# I. The context

The EU Green Deal in facts and figures:

- Climate neutrality of the EU requires transport emissions to go down by 90%

- Dependency on fossil fuel in EU transport must reduce by 95%

- 75% of EU freight should be shifted to rail to achieve this aim

- Short-haul flights within the EU should be shifted to high-speed rail.

☛ *Rail infrastructure managers need to cater for new volumes from aviation and road on rail*

II. The initiatives

Efficiency of IMs
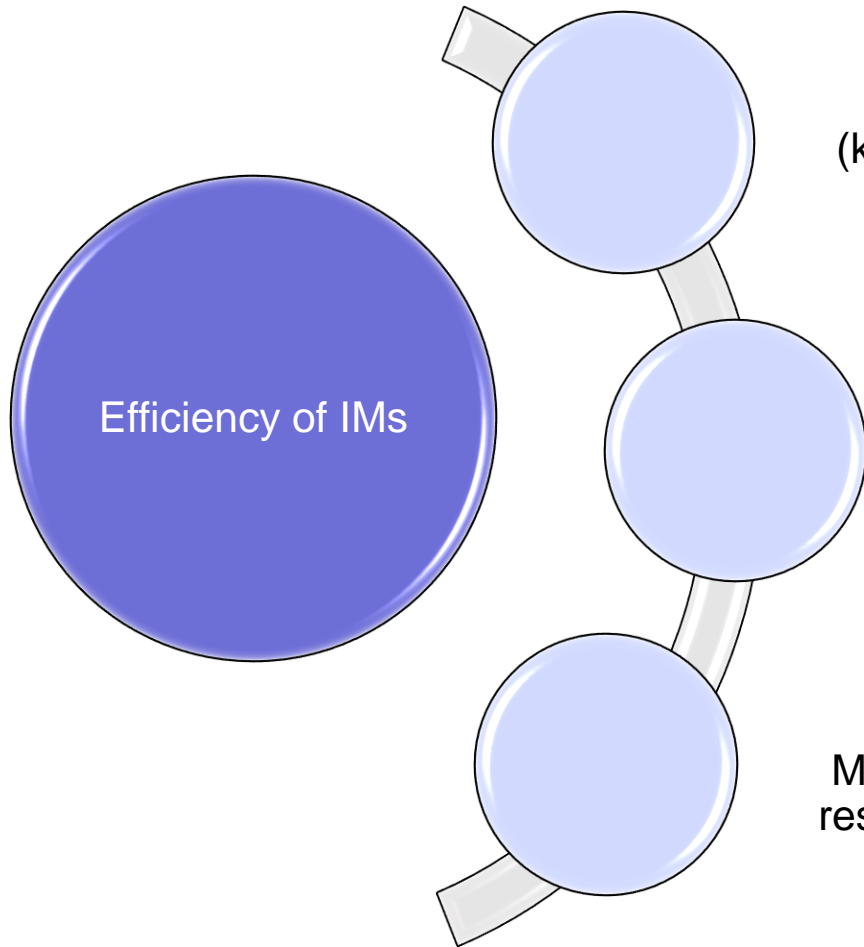
EU level:
Recast of TEN-T and RFCs
(key peformance indicators, connectivity index, regulatory oversight, etc.)

PRIME level (all IMs + EC):
18 IMs have agreed on joint KPIs and to share data
(3rd PRIME benchmarking report) and future thematic reports on network conditions, among others

IM level:
Many IMs develop strategies to improve a) contingency planning, b) resilience, c) cybersecurity approaches, c) invest in ERTMS, d) share data and best practices among each other

III. Concrete examples

Multimodality and stations

- HS1 project on "smart stations" to enhance customer experience via digitalization
- ADIF project on multimodal stations

Digitalisation of processes

- Several IMs have started digital analytics projects for better resilience and reliability of their networks

Automatisation

- Several IMs have started pilots with Rus on automatic train operations to boost rail capacity, boost traffic and reduce wear and tear on the infrastructure

Resilience

- Several IMs are in the process of adapting their business continuity plans to reduce disruptions in case of incidents and contingencies

IV. Outlook

Rail infrastructure managers need to prepare for:

- A more multimodal connectivity of their corridors and networks in the future, requiring more interfaces to ensure horizontal connectivity and exchange of data;

- A more inclusive approach to data collection and analytics in order to create interoperable data 'ecosystems' among all IMs

- More digital traffic management and timetabling processes to be deployed from 2025 onwards

☞ *Rail infrastructure managers need to enlarge their scope of competences to become digital and multimodal mobility managers*