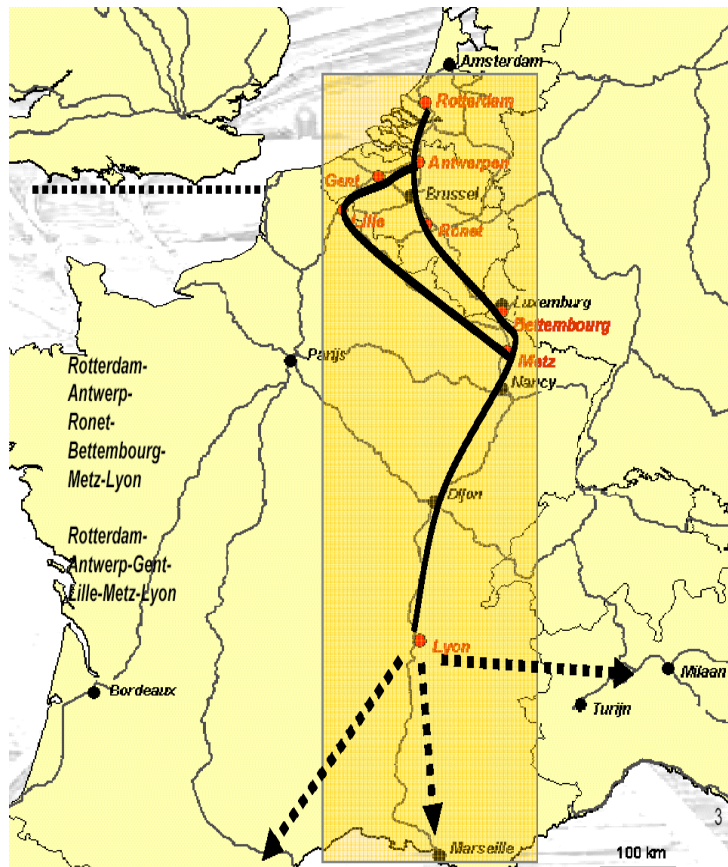


January 2007

Rotterdam-Lyon rail freight corridor

Progress Report

2005-2006



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Chapter I:
The context and process

1 – The context and objectives

To respond to the wishes of the transport and logistics sector, the Dutch and French Ministries of Transport agreed in 2004 to begin joint work on an international freight corridor between Rotterdam and Lyon, using for the French section the route of the railway axis called the ‘Magistrale ECO-FRET’.

Railfreight traffic is underdeveloped on the Rotterdam-Lyon axis, despite sufficient infrastructure capacity in the near future in several categories of infrastructure. Taking into account the potential for growth, notably due to the arrival of new rail sector players a set of common objectives was defined:

- to examine the market potential of such a route and the conditions required to facilitate market development;
- to define and put in place a short-term and medium-term (five year) action plan in the areas in which the public authorities are competent to act.

2 – The Memorandum of Understanding (MOU)

The Belgian and Luxembourg transport ministers were invited to join the Franco-Dutch initiative from the start.

The four partner countries – France, the Netherlands, Belgium and Luxembourg – consider the development of rail freight traffic on the corridor a matter of common interest. Their transport ministers thus issued an official joint declaration expressing their desire to work together and the spirit in which they were working.

The ministers’ commitment took the concrete form of a Memorandum of Understanding (see Annexe), which the four of them signed at a Transport, Telecommunications and Energy Council meeting on 10 December 2004.

This declaration made it possible to begin a study of and reflection on the corridor in question immediately and *include the four partner countries in the group of European countries working actively to develop freight corridors.*

It projected carrying out a study of the potential market in this railway corridor and the obstacles to its development, which would lead to working out a strategic action plan.

The approach taken aimed as a priority at harmonising regulations, so as to facilitate access to the railway market, and at improving the situation at border crossings. But it also aimed to improve the supply of services, working together with all the parties concerned (railway undertakings, shippers and logistics services providers) with *the ultimate goal of making rail transport more attractive.* The intention was to address questions linked to infrastructure reinforcement only at a later date.

3 – The Action Plan and its implementation

On 27 June 2005, the transport ministers of the four partner countries approved the Action Plan for the Rotterdam-Lyon (ROLY) corridor project.

This plan (see Annexe) includes measures in three areas:

- infrastructure and capacity management;
- safety and interoperability;
- regulation of access to the railway market.

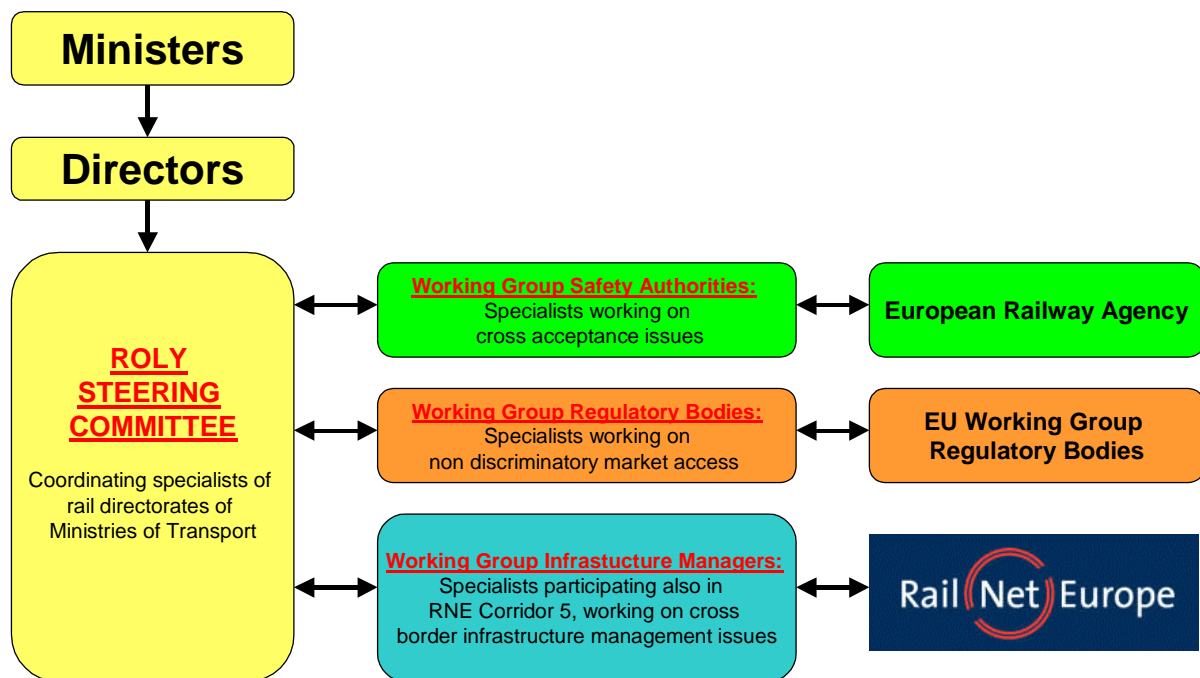
Measures should be taken mainly:

- in the first area by infrastructure managers;
- in the second area by safety authorities;
- in the third area by regulatory bodies.

The plan assigns a priority (level 1 or level 2) to each measure in each area, depending on how long after the signature of the Memorandum of Understanding implementation should begin. It also determines the time limits and the players involved. The public authorities should intervene mainly in the regulatory sector.

The organisation chart provides for four levels at which the process should be carried out:

- the transport ministers approve the strategies adopted;
- the directors of the rail directorates at the ministries rule on the orientations and decisions adopted by the Steering Committee;
- the **Steering Committee** plays a coordinating and catalytic role in applying the Action Plan;
- the **three Working Groups** are charged with applying the measures decided in the three areas listed above, together with other bodies (European Commission Working Groups, the European Railway Agency (ERA), RailNetEurope (RNE), etc.).



Several meetings of the Steering Committee and the three Working Groups were held in 2005 and 2006.

An interim report drawing up a balance sheet of what has been done so far and the prospects for the next two years should be drafted at the end of 2006. This is the aim of the present document.

4 – Distinctiveness of the ROLY process

The ROLY process is distinguished by the voluntary nature of a whole set of cooperative measures taken by the four countries' ministries of transport, applied jointly with the main private and public rail sector players.

ROLY is aimed mainly at establishing the harmonised regulatory framework conditions needed to increase rail traffic in the Rotterdam-Lyon corridor. The process is taking place in the new context created by the liberalisation of European rail freight. *In this respect, it is part of the measures being taken at European level to increase the market share of railways on the major European transport routes.*

Other examples of such measures are the European Commission's work to prepare the application of the ERTMS in corridor C, the measures concerning infrastructure managers in RNE corridor 5; and the measures taken by economic entities like the FERRMED association.

Clearly some of the measures proposed in the ROLY Action Plan, particularly some of the measures aimed at promoting interoperability, are already being worked on at European level. Furthermore, there are several major cross-border axes (France-Belgium, Belgium-Basel via France, etc.) currently in use as part of operational partnerships between railway undertakings, on which measures aimed at promoting interoperability have already been taken or are being developed.

The measures included in the ROLY Action Plan are meant to improve border-crossing conditions not specifically covered in earlier processes. For example, the European Commission has established a list for the cross acceptance of rolling stock, and ROLY is focusing on bilateral or multilateral formulation of this list for the countries concerned.

In addition, several measures in the Action Plan cannot be applied to the ROLY corridor alone, but must be dealt with at national level as part of a multilateral approach. Where this is the case, this is the perspective that ROLY adopts.

In practice, therefore, ROLY is part of an overall framework of national and European processes. It must be seen in the regulatory context of the European railway market as a whole.

ROLY thus offers an opportunity to the four countries concerned to give concrete, practical form to the orientations and policy frameworks adopted at a more general level by the European Commission, ERA and RNE. The process in the Rotterdam-Lyon corridor can also help speed up measures being studied in other cases, and notably serve as a pilot project in implementing some of them.

So possible synergies with other, comparable processes should be taken into account.

Chapter II:
**Measures to monitor and regulate access
to the railway market**

1 – Monitoring and regulating access to the railway market: the European context

EU Directives 91/440, 2001/12, 2001/13 and 2001/14 – the ‘first railway package’ – and Directive 2004/51/EC – the ‘second railway package’ – have progressively liberalised the rail freight market by opening it to competition:

- the international services of the Trans-European Rail Freight Network (TERFN), with effect from 15 March 2003;
- all international services from 1 January 2006;
- all domestic freight services, including cabotage, with effect from 1 January 2007 at the latest.

As of 1 January 2007, therefore, the liberalisation of the international and domestic rail freight transport market in the EU will become a reality for train operating companies. The total liberalisation of the market will allow them to provide freight services on one or more networks of European rail infrastructure, provided that the new rights that they have been granted are exercised on an equal basis with the incumbent railway undertakings.

Along with opening the railways to competition, to guarantee non-discriminatory treatment of all railway undertakings, article 10.7 of Directive 2001/12 and articles 30 and 31 of Directive 2001/14 of the European Parliament and Council of 26 February 2001 mandate establishing a regulatory body in each member state as a safeguard against anti-competitive practices that could block access to the market. These bodies are also meant to oversee competition on the railway market and take any measures necessary to promote non-discriminatory access to it. The bodies had to be established before 15 March 2003.

These regulatory bodies – which could be the minister of transport or any other entity – must be organisationally, legally and operationally independent of the players on the market (the infrastructure managers, the charging bodies, the train path allocating bodies and the railway undertakings). Any operator can appeal to such a body on issues concerning access to the railway market; the body must resolve the conflicts between the parties concerned rapidly and efficiently. Its decisions may concern the network statement, allocation of railway infrastructure capacity, levying of charges for the use of railway infrastructure and safety certification.

As of the end of 2006, four regulatory bodies are in place in the ROLY corridor:

- in the Netherlands, the Dutch Competition Authority’s Office of Transport Regulation (NMA Vervoerkamer – VK), established in 2003;
- in France, the Railway Activity Monitoring Board (Mission de Contrôle des Activités Ferroviaires – MCAF), established in 2003;
- in Belgium, the Rail Transport and Brussels National Airport Regulatory Service (Service de Régulation du transport ferroviaire et de l’exploitation de l’aéroport de Bruxelles-National), functioning since 1 March 2006;
- in Luxembourg, the minister of transport, who has been acting as a regulatory body since September 2006.

These four regulatory bodies have not all been granted the same legal powers, however. The Dutch Office of Transport Regulation has the most extensive powers because it is part of the Dutch national antitrust authority.

2 – Measures taken by the Working Group

In the course of the past two years, due to the phased establishment of the regulatory bodies in the four participating states, cooperation among them has focused mainly on exchanging information and practices specific to each of them, with the goal of setting uniform rules. Their chief objective has remained eliminating every form of discrimination in access to railway services.

2.1 – Progress achieved to date in liberalising the railway market in the four countries

The progress made by the four member states has been uneven.

As stated above, the rail freight market will be liberalised in all EU member states with effect from 1 January 2007 at the latest. As of that date, all operators within the EU will be able to provide all forms of international and domestic freight transport along the ROLY corridor route. Anticipating the directive's 1 January deadline, two countries, the Netherlands and France, have already opened their rail freight markets totally to competition:

- the Netherlands since 1 January 1998;
- France since 31 March 2006, by applying section 19 of Law 2006-10 of 5 January 2006 covering transport security and development and Decree 2006-368 of 28 March 2006 covering the use of the national rail network.

Luxembourg and Belgium will open their domestic markets to competition on 1 January 2007, as the Directive mandates.

Access rights to national rail networks have not been made available to firms in the same way in the four countries, however.

2.2 – Access rights to national networks in the ROLY partner countries

It has been noted that existing domestic regulations in three of the four ROLY partner countries do not enable all operators to compete. In fact, some interested operators are being kept out of the market, due to differences in the ways the four countries have transposed the European directives into their national legislation.

Directive 2001/14/EC defines an applicant for allocation of train paths as a

licensed railway undertaking and/or an international grouping of railway undertakings, and, in Member States which provide for such a possibility, other persons and/or legal entities with public service or commercial interest in procuring infrastructure capacity, such as public authorities under Regulation (EEC) No 1191/69(12) and shippers, freight forwarders and combined transport operators, for the operation of railway service on their respective territories.

Member states can thus allow other companies besides railway undertakings to apply to the infrastructure manager for allocation of train paths. The Netherlands has taken advantage of this option offered by the directive. France, Belgium and Luxembourg, by contrast, have chosen to limit access to their networks to railway undertakings alone. This option is not contrary to the directives in the first railway package. In these three countries, in any event,

shippers and combined transport operators are not allowed direct access at present to the rail haulage market in the ROLY corridor.

France is considering the possibility of broadening access to train paths in a balanced way to operators other than railway undertakings. This step could have a beneficial effect on the growth of rail freight, by facilitating the entry of new suppliers to the market.

2.3 – Competitive situation in the railway sector

The opening of the rail freight market, pursued by the EU since the adoption of the first railway package in 2003, has resulted in the steady arrival of new competitors. Once they have obtained a safety certificate, operators may provide services in their own country or in several countries. It can be reasonably expected

that competition will increase from 1 January 2007 on the market for international and domestic freight services.

Operators have already begun providing freight services on segments of the ROLY route. Several of them should be capable of ensuring its development by working with their own trains on the entire ROLY corridor network in the very near future.

2.4 – Market access monitoring and conditions

At present, none of the four regulatory bodies in place in the ROLY corridor has received a complaint about access to the corridor. Therefore none of them has given a decision on inequality of treatment. The lack of complaints has to do with:

- the fact that the rail freight market has not yet been completely opened, on the one hand, so that competition is not yet taking place on the corridor's geographical perimeter; and
- the fact that haulage is taking place mainly through cooperation among railway undertakings.

Similarly, no declaration has been made that the network is congested, as provided for by article 22 of Directive 2001/14. Article 22 states:

Where after coordination of the requested paths and consultation with applicants it is not possible to satisfy requests for infrastructure capacity adequately then the infrastructure manager must immediately declare that element of infrastructure on which this has occurred to be congested. This shall also be done for infrastructure which it can be foreseen will suffer from insufficient capacity in the near future.

3 – Activities in 2007-2008

Carrying on with the work already done, the Working Group of Regulatory Bodies is putting forward four focuses for its work in 2007 and 2008.

Focus 1: Intensify joint work by the four regulatory bodies

This gives the four countries' regulatory bodies an opportunity to meet and exchange information and experiences, outside the broader meetings instituted by the European Commission.

Focus 2: Improve the transparency of the network statements drafted by the infrastructure managers, taking account of the requests submitted by operators

The network statements are technical documents required since 2003 by the directives of the first railway package, in the interests of transparency and equal access for operators to the railway market. Established and published for each working timetable under the responsibility of the infrastructure managers, these statements must be made available to all the economic operators. They must include all the information the operators need on the nature of the network, the conditions of access to it and the rules for infrastructure allocation.

Through joint action by the four countries' regulatory bodies, their infrastructure managers have improved these statements' presentation and content and the associated drafting process. Nevertheless, the statements are still too restrictive, incomplete or imprecise about certain services. In some cases this imprecision can be an obstacle to new players' access to rail services.

The network statements must therefore be improved. In particular, they should include a list of essential facilities in the four partner countries, knowledge of which is necessary for undertakings supplying rail freight services. A synthetic document listing these facilities could be drafted and serve as an example.

Focus 3: Continue monitoring the transparency and non-discriminatory character of the levying of charges (linked to and continuing from point 5 of the Action Plan 2005–2006)

Before submitting their applications for train path allocation, railway undertakings should dispose of precise information about the charges they will have to pay for paths allocated to them and essential services. This information is very important for new players.

Focus 4: Monitor railway market access conditions

The regulatory bodies will carry on a joint process of reflection on the issue of train path allocations in the event of calls for tenders, particularly on international paths located along the ROLY corridor route

Chapter III:
Measures on safety and interoperability

1 – Rail safety: the European context

The European Commission would ultimately like to see a single European railway system. It initially promoted opening the railway market (Directive 91/440) and interoperability (Directives 96/48 on high-speed trains and 2001/16 on conventional trains). Its aim was to allow the seamless movement of rolling stock across borders without special technical measures.

Nonetheless, railway undertakings still contend with authorisation procedures that differ from one country to the next, particularly for safety certification, authorisation of rolling stock and certification of locomotive drivers.

Directive 2004/49 was devoted to the question of safety certificates, and in part to the question of authorising the placing in service of rolling stock. It provided that the safety authority of each country would be responsible for issuing these certificates and authorisations.

Many countries have had difficulties in setting up their safety authorities, which must be independent of the railway undertakings and infrastructure managers. The result is a situation that varies from country to country. The French EPSF has existed officially since 6 April 2006. In Belgium the ministry is reorganising to fulfil the new tasks. In Luxembourg the safety authority does not yet formally exist. In the Netherlands the Inspectorate for Transport, Public Works and Water Management (Inspectie Verkeer en Waterstaat – IVW) has been acting as the safety authority since 2003.

2 – The ROLY approach to safety and the measures taken so far

2.1 – Preliminary remarks

The ROLY project's approach is adapted to the development of European legislation. A Working Group has been formed to deal with the issues that arise, which notably concern cross acceptance. The majority of these issues are within the remit of the safety authorities. Most of the ROLY measures with priority level 1 – that is, to be carried out sooner than measures with priority level 2 – fall under this Working Group.

Four measures were assigned priority level 1 from the moment the action programme was approved: nos. 8, 9, 10 and 11, discussed below.

⇒ Measure no. 7, concerning 'simplification and harmonisation of technical and administration cross border issues at operational level', was assigned priority level 2 in the current action programme in light of the time required for implementation. It will have to be reviewed during the evaluation of prolongation of the Memorandum of Understanding beyond the end of 2006. It is particularly important to improving interoperability. The implementation of this action will be in line with the orientation of the decision on continuation.

2.2 – Progress in implementing the measures

Measure no. 8: Seeking agreement on common policies on insurance coverage throughout the corridor

This issue must be resolved at European level. The objective is to establish a threshold of insurance coverage to be used in all the partner countries so as to obtain an appropriate level of coverage of insured risks.

A report prepared at European level under a commission from the Developing European Railways Committee in 2005, in the framework of the implementation of the European directives, describes the current situation. The situation varies from country to country: there are different levels of insurance, different legal bases, different criteria, etc. In particular, some countries require much more insurance than the European directives on road transport require. The risks also vary depending on the size of different railway undertakings and their areas of competence. In some countries like France, furthermore, the conditions that relate to insurance are linked to the undertaking's licence, while in other countries they are linked to issuance of the safety certificate. Furthermore, some countries have no requirement for a minimum level of insurance. Nevertheless, so far no railway undertaking has had difficulties in having its insurance accepted in another country.

Precisely because in some countries insurance is not linked to issuance of the safety certificate, the insurance dossier had not been assigned to the Working Group on Safety Authorities. As a result there has been some delay in tackling it.

Some countries have remarked that determining the amount of insurance required in the ROLY corridor risks creating some degree of discrimination, with different requirements for the corridor than for the rest of the railway network. If a threshold must be set, therefore, it should be a national threshold, not one limited to firms using the ROLY corridor. This principle is already established in countries like Austria, Switzerland, Germany and the Netherlands.

⇒ A sub-group of the Working Group on Safety Authorities will continue to discuss and consider this dossier. Its objective will be to arrive at the most harmonised possible approach among the four partner countries and study the conditions for setting a minimum threshold for insurance.

Measure no. 9: Cross acceptance of locomotives throughout the corridor

This measure aims to simplify the procedures for authorising the placing in service of locomotives in the corridor by increasing cross acceptance.

France and Germany recently agreed on a protocol to start up cross acceptance procedures for conventional locomotives, based on a common way of organising their national rules (derived from the Federal Railway Authority (EBA) checklist). The agreement was inspired by proposals from a European task force. This task force, at the Commission's initiative, has drafted a guide laying out a method for cross acceptance of rolling stock. According to this method, the parties agree to use a list of common rules, divided into the following three categories:

- category A: norms and rules on which comprehensive cross acceptance is agreed. Once one of the parties confirms that equipment satisfies these rules, the equipment does not need any further checks for cross acceptance;
- category B: requirements that are currently specific to one country, and which still need to be worked out more thoroughly before they can be included in either category A or C;
- category C: essential and compulsory rules or requirements, linked to characteristics of the network infrastructure, which need to be checked at national level.

Two different approaches are now being used by various countries in corridor projects:

- a bilateral approach: there are initial contacts between the Belgian and French safety authorities;
- a multilateral approach, which the countries located along the Rotterdam-Genoa corridor are now applying on the basis of a consultant's study. The consultant assembled a database, starting from a list of subjects appropriate for bilateral recognition, which makes it possible to arrive at a list of subjects for multilateral recognition.

⇒ The orientation chosen for ROLY is a dual bilateral approach. Two Working Groups will be set up by the end of 2006:

- *a French-Belgian-Luxembourg Working Group;*
- *a Belgian-Dutch Working Group.*

As Belgium is taking part in both Working Groups, it has been asked to play a coordinating role. If agreed Belgium will later take responsibility for drafting a multilateral agreement among the four countries based on the conclusions reached by the two Working Groups.

Measure no. 10: Simplifying and modernising cross-border procedures for safety certification

Safety certification is viewed as a major obstacle to increasing cross-border exchanges.

A Working Group of the International Union of Railways (UIC) and International Liaison Group of Government Railway Inspectorates (ILGGRI), including French and Dutch participants, has prepared a practical guide to the contents and processing of safety certificates. The guide should be distributed this autumn.

This guide will be useful particularly as a starting point for the ERA's work. The ERA has set up a Working Group on Safety Certification and Authorisation, with a view to defining by 2009 a framework for safety certificates' contents and for the method of processing applications. Several people involved in the ROLY Working Group on Safety Authorities are also taking part in this ERA Working Group.

There had been plans to set up a specific ROLY Working Group on safety certificates. In view of the establishment of the ERA Working Group, these plans have been shelved.

Even before the outcome of the ERA initiative is known, it is clear that Europe is moving in the desired direction. Transposition of the second railway package into national legislation will create a two-part safety certificate. One part, linked to the safety management system,

will be recognised throughout Europe; the other part will be tied to the distinctive characteristics of the network being used.

⇒ *The Working Group can carry on with measures along three different lines:*

- *taking account of the different countries' accumulated experience (allowing for the fact that not enough experience has been accumulated yet with processing applications for the new safety certificate);*
- *considering European moves towards harmonisation and simplification through use of the two-part safety certificate;*
- *following the ERA's work through participation by several ROLY Working Group members in the ERA Working Group.*

Measure no. 11: Ensuring non-discriminatory access to training and examination centres

Train drivers need to meet some general qualifications and some purely national qualifications (such as knowledge of particular railway lines). Clearly the purely national qualifications cannot be subject to mutual recognition. The general qualifications, by contrast, can, as provided for by the proposed directive on certification of train crews.

The general qualifications concern:

- medical examinations;
- psychological examinations;
- basic professional knowledge.

The existing training and examination centres for train crews are often directly linked to the traditional national railway undertakings. Non-discriminatory access to existing training centres is essential to forming cross-border train crews in the corridor and anticipating implementation of the European directive on train drivers' licences by 2010.

The Working Group has noted that there are already cases of mutual recognition of drivers on cross-border routes. There is mutual recognition of drivers by the Dutch and German safety authorities, for instance, and mutual recognition of driver training by French and Belgian railway undertakings and French and German firms.

The Working Group considers that European legislation makes non-discriminatory access to training centres unavoidable and that measure no. 11 has in fact been accomplished. There are for example four drivers' training centres in France that are open to everyone.

There is however one aspect of train driver interoperability which measure no. 11 does not address, but which is very important to increasing cross-border exchanges: medical check-ups. There are differences between countries on this point (particularly concerning check-up frequency and criteria).

⇒ *While keeping to the spirit of the future European train driver's licence, the existing Dutch-German agreement on exchanging drivers could be the basis for a common approach to the subject in case the Memorandum of Understanding is extended.*

France and Belgium could work on verification of elements in this respect on which mutual recognition is possible.

Chapter IV:

Measures on access to infrastructure

1 – Framework

Since 1 January 2004 European infrastructure managers (IMs) have created an association called RailNetEurope (RNE) to improve their cooperation and operate as a single European IM ('one face to the customer' is RNE's motto). In the framework of RNE, IMs undertake to develop corridor actions in which they focus their work on practical measures on the most important routes throughout Europe.

One of these corridors, C5 (corridor no. 5), more than covers the scope of ROLY both in terms of traffic, because ROLY focuses only on freight whereas C5 also covers passenger traffic, and in terms of geographical coverage, because C5 is longer (it goes as far as Marseilles) and wider (it goes as far as the Swiss border, creating a link with another corridor to reach northern Italy).

2 – Progress of the measures

2.1 – Train length, axle load and free space profile (priority 2)

The present characteristics of the corridor routes are described in the Network Statement (NS) of each IM. Information is easy to find because, in the framework of RNE, the IMs have harmonised the structure of their NS's and produced an implementation guide to ensure a common understanding of the information found under each title.

A standard train (600 metres without locomotives, 22.5 tonne/axle, 100 km/h, P/C 70 profile) can travel through the whole corridor. Special trains carrying high cube containers or very heavy goods may encounter problems in certain places. Details will be given in the corridor booklet in preparation (see point 2.6).

An extensive survey has not been carried out because this measure was a secondary priority. Nevertheless it must be pointed out that an increase in any of the three parameters (train length of 750m including locomotives, axle load of 25 tonne/axle or gauge for high cube containers) would require huge investments. These measures are unfeasible in the short term and the IMs should evaluate the scope for such an increase only if investments in infrastructure are necessary (renewal).

2.2 – Preconstructed paths that match demand (priority 1)

This is a corridor matter and it is dealt with in the framework of RNE corridor no. 5.

Some catalogue paths have already been published on the RNE website for the 2007 timetable (from Sunday 10 December 2006 to Saturday 8 December 2007). A more complete catalogue path will be prepared for the 2008 timetable (from Sunday 9 December 2007 to Saturday 13 December 2008). This catalogue will be available by mid-January 2007 at the latest.

The map of the corridor shows the route on which catalogue paths are planned. In the future, the IMs may plan a catalogue path on any other route according to market requirements, e.g. between Lille and Metz, as shown on the map. The demand for paths on this part of the corridor is not high yet and it has so far been possible to meet it with tailor-made paths. This may change in the future, e.g. once the new intermodal terminal at Deurganck dock in Antwerp is opened. If market demand is sufficient, the IMs will create a catalogue of preconstructed paths for this route too.

In the future, in the framework of a multi railway undertaking (RU) market, the IMs aim to establish catalogue paths independently of the type of locomotive.

2.3 – Information exchange at rail path level (priority 2)

In the framework of RNE, the IMs agreed on a new process for the annual timetable. This process is detailed for RUs in a customer handbook available on the RNE website. The handbook includes a path request form and common dates (milestones in the process of designing the annual timetable), from the deadline for ordering paths to the end of the path allocation period.

Pathfinder is an IT tool that RNE has devised for exchanging information between IMs and their customers from path request to path allocation. Every IM member of RNE has undertaken to make Pathfinder available to their customers from the timetable change of December 2006.

The availability of an extensive path catalogue 11 months before a timetable change will help the IMs to allocate the appropriate capacity for international freight. The publication of these paths on the RNE website after the draft timetable has been issued will show the remaining capacity for the next timetable.

RNE is currently evaluating the feasibility of harmonising the process for late requests and for requests relating to the current timetable.

International tracking and tracing is part of the European Performance Regime (EPR) project described in the section about the next measure. It will use the IT tool Europtirails developed by the International Union of Railways (UIC). Europtirails is a cross-border IT tool for real-time tracking and tracing of international trains to assist traffic management.

2.4 – Performance clauses for infrastructure services (priority 2)

This is a general matter. Nevertheless a corridor approach is relevant to the test run.

In the framework of the UIC, the IMs are developing an EPR in close consultation with the RUs. A model has been developed and will be tested on RNE corridors nos. 2 and 5. The test should start next year and last for at least one year.

2.5 – Non-discriminatory charging approach (priority 1)

This is a general matter of relevance to the corridor.

Charging systems are:

- transparent because they are published in section 6 of each network statement;
- non-discriminatory because the price varies according to the path, not according to the RU.

Moreover, RNE gives RUs access to an IT tool named EICIS (European Infrastructure Charging Information System) for calculating:

- either the estimated price of using a route;
 - or the price foreseen for a catalogue path or a path requested through PathFinder.
- Unfortunately, the calculation is not yet available for France.

For the time being, common billing is not possible because an EU VAT directive prevents payment of this tax in a country other than the one in which the product is delivered. To deal with this topic, on the initiative of RNE, the IMs will get in touch with the EU Commission through their official lobbies, CER and EIM.

2.6 – Accessible corridor information (priority 2)

The information needed for the use of RNE corridor no. 5 that is not available in the national NS's will be published on the RNE website. This will apply for example to the characteristics that trains require to use a catalogue path.

Customers may get information from the one stop shops (OSS). Given the size of RNE, to remain close to customers, its members decided to create a network of OSS (one for each part of the infrastructure), in order to realise RNE's motto: one face to the customer.

Moreover, the four IMs involved in RNE corridor no. 5 plan to produce a booklet on this corridor. This booklet, which will also cover the ROLY routes, will include a map of the corridor, the performance achievable on the corridor routes, and sections of the corridor with a catalogue path.

Conclusions

All six measures in the IM part of the Action Plan are tackled by at least the IMs involved and they will continue their cooperation in these fields to achieve the goal of increasing rail's market share on the corridor by improving customer satisfaction.

Within the existing cooperation between RNE and the ROLY Steering Committee, the appointment is made that RNE will report yearly on the progress made on actions relevant for ROLY as formulated in the ROLY action plan.

Chapter V:
Recommendations for 2007 and 2008

The opening up of the rail freight market is well under way. Several old and new railway undertakings have started cross-border operations. These activities are expected to expand in the coming period, thereby giving birth to an attractive rail freight market for clients like industry and logistic service providers.

However this does not mean that ROLY's work is over. The market may be open but most cross-border problems, e.g. safety certification, are not yet solved. Full implementation of several cross acceptance methods developed by the EU and others is necessary for further development of the rail freight market. That is the case for locomotives and train drivers.

Infrastructure management, too, is not yet ready for uninterrupted international traffic on a larger scale. Preconstructed train paths need to be further improved, and more scope needs to be created for cross-border capacity and traffic management. To this end, all countries need to apply several of RailNetEurope's tools.

The ministers agreed on a working programme for 2005-2006. The period 2007-2008 will be a new phase for ROLY. The ROLY Action Plan has been updated with a new set of milestones to guarantee that the follow-up planned for 2007-2008 has the right focus.

The following table constitutes the 2007/2008 Action Plan:

MEASURES	MILESTONES	Actors (I)	Time
INFRASTRUCTURE MANAGEMENT			
1. <i>Implement pragmatic solutions to optimise train length, axle load and free space profile</i>	<ul style="list-style-type: none"> Monitor and report problems and propose solutions 	M / IM	2007-2008
2. <i>Establish suitable and connecting preconstructed paths that match demand</i>	<ul style="list-style-type: none"> Further improve preconstructed paths in timetables for 2008/2009 	IM	2007
	<ul style="list-style-type: none"> Build train paths independent of traction type 	IM	2008
	<ul style="list-style-type: none"> Improve handling of short-term path requests 	IM	2007
3. <i>Improve communication and information exchange at rail path level</i>	<ul style="list-style-type: none"> Implement Pathfinder 	IM	2007
	<ul style="list-style-type: none"> Implement Europtirails 	IM	2008
4. <i>Agree and implement performance clauses for infrastructure services</i>	<ul style="list-style-type: none"> Pilot European Performance Regime (EPR) 	M / IM	2008
5. <i>Develop a non-discriminatory and transparent corridor charging approach</i>	<ul style="list-style-type: none"> Implement European Infrastructure Charging Information System (EICIS) 	IM	2007
6. <i>Create a one stop shop web portal with accessible and relevant corridor information</i>	<ul style="list-style-type: none"> Intensify use of RNE Corridor 5 webpage and booklet 	IM	2007

MEASURES	MILESTONES	Actors (I)	Time
<i>SAFETY AND CROSS ACCEPTANCE</i>			
7. <i>Simplify and harmonise technical and administrative cross-border issues at operational level</i>	<ul style="list-style-type: none"> Act at request of railway undertakings 	SA	2007-2008
8. <i>Strive for a common insurance coverage approach across the corridor</i>	<ul style="list-style-type: none"> Set a harmonised minimum for insurance if national developments make this appropriate 	SA / M	2007
9. <i>Promote mutual acceptance of locomotives across the corridor</i>	<ul style="list-style-type: none"> Stimulate bilateral listing of cross acceptance on basis of EU guideline on rolling stock 	SA / M	2007
	<ul style="list-style-type: none"> Stimulate bilateral and multilateral agreements 	SA / M	2007
	<ul style="list-style-type: none"> Implement first cases at request of railway undertakings 	SA / M	2007-2008
10. <i>Promote simplification and modernisation of cross-border safety certification procedures</i>	<ul style="list-style-type: none"> Exchange about working practices with certification of railway undertakings, safety management systems, locomotives and train drivers 	SA	2007
	<ul style="list-style-type: none"> Implement the new EU format for safety certificates 	SA / M	2007
	<ul style="list-style-type: none"> Participate in related work of ERA 	SA / M	2007-2008
11. <i>Promote mutual acceptance of train drivers across the corridor</i>	<ul style="list-style-type: none"> Realise cross acceptance where possible on basis of bilateral agreements and in line with the forthcoming EU directive. 	SA / M	2007-2008
<i>MARKET REGULATION</i>			
12. <i>Carry out neutral corridor monitoring concerning primarily non-discriminatory access and fair behaviour</i>	<ul style="list-style-type: none"> Increase collaboration between the four regulatory bodies 	RB	2007-2008
	<ul style="list-style-type: none"> Examine the Network Statements in view of proposing improvements for operator applications 	RB / M / IM	2007-2008
	<ul style="list-style-type: none"> Verify transparency in charging for infrastructure use 	RB / M / IM	2007-2008
	<ul style="list-style-type: none"> Verify open market access conditions 	RB / M / IM	2007-2008

(1) M=Steering Committee and specialists of Ministries; SA=Safety Authorities specialists; IM= Infrastructure Managers specialists; RB= Regulatory Bodies specialists.

Implementation of 2007/2008 Action Plan

ROLY will continue to focus on short-term measures for improving framework conditions. Where decisions in the short term can affect the corridor in the longer term, ROLY can play a signalling function.

In 2007/2008 the Ministries of the participating countries will continue their work in line with the work already carried out in 2005 and 2006. The representatives of the Ministries working together in the ROLY Steering Committee will be responsible for the progress and results. By the end of 2008, a new progress report will be made including an opinion on possible continuation of the work.

Safety issues in particular are likely to dominate in the short term, and specialists responsible for safety measures will be called upon to develop the most important activities. This will prompt the Steering Committee to monitor these issues in particular.

Consequently, the future organisation should confirm the role of the Steering Committee, backed up by the specialists in the various fields, while paying special attention to safety issues, including those relating to cross acceptance.

This form of organisation proved to be very effective in achieving results in cooperation with other organisations, such as RNE. Where appropriate, scope for synergy with other projects will be utilised.

In general, ROLY's activities will be complementary to:

- EU and ERA activities on directives, TSIs and tools like the rolling stock guide;
- corridor activities of railway undertakings at operational level.

If ROLY's aims can only be met, or can best be met, by corridor-transcending measures on a broader, national level, this is recommendable where possible and will have a positive impact on the development of rail freight in general. This is the case, for example, with cross acceptance of locomotives. Final decisions in these fields are and stay in the hands of the national Ministries of the partner countries.

The proposed updated Action Plan and organisational formula instil confidence that the ROLY corridor will enter a full swing development phase by the end of 2008.

Annexes

MEMORANDUM VAN OVEREENSTEMMING

Betreffende de opstelling en uitvoering van het actieplan inzake de ontwikkeling van de corridor voor goederenvervoer per spoor tussen Rotterdam en Lyon

De minister van Infrastructuur, Vervoer, Ruimtelijke Ordening, Toerisme en de Zee van de Republiek Frankrijk, Gilles de Robien,
de minister van Verkeer en Waterstaat van het Koninkrijk der Nederlanden, Karla Peijs,
de minister van Mobiliteit van het Koninkrijk België, Renaat Landuyt, en
de minister van Transport van het Groothertogdom Luxemburg, Lucien Lux,

Overwegende dat

- het goederenvervoer per spoor van essentieel belang is voor de groei van de Europese economie in een veranderende mondiale en Europese omgeving,
- gezien de verwachte groei van het goederenvervoer per spoor, de betrokken landen een gezamenlijk belang hebben bij het beter benutten van de mogelijkheden van de spoorinfrastructuur voor goederenvervoer over lange afstanden,
- in het kader van het Europese beleid, de verbetering van de markt voor goederenvervoer per spoor en spoorvervoerdiensten voor alle ondertekenaars een belangrijke doelstelling vormt,
- het ontbreken van geharmoniseerde transportvoorwaarden op de corridor Rotterdam-Lyon een belangrijke reden is voor de onvoldoende ontwikkeling van het goederenvervoer per spoor op deze as, het de taak van de overheid is de "randvoorwaarden" voor het goederenvervoer per spoor op deze corridor te verbeteren,
- het de taak van de spoorwegondernemingen en logistieke dienstverleners alsmede van de infrastructuurbeheerders is de markt van het goederenvervoer per spoor op deze corridor daadwerkelijk te ontwikkelen,

zijn tot de volgende overeenstemming gekomen:

Doelstelling

De spoorvervoerdiensten op de corridor Rotterdam-Lyon zullen worden verbeterd door de gezamenlijke inspanningen van de betrokken ministeries, in nauwe samenwerking met de andere betrokken partijen uit de publieke en particuliere sector, alsmede met de infrastructuurbeheerders en de spoorwegondernemingen en logistieke dienstverleners, teneinde op genoemde corridor een hoge kwaliteit en kwantiteit van goederenvervoer per spoor te waarborgen.

Onderzoek

De ondertekenaars zullen deelnemen aan een onderzoek gericht op het opstellen van een zo goed mogelijk gezamenlijk actieplan voor de ontwikkeling van deze corridor. Het onderzoek zal zich richten op de vooruitzichten, de problemen en de maatregelen die de belanghebbende partijen uit de particuliere en de publieke sector zouden kunnen nemen om verbeteringen van de desbetreffende corridor mogelijk te maken. De belangrijkste doelstelling is het vaststellen van kortetermijnmaatregelen gericht op het verbeteren van de randvoorwaarden, waarbij evenwel ook maatregelen voor de langere termijn in overweging worden genomen.

Werkgroep

Een werkgroep zal het voorgenomen onderzoek begeleiden en het daarop betrekking hebbende actieplan goedkeuren. Deze werkgroep zal worden gevormd door vertegenwoordigers van de betrokken ministeries. Alle instellingen en ondernemingen die een bijdrage kunnen leveren aan de verwezenlijking van de doelstellingen van dit Memorandum van Overeenstemming kunnen hierbij betrokken worden.

Uitvoering

De werkgroep coördineert de uitvoering van het goedgekeurde actieplan en betreft daarbij de instellingen en ondernemingen die er rechtstreeks bij betrokken zijn. Elk jaar zal een voortgangsverslag aan de verantwoordelijke ministers worden gestuurd. In het geval er zich tijdens de uitvoering ernstige problemen voordoen, zullen de ministers een tussentijds verslag ontvangen waarna zij de noodzakelijke maatregelen zullen treffen.

Aanvang en einde

De werkgroep begint zo spoedig mogelijk met zijn werkzaamheden voor een periode van 2 jaar. Aan het einde van deze periode wordt op basis van een evaluatie beslist of de werkzaamheden al dan niet worden voortgezet. De werkzaamheden worden beëindigd zodra de doelstelling is verwezenlijkt of eerder indien de deelnemers hiertoe de wens uitspreken. Dit Memorandum van Overeenstemming kan door elk van de ondertekenaars worden opgezegd.

Getekend in Brussel op 10 december 2004 in de Franse en Nederlandse taal.
Beide teksten hebben gelijke geldigheid.

De heer Gilles de Robien

Minister van Infrastructuur, Vervoer,
Ruimtelijke Ordening, Toerisme en de Zee van de
Republiek Frankrijk

Mevrouw Karla Peijs

Minister van Verkeer en Waterstaat van het
Koninkrijk der Nederlanden

De heer Renaat Landuyt

Minister van Mobiliteit van het
Koninkrijk België

De heer Lucien Lux

Minister van Transport van het
Groothertogdom Luxemburg

ROLY Action Plan 2005/2006

Priority 1 actions are those actions that should be started as soon as possible once the action plan has been agreed upon officially by the Ministers of Transport. Priority 2 actions could be started at the beginning of 2007 if the present MoU is extended by another period of two years or earlier if appropriate.

ACTIONS	PRIORITY 1	PRIORITY 2
INFRASTRUCTURE MANAGERS		
1. Realize pragmatic solutions to optimise train length, axle load and free space profile		
2. Establish suitable and connecting pre-constructed paths that fit to demand		
3. Improve communication and information exchange at rail path level		
4. Agree and implement performance clauses for infrastructure services		
5. Develop a non-discriminatory and transparent corridor charging approach		
6. Create a one stop shop web portal with accessible and relevant corridor information		
SAFETY ORGANIZATIONS		
7. Simplify and harmonize technical and administrative cross-border issues at an operational level		
8. Agree and use a common insurance coverage approach across the corridor		
9. Mutually accept locomotives across the corridor		
10. Simplify and modernize cross-border safety certification procedures		
11. Establish non-discriminatory access to training and examination centres		
REGULATORY BODIES		
12. Effectuate neutral corridor monitoring including on non-discriminatory access and behaviour		

Exemple de reconnaissance mutuelle de locomotives (accord franco-allemand)

ministère
des Transports
de l'Équipement
du Tourisme
et de la Mer



direction générale
de la Mer
et des Transports
direction
des Transports
ferroviaires
et collectifs

*Protocole de mise en œuvre des procédures
d'admission réciproque des locomotives
conventionnelles*
*Protokoll betreffend den Einsatz der gegenseitigen
Zulassungsverfahren der konventionellen
Lokomotiven*

13 mars 2006

Version Française

Mise en œuvre des procédures d'admission croisée des matériels roulants entre l' Eisenbahn – Bundesamt (EBA) et la Direction des transports ferroviaires et collectifs (DTFC) agissant en tant qu'autorités compétentes pour l'admission du matériel

Ce document se base sur les recommandations et la check-list du document de travail de la Commission européenne « guide pour la reconnaissance mutuelle ».

1. Champ d'application

Ce document a pour objet l'autorisation de mise en service des locomotives diesels et électriques et s'adresse :

- à celles déjà en service en France ou en Allemagne et nécessitant une autorisation dans l'autre pays ;
- aux engins nouveaux pour les deux pays pour lesquels un processus d'admission commun et coordonné doit être mis en place.

Il concerne pour la France l'autorisation de mise en exploitation commerciale sur le réseau ferré national.

2. Principe

Les parties s'entendent pour utiliser une liste de règles commune dont le récapitulatif figure au point 5 de ce présent protocole. Les règles mentionnées dans la liste commune correspondent aux réglementations nationales en vigueur.

Du côté allemand, les locomotives doivent en complément satisfaire aux règles du gestionnaire d'infrastructure DB Netz.

3. Classement par catégories

Les 24 items de la liste commune ont été répertoriés dans une des trois catégories suivantes :

Catégorie A : elle comprend les normes et règles internationales qui une fois vérifiées par une des parties ne nécessitent pas de vérifications supplémentaires pour l'admission.

Catégorie B : elle comprend les exigences qui actuellement sont spécifiques à un pays et qui :

- pourraient convenir pour la catégorie A ;
- nécessitent des investigations pour définir s'il relève tout ou partie de la catégorie A ou C ;
- ne sont pas des règles ou exigences essentielles et obligatoires dues aux caractéristiques techniques de l'infrastructure liées à la sécurité et à l'interopérabilité d'un pays.

Catégorie C : elle comprend les règles ou exigences essentielles et obligatoires qui sont indéniablement liées aux caractéristiques techniques de l'infrastructure des réseaux. Ces points devront toujours être vérifiés au niveau national (ex : gabarit).

4. Items relevant de la reconnaissance mutuelle (catégorie A)

- a) Les items qui peuvent faire l'objet d'une reconnaissance mutuelle, sont répertoriés dans la catégorie A par les deux pays. Pour ces items, l'examen par une autorité est suffisant, l'autorité de l'autre pays reconnaissant la validité de la vérification réalisée sans examen supplémentaire.
- b) Il n'y a pas obligation de traduction des documents de preuves pour un item de la catégorie A. Seul un certificat de conformité à l'exigence émis par une autorité ayant vérifié cette exigence et sa traduction suffiront à établir la preuve de conformité pour l'autre autorité.

5. Récapitulatif et classification

Les points techniques (items) ont été classés par les experts de l'EBA et de la DTFC selon la liste reprise ci-après :

items	dénomination	catégories	
0	Généralités		
1	Comportement dynamique	I	AB
2	Structure de caisse	V	A
3	Choc et traction	V	A
4	Bogie / roulement	V	A
5	Essieu monté / boîte d'essieu	V	A
6	Installation de frein	V	AB
7	Installations soumises à surveillance (ex : production d'air comprimé)	V	A
8	Pantographes	I	C
9	fenêtres frontales / latérales	V	A
10	Portes	V	/
11	Intercirculation	V	/
12	Alimentation en énergie et compatibilité électromagnétique	I	C
13	Système de contrôle	V	B
14	Installations d'eau de boisson et d'eaux usées	V	/
15	Protection de l'environnement	V	B
16	Protection incendie	V	A
17	Sécurité du travail	V	A
18	Gabarit des véhicules	I	A
19	Autres équipements concernant la sécurité (ex : dispositif d'arrêt automatique des trains, radio)	V I	AB C
20	Réservoir	V	/
21	Réservoirs à marchandises à déchargement par pression	V	/
22	Protection (sécurisation) des chargements	V	/
23	Inscriptions	V	AB
24	Techniques d'assemblage (soudure, collage, techniques d'assemblage mécanique)	V	A

I : point lié à l'infrastructure ; **V** : point lié au matériel roulant.

Le détail de chaque item est précisée dans un document de travail dont la référence est « DTFC/EBA/checklist/8-03-2006 ». Ce document est mis à jour périodiquement et conjointement par l'EBA et la DTFC.

6. Fonctionnement de la procédure d'admission pour les nouveaux engins

- a) Le demandeur transmettra aux deux autorités un dossier d'admission de façon à faciliter la mise en œuvre de cette procédure.
- b) Les deux autorités mettront en place une organisation commune pour chaque projet de ce type.
- c) Cette organisation devra notamment comprendre un calendrier de mise en œuvre.
- d) Une des deux autorités sera identifiée pour coordonner les procédures d'admission en fonction des caractéristiques de projet et notamment de la responsabilité système.

7. Application à un premier projet

Les deux autorités mettront en œuvre ce document dans le cadre d'un projet existant d'admission croisée de façon à en tirer le plus rapidement possible un retour d'expérience.

Version allemande

Implementierung der Zulassungsverfahren für Fahrzeuge zwischen dem Eisenbahn – Bundesamt (EBA) und EPSF der Direction des transports ferroviaires et collectifs (DTFC) in der Eigenschaft als zuständige Behörden für die Zulassung von Material.

Dieses Dokument basiert auf den Empfehlungen und der Checkliste des Arbeitspapiers der Europäischen Kommission « Richtlinie für die gegenseitige Anerkennung ».

1. Anwendungsbereich

Dieses Protokoll bezieht sich auf die Genehmigung der Inbetriebnahme der Diesel- und Elektro-Lokomotiven und wendet sich an:

- Lokomotiven, die bereits in Frankreich oder in Deutschland in Betrieb sind und eine Genehmigung in dem jeweils anderen Land benötigen;
- neue Maschinen für die in beiden Ländern ein gemeinsames und einheitliches Verfahren eingeführt werden muss.

Es betrifft für Frankreich die Genehmigung der kommerziellen Inbetriebnahme auf dem nationalen Schienennetz.

2. Prinzip

Die Parteien einigen sich auf die Verwendung einer Liste gemeinsamer Regeln, genannt « Checklist », deren Inhalt unter Punkt 5 dieses Protokolls vorliegt.

Von deutscher Seite aus müssen die Bestimmungen des Infrastrukturbetreibers DB Netz vollständig erfüllt werden.

3. Einteilung in Kategorien

Die 24 Punkte der « Checklist » wurden in den 3 folgenden Kategorien registriert:

Kategorie A : Sie umfasst die internationalen Normen und Vorschriften, die, wenn sie einmal von einer der Parteien verifiziert wurden, keine weitere Überprüfungen für die Zulassung erfordern.

Kategorie B : Sie umfasst die Anforderungen, die zur Zeit in einem Land spezifisch sind und die

- für die Kategorie A gelten könnten ;
- Untersuchungen erforderlich machen, um festzustellen, ob sie vollständig oder teilweise in die Kategorie A oder C fallen;
- die keine Regeln oder wesentlichen und vorgeschriebenen Anforderungen sind und wegen der technischen Eigenschaften der Infrastruktur die Sicherheit und die Interoperabilität eines Landes betreffen.

Kategorie C : Sie umfasst die Regeln oder die wesentlichen und vorgeschriebenen Anforderungen, die unzweifelhaft mit den technischen Eigenschaften der Infrastruktur des Netzes verbunden sind. Diese Punkte müssen immer auf nationaler Ebene überprüft werden (z.B. Lichtraumprofile).

4. Relevante Punkte für die gegenseitige Anerkennung (Kategorie A)

- a) Die Punkte, die Gegenstand einer gegenseitigen Anerkennung werden können, sind durch beide Länder in der Kategorie A registriert. Für diese Punkte ist die Überprüfung durch eine Behörde ausreichend; die Behörde des jeweils anderen Landes erkennt die Gültigkeit der durchgeführten Überprüfung ohne eine zusätzliche Prüfung, an.
- b) Es besteht keine Verpflichtung, für einen Punkt der Kategorie A die Dokumente zu übersetzen. Einzig ein Konformitätszertifikat für eine Anforderung, herausgegeben durch die Behörde, welche diese Anforderung überprüft hat, und dessen Übersetzung reicht als Nachweis der Konformität für die jeweils andere Behörde aus.

5. Inhalt und Klassifizierung

Die technischen Punkte (items) sind von den Sachverständigen des EBA und der DTFC entsprechend der nachstehend aufgeführten Liste geordnet worden:

Punkte	Bezüglich	Kategorie	
0	Allgemein		
1	Fahrtechnik	I	AB
2	Fahrzeugaufbau	V	A
3	Zug- und Stoßeinrichtungen	V	A
4	Drehgestell / Fahrwerk	V	A
5	Radsatz / Radsatzlager	V	A
6	Bremseinrichtung	V	AB
7	Überwachungsbedürftige _Anlagen (z.B. Druckluftsystem)	V	A
8	Stromabnehmer	I	C
9	Fenster	V	A
10	Türen	V	/
11	Übergang	V	/
12	Energieversorgung u. elektro-magnetische Verträglichkeit	I	C
13	Software	V	B
14	Trink- und Abwasseranlage	V	/
15	Umweltschutz	V	B
16	Brandschutz	V	A
17	Arbeitsschutz	V	A
18	Fahrzeugbegrenzung	I	A
19	Sonstige sicherheitstechnische Einrichtungen (z.B. Zugbeeinflussung, Zugfunk)	V I	AB C
20	Tank	V	/
21	Ladegutbehälter mit Druckentleerung	V	/
22	Ladungssicherung	V	/
23	Anschriften	V	AB
24	Fügetechnik	V	A

I: Punkte betreffend Infrastruktur; **V:** Punkte betreffend Fahrzeuge

Der präzise Inhalt jedes items erscheint in einem Arbeitsdokument mit dem Bezug « DTFC/EBA/checklist/8-03-2006 ». Dieses Dokument wird gemeinsam von der EBA und der DTFC periodisch auf den neuesten Stand gebracht.

6. Ablauf des Zulassungsverfahrens für neue Fahrzeuge

- a) Der Antragsteller übermittelt beiden Behörden ein Zulassungsdossier, um die Umsetzung dieses Verfahren zu vereinfachen.
- b) Die beiden Behörden stellen eine gemeinsame Organisation für jedes Projekt dieser Art auf.
- c) Diese Organisation muss insbesondere einen Zeitplan für die Umsetzung beinhalten.
- d) Eine der beiden Behörden wird benannt, um die Zulassungsverfahren entsprechend den Projekteigenschaften und insbesondere der Systemverantwortung zu koordinieren.

7. Anwendung auf ein erstes Projekt

Die beiden Behörden setzen dieses Dokument im Rahmen einer laufenden Zulassung um, um so schnell wie möglich Erfahrungswerte zu erhalten.