI compliant) to manage cap. Allocation in a single place and operation
- Guidelines for information exchange btw. SFOs and IMs on cap. in service facilities
- Adopt European framework for coordination of cross-border traffic, disruption and crisis mgt.
- Cooperate with TEN-T coordinators on performance review
- Adopt and review European framework for performance review
- Prepare and publish annual European performance review report (incl. Section of perf. Review body)
- Cooperate with Performance review body
- Deal with IM cooperation/coordination cases where no outcome can be reached in first instance
- Guidelines for consultation of interested parties (CM, TM, Performance Mgt.)
- Adopt common structure for network statement (taking into account „European frameworks for...” & common schedule for NS consultation
- Participate in EU Rail System Pillar steering group and deployment group

Network Coordinator Tasks

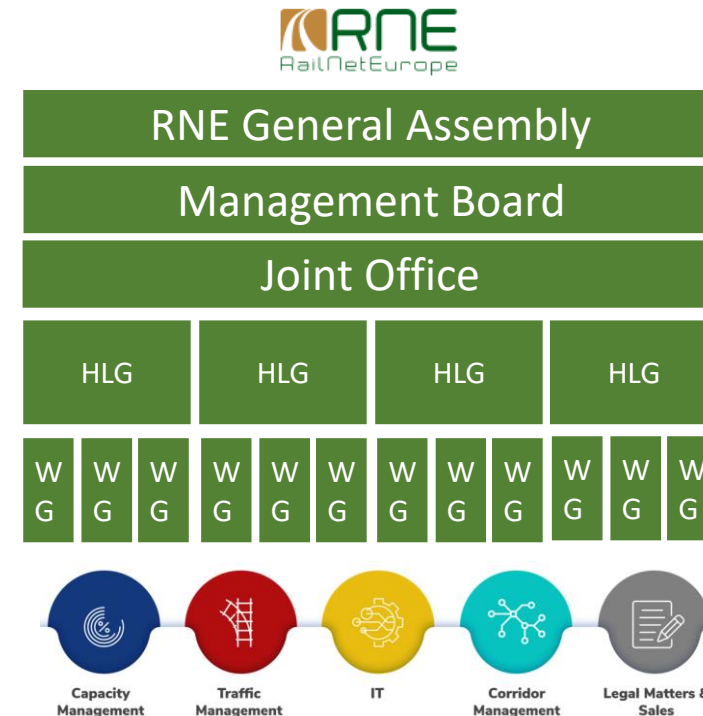
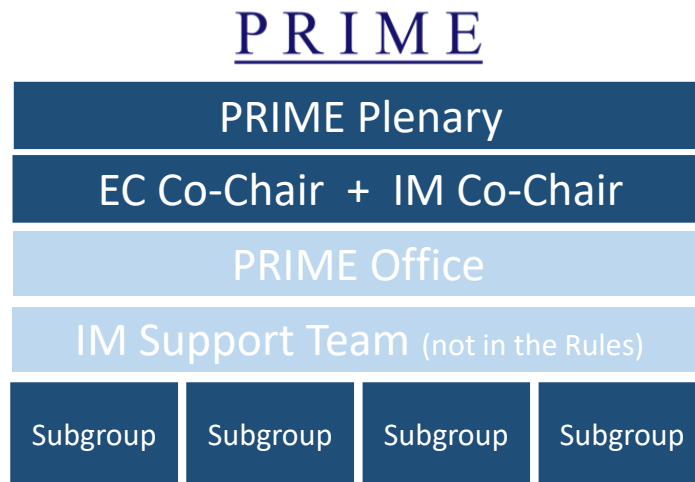
- Secretariat of ENIM preparing ENIM meetings, decisions and opinions
- Contribute to preparing „European frameworks on ...“
- Contribute to operational coordination btw. IMs, incl. e.g. Consensual conflict resolution for multi-network requests
- Identify national rules, procedures, tools hampering multi-network rail services
- Act as IM contact point for potential requests for capacity, information and contact points for incidents + TCRs
- First contact point for stakeholders outside rail sector, providing contacts to IMs and other relevant stakeholders
- Contact point of ENIM for stakeholders, e.g. for launch of new cross-border services, support for ad hoc activities in crisis situations
- Collect information on network disruptions, assess effectiveness of incident mgt, consult stakeholders, report to ENIM + perf. Review body
- Support ENIM in consultation activities (CM, TM, performance review)

Working assumption:

For the governance architecture we expect RNE to be appointed as the Network Coordinator

- The Regulation empowers us IMs to develop and implement European solutions regarding Capacity, Traffic Management, Performance Management on an international and national level
- ENIM and the Network Coordinator are means to coordinate ourselves for developing and implementing the regulation. IMs are responsible for the result and performance of the NC
- This can only be done with a sound understanding of the processes of IMs and the implications of changing them both on international and national level.
- IMs have been cooperating since 2004 on the platform Rail Net Europe to define common processes for capacity, traffic and performance management, and to develop and operate international IT-systems supporting these processes. RNE is set up as an association and has 38 members covering Europe.

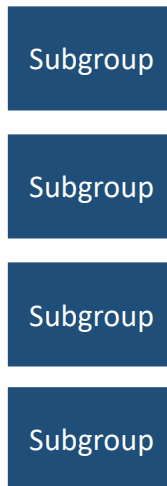
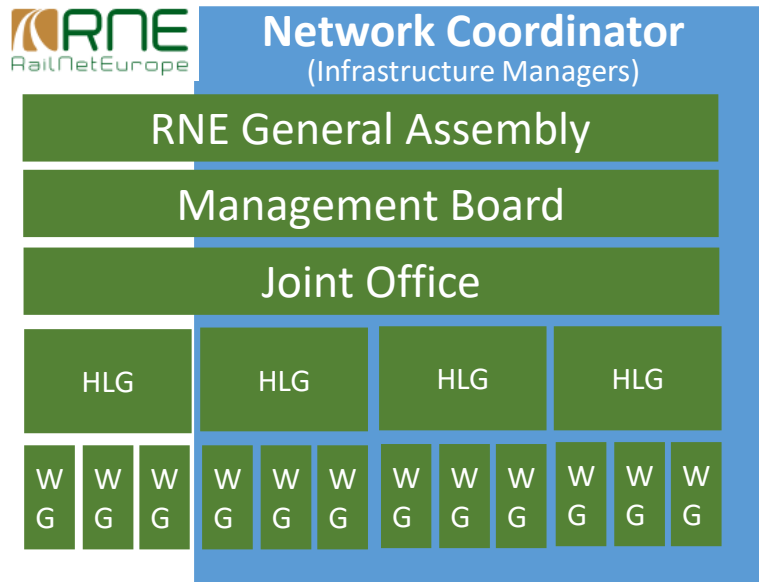
Infrastructure Managers organizations/platforms and scope of today



Two scenarios for the ENIM-NC cooperation have been retained (out of 4 initial scenarios)

1

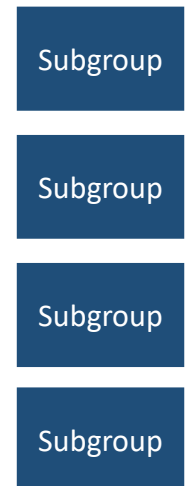
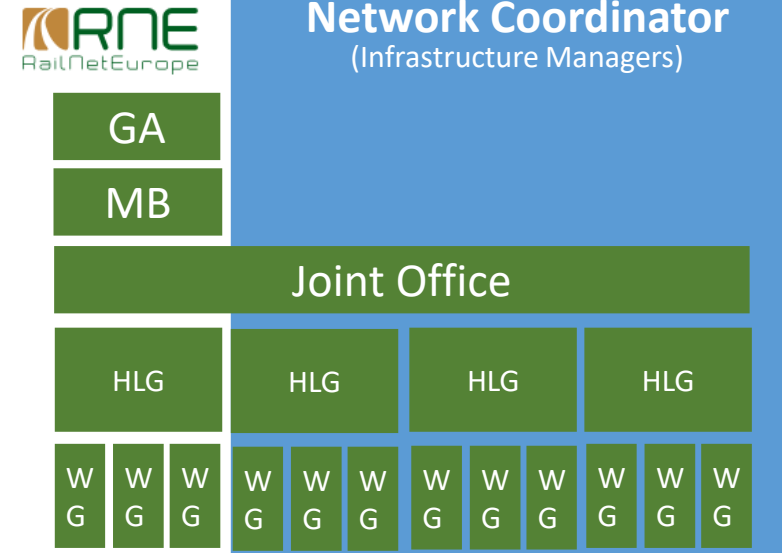
ENIM = ex PRIME Plenary



2

ENIM = ex PRIME Plenary

ENIM Capacity Assistants



ENIM Membership and involvement of other stakeholders

| Bodies | MEMBERS | NON MEMBER REPRESENTATIVES | PLENARY PARTICIPATION | PLENARY VOTING | WORKING GROUPS | AD HOC CONSULTATION | MEMBERSHIP FEES |
|---|---------|-------------------------------|---|----------------|-------------------------------|---------------------|-----------------|
| All EU IMs/Allocation - Charging bodies responsible for TEN-T core/extended core lines | X | | X | X | X | | X |
| IMs of the core/extended core lines of countries that have, through international agreements, committed to implement the Regulation | X | | X | X | X | | X |
| European Commission | X | | X | | X | | |
| EU Coordinator | | | X | | | | |
| Member States (Where relevant) | | | X Ad hoc invitation as requested by art.57 | | | | |
| ERA | | | X on invitation | | X on invitation | | |
| EU IMs not responsible for TEN-T core/extended core lines (IMs belonging to Comprehensive network) art. 55 point 3 - (on a voluntary basis) | | X (upon request of the IM) | X (upon request of the IM) | | X (upon request of the IM) | | |
| Non EU IMs of countries which are part of TEN-T Network (annex IV) but not non implementing the Capacity Regulation | | | X on invitation | | X on invitation | | |
| Non EU IMs of countries which are not part of TEN-T Network and not non implementing the Capacity Regulation | | | | | | X | |
| Advisory groups (RUs, Terminals, Ports and Sector Associations) | | | | | | X | |

**Thank you for your attention &
continued support of our Task-Force!**