

**Status:** This version of this schedule contains provisions that are prospective.

**Changes to legislation:** There are outstanding changes not yet made by the legislation.gov.uk editorial team to The Railways (Interoperability) Regulations 2006. Any changes that have already been made by the team appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

PROSPECTIVE

## SCHEDULE 2

Regulation 2(2)

*(This Schedule reproduces the provisions of Annex I to the Conventional Directive)*

### Commencement Information

**II** Sch. 2 in force at 20.3.2006, see [reg. 1\(2\)](#)

## THE TRANS-EUROPEAN CONVENTIONAL RAIL SYSTEM

### INFRASTRUCTURE

1. The infrastructure of the trans-European conventional rail system will be that on the lines of the trans-European transport network identified in Decision No. [1692/96/EC](#) of the European Parliament and of the Council of 23rd July 1996 on Community guidelines for the development of the trans-European transport network<sup>(1)</sup> or listed in any update to the same Decision as a result of the revision provided for in Article 21 of that Decision.

For the purposes of this Directive, this network may be subdivided into the following categories—

- lines intended for passenger services;
- lines intended for mixed traffic (passengers and freight);
- lines specially designed or upgraded for freight services;
- passenger hubs;
- freight hubs, including intermodal terminals;
- lines connecting the abovementioned elements.

This infrastructure includes traffic management, tracking, and navigation systems: technical installations for data processing and telecommunications intended for long-distance passenger services and freight services on the network in order to guarantee the safe and harmonious operation of the network and efficient traffic management.

### ROLLING STOCK

2. The rolling stock will comprise all the stock likely to travel on all or part of the trans-European conventional rail network, including—

- self-propelling thermal or electric trains;
- thermal or electric traction units;
- passenger carriages;
- freight wagons, including rolling stock designed to carry lorries.

Mobile railway infrastructure construction and maintenance equipment is included but is not the first priority.

<sup>(1)</sup> OJ L 228, 9.9.1996, p. 1. Decision as amended by Decision No. [1346/2001/EC](#) (OJ L 185, 6.7.2001, p. 1) and by Decision [884/2004/EC](#) (OJ L 167, 30.4.2004, p. 1).

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Each of the above categories is subdivided into—

- rolling stock for international use;
- rolling stock for national use.

## **COMPATIBILITY OF THE TRANS-EUROPEAN CONVENTIONAL RAILWAY SYSTEM**

3. The quality of rail services in Europe depends, inter alia, on excellent compatibility between the characteristics of the infrastructure (in the broadest sense, ie the fixed parts of all the subsystems concerned) and those of the rolling stock (including the onboard components of all the subsystems concerned). Performance levels, safety, quality of service and cost depend upon that compatibility.

## **EXTENSION OF THE SCOPE**

### **4**

#### **1. Subcategories of lines and rolling stock**

In order to deliver interoperability cost-effectively further subcategories of all categories of lines and rolling stock mentioned in this Annex will, where necessary, be developed. If necessary, the functional and technical specifications mentioned in Article 5(3) may vary according to the subcategory.

#### **2. Cost safeguards**

The cost-benefit analysis of the proposed measures will take into consideration, among others, the following—

- cost of the proposed measure,
- reduction of capital costs and charges due to economies of scale and better utilisation of rolling stock,
- reduction of investment and maintenance/operating costs due to increased competition between manufacturers and maintenance companies,
- environmental benefits, due to technical improvements of the rail system,
- increase of safety in operation.

In addition, this assessment will indicate the likely impact for all the operators and economic agents involved.

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**Changes and effects yet to be applied to :**

- Sch. 2 coming into force by [S.I. 2006/397 reg. 1\(2\)](#)
- Regulations revoked by [S.I. 2011/3066 reg. 47\(1\)](#)

**Changes and effects yet to be applied to the whole Instrument associated Parts and Chapters:**

Whole provisions yet to be inserted into this Instrument (including any effects on those provisions):

- reg. 4(9A) inserted by [S.I. 2008/1746 reg. 4\(4\)\(c\)](#)
- reg. 4A4B inserted by [S.I. 2008/1746 reg. 4\(5\)](#)
- reg. 11(7) inserted by [S.I. 2008/1746 reg. 4\(7\)](#)
- reg. 12(3)-(6) inserted by [S.I. 2008/1746 reg. 4\(8\)\(b\)](#)
- reg. 33(1A) inserted by [S.I. 2008/1746 reg. 4\(9\)](#)