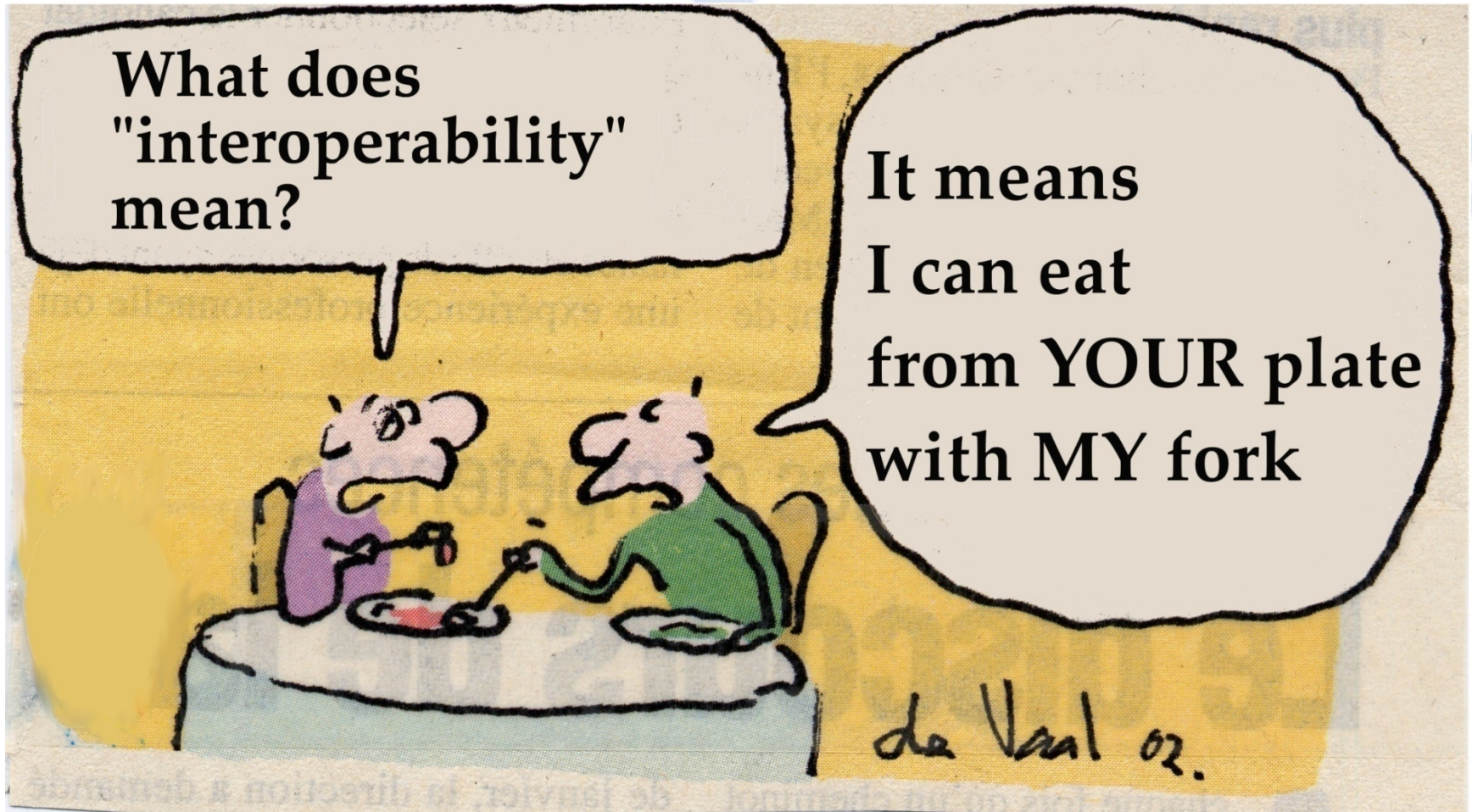




Interoperability Directive



1. Background
2. Scope
3. Entry into force
4. Consequences





What has happened ? A worrying report

Snapshot & Analysis done in the 90'ies

Railway traffic falling

- | Freight 30% \searrow 13.2% (1970-2004)
- | while Freight by road x 3
- | Pass. 6.8% \searrow 6.4% (1995-2003)

Technical Patchwork

- | 5 types of electrification
- | + 21 signaling system
- | 5 track gauges
- | 5 classes of axles load
- | 6 line gauges
- | national operational rules

Request for Transport 2010

- | Passengers +24%
- | Freight +38%



YESTERDAY



TODAY





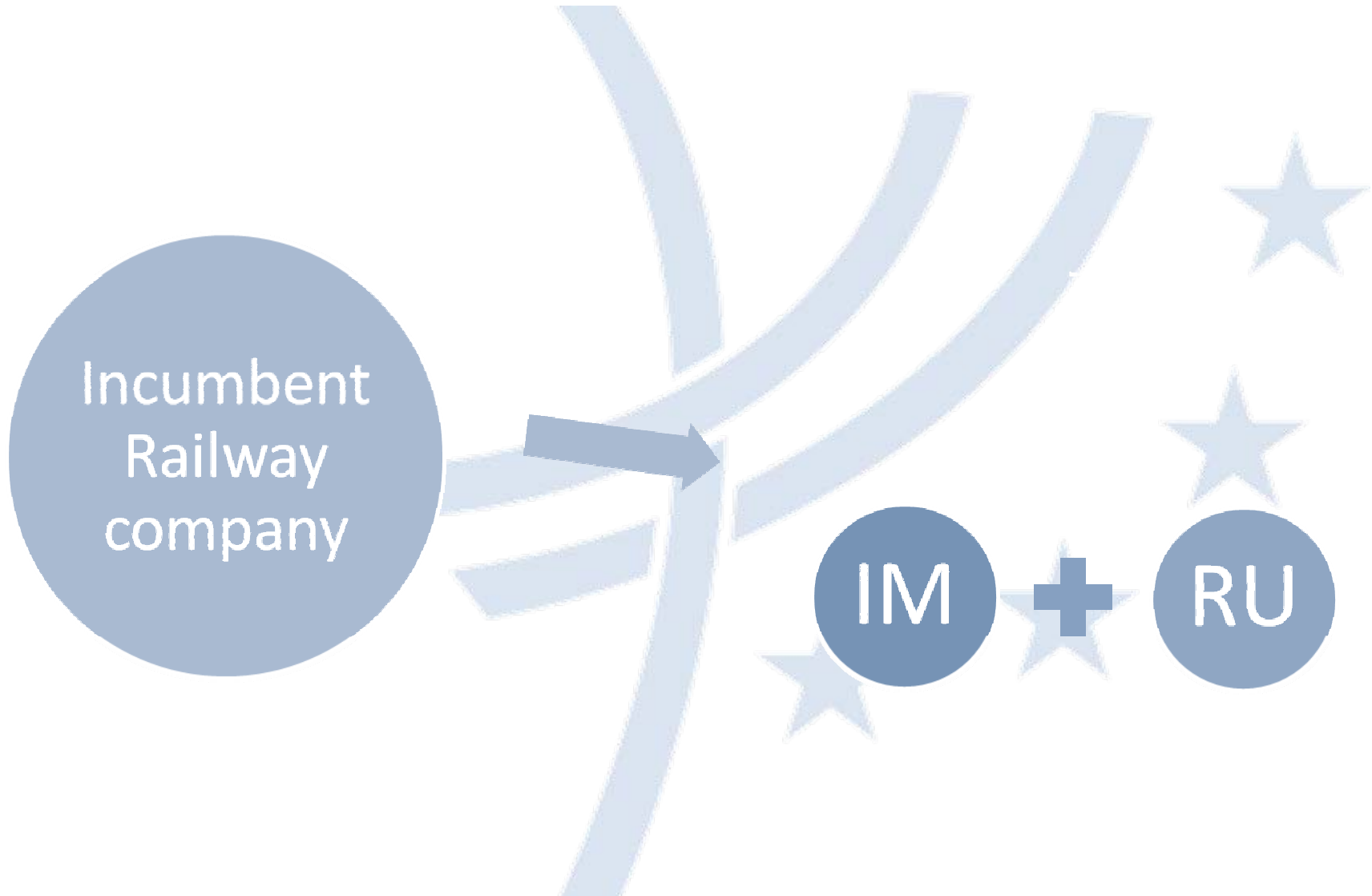
Legal authority

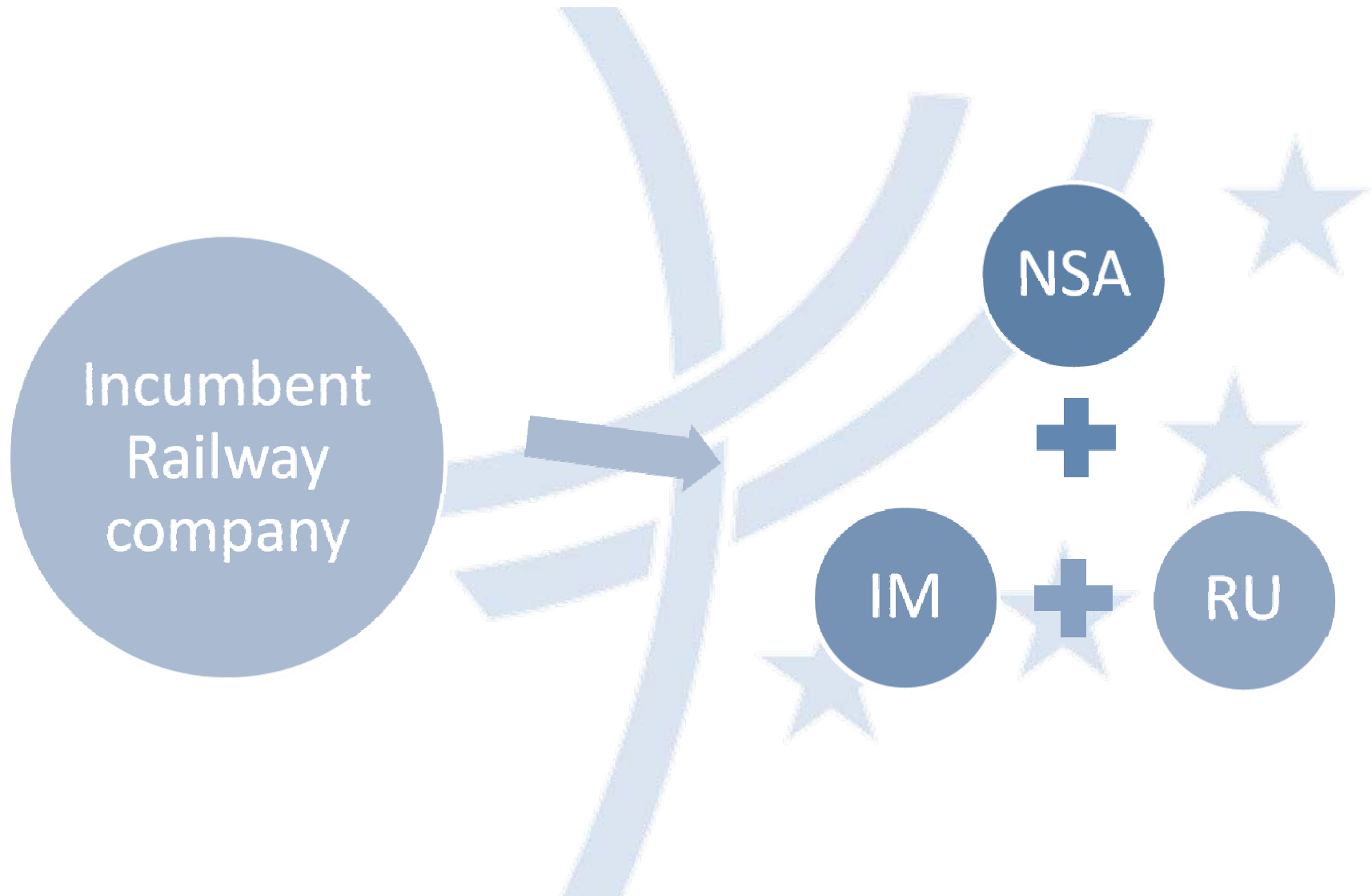
Infrastructure

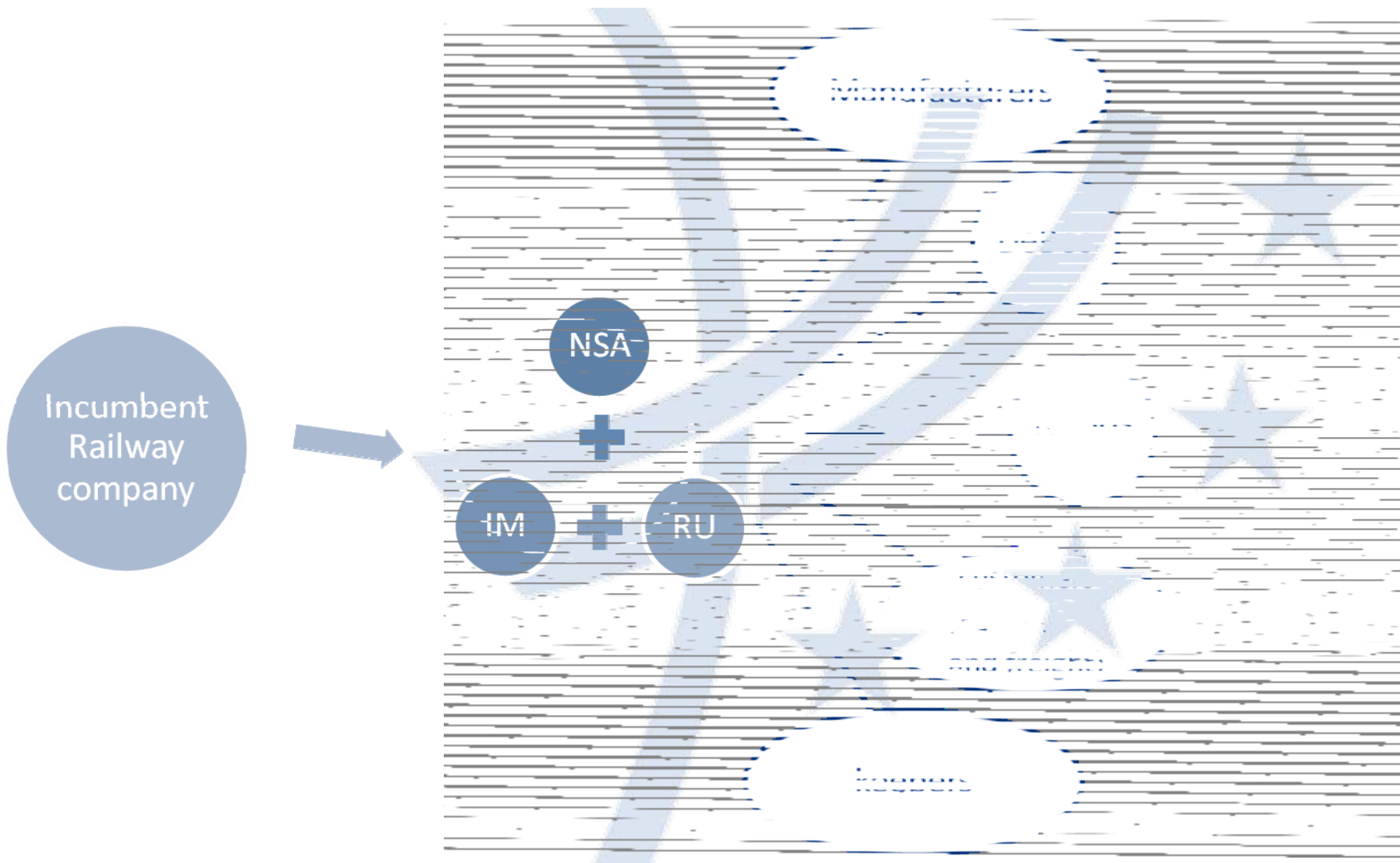
(Incumbent)
Railway company

Train operation

Commercial









1. Background
2. Scope
3. Entry into force
4. Consequences



Directive 96/48: Interoperability on the High Speed TEN

Directive 2001/16: Interoperability on the Conventional TEN



Directive 2004/50 modifying 96/48 and 2001/16

Directive 2007/32 amending Annex VI of 96/48 and 2001/16



Directive 2008/57/EC on the Interoperability of the Rail System within the Community (covering both HS and CR and extended to the whole of the European Network)



Purpose of the Directive

This Directive sets out to establish the **conditions to be met to achieve interoperability** within the Community rail system in a manner compatible with the provisions of Directive 2004/49/EC.

These conditions concern the **design, construction, placing in service, upgrading, renewal, operation and maintenance** of the parts of this system as well as the **professional qualifications and health and safety conditions** of the staff who contribute to its operation and maintenance.



EC DIR
2008/57
Art. 1.1

Directive applies to all network but possible exclusions as foreseen in art. 1.3



Objective of the Directive

The pursuit of this objective must lead to the definition of an **optimal level of technical harmonisation** and make it possible to:

(a) **facilitate, improve and develop international rail transport services** within the European Union and with third countries;

(b) **contribute to the progressive creation of the internal market** in equipment and services for the construction, renewal, upgrading and operation of the rail system within the Community;

(c) **contribute to the interoperability** of the rail system within the Community.



EC DIR
2008/57
Art. 1.2



Member States **may exclude** from the measures they adopt in implementation of this Directive:

- (a) **metros, trams and other light 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 networks;
- (c) **privately owned railway infrastructure and vehicles** exclusively used on such infrastructure that exist solely for use by the owner for its own freight operations;
- (d) infrastructure and vehicles reserved **for a strictly local, historical or touristic use.**



EC DIR
2008/57
Art. 1.3

→ 19th July
2010



The scope of the TSIs shall be progressively extended in accordance with Article 8 to the whole rail system, including track access to terminals and main port facilities serving or potentially serving more than one user, without prejudice to the derogations to the application of TSIs as listed in Article 9



EC DIR
2008/57

Art. 1.4



1. Background
2. Scope
3. Entry into force
4. Consequences



Member States **shall draw up**, for each subsystem, a list of the **technical rules in use** for implementing the essential requirements and notify this list to the Commission when:

- **no relevant TSI exists, or**
 - **a derogation has been notified under Article 9, or**
 - **a specific case requires the application of technical rules not included in the relevant TSI.**
- **an open point is identified in a TSI**



EC DIR
2008/57
Art. 17.3

Art. 5.6