

Register of Infrastructure

A guide for stakeholders

February 2021

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1. Foreword

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| The Register of Infrastructure (RINF) is the main tool for describing the static rail network characteristics and capabilities as required by the [Directive (EU) 2016/797](https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32016L0797&from=es) on rail Interoperability, including all the relevant information for the Route Compatibility, the Network Statement and the Route Book. The RINF consists of a centralised database hosted and managed by the EU Agency for Railways (ERA), describing: Operational Points (OP) representing stations, junctions, sidings, etc; Section of Lines (SoL) describing the characteristics of tracks which link Operational Points together. As specified in the Commission Implementing Decision 2014/880/EU[[1]](#footnote-1), the objective of the RINF in the checking of “Route Compatibility” is to provide a description of the EU rail network and its capabilities to enable the Railway Undertakings (RU) and/or their suppliers to know all the possible routes across the network. This process is defined in the TSI OPE Appendix D1, as the information provided through the RINF is important to ensure the correct implementation of the mentioned TSI.  The ERA has the intention to make the RINF application the single entry point for the publication of Member States' infrastructure information. The Management Board (MB) of the ERA has taken one step towards this objective with [MB Decision nº250](https://www.era.europa.eu/sites/default/files/agency/docs/decision/decision_n250_linked_data_en.pdf). In this Decision the MB is requested to to approve the decision that linked data becomes the default setting for any future development of the databases, registers and specifications for data exchange mandated by the EU legal framework, under its remit. |

1. Register of Infrastructure

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| What is the RINF application? | A web-based application that acts as single entry point for the publication of Member States' infrastructure information. |
| When RINF Application shall entry into force? | The Agency shall ensure that the RINF Application is operational by 16 June 2019 at the latest. |
| Which is it the purpose? | The main purpose of the register of infrastructure is to set out transparent characteristics of the network and be used as a reference database. |
| Which is the RINF technical scope? | These specifications concern data about the following structural subsystems of the Union rail system:   * the infrastructure subsystem; * the energy subsystem; * the trackside control-command and signalling subsystem. |
| What every MS have to designate? | Each Member State should designate a national registration entity to be responsible for the coordination of the submission and regular update of data of its register of infrastructure.  Each Member States shall notify the Agency by 16 June 2019 at the latest of the national registration entity designated. |
| How IMs have to provide data? | Infrastructure managers should collect data relating to their network and ensure that data submitted to registration entities is complete, consistent, accurate and up to date.  Information relating to infrastructures placed in service after 16 June 2019 shall be submitted to the RINF application before the placing in service.  Until 31 December 2020, infrastructure managers shall submit data to registration entities. Registration entities shall submit data to the RINF application at least every month unless no data needs to be updated. In the latter case, registration entities shall inform the Agency that no data needs to be updated. One update shall coincide with the annual publication of the network statement.  From 1 January 2021, subject to the development of RINF application infrastructure managers of each Member States shall be in charge of collecting and inserting the data to the RINF Application as soon as such data becomes available. |

# Definitions

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| Section of line (SoL) | Means the part of line between adjacent operational points that may consist of several tracks. |
| Operational point (OP) | Means any location for train service operations, where train services may begin and end or change route and where passenger or freight services may be provided; it includes locations at boundaries between Member States or infrastructure managers. |
| Location point (LP) | Means any specific point on a track of a SoL where value of a parameter changes. |
| Running track | Means any track used for train service movements; it does not include passing loops and meeting loops on plain line or track connections only required for train operation; |
| Siding | Means any track within an operational point, which is not used for operational routing of a train. |

1. Processes to be supported by the RINF

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| * Check before the use of authorised vehicles in accordance with Article 23 of Directive (EU) 2016/797; * Design of mobile subsystems; * Check of the feasibility of train services; * Publication of rules and restrictions of a strictly local nature in accordance with Article 14(11) of Directive (EU) 2016/797; * Verification of technical compatibility between fixed installations in accordance with point (b) of Article 18(4) of Directive (EU) 2016/797; * Monitoring of the progress of interoperability in the Union rail system; * Establishment of the network statement relating to the nature of infrastructure; * Compilation of the Route Book referred to in Appendix D2 to Implementing Regulation (EU) 2019/773 in accordance with Article 6(2); * Reuse of data in the register of infrastructure in other IT tools. |

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| 1. Specific requirements for the RINF | |
| * Provide the value of the parameters to be used to check the technical compatibility between vehicle and route; * Provide relevant data to identify infrastructure characteristics of the intended area of use and facilitate the design of rolling stock and the feasibility check of train services; * Enable Member States to include in the register of infrastructure rules and restrictions of a strictly local nature; * Provide relevant data to facilitate the verification of the technical compatibility between a fixed subsystem and the network into which it is incorporated and to monitor the progress of interoperability of railway fixed installations; * Provide the information necessary for the Route Book; * Enable the use of the register of infrastructure as reference database for the network statement or other IT tools. |

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| 1. Common characteristics  6.1 Railway network structure for the RINF |
| * For the purposes of the register of infrastructure, each Member State shall describe its railway network by sections of line and operational points; * Items to be published for ‘section of line’ related to infrastructure, energy and track-side control-command and signalling subsystems shall be assigned to the infrastructure element ‘running track’; * Items to be published for ‘operational point’ related to infrastructure subsystem shall be assigned to the infrastructure elements ‘running track’ and ‘siding’. |

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| 6.2 Items for the RINF |
| EIM has recompiled all the items regarding the RINF in an excel sheet which can be found in the following link:  <https://eimrail.onlyoffice.eu/Products/Files/#1995137>  In this file the parameters can be leaked according to **different filters**, the most useful ones are:   * **Deadline to provide the parameter**: * 16 March 2019 * 16 January 2020 * 1 January 2021 * **Is the parameter required for checking the vehicle-route compatibility?** (“Need for RC?)”**:** * Yes * No * Items shall be published in accordance with the excel sheet. * The register of infrastructure application guide shall specify the specific format and the governance process of the data listed in the excel sheet presented in one of the following ways: * a single or multiple selection from a predefined list; * a CharacterString or the predefined CharacterString; * a number indicated inside square brackets. * The value of a parameter shall be provided when it corresponds to a core parameter or when the corresponding item exists on the network that is described in accordance with the deadlines in the excel sheet. * Parameters required for checking the vehicle-route compatibility are indicated as ‘Needed for RC’ in accordance with Appendix D1 to Implementing Regulation (EU) 2019/773. * When the excel sheet refers to a document of the infrastructure manager, the infrastructure manager or the NRE in accordance with Article 5 shall submit such document to the Agency in an electronic format. * Documents referred to in the following parameters shall be submitted in **two EU languages**: * Document with the procedure(s) for static and dynamic route compatibility checks * Document with the conditions for the use of eddy current brakes * Document with the conditions for the use of magnetic brakes * Document with the procedure(s) related to the type of train detection systems * Documents available by the IM relating to braking performance |

1. No longer in force, date of end of validity: 15/06/2019; repealed by [Commission Implementing Regulation (EU) 2019/777](https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32019R0777&from=ga) of 16 May 2019. [↑](#footnote-ref-1)