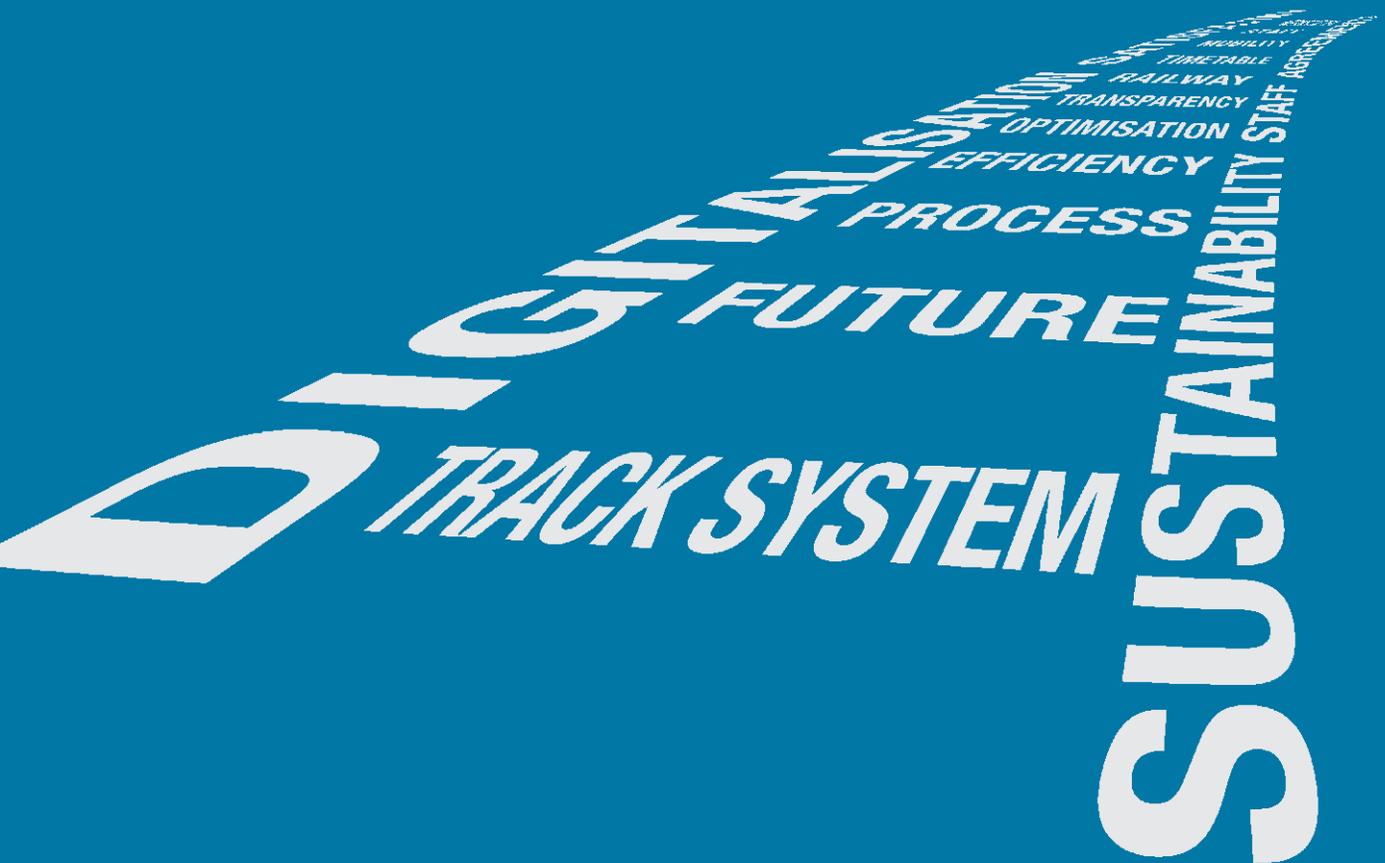


**BEST PRACTICE**  
IN TRACK MAINTENANCE

Volume 1

# Infrastructure Management

FLORIAN AUER



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Volume 1

# Infrastructure Management

FLORIAN AUER

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# Contents

<b>Preface</b>	<b>9</b>
<b>List of figures</b>	<b>11</b>
<b>1 Sustainability objectives of infrastructure managers</b>	<b>15</b>
1.1 Observations on sustainability	15
1.2 Sustainability in the European Union	16
1.3 Sustainability – example Deutsche Bahn	19
1.4 Sustainability – example Austrian Federal Railways	22
1.5 Sustainability – example Swiss Federal Railways	26
1.6 Summary	29
<b>2 Single European Railway Area (SERA)</b>	<b>33</b>
2.1 European Single Market	33
2.1.1 Technical harmonisation	34
2.1.2 Legal harmonisation	35
2.2 Trans-European Transport Network TEN-T	36
2.2.1 Guidelines for the development of TEN-T	39
2.2.2 Connecting Europe Facility – CEF	41
2.2.3 Cross-border freight transport corridors	42
2.3 The idea of the Single European Railway Area (SERA)	42
2.4 Green and White Papers for transport	44
2.5 SERA Directive	51
2.5.1 The four railway packages	51
2.5.2 Establishing a single European railway area	53
2.5.3 Harmonisation of the network statements	55
2.5.4 RailNetEurope (RNE)	56

2.6	European Union Agency for Railways (ERA)	56
2.6.1	Duties of the European Union Agency for Railways	57
2.6.2	Development of authorisation procedures	59
2.6.3	Maintenance of vehicles	62
2.7	Interoperability Directive	64
2.7.1	Division into subsystems	67
2.7.2	“Essential requirements” for interoperability of the railway system	69
2.8	Technical Specifications for Interoperability	71
2.8.1	Drafting and structure of the TSI	72
2.8.2	Interoperability constituents	74
2.8.3	TSI Infrastructure (TSI INF)	75
2.8.4	TSI Persons with reduced mobility	78
2.8.5	TSI Safety in railway tunnels	79
2.8.6	TSI Energy	81
2.9	Conformity assessment procedure	82
2.9.1	“EC verification” of subsystems	83
2.9.2	Assessment of conformity and/or suitability for use of interoperability constituents	84
2.10	Safety Directive	86
2.10.1	General provisions	87
2.10.2	Harmonisation of the content of safety rules	88
2.10.3	Safety authorisation for infrastructure managers	89
2.10.4	Single safety certificate for railway undertakings	89
2.10.5	Tasks and roles of the national safety authorities	91
2.10.6	Tasks of the investigating body	91

2.11	Registers	93
2.11.1	Infrastructure register	93
2.11.2	Registers relevant to vehicles	94
2.12	Technical standards	96
2.12.1	Basic principles	96
2.12.2	Railway standards	97
2.12.3	European standards (EN)	98
2.12.4	National rules	101
2.12.5	International organisation	101
2.12.6	UIC deliverables	102
<b>3</b>	<b>System data and information management</b>	<b>119</b>
3.1	Integrated system specification	119
3.3	Developing a geodata infrastructure – INSPIRE	121
3.4.1	Manual records	123
3.4.2	Spreadsheets	124
3.4.3	Digitalisation based on a network model	126
3.5	The network model	127
3.5.1	Different viewpoints of the railway network	127
3.5.2	Structure of the network model	128
3.5.3	The UIC RailTopoModel	129
3.5.5	Data governance	132
3.6	Building Information Modelling	134
3.7	The future – “The Integrated Online Railway Management System”	136

<b>4</b>	<b>Sustainable asset maintenance of the existing network</b>	<b>141</b>
4.1	The permanent way production function	141
4.2	Tasks of infrastructure managers	142
4.2.1	General	142
4.2.2	Market, operations and engineering system viewpoints	144
4.2.3	Robust planning of infrastructure measures	145
4.3	Maintenance and renewal processes	148
4.3.1	Maintenance activities	148
4.3.2	Investment measures	150
4.3.3	Types of maintenance	151
4.4	Infrastructure system optimisation	153
4.4.1	Stakeholder viewpoint	153
4.4.2	System viewpoint	157
4.4.3	Quality viewpoint	158
4.4.4	Supply of information	161
4.4.5	Process viewpoint	163
4.4.6	Cost viewpoint	164
4.4.7	Infrastructure charges based on cost causation	167
4.4.8	System capitalisation	171
4.4.9	Integrated planning of investment and maintenance	174
4.4.11	System adequacy	176
4.4.12	Project DACH	177
4.4.13	European Network of Infrastructure Managers	178
4.4.14	Benchmarking the European railways	178
4.4.15	Options of digitalisation	181

4.5	Management processes	184
4.5.1	Timetabling	184
4.5.2	Integrated process approach	185
4.5.3	Asset management	186
4.5.4	Life cycle management	187
4.5.5	Sustainability management	196
4.5.6	Knowledge management	196
4.5.7	Technical safety management	198
4.6	Environmental impact	199
4.6.1	Energy consumption	199
4.6.2	Noise	200
4.6.3	Vibrations	202
4.6.4	Life cycle assessments	203
4.7	Network condition report	209
4.7.1	Deutsche Bahn AG	210
4.7.2	ÖBB-Infrastruktur AG	212
4.7.3	SBB Infrastruktur	213
4.7.4	Verkehrsverbund Berlin-Brandenburg transport association	214
4.8	Summary	215
<b>5</b>	<b>Sustainable upgrade of the railway network</b>	<b>225</b>
5.1	Systemic procedure	225
5.2	Transport policy tasks	226
5.2.1	Context	226
5.2.2	Guidelines	227
5.2.3	Transport policy goals	227
5.2.4	Analysis of status quo	228

5.2.5	Macroeconomic studies	235
5.2.6	Infrastructure measures and implementation strategies	236
5.2.7	Multi-mode overall transport plan	237
5.4	Strategic network planning as shown with the target network 2025+	241
5.4.1	Introduction	241
5.4.2	Strategic network planning	241
5.4.3	Reviewing system adequacy	245
5.4.4	Analysis of line capacity	246
5.4.5	Analysis of journey times	248
5.4.6	Efficiency-increasing potentials	249
5.4.7	Prioritising projects	250
5.4.8	Effects of the target network	251
5.5	Integrated regular-interval timetable	252
5.5.2	Basic principles of the integrated regular-interval timetable	253
5.5.3	Benefits of the integrated regular-interval timetable	255
5.5.4	Design process of the integrated regular-interval timetable	256
5.5.5	Procedure for an infrastructure upgrade	257

# List of figures

Fig. 1-1:	Sustainability requires a balanced proportion of economic, ecological and social considerations	15
Fig. 1-2:	Strategy Europe 2020 – An overview	17
Fig. 1-3:	Extract from EU flagship initiatives in accordance with “Europe 2020” strategy	18
Fig. 1-4:	DB combines its annual report and sustainability report into an “Integrated Report”	20
Fig. 1-5:	ÖBB provides information to its stakeholders with its in-house sustainability magazine	24
Fig. 1-6:	SBB publishes a combined annual management and sustainability report	26
Fig. 2-1:	The four fundamental freedoms of the EU	33
Fig. 2-2:	Master plan for the Trans-European Railway Network	37
Fig. 2-3:	EU freight corridors as per Regulation (EU) No 913/2010	41
Fig. 2-4:	From the vision to the implementation of the Single European Railway Area	43
Fig. 2-5:	The ERA Regulation, the Interoperability Directive and the Safety Directive as the technical pillars of the railway packages	44
Fig. 2-6:	The EU initiatives changed the understanding of railway directives	44
Fig. 2-7:	Development of the Modal Split in Europe	46
Fig. 2-8:	Development of polluting emissions from road traffic in Europe	47
Fig. 2-9:	External and infrastructure costs of a lorry motorway journey over 100 km at off-peak times	48
Fig. 2-10:	Timeline of the four European railway packages	53
Fig. 2-11:	Advantages of simplified approval and commissioning procedures	60
Fig. 2-12:	Verification procedure for placing rolling stock into service according to Recommendation 2011/217/EU	61
Fig. 2-13:	Overview of ECM management functions	63
Fig. 2-14:	Interoperability Directives timeline	66
Fig. 2-15:	Division of the railway system into subsystems	68
Fig. 2-16:	Elements of the subsystems infrastructure and energy	68
Fig. 2-17:	“General requirements” of the railway system	70
Fig. 2-18:	“Requirements specific to each subsystem” for infrastructure and energy	71
Fig. 2-19:	Overview of Technical Specifications for Interoperability	73
Fig. 2-20:	Structure of the track subsystems in accordance with TSI INF and TSI ENE	74
Fig. 2-21:	Basic parameters of TSI “Infrastructure” Part 1	75
Fig. 2-22:	Basic parameters of TSI “Infrastructure” Part 2	76
Fig. 2-23:	Performance parameters as a basis for TSI line classification	77
Fig. 2-24:	Modules for conformity assessment to be applied for interoperability constituents according to TSI INF, see also section 2.10	78

Fig. 2-25:	Interaction of safety layers	80
Fig. 2-26:	Basic parameters of TSI Energy	81
Fig. 2-27:	Limit values for the overhead line as per TSI ENE	82
Fig. 2-28:	Procedure for issuing an EC declaration of verification for TSI subsystems	83
Fig. 2-29:	“EC verification” modules for subsystems	84
Fig. 2-30:	Issuing an EC declaration of conformity for interoperability constituents	85
Fig. 2-31:	Modules of the EC assessment of conformity and suitability for use for interoperability constituents	86
Fig. 2-32:	List of safety indicators pursuant to the Safety Directive	90
Fig. 2-33:	Overview of accident reporting within the EU	92
Fig. 2-34:	Overview of rules and standards for the European railways	97
Fig. 2-35:	Overview of committees and working groups of CEN TC 256 “Railway applications”	99
Fig. 2-36:	Revision process for European standards (EN)	100
Fig. 3-1:	The railway permanent way consists of the track and overhead line systems	120
Fig. 3-2:	The extended permanent way is the area relevant for the availability of the track system	121
Fig. 3-3:	The EU INSPIRE geoportal	122
Fig. 3-4:	Schedule for permanent way works with the typical track information (approx. 1960)	124
Fig. 3-5:	Typical intranet application (approx. 2005)	125
Fig. 3-6:	Development of system documentation	126
Fig. 3-7:	Overview of the RailTopoModel description levels	131
Fig. 3-8:	Standardisation of data flow with RailTopoModel and railML® interface	132
Fig. 3-9:	Target vision of the ÖBB system register AnlagenVerzeichnisSystem (AVS) based on a network model	133
Fig. 3-10:	Building Information Modelling is much more than conventional CAD	135
Fig. 3-11:	Future vision of the Integrated Online Railway Management System	137
Fig. 4-1:	The infrastructure manager’s product is the safe operation of traffic on its installations	142
Fig. 4-2:	The strategic core processes of infrastructure managers	144
Fig. 4-3:	Continuous improvement processes in railway infrastructure	145
Fig. 4-4:	Division of infrastructure investment measures	147
Fig. 4-5:	Overview of the types of maintenance	151
Fig. 4-6:	Measures to keep routes clear	152
Fig. 4-7:	DB stakeholder survey 2014:list of key topics	154
Fig. 4-8:	DB stakeholder survey 2014:relevance matrix	155
Fig. 4-9:	Kano model of a rail vehicle journey	156
Fig. 4-10:	Quality behaviour of engineering structures	158

Fig. 4-11:	In permanent way systems the implementation of a proactive intervention threshold results in extended service life of the assets	159
Fig. 4-12:	Proactive life cycle management means to control the condition of an asset sustainably and according to requirements	160
Fig. 4-13:	Sustainable information management	162
Fig. 4-14:	Aggregation pyramid of information supply	162
Fig. 4-15:	Three-stage product life cycle of assets	164
Fig. 4-16:	The quality specification coincides with the maintenance processes	164
Fig. 4-17:	Effect of depreciation on the annual cost of track systems	165
Fig. 4-18:	Cost drivers of track	166
Fig. 4-19:	Basic EU concept for infrastructure cost recovery	168
Fig. 4-20:	Tools of track system management at SBB	170
Fig. 4-21:	Comparison of DACH railway capitalisation principles	172
Fig. 4-22:	The 3i strategy of DB Netz AG as the basis for investment and maintenance planning	175
Fig. 4-23:	Core elements of integrated investment and maintenance planning (3i strategy) at DB Netz AG	176
Fig. 4-24:	Line clustering at DB	177
Fig. 4-25:	Overview of the DACH infrastructure cooperation project working groups	177
Fig. 4-26:	Composition of the parameters for the Railway Performance Index	179
Fig. 4-27:	Country comparison as per Railway Performance Index	180
Fig. 4-28:	Relationship between Railway Performance Index and public cost of infrastructure	181
Fig. 4-29:	The digital world of DB track maintenance	182
Fig. 4-30:	Information networking, the key for a systemic optimisation of the railway infrastructure	183
Fig. 4-31:	Basic parameters of the network timetable	184
Fig. 4-32:	Holistic view of track systems	186
Fig. 4-33:	The asset management activities of an infrastructure manager	187
Fig. 4-34:	The journey from a national overall transport plan to a draft framework plan	188
Fig. 4-35:	Process focus as a basis for proactive life cycle management	189
Fig. 4-36:	Identifying measures by combining the top-down and bottom-up principles	191
Fig. 4-37:	Options for presenting changes in track geometry over time	192
Fig. 4-38:	Optimum life cycle costs as an interaction of quality, measures and use of resources	192
Fig. 4-39:	Rail grinding at DB Netz AG	194
Fig. 4-40:	Building blocks of a system-related sustainability strategy	196
Fig. 4-41:	The stairs of knowledge show the different steps of knowledge management	197
Fig. 4-42:	Factors influencing the safety of the railway track	198

Fig. 4-43:	Extract from the Austrian noise map 2012 (24-hr average, railway)	202
Fig. 4-44:	Framework of a life cycle assessment	205
Fig. 4-45:	Overview of system boundaries in life cycle assessments	206
Fig. 4-46:	Influencing factors in producing a life cycle inventory (LCI)	206
Fig. 4-47:	The characterisation of emissions, resources and waste forms the basis for subsequent weighting - example Switzerland	208
Fig. 4-48:	Interrelation of network condition, measures and financing for optimum maintenance and renewal	209
Fig. 4-49:	Indicator system of DB in line with the Performance and Finance Agreement II	211
Fig. 4-50:	Assessment of the system behaviour	212
Fig. 4-51:	Condition development and breakdown of asset types at SBB	213
Fig. 5-1:	A comprehensive transport policy overlaps a number of other policies	226
Fig. 5-2:	Objectives of the Austrian overall transport plan (relevant to railways)	228
Fig. 5-3:	Population development in Austria by type of region	229
Fig. 5-4:	Development of rail freight traffic taking into account the economic crisis	233
Fig. 5-5:	Top-down strategy for the development of the Austrian overall transport plan	238
Fig. 5-6:	Process map for the creation of the rail infrastructure part of the transport sectoral plan in Switzerland	239
Fig. 5-7:	Infrastructure objectives in the ÖBB target network 2025+	240
Fig. 5-8:	Contents and perspectives of strategic network planning	243
Fig. 5-9:	Process sequence for creating the target network	244
Fig. 5-10:	Reviewing system adequacy	245
Fig. 5-11:	System-adequate specifications for the ÖBB target network 2025+	246
Fig. 5-12:	Factors affecting line capacity	247
Fig. 5-13:	Capacity utilisation of existing infrastructure 2009 taking into account traffic volumes of 2025+ forecast	248
Fig. 5-14:	Concept for an integrated regular-interval timetable for Austria	249
Fig. 5-15:	Project ranking with effect on capacity and travel time	251
Fig. 5-16:	Volume of rail traffic with and without infrastructure upgrade measures	252
Fig. 5-17:	Edge travel times for a circle	254
Fig. 5-18:	Procedure for a targeted infrastructure upgrade compatible with an integrated regular-interval timetable	257

# Preface

The management of the railway infrastructure presents a high degree of complexity. Economic, legal, political and especially technical interrelations contribute to this. The objective of the series “Best Practice Track Maintenance” is to describe these interrelations in a structured manner for all parties involved.

Volume 1 “Infrastructure Management” provides an overview of the concerns and issues that infrastructure management faces, with special consideration to the permanent way. Managing railway infrastructure in an integrated and sustainable way requires a structured and methodical approach. Market orientation and environmental considerations do not oppose each other if they are considered jointly within the railway system.

The EU’s “Fourth Railway Package” provides clear guidelines for the future direction and harmonisation of the infrastructure managers’ tasks and processes. The aim is to unify the regulations and guidelines in the railway industry, which have evolved within historical and national contexts and therefore differ greatly. This book aims to illustrate the interrelations in order to promote an understanding for all stakeholders of the necessity of the Single European Railway Area. Ultimately, this will create a common basis for discussion among all those involved.

Best practice examples, mainly from Central Europe, will be used to demonstrate measures for targeted upgrades and improvements in track maintenance on existing networks. In many places infrastructure managers are confronted with a new generation of managers, which will accelerate a new direction in processes. Present-day information and communication technology offers many opportunities to make it far easier to collect and present the complex interrelations. Changing views of asset management and life cycle management will help to enable the implementation of a “transparent permanent way” or the “Railway 4.0”.

My heartfelt thanks go to my expert advisers and past and present employers: Graz Technical University, ÖBB-Infrastruktur AG and Plasser & Theurer.

I would like to thank all those who have contributed to getting this first volume ready. In particular, I would like to thank Johannes Max-Theurer, Johann Dumser, Rainer Wenty and Michael Zuzic as well as my mentors Klaus Rießberger and Rudolf Schilder.

I am also indebted to Monika König, Alfred Wöhhart and Hermann Holzer-Söllner for their support in drafting the content of this publication. My special thanks go to Bernhard Antony.

Last but not least, thank you so much to my family for their understanding over the last few months.

Florian Auer  
Vienna, November 2017



location. The primary objective is to use this information to enhance measures in environmental policy. [5]

Furthermore, due to extensive cross-linking of the data a wide range of possibilities to use the information in other subject areas will arise. According to Directive 2007/2/EC, the member states are responsible for providing and updating their geodata records. The configured network comprises search services, presentation services, download services, transformation services and options for calling up geodata services. At a community level, the Commission is responsible for coordinating INSPIRE. INSPIRE is based on the geodata infrastructures set up and managed by the member states. [6]

The “INSPIRE” geoportal (<http://inspire-geoportal.ec.europa.eu/>) makes the data listed available and also offers various additional services (see Fig. 3-3).

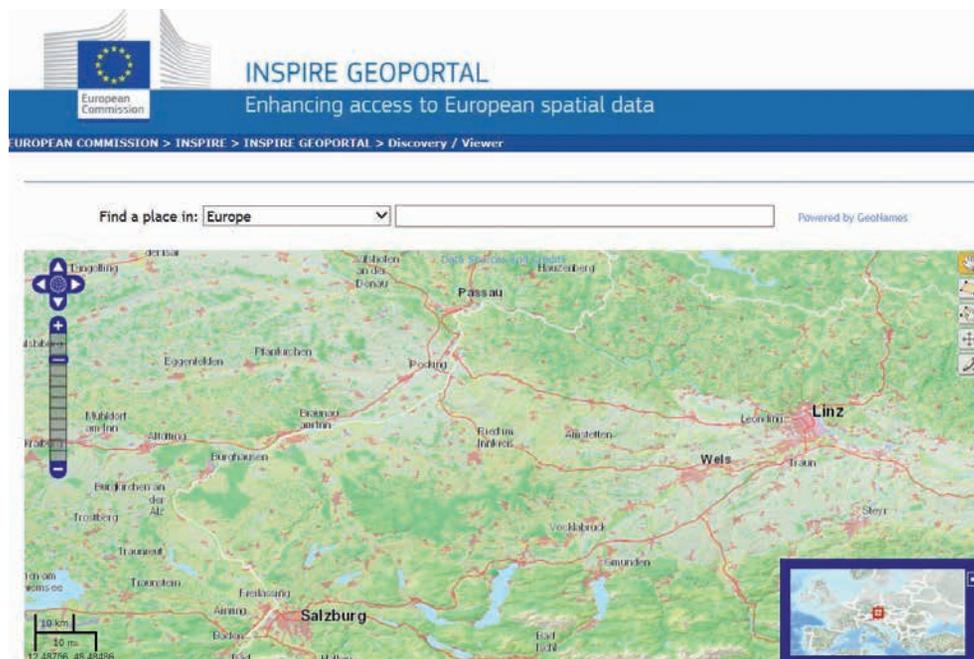


Fig. 3-3: The EU INSPIRE geoportal [7]

The data made available covers a wide range of subject areas, e.g. land register of areas of potential concern, nature reserves, designated land use, details on demographic development and many more.

In its proprietary infrastructure documentation system *infra:gis* ÖBB-Infrastruktur AG developed a link to all environmentally relevant data based on geo-referenced localisation. By merging the ÖBB land data with the Austrian register of areas of potential concern it was possible to achieve increased efficiency when handling various infrastructure projects. [8]

## 3.4 System documentation

The quality of system documentation has always been of particular importance. Over time, the development of documentation went through three main phases. It started in analogue format. Later this was replaced by spreadsheets, and currently these are being replaced by a third phase of the development, the complete and interconnected digitalisation of data based on a common network model.

Correct system documentation provides the basis for technical, commercial and legal aspects and issues.

### 3.4.1 Manual records

Track information, drawings, surveys and equipment catalogues in paper format were originally the documentation options for the railways. Providing this documentation in analogue format was extremely intensive for administrations. However, it also had inbuilt system advantages. In the development of the documentation greater emphasis was put on a uniform structure within the whole network area. Tasks and processes were clearly defined. A reporting mechanism was used for interfaces. The issuer of the respective documentation was responsible for the content. Organisational structure and documentation went hand in hand.

Fig. 3-4 shows a schedule of permanent way works from around 1960. By aligning data graphically to a location (distance markers or mileposts) the content was presented in clearly structured track information.

### 4.5.7 Technical safety management

Ensuring the highest level of safety in the railway sector is always a top priority. Here, a distinction must be made between different tiers of safety. “Technical safety” is highly significant with regard to life cycle management.

“Technical Safety” according to the Memorandum on the quality feature of “technical safety” published by the Association of German Engineers is defined as follows [124]: “The term ‘Technical Safety’ means that a technical system, plant, product fulfils its intended functions over a projected period of time (projected service life if applicable) and does not do harm to any protected legal assets if used appropriately, i.e. does not harm any persons or objects where the system, plant or product may be the cause for the harm. The reliability of the function over the projected service life is not a necessary component of safety provided that the loss of function does not result in an unsafe state.”

Fig. 4-42 depicts the factors influencing the safety of railway operations.

Factors affecting safety	
Hazards from the natural environment	
	Climate effects
	Physical effects
	Corrosion
Hazards from the technical environment	
	Exceeding the load capacities and forces
	Effects from the technical environment (e.g. chemical action on the overhead line)
	Reduction / increase in electrical resistances due to corrosion and fatigue
	Calculated requirements not being met due to manufacturing process
	Exceptional effects due to usage (e.g. in case of a derailment)
Human errors	
	Hazards not recognised subjectively or objectively
	Insufficient knowledge
	Insufficient information, misunderstandings
	Wrong decisions due to political pressure or false economy
	Negligence

Fig. 4-42: Factors influencing the safety of the railway track [125]

Besides technical and environmentally relevant topics the human factor must not be forgotten. The member of staff must have sufficient knowledge of technical and organisational issues. Digitalisation can play a supporting role, especially for depicting complex issues in a comprehensible way.

An honest company culture of lessons learnt and the increase in motivation arising from this can contribute to any potential failure hotspots just disappearing by themselves. In this context, the traceability of documentation is also important for achieving the best possible transparency. This is also referred to as “safety controlling”.

## 4.6 Environmental impact

People's claim for ever increasing mobility impacts on the environment in different ways. For instance, through the use of land for setting up or expanding the transport network, the consumption of energy required for mobility or through the noise caused by traffic. Compared to other modes of transport, rail traffic is among the forms of mobility with the lowest impact on the environment. For example, one passenger kilometre by rail only uses about a third of the energy compared to a car. [126]

### 4.6.1 Energy consumption

In Europe about 28 % of the emissions of the key greenhouse gas (CO<sub>2</sub>) are attributable to the transport sector. [127] For this reason, concerted efforts will have to be made in this sector in future in order to reduce emissions. Within the first EU package on climate and energy policy measures, the European Union committed to reduce its 1990 emissions by 20 % in 2020. In addition, the share of renewable energy sources should be increased to 20 % and energy efficiency improved by 20 %. These are the so-called “**20-20-20 targets**”. [128]

Building on the 2020 climate and energy package it is envisaged to reduce the level of the EU's greenhouse gas emissions from 1990 by at least 40 % by 2030. The 2011 EU White Paper on transport indicates a target of 80 – 95 % reduction of emissions by 2050 compared to the levels of 1990. This corresponds with the result of the 2015 Climate Change Conference in Paris which aims to limit the rising temperatures as a result of global warming to below 2°C. The 2011 EU White Paper on transport mentions a reduction of the 1990 greenhouse gas emissions by a minimum of 60 % by 2050 for the transport sector. [129]

In order to support the reduction of greenhouse gases in a cost-efficient and economically efficient way, the European Union enacted **Directive 2003/87/EC “establishing a scheme for greenhouse gas emission allowance trading within the Community”**. Trading greenhouse gas emissions permits aims to achieve a significant reduction of emissions in Europe. The income from auctioning the permits shall contribute to further development of renewable energies. [130]

## 4.6.2 Noise

With **Directive 2002/49/EC** “relating to the assessment and management of environmental noise” the EU laid down guidelines for the definition and management of environmental noise. The directive defines environmental noise as unwanted and harmful sound. [131] This EU directive has been translated into national laws, e.g. the Federal Noise Control Act (Bundeslärmschutzgesetz) in Austria.

The aim of these legal instruments is the reduction of noise pollution. As a first step, the actual state of noise pollution is determined using environmental noise maps. In the next step, measures for noise reduction are developed. For planned construction or expansion of the existing rail network it makes sense to determine future or changing noise pollution in residential areas and, if limit values are exceeded, to identify the noise control measures required by carrying out noise assessment studies. [132]

### 4.6.2.1 Noise mapping in rail traffic

**Directive 2002/49/EC** of the European Parliament and of the Council of 25 June 2002 established that all member states would have to draft a common basis for the development and amendment of community measures already in existence with regard to the noise emitted by the major sources of noise. A common data base and collection of criteria would create a common understanding with regard to the issue of noise within the European Community. [133]

The directive lays down a common approach to the reduction of harmful effects from environmental noise. The following measures are to be implemented gradually [134]:

- determination of exposure to environmental noise
- information being made available to the public
- adoption of action plans with a view to reducing environmental noise pollution

In the course of implementing the first EU-wide measure for noise mapping in 2007 considerable differences were found in the assessment methods as well as in the

Railway infrastructure management is a highly complex issue. Economic, legal, political and especially technical interrelations contribute to this. The aim of the series **Best Practice in Track Maintenance** is to describe these interrelations in a structured manner for all concerned. Particular attention will be paid to the subject of sustainability.

**Volume 1 – Infrastructure Management** – provides an overview of the issues that infrastructure management faces, with special consideration to the Single European Railway Area. Best practice examples from Central Europe will be used to demonstrate measures for targeted upgrades and improvements in track maintenance on existing networks. In many places infrastructure managers are confronted with a new generation of managers, which will accelerate a new direction in processes. Present-day information and communication technology will make it far easier to collect and present the complex interrelations. Changing views of asset management and life cycle management will help to enable the implementation of a “transparent permanent way” or the “Railway 4.0”.

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