



EUROPEAN COMMISSION
 DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT
 DIRECTORATE D - Inland Transport
D.2 - Rail Transport and Interoperability

Brussels, 28th January 2011
M/483 EN

**MANDATE FOR PROGRAMMING AND STANDARDISATION
 ADDRESSED TO THE EUROPEAN STANDARDISATION BODIES
 UNDER DIRECTIVE 2008/57/EC IN THE FIELD OF THE INTEROPERABILITY
 OF THE RAIL SYSTEM WITHIN THE EUROPEAN UNION**

1. MOTIVATION

- 1.1 Title VI of the Treaty on the Functioning of the European Union establishes that the objectives of the Treaty on European Union and of the Treaty on the Functioning of the European Union shall be pursued within the framework of a common transport policy.
- 1.2 Title XVI of the Treaty on the Functioning of the European Union, considering that trans-European networks are a key element for the consolidation of the internal market and the strengthening of economic, social and territorial cohesion, determines that the European Union shall contribute to the establishment and development of such networks and promote their interconnection and interoperability. In order to meet those objectives, the European Union is required to establish a series of guidelines concerning trans-European networks and implement measures necessary to ensure their interoperability, in particular in the field of technical standardisation.
- 1.3 The Community Guidelines for the Development of the Trans-European Transport Network¹ define, among others, the characteristics of the trans-European rail system.
- 1.4 The European Parliament and the Council adopted, on 17 June 2008, Directive 2008/57/EC on the interoperability of the rail system (recast).
- 1.5 Directive 2008/57/EC stipulates that the interoperability of the rail system is based on all the regulatory, technical and operational conditions which must be met in order to satisfy the essential requirements of the Directive.
- 1.6 In order to meet the essential requirements and ensure interoperability, each subsystem of the rail system is covered by 'Technical Specifications for Interoperability' (TSIs) that determine the interoperability constituents and interfaces. These specifications may make an explicit reference to European specifications, including European standards.

¹ Decision N° 1692/96/EC of 23 July 1996 - Official Journal L 228 of 09/09/1996

- 1.7 As a consequence, the present mandate is aimed at elaborating the standards supporting the interoperability of the European rail system and falls within the framework of the Directive 2008/57/EC. It replaces mandate M 275 of 13 November 1998 in the field of railway equipment on the interoperability of the trans-European high-speed rail system and mandate M 334 of 22 May 2003 in the field of the interoperability of the trans-European conventional rail system.

2. DESCRIPTION OF THE MANDATED WORK

- 2.1 CEN, CENELEC and ETSI, allowing for the requirements arising from Directive 2008/57/EC, are asked to carry out the work in two phases.

Programming

In the first phase, the European standardisation bodies (CEN, CENELEC and ETSI) are asked to draw up a common standardisation programme in support of Directive 2008/57/EC. The programme shall give a clear description of the work to be done, which is necessary to meet the essential requirements of the Directive, with indication of priorities, justifications and, where appropriate, proposals for its execution in phases which should include the relevant timetables.

The common standardisation programme shall take into account the standardisation programmes and the standards related to mandate M 275 of 13 November 1998 in the field of railway equipment on the interoperability of the trans-European high-speed rail system and mandate M 334 of 22 May 2003 in the field of the interoperability of the trans-European conventional rail system. It should be drawn up in such a way as to avoid any duplication of activities, and permit assessment of the proposals and the allocation of priority to its elements.

Standardisation

In the subsequent phase, CEN, CENELEC and ETSI are asked to undertake to produce the standards identified in phase one, in accordance with the agreed timetable.

- 2.2 Where equipment falls within 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 European Union policy - for example environmental, health and safety questions and accessibility for persons with disabilities and older people.

3. BODIES TO BE ASSOCIATED

- 3.1 The European Railway Agency (ERA) and the European standardisation bodies established a cooperative relationship through the Memorandum of Understanding (MoU) signed on 10 May 2007. On this basis, the Agency will inform the Commission Services and the European standardisation bodies about the needs for standardisation activities in relation with the development of the TSIs and follow the evolution of the mandated work items.

- 3.2 The elaboration of the standards should be undertaken in co-operation with the broadest possible range of interested groups, including international and

European associations. Those involved should include railway undertakings, infrastructure managers and regulatory railway bodies; workers' organisations; manufacturers and installers of railway equipment and rolling stock; other industries associated with the railway industry and passenger groups. In particular, co-operation with Union Internationale des Chemins de fer (UIC), Union of the European Railway Industries (UNIFE), Community of European Railways and Infrastructure Companies (CER), European Infrastructure Managers (EIM), International Association of Public Transport (UITP), European Transport Workers' Federation (ETF), International Union of Private Wagons (UIP), International Union of Combined Road-Rail Transport Companies (UIRR), European Rail Freight Association (ERFA) is regarded as essential.

- 3.3 As appropriate, CEN, CENELEC and ETSI will invite the representative organisations of consumers' interests (ANEC), environmental protection (ECOS), workers (ETUI), small and medium-size enterprises (NORMAPME, UEAPME) and organisations representing persons with disabilities and older people (EDF and AGE) to take part in the standardisation work.

CEN, CENELEC and ETSI are also requested to consult with the European Commission Directorate General Joint Research Centre in order to explore if the Commission's research institutes dispose of special competence to support the standardisation work.

4. EXECUTION OF THE REQUEST

- 4.1 Taking into account the development of the TSIs, the tasks included in the first phase of this Mandate shall be completed within six months of its acceptance. They will result in a Standardisation Programme for the interoperability of the European rail system. Once accepted by the competent Commission services, the Standardisation Programme will be presented for opinion to the Committee on Standards and Technical Regulations set up under Directive 1998/34/EC and to the Rail Interoperability and Safety Committee set up under Directive 2008/57/EC.
- 4.2 In the case of favourable opinions, the tasks included in the second phase of this Mandate shall be carried out according to the programme and the timetables as agreed in the first phase.
- 4.3 This mandate could be amended later, if necessary, after consultation with the above-mentioned Committees. The European standardisation bodies will transmit possible amendments to the programme to the Commission, which will, where appropriate, present them to the Committee on Standards and Technical Regulations and to the Rail Interoperability and Safety Committee.
- 4.4 CEN, CENELEC and ETSI will have to present the draft standards mentioned above by the agreed dates. The European standards will have to be adopted by the agreed dates. On these dates, the three linguistic versions (DE, EN, FR) must be available as well as the correct titles in the other official EU languages.
- 4.5 The work to be undertaken and its results should be inter-connected, compatible and mutually acceptable to CEN, CENELEC and ETSI.
- 4.6 The European standards adopted should be transposed into national standards and differing national standards will have to be withdrawn from the catalogues

of the national standards organisations in the Member States within six months of their adoption.

- 4.7 The acceptance of this standardisation mandate by CEN, CENELEC and ETSI will open the standstill period referred to in Article 7 of the amended Directive 98/34/EC³ of 22 June 1998 (ex 83/189/EEC of 28 March 1983).