

CROSS BORDER INTEROPERABILITY - CORRIDOR OVERVIEW

border station

Corridor Rhine-Alpine

line section that sets up the relevant conditions due to the location of the border station

<http://www.corridor-rhine-alpine.eu/>

		safety certificate	authorisation of vehicles	driver certification	language	Specification of language level	Tail signal	Braking Sheets
Legal basis (EU level) - not for CH -		2004/49/EC, 1158/2010EC	2001/16EC, 2008/57/EG, 2014/38/EU	2007/59/EC, 2014/82/EC, 2016/882/EU	2014/82/EC	B1 (Derogation for operation to stations close to the border possible by agreement between IM and RU)	TSI Operations (EU) 2015-995 chapter 4.2.2.1.3.2	TSI Operations (EU) 2015- 995 chapter 4.2.2.6
National laws and regulations NL		Spoorwegwet	Spoorwegwet, beleidsregel	Spoorwegwet, Besluit spoorwegpersoneel 2011 en de regeling spoorwegpersoneel 2011	TSI 'Exploitatie en verkeersleiding' 2015	B1 (2014/82) (TSI 'Exploitatie en verkeersleiding')	1. National law: Spoorwegwet 2. NSA (ILT): Bijlage 4, behorende bij artikel 24 van de Regeling spoorverkeer (Seinen) 3. IM (ProRail): Bilateral border agreements	Regeling Spoorverkeer - bijlage 2, 3
National laws and regulations BE		Wet houdende de Spoorcodex van 30 augustus 2013	Wet houdende de Spoorcodex van 30 augustus 2013	Wet houdende de Spoorcodex van 30 augustus 2013, Koninklijk Besluit van 12 september 2011 betreffende de opleidingsdiensten aan treinbestuurders	Dutch, French	B1	1. National law: §7 van de bijlage A bij het koninklijk besluit van 1 juli 2014 tot aanneming van de van toepassing zijnde vereisten op het rollend materieel voor het gebruik van rijpaden / §7 de l'annexe A à l'arrêté royal du 1er juillet 2014 portant adoption des exigences applicables au matériel roulant pour l'utilisation des sillons. 2. NSA (DVIS - SSICF): - 3. IM (Infrabel): VVESI 4.1 §4.7 / RSEIF 4.1 §4.7	3. IM (Infrabel): VVESI 4.1 §4.7 / RSEIF 4.1 §4.7
National laws and regulations DE		AEG (Allgemeines Eisenbahngesetz)	AEG, EBO (Eisenbahnbetriebsordnung), TEIV	Triebfahrzeugführer- scheinverordnung (TfV), VDV 753	German	B1 (Triebfahrzeugführerschein- verordnung – TfV)	1. National law: AEG 2. NSA (EBA): EBO (Eisenbahn Bau- und Betriebsordnung), ESO (Eisenbahnsignalordnung) 3. IM (DB Netz): Ril 301 and bilateral border agreements	VDV Betriebsregelwerk für Eisenbahnverkehrs- unternehmen (BRW) Modul 4312
National laws and regulations CH		EBG (Eisenbahngesetz), EBV (Eisenbahnverordnung) CH-Regulation: Safety Directive adopted	EBG, EBV, AB-EBV (Ausführungsbestimmungen zum EBV) NNTR-CH published in RDD CH-Regulation: Interop Directive adopted	Verordnung des UVEK über die Zulassung zum Führen von Triebfahrzeugen der Eisenbahnen (VTE) CH-Regulation: Traindriver Directive adopted	R300.3, Ziff. 1.3 R I-30111, Kap. 3.1 ZSTEBV, Art.13 VTE, Art. 14a	SBB: A1 plus Railway vocabulary according to operational rules/ BLS: A2 In Switzerland, train drivers are crossing language borders on a daily basis (domestic traffic). In addition to that, Switzerland has three national languages meaning that a certain share of Swiss train drivers have to be trilingual.	1. National law: EBG 2. NSA (BAV): FDV (Fahrdienstvorschrift) 3. IM (SBB): Bilateral border agreements	
National laws and regulations IT		D.Lgs. 162/2007 di recepimento direttive, ANSF – Decreto 4/2012, ANSF - Linee guida per il rilascio del Certificato di sicurezza - 23/03/2010	D.Lgs. 191/2010 di recepimento direttive, ANSF – Decreto 4/2012, ANSF - Linee guida per il rilascio dell'autorizzazione di messa in servizio di veicoli, sottosistemi strutturali o parti di essi - 06/08/2013	D.Lgs. 247/2010 di recepimento direttive	Italian	B1 Decr. L.vo 247 del 30/12/2010 + Decreto 26 giugno 2015	1. National law: No 2. NSA (ANSF): No 3. IM (RFI): Artt.3, 12 of the "Regolamento Segnali" 4. Bilateral border agreements	

Responsible		NSA	NSA	NSA	(IM)	(IM)	(IM)	(IM)
border crossing		State of play regarding cross border interoperability: rule / document valid / required on the specific section						
Zeevenaar - border	NL	Dutch safety certificate part B is required ¹	Line-specific APS ² , authorisation for border sections is possible in Venlo, Maastricht, Roosendaal	The ILT (Inspectie Leefomgeving en Transport) is responsible for approving staff.	Dutch	limited set of words defined in annex of bi-lateral border agreement DB Netz-ProRail	NL --> DE: ESO: Tailplates are required, Taillights are also accepted. DE --> NL: Bijlage 4, behorende bij artikel 24 van de Regeling spoorverkeer (Seinen): Tailplates are required, Taillights are also accepted.	
Border - Emmerich	DE	German certificate B is required ⁴ , line-related part B can be issued if applicant so requests	for running on the whole corridor Network wide APS ² required; for just short cross border traffic ³	Eisenbahn-Bundesamt (EBA) §§ 3, 4 Triebfahrzeugführerscheinverordnung (TFV)	German	limited set of words defined in annex of bi-lateral border agreement DB Netz-ProRail		
Venlo - border	NL	In Venlo safety certificate part A is seen equivalent to part B ¹	Line- specific APS ² , authorisation for border sections possible (Venlo, Maastricht, Roosendaal)	The ILT (Inspectie Leefomgeving en Transport) is responsible for approving staff.	Dutch	limited set of words defined in annex of bi-lateral border agreement DB Netz-ProRail		
Border - Kaldenkirchen	DE	German safety certificate B is required ⁴ , line-related part B can be issued if applicant so requests	for running on the whole corridor Network wide APS ² required; for just short cross border traffic ³	Eisenbahn-Bundesamt (EBA) §§ 3, 4 Triebfahrzeugführerscheinverordnung (TFV)	German	limited set of words defined in annex of bi-lateral border agreement DB Netz-ProRail		
Montzen - border	BE	Belgian safety certificate B is required	line-specific APS ²	Wet houdende de Spoorcodex van 30 augustus 2013, Koninklijk Besluit van 12 september 2011 betreffende de opleidingsdiensten aan treinbestuurders	French	B1	BE --> DE: ESO: Tailplates are required, Taillights are also accepted. DE --> BE: VVESI 4.1 §8 / RGEIF 4.1 §8: Tailplates are only allowed for freight trains during daytime between the loading area and the first station, or in harbour areas and shunting yards. Otherwise taillights are required.	
Aachen West - border	DE	German certificate B is required ⁴ , line-related part B can be issued if applicant so requests	for running on the whole corridor Network wide APS ² required; for just short cross border traffic ³	Eisenbahn-Bundesamt (EBA) §§ 3,4 Triebfahrzeugführerscheinverordnung (TFV)	German	B1 (Triebfahrzeugführerscheinverordnung – TFV)		
Weil a. Rhein/Basel Bad. Rbf - Basel Bad. Bf (DB Netz Infrastruktur CH)	DE	German safety certificate B is required	Cross Acceptance: EBA, Guideline for the approval / acceptance of railway vehicles in the border traffic D-CH from 10.09.2009 plus for just short cross border traffic ³ ; as far as Basel Bad Bf a German approval/licence according to EBO/TEIV is accepted	Eisenbahn-Bundesamt (EBA) §§ 3,4 Triebfahrzeugführerscheinverordnung (TFV)	German	<u>Annex 4 "Fahrdienst" to the Railway Infrastructure affiliation contract in Basel between SBB AG and DB Netz AG on 01/01/2004, art 3.2.</u> On the line section between Basel PB/RB - Basel Bad BF - Basel Bad Rbf and between Basel Bad BF - Weil a./Rhein the trains can run with tail signals according DB signal	As DB and SBB rulebooks foresee the same tail signals (form and amount) in practice no problems occur. Only the DB version "red yellow	

Responsible		NSA	NSA	NSA	(IM)	(IM)	(IM)	(IM)	
border crossing		State of play regarding cross border interoperability: rule / document valid / required on the specific section							
Basel Bad. Bf (DB Netz Infrastruktur CH) - Basel SBB RB	CH	German safety certificate B is required until state border limit german side Swiss safety certificate B is required from state border limit swiss side	Cross Acceptance: BAV, Guideline for the approval of railway vehicles in border traffic from 10.09.2009	The mutual agreement of recognition of drivers between Germany and Switzerland has been adapted to the German Train Drivers Licence Regulation as from May 1st 2015 and is valid until October 29th 2018 due to Art. 8 of the Directive 2007/59/EC.	German	A1 plus Railway vocabulary according to operational rules	codes (DS 301) or by the Swiss Train Operating Regulations (FDV). Trains from Basel Bad Rbf and Weil a./Rhein to Basel SBB RB in transit have to run with tail signals according to the Swiss Train Operating Regulations (FDV). Trains from Basel SBB RB via Basel Bad Rbf or Weil a./Rhein in transit have to run with tail signals according DB signal codes (DS 301).	DB version "red-yellow day signal" is not known in Switzerland. In practice this version is hardly never used. (CH <--> DE: Tailplates are required, Taillights are also accepted)	
Chiasso Vg/Sm - border	CH	Swiss safety certificate B on the basis of the agreement of 8.7.2014 between ANSF and BAV is required	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	The BAV is responsible for approving staff.	Italian	A1 plus Railway vocabulary according to operational rules	CH --> IT: Chiasso: Allegato 2.1, art. 1.3.1 / 1.3.2 is valid from and towards Italy for the Border Station Chiasso (within SBB Network): only Taillights are accepted.		
Bivio Rosales - border	IT	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	Italian	B1 according to 2014/82/EU	IT --> CH: FDV: Tailplates are required, Taillights are also accepted.		
Ranzo - border	CH	Swiss safety certificate B is required	network wide APS ² required	The BAV is responsible for approving staff.	Italian	A1 plus Railway vocabulary according to operational rules	CH --> IT: Luino: Allegato 2.2, art. 1.3.1 / 1.3.2: Swiss rules (FDV) are applicable on the line Ranzo - Pino Tronzano - Luino from the moment of arrival in Luino: at this line Tailplates are accepted, otherwise only Taillights are required.		
Border - Luino	IT	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	Italian	B1 according to 2014/82/EU	IT --> CH: Swiss rules (FDV) are applicable on the line Ranzo - Pino Tronzano - Luino from the moment of departure in Luino: at this line Tailplates are accepted, otherwise Taillights are required. In the further direction towards Switzerland: Tailplates are required, Taillights are also accepted.		
Brig - Iselle border	CH	Swiss safety certificate B is required	network wide APS ² required	The BAV is responsible for approving staff.	German / Italian	A1 plus Railway vocabulary according to operational rules A2 for dispatching staff (BLS)	CH --> IT: Iselle / Domodossola: Allegato 2.3, art. 1.3.1 / 1.3.2: Swiss rules (FDV) are applicable on the line Domodossola - Brig from the Moment of arrival in Domodossola / Domodossola II: at this line Tailplates are accepted, otherwise only Taillights are required.		
Iselle border - Domodossola	IT	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	Italian	B1 according to 2014/82/EU	IT --> CH: Swiss rules (FDV) are applicable on the line Domodossola - Brig from the Moment of departure in Domodossola / Domodossola II: at this line Tailplates are accepted, otherwise Taillights are required. In the further direction towards Switzerland: Tailplates are required, Taillights are also accepted.		

¹Only for 3 border stations (Venlo, Maastricht, Roosendaal) safety certificate part A is seen equivalent to part B.

²Authorisation for Placing in Service

³If operating just on border tracks with neighbouring Member State equipment and with no level crossings no additional authorisation is required (§ 3a EBO). It is allowed to apply the rules of the neighbouring Member State instead of German rules.

⁴Part B safety certificate could thus be restricted on cross border lines in order to minimise the effort necessary.