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INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport
(Fifty-sixth session, 16-18 October 2002,
agenda item 6)

THE ROLE OF RAILWAYS IN THE PROMOTION OF COMBINED TRANSPORT

Status of implementation of the Directive 2001/16/EC of the European Parliament and of the European Council on the interoperability of the Trans-European conventional rail system

Transmitted by the Governments of Germany and the United Kingdom

The Working Party on Rail Transport, at its fifty-fifth session (16-18 October 2001), considered, inter alia, questions related to the role of railways in the promotion of combined transport (TRANS/SC.2/196, paras. 33-38).

In connection with this item, the Working Party invited the European Community to report on the status of implementation of the Directive 2001/16/EC on the interoperability of the trans-European conventional rail system. The report of the European Community is reproduced in the document TRANS/SC.2/2002/9. The Working Party also invited the European Union (EU) member Governments to report on their experiences in applying the same directive.

The information transmitted to the secretariat is set out below for consideration by the Working Party.

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GERMANY

The Directive 2001/16/EG for the conventional rail transport system has to be converted into national law by April 2003. This provides, for the time being, only the institutional framework for an adaptation of the rail transport systems of the member States.

Uniform requirements regarding safety, reliability and operational readiness, health, protection of the environment and technical compatibility of rail transport systems will be first introduced in the EU by the “technical specifications for interoperability (TSI)”. For the setting-up of the TSI for this Directive, a time span of four years has been determined while, at the same time, the TSI for high-speed transport will be revised. Subsequent to an intermediate time, which has not yet been specified, a coherent uniform system for the requirements of a trans-European railway system will be introduced mandatorily with the TSI.

Proceeding in this way, the national regulations e.g. die Eisenbahn-Bau- und Betriebsordnung (EBO) (the railway construction and operating regulations) will largely be replaced. The uniform requirements applicable within the territory of the EU for the rail transport systems represent, among others, an important prerequisite for access without discrimination of the individual rail transport undertakings to the networks of the different railway infrastructure managers.

In view of the above-mentioned time frame, it is not possible to provide, for the time being, a statement of the experience made with this Directive.

UNITED KINGDOM

The legal section of the Department for Transport, Local Government and the Regions is at present working towards having implementing regulations in place by April 2003.
