

Rail transport: interoperability of the trans-European conventional rail system

1999/0252(COD) - 28/03/2006 - Implementing legislative act

ACT: Commission Decision 2006/697/EC concerning the technical specifications for interoperability relating to the control-command and signalling subsystems of the trans-European conventional rail system.

CONTENT: this legislative act establishes the “Technical Specification for Interoperability”, or TSI, for the **control-command and signalling sub-system of the trans-European conventional rail system**. The specifications of the new TSI are set out in Annex to this Decision.

The purpose of the new TSI is to form a coherent implementing strategy for the design, construction, commissioning, upgrading, renewal and operation of the infrastructure and the rolling stock. A distinction is made between “renewal” and “maintenance”. Thus, the TSI will apply to renewals but not to maintenance related replacements although Member States are encouraged to apply the new TSI whenever possible.

The Decision also foresees the establishment of a “Change Control Management” process which will update and revise the TSI where technological advances require it. The updating process will be transferred from the AEIF to the European Railway Agency which is established by Regulation 881/2004 /EC.

The Member States are required to notify the following items to the Commission and the other Member States within six months of this Decision being notified:

- The list of applicable technical rules relating to “Open points”;
- The conformity assessment and checking procedures.
- The names of those bodies authorised to carry out conformity-assessment and checking procedures.

The Member States will need to establish a national implementation plan for the TSI and forward it to both the Commission and the other Member States. On the basis of these national plans the Commission will prepare an EU master plan.

The Member States must make every effort for the availability of an external Specific Transmission Module, or STM, for their legacy Class B command-and-control systems by 31 December 2007.

With regards to the infrastructure and rolling stock already in services, at the time of entry into force of this TSI, the TSI should be applied from the time when work is envisaged on these infrastructures and rolling stock.

The Decision will become applicable six months after the date of its notification.