



## Regulation on the interoperability of the trans-European rail system (Trans-European Railway Interoperability Regulation - TEIV)

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TEIV

Execution date: 05.07.2007

Full Quote:

"Trans-European Railway Interoperability Regulation of 5 July 2007 (I, p. 1305), by Article 1 of the Regulation of 12 May 2016 (I, p. 1225) has been changed"

**Was standing:** Last amended by Art. 1 V v. 18.02.2016 I 311

**Note:** lyrically detected change by Art. 1 V v. 5.12.2016 I 1225 (no. 24), not yet edited documentary concludes

For details on the state of information you can find in the menu under [Notes](#)

This Regulation implements Directive 2004/49 / EC of the European Parliament and of the Council of 29 April 2004 on rail safety in the Community and amending Council Directive 95/18 / EC on the licensing of railway undertakings and Directive 2001/14 / EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (OJ. EU Nr. L 164 p. 44, No. L 220 p.16), as last amended by Directive 2004/50 / EC of the European Parliament and of the Council of 29 April 2004 (OJ. EU Nr. L 164 S. 114, Nr. L 220 p 40), and the implementation of Directive 96/48 / EC on the interoperability of the trans-European high-speed rail system of 23 July 1996 (OJ. EC no. L 235 p 6) and Directive 2001/16 / EC of the European Parliament and of the Council on the interoperability of the conventional rail system of 19 March 2001 (OJ , EG Nr. L 110 p 1), each as last amended by Directive 2004/50 / EC of the European Parliament and of the Council of 29 April 2004 (OJ. EU Nr. L 164 S. 114, Nr. L 220 S. 40).

### footnote

(+++ Text detection from: 14.7.2007 +++)  
 (+++ Official Notice of the legislative body to EC law:  
 implementation of  
 EGRL 48/96 (CELEX No: 396L0048)  
 EGRL 49/2004 (CELEX No: 304L0049)  
 EGRL 16/2001 (CELEX No: 301L0016) +++)

The V was I in 1305 adopted as Article 1 of V v. 5.7.2007 by the Federal Ministry of Transport, Building and Urban Development in conjunction with the Federal Ministry of Finance and the Federal Ministry of Economics and Technology approved by the Bundesrat. She's gem. Article 8 Clause 1 of this V MWV 14.7.2007 entered into force.

## **Part One General Provisions**

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## § 1 Scope

(1) This Regulation lays down the conditions for the interoperability of the rail system in the European Union in accordance with Directive 2008/57 / EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system in the Community (recast) (OJ . L 191, 18.7.2008, p.1), last amended by Directive 2014/106 / EU (OJ. L 355, 12.12.2014, p 42) has been changed.

(2) This Regulation applies to the standard gauge railway system, and includes

1. the planning,
- . 2 the construction,
- . 3 commissioning,
- . 4 upgrading,
- . 5 the renewal,
- . 6 the operation and
- . 7 maintenance

of parts of this system.

(3) This Regulation does not apply

1. Networks of regional transport and rail systems;
- . 2 Railway infrastructure not public railways in freight transport and only then used vehicles;
- . 3 Railway infrastructure and vehicles that are used solely for historical or tourist purposes;
- . 4 Railway infrastructure of service facilities and for vehicles that run exclusively on that infrastructure.

Sentence 1 shall not apply to infrastructure of the Trans-European Network in Appendix 1 and the traveling on that infrastructure vehicles, unless it involves being adjacent thereto and not even the Trans-European network, the infrastructure and rolling stock being operated. These vehicles may navigate to the next station of counting the Trans-European network in Appendix 1 infrastructure.

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## § 2 Definitions

For the purposes of this Regulation:

1. "Interoperability" means the ability of the rail system for the safe and uninterrupted movement of trains;
- . 2 "Subsystems" means the structural and functional subsystems defined in Annex II to Directive 2008/57 / EC;
- . 3 "Interoperability constituents" any elementary component, subassembly or complete assembly of equipment, including computer programs and other intangible products that are incorporated into a subsystem, or intended to be installed;
- . 4 "Essential requirements" means all the conditions set out in Annex III of Directive 2008/57 / EC;
- . 5 "Technical specifications for interoperability" (TSI) specifications referred to in Chapter II of Directive 2008/57 / EC, the Council Chapter II of Directive 96/48 / EC of 23 July 1996 on the interoperability of the trans-European high-speed rail system (OJ. L 235, 17.9.1996, p 6) or Chapter II of Directive 2001/16 / EC of the European Parliament and of the Council of 19 March 2001 on the interoperability of the trans-European conventional rail system (OJ. L 110, 20.4.2001, p 1), of which the Directive 96/48 / EC and Directive 2001/16 / EC as last amended by Directive 2007/32 / EC (OJ. L 141, 2.6.2007, p 63) have been changed, the apply with regard to the fulfillment of the essential requirements for each subsystem or part of and must ensure interoperability;
- . 6 "Notified bodies" bodies within the meaning of Chapter VI of Directive 2008/57 / EC, which are given the power to assess the conformity or the suitability for use of interoperability constituents or for the EC verification of subsystems;
- . 7 "Upgrading" modification work on a subsystem or part thereof, with the overall performance of the subsystem is changed;
- 8th. "Renovation" work on a subsystem or part of it, with the overall performance of the subsystem is not changed;
- . 9 "Substitution in the framework of maintenance" means any replacement of components as part of

maintenance or repair by parts of identical function and performance;

- 10th "Test drive" trips for the practical testing of new technical or operational parameters of vehicles and trips for testing the safe operation of vehicles;
- 11th "Authorized representative" one who has been entrusted by the manufacturer of an interoperability constituent in a written statement regarding certain he imposed under this Regulation obligations to act on his behalf;
- 12th "Series" means a number of identical vehicles of a design type;
- 13 "Serie approval" approval of a vehicle series;
- 14th "Vehicle type" type defining the basic design characteristics of the vehicle after a single EC-type examination certificate according to Annex I module SB of Decision 2010/713 / EU of 9 November 2010 on modules for the procedures for assessing conformity and suitability for use and EC verification , to be used in the adopted under Directive 2008/57 / EC of the European Parliament and of the Council technical specifications for interoperability (OJ L 319, 4.12.2010, p. 1);
- 15th "Altered or mismatched parts" all parts of the subsystem to be changed under the proposed variant authorization or displayed upgrading or renewal;
- 16th "Impact on the subsystem" any fact or facts which cause the subsystem by the upgrade or renewal of stronger, larger or different type loads or influences is exposed as the last approved condition;
- 17th "Impact on the total vehicle" any fact or other issues that cause the vehicle stronger, larger or different type loads or influences is exposed as the last approved condition.

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## **§ 3 meet the essential requirements**

The rail system, its subsystems and interoperability constituents including interfaces shall meet the basic requirements, which are referred to in Annex III of Directive 2008/57 / EC for each of them.

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## **§ 4 technical specifications for interoperability**

(1) The technical specifications for interoperability (technical specifications) shall be applied in accordance with the equipment. 1 and 2 The use of technical specifications, which are directly applicable Community law remains unaffected.

(2) New technical specifications or amendments do not require any adjustments to existing infrastructure or vehicles, but are only applicable in case of upgrade or renewal. Sentence 1 shall not apply if an obligation to adapt is explicitly defined. In the case of upgrade or renewal, see the technical specifications in relation to the respective conversion and renewal application.

## **Part grant of authorization for placing**

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## **§ 5 Exceptions to the application of Technical Specifications**

(1) Exceptions to the application of certain technical specifications may be approved by the safety authority at the written request

1. in projects related to the construction, renewal or upgrading of a route or of vehicles, other than those at the time of publication of the technical specifications in an advanced stage of development or subject to a contract in the implementation;
- 2 for projects for renewal, extension or upgrading of a route or vehicles, insofar as the application of the technical specifications affect the economic viability of the project or the relationship of the rail system in the Federal Republic of Germany;
- 3 applicable to an accident, including a terrorist attack or a natural disaster at the partial or total application of the relevant technical specifications the rapid restoration of the network unreasonable or technically makes sense economically;
- 4 in cars of the conventional part of the railway system, intended for operation in a third country with a different

gauge than the standard gauge.

(2) The applicant must complete the application documentation to be attached to the information referred to in Annex IX point b Directive 2008/57 / EC. The safety authority may require that the request shall be submitted in electronic form and in a specific file format.

(3) The safety authority shall inform the Commission in accordance with Article 9 paragraph 2 of Directive 2008/57 / EC on the application. They shall send the Commission a list of projects referred to in paragraph 1 number 1 on German territory in advanced stages of development in accordance with Article 2 letter t of Directive 2008/57 / EC within one year of each Technical Specification into force.

(4) The decision by the safety authority shall be in writing, after the Article 9, paragraph 2, 4 and 5 provided in conjunction with Article 29 of Directive 2008/57 / EC procedure is finished. If the safety authority permits exceptions to the applicability of technical specifications mentioned in paragraph 1, they draw up a list of the applicable national regulations instead and forward it to the Commission.

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## § 6 Commissioning approval of structural subsystems

(1) Initial installation of a structural subsystem requires a permit (authorization for placing), unless otherwise specified in the applicable technical specifications. This is without prejudice to a prior plan approval or planning permission for the project.

(2) The approval may be requested by

1. Railways in accordance with § 2 para. 1 of the General Railway Act,
- . 2 Holders of vehicles or
- . 3 Manufacturers.

The written request and steps necessary to verify documents must be submitted in German.

(3) If apply for a structural subsystem Technical Specifications in accordance with § 4, the start-approval shall be granted upon proof

1. an EC declaration under Article 18 in conjunction with Annex V of the Directive 2008/57 / EC including technical documentation, after a notified body a EC verification procedure carried out in accordance with Annex VI to Directive 2008/57 / EC and has also issued a certificate of conformity,
- . 2 compliance with regulations, their application is necessary for compliance with the essential requirements,
- . 3 the availability of structural subsystem in the rail system and
- . 4 compliance with those rules, which must be observed in the case of the granting of an exception to § 5 instead of the technical specifications.

The safety authority may, as a structural subsystem covered by the EC declaration of verification accompanied by the necessary documents and the essential requirements is not enough in spite of members Declaration of Conformity in full order, that the applicant makes additional tests to perform before the authorization and must present the results of these checks. The decision to sentence 1 shall be taken in the cases of sentence 1 number 2, 3 and 4, subject to the following sentences on the basis of rules and regulations, applicable at the time of application. If the application more than seven years ago, so the technical code shall be taken, which was applicable at the time of the expiry of that period. Ends the validity of the mentioned in sentence 1 number 1 certificate of conformity of the notified body before the end of the seven years, the technical code shall be taken, which was applicable at the time of the expiry of such validity. If known to the grant of authorization for placing that are present in a subsystem already approved the conditions under which the competent authority may take action according to § 5a, paragraph 2 of the General Railway Act, the safety authority for a to be approved subsystem which in terms of its structure and function is comparable,

1. order that
  - a) the applicant has carried out additional tests before approving them and to present the results,
  - b) the applicant has to observe changes in the rules and regulations, which are issued after the date of application,
- . 2 perform the tests specified in paragraph 1 point a itself or
- . 3 commissioning authorization provided with collateral clauses.

(4) Where no technical specifications are applicable for a structural subsystem covered by the safety authority shall take a decision on the authorization for placing in evidence

1. compliance with applicable for the structural subsystem laws to the extent they regulate the essential requirements referred to in paragraph 3 sentence 1 number 2, and
- . 2 the availability of structural subsystem in the rail system referred to in paragraph 3 sentence 1 no. 3

Paragraph 3, Clause 3 to 6 shall apply mutatis mutandis.

(5) vehicles with a service shall require no further decrease or other railway licensing.

(6) vehicles, which are not covered by the technical specifications, may operate without commissioning approval if they are authorized by other railroad regulations for public transport.

(7) trials require a special permit. The authorization may be requested from paragraph 2 sentence 1 no. 1 to 3 named and must be issued by the safety authority, it has been shown that the safety of railway operations is not affected by the test drives.

(8) The safety authority shall decide without delay on an application for an authorization for placing, but not later than four months after submission of the documents required for the decision. If the safety authority before the deadline shortcomings in the documents submitted to solid, it has to give the applicant an opportunity to remedy. In the case of sentence 2 the period pursuant to sentence 1 is suspended until the elimination of the deficiencies.

(9) The holder of an authorization for placing a vehicle has to attach 32 paragraph 1 of Directive 2008/57 / EC on the vehicle to detailed instructions from the safety authority at first startup a European vehicle number referred to in Article.

(10) The approval and the special permit referred to in paragraph 7 may be provided with ancillary provisions, to the extent necessary to ensure compliance with the essential requirements or to ensure the safety of railway operations.

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## § 7 Series Approval

(1) For serially to be produced and re-equipped or renewing vehicles that require authorization for placing can

1. Railways,
- . 2 Holder of railway vehicles or
- . 3 manufacturer

at the safety authority apply for approval of the vehicle series.

(2) The series approval is granted if

1. the first tested in the Federal Republic of Germany a series vehicle or
- . 2 the respective first tested upgraded or renewed vehicle a series commissioning permit is issued.

The series approval shall be limited to seven years, at the latest, on the validity of the underlying certificate of conformity of the notified body according to § 6 para 3 sentence 1 # 1. The Serie authorization shall be renewed upon application; Sentence 1 applies accordingly. The admissibility of the commissioning pursuant to paragraph 3 shall not be affected by the extinction of the series approval due to the expiration of the periods referred to sentence 2 above.

(3) Notwithstanding § 6, paragraph 3 and 4 and § 9 paragraph 1, an authorization for placing the individual vehicles of the approved vehicle series is not required. The holder must take the matching with the approved production vehicles for the duration of the series approval without further administrative decision in operation. The agreement has the owner of the series approval to declare in writing and accompanied by a copy of the series approval and the associated equipment to deliver this statement with every single vehicle to the approved series the holder. The holder or his authorized representative shall keep the above documents during the entire life of the vehicle and the request of the safety authority. § 14 paragraph 1 shall apply mutatis mutandis.

(4) The holder, the vehicle must only be put into operation if

1. European vehicle number assigned in accordance with § 6, paragraph 9,
- . 2 these attached to § 6 paragraph 9 on the vehicle and
- . 3 entered the vehicle with the time required for commissioning number according to § 20 paragraph 2 in the Vehicle Register

has been. The safety authority decides according to § 9 paragraph 1 re-equipped or renewing vehicles with the series approval on the requirement of registration pursuant to sentence 1 number 3 and the amendment of the European Vehicle Number.

(5) If inspections reveal safety defects in vehicles approved a series, other vehicles of the approved series may only in accordance with paragraph 3 are taken into service only if they are free of these defects or safety is made by compensating measures.

(6) railways, holders and manufacturers or their successors have to inform each other immediately after knowledge

of safety-related deficiencies of vehicles of a group registration.

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### **§ 7a approval of vehicle variants**

(1) For a vehicle that complies with the vehicles of an authorized according to § 7 paragraph 2 series in parts (car variant), the commissioning authorization may be requested based on the series approval. The approval for the vehicle variant is granted at

1. Presentation of the series for the first series and approval of a declaration by the applicant, in which parts of the vehicle variant coincides with the first series, and
2. Demonstrating compliance with the requirements of § 6 paragraph 3 or 4 for the
  - a) not coincident with the first series of vehicle parts and variant
  - b) Impact on the entire vehicle.

The decision to sentence 2 exceeds the safety authority in pursuance of the state of the technical code, which according to § 6 para 3 sentence 3 in conjunction with § 7 paragraph 2 was applicable for the first series. If the application for approval of the first series back more than seven years, § 6 para 3 sentence 4 accordingly. § 6 Paragraph 3, Clause 5 and 6 shall apply accordingly.

(2) For a vehicle variant, a series approval in accordance with § 7 paragraph 1 shall be applied. The series approval is granted if the sample tested vehicle a commissioning permit is granted in paragraph 1.

(3) Paragraphs 1 and 2 shall apply mutatis mutandis to a vehicle variant which coincides in part with the vehicles of the series and in parts with based on this series other model variants. Decisive for the law applicable under paragraph 1, sentence 3 rules of jurisdiction is the first request made on series approval.

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### **§ 7b approval of vehicle types**

(1) For vehicles and serially to be produced or manufactured vehicles, the safety authority shall issue an approval in accordance with paragraphs 2 and 3. FIG.

(2) The approval of a vehicle type may be granted without the commissioning of a vehicle of this type on the basis of EC type-examination in accordance with Annex I Module SB Decision 2010/713 / EU. § 6 paragraph 2 to 10 shall apply mutatis mutandis.

(3) In the context of granting authorization for placing in accordance with § 6 for vehicles, the vehicle type shall be approved simultaneously.

(4) For vehicles that are in conformity with an approved type of vehicle, 201/2011 of the Commission of 1 March is a commissioning license according to § 6 or a series approval in accordance with § 7 on the basis of a declaration of conformity to the Annex to Regulation (EU) No. to grant 2011 on the pattern of the declaration of conformity for approved types of railway vehicles (OJ. L 57, 2.3.2011, p 8) with a type approved in a Member State without further technical examination. § 6 Paragraph 3, Clause 6 applies correspondingly. If the relevant provisions in the technical specifications or the applicable regulations, based on which the approval of the vehicle type is granted, changed after, the safety authority, the approvals granted withdraw completely or partially. The cancellation may relate only to the parts of the approval that are affected by security-related changes to the relevant provisions. The safety authority may ask for a renewal of the type only and insofar as have arisen in the relevant provisions of safety-related changes. Interfaces with other subsystems are to be considered. Paragraphs 1 to 3 apply accordingly. A revocation or renewal of the type touches no commissioning permits or approvals series, which has already been granted on the basis of approved type-approvals, the safety authority.

(5) The safety authority of the Commission of 4 October 2011 on the European register, inform the European Railway Agency on granted, modified, suspended or revoked approvals in accordance with Article 3 in conjunction with Annex II of Implementing Decision 2011/665 / EU approved types of railway vehicles (OJ . L 264, 8.10.2011, p.32).

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### **§ 8 Simplified commissioning permits for vehicles with foreign authorization for placing**

(1) Notwithstanding § 6 para. 3 and 4 is railways to grant holders of vehicles and manufacturers for one of them powered and abroad for already approved vehicle, which is not fully controlled with respect to the essential requirements covered by technical specifications, an authorization for placing in evidence

1. that the activation of the vehicle does not affect the railway safety and
2. the technical and operational compatibility of the vehicle with the relevant operating conditions, in particular

to the power supply, the control-command and signaling, the track width of the clearance, the strength of the superstructure and the buildings.

(2) The approval must be requested in writing. In addition to the foreign registration of the vehicle necessary for the examination of the application documents must be attached. In addition, information is required for use, operation, maintenance and, where appropriate, to the technical changes that were performed after admission.

(3) To test whether the requirements of paragraph 1 no. Are guaranteed 1 and 2 can, arrange the safety authority test drives. § 6 para. 7 shall apply accordingly.

(4) require the domestic vehicles, as far as the Railway Construction and Operating Regulations apply the rules of another Member State to them pursuant to § 3a, no commissioning authorization when in German territory only to limit operating distances and they are operated limiting operating points ,

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## **§ 9 Comprehensive Upgrading and renewal of structural subsystems**

(1) An extensive upgrading or renewal of a structural subsystem, which goes beyond the exchange in the course of maintenance work, a start-up permission is required in accordance with § 6. Notwithstanding § 6 paragraph 2, the application for grant of authorization for placing by the operator of the structural subsystem will.

(2) Planned work on a structural subsystem or part thereof, beyond the exchange in the course of maintenance work, the safety authority must be notified in writing by the holder or operator of the structural subsystem. The notification must include a description of the planned work and an assessment of the scope based on the characteristics of Annex 3. In the description of the scope of mismatched parts and the cost of upgrading or renewal of the structural subsystem shall be declared. If you want to deviate from the application of the technical specifications in this case, this should be justified. The receipt of the notification is to confirm the notifier in writing immediately.

(3) Extensively are upgrade or renewal, which are listed in Appendix 3.

(4) Within ten weeks after receipt of the notification and the description and the classification of the planned work safety authority shall confirm in writing whether by the indicated classification referred to in paragraph 2, sentence 2 a upgrade, renewal is extensive and therefore requires an authorization for placing. If the safety authority before the deadline defects in the displayed classification determined, they shall give the notifier specifying the deficiencies opportunity to remedy. In the case of sentence 2 of the running of the period pursuant to sentence 1 is suspended until the elimination of the deficiencies. Are the authority known security defects in the displayed subsystem, or in terms of design and function similar subsystems, it informs the notifier.

(5) This display is an application for authorization for placing if such is explained in paragraph 4 is necessary.

(6) An adaptation or renewal of a vehicle is carried out according to the technical regulations that apply at the time of notification referred to in paragraph 2 sentence 1, provided that the upgrade or renewal concerns the modified or mismatched parts or can have an impact on the entire vehicle. Notwithstanding sentence 1

1. can for upgrade or renewal of a vehicle that has been taken on the basis of a force at the time the ad series approval in accordance with § 7 paragraph 2 is in operation, or for an authorization for placing on the basis of a force at the time of display authorization of a vehicle variant according to § 7a, paragraph 1 has been granted, the decision referred to in paragraph 1 on the basis of the state of the technical code, which set 3 3 was applicable for the first series in conjunction with § 7 paragraph 2 according to § 6 paragraph taken; It is an application for the approval of the first series more than seven years ago, by § 6 para 3 sentence 4 accordingly; § 6 Paragraph 3, Clause 5 and 6 shall apply accordingly;

. 2 402/2013 of the Commission of 30 April 2013, the holder or operator for the evaluation of the impact of the upgrade or renewal of the complete vehicle in a risk management process according to the Implementing Regulation (EU) over the common safety method for the evaluation and assessment of risks and repealing amended Regulation (EC) no. 352/2009 (OJ. L 121, 03.05.2013, p 8), last amended by Commission implementing Regulation (EU) 2015/1136 (OJ. L 185, 14.7.2015, p 6) has to perform.

(7) A non-comprehensive upgrade or renewal of a vehicle is required to document the holder or operator. Notwithstanding paragraph 6, sentence 2, point 2, the assessment of the impact of the upgrade or renewal of the entire vehicle are carried out by its own security methods for a non extensive retrofitting. If on the retrofitted onto or to be renewed or comparable in design and function vehicle safety deficiencies are identified which relate to the modified or mismatched parts or the impact on the total vehicle, the vehicles involved are to be taken by the holder out of operation immediately. These vehicles shall by the holder only then be operated when they are free from these defects or safety is made by compensating measures. In the documentation of measures according to Clause 1 and 4 § Apply the 14th Railways, holders and manufacturers or their successors have to inform each other immediately after knowledge of safety-related deficiencies.

(8) The safety authority in the planned upgrade or renewal of a structural subsystem with the authorization for placing at the same time to decide whether and if so, what exceptions should be allowed to apply certain technical

specifications. Exceptions should be allowed, if this is proportionate and the operational safety of the railways is not jeopardized. Deciding also is to be applied instead of the technical specifications requirements.

(9) The Safety Authority at least take a decision within four months after all the necessary documents relating to the authorization for placing. The review is limited to the areas affected by the upgrade or renewal of the subsystem or the changed or mismatched parts and the impact on the subsystem, has to define its scope of applicants. The definition has to be questioned by the safety authority only in cases of reasonable doubt. If the safety authority before the deadline shortcomings in the documents submitted to solid, it has to give the applicant an opportunity to remedy. In the case of sentence 3 of the running of the period pursuant to sentence 1 is suspended until the elimination of the deficiencies.

## **Part Three interoperability constituents**

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#### **§ 10 Marketing and Use of interoperability constituents**

(1) interoperability constituents may not be placed on the market if

1. they comply with the relevant provisions for them the technical specifications,
- . 2 they have been subjected in accordance with the applicable technical specifications of an evaluation of conformity and, as necessary to demonstrate compliance with the essential requirements of merchantability and
- . 3 for them an EC declaration of conformity and, as necessary to demonstrate compliance with the essential requirements, a suitability for use in accordance with Article 13 para. 1 has been issued in conjunction with Annex IV of Directive 2008/57 / EC.

(2) The commitment to meet the requirements of paragraph 1 is for the manufacturer of the interoperability constituent or his agent established in the European Union representative. If a manufacturer does not have a seat in the European Union nor a resident in the European Union representative, the obligations pursuant to sentence 1 not to or is the proof of compliance with the requirements of paragraph 1 for other reasons is not provided, the obligation of the one to meet, wants to bring an interoperability constituent on the market.

(3) Railways and operators of vehicles must ensure that interoperability constituents are properly installed, maintained and used as intended schedule repair.

(4) Where the technical specifications do not include full rules to ensure compliance with the essential requirements of the railway system, the railroads and holders of vehicles have to ensure compliance with the applicable legislation.

(5) Paragraphs 1 to 4 shall apply mutatis mutandis for composite interoperability constituents as defined in Article 13 para. 4 sentence 2 of Directive 2008/57 / EC for the production for their own use and if there are substantial changes to already marketed interoperability constituents or major changes in relation to its use.

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#### **§ 11 impairment of essential requirements**

(1) Seize the Security Authority takes action under § 5a of the General Railway Act because an interoperability constituent does not meet the essential requirements, it performs the procedure under Article 14 paragraph 1 sentence 2 and paragraph 2 of Directive 2008/57 / EC and shall forthwith inform the Commission and the other Member States.

(2) When the competent under state law Inspectorate facts that indicate an impairment of the essential requirements of an interoperability constituent, it shall inform the safety authority that is going on in accordance with paragraph 1.

## **Part IV obligations of the railways, keepers of railway vehicles, manufacturers**

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#### **§ 12 Obligations of the railways and the holder of railway vehicles**

Railways and holder of railway vehicles have to ensure the operation of subsystems that

1. which they operate structural subsystems permanently meet the arising from the amount applicable to grant the authorization for placing technical specifications and legislation requirements,
- . 2 created an infrastructure register or rolling stock register in accordance with the applicable technical



specifications and of the Commission of 15 September 2011 implementing Decision 2011/633 / EU on the common specifications of the railway infrastructure register (OJ. L 256, 1.10.2011, p 1), updated and published on its website, the address of the website in the Federal Gazette and these directories are received after its creation and after each update of the safety authority in a given of this electronic file format.

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## **§ 13 Obligation to Cooperate**

(1) sites on the territory of the Federal Republic of Germany

1. Railways or holder of vehicles registered in Germany or
2. Manufacturer of interoperability constituents or structural subsystems incorporated in Austria

finds that a body notified by another Member State of the European Union place the provisions of Article 28, paragraph 4 in conjunction with Annex VIII of Directive 2008/57 / EC does not meet or does not meet the related entrusting duties, the Federal Railway Authority it informed. The Federal Railway Authority shall notify the Commission.

(2) Paragraph 1 Sentence 1 applies accordingly provided the debtor in accordance with paragraph 1 evidence have that a German notified body does not meet the provisions of Article 28, paragraph 4 in conjunction with Annex VIII of Directive 2008/57 / EC.

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## **§ 14 Record keeping**

(1) Anyone who has received an authorization for placing in accordance with the provisions of Part Two of this Regulation, is committed to the commissioning license and the required order to obtain the authorization for placing evidence be kept as long as the subsystem can serve its purpose. he sells the approved structural subsystem, the documents are handed over with. Sentence 1 applies accordingly to the acquirer of the subsystem.

(2) work to modify a subsystem or part thereof, which are not extensive, shall be documented. Paragraph 1 shall apply.

## **Part Five Notified bodies**

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## **§ 15 Tasks of the notified bodies**

(1) Notified bodies have pointed at the written request

1. evaluate at interoperability constituents conformity and suitability for use in accordance with Article 13 para. 2 in conjunction with Appendix IV No. 2 Directive 2008/57 / EC and in accordance with applicable technical specifications and issue a certificate showing of conformity and, where appropriate, of merchantability,
2. carry out the EC verification in accordance with Article 18 in conjunction with Annex VI to Directive 2008/57 / EC and in accordance with applicable technical specifications for subsystems and issue a certificate in accordance with Annex VI, point 3 of Directive 2008/57 / EC the showing of conformity and to prepare the technical documentation referred to in Article 18, paragraph 3 in conjunction with Annex VI, section 4 of Directive 2008/57 / EC and be accompanied by the certificate.

In the case of sentence 1 point 2, the notified body may issue intermediate statement in Annex VI to Directive 2008/57 / EC, which relate to certain stages of the verification procedure or certain parts of the subsystem. The notified body may issue certificates of conformity for a series of subsystems or certain parts of those subsystems, so far as is permitted by the technical specifications.

(2) are necessary to demonstrate the conformity and, where appropriate serviceability documents attached to the application.

(3) The notified body shall suspend or withdraw, if the issue are no longer fulfilled a certificate.

(4) The notified bodies publish according to Annex VI point 7 of Directive 2008/57 / EC provided information regularly. Personal and company-related data may not be published. The preservation of the business and industrial secrets must be guaranteed.

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## **§ 16 subcontract**

(1) A notified body may be operated by third parties, the parts of the EC verification procedure and the conformity and suitability for use execute (subcontractor). The sub-contractor must have the necessary competence and reliability in order to properly perform the work in his possession.

(2) The notified body shall keep a register of their subcontractors and up to date.

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### **§ 17 Other Obligations of notified bodies**

(1) Where a German notified body evidence that another notified body does not meet the provisions of Article 28, paragraph 3 in conjunction with Annex VIII of Directive 2008/57 / EC, it shall immediately inform the Federal Railway Office.

(2) A notified body must inform the notified bodies in Germany and in the other Member States and the supervisory and licensing authorities of any of her exposed, withdrawn and refused certificates and the underlying circumstances immediately.

(3) The notified bodies have to provide the supervisory authorities of other Member States all the information necessary for the implementation of the Railway Inspectorate.

(4) The notified bodies shall cooperate with the coordination group in accordance with Article 28, paragraph 5 of Directive 2008/57 / EC.

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### **§ 18 transmission method for notified bodies**

(1) The request for the transfer of the tasks of a notified body should be sent in writing to the Federal Railway Office. Are provided by this pattern, or forms, these are to be used.

(2) The transfer is effected by written notification from the nature and extent must give the Prüfständigkeit the notified body. Of this, the Commission shall be informed.

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### **§ 19 Withdrawal, Revocation**

(1) The transfer of the tasks of a notified body is withdrawn if it is known that was not available with the criteria set out in Annex VIII of Directive 2008/57 / EC in the transmission.

(2) The transfer of the tasks of a notified body shall be revoked if subsequently the conditions of the transfer are eliminated. Of this, the Commission shall be informed.

(3) The administrative procedural rules on annulment or revocation shall not be affected.

## **Part Six Vehicle Register**

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### **§ 20 Content of the Rolling Stock register**

(1) The vehicle register contains the contents and formats in the

1. Numbers 1 and 4 of the Annex to Commission Decision of 9 November 2007 adopting a common specification of the national vehicle register in accordance with Article 14, paragraphs 4 and 5 of Directive 96/48 / EC and 2001/16 / EC Decision 2007/756 / EC ( OJ. L 305, 23.11.2007, p 30), last amended by Article 5 of Decision 2012/757 / EU (OJ. L 345, 15.12.2012, p 1, L 101, 04.04.2014, p.15 ) has been changed, and

- . 2 Appendices 1 to 4 of Decision 2007/756 / EC

have been specified.

(2) New cars are to be set with the grant of authorization for placing in the register if they are not already registered in the national vehicle register of another Member State of the European Community. Railways and owners of vehicles have to use the default of the registration authority standard form set out in Appendix 4 of the Decision 2007/756 / EC for the application for registration in the vehicle register.

(3) Railways and operators of vehicles have the registry authority to forward the information required by paragraph 1 with respect to its located on 14 July 2007 to service vehicles in a specific format of the registration authority by 1 August of 2008. The registry authority shall without delay in the register.

(4) Railways and operators of vehicles are obliged to immediately report any changes to the set in the registers Information and taken out of service, affecting their vehicles the registration authority. The registration authority shall make the necessary changes in the vehicle register.

(5) The information contained in the vehicle register shall be erased at the latest ten years after the phasing out of

the vehicle.

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## **§ 21 Access to Vehicle Register**

(1) At the request of the investigating authority under § 5 para. 1f of the General Railway Act or a security authority or investigating body within the meaning of Directive 2004/49 / EC of another Member State shall transmit the registration authority of the information stored in the vehicle register, the extent of the activities of the applicant body is needed.

(2) At the request of regulatory bodies as defined in Directive 2001/14 / EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure (OJ. EC no. L 75 29), last amended by Directive 2007/58 / EC of the European Parliament and of the Council amending Council Directive 91/440 / EEC on the development of the Community's railways and Directive 2001/14 / EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure (OJ. L 315, 3.12.2007, p.44) has been modified, the European railway Agency, of railways, holders or owners of vehicles issued the registration authority information from the vehicle register, if the applicant makes a justified interest and no reason to believe that the person concerned has an overriding legitimate interest in excluding such information.

## **Part Seven Final Provisions**

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### **§ 22 offenses**

(1) An administrative offense within the meaning of § 28 para. 1 no. 6 letter a of the General Railway Act who intentionally or negligently

1. without permission according to § 6 para. 1 sentence 1 or § 9 para. 1 sentence 1 first accepts a structural subsystem in operation, umrüstet extensively or renewed extensively,
- . 2 contrary to § 7 paragraph 4 sentence 1 a vehicle into operation,
- . 3 contrary to § 7 paragraph 5 sentence 1 takes another vehicle an approved series in operation,
- . 4 contrary to § 9, paragraph 7, sentence 3 a vehicle in time does not or not from the operation,
- . 5 contrary to § 9, paragraph 7, sentence 4 a vehicle into operation again or
- . 6 contrary to § 10 paragraph 1 brings one said there constituents on the market.

(2) An administrative offense within the meaning of § 28 paragraph 1 point 6 letter b of the General Railway Act, or in due time

1. contrary to § 7 para 3 sentence 3 a cited therein declaration or a copy referred to therein is not, or does not pass in time,
- . 2 a backing not or not kept contrary to § 7 para 3 sentence 4 of the prescribed period or
- . 3 contrary to § 7 paragraph 6 a notification at all, correctly, completely or fails to make a timely manner.

(3) An administrative offense within the meaning of § 28 para. 1 no. 6 letter b of the General Railway Act who intentionally or negligently as the company Responsible

1. a provision of § 12 no. 2 a there cited security requirement contravenes or
- . 2 contrary to § 14 para. 1 sentence 1 commissioning approval or mentioned there evidence not or not retained for the prescribed duration.

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### **§ 23 Transitional Provision**

(1) For authorizations which have been applied for before 20 December 2012 in application of § 6 Paragraph 3, Clause 3 to 6 the technical code which was applicable on December 19, 2012, decisively. By derogation, the applicant in application of § 6 Paragraph 3, Clause 3 to 6 the necessary evidence based on the rules and regulations that were applicable on 5 May 2011. In this case, it shall inform the safety authority in writing.

(2) holders already granted type approvals whose validity has not expired on December 20, 2012, the definition 7 paragraph 1 may apply in a series approval in accordance with §. The series approval is issued without the

requirements of § 7 paragraph 2 sentence 1 are tested.

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## **Annex 1 (to § 1) Scope of the Regulation**

(Reference: Federal Law Gazette I 2007 1312).

(... Unrepresentable topographic map)

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## **Annex 2 (to § 4) implementation of decisions of the Commission on the technical specifications for interoperability (TSI)**

### **1 . Common provisions**

#### **1.1 definitions**

For the purposes of this system are:

- a) Railway companies:  
a railway company;
- b) Infrastructure manager:  
an operator of rail infrastructure;
- c) Projects in advanced stages of development:  
a project whose planning or construction has progressed so far that an adaptation to changes in the technical specifications of justified legal, contractual, economic, financial, social or environmental grounds is unacceptable;
- d) Model:  
the basic construction of an interoperability constituent or a subsystem including its possible variants;
- e) Vehicle platform:  
the totality of several vehicle variants, types and series that agree as basic design parameters;
- f) Applicant:  
Railways, keepers of railway vehicles or manufacturers applying for a license.

#### **1.2 Modules for conformity and suitability for use as well as for the EC verification**

The Commission Decision 2010/713 / EU of 9 November 2010 on modules for the procedures for assessing conformity and suitability for use and EC verification required for in the adopted under Directive 2008/57 / EC of the European Parliament and of the Council technical specifications to use the interoperability (OJ. L 319, 4.12.2010, p 1), applies to all reviews under technical specifications, which entered into force after 31 December 2010 or occur as well in terms of meeting national rules ,

If the technical specifications for individual characteristics included Specific cases Germany and to be evaluated subsystem meets the requirements laid down therein, the conformity of the subsystem is given for this feature and to provide an appropriate certificate.

### **2 . infrastructure subsystem**

#### **2.1 Conventional rail system**

The Commission Decision 2011/275 / EU of 26 April 2011 on the technical specification for interoperability relating to the "infrastructure" of the trans-European conventional rail system (OJ. L 126, 14.5.2011, p.53), as amended by Decision 2012 / 464 / EU (OJ. L 217, 14.8.2012, p 20) has been modified to be applied to the infrastructure of the trans-European conventional rail system.

#### **2.2 High-speed rail system**

2.2.1 The Commission Decision 2008/217 / EC of 20 December 2007 concerning the technical specification for interoperability relating to the "infrastructure" of the trans-European high-speed rail system (OJ. L 77, 19.3.2008, p.1), which by Decision 2012 / 464 / EU is amended, applicable to the infrastructure of high-speed rail system.

2.2.2 The Commission on 30 May 2002 by Decision 2008/217 / EC partially repealed Decision 2002/732 / EC concerning the technical specification for interoperability relating to the "infrastructure" of the trans-European high-speed rail system in accordance with Article 6, paragraph 1 of Directive 96/48 / EC (OJ. L 245, 12.9.2002, p 143, L 275, 11.10.2002, p 5), by Decision 2012/462 / EU (OJ. L 217, 14.8.2012, p.1) has been

amended, shall continue to apply to

- a) Maintenance work related to projects that have been approved under Decision 2002/732 / EC, and
- b) Projects related to a new, re-equipped or renewing track as far as they were at the time of publication of the decision 2008/217 / EC in an advanced stage of development or subject to a contract in the implementation.

2.2.3 The 2.2.1 and 2.2.2 in force in accordance with the technical specifications of the infrastructure subsystem numbers also apply to construction projects, which were not provided at the time of commissioning of the structural subsystem for use with speeds of at least 200 kilometers per hour when the applicant application required.

2.2.4 The requirements of 2.2.1 and 2.2.2 in force in accordance with paragraphs technical specifications of the infrastructure subsystem for designing platforms have to be met even in those stations and stops that are not directly located on the navigable with at least 200 kilometers per hour track systems, as far as adhere to these features of the high-speed rail system as planned.

### **3 . subsystem rolling stock**

#### **3.1 Conventional rail system**

3.1.1 The Commission Decision 2011/229 / EU of 4 April 2011 on the technical specification for interoperability (TSI) relating to the subsystem "rolling stock - noise" of the trans-European conventional rail system (OJ L 99, 13.4.2011, p. 1) which has been amended by Decision 2012/464 / EU, is in accordance with the number 3.3 apply to locomotives, passenger carriages and freight wagons of the trans-European conventional rail system.

3.1.2 The Commission Decision of 23 December 2005 Decision 2011/229 / EU partially repealed Decision 2006/66 / EC concerning the technical specification for interoperability (TSI) relating to the subsystem "rolling stock - noise" of the trans-European conventional rail system (OJ L 37th 8.2.2006, p.1), which has been amended by Decision 2012/462 / EU, is in accordance with point 3.3 continue to apply to

- a) the continuation of projects that have been approved by Commission Decision 2006/66 / EC, and
- b) Projects related to a new, umzurüstendes or renewing vehicle, insofar as they were at the time of publication of Decision 2011/229 / EU in an advanced stage of development or subject to a contract in the implementation.

1 lit b shall not apply if the applicant applies for the application of Decision 2011/229 / EU.

3.1.3 By Regulation (EU) No 321/2013 of the Commission of 13 March 2013, a technical specification for interoperability relating to the "rolling stock - freight wagons". Of the rail system in the European Union and repealing Decision 2006/861 / EC Commission (OJ. L 104, 12.4.2013, p.1), established by Regulation (EU) no. 1236/2013 (OJ. L 322, 12.3.2013, p 23) has been changed, partially repealed decision 2006 / 861 / EC of 28 July 2006 concerning the technical specification for interoperability (TSI) relating to the subsystem "rolling stock - freight wagons" of the trans-European conventional rail system (OJ L 344, 8.12.2006, p 1, L 345, 29.12. .2011, p 35), which has been last amended by Decision 2012/464 / EU is to continue to apply in accordance with the point 3.3 on

- a) the continuation of projects that have been approved under Decision 2006/861 / EC, and
- b) Projects related to a new, umzurüstendes or renewing vehicle, insofar as these at the time of publication of Regulation (EU) no. 321/2013 were in an advanced stage of development or subject to a contract in the implementation.

1 lit b shall not apply if the applicant applies for the application of Regulation (EU) no. 321/2013.

3.1.4 The Commission Decision 2011/291 / EU of 26 April 2011 concerning a technical specification for interoperability of the rolling stock subsystem, "locomotives and passenger rolling stock 'of the trans-European conventional rail system (OJ. L 139, 26.5.2011, p 1) was last amended by Decision 2012/464 / EU, is in accordance with the number 3.3 apply to locomotives and passenger coaches of the trans-European conventional rail system.

#### **3.2 High-speed rail system**

3.2.1 The Commission Decision of 21 February 2008 on the technical specification for interoperability relating to the "rolling stock" of the trans-European high-speed rail system (OJ Decision 2008/232 / EC. L 84, 26.3.2008, p 132, L 104, 14.4.2008, P. 80, L 208, 3.8.2012, p 22), which has been amended by Decision 2012/464 / EU is to apply to vehicles of high-speed rail system as defined in No. 3.3.

3.2.2 The Commission on 30 May 2002 by Decision 2008/232 / EC partially repealed Decision 2002/735 / EC concerning the technical specification for interoperability relating to the "rolling stock" of the trans-European high-speed rail system in accordance with Article 6, paragraph 1 of Directive 96/48 / EC (OJ. L 245, 12.9.2002, p 402, L 275, 11.10.2002, p 13), which has been amended by Decision 2012/462 / EU is to continue to apply in accordance with the point 3.3 on

- a) Maintenance work related to projects that have been approved under Decision 2002/735 / EC, and
- b) Projects related to a new, umzurüstendes or renewing vehicle, insofar as they were at the time of publication of the decision 2008/232 / EC in an advanced stage of development or subject to a contract in the implementation.

3.2.3 In addition to the decision 2008/232 / EC 3.3, the decision is in accordance with the number 2011/291 / EU should apply to all new, to be upgraded and renewed vehicles of high-speed rail system, the drive on the infrastructure of the trans-European conventional rail system.

### 3.3 provisos

- 3.3.1 For the in Article 2 paragraph 2 point a Decision 2011/291 / EU regulated vehicles, be made for the mandatory specifications already under tenders on transport services is given by the receipt of bids on the prescribed transport services an advanced stage of development.
- 3.3.2 In Article 2 paragraph 2, point b Decision 2011/291 / EU regulated already under execution orders also include the after performance and price specified or ascertainable framework contracts and option rights from existing production and supply.
- 3.3.3 In Article 2 paragraph 2, point c Decision 2011/291 / EU regulated vehicles of an existing design type also located at the latest by 31 December 2011 on behalf of vehicle projects still have no authorization for placing and all vehicles of this vehicle platforms.

## 4 . energy subsystem

### 4.1 Conventional rail system

The Commission Decision 2011/274 / EU of 26 April 2011 on the technical specification for interoperability relating to the "energy" of the trans-European conventional rail system (OJ. L 126, 14.5.2011, p.1), as amended by Decision 2012 / 464 / EU has been changed, is as defined in No. 4.3 within the trans-European conventional rail system to be applied to

- a) the fixed installations of the electric power for the electric traction and
- b) the interaction of overhead contact lines and pantographs.

### 4.2 High-speed rail system

4.2.1 The Commission Decision of 6 March 2008 concerning the technical specification for interoperability relating to the "energy" of the trans-European high-speed rail system Decision 2008/284 / EC (OJ. L 104, 14.4.2008, p.1), which by Decision 2012 / 464 / EU has been changed, is as defined in No. 4.3 within the high-speed rail system to be applied to

- a) the fixed installations of the electric power for the electric traction and
- b) the interaction of overhead contact lines and pantographs.

4.2.2 The Commission on 30 May 2002 by Decision 2008/284 / EC partially repealed Decision 2002/733 / EC concerning the technical specification for interoperability relating to the "energy" of the trans-European high-speed rail system in accordance with Article 6, paragraph 1 of Directive 96/48 / EC (OJ. L 245, 12.9.2002, p 280, L 275, 11.10.2002, p 8), which has been amended by Decision 2012/462 / EU is to continue to apply in accordance with the point 4.3 on

- a) Maintenance work related to projects that have been approved under Decision 2002/733 / EC, and
- b) Projects related to a new, re-equipped or renewing track as far as they were at the time of publication of the decision 2008/284 / EC in an advanced stage of development or subject to a contract in the implementation.

Sentence 1 relates

- a) the fixed installations of the electric power for the electric traction,
- b) the interaction of overhead contact lines and pantographs and
- c) pantographs.

### 4.3 provisos

- 4.3.1 In conventional rail system and infrastructure category II and III of the high-speed rail system for the overall direction for use by pantographs with paddles of the type is to be interpreted as 1950 mm (according to the head geometry of Decision 2011/291 / EU, Section 4.2.8.2.9.2.2).
- 4.3.2 In infrastructure category I of the high speed rail system is the clear space for the passage of pantographs with paddles of the type 1950 mm (according to the head geometry of Decision 2011/291 / EU, Section 4.2.8.2.9.2.2) kept free.

## 5 . Control command and signaling

### 5.1 Trans-European rail system

- 5.1.1 The Commission Decision 2012/88 / EU of 25 January 2012 on the technical specification for interoperability of the subsystems "control-command and signaling" of the trans-European rail system (OJ. L 51, 23.2.2012, p.1), which by Decision 2012/696 / EU (OJ. L 311, 10.11.2012, p 3) has been changed, is applied according to point 5.2 on infrastructures and leading vehicles of trains of the trans-European rail system.
- 5.1.2 The Commission Decision of 28 March 2006, Decision 2012/88 / EU partially repealed Decision 2006/679 / EC concerning the technical specification for interoperability (TSI) relating to the subsystem "control / command and signaling" of the trans-European conventional rail system (OJ. L 284, 16.10.2006, p.1), last amended by Decision 2012/463 / EU (OJ. L 217, 14.8.2012, p 11 has been changed), continue to be applied in accordance with point 5.2 on
- a) Maintenance work on the infrastructure and the leading vehicles of trains of the trans-European conventional rail system in connection with projects that are approved under Decision 2006/679 / EC, and
  - b) Projects related to a new, umzurüstendes or renewing subsystem as far as they were at the time of publication of Decision 2012/88 / EU in an advanced stage of development or subject to a contract in the implementation.

1 lit b shall not apply if the applicant applies for the application of Decision 2012/88 / EU.

- 5.1.3 The Commission by Decision 2012/88 / EU partially repealed Decision 2006/860 / EC of 7 November 2006 concerning the technical specification for interoperability relating to the "control-command and signaling" of the trans-European high-speed rail system and modifying Annex A of the decision 2006/679 / EC of 28 March 2006 concerning the technical specification for interoperability relating to the "control / command and signaling" of the trans-European conventional rail system (OJ. L 342, 7.12.2006, p.1), last amended by the Decision has been amended 2012/463 / EU, is in accordance with point 5.2 continue to apply to
- a) Maintenance work on the infrastructure and the leading vehicles of trains of high-speed rail system in connection with projects that are approved under Decision 2006/860 / EC, and
  - b) Projects related to a new, umzurüstendes or renewing subsystem as far as they were at the time of publication of Decision 2012/88 / EU in an advanced stage of development or subject to a contract in the implementation.

1 lit b shall not apply if the applicant applies for the application of Decision 2012/88 / EU.

- 5.1.4 The Commission Decision of 30 May 2002 on the technical specification for interoperability relating to the "control-command and signaling" of the trans-European high-speed rail system in accordance with Article 6, paragraph 1 of the Directive by Commission Decision 2006/860 / EC partially repealed Decision 2002/731 / EC 96/48 / EC (OJ. L 245, 12.9.2002, p 37, L 275, 11.10.2002, p 3), which has been last amended by Decision 2012/462 / EU, is in accordance with the number 5.2 continue to apply to
- a) Maintenance work on the infrastructure and the leading vehicles of trains of high-speed rail system in connection with projects that are approved under Decision 2002/731 / EC, and
  - b) Projects related to a new, re-equipped or renewing track as far as they were at the time of publication of the decision 2006/860 / EC in an advanced stage of development or subject to a contract in the implementation.

### 5.2 provisos

- 5.2.1 ERTMS is trackside set up so that any gaps identified for trains running exclusively under ERTMS consistent distance trains in Annex III Section 7.3.4 of Decision 2012/88 / EU corridors A, B, E and F occur, the equipment to should start the border crossing points to neighboring countries. The equipment of the stations along a corridor with ERTMS includes the running routes

- a) the continuous main tracks and
- b) useful siding in operationally due extent for obtaining the line capacity and sufficient flexibility in the management; generally are considered reasonable in each direction an overhaul track with a platform and a freight train track overhaul.

5.2.2 Each freight space by Annex III, Section 7.3.5 of Decision 2012/88 / EU is to tie a corridor so at least that with ERTMS at least one station is just formed in the international long-distance freight trains, dissolved or altered, and from which the collection and distribution of goods takes place (transfer station). For retracting in transfer stations trains the latest information transfer on the last main signal ranges before the end of the train.

5.2.3 The corridors are at least equipped as follows:

The Corridor A is equipped with the following polyline: Emmerich - Oberhausen West - Duisburg-Wedau - Cologne-Kalk North - Troisdorf - Niederlahnstein - Wiesbaden Ost - Mainz-Bischofsheim - Darmstadt Hauptbahnhof - Mannheim-Friedrichsfeld - Schwetzingen - Karlsruhe - Rastatt - Offenburg - Basel Badischer Bahnhof. Along the corridor A following transfer stations are to connect: Duisburg-Ruhrort Hafen, Köln-Gremberg marshalling and Mannheim marshalling yard.

5.2.4 Effort should be made to ensure that ERTMS vehicles have information on the specific national characteristics and the command systems of that network into which they enter.

## 6 . Subsystem Traffic Operation and Management

The Commission Decision 2012/757 / EU of 14 November 2012 concerning the technical specification for interoperability of the 'operation and traffic management' of the rail system in the European Union and amending Decision 2007/756 / EC (OJ. L 345, 15.12.2012, p.1, L 101, 04.04.2014, p 15), as amended by Decision 2013/710 / EU (OJ. L 323, 12.4.2013, p 35 has been changed), applies to the management of the rail system.

## 7 . Cross-sections of the trans-European rail system

### 7.1 Safety in Railway Tunnels

The Commission Decision 2008/163 / EC of 20 December 2007 concerning the technical specification for interoperability "safety in railway tunnels" in the trans-European conventional rail system and the trans-European high-speed rail system (OJ. L 64, 7.3.2008, p 1) which was last amended by Decision 2012/464 / EU, to be applied to the subsystems "infrastructure", "energy", "operation and traffic management", "control-command and signaling" and "vehicles" of the trans-European rail system.

### 7.2 Persons with Reduced Mobility

The Commission Decision 2008/164 / EC of 21 December 2007 concerning "persons with reduced mobility" of the technical specification for interoperability in the trans-European conventional rail system and the trans-European high-speed rail system (OJ. L 64, 7.3.2008, p 72) which has been amended by Decision 2012/464 / EU, to be applied to the subsystems "infrastructure" and "vehicle" of the trans-European rail system.

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### **Appendix 3 (to § 9) measures which are to be classified as extensive renewal or upgrading**

(Reference: Federal Law Gazette I 2007, 1315-1317).

Major renovations or retrofits are usually present when the project costs, or in the case of infrastructure measures exceed the cost of construction, 1 million euros.

Measures with project and construction costs at EUR 0.4 million do not constitute extensive upgrade or renewal represents.

Renewals or conversions on rolling stock subsystem aimed notwithstanding sentence 1 and 2 exclusively by letter D of this Appendix. As extensive upgrade or renewal of the following measures also apply:

#### **A. infrastructure subsystem**

As extensive upgrading or renewal of operating systems are:

1. Changes in route or station tracks or feeding tracks to treatment and parking facilities as well as changes to marshalling yards, where more than 400 m of track or more than two points are concerned;
2. Changes to Terminals of combined transport (plants and railways), which enhance the handling capacity by more than 10%;
3. Renovation of bridges, superstructures or abutments;



- . 4 structural measures in underground stations, which are triggered by a revised fire protection plan;
- . 5 Increasing the speed of at least 10% by:
  - 5.1 Changing the alignment design or track spacing,
  - 5.2 Change of level crossing safety,
  - 5.3 Exercise for the use of vehicles with tilting technology;
- . 6 Increasing the capacity of the superstructure and the buildings over 225 kN (22.5 t) by:
  - 6.1 Installation of protection or support layers,
  - 6.2 Renewal of superstructures,
  - 6.3 Change the top design.

#### **B. energy subsystem**

As extensive upgrading or renewal of operating systems are:

- 1. Measures to catenary systems, which extend over more than a tension per track;
- . 2 Measures to traction power supply systems based on a feed section and a substation, when the
  - 2.1 Supply Type (central or decentralized)
  - 2.2 the voltage,
  - 2.3 the frequency,
  - 2.4 the protective function (including interface to the vehicle) changed or
  - 2.5 the power is increased by more than 35%.

#### **C. Control command and signaling:**

As extensive upgrading or renewal of plant and vehicles are:

- 1. Measures within other listed in this plant subsystems, on the basis of which must be the configuration and system data of interoperability constituents and other security systems changed, (eg interlocking technology.);
- . 2 functional changes to route or station safety systems and vehicle equipment
  - 2.1 in connection with an amortized ETCS specifications;
  - 2.2 where risk acceptance values an approved risk analysis be exceeded;
  - 2.3 Have on Class B systems for a TSI set out in point 4 of Appendix 2, the impact on the notified requirements of these techniques;
  - 2.4 the certified subsystem through which a relevant for the German railway system update the safety and function of proof is necessary;
  - 2.5 of security systems (z. B. interlocking equipment), making the previous consistency checks on existing safety and functional evidence invalid.

#### **D. Rolling stock subsystem:**

\* On vehicles are considered major changes:

- 1. Changes in the vehicle mass or the wheel force by more than 10%  
Changes in nominal vehicle mass in the load statuses (according to DIN EN 15663: 2012-05; Railway applications - Definition of vehicle reference masses; German version EN 15663: 2009 + AC: 2010) or changes in nominal wheel loading (according to EN 50215 DIN EN 50215 VDE 0115-101 : 2010-07; railway applications - Rolling stock - testing of rolling stock after completion of construction and before entry) in the loading conditions:
  - Design mass in working order
  - Design mass under exceptional payload
- . 2 Changing the braking weight  
Amending railroad legally approved brake weights by more than 10% down and on the approval of the evidence underlying upward and installation / removal and replacement / exchange of slide protection.
- . 3 Change in fire safety category

Change according to the requirements of the applicable technical specifications for interoperability for safety in railway tunnels.

. 4 Change to the security architecture for monitoring / controlling of:

- Braking functions,
- traction,
- Exterior doors and
- active elements for driving safety and compliance with the boundary profile

Change in structure / structure and operation of the architectural elements (eg. B. safety loops, train and control cables, etc.)

. 5 Increasing the allowable vehicle speed limit by more than 15 km / h or the allowable cant deficiency by more than 10%

Increasing the permissible maximum vehicle speed and the allowable cant deficiency (essential parameter for assessing the speed in curves).

. 6 Extension of the control of the vehicle group or trainset on:

- Multiple traction
- mixed traction

\* Reference basis for the changes is the vehicle state or the underlying parameters of the last railway licensing (decrease, commissioning approval, etc.).

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