Infrastructure description and EU Reference Files

RINF: Recommendations for future developments

Brussels, June 2020

Brussels, June 2020

Infrastructure description and EU Reference Files
RINF: Recommendations for future developments

With this paper, the Community of European Railways and Infrastructure Companies (CER), the European Rail Freight Association (ERFA), the European Federation of Museum & Tourist Railways (FEDECRAIL) and the International Union for Road-Rail Combined Transport (UIRR) encourage the European Commission – **EC to foster the leading and exclusive role of** the European Union Agency for Railways – **ERA as European rail data authority with a focus on data interoperability.**

Integrated governance of all ERA's digitalisation-related activities should be clarified and prioritised in its 2022 Single Programming Document (SPD) supported by a cost-benefit analysis. ERA should be at the forefront of all EU rail and intermodal digital activities defending the interests of the "digital rail". To do so it is **key for ERA to raise its competences on data base architecture and software engineering.** EC and ERA defining a data strategy roadmap would enable such work.

As a **top priority** enabling the rail business to benefit fully from the digital impact of the technical pillar of 4th railway package, the **completion of the existing RINF** - European Register of Railway Infrastructure - shall be achieved **before any future developments of the RINF system (IT architecture and data modelling structure)**. The future RINF system shall be then described within a new release of the legal framework.

Looking to the existing developments of the RINF related data in the light of the current legal framework, we emphasise the following **imminent milestones in the framework of the technical pillar of 4th railway package** still to be finalised by the Agency:

- **Focus on the route compatibility check** (Article 49 of IOD 2016/797) supplemented by a tool for automatic cross checks. Data completeness and accuracy for both RINF and ERATV, including interfacing, is a prerequisite. Such automatisation would pave the way towards harmonisation of data not covered by an IM's specific procedure.
- Implementation of the **new functions listed exclusively in Article 6** of the RINF Regulation 2019/777 based on the recommendations of the related Cost-Benefit Analysis.

We also reminds that the requirements defined by the 'ERA RINF End-users Work Group' clarified that **RINF is not an operational database used in real time operation**. It is instead the reference, with stable or nominal data, used for applications developed and operated by RUs and IMs. These applications can be used in real time and if necessary completed by the sector with real time and temporary infrastructure related information.

CER, ERFA, FEDECRAIL, and UIRR finally require for the **future infrastructure description clear definition of data strategy** based on the lessons learnt from the current RINF:

- **Use cases, meeting the needs of End-Users**, and supported by a Cost-Benefit Analysis,
- Defining data requirements based on these use cases,
- Define which systems the RINF needs to interface with,
- Development of a new data model,
- Create a stable release of a new infrastructure capability model based on the above.

All possible use cases such as:

- Ensure compliance with National specificities
- Synergy between RINF and other European Reference Files and Registers
- Higher granularity of trackside topology than the infrastructure description of RINF, in order to meet further development purposes

shall be described and prioritised in a detailed Single Programming Document supported by a Cost-Benefit Analysis.

Brussels, June 2020