

Rail transport: interoperability of the Community rail system. Recast

2006/0273(COD) - 30/01/2013 - Follow-up document

In accordance with the requirements of Directive 2008/57/EC, the Commission presents a report describing the stage reached in achieving interoperability of the European rail system since the report of 2009 (please refer to the summary of 08/09/2009).

Transposition of the interoperability Directives (Directives 2008/57/EC, 2009/131/EC and 2011/18/EU): the Commission departments, with the support of the European Railway Agency, are currently checking the conformity of the national implementing acts with these Directives. By 31 August 2012, the Commission had launched infringement procedures against five Member States for failure to communicate national implementing measures.

Secondary legislation on interoperability (technical specifications for interoperability (TSIs) and other legal measures): this is now complete as far as the trans-European rail system is concerned. The interoperability Directives envisage that this legal framework should be further developed by correcting errors and closing open points in TSIs, and **extending the geographical scope of the TSIs** to the whole European Union's rail system by 2015. Beyond this date, TSIs will be subject to regular revision to keep up with technical progress, market trends and social requirements. Future revisions of TSIs will consider greater use of voluntary European standards will be considered.

The report notes that the extension of TSIs and the closure of their open points will enable the European Railway Agency and Member States to identify and repeal national rules that are redundant or incompatible with the TSIs. The Commission proposals on the [Fourth Railway Package](#) will:

- simplify the extension of TSIs;
- put forward clarifications regarding the application of TSIs when existing subsystems are renewed or upgraded;
- emphasise the importance of the role and correct functioning of Notified Bodies by aligning the interoperability legislation with the new [legislative framework for the marketing of products](#);
- address the difficulties experienced in the current vehicle authorisation process, by introducing the notion of a single vehicle authorisation for placing on the market which will be valid throughout the EU. This will entail a reinforced [role for the Agency](#) and an increased focus by national safety authorities on supervision tasks.

The progress made thanks to the EU regulatory framework for railway interoperability will encourage the development of the internal rail market, helping new businesses to emerge, cutting entry costs and improving the competitiveness of rail.