



Rail Executive

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Dear Sian

The UK's Implementation Plan for the Infrastructure Register

Article 6 of the Implementing Decision of 26 November 2014 (2014/880/EU), on the common specifications of the register of railway infrastructure, requires that each Member State drafts a national plan and a timetable for the implementation of the obligations referred to in Article 5 and submits this to the Commission by 1 July 2015.

The Department for Transport has asked Network Rail to continue to act as an Entity for Managing the RINF so that they may upload data from their register to a central RINF managed by ERA. Network Rail is expected to carry out the entity role for its infrastructure (which forms the majority of UK infrastructure) and to the extent that other infrastructure owners have made arrangements with Network Rail to carry out this role for their infrastructure.

The Railways (Interoperability) Regulations 2011 (RIR 2011) implement in the UK the EU Directive 2008/57/EC concerning the Interoperability of the Rail System in the Community. RIR 2011 requires owners of infrastructure to keep and maintain a register in accordance with specification 2011/633/EU (which is now repealed) or procure the keeping and maintenance of their register, and we shall make arrangements to revise the regulations so that they refer to Decision 2014/880/EU. In the meantime we have encouraged infrastructure owners to refer to the latest Decision in terms of achieving compliance.

We have interpreted "placed into service" as meaning the same as defined in article 2 of the 2008 Interoperability Directive (i.e. a subsystem put into its design operating state, this

includes infrastructure irrespective of whether it has been authorised to be placed into service). This seems the most appropriate way to proceed in order to ensure the maximum amount of data is captured. Our understanding is that for unauthorised infrastructure TSI compliance can be recorded on a voluntary basis (see Recommendation 2014/881/EU).

Our plan is as follows, and we intend to meet the deadlines indicated below:

Category One: Data relating to infrastructures for freight corridors defined in the Annex to Regulation (EU) No 913/2010 of the European Parliament and of the Council in the version in force on 1 January 2013 shall be collected and inserted in the register of infrastructure not later than 9 months after the date of application of Decision 2014/880/EU. The deadline for completion is 1 October 2015. However, the version in force on 1 January 2013 did not include the UK in any of the defined Corridors (we have now joined the governance structures of Rail Freight Corridor North Sea – Mediterranean and are putting in hand the extension of the Corridor through the Channel Tunnel to London by November 2016, which is the date set out in the revised Annex to Regulation 913/2010). The UK will endeavour to populate the RINF with the data for this corridor on a voluntary basis and before November 2016 if possible.

Category Two: Data relating to infrastructures placed in service after the entry into force of Directive 2008/57/EC and by the date of application of Decision 2014/880/EU at the latest, other than the data referred to in category one shall be collected and inserted in the national register of infrastructure. The deadline is 1 October 2015 and we intend to meet this. Due to the widespread roll out of GSM-R in the UK this would include a significant amount of infrastructure and we need to submit all network and subsystem parameters in areas with GSM-R due to the data structure of the RINF.

Category Three: Data relating to infrastructures placed in service before the entry into force of Directive 2008/57/EC, other than the data referred to in category one. The deadline is by 16 March 2017 at the latest and we intend to meet this.

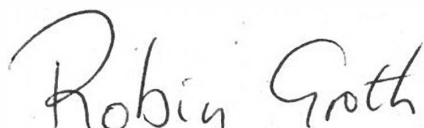
Category Four: Data relating to private sidings placed in service before the entry into force of Directive 2008/57/EC. The deadline is by 16 March 2019. This would not include private sidings already excluded from RIR 2011 as privately owned railway infrastructure exclusively used by the owner for its freight operations.

Category Five: Data relating to networks not covered by TSIs. The deadline is by 16 March 2019. Our understanding is that due to the scope extension of the TSIs to on and off TENs we will not have any infrastructure that falls within this category (the UK has excluded all of the possible categories under article 1 of the Directive.)

Category Six: Data relating to infrastructures placed in service after the entry into force of Decision 2014/880/EU. The deadline is as soon as the infrastructures are placed into service and as soon as the common user interface becomes operational.

With regards to the Common User Interface (CUI), our understanding is that ERA is no longer providing the facility to link with other national registers. Therefore the UK's national register will not interconnect with other Member States' national registers.

Also in relation to the above, in some cases we may need to make use of the option to record in the RINF that certain data is Not Yet Available (NYA). This facility is needed until 16 March 2017. This feature is essential to our implementation and this functionality must remain available.

A handwritten signature in black ink that reads "Robin Groth". The signature is written in a cursive style with a large initial 'R'.

Robin Groth

