

DECISIONS

COMMISSION IMPLEMENTING DECISION (EU) 2023/1696

of 10 August 2023

amending Implementing Decision 2011/665/EU as regards the specification for the European register of authorised types of vehicles referred to in Article 48 of Directive (EU) 2016/797 of the European Parliament and of the Council

(notified under document C(2023) 5020)

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union ⁽¹⁾, and in particular Article 5(11) and Article 48(2) thereof,

Whereas:

- (1) Railways are being called on to play a key role in a decarbonised transport system, as planned in the European Green Deal and the sustainable and smart mobility strategy, and in the light of developments in this field, a revision of the current Technical Specifications for Interoperability (TSIs) is required.
- (2) On 24 January 2020, in accordance with Article 19(1) of Regulation (EU) 2016/796 of the European Parliament and of the Council ⁽²⁾, the Commission requested the European Union Agency for Railways (the Agency) to prepare recommendations supporting selected specific objectives set out in Commission Delegated Decision (EU) 2017/1474 ⁽³⁾ in order to integrate them in the TSIs to improve interoperability. This would also make it possible to facilitate, improve and develop rail transport services in the Union and with third countries and contribute to completing the single European railway area and the progressive achievement of the internal market.
- (3) On 30 June 2022, the Agency issued Recommendation ERA 1175-1218 ⁽⁴⁾ on several TSIs relating to implementing specific objectives under Articles 4 to 6 and 8 to 10 of Delegated Decision (EU) 2017/1474.
- (4) As a result of the Agency Recommendation, the Commission is amending several TSIs, including TSI CCS ⁽⁵⁾, TSI LOC&PAS ⁽⁶⁾ and TSI WAG ⁽⁷⁾ which are relevant for the European register of authorised types of railway vehicles (ERATV).

⁽¹⁾ OJ L 138, 26.5.2016, p. 44.

⁽²⁾ Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004 (OJ L 138, 26.5.2016, p. 1).

⁽³⁾ Commission Delegated Decision (EU) 2017/1474 of 8 June 2017 supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to specific objectives for the drafting, adoption and review of technical specifications for interoperability (OJ L 210, 15.8.2017, p. 5).

⁽⁴⁾ Recommendation ERA 1175-1218 of the European Union Agency for Railways on the TSI revision package 2022 – Digital Rail and Green Freight.

⁽⁵⁾ Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the ‘control-command and signalling’ subsystems of the rail system in the European Union. (OJ L 158, 15.6.2016, p. 1).

⁽⁶⁾ Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the ‘rolling stock – locomotives and passenger rolling stock’ subsystem of the rail system in the European Union. (OJ L 356, 12.12.2014, p. 228).

⁽⁷⁾ Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem ‘rolling stock – freight wagons’ of the rail system in the European Union and repealing Decision 2006/861/EC (OJ L 104, 12.4.2013, p. 1).

- (5) A revision of the ERATV parameters is therefore needed to align them with the revision of the relevant TSIs.
- (6) The measures provided for in this Decision are in accordance with the opinion of the Railway Interoperability and Safety Committee, pursuant to Article 51 of Directive (EU) 2016/797,

HAS ADOPTED THIS DECISION:

Article 1

Annexes II and III to Implementing Decision 2011/665/EU are amended in accordance with the Annex to this Decision.

Article 2

This Decision is addressed to the European Union Agency for Railways and to the Member States.

Done at Brussels, 10 August 2023.

For the Commission
Adina-Ioana VĂLEAN
Member of the Commission

ANNEX

Section 1

Annex II to Implementing Decision 2011/665/EU is amended as follows:

- (1) in Table 2, row 4.5.1 is replaced by the following:

'4.5.1	Permissible payload for different line categories	[number] t for line category [character string]	N	N	Y	N	Y'
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- (2) in Table 2 the following row 4.5.1.1 is added:

'4.5.1.1	EN line category(ies)	[character string] from a predefined list (more than one option possible)	Y	Y	N	Y	Y'
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- (3) in Table 2, in row 4.5.2, second column 'Design mass' is replaced by 'Design and operational mass'

- (4) in Table 2, the following rows 4.5.2.4 and 4.5.2.5 are added:

'4.5.2.4	Operational mass in working order	[number] kg	Y	Y	N	N	Y
4.5.2.5	Operational mass under normal payload	[number] kg	Y	Y	N	N	Y'

- (5) in Table 2, the following rows 4.9.3.1, 4.9.3.2 are added:

'4.9.3.1	Flange lubrication fitted	(Y/N)	Y	Y	N	Y	Y
4.9.3.2	Possibility of preventing the use of the lubrication device (only if fitted with flange lubrication)	(Y/N)	Y	Y	N	Y	Y'

- (6) in Table 2, the following row 4.10.16 is added:

'4.10.16	Vehicle equipped with electric energy storage for traction purposes and with the function of charging with OCL at standstill	[Boolean] Y/N	Y	N	N	Y	Y'
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(7) in Table 2, rows 4.13.1.1 to 4.13.1.9 are replaced by the following:

4.13.1.1	ETCS equipment on-board and the set of specifications from CCS TSI Appendix A	[Character string] From a predefined list	Y	Y	N	Y	N
4.13.1.5	Class B or other train protection, control and warning legacy systems installed (system and, if applicable, version)	[Character string] From a predefined list (more than one option possible)	Y	Y	N	Y	Y
4.13.1.7	ETCS on-board implementation	[Character string]	Y	Y	N	Y	N
4.13.1.8	ETCS System Compatibility	[Character string] From a predefined list (more than one option possible)	Y	Y	N	Y	Y
4.13.1.9	Managing information about the completeness of the train (not from driver)	[Boolean] Y/N	Y	Y	N	Y	Y

(8) in Table 2 the following rows 4.13.1.10 and 4.13.1.11 are added:

4.13.1.10	Safe consist length information from on-board necessary to access the line and corresponding SIL	[Character string] From a predefined list	Y	Y	N	Y	Y
4.13.1.11	Envelope of legally operated ETCS system versions	[Character string] From a predefined list	Y	Y	N	Y	Y

(9) in Table 2 rows 4.13.2.1 to 4.13.2.12 are replaced by the following:

4.13.2.1	GSM-R Radio voice on board and its Baseline	[Character string] From a predefined list	Y	Y	N	Y	N
4.13.2.3	Class B or other radio legacy systems installed (system and, if applicable, version)	[Character string] From a predefined list (more than one option possible)	Y	Y	N	Y	Y

4.13.2.5	Radio Voice System Compatibility	[Character string] From a predefined list (more than one option possible)	Y	Y	N	Y	Y
4.13.2.6	GSM-R Voice and operational communication implementation	[Character string]	Y	Y	N	Y	N
4.13.2.7	GSM-R Radio Data communication on board and its Baseline	[Character string] From a predefined list	Y	Y	N	Y	N
4.13.2.8	Radio Data System Compatibility	[Character string] From a predefined list (more than one option possible)	Y	Y	N	Y	Y
4.13.2.9	GSM-R Data communication application for ETCS and ATO implementation	[Character string]	Y	Y	N	Y	N
4.13.2.10	Voice SIM Card GSM-R Home Network	[Character string] From a predefined list	Y	Y	N	Y	Y
4.13.2.11	Data SIM Card GSM-R Home Network	[Character string] From a predefined list	Y	Y	N	Y	Y
4.13.2.12	GSM-R Voice SIM Card support of Group ID 555	[Boolean] Y/N	Y	Y	N	Y	Y

(10) in Table 2, the following rows 4.13.3 to 4.13.3.2 are added:

'4.13.3	ATO	Heading (no data)					
4.13.3.1	On-board ATO system version	[Character string] From a predefined list	Y	Y	N	Y	N
4.13.3.2	On-board ATO implementation	[Character string]	Y	Y	N	Y	N

(11) in Table 2, the following rows 4.15, to 4.15.3 are added:

'4.15	Derailment detection and prevention functions	Heading (no data)					
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4.15.1	Presence and type of derailment detection and prevention function(s)	[Character string] From a predefined list (more than one option possible)	N	N	Y	N	N
4.15.2	Presence of derailment prevention and detection function	[Boolean] Y/N	Y	N	N	N	N
4.15.3	Presence of derailment prevention and detection signal processing	[Boolean] Y/N	Y	N	N	N	N'

(12) in Annex III, the introductory phrase above the second table and the second table are replaced by the following:

'Where:

Field 1 (digits 1 and 2) is assigned according to category and subcategory of the vehicle type in accordance with the following table:

Code	Category	Subcategory
11	Traction vehicles	Locomotive
12		Power Unit (or power car)
13		Self-propelled passenger trainset
14		Reserved
15		Reserved
16		Railcar
17		Shunter
18		Tram-Train
19		Other (see Article 1(4) of directive (EU) 2016/797
31		Hauled passenger vehicles
32	Reserved	
33	Van	
34	Reserved	
35	Car carrier	
36	Driving Coach	
37	Reserved	
38	Driving Van	
39	Fixed rake of coaches	
40	Reserved	
41	Other	
42-49	Reserved	

Code	Category	Subcategory
51	Freight wagons (hailed)	Freight wagon
52		Reserved
53		Fixed rake of freight wagons
54		Separate rail bogies connected to compatible road vehicle(s)
55-59		Reserved
71	Special vehicles	Self-propelled special vehicle. <i>This code shall not to be used after the date of adoption of this Decision</i>
72		On track Machines (OTMs)
73		Hauled special vehicle <i>This code shall not to be used after the date of adoption of this Decision</i>
74		Infrastructure inspection vehicles
75		Environment vehicles
76		Emergency vehicles
77		Road-Rail vehicles
78		Reserved
79		Reserved'