European Rail
Infrastructure
Managers
EIM

Opportunities

› Vehicle authorisation process aligned on European level may enhance compatibility between rolling stock and infrastructure and reduce costs.

Challenges

› New safety risks could emerge if the vehicle authorisation process is not carried out properly, such as having incompatible rolling stock with infrastructure.

Objective

Rolling stock comprises all the vehicles that move along a railway, i.e. powered and unpowered vehicles such as locomotives, freight wagons, on-track machines and passenger carriages. Effective cross-border train operations can be ensured only if national rail infrastructure networks are technically compatible with the rolling stock running on it. A specific "vehicle authorisation" process ensures that the rolling stock is compatible with the rail infrastructure on which it operates. The requirements for rolling stock on European level are defined by Regulations (EU) 321/2013 concerning the Technical Specification for Interoperability relating to the subsystem 'rolling stock — freight wagons' (TSI WAG) and (EU) 1302/2014 concerning a Technical Specification for Interoperability relating to the 'rolling stock — locomotives and passenger rolling stock' (TSI LOC&PAS). (see also "Route Compatibility").
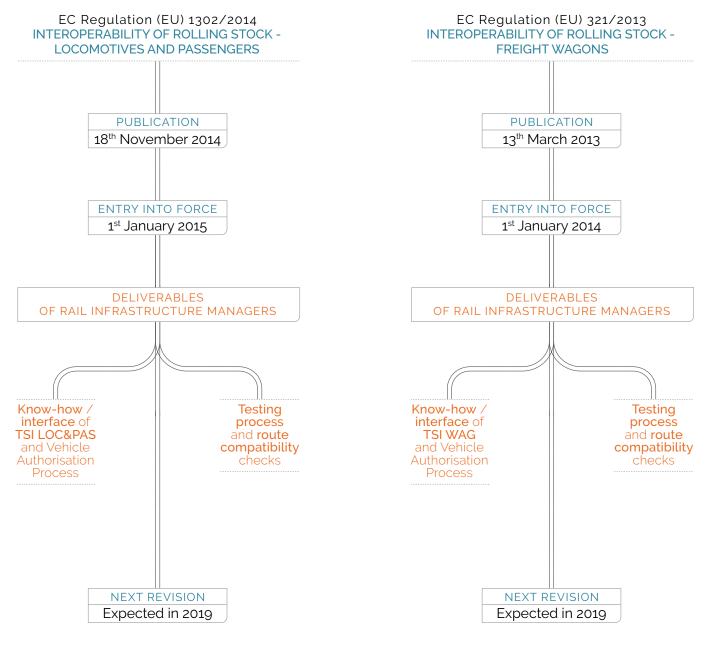
Involvement of Infrastructure Managers

Railway Undertakings (RUs) and rail Infrastructure Managers (IMs) collaborate to ensure that the rolling stock can run on the rail infrastructure. To do that, IMs provide RUs with the information related to the infrastructure (see RINF). Furthermore, within the framework of the process for vehicle authorisation, the IMs provide additional information on the conditions of testing and its access to the network.

EIM in action

› The process of IMs facilitating track testing of vehicles may not be aligned between countries. EIM advocates the importance of benchmarking among the IMs to look for possible improvements;

› EIM's Rolling Stock Working Group (RST WG) discusses the interfaces between the infrastructure and the trains running on it and the processes for vehicle authorisation and Route Compatibility checks;

› EIM's RST WG follows the ERA Vehicle Authorisation Working Groups and the ERA LOC&PAS and WAG Working Parties.

EC Regulation (EU) 1302/2014
INTEROPERABILITY OF ROLLING STOCK - LOCOMOTIVES AND PASSENGERS

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18th November 2014

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1st January 2015

DELIVERABLES OF RAIL INFRASTRUCTURE MANAGERS

Know-how / interface of TSI LOC&PAS and Vehicle Authorisation Process

Testing process and route compatibility checks

NEXT REVISION
Expected in 2019

EC Regulation (EU) 321/2013
INTEROPERABILITY OF ROLLING STOCK - FREIGHT WAGONS

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DELIVERABLES OF RAIL INFRASTRUCTURE MANAGERS

Know-how / interface of TSI WAG and Vehicle Authorisation Process

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