

## **Report from three meetings in DG MOVE concerning PRM TSI on the 25-26 April 2016 in Charlemagne building in Brussels**

EPF report Kurt Hultgren

1. Monday the **25 April all day** was held a **workshop** regarding PRM TSI and the directives to implement NIPs, national implementation plans. Approx 30 participating persons. (EPF Kurt Hultgren made a presentation). All three meetings were held in the Charlemagne building.

2. Tuesday the **26 April 9-13** was held a **conference** regarding PRM TSI and its implications for all Member States. Approx 60 participating persons. (EPF Kurt Hultgren, Willy Smeulders, Peter Cornelius)

3. Tuesday **26 April the PRM TSI Advisory Body** had its third regular meeting 14-17. Approx 25 participating persons. (EPF Kurt Hultgren)

1. The **workshop** concentrated to the implementation of the NIPs. The regulation says that every member state has to draw a plan how to implement the PRM TSI rules in its own country. The implementation is not compulsory unless new stations are built or new rolling stock is acquired. So the introduction can take quite a long time. That is why the NIPs are a means of speeding up the process. The plans are to be presented by 1 Jan 2017. They are supposed to be done by the “station managers” in each country, but the regulation does not say there should mandatory be such a station manager. It has been observed that many countries have two or more station managers, one country 300, which means no central responsibility at all (Sweden). The questionnaires have been sent to one authority in each MS, normally the authority that is participating in the ERA process. - There were three special tasks given for themes in the workshop. The first one was the point of view of EDF, where Marie Denninghaus made a presentation and asked more points of view. The second theme was moderated by Frans Moltzer from AGE. The third theme was about validation, where I as representative of EPF had been in advance been asked to moderate the discussion. I underlined the importance of easy rules in order to make everything as useful as possible. 24 or 48 hours time in advance as a limit for demanding an assistance is not acceptable. And especially I pointed out that what is necessary to some is favorable to most other passengers as well. And I quoted the SJ CEO Stig Larsson (also president of UIC) who said that the costs for PRM accessibility are not to be treated as extra costs, but are profitable investments, that will be paid by increased number of all passengers.

2. The **conference** was obviously held in order to reiterate the need of PRM accessibility. The task has been going on for a long time since 2000 (only ERA revision for five years 2010-15), and a great number of new persons need to be aware of the challenges and the possible measures. There were several persons from the Commission, as Henrik Hololei, director general for DG MOVE and Peter Wagenmaker from the Dutch ministry, representing the NL Presidency, certainly to underline that importance to the “newcomers”. From the European Parliament one **MEP, Brando Benifei**, made a remarkable contribution. He spoke strongly for the democratic participation of all EU inhabitants and their rights to mobility. He is not member of the transport committee, but in another (social?) and **his name is worth noting**. A panel discussion between high ranking MS persons from SNCF, PKP and a NGO representative participating via video, a wheelchair user in Milan (Iacopo Mellio). This was a good presentation of importance to all who did not know this before.
  
3. The **third meeting of PRM TSI Advisory Body** dealt primarily with the digital system being procured for making the NIPs compatible. The comparison between the countries is one way of increasing the speed in implementation. No MS wants to be last on the list, several want to be among the first ones. Some MS will be able to use already gathered information, already at hand, which was seen in the Inventory of assets, made by ERA. Some countries are totally unaware of what is demanded from them and asked what they have to do and why, and made declarations that they need help to fill in the form (Greece). Germany seems to have all data ready, but wants the form to fill in. I pointed out that the important thing is that the data about stations will be accessible to all passengers, and that this is favourable and helpful for the railways as well. In addition the realtime information about lifts and escalators and sign systems out of use have to be included as soon as possible. Then the PRM TSI implementation can be a strong factor that will make passengers choose the rail. The competition is one complication, but the competition is also developing services.

The next meeting will be in the first half of October or in November (but not the first week) 2016.

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Kurt Hultgren  
EPF board member