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DIRECTORATE GENERAL III
INDUSTRY
Direction B
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MANDATE TO CEN/CENELEC/ETSI FOR PROGRAMMING AND STANDARDIZATION IN THE FIELD OF RAILWAY EQUIPMENT

1. MOTIVATION.

The railway sector is of key importance for Community policy, in relation both to the transport and industrial sectors. Community policy in this area is aimed at improving efficiency and furthering the development of a European transport system, of which railways form a vital part.

Measures taken by the European Community for the opening up of public procurement include Council Directive 90/531/EEC on the procurement procedures of entities operating in the water, energy, transport and telecommunications sectors, published in O.J.E.C. No. L 297 of 29 October 1990.

This mandate is within the framework of the policy of opening the market in the railway sectors, the common transport policy, and the policy of establishment of trans-European networks. It takes account of the CEN and CENELEC structures and activities already set in place at the request of the Commission.

Regarding the common transport policy, Directive 91/440/EEC of 29 July 1991 on the development of Community railways (O.J.E.C. L 237 of 24 August 1991) is concerned. This directive foresees in particular the financial separation of the railway infrastructure from the operation of transport services by railway enterprises, and the conditions of access to such infrastructures.

Trans-European networks are the subject of Title XII of the Treaty on European Union which provides that Community action must aim at supporting the interconnection and interoperability of national networks, and access to such networks.

Within this framework, guidelines have been drawn up for the European high speed train network and activities on the conventional rail network are under way.

Regarding the guidelines for the high speed network, a proposal for a Directive for interoperability is in preparation. In this document, interoperability is defined as the result of respecting a set of essential requirements for safety, health, protection of the environment, consumer protection, technical compatibility and operation. It is also foreseen that interoperability will be made the subject of Technical Interoperability Specifications (T.I.S.), the application of which will be particularly based on reference to standards. T.I.S. are technical specifications elaborated for the eight sub-systems making up the European network. They set out, for each sub-system, the essential requirements, fix fundamental parameters, indicate parts and interfaces which must be the subject of European specification, such as European standards, with a view to interoperability, and indicate the modules to be used as defined in Council Decision 90/683/EEC.

As for the establishment of the internal market, public contracts for the supply and installation of equipment for railways - as for other utilities under Directive 90/531/EEC - must be subject to competition. Reference to common European standards in public procurement contracts contributes to the opening of such contracts to competition since it ensures that the technical aspects of the contracts are transparent and that economic operators can compete for them on an equal basis. Studies carried out for the Commission on the effective opening-up of public procurement in this sector have reached the conclusion that technical standardization at the European level is of importance, and this mandate responds to their results.

All these aspects are critically dependent on the availability of standards.

CEN and CENELEC have a programme of work in this area, under a Joint Programming Committee, which is relevant to this mandate. The work to be undertaken should be joint and mutually acceptable to CEN, CENELEC and ETSI.

2. DESCRIPTION OF THE MANDATED WORK.

1. The work is to be undertaken by stages.

- a. In the first phase, CEN, CENELEC and ETSI are asked to present standards for railway equipment, on the basis of the existing work programmes in CEN and CENELEC. The standards to be presented in this phase are those which are the most mature and which, in the joint opinion of CEN, CENELEC and ETSI, will contribute most strongly to the effective opening of railway public procurement contracts to free competition.

- b. In a subsequent phase, CEN/CENELEC/ETSI are asked to draw up a standardization programme which takes into account the new requirements likely to arise from Community legislative initiatives in the railway sector, from conventional railways to high speed trains.

The programming task should take into account:

- The specific aspect of railway interoperability;
- Conditions related to the safe operation of railway networks, which will need to be progressively integrated to meet the needs of trans-European networks;
- Other standards, specifications and rules currently available or in preparation in this area at a national or international level, and specifications established by interested organizations such as (but not limited to) UIC, CER, UITP and UNIFE, in order to avoid duplication of work or overlapping.

The programme should give a clear description of work to be done which is necessary to meet the requirements of the Directive on interoperability as it will be adopted, with indication of priorities, justifications, and where appropriate proposals for its execution in phases. It should be drawn up in such a way as to permit assessment of the proposals and the allocation of priority to its elements.

2. Where equipment is covered by the scope of other Directives, existing or known to be in preparation, the standards elaborated under this mandate should not overlap with aspects mandated under other Directives. However, the standards should take account of, and where necessary make reference to, other European standards in the field, either existing or in preparation. Account should be taken of the implications for other aspects of Community policy - for example, environmental and health and safety questions.

3. BODIES TO BE ASSOCIATED.

The elaboration of the standards should be undertaken in cooperation with the broadest possible range of interested groups, including international and European level associations. Those involved should include railway operators and railway regulatory bodies; manufacturers and installers of railway equipment and rolling stock; passenger groups; and other industries associated with the railway industry. In particular, cooperation with UIC, CER, UITP and UNIFE is regarded as essential.

4. EXECUTION OF THE REQUEST.

1. This request shall be executed by stages.
2. In execution of the first phase, CEN, CENELEC and ETSI shall present to the Commission, within three months of acceptance of this mandate, a joint and mutually agreed list of standards, with a timetable for their adoption, which it is proposed to present in fulfilment of clause 2.1 a of this mandate.
3. CEN, CENELEC and ETSI shall present the draft standards mentioned above by the dates agreed. The European standards (EN or ETS) shall be adopted by the dates agreed. At these dates, the three linguistic versions (DE, EN, FR) shall be available as well as the correct titles in the other Community languages.
4. The European standards adopted shall be transposed into national standards and differing national standards shall be withdrawn from the catalogues of the national standards organizations in the Member States within six months of their adoption.
5. Without prejudice to the provisions of Article 7, paragraph 2 of Directive 83/189/EEC, standstill shall apply from the date on which the standards organizations accept, in line with the internal rules of CEN, CENELEC and ETSI, the work items in their respective work programmes.
6. In execution of the subsequent phase, CEN, CENELEC and ETSI shall present a first programme of standardization work items and related target dates, in accordance with 2.1.b above, to the Commission within six months of agreement of the programme for the production of technical interoperability specifications by the joint group representing the railway and industry infrastructure managers. Further specific standardization mandates are envisaged for future work in this field.