

Procedure file

Basic information		
SYN - Cooperation procedure (historic)	1994/0112(SYN)	Procedure completed
Inter-operability of the European high-speed train network See also 1999/2165(COS) Amended by 2002/0023(COD) Repealed by 2006/0273(COD) Subject 3.20.02 Rail transport: passengers and freight 3.20.11 Trans-European transport networks		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	TRAN Transport and Tourism		26/07/1994
		PSE CASTRICUM Frits	
	Former committee responsible		26/07/1994
	TRAN Transport and Tourism		
		PSE CASTRICUM Frits	
	Former committee for opinion		07/09/1994
	BUDG Budgets		
		ELDR PORTO Manuel	
Council of the European Union	ECON Economic and Monetary Affairs, Industrial Policy		07/09/1994
		PPE JARZEMBOWSKI Georg	
	ENER Research, Technological Development and Energy		05/10/1994
		PPE SOULIER André	
	ENVI Environment, Public Health and Consumer Protection		05/10/1994
		ELDR DYBKJÆR Lone	
	Council configuration	Meeting	Date
	Agriculture and Fisheries	1944	23/07/1996
	Transport, Telecommunications and Energy	1893	08/12/1995
	Transport, Telecommunications and Energy	1834	14/03/1995

Key events			
13/04/1994	Additional information		Summary
15/04/1994	Legislative proposal published	COM(1994)0107	Summary
21/07/1994	Committee referral announced in		

	Parliament		
01/12/1994	Vote in committee		Summary
01/12/1994	Committee report tabled for plenary, 1st reading/single reading	A4-0097/1994	
18/01/1995	Debate in Parliament		
19/01/1995	Decision by Parliament	T4-0008/1995	Summary
14/03/1995	Debate in Council	1834	Summary
15/06/1995	Modified legislative proposal published	COM(1995)0271	Summary
08/12/1995	Council position published	11326/1/1995	Summary
18/01/1996	Committee referral announced in Parliament, 2nd reading		
19/03/1996	Vote in committee, 2nd reading		Summary
19/03/1996	Committee recommendation tabled for plenary, 2nd reading	A4-0077/1996	
15/04/1996	Debate in Parliament		Summary
16/04/1996	Decision by Parliament, 2nd reading	T4-0167/1996	Summary
10/06/1996	Modified legislative proposal published	COM(1996)0249	Summary
23/07/1996	Act adopted by Council after consultation of Parliament		
23/07/1996	End of procedure in Parliament		
17/09/1996	Final act published in Official Journal		

Technical information

Procedure reference	1994/0112(SYN)
Procedure type	SYN - Cooperation procedure (historic)
Procedure subtype	Legislation
	See also 1999/2165(COS) Amended by 2002/0023(COD) Repealed by 2006/0273(COD)
Legal basis	EC before Amsterdam E 129D-p3
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/07380

Documentation gateway

Legislative proposal		COM(1994)0107 OJ C 134 17.05.1994, p. 0006	15/04/1994	EC	Summary
Committee of the Regions: opinion		CDR0177/1994 OJ C 210 14.08.1995, p. 0038	28/09/1994	CofR	
Economic and Social Committee: opinion, report		CES1297/1994 OJ C 397 31.12.1994, p. 0008	23/11/1994	ESC	Summary

Committee report tabled for plenary, 1st reading/single reading	A4-0097/1994 OJ C 018 23.01.1995, p. 0005	01/12/1994	EP	
Text adopted by Parliament, 1st reading/single reading	T4-0008/1995 OJ C 043 20.02.1995, p. 0052-0060	19/01/1995	EP	Summary
Modified legislative proposal	COM(1995)0271 OJ C 203 08.08.1995, p. 0013	15/06/1995	EC	Summary
Council position	11326/1/1995 OJ C 356 30.12.1995, p. 0043	08/12/1995	CSL	Summary
Commission communication on Council's position	SEC(1995)2263	10/01/1996	EC	Summary
Committee recommendation tabled for plenary, 2nd reading	A4-0077/1996 OJ C 117 22.04.1996, p. 0004	19/03/1996	EP	
Text adopted by Parliament, 2nd reading	T4-0167/1996 OJ C 141 13.05.1996, p. 0019-0048	16/04/1996	EP	Summary
Modified legislative proposal	COM(1996)0249	10/06/1996	EC	Summary
Non-legislative basic document	COM(1999)0414	10/09/1999	EC	
Implementing legislative act	32002D0730 OJ L 245 12.09.2002, p. 0001-0036	30/05/2002	EU	
Implementing legislative act	32002D0731 OJ L 245 12.09.2002, p. 0037-0142	30/05/2002	EU	
Implementing legislative act	32002D0732 OJ L 245 12.09.2002, p. 0143-0279	30/05/2002	EU	
Implementing legislative act	32002D0733 OJ L 245 12.09.2002, p. 0280-0369	30/05/2002	EU	
Implementing legislative act	32002D0734 OJ L 245 12.09.2002, p. 0370-0401	30/05/2002	EU	
Implementing legislative act	32002D0735 OJ L 245 12.09.2002, p. 0402-0506	30/05/2002	EU	Summary
Follow-up document	COM(2006)0660	06/11/2006	EC	Summary

Additional information

European Commission

[EUR-Lex](#)

Final act

[Directive 1996/48](#)
[OJ L 235 17.09.1996, p. 0006](#) Summary

Inter-operability of the European high-speed train network

Inter-operability of the European high-speed train network

The proposal for a directive was aimed at guaranteeing the interoperability of the trans-European high-speed rail system. It considered the European rail network in its entirety, breaking this down into its structural subsystems: infrastructure, energy, maintenance, control/command and signalling, rolling stock, environment, operation and users. For each subsystem an inventory was drawn up of the various components, constituents and interfaces which had a critical role to play in respect of interoperability. The proposal also contained a general definition of the obligations in respect of the main requirements relating to health, safety, environmental protection, consumer protection, technical compatibility and operating standards, which had to be met in order to ensure interoperability. As far as was necessary, the essential requirements for each subsystem were to be specified in the "Technical Specifications for Interoperability" (TSIs). These TSIs laid down the basic parameters (gauge, voltage, etc.) and established the components and interfaces which played a critical role in respect of interoperability, together with the procedures for assessing compliance and fitness for use. The TSIs were to be drawn up under a mandate from the Commission by experts from the rail companies and administrators from the infrastructure and industry sectors. For the components and conditions at the critical interfaces for interoperability, the necessary technical specifications would be drawn up by specialist organizations, particularly with regard to European CEN, CENELEC and ETSI standards. In this case the compliance assessment would be undertaken at the request of the manufacturer by bodies which have been notified by the Member States, and the manufacturer would make out the EC declaration of compliance in accordance with the modalities defined in the Directive and on the basis of the modules laid down in the corresponding TSIs. As far as subsystems were concerned, the verification of compliance with the TSIs would be carried out in accordance with an appropriate procedure defined in the proposal and prepared by a notified body at the request of an adjudicating entity which would draw up the EC declaration of compliance; this verification would then be used by Member States to authorize the commissioning of the subsystem. ?

Inter-operability of the European high-speed train network

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Inter-operability of the European high-speed train network

The committee has adopted the report of Mr. Frits CASTRICUM (NL, PES) on the Commission proposal for a Council Directive on the interoperability of the European high-speed train network. The Commission proposal seeks to create a regulatory framework with mandatory technical specifications for interoperability (TSI) and harmonized standards for the purpose of ensuring interoperability on the European high-speed train network, while helping to open up transport service and equipment contracts and enhancing the competitiveness of the railway sector overall. This last aspect is of particular importance given that the Japanese railway industry is competing on the international market with the European industry. At present, the EU has no common provisions on high-speed trains on the European network. The existing systems are largely incompatible and as a result locomotives and staff usually have to be exchanged at frontiers. These differences are an obstacle to high-speed trains in the European network. The directive is intended to lead to cooperation between the Member States and the railway and the industry and between the Member States and the Commission. Rapporteur CASTRICUM regards the proposal as the first step towards an interoperable network for all train systems. It is clearly important to link up the major European centres and economic regions through an efficient and interoperable high-speed train network. But the rapporteur feels that a People's Europe cannot be content merely with the interoperability of the upper market segment alone. If Europe is to grow together, cross-border transport at local and regional level, goods transport and, of course, combined transport must gradually become interoperable. The proposal is largely technical in nature and is the result of talks between the Commission, rail operators, the rail industry and government experts from the Member States. Its sole purpose is to define the technical requirements enabling high-speed trains to cross frontiers and move freely within the Union without any delays. All 9 technical amendments were carried.

Inter-operability of the European high-speed train network

The European Parliament approved the proposal for a directive. The amendments by the European Parliament call for: - easier access to the entire European network of high-speed trains for users and for the interoperability of ticketing, reservation and information systems to be guaranteed; - Switzerland and the central and eastern European countries to be involved in achieving interoperability; - training programmes for drivers and maintenance staff of high-speed trains to be harmonised; - the Commission to report to the Council and the European Parliament on progress achieved towards the interoperability of the network every two years.?

Inter-operability of the European high-speed train network

The Council noted the stage reached in discussions on the proposal for a directive on the interoperability of the European high-speed train network. The Permanent Representatives Committee was instructed to expedite its discussions so that the Council could adopt a common position at its next meeting in June 1995.

Inter-operability of the European high-speed train network

The Commission's amended proposal incorporates the European Parliament's amendments on: - the gradual progression of the European rail network as a whole towards interoperability and new regulations on the interoperability of the conventional European rail network, as this will further the development of the industrial sector and railway undertakings; - new technical operational and/or administrative solutions to benefit customers by allowing rapid goods transport services to be integrated into the high-speed European train network; - interconnected ticketing, reservation and information systems giving users easy access to the entire European high-speed train network; - clarifying the distinction

between the notified body as such and the personnel working on its behalf; - the independent status of notified bodies; - the regular interoperability progress report. However, the Commission rejected amendments on: - the association, within the framework of the directive, of third European countries (especially Switzerland and the Central and Eastern European Countries) in interoperability projects; - harmonized training and examination and qualification procedures for staff which have an impact on high-speed train traffic; - systems specific to high-speed trains and the networks operating this rolling stock.?

Inter-operability of the European high-speed train network

The common position of the Council only takes up one of the seven amendments accepted by the Commission in its amended proposal, i.e. the amendment calling on the Commission to report every two years to the European Parliament and the Council on the progress made towards achieving interoperability. Moreover, the Council included major amendments, the most significant of which concern the following points: - Objective of interoperability: the term 'trans-European rail system' replaces the term 'European network'; - Content of the Technical Specifications for Interoperability (TSIs): .TSIs concerning the environment, operation or users will be drawn up only where this would be necessary to ensure interoperability in structural areas; .the coherence of the trans-European railway system which the observance of the TSIs permits must not jeopardize the coherence of each existing national network - Criteria for drawing up TSIs: .TSIs must take account of the cost of the various technical solutions for achieving interoperability; the joint representative body must submit an assessment of the costs and benefits of each of those solutions; .the joint representative body must work in a transparent manner and in accordance with general Community harmonisation procedures - Option afforded to the Member States not to apply certain TSIs in specific cases: in all such cases, the Member State concerned must notify its intended derogation to the Commission in advance and provide it with the appropriate clarification and justification; - Notified bodies: a procedure is laid down for cases in which a Member State or the Commission consider that a body notified by another Member State does not meet the other relevant criteria; - Committee: the advisory committee is replaced by a type III-b committee; - Annex I: the annex has been redrafted to take account of the following points: .as regards infrastructure, of the common position concerning the proposal for a Decision on the guidelines for the development of the trans-European transport network; .as regards rolling stock, of the possibility of reaching speeds of over 300 km/h in appropriate circumstances; - Annex II: the Council has eliminated the list of sectors referred to in each of the subsystems; - Annex III (essential requirements) : deletion of the paragraphs relating to 'Nature of requirements', 'consumer protection' and 'Users'. ?

Inter-operability of the European high-speed train network

The Commission considered that the Council's amendments to the proposal for a directive substantially altered the Commission's objective in its original proposal insofar as they tended to reduce the scope of interoperability and technical compatibility of structural subsystems and, for financial reasons (cost/benefit justification), attached restrictive conditions to the application of TSIs which gave priority to the maintenance of existing national networks. The Commission, for its part, had geared its proposal towards an integrated trans-European high-speed rail system which took account of users' needs and regretted that the Council was unable to support it.?

Inter-operability of the European high-speed train network

Adopted was Mr Frits CASTRICUM's (NL, PES) report on a Directive on the operability of the trans-European high-speed rail system. The aim of this proposed Directive is to promote the interlinking and interoperability of national high-speed railways and to create the conditions for the development of an open and competition-orientated market in the high-speed rail sector. Rapporteur CASTRICUM had retabled amendments on upholding some political demands at first reading in order to provide the further development of these networks. This is particularly true of the goal of progressively making trans-frontier regional transport, rapid goods transport and, at a later stage, the entire rail transport system interoperable. The public should also have easy access to the high-speed network. also have easy access to the high-speed network. also have easy access to the high-speed network.

Inter-operability of the European high-speed train network

The rapporteur, Mr CASTRICUM (PSE, NL), was critical of the fact that the common position of the Council was substantially different from the initial proposal put forward by the Commission and from the amendments drawn up by Parliament at first reading. Indeed, while the Commission's proposal sought to create a high-speed European network through broad-based harmonisation of the different sub-systems, the common position focused much more on the technical compatibility of the national components. Technical compatibility in this case was being pursued exclusively for the benefit of high-speed cross-border traffic. The rapporteur considered that it was important to oppose any excessive re-nationalisation of the European high-speed train network; he then went on to repeat certain political demands that had been drawn up at first reading concerning the development of railway networks; finally, he insisted that users of high-speed rail networks should be guaranteed easy access. Commissioner Kinnock stated that the Commission was prepared to take over all the amendments tabled by the Committee on Transport. However, he could not accept Amendment No 12, as it would complicate a system of interoperability that was designed to introduce greater simplification; on the other hand, he was ready to accept Amendments Nos 6, 7, 8 and 9, which related to technical matters, and No 11, which was aimed at protecting the interests of consumers. He too was dismayed at the common position of the Council, as the delays this could produce might well undermine the viability of the high-speed transport systems.

Inter-operability of the European high-speed train network

In adopting the report by Mr Frits CASTRICUM (PSE, NL) on the common position of the Council, the EP reiterated some of the political demands voiced at first reading for the further development of the rail networks, with particular reference to the goal of progressively making trans-frontier regional transport, rapid goods transport and, at a later stage, the entire rail transport system interoperable. Finally, it insisted that

users must have easy access to the high-speed network through the interoperability of the ticketing, reservation and information systems of the European high-speed railway network. ?

Inter-operability of the European high-speed train network

The Commission incorporated the European Parliament's 8 amendments to the common position in its amended proposal. These amendments seek to: - guarantee gradual progression towards interoperability of the European rail network; - introduce a global vision for rail transport network systems which states that proposals on the interoperability of the traditional rail network should in future be presented by the Commission; - gradually introduce rapid goods transport services on the high speed network; - improve access to the European high speed network; - given the importance of the economic considerations, propose that the same examination procedure be applied to the four derogations provided for in the directive; - change the regulatory committee procedure to an advisory committee procedure; - supplement Annex III by adding a fundamental requirement on consumer protection. ?

Inter-operability of the European high-speed train network

OBJECTIVE : to achieve interoperability of the trans-European rail system, i.e. the ability of the trans-European high-speed rail system to allow the uninterrupted movement of high-speed trains across Community territory. **COMMUNITY MEASURE :** Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system. **SUBSTANCE :** the Directive lays down the parameters and procedures required for the adoption of technical specifications for interoperability, particularly in respect of the structural subsystems (infrastructure, energy, control and command, signalling and rolling stock). With regard to infrastructure, high-speed lines should comprise: - specially built high-speed lines equipped for speeds generally equal to or greater than 250km/h, - specially upgraded high-speed lines equipped for speeds of the order of 200km/h, - specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, on which the speed must be adapted to each case. With regard to rolling stock, the high-speed advanced-technology trains should be designed in such a way as to guarantee safe, uninterrupted travel: - at a speed of at least 250 km/h on the lines specially built for high speed, while enabling speeds of over 300km/h to be reached in appropriate circumstances, - at a speed of the order of 200 km/h on specially upgraded existing lines, - at the highest possible speed on other lines. **DATE OF ENTRY INTO FORCE:** 8 October 1996 **DEADLINE FOR TRANSPOSITION INTO NATIONAL LEGISLATION:** 8 April 1999 ?

Inter-operability of the European high-speed train network

COMMUNITY MEASURES : Commission Decisions concerning the technical specifications for interoperability (TSI) relating to the maintenance (2002/730/EC), control-command and signalling (2002/731/EC), infrastructure (2002/732/EC), energy (2002/733/EC), operation (2002/734/EC), rolling stock (2002/735/EC) subsystems of the trans-European high-speed rail system. **CONTENT :** in accordance with Directive 96/48/EC, the trans-European high-speed rail system is subdivided into structural or functional subsystems. These subsystems are described in Annex II to the Directive. Each of the subsystems shall be covered by a technical specification for interoperability (TSI). This is the purpose of the present Decisions. As specified in Directive 96/48/EC, the conditions for achieving interoperability of the trans-European high-speed rail system concern the design, construction, upgrading and operation of the infrastructures and rolling stock contributing to the functioning of the system to be put into service after the date of entry into force of the Directive. In order for these Decisions to be implemented, a distinction should be made between upgrading, renewal and maintenance-related replacement. The TSI, which is the subject of these Decisions, is based on best available expert knowledge at the time of preparation of the corresponding draft. Developments in technology or social requirements may make it necessary to amend or supplement this TSI. The application of the TSI which is the subject of these Decisions must take into account specific criteria relating to technical and operational compatibility between the infrastructures and the rolling stock to be placed in service and the network into which they are to be integrated. **ENTRY INTO FORCE :** six months after notification of these Decisions.