

PRIME Meeting no 13

15 November 2018, Brussels, BE

Annex to 4.4 – Cooperation with Railway Undertakings Dialogue

Route compatibility under the 4th Railway Package

Background

Interoperability Directive (EU) 2016/797 provides in its Article 23 that the route compatibility is:

- the responsibility of the Railway Undertaking (RU)
- based on transparent information provided by the IM through the Register of Railway Infrastructure (RINF). Until the RINF is complete, infrastructure managers have to provide relevant information free of charge.

Today, in some Member States this verification is made by the infrastructure manager, sometimes in a non-transparent manner and can take long time.

Under the 4th Railway Package (4RWP), the verification of the compatibility between an already authorised vehicle and a specific route on the Union network is clearly a responsibility of the RU.

TsIs and the Decision on RINF will be revised in order to support the process of verifying vehicle – route compatibility. They are planned for adoption in January 2019.

- RINF is going to provide the relevant parameters for the route compatibility check.
- Operation TSI is going to describe the process for route compatibility to be included in the SMS of the RU, and also defines the list of parameters to be checked by the Railway Undertaking to perform the route compatibility checks (appendix D1).

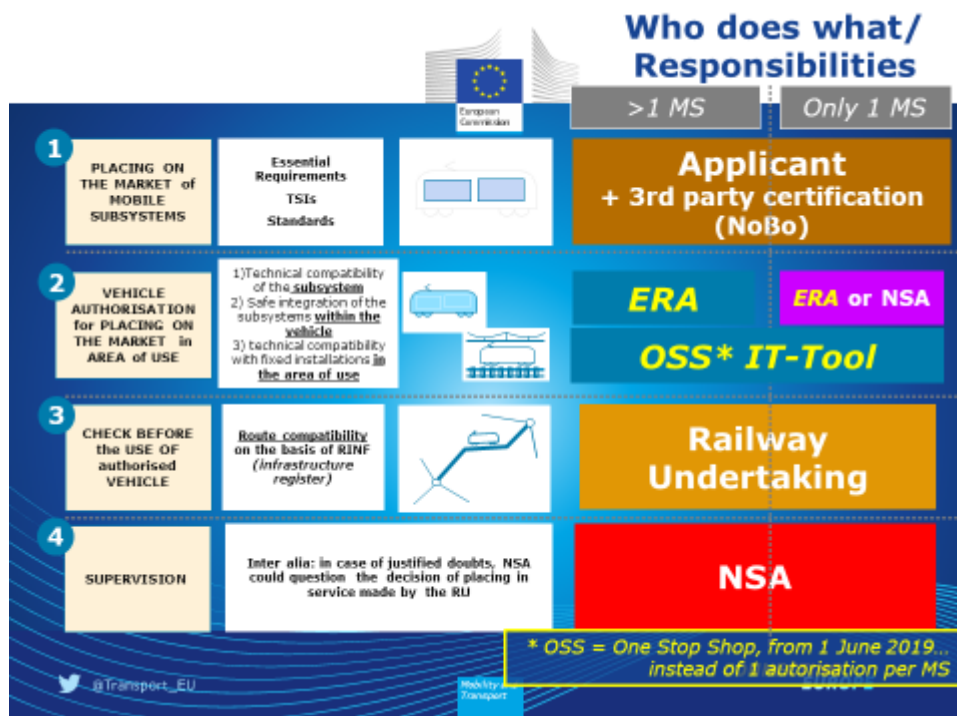
ERA delivered a recommendation on Route Compatibility to the Commission on 24 October (https://www.era.europa.eu/content/consultation-revision-technical-specification-interoperability-operation-and-traffic_en). A first commission text (non-paper) of Operation TSI has been discussed by the expert group of the 4RWP and with Member States in RISC Committee (7-8-9 of November). It will be further discussed at 4RWP experts group on 18 December and in RISC end of January.

It is important for RU and IM to feed into the process be prepared for this change and plan as appropriate the update of their respective Safety Management Systems.

Therefore, DG MOVE is proposing to arrange a joint RU Dialogue PRIME meeting to discuss the topic of the check of the compatibility between an already authorised vehicle and a specific route (so called route compatibility check) on the Union network.

Annex:

Outline of the requirements for the Route Compatibility checks under the 4th Railway Package



DIRECTIVE (EU) 2016/797 ON INTEROPERABILITY

Compatibility

- **Network compatibility:** defined in Art. 21 + REGULATION (EU) 2018/545 (Vehicle Authorisation Implementing Regulation)
- **Route Compatibility:** defined in Art. 23:
 - Route compatibility checks to be performed after vehicle authorisation
 - under **sole responsibility of RUs**
- Supporting texts:
 - Structural TSIs will identify the BDC – Basic Design Characteristics
 - Operation TSIs will describe the RCC (art 4.2.2.5 and Appendix D1)
 - RINF and ERATV will be updated accordingly

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Legal basis: directive 2016/798

Article 4. Content of TSIs:

... each TSI shall ... (i) **indicate the parameters** of the vehicles and fixed subsystems to be checked by the railway undertaking and the procedures to be applied to check those parameters after the delivery of the vehicle authorisation for placing on the market and before the first use of the vehicle to ensure compatibility between hives and the routes on which they are to be operated.

→ Appendix D1 of new Operation TSI

Article 23. Checks before the use of authorised vehicles

1. Before a railway undertaking uses a vehicle in the area of use specified in its authorisation for placing on the market, it shall check:

(a) that the vehicle has been **authorised** for placing on the market in accordance with Article 21 and is duly registered;

→ 4.2.2.5.1. of new Operation TSI: **Route compatibility**

(b) that the vehicle is **compatible with the route on the basis of the infrastructure register, the relevant TSIs or any relevant information** to be provided by the infrastructure manager free of charge and within a reasonable period of time, where such a register does not exist or is incomplete; and

→ 4.2.2.5.1 of new Operation TSI: **Route Compatibility**

(c) that the **vehicle is properly integrated in the composition of the train where it is intended to operate**, taking into account the safety management system set out in Article 9 of Directive (EU) 2016/798 and the TSI on operation and traffic management.

→ 4.2.2.5.2 of new Operation TSI: **Train composition (already in present OPE TSI)**

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