3. OBJECTIVES PURSUED BY THIS WORK PROGRAMME AND THE FUNDING PRIORITIES:

3.1.3. Rail interoperability including interoperability of the Rail Freight Corridors

Priority open only to the Cohesion Member States.

General objectives

The general objective is to achieve interoperability within the European Union's rail system by meeting the provisions set out in Directive 2008/57/EC[1] on the interoperability of the rail system and, based on this Directive, notably those of the Technical Specifications for Interoperability (TSI) concerning Telematics Applications for Passengers (TAP) and Telematics Applications for Freight (TAF). Thereby, for the railway lines forming part of the TEN-T, compliance with the infrastructure requirements set out in the TEN-T Guidelines shall be ensured.

Furthermore, within the context of ensuring interoperability, Rail Freight Corridors shall be established and developed in line with Regulation 913/2010/EC[2] concerning a European rail network for competitive freight. They shall be developed in such a way as to promote their extension to, and integrated development with, the core network corridors referred to in article 44 of the TEN-T Guidelines.

Specific objectives

Interoperability shall be promoted via the following specific objectives:

- Ensuring easy access for users to information about itinerary, time and availability, including consultation and dissemination activities for the promotion of TAP and TAF

- Ensuring compliance of the rail system and its subsystems with the TSI, notably on infrastructure, energy, rolling stock for passengers and freight transport, operation, telematics applications, control command and signalling, safety in railway tunnels

- Simplifying procedures for the authorisation, placing in service and use of rolling stock on the Union's railway network

- Ensuring compliance with other relevant requirements of the TEN-T Guidelines

- Ensuring the establishment of Rail Freight Corridors, their full extension to and integrated development with the core network corridors (e.g. through studies, the support of managerial structures and other relevant action), in particular the

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[1] Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community (OJ L 191, 18.7.2008)

[2] Regulation (EU) 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight

development of terminals and their access from/to the rail network and coordination of rail traffic management and terminal operations as well as the provision of dedicated capacity for international freight trains (pre-arranged train paths and reserve capacity) and the strengthening of user involvement and customer orientation and the development and adaptation of tools and procedures.

Proposals under this priority:

- can address elements of more than one of the fields below;
- can be implemented in one or more Member States;
- cannot address ERTMS-related activities.

a. Interoperability of the rail system as set out in Directive 2008/57/EC:

Technical Specifications for Interoperability (TSI) concerning Telematics Applications for Passengers (TAP) and Telematics Applications for Freight (TAF).
Proposals shall aim at ensuring easy access for users to information about itinerary, time and availability, including consultation and dissemination activities for the promotion of TAP and TAF. In particular, an application shall demonstrate its contribution to:

- Ensuring quality management of data for TAP TSI (timetable data availability in B4 format, tariff data availability in B1 – B3 format);

- Support small and medium size Railway Undertakings in TAP implementation (timetable data exchange according to B4, tariff data exchange according to B1-B3, reservations in B5 format, home print tickets in B7 format, PRM assistance in B10 format);

- Support rail stakeholders to develop a common Telematics Reference Files merging the existing TAF and TAP Reference Files sets to be used in the Telematics framework and by other registers managed by ERA or the rail sector;

- Support Infrastructure Managers and Railway Undertakings to implement and ensure the compliance of the rail system and its subsystems with the TAP and TAF TSI developing and implementing the unique Train ID in line with the commitment expressed in the TSI TAP and TAF master plans to replace Operation Train Number already in use;

- Support rail actors (Infrastructure Managers, Wagon keepers, Railway Undertakings or other rail related organizations/companies) to implement TAP and TAF TSI compliant databases and/or tools (such as for assessment of the compatibility of the rolling stock with the infrastructure, infrastructure restriction notices, rolling stock data, freight operational data for tracking wagon/ intermodal unit movements tariff data, timetable data, TAP registry and other TAP related registers);

- Support Infrastructure Managers and Railway Undertakings to implement and ensure the compliance of the rail system and its subsystem with the TAP and TAF TSI. For example, a subset of function like Train Running Information, Path Request, Service Disruption, Train Preparation and Reference Files for European Infrastructure

Managers and Railway Undertakings or pre-arranged train paths and reserve capacity, traffic Management by Rail Freight Corridors;

- Support Railway Undertakings to implement and ensure the compliance of the rail system and its subsystem with the TAF TSI through the implementation of the Electronic Consignment Note in line with TAF requirements and including intermodal information, in order to remove missing links between different modes of transport.

b. Railway system compliance with Interoperability[3] and Safety Directives[4] (including TSIs other than TAF/TAP) and TEN-T Guidelines

Under this specific objective, proposals shall aim at reducing network diversity if possible by ensuring compliance of railway subsystems with Safety and Interoperability Directives (including TSIs other than TAF/TAP, and notably Infrastructure, Energy, Rolling Stock (including Noise), Operation, Safety in railway tunnels), and/or with infrastructure requirements, covering either comprehensive or core network, set-up in the TEN-T Guidelines.

In particular, proposals shall aim at one or more of the following goals:

- Contributing, by means of works actions, to the reduction in diversity of railway fixed equipment and therefore opening of supply markets including, wherever possible, ensuring TSI compliance of fixed railway installation, primarily in the area of infrastructure and energy subsystems;

- Contributing to the development of a location-specific risk model for the European Railway System to draw a clear link between risk levels measured at a European level and changes to railway infrastructure. As a result, it should be possible to quantify the safety benefit from investments made in upgrading railway infrastructure or target investment where it will deliver the greatest benefits. This could support the convergence of risk levels across Europe and support the development of the Single European Railway Area;

- Supporting Railway Undertakings to implement and ensure compliance of the rail system and its subsystems with the Interoperability and Safety Directives including technical specifications for interoperability concerning the subsystems operation and traffic management, rolling stock and wagons.;

- Supporting the development and establishment of interoperability registers, in particular the register of infrastructure for all existing infrastructure. This should ensure consistency between interoperability registers and other existing registers. For

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[3] Directive 2008/57/EC on the interoperability of the rail system within the Community

[4] Directive 2004/49/EC of 29 April 2004 of the European Parliament and of the Council on safety on the Community's railways.

more details, please refer to the European Railway Agency study on Coherence and Consistency of Registers[5].

c. Implementation of the Rail Freight Corridors

Specific objectives:

- the removal of bottlenecks;

- the deployment of interoperable systems;

- the implementation of the minimum TEN-T infrastructure requirements and/or improved harmonised loading gauges;

- the extension of Rail Freight Corridors;

- Improvement of harmonised customer interfaces across Rail Freight Corridors;

- Cooperation and harmonisation between Rail Freight Corridors.

The purpose is to support activities of the governance bodies (including Working Groups, Corridor One-Stop-Shops and Advisory Groups) of the Rail Freight Corridors covered by the provisions of Regulation 913/2010/EC as amended by Article 29 of the CEF Regulation which are eligible for CEF-support under this specific objective.

Such activities include the elaboration and/or update of transport market studies, corridor information documents, performance monitoring reports, customer satisfaction surveys, studies and plans for deployment of interoperable systems, studies and plans for the elimination of bottlenecks, studies for the management of the capacity of freight trains which may run on the freight corridor, implementation plans and the development and adaptation of (IT-)tools and procedures for the functioning of the corridor, implementation/adaptation of the one-stop shop.

Studies related to the deployment of the TEN-T infrastructure requirements on the Core Rail Freight Network may also be funded, according to Article 39 of the TEN-T Guidelines.

Further, activities aiming at the strengthening of user involvement and customer orientation, such as organisation of Advisory Group meetings, training of potential applicants in application procedures and tools, development and operation of corridor websites and dissemination and promotional activities towards (potential) customers may be funded.

Finally, activities aiming at coordination between different Rail Freight Corridors and between Rail Freight Corridors and the Core Network Corridors may be funded including

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[5] http://www.era.europa.eu/Document-Register/Documents/ERA-REP-15-2012%20on%20Study%20on%20Coherence%20and%20Consistency%20of%20Registers.pdf.

reviews of the investment plans, containing details of indicative medium and long-term investment for infrastructure and its equipment in the freight corridor, inter corridor co-operation, especially for coordination of international prearranged train paths offering capacity on the freight corridors concerned, studies for a deployment plans relating to the interoperable systems along the freight corridor and between the corridors, coordination of amongst rail freight corridors.

Proposals concerning infrastructure works should not be submitted under this priority.

Proposals should be submitted by Rail Freight Corridors (which are legal entities), Infrastructure Managers on behalf of other Infrastructure Managers in the Rail Freight Corridor(s), Member States and their authorities or Cooperation organisations and associations representing actors involved in or concerned by Rail Freight Corridor(s).

Deliverables of a proposal selected and implemented within this priority areas shall, if forming part of the proposal, include any documents required by Regulation 913/2010/EC, any other studies carried out under the proposal as well as a report on any other activities, such as dissemination and promotional activities towards (potential) customers, coordination activities between Rail Freight Corridors and with Core Network Corridors or the development and adaptation of (IT-)tools and procedures.