UITP and European Rail Legislation impacting local rail networks
(Urban, suburban and regional)

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UITP and European Rail Legislation impacting local rail networks (Urban, suburban and regional)

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1. Introduction

UITP represents local collective passenger transport, whatever the mode (by rail, by road or waterborne). The stakeholders of this sector have been mostly focusing in the last seven years on a proposed European regulation on public passenger transport by rail and by road (so-called PSR regulation, PSR for Public Service Requirements) which redefines the conditions for awarding public service contracts. This Regulation 1370/2007/EC was published on 3 December 2007 and shall enter into force on 3 December 2009. However, apart from this PSR regulation, local rail public passenger transport is also impacted by European rail-specific legislation initially developed so as to promote the development of the trans-European rail networks. The following document presents the current state (February 2008) of this rail legislation in its relationship with local rail (urban, suburban and regional). Only the rail legislation impacting the local rail sector is mentioned. The document also provides the legal references of other European legislation impacting the local rail sector.

The European Union’s treaties view the common transport policy as one of the fundamental components of Europe’s single market. The European Commission has often highlighted rail’s competitive advantages compared to other transport modes by land or air, particularly in terms of its energy consumption, environmental impact and safety record. In the Commission’s view, rail revitalisation and fairer infrastructure charges should trigger a major traffic shift away from our roads and onto the railways.
However, the rail sector is suffering on account of the huge variety and complexity of the technical specifications and operating methods of its various national rail networks. These are restricting rail’s appeal and driving up the cost of building and operating infrastructures, vehicles and equipment. The Commission is trying therefore to introduce European legislation gradually that promotes the emergence of a single railway market throughout the Union and contributes to its development by favouring three concepts: market liberalisation, physical interoperability and technical harmonisation, notably in the fields of rail safety and of rights and obligations of rail passengers.

Numerous European rail legislative texts have been adopted in the recent past. The suburban and regional passenger rail sectors as well as the urban rail sector (metro, light rail, etc) are now potentially within the scope of this legislation, even if the urban rail networks have been up to now excluded from it by Member States\(^1\) when transposing the European legislation into the national one, as will be shown below.

Urban, suburban and regional rail services operated under public service requirements will be regulated from 3 December 2009 by Regulation 1370/2007/EC published on 3 December 2007.

European rail legislation is creating problems for the urban rail sector\(^2\), since interoperability between networks is not a relevant target, given the diversity of the networks and their local character. On the other hand, achieving an appropriate level of technical harmonisation could be promoted for urban rail networks: these would take advantage of interchangeability between the rail components and sub-systems by means of compatible interfaces, and of a European harmonisation of certain basic characteristics of urban systems. A European support in that regard would allow the European Union’s internal market to work more efficiently and to achieve economies of scale in terms of both rail network investment and operation necessary for the sustainable development of major cities.

References

1. Except Portugal, until an urban rail legislation is produced. For their part, Hungary and United Kingdom are developing in parallel specific urban rail technical specifications.
2. And in some areas for the suburban and regional rail sector as well, e.g. for passenger information and ticketing systems (so called TAP TSIs, Telematic Applications for Passengers Technical Specifications for Interoperability).
2. Legislation concerning interoperability and railway market liberalisation

2.1. The first railway Directives

The first Directive to liberalise the rail market dates back to July 1991 (91/440/EEC). In June 1995, several Directives defined the principles and procedures to be followed in order to access the rail market pursuant to Directive 91/440/EEC:

- Directive 95/18/EC on the licensing of railway undertakings, which excludes from its scope undertakings whose activities are limited to the operation of urban, suburban and regional services (Article 1.2);
- Directive 95/19/EC on the allocation of railway infrastructure capacity and the charging of infrastructure fees.

The first Interoperability Directive (96/48/EC) dates from July 1996 and only concerns the interoperability of the trans-European high-speed rail system.

These Directives were modified or replaced:
- in 2001 by the “first railway package”;
- in April 2004 by the “second railway package”;
- in December 2007 by the “third railway package”.

A “third twice railway package” presented by the European Commission in December 2006 already led to the adoption of one Directive in first reading (with amendments) by the Parliament one year later, on 11 December 2007. This new Interoperability Directive had not yet been published at the time the current document was produced. Two other texts focusing on railway safety shall have a second reading in 2008.

2.2. The first railway package

The “first railway package” refers to a set of texts adopted on 26 February and 19 March 2001, which entered into force on 15 March (with some derogations) and 20 April 2001, and were to be transposed into national law within two years, including:

- Directive 2001/12/EC, amending Directive 91/440/EEC and providing for the opening-up to competition of the 50,000 km “Trans-European rail freight network” from 2003, and of other international freight routes from 2008;
- Directive 2001/13/EC, amending Directive 95/18/EC and extending the licensing principle to all sector undertakings;
- Directive 2001/14/EC, repealing Directive 95/19/EC and concerning the allocation of railway infrastructure capacity, the levying of charges for the use of railway infrastructure, and safety certification. It establishes a new framework aimed at constituting a European railway area without borders;
- Directive 2001/16/EC, supplementing Directive 96/48/EC and aimed at establishing the full set of conditions to be met in order to allow interoperability within the territory of the Community between trans-European conventional rail systems.

Directives 2001/13/EC and 2001/14/EC are the first to make explicit reference to the UITP members’ own sector
of activity. Indeed, they state (Article 1.2) that:

“The Member States may exclude from the scope of:

- Directive 2001/13/EC:
  a) undertakings which only operate rail passenger services on local and regional stand-alone railway infrastructure;
  b) railway undertakings which only operate urban or suburban rail passenger services; [...].

- Directive 2001/14/EC:
  a) stand-alone local and regional networks for passenger services on railway infrastructure;
  b) networks intended only for the operation of urban or suburban passenger services; [...]."

In turn, Directive 2001/16/EC applies to lines within trans-European transport networks and to the rolling stock operating on these lines. The working method established by the interoperability directives in order to produce the required technical harmonisation consists of defining the necessary minimum in terms of each sub-system, by entrusting a “joint representative body” with the task of preparing “Technical Specifications for Interoperability” (TSIs).

AEIF, the European Association for Railway Interoperability (www.aeif.org), was mandated originally by the Commission with this aim in mind. AEIF represented infrastructure managers, railway companies and the manufacturing industry. AEIF was replaced in 2005 by the European Railway Agency as a result of the adoption of the “second railway package”. AEIF established TSIs related to high-speed rail transport and rail freight transport, and some TSIs related to “conventional” trans-European networks, adopted between 2004 and 2007. The latest TSIs prepared by AEIF deal with the following issues:

- safety in railway tunnels;
- accessibility for persons of reduced mobility;
- air pollution – diesel engines.

2.3. The second railway package

The “second railway package” adopted on 29 April 2004, which entered into force on 30 April 2004, comprises three Directives and one Regulation:

- Directive 2004/49/EC on railway safety, amending Directives 95/18/EC and 2001/14/EC, to be transposed into national legislation before 30 April 2006 and specifically entailing four series of measures:
  1. the creation, in each Member State, of a “safety authority” responsible for regulating and controlling railway safety, authorisations for placing in service subsystems and rolling stock not covered by a
TSI, safety inspections and monitoring of mutual recognition of national safety rules;
ii. mutual recognition of safety certificates (railway undertakings) and safety authorisations (infrastructure managers) issued by the various Member States;
iii. development of common safety indicators (CSIs), common safety targets (CSTs) and common safety methods (CSMs);
iv. definition of common rules for investigations following railway incidents and accidents, with the creation of permanent independent investigation bodies;

- Directive 2004/50/EC on the interoperability of the conventional trans-European rail network, amending Directives 96/48/EC and 2001/16/EC and speeding up application of interoperability standards for the trans-European rail system, to be transposed into national legislation before 30 April 2006;
- Directive 2004/51/EC on the development of the Community’s railways, which amends Directive 91/440/EEC and opens up to competition the Union’s entire rail infrastructure used for the transport of freight, i.e. some 150,000 kilometres, by 1 January 2006 at the latest for international services and by 1 January 2007 for all rail freight services, to be transposed into national legislation before 31 December 2005;
- Regulation EC/881/2004 establishing a European Railway Agency responsible for railway safety and interoperability, designed ultimately to replace AEIF. This Agency, operational since mid-2005, brings together experts from the rail sector seconded to it for specified periods, and created working groups to support it, made up of selected members of “representative railway associations” such as UITP.

Directive 2004/49/EC (“safety” directive) covers all rail modes, including urban modes (metro, tram, etc.). However, Article 2.2 of the Directive states that: “Member States may exclude from the measures they adopt in implementation of this Directive:
(a) metros, tramway and other urban rail systems;
(b) networks that are functionally separate from the rest of the railway system and intended only for the operation of local, urban or suburban passenger services, as well as railway undertakings operating solely on these; [...].”

Directive 2004/50/EC (“interoperability” directive) amends Article 1 of Directive 2001/16/EC by adding a third paragraph:
“The scope of this Directive shall be progressively extended to the whole conventional rail system, including track access to terminals and main port facilities serving or potentially serving more than one user, except for infrastructure and rolling stock reserved for a strictly local, historical or tourist use or infrastructure which is functionally isolated from the rest of the rail system, and without prejudice to the derogations to the application of TSI as listed in Article 7.”

As regards the scope of the national legislation transposing the First and the Second Railway Packages, all Member States decided to exclude the urban rail systems except partially Portugal. This was in line with the UITP position. For UITP, it is very important that all Member States have the same opinion towards urban rail systems, and that they stick to it for the future “third twice” legislation transposition. This will facilitate the development of different and specific technical regulations for urban rail systems (see below).

2.4. The third railway package

The “third railway package” was presented by the Commission in April 2004. Adopted on 23 October 2007 after numerous changes introduced by the European Parliament and the Council, during first and second reading, and later during the conciliation phase, it was published in the Official Journal of the European Union on 3 December 2007.

The “third railway package” includes two Directives and one Regulation which entered into force on 4 December 2007:

- Directive 2007/59/EC on the certification of train crews operating locomotives and trains on the Community’s rail network;
- Regulation 1371/2007/EC on the rights and obligations of international rail passengers.

2.4.1. Directive 2007/58/EC on the development of the Community’s railways

The Directive, to be transposed into national legislation before 4 June 2009, only deals with the opening up of the international passenger rail services market. The Parliament had obtained a majority vote on first reading, which also required national markets to be opened up, but could not obtain a majority on second reading.

The Directive allows Member States to raise a levy on passenger rail services in order to contribute to the financing of public service obligation compensation in the framework of public services contracts concluded in accordance with Community law.

It authorises “cabotage” for international services, i.e. the right for railway undertakings, in the course of an
international passenger service, to pick up passengers at any station located on the international route and set them down at another, including stations located in the same Member State. Due to the fact that cabotage could trigger a conflict of interest with certain national services, which are operated under public-service contracts and benefit from exclusive rights, further explanations were provided with respect to the initial text – partly based on recommendations made by UITP – on the conditions for cabotage limitation when necessary in order to maintain the economic balance of public services.

The text of the Directive also includes a reciprocity clause on the issues of competition and direct attribution of exclusive rights, as well as clauses on framework agreements allowing specialised infrastructures to be set up, requiring major long-term investments.

The Directive stipulates that by 31 December 2012, the Commission shall present a report on the application of the Directive, as well as the state of the preparation of a further opening-up of the passenger rail market. In this report, the Commission shall analyse the different models for organizing this market and the impact of the Directive on public service contracts and their financing, taking into account the implementation of the Regulation on public service requirements and the intrinsic differences between Member States in terms of density of networks, number of passengers, average travel distance and so on.

2.4.2. Directive 2007/59/EC on the certification of train crews

The Directive, to be transposed into national legislation before 4 December 2009, is aimed at harmonising professional, medical and linguistic standards at Community level of train crews participating directly in tasks related to train and passenger safety. It has the same scope as Directive 2004/49/EC, and therefore the same exclusion possibilities for urban rail systems. In UITP’s view, short-distance rail transport – including cross-border – should have been excluded, but this was not the case.

As a first step, this Directive shall apply only to train drivers. These drivers shall have a licence demonstrating that they satisfy minimum conditions as regard medical requirements, basic education background and general professional skill.

In parallel, the European Railway Agency shall, in a report to be presented by 4 June 2009, and taking into account the Technical Specifications for Interoperability on operation and traffic management developed under Directives 96/48/EC and 2001/16/EC, identify the profile and tasks of other crew members performing safety-critical tasks whose professional qualifications accordingly contribute to railway safety. On the basis of this report the Commission shall, by 4 June 2010, present a report and, if appropriate, bring forward a legislative proposal on a certification system for these other crew members.

2.4.3. Regulation 1371/2007/EC on the rights and obligations of passengers

The Regulation deals with the responsibility of rail operators and infrastructure managers towards passengers (and their luggage or equipment) before, during, and after travel, in particular as regards information and transport contracts. This includes compensation and assistance in the event of delays, complaints procedures, and special clauses applicable to people with reduced mobility. The main issue to settle before the final adoption of the regulation (and the third railway package as a whole) has been the scope of the Regulation, which the Council intended to limit to international services, whereas the Parliament wanted it to encompass national services. Eventually, the Regulation shall apply from 3 December 2009 to all rail journeys and services throughout the Community provided by one or more licensed railway undertakings (Article 2 (1)).

As recommended by UITP, it shall not apply to railway undertakings and transport services which are not licensed (Article 2 (2)).

None of the licensed undertakings and services can be exempted from the provisions of some Articles of the regulation (Article 2 (3) presented below), but apart from this restriction Member States can temporarily exempt domestic rail passenger services, and permanently exempt urban, suburban and regional rail services. Indeed:

- According to Article 2 (4) a Member State may grant an exemption for a of period no longer than five years, which may be renewed twice (e.g. 15 years as a total maximum), for domestic rail passenger services;

References

3 Portugal had decided to include urban rail, but was still waiting for a specific legislation.
4 In addition, according to Article 2 (6), a Member State may also grant a temporary exemption, for a maximum period of five years which may be renewed, for particular services or journeys because a significant part of the rail passenger service, including at least one scheduled station stop, is operated outside the Community.
• As requested by UITP European Union Committee, according to Article 2 (5), a Member State may permanently exempt urban, suburban and regional rail passenger services, as defined in directive 91/440/EC. When applying these definitions, the exemption shall have to take into account the following criteria: distance, frequency of services, number of scheduled stops, rolling stock employed, ticketing schemes, fluctuations in passenger numbers between services in peak and off-peak periods, train codes and timetables. Members States shall inform the Commission of exemptions granted. The Commission (Article 2 (7)) shall check their accordance with the regulation and publish a report on exemptions no later than five years after the entry into force of the regulation (two years after the date of its publication).

One issue remains very unsatisfactory. The cross-border local rail market segment is not properly addressed: cross-border suburban and regional rail services cannot be exempted from the scope of the Regulation, while they might be operated as part of integrated local public transport systems which can be exempted for their part operated within a single Member State.

Mandatory scope of Regulation 1371/2007/EC:

Article 2 (3) provides the list of Articles whose scope is mandatory for all rail services. All passengers using licensed rail services will be protected by a set of basic rights, as follows:

- **Article 9: Availability of tickets.** In particular, paragraph 2: Railway undertakings shall offer the possibility to obtain tickets for the respective service on board the train, unless this is limited or denied on security or antifraud policy or compulsory train reservation or reasonable commercial grounds;

- **Article 11: Liability for passengers and luggage.** Liability shall cope at least with uniform rules extracted from the Appendix A to the convention concerning international carriage by rail of 9 May 1980 (COTIF) modified by the protocol of 3 June 1999 (CIV). Further compensation for damages can be granted by national laws;

- **Article 12: Insurance.** Railway undertakings must be adequately insured (or equivalent arrangements) (Paragraph 1). The Commission shall submit to the European Parliament and the Council not later than 3 December 2008 a report on the setting of a minimum amount of insurance for railway undertakings. If appropriate it shall be accompanied by suitable proposals or recommendations on this matter (Paragraph 2);

- **Article 19: Rights to transport of disabled persons and of persons with reduced mobility.** The main points are non-discriminatory access rules; and the obligation for Railway Undertakings, ticket vendors or tour operators to accept a reservation or to issue a ticket;

- **Article 20 (1): Information for disabled persons and persons with reduced mobility.** Upon request, a railway undertaking shall provide disabled persons and persons with reduced mobility with information on the accessibility of rail services and on the access conditions of rolling stock in accordance with the access rules referred to in Article 19 (1) and shall inform disabled persons and persons with reduced mobility about facilities on board;

- **Article 26: Personal security of passengers.** In agreement with public authorities, railway undertakings, infrastructure managers and station managers shall take adequate measures in their respective fields of responsibility and adapt them to the level of security defined by the public authorities to ensure passengers’ personal security in railway stations and on trains and to manage risks. They shall cooperate and exchange information on best practices concerning the prevention of acts, which are likely to deteriorate the level of security.

As soon as the Regulation enters into force on 3 December 2009, compensation in the event of delays on cross-border services (Article 17) will be 25% of the fare for a delay of 60 minutes to 119 minutes and 50% for a delay of 120 minutes or more, but only if the operator can be held responsible for the delay.

Article 28 states also that Railway undertakings shall define service quality standards covering at least some items listed in Annex III of the regulation, and shall monitor their performance accordingly, and produce a yearly report on their performance on the internet website (made available on ERA’s website as well)⁶.

References

⁵ “Urban and suburban services” are transport services operated to meet the transport needs of an urban centre or conurbation, as well as the transport needs between such centre or conurbation and surrounding areas; “Regional services” are transport services operated to meet the transport needs of a region.

⁶ Last point: As for bicycle access (Article 5), railway undertakings shall enable passengers to bring bicycles on to the train, where appropriate for a fee, if they are easy to handle, if this does not adversely affect the specific rail service, and if the rolling stock so permits.
3. Other existing European rail legislation

Two regulations related to rail transport statistics have been in force since 2003: Regulation 91/2003/EC on rail transport statistics, which covers all railway undertakings (licensed or not), and Regulation 1192/2003/EC, which amends Regulation 91/2003/EC by excluding undertakings whose activities only involve the supply of passenger services by metro, tram and/or light rail.
UITP asks Member States, when transposing the railway Directives into national legislation:

- For non-interoperable networks, to exclude local rail networks (metro, tramways, Light Rail) from the scope of the national legal acts implementing the Directives of the Railway Packages (where applicable), due to the fact that the technical specifications resulting from the directives are not suitable for this sector;

- For interoperable networks, to permanently exempt suburban and regional rail services operated under Public Service contracts from the scope of the Regulation on Passengers’ Rights and Obligations, since it would not be possible to adopt “common specifications” for computerised systems as stipulated in COTIF and CIV.7

In addition, for local cross-border interoperable rail services, there is a need for a specific treatment that properly takes into account their relationship with local public transport services operated on either side of the border.

References

7 The Technical Specifications for Interoperability for Telematic Applications for Passengers (TAP TSI) have to be adopted before 3 December 2010, that is one year after the entry into force of the regulation, too late to be able to know if they can be accepted for suburban and regional rail or not. Thanks to an exemption, it shall be possible to select only those TAP TSI that are suitable for the sector.
5. European railway legislation under negotiation

The “third twice” railway package

The Commission adopted new legislation on 13 December 2006:


Through these proposals, the Commission wishes to modify certification procedures for locomotives in order to facilitate the free circulation of trains, and create a precise framework procedure for authorising the use of new and existing rolling stock. The legislative change is necessary not only to create rights for manufacturers, “keepers” of rolling stock and rail operators, as well as for the appropriate authorities, but also to facilitate the task for the national safety authorities created by the application of the “safety” directive.

Within the framework of the programme to simplify Community legislation, the Commission also proposes to consolidate and combine the directives on rail interoperability (96/48/EC, 2001/16/EC, 2004/50/EC), by drawing on experience acquired over the past ten years (simplification, clarification and improvement of TSIs in particular).

The new regulation on the competencies of the European Railway Agency aims to enable it to develop and update a simplified European process of cross acceptance of rolling stock based on the contributions of Member States, and to clarify the distribution of responsibilities between stakeholders in the rail sector, in particular as regards maintenance: for this reason, a new notion of “keeper” of rolling stock has been introduced.

The proposal for a new Interoperability Directive has been adopted with amendments by the European Parliament in first reading on 11 December 2007 (and might be published in April 2008), while the two other legislation proposals shall get a second reading in 2008.


As soon as this new Interoperability Directive shall enter into force the urban rail sector (metro, tramway, Light Rail...) will be fully covered by European Railway legislation, with a possibility for exclusion which UITP strongly recommends applying.

References

8 See http://europa.eu.int/comm/transport/rail/index_en.html
10 Article 3, definition ‘s)’ of the proposal COM(2006) 784 final: “keeper” means the person or entity who, being the owner of a vehicle or having the right to dispose of it, exploits the vehicle economically in a permanent manner as a means of transport.
6. Other initiatives taken at European level in favour of a “Technical harmonisation involving the urban rail sector”

The two rail associations concerned with “urban rail”, i.e. UNIFE on the side of vehicle and equipment suppliers and UITP as representative of operating companies (who generally also manage their own infrastructures), adjudged that it was neither wise nor justified to apply to local rail transport the technical texts devised for medium to long-distance interoperable rail transport, and that dealing with this local rail sector “on the margins” or “as an exception” would leave it in danger ultimately of having unsuitable, costly and ineffective constraints imposed on it, especially with the tendency of exemptions to disappear from European law. They established the fact that their sector of activity had a European, even global, dimension, which made it inevitable that European legislation would be created that would affect “urban rail”, and that an initiative from the sector itself\(^1\) was undoubtedly the most suitable approach for producing the right legislation. Indeed, the “urban rail” sector is a sector undergoing steady expansion, and one which is acknowledged as being of major importance in terms of the sustainable development of cities and regions.

This is why the two rail associations decided in summer 2003\(^2\) to create, in partnership with the European Commission’s “Enterprise and Industry” Directorate General\(^3\), an informal top-level working group\(^4\) in order to prepare a “draft proposal for a Directive on the approximation of the laws, regulations and administrative provisions of the Member States relating to Rail Mass Transit installations (RMT installations) and their accompanying supporting documents”.

Taking into account the results of these deliberations, and following internal consultations, the Commission launched a European consultation in December 2004 on the advisability of having European legislation in the field of technical harmonisation of the urban rail sector.

The consultation did not produce the expected results due to the rejection of part of the text by German operators and their public authorities: the opposition did not concern the proposal to establish “common technical prescriptions” in Europe which was approved by 94% of responses, but rather the authorisation procedure for the introduction of components or sub-systems, which is felt to be incompatible with the method currently used in Germany.

The Directorate General “Enterprise and Industry” therefore decided to launch a study aiming to acquire further knowledge of competitiveness in the rail sector, as well as to examine the possible alternatives to European legislation to facilitate the technical harmonisation of urban rail systems. The study was carried out from 2005 to the end of 2007. The study results were published at the time the European Parliament adopted
the new Interoperability Directive, the scope of which encompasses urban rail networks.

Taking into account the new legal situation, the Directorate General “Enterprise and Industry” concluded that it was no longer possible to escape from the existing legal framework, but confirmed that they were ready to help investigate solutions to support the UITP-UNIFE initiative and promote the preparation by an “Urban Rail Platform”\textsuperscript{15} of a set of technical rules appropriate for the sector.

At the same time, the railway associations (see Annex 1) are jointly coordinating in order to rationalise the interventions of stakeholders in the local rail sector in all market segments:

- in the field of European research, with the support of ERRAC (European Railway Research Advisory Council), the “technological platform” created in 2001 to oversee European rail research and prepare the research actions of European framework programmes FP6 and – underway - FP7;
- in the field of standardisation, by reactivating the JPC-R, “Joint Programming Committee – Rail”, a structure tasked with coordinating the work of European bodies in charge of rail standardisation – the CEN (TC256), CENELEC (TC9X) and ETSI.

**References**

\textsuperscript{11} As a follow-up to the “MARIE” initiative (Mass Rapid Transit Initiative for Europe), an industrial forum launched in 1998 by the European commissioners Neil Kinnock (Transport) and Martin Bangemann (Industry), and by Jean-Paul Bailly (President of UITP) and Kaare Vagner (President of UNIFE).

\textsuperscript{12} Following a decision by the UITP European Union Committee in Madrid on 9 May 2003.

\textsuperscript{13} The mission of the Enterprise and Industry Directorate General is to arrange measures designed to reinforce the competitiveness of European firms. Its role is that of helping to create an environment in which companies are able to flourish, for example by helping to facilitate access to markets and by promoting enterprise and innovation. It favours an industrial policy which guarantees favourable overall framework conditions while at the same time making greater allowance for the specific needs of industry sectors.

\textsuperscript{14} Under acronym “DURD” for “Draft Urban Rail Directive”.

\textsuperscript{15} The acronym “URP” for “Urban Rail Platform” replaces the former DURD acronym (for “Draft Urban Rail Directive”) identifying the UITP-UNIFE working group.
7. Conclusion

At the current state of rail legislation, all railway undertakings and operators in charge of urban, suburban and regional rail networks fall under the European rail legislation framework. The railway undertakings operating suburban and regional “interoperable” networks have to apply the Technical Specifications for Interoperability, but they may be permanently exempted from certain provisions of Regulation 1371/2007/EC on Rail passengers’ rights and obligations, provided that Member States ask for such exemption before 3 December 2009, as UITP is lobbying for. The very particular case of local cross-border rail services and networks (interoperable or not) is not properly addressed by the existing legislation. Operators of urban rail networks and local rail networks “functionally separated” from interoperable networks may be excluded from the scope of legislation existing and expected in 2008. Following UITP expectations, they have been almost entirely excluded from the scope of the second railway package, and should be logically excluded from the Directive 2007/59/EC on the Certification of Train Crews and from the new Interoperability Directive adopted by the Parliament on 11 December 2007. However their legal situation shall only be clarified when the European Union shall clearly recognise their specificity and the need to define for this sector, in cooperation with UITP and UNIFE – and European standardisation bodies – technical principles, rules and common prescriptions different from those of the “interoperable” networks. Some of the operators of suburban networks fall into a special category: the operators of mixed lines providing a mix of suburban and urban services. The most well-known of these networks are the “tram-train” in Karlsruhe (there are also cases of “train-trams” in Germany) and the Paris RER (lines A and B of the RER are “metro-train” lines, but in London “train-metro” lines also exist). According to UITP, these systems should not be considered as a branch of “interoperable” conventional rail networks, but as a combination of two totally different categories of infrastructure, on which properly designed hybrid rolling stocks are operated. The “conventional rail” part of such railway lines has to follow the existing European railway legislation, while the “urban rail” part should follow specific rules which do not fit into the logic of existing and soon expected railway packages. Furthermore, European legislation cannot be disassociated from the research, innovation-support and technical-harmonisation actions pursued at the European level: not only in the rail domain but also in other public transport areas, road based and waterborne, the actions undertaken in the three spheres of legislation, research and harmonisation must be prepared collectively and accompanied by the local public transport stakeholders, if they want to make local public transport’s specific hallmarks widely understood and accepted. This involvement, and especially from UITP members, is a prerequisite for allowing local public transport, and especially rail networks, to develop in the best interests not only of operators, but also of local and national public authorities in charge, and above all for the benefit of sustainable urban development and last but not least of all European Union citizens.

References

16 They still have the possibility to ask for the creation of new categories of Technical Specifications for Interoperability different from main line ones.

17 Except partially in Portugal, see above notes 3 and 5.

18 And of the planet earth, in a climate change management perspective.
Annex 1

Rail associations and European bodies involved in local rail activity

Following a brief general introduction, this annex provides a description of the rail associations and European bodies whose activity is at least partly connected with that of UITP.

General introduction

“Rail associations” involve several segments of the railway market:

- “interoperable” rail, represented by several associations, which is the main object of European legislation, and which, in terms of UITP's activity, concerns the transport of passengers via suburban and regional rail services;
- “urban” rail, represented on the operator side by UITP, and which covers metro, light rail, tramway, monorail or “people mover” systems.

Certain “rail associations” are considered as “representatives” at European level by the European Union. They represent:

- operators: UITP (www.uitp.org) and CER (www.cer.be);
- infrastructure managers: EIM (www.eimrail.org), CER;
- railway rolling stock, civil works and equipment suppliers: UNIFE (www.unife.org);
- trade unions:
  - ETF (http://www.itfglobal.org/etf/);
- freight transport (shippers: ERFA, European Rail Freight Association (www.erfa.be); private wagons: UIP, International Union of Private Wagons (www.uiprail.org); combined transport: UIRR, International Union of Combined Road-Rail transport companies (www.uirr.com)).

Other associations or “European bodies” are also closely related to passenger rail transport in Europe:

- UIC (www.uic.asso.fr), the International Union of Railways, worldwide association which is not recognised by the European Union as a “representative” European rail association since the creation of CER;
- OTIF, Intergovernmental Organisation for International Carriage by Rail (www.otif.org);

References

The following may also be mentioned:

- the European intersectoral social dialogue committee (http://ec.europa.eu/employment_social/publications/2003/ke4702397_en.pdf);
- RMMS (Rail Market Monitoring Scheme), a European working group created by the European Commission in 2001 to monitor the evolution of the rail market, (http://ec.europa.eu/transport/rail/index_en.html);
- ERRAC (European Rail Research Advisory Council) (www.errac.org), the “technology platform” created by the European Commission in 2001 with the main stakeholders in the rail sector to oversee European research in the field.

Presentation of the associations and European bodies connected with UITP’s rail activity

UNITP (www.uitp.org)

Founded in 1885, UITP, the International Association of Public Transport, is the oldest rail association. UITP originally united tramway network operators, and then metro, bus and suburban and regional railway operators. Today its members represent all modes of urban, suburban and regional transport by rail, road or waterborne, gathering together operators, supply industries, consultants, organising authorities and research institutes. UITP has more than 3,100 members in over 90 countries. Its “European Union Committee”, supported by a special technical team called the EuroTeam, gathers European operators. The UITP EU Committee officially represents European public transport operators within the European Union.

The President of UITP is Mr. Roberto Cavalieri (Metropolitana di Roma), and the Secretary General is Mr. Hans Rat. They are assisted by an Executive Board: http://www.uitp.org/about/Executive_Board.cfm

The president of the UITP EU Committee is Mr. Guido del Mese (ASSTRA, Association for Italian Public Transport), and the director of the EuroTeam is Mrs. Brigitte Ollier: http://www.uitp.org/eupolicy/mission.cfm

UITP’s head office is located in Brussels.

CER (www.cer.be)

CER, the Community of European Railway and Infrastructure Companies, whose members are also members of UIC, was created following a decision by UIC. Today it brings together 70 undertakings and infrastructure managers in the European Union and other countries (Croatia, Macedonia, Turkey, Balkan countries, Norway and Switzerland).

The main focus of the Association consists in dealing with all European Union policy areas of significance to transport, in particular as regards the rail sector, as well as analysing the problems related to these issues and, if necessary, finding solutions and ensuring their implementation. The key priority is to contribute to the improvement and development of rail transport in general.

CERhas “Management Committee” with 15 members, chaired by Mr. Aad Veenman (NS, the Netherlands): http://www.cer.be/index.php?option=com_member&task=member_category&id=74&Itemid=104. The executive director of CER is Mr. Johannes Ludewig, former CEO of Deutsche Bahn AG. CER head office is located in Brussels.

UIC (www.uic.asso.fr)

The International Union of Railways (UIC) is the worldwide organisation for international cooperation among railways and promotion of the rail transport mode. It was founded in 1922. Its initial purpose was standardisation and improvement of conditions for railway construction and operations, especially in view of international traffic. In 2005, a “New UIC” was designed in order to cope with a series of new challenges, in particular railway liberalisation, increasing competition from other modes, the growing economic constraints on railways together with the challenge of globalisation of the transport market which creates new opportunities for railways. The UIC mission in 2006 consists in promoting rail transport at world level in order to meet challenges of mobility and sustainable development. UIC’s key tasks are technical cooperation, rail system coherence and interoperability.

UIC groups 171 members (railways, rail operators, infrastructure managers, railway service providers, public transport companies, etc.) on all 5 continents.

UIC is chaired since December 2006 by Mr. Jay Prakash Batra, Indian Railways CEO.

UIC recently created a “European Regional Assembly” made up of 104 members, in order to define and structure UIC’s role and work programme in all projects and activities of a European dimension to be dealt with at the level of presidents and CEOs. The Chairman of the assembly is Mr. Hartmut Mehndorff, CEO of Deutsche Bahn, assisted by three Vice-Chairmen: first, Mrs. Anne-Marie Idrac, CEO of SNCF; second, Mr. Bert Klek, CEO of ProRail and President of EIM; third, Mr. Aad Veenman, CEO of NS and President of CER.

The Chief Executive of UIC is Mr. Luc Aliadière. The headquarters are located in Paris, France.

UNIFE (www.unife.org)

UNIFE, Union of the European Railway Industries, was created in 1993 when three former associations merged into one: AICMR (Association Internationale des Constructeurs de Matériel Roulant), AFDEEF (Association des Fabricants Européens d’Equipements Ferroviaires)
and CELTE (Constructeurs Européens des Locomotives Thermiques et Electriques). This professional association is the European network of railway industries in the broad sense and directly represents the interests of approximately one hundred members, and indirectly represents approximately 1000 suppliers who are associated members through their national associations.

UNIFE represents its members vis-à-vis the European Union, rail operators and other associations concerned with the railway market. Its members are from leading companies in their market segments as main turnkey contractors, rolling stock suppliers, infrastructure builders, IT suppliers and parts and services suppliers.

UNIFE is chaired by Mr. André Navarri (Bombardier Transportation CEO), who is assisted by eight vice-presidents (http://www.unife.org/Presiding%20Board. html). The Chief Executive of UNIFE is Mr. Michael Clausecker. The UNIFE head office is located in Brussels.

In the European Railway Agency working groups, UNIFE also represents UNISIG, an association of main suppliers of train security and signalling systems, and EFRTC, the European Federation of Railway Trackworks Contractors.

ETF (http://www.itfglobal.org/etf/)
ETF, the European Transport Workers’ Federation, was created in June 1999 as an organisation which embraces transport trade unions from the European Union, the European Economic Area and Central and Eastern European countries. ETF brings together former members of the Federation of Transport Workers’ Unions in the European Union (FST – now dissolved) with European affiliates of the International Transport Workers’ Federation (ITF).

ETF has affiliated unions which organise workers in railways, road transport, maritime transport, ports and docks, inland navigation, civil aviation, fisheries and tourism services, representing a total of over 2.5 million workers from 40 European countries.

ETF is the recognised social partner in the European Social Dialogue and represents the interests of transport workers vis-à-vis the European Commission and the Council. It has close ties with the European Parliament, the Economic and Social Committee and the Committee of the Regions.

The Secretary General is Mr. Eduardo Chags, assisted by Mrs. Sabine Trier. The ETF general secretariat is located in Brussels.

ALE, Autonome Lokomotivführer-Gewerkschaften Europa, is an association of trade unions of locomotive drivers from 15 European countries. Its President is Mr. Manfred Schell (GDL, Germany), assisted by two Vice-Presidents, Mr. Juan Jesús García Fraile (SEMAF, Spain) and Mr. Leszek Mietek (ZZM, Poland). The ALE general secretariat is in Frankfurt.

EIM (www.eimrail.org)
EIM, European Rail Infrastructure Managers, created in 2002, is a non-profit association whose general secretariat is located in Brussels. EIM currently has 12 members: http://www.eimrail.org/default.asp
Its role is to promote the interests of rail infrastructure managers vis-à-vis European institutions in cooperation with other rail associations and stakeholders in the sector. EIM accompanies the European legislative process in the area of rail transport, and sends representatives to participate in working groups of the European Railway Agency.

Mr. Michael Robson has been Secretary General since September 2006.

ERA (www.era.europa.eu)
The European Railway Agency, created in 2004 by regulation EC/881/2004 (European Regulation No 881/2004), is based in Valenciennes. It has the mission of reinforcing safety and interoperability of railways throughout Europe, and contributing to the creation of an integrated and competitive European railway sector.

As part of its common transport policy, the Community has adopted legislation to pave the way for gradual establishment of an integrated European railway area, both legally and technically. This involves the development and implementation of Technical Specifications for Interoperability (TSIs) and a common approach to questions concerning railway safety. The Agency’s main task is to manage the preparation of these measures.

The Agency is governed by an Administrative Board composed of one representative of each Member State, four representatives of the Commission, and six representatives of the railway sector. The Executive Director is Mr. Marcel Verslype, former Deputy Chief Executive of Belgian Railways (SNCB/NMBS).

In addition to its own teams (approximately 100 staff members), the Agency relies on the expertise of specialists from “representative railway associations” who are chosen by the Agency to participate in the theme-based working groups (“Working Parties”, WP), of which there are currently about fifteen20.

OTIF (www.otif.org)
OTIF did not concern UITP until the European Parliament asked in the third railway package for OTIF international agreements to apply to national rail services as well.
OTIF, the Intergovernmental Organisation for International Carriage by Rail, was set up on 1 May 1985 as a consequence of the Convention of 9 May 1980 (COTIF). Its predecessor was the Central Office for International Carriage by Rail which was set up in 1893.

Until the signature of the Protocol of 3 June 1999 (Vilnius Protocol) for the modification of COTIF, the objective of this governmental organisation was principally to develop the uniform systems of law which apply to the carriage of passengers and freight in international through traffic by rail, i.e. the CIV and CIM uniform rules, respectively. The CIV Uniform Rules (“RU CIV 1999”) entered into force on 1 July 2006 in 33 Member States of OTIF and also became de facto applicable in Greece and Belgium.

Forty-two States are Members of OTIF at the present time: all the European States, excluding the successor states of the former Soviet Union, but including Lithuania, Latvia and the Ukraine; four Near Eastern states; and three North African states. The CIV/CIM Uniform Rules apply to about 240,000 km of rail routes and about 23,000 km of road and sea/river routes. The headquarters of the Organisation are in Berne, Switzerland.

At the time the Vilnius Protocol entered into force, the Rail Facilitation Committee and the Committee of Technical Experts were also located in Berne. The Secretariat services are no longer provided by the Central Office, but by the Secretariat General as a newly created organ.

Since the ratification of the Vilnius Protocol by the European Commission, approved by the second railway package, the Committee of Technical Experts must help to ensure consistency between the COTIF rules as well as the Technical Specifications for Interoperability (TSIs) and the certification procedures established by European directives. UITP was asked to designate representatives for the Committee of Technical Experts.

CEN (www.cenorm.be)

CEN, the European Committee for Standardisation, was founded in 1961 by the national standards bodies in the European Union and EFTA countries (European Free Trade Association: Iceland, Norway, Switzerland and Liechtenstein). Now CEN is contributing to the objectives of the European Union to promote free trade, the safety of workers and consumers, interoperability of networks, environmental protection, exploitation of research and development programmes, and public procurement. CEN is responsible for promoting the technical harmonisation of European products through the definition and voluntary use of standards prepared by its members, as well as for evaluating and certifying product compliance with standards.

CEN is a system of formal processes to produce standards, shared principally between:

- Thirty National Members and the representative expertise they assemble from each country. These members vote for and implement European Standards. They alone are authorised to sell European norms (EN), technical specifications (CEN TS) and “Workshop Agreements” (CWA);
- Seven Associate Members and two Counsellors;
- The CEN Management Centre based in Brussels;
- Close ties at European level with CENELEC and ETSI (see below), and at international level with ISO, the International Organisation for Standardisation, as well as with commercial and professional organisations.

CEN is managed by an administrative board headed by Dr Juan Carlos López Agüí (Spain), assisted by three Vice-Presidents, each responsible for a committee: Mr. Ernst Peter Ziethen (Germany), Vice-President “Technical Board”; Mrs. Florence Nicolas (France), Vice-President “Policy Committee”; and Mr. Jan Wesseldijk (the Netherlands), Vice-President “Finance Committee”. The Secretary General is Mr. Gaston Michaud (France).

CEN is organised into Technical Committees (TC 256 for railways) which are in turn organised into theme-based working groups (approximately 40 for rail). Coordination with CENELEC and ETSI is ensured via the “Joint Presidents Group” (JPG), which has created a Joint Programming Committee for Rail under the acronym JPCR.

The JPCR is a joint co-ordination group of CEN, CENELEC and ETSI with participation of railway stakeholder organisations and in cooperation with the European Commission, its Railway Agency (ERA), and EFTA. UITP is a member of JPCR. 21

CENELEC (www.cenelec.org)

CENELEC, the European Committee for Electro technical Standardisation, was created in 1973 as a result of the merger of two previous European organisations: CENELCOM and CENEL. Nowadays, CENELEC is a non-profit organisation comprising the national electro technical committees of 30 European countries. In addition, eight national committees from neighbouring countries are participating in CENELEC work with an affiliate status.

CENELEC members have been working together in the interests of European harmonisation since the 1950s, creating voluntarily applied standards for improvement of the European internal market, and – since 1985 and the adoption of European technical harmonisation legislation (“New Approach Directives”) – harmonised standards in support of European legislation, whose application is voluntary or mandatory. CENELEC works with 15,000 technical experts from the represented countries. As with CEN – with which CENELEC has close ties (see above) – its work directly increases market potential, creates new markets for electric and electro technical goods, encourages technological development, guarantees the safety and health of consumers and workers, and removes barriers to the development of a Single European Market/European Economic Area.

At international level, CENELEC works in close collaboration with IEC, the International Electro technical Committee.

CENELEC’s administrative board is led by Dr Ulrich Spindler (Germany), assisted by three Vice-Presidents:
http://www.cenelec.org/Cenelec/About+CENELEC/Our+organization/Administrative+Board/Default.htm
CENELEC is run by the Central Secretariat, based in Brussels, and its 30 staff members. The Chief Executive is Mrs Elena Santiago Cid (Spain).

CENELEC’s Technical Board (TB) coordinates all technical activities and in particular those of the technical committees (TC 9X for rail) and working groups: in total, this represents over 300 committees, sub-committees and working groups (40 of which are dedicated to the rail sector).


The European Social Dialogue is a unique component of the European social model. It refers to the discussions, consultations, negotiations and joint actions undertaken by the social partner organisations representing the two sides of industry (management and labour). At sectoral level, the social dialogue underwent an important development in 1998, when the European Commission established a new organisation of the sectoral social dialogue (precise provisions concerning the establishment, representativeness and operation of new sectoral committees, intended as central bodies for consultation, joint initiatives and negotiation), and the creation of Sectoral Social Dialogue Committees (SSDC).

In 2003 and 2004, the Commission published texts (a 2003 Communication: “The European social dialogue, a force for innovation and change”, and a 2004 Communication: “Partnership for change in an enlarged Europe – Enhancing the contribution of European social dialogue”) in order to improve existing structures and foster more effective dialogue so as to ensure better governance at Union level.

Since the introduction of the committees, the sectoral social dialogue has led to some 350 agreements of a different nature and scope, including – for the rail sector – directive 2005/47/EC on the agreement between the Community of European Railways (CER) and the European Transport Workers’ Federation (ETF) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector.

ERRAC (www.errac.org)

ERRAC, the European Rail Research Advisory Council, created in 2001, is one of the “technology platforms” created by the European Commission to help define European research policy. ERRAC is made up of approximately 50 members representing the Commission, the Member States and the main stakeholders in the rail sector (industries, operators, infrastructure managers, researchers and users). UITP has two member seats, (Mrs. Françoise Duchezeau (RATP), and Mr. Francisco Javier Gonzales (Madrid metro)), and one observer seat (Mr. Yves Amsler, UITP-EuroTeam). ERRAC was chaired until end of 2007 by Mr. Ake Wennberg (Bombardier Transportation). The vice-chairmen were Mr. Philippe Renard (SNCF) and Pr. Manuel Pereira (Technical University Lisbon). New Chairmanship to be agreed early 2008.

At the end of 2002, ERRAC published a “Strategic Rail Research Agenda” (SRRA), updated in 2007, as well as various documents to prepare “FP7”, the Seventh Framework Programme of the European Community for research (2007-2013) (including brochures prepared by UITP on the urban rail market, and on the suburban and regional rail market). All are available on the website.

RMMS(http://ec.europa.eu/transport/rail/index_en.html)

RMMS, Rail Market Monitoring Scheme, is a working group which was created thanks to the adoption of the first railway package in 2001. Its role is to assist the Commission (DG TREN) in monitoring the effects of European directives on the railway market, to collect appropriate information, and to carry out analyses and other necessary tasks to reach the group’s objectives (art. 10b of Directive 2001/12), which are to monitor:

a) the evolution of the internal market in rail services;

b) the framework conditions;

c) the state of the trans-European rail freight network;

d) the utilisation of access rights;

e) barriers to more effective rail services;

f) infrastructure limitations; and

g) the need for legislation.

The Commission works closely with representatives of Member States and the sectors concerned, including users. UITP participates in the group’s work.

The most recent publications of the European Commission with RMMS relevance are:


References

20 Common Safety Methods; Common Safety Targets; Safety Certification; Common Safety Indicators; TSI Telematic Applications Passengers; TSI Passenger carriages; TSI Locomotives and Traction Units; TSI Infrastructure; TSI Energy; Certification of Maintenance Workshops; TSI Registration of Rolling Stock; Control/Command Management; CCM ERTMS; Conformity Survey Group; Vocational Competences / Driver Licence; Accreditation of Training Centres; Traffic Operation and Management of conventional rail.

21 Of both JPCR Plenary and JPCR-Core, the latter gathering together representatives of the railway associations as well as the JPCR Chairperson and the “rail” technical committee chairs of CEN, CENELEC and ETSI with their secretaries.
European regulatory activity impacting the local rail sector (Urban, suburban and regional)

Referenced documents are available on the Internet:
- For existing legislation: http://eur-lex.europa.eu/RECH_naturel.do

General legislation (non rail-specific)

White Papers


Green Papers


Trans-European networks


Environment and safety


26) Council recommendation 1999/519/EC of 12 July 1999 on the limitation of exposure of the general public to electromagnetic fields (0 Hz to 300 GHz)


declaration of the European Parliament, the Council and the Commission relating to Article 9


41) Various Technical


47) Council Decision 90/518/EEC of 24 September 1990 concerning the conclusion of an Agreement between the European Economic Community, on the one hand, and the Republic of Austria, the Republic of Finland, the Republic of Iceland, the Kingdom of Norway, the Kingdom of Sweden and the Swiss Confederation, on the other, laying down a procedure for the exchange of information in the field of technical regulations


49) Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data (see also Regulation 45/2001/EC)


51) Commission Decision 98/500/EC of 20 May 1998 on the establishment of Sectoral Dialogue Committees promoting the Dialogue between the social partners at European level


58) Regulation 45/2001/EC of the European Parliament and of the Council of 18 December 2000 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and on the free movement of such data (see also Directive 95/46/EC)


60) Regulation 1882/2003/EC of the European Parliament and of the Council of 29 September 2003 adapting to Decision 1999/468/EC the provisions relating to committees which assist the Commission in the exercise of its implementing powers laid down in instruments subject to the procedure referred to in Article 251 of the EC Treaty


Provisions, rules and procedures related to procurement and contracts in the transport sector


70) Council Regulation 1191/69/EEC of 26 June 1969 on action by Member States concerning the
obligations inherent in the concept of a public service in transport by rail, road and inland waterway, modified by Regulation 1893/91/EEC and repealed by Regulation 1370/2007/EC (from 3 December 2009)

71) Regulation 1192/69/EEC of the Council of 26 June 1969 on common rules for the normalisation of the accounts of railway undertakings


76) Council Decision 94/800/EC of 22 December 1994 concerning the conclusion on behalf of the European Community, as regards matters within its competence, of the agreements reached in the Uruguay Round multilateral negotiations (1986-1994)

77) Council Regulation 1/2003/EC of 16 December 2002 on the implementation of the rules on competition laid down in Articles 81 and 82 of the Treaty, and amending Regulation 1017/68/EEC (text with EEA relevance)


82) Communication COM(2007) 799 from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions of 14 December 2007: “Pre-commercial Procurement: Driving innovation to ensure sustainable high quality public services in Europe”

Rail-specific legislation

Legislation on market opening and interoperability in the railway sector


The first railway package and related legislation


93) Commission Decision 2006/66/EC of 23 December 2005 concerning the technical specification for interoperability relating to the subsystem rolling stock — noise of the trans-European conventional rail system (text with EEA relevance)

94) Commission Decision 2006/679/EC of 28 March 2006 concerning the technical specification for interoperability relating to the control-command and signaling subsystem of the trans-European conventional rail system (text with EEA relevance)

95) 2006/920/EC: Commission Decision of 11 August 2006 concerning the technical specification of interoperability relating to the subsystem Traffic Operation and Management of the trans-European conventional rail system (text with EEA relevance)

96) 2007/153/EC: Commission Decision of 6 March 2007 modifying Annex A to Decision 2006/679/EC concerning the technical specification for interoperability relating to the control-command and signaling subsystem of the trans-European conventional rail system and Annex A to Decision 2006/860/EC concerning the technical specification for interoperability relating to the control-command and signaling subsystem of the trans-European high speed rail system (text with EEA relevance)


The second railway package and related legislation


Decision 1692/96/EC on Community guidelines for the development of the trans-European transport network


The third railway package


Other railway legislation


The “third twice” railway package


