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► **B** **COMMISSION IMPLEMENTING REGULATION (EU) 2019/777**
of 16 May 2019
on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU
(Text with EEA relevance)
(OJ L 139I, 27.5.2019, p. 312)

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COMMISSION IMPLEMENTING REGULATION (EU) 2019/777
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on the common specifications for the register of railway infrastructure
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Article 1

Common specifications for the register of infrastructure

1. The common specifications for the register of infrastructure referred to in Article 49 of Directive (EU) 2016/797 shall be those laid down in the Annex to this Regulation.

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2. Each Member State shall instruct its Infrastructure Managers to include the values of the parameters of its railway network in an electronic application which shall comply with the common specifications of this Regulation.

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Article 2

RINF Application

1. The Agency shall set up and maintain a web-based application ('RINF Application') to act as single entry point for the publication of Member States' infrastructure information in accordance with Article 49 of Directive (EU) 2016/797.

2. The RINF Application shall be set up in accordance with the Annex to this Regulation.

3. The Agency shall ensure that the RINF Application is operational by 16 June 2019 at the latest.

4. Each ►M1 infrastructure manager ◀ shall ensure that the necessary data for its network is collected and inserted in the RINF Application by the dates set out in Table 1 in the Annex.

5. Each ►M1 infrastructure manager ◀ shall ensure that data in the RINF Application is maintained updated in accordance with Article 5.

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6. The Agency shall set up a group composed of representatives of the infrastructure managers which shall coordinate, monitor and support the implementation of this Regulation into the RINF Application. This group shall also support the future development of this Regulation. National registration entities designated under Article 5 shall have the right to participate in line with their tasks and scope of activities. As appropriate, the Agency shall invite experts and representative bodies.

▼ B*Article 3***Transition**

1. Deadlines for the population of the register of infrastructure stipulated in Implementing Decision 2014/880/EU and set out in the Annex to this Regulation remain applicable.
2. Member States and the Agency shall ensure that the data collected and inserted in the register of infrastructure in accordance with Implementing Decision 2014/880/EU remains available, and shall ensure it is accessible via the RINF Application.

▼ M1*Article 4***Data submission and update**

1. Infrastructure managers shall directly submit data to the RINF Application, as soon as such data becomes available. The infrastructure managers shall ensure the accuracy, completeness, consistency and timeliness of the submitted data.
2. Infrastructure managers shall make available in RINF all information relating to new infrastructures to be placed in service, upgraded or renewed before their placing in service.

*Article 5***National Registration Entity**

Member State may designate a national registration entity to act as point of contact between the Agency and the infrastructure managers in the view of assisting and coordinating the infrastructure managers of their territory provided that this does not put at risk the availability of data in accordance with Article 4.

*Article 6***Future developments**

1. The Agency shall update the RINF application by 15 December 2024 in order to:
 - (a) Allow for a partial update of data corresponding to the modified parameter(s), in order to allow infrastructure managers to update the relevant modified information as soon as it becomes available;
 - (b) Further adapt the routing calculation on the network with a micro level description;
 - (c) Provide dedicated notification to railway undertakings regarding changes in the RINF Application in relation to the network(s) for which they have registered to be informed of and provide a system acknowledgement to the IM;

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- (d) Provide the definition, modelling and implementation of validity dates in order to fulfil the use cases;
- (e) Align locations for infrastructure description with locations used in the Union for information exchange in telematics applications.
- (f) Integrate infrastructure description related to the nature of the infrastructure which is available to railway undertakings (part of the network statement ⁽¹⁾) and to the technical characteristics of the rail service facilities ⁽²⁾.

2. Further developments of the RINF application may create a data system feeding into all electronic information flows in respect of the Union rail network.

▼ B*Article 7***Guide on the application of the common specifications**

By 16 June 2019 at the latest, the Agency shall publish a guide on the application of the common specifications for the register of infrastructure (application guide). The Agency shall keep the application guide up to date. The application guide shall provide a reference to the relevant provisions of the technical specifications of interoperability for each parameter.

▼ M1*Article 7a***ERA vocabulary**

‘ERA Vocabulary’ means a Technical Document issued by the Agency pursuant to Article 4(8) of Directive (EU) 2016/797, establishing human and machine readable data definitions and presentations and linked quality and accuracy requirements for each data element (ontology) of the rail system.

The Agency shall ensure the ERA vocabulary is maintained to reflect regulatory and technical developments affecting the rail system.

▼ B*Article 8***Repeal**

Implementing Decision 2014/880/EU is repealed.

⁽¹⁾ Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343, 14.12.2012, p. 32).

⁽²⁾ Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services (OJ L 307, 23.11.2017, p. 1) (C/2017/7692).

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Article 9

Entry into force and application

This Regulation shall enter into force on the 20th day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 16 June 2019.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

▼B*ANNEX*

1. TECHNICAL SCOPE

These specifications concern data about the following structural subsystems of the Union rail system:

- (a) the infrastructure subsystem;
- (b) the energy subsystem;
- (c) the trackside control-command and signalling subsystem.

2. PURPOSE

The main purpose of the register of infrastructure is to set out transparent characteristics of the network and be used as a reference database.

2.1. **Processes to be supported by the register of infrastructure**

The register of infrastructure shall support the following processes:

- (a) check before the use of authorised vehicles in accordance with Article 23 of Directive (EU) 2016/797;
- (b) design of mobile subsystems;
- (c) check of the feasibility of train services;
- (d) publication of rules and restrictions of a strictly local nature in accordance with Article 14(11) of Directive (EU) 2016/797;
- (e) verification of technical compatibility between fixed installations in accordance with point (b) of Article 18(4) of Directive (EU) 2016/797;
- (f) monitoring of the progress of interoperability in the Union rail system;
- (g) establishment of the network statement relating to the nature of infrastructure;
- (h) compilation of the Route Book referred to in Appendix D2 to Implementing Regulation (EU) 2019/773 in accordance with Article 6(2);
- (i) reuse of data in the register of infrastructure in other IT tools.

2.2. **Specific requirements for the register of infrastructure**

The register of infrastructure shall:

- (a) provide the value of the parameters to be used to check the technical compatibility between vehicle and route;
- (b) provide relevant data to identify infrastructure characteristics of the intended area of use and facilitate the design of rolling stock and the feasibility check of train services;
- (c) enable Member States to include in the register of infrastructure rules and restrictions of a strictly local nature;

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- (d) provide relevant data to facilitate the verification of the technical compatibility between a fixed subsystem and the network into which it is incorporated and to monitor the progress of interoperability of railway fixed installations;
- (e) provide the information necessary for the Route Book;
- (f) enable the use of the register of infrastructure as reference database for the network statement or other IT tools.

▼ M1**3. COMMON CHARACTERISTICS**

The characteristics set out in this Annex shall be applied across the Union rail system, as a common vocabulary specification enabling:

- (1) the infrastructure managers to publish their railway network data;
- (2) the railway undertakings and any other infrastructure data users to access and use these data.

▼ B**3.1. Definitions**

For the purposes of this Annex, the following definitions shall apply:

- (1) ‘section of line’ (SoL) means the part of line between adjacent operational points that may consist of several tracks;
- (2) ‘operational point’ (OP) means any location for train service operations, where train services may begin and end or change route and where passenger or freight services may be provided; it includes locations at boundaries between Member States or infrastructure managers;
- (3) ‘location point’ (LP) means any specific point on a track of a SoL where value of a parameter changes;
- (4) ‘running track’ means any track used for train service movements; it does not include passing loops and meeting loops on plain line or track connections only required for train operation;
- (5) ‘siding’ means any track within an operational point, which is not used for operational routing of a train;

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- (6) ‘common characteristics subset’ means a subset of items shared by sections of lines and/or operational points.

▼ B**3.2. Railway network structure for the register of infrastructure****▼ M1**

3.2.1. For the purposes of the register of infrastructure, each infrastructure manager shall describe its railway network at least by sections of line and operational points and optionally via common characteristic subsets.

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3.2.2. Items to be published for ‘section of line’ related to infrastructure, energy and track-side control-command and signalling subsystems shall be assigned to the infrastructure element ‘running track’.

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3.2.3. Items to be published for ‘operational point’ related to infrastructure subsystem shall be assigned to the infrastructure elements ‘running track’ and ‘siding’.

3.3. Items for the register of infrastructure

3.3.1. Items shall be published in accordance with Table 1.

3.3.2. The register of infrastructure application guide referred to in Article 7 shall specify the specific format and the governance process of the data listed in Table 1 presented in one of the following ways:

- (a) a single or multiple selection from a predefined list;
- (b) a CharacterString or the predefined CharacterString;
- (c) a number indicated inside square brackets.

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3.3.3. The value of a parameter shall be provided when the corresponding item exists on the network that is described in accordance with the deadlines in Table 1.

The data presentation of the parameters listed in Table 1 shall be in accordance with the ERA Vocabulary referred to in Article 7a and referenced in Appendix A-1, index [A].

Any information relevant to the parameters is provided in Table 1. When Table 1 refers to a document of the infrastructure manager, the infrastructure manager in accordance with Article 5 shall submit such document to the Agency in an electronic format. Documents referred to in parameters 1.1.1.1.2.4.4, 1.1.1.1.6.4, 1.1.1.1.6.5, 1.1.1.3.7.1.3 and 1.1.1.3.11.3 shall be submitted in two EU languages.

Table 1

Items for the register of infrastructure (RINF)

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1 | MEMBER STATE | | |
| 1.1 | SECTION OF LINE | | |
| 1.1.0.0.0 | Generic information | | |
| 1.1.0.0.0.1 | Infrastructure manager (IM)'s code | Infrastructure manager means anybody or undertaking that is responsible in particular for establishing and maintaining railway infrastructure or a part thereof. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.0.0.0.2 | National line identification | Unique line identification or unique line number within Member State. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.0.0.0.3 | Operational point at start of section of line | Unique OP ID at start of section of line (kilometres increasing from start OP to the end OP). | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.0.0.0.4 | Operational point at end of section of line | Unique OP ID at end of section of line (kilometres increasing from start OP to the end OP) | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.0.0.0.5 | Length of section of line | Length between operational points at start and end of section of line. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.0.0.0.6 | Nature of Section of Line | Kind of section of line expressing size of presented data which depends on fact whether it connects OPs generated by division of a big node into several OPs or not. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.0.0.1 | Route book specific parameters (Specific technical characteristics) | | |
| 1.1.0.0.1.1 | Industrial risks — locations where it is dangerous for the driver to step out | Well Known Text polygonal shape | 12 months after publication of Article 7 Guide |

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| Number | Title | Definition | Deadline to provide the parameter |
|------------------|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.1.0.0.1.2 | Operating language | The language or languages used in daily operation by infrastructure manager and published in its Network Statement, for the communication of operational or safety related messages between the staff of the infrastructure manager and the railway undertaking | 12 months after publication of Article 7 Guide |
| 1.1.0.0.1.3 | Operational regime | Double track type | 12 months after publication of Article 7 Guide |
| 1.1.1 | RUNNING TRACK | | |
| 1.1.1.0.0 | Generic information | | |
| 1.1.1.0.0.1 | Identification of track | Unique track identification or unique track number within section of line | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.0.0.2 | Normal running direction | The normal running direction is: — the same as the direction defined by the start and end of the SoL: (N) — the opposite to the direction defined by the start and end of the SoL: (O) — both directions: (B) | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.0.0.3 | Lineside indications of distance (frequency, appearance and positioning) | [NNNN] frequency in meters Appearance – selectable list [L/R] – the side along the track where the lineside indication is positioned (left or right) | 12 months after publication of Article 7 Guide |
| 1.1.1.0.1 | Topology information | | |
| 1.1.1.0.1.1 | Accurate geographical description | Well Known Text line string representing the geographical shape of the track | 12 months after publication of Article 7 Guide |
| 1.1.1.0.1.2 | Tracks connectivity to operational points | The first character string uniquely identifies the track inside the operational point at start connected to this track The second character string uniquely identifies the track inside the operational point at end connected to this track | 12 months after publication of Article 7 Guide |

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| Number | Title | Definition | Deadline to provide the parameter |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.1.1.1 | Infrastructure subsystem | | |
| 1.1.1.1.1 | Declarations of verification for track | | |
| 1.1.1.1.1.1 | EC declaration of verification for track relating to compliance with the requirements from technical specifications for interoperability (TSIs) applicable to infrastructure subsystem | Unique number for EC declarations in accordance with Commission Implementing Regulation (EU) 2019/250 ⁽¹⁾ . | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.1.2 | EI declaration of demonstration (as defined Commission 2014/881/EU ⁽²⁾) for track relating to compliance with the requirements from TSIs applicable to infrastructure subsystem | Unique number for EI declarations following the same format requirements as specified for EC declarations in Annex VII of Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.2 | Performance parameter | | |
| 1.1.1.1.2.1 | Trans-European Network (TEN) classification of track | Indication of the part of the trans-European network the line belongs to. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.2.1.2 | TEN geographic information system identity (GIS ID) | Indication of the GIS ID of the section of TEN-T database to which the track belongs | 1 January 2021 |
| 1.1.1.1.2.2 | Category of line | Classification of a line according to the TSI INF | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.2.3 | Part of a Railway Freight Corridor | Indication whether the line is designated to a Railway Freight Corridor | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.2.4 | Load capability | A combination of the line category and speed at the weakest point of the track | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.2.4.1 | National classification for load capability | National classification for load capability | 16 January 2020 |

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| Number | Title | Definition | Deadline to provide the parameter |
|---------------|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.1.1.1.2.4.2 | Compliance of structures with the High Speed Load Model (HSLM) | For sections of line with a maximum permitted speed of 200 km/h or more. Information regarding the procedure to be used to perform the dynamic compatibility check | 16 January 2020 |
| 1.1.1.1.2.4.3 | Railway location of structures requiring specific checks | Localisation of structures requiring specific checks | 16 January 2020 |
| 1.1.1.1.2.4.4 | Document with the procedure(s) for static and dynamic route compatibility checks | Electronic document available in two EU languages from the IM stored by the Agency with: — precise procedures for the static and dynamic route compatibility checks; Or — relevant information for carrying out the checks for specific structures. | 16 January 2020 |
| 1.1.1.1.2.5 | Maximum permitted speed | Nominal maximum operational speed on the line as a result of infrastructure, energy and control, command and signalling subsystem characteristics expressed in kilometres/hour. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.2.6 | Temperature range | Temperature range for unrestricted access to the line according to European standard. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.2.7 | Maximum altitude | HighFest point of the section of line above sea level in reference to Normal Amsterdam's Peil (NAP). | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.2.8 | Existence of severe climatic conditions | Climatic conditions on the line are severe according to European standard. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |

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| Number | Title | Definition | Deadline to provide the parameter |
|------------------|------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.1.1.1.3 | Line layout | | |
| 1.1.1.1.3.1.1 | Gauging | Gauges as defined in European standard or other local gauges, including lower or upper part. In accordance with point 7.3.2.2 of TSI LOC&PAS, sections of lines of the United Kingdom of Great Britain network may not have gauge reference profile. | 16 January 2020 |
| 1.1.1.1.3.1.2 | Railway location of particular points requiring specific checks | Location of particular points requiring specific checks due to deviations from gauging referred to in 1.1.1.1.3.1.1. | 16 January 2020 |
| 1.1.1.1.3.1.3 | Document with the transversal section of the particular points requiring specific checks | Electronic document available from the IM stored by the Agency with the transversal section of the particular points requiring specific checks due to deviations from gauging referred to in 1.1.1.1.3.1.1. Where relevant, guidance for the check with the particular point may be attached to the document with the transversal section. | 16 January 2020 |
| 1.1.1.1.3.4 | Standard combined transport profile number for swap bodies | Coding for combined transport with swap bodies (for all freight and mixed-traffic lines) in accordance with the specification referenced in Appendix A-1, index [B] | by 16 March 2019 at the latest for lines belonging to the TEN (1.1.1.1.2.1) For lines Off-TEN (1.1.1.1.2.1), when data not yet provided, upon justified request: - When data available, publication of the codification one month after the request - When data is not available and field measurements are needed, publication of the codification one year after the request |

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| Number | Title | Definition | Deadline to provide the parameter |
|---------------|--------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.1.1.1.3.5 | Standard combined transport profile number for semi-trailers | Coding for combined transport for semi-trailers (for all freight and mixed-traffic lines) in accordance with the specification referenced in Appendix A-1, index [B] | by 16 March 2019 at the latest for lines belonging to the TEN (1.1.1.1.2.1) For lines Off-TEN (1.1.1.1.2.1), when data not yet provided, upon justified request: — When data available, publication of the codification one month after the request — When data is not available and field measurements are needed, publication of the codification one year after the request |
| 1.1.1.1.3.5.1 | Specific information | Any relevant information from the IM relating to the line layout | 1 January 2021 |
| 1.1.1.1.3.6 | Gradient profile | Sequence of gradient values and locations of change in gradient | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.3.7 | Minimum radius of horizontal curve | Radius of the smallest horizontal curve of the track in metres. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.3.8 | Standard combined transport profile number for containers | Coding for combined transport for containers (for all freight and mixed-traffic lines) in accordance with the specification referenced in Appendix A-1, index [B] | 12 months after the adoption of the Article 7 Guide for lines belonging to the TEN (1.1.1.1.2.1) For lines Off-TEN (1.1.1.1.2.1), When data not yet provided, upon justified request: — When data available, publication of the codification one month after the request — When data is not available and field measurements are needed, publication of the codification one year after the request |

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| Number | Title | Definition | Deadline to provide the parameter |
|------------------|----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.1.1.1.3.9 | Standard combined transport profile number for roller units | Coding for combined transport for roller units (for all freight and mixed-traffic lines) in accordance with the specification referenced in Appendix A-1, index [B] | 12 months after the adoption of the Article 7 Guide for lines belonging to the TEN (1.1.1.1.2.1) For lines Off-TEN (1.1.1.1.2.1), When data not yet provided, upon justified request: — When data available, publication of the codification one month after the request — When data is not available and field measurements are needed, publication of the codification one year after the request |
| 1.1.1.1.4 | Track parameters | | |
| 1.1.1.1.4.1 | Nominal track gauge | Value expressed in millimetres that identifies the track gauge. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.4.2 | Cant deficiency | Maximum cant deficiency expressed in millimetres defined as difference between the applied cant and a higher equilibrium cant the line has been designed for. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.4.3 | Rail inclination | An angle defining the inclination of the head of a rail relative to the running surface | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.4.4 | Existence of ballast | Specifies whether track construction is with sleepers embedded in ballast or not. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.5 | Switches and crossings | | |
| 1.1.1.1.5.1 | TSI compliance of in service values for switches and crossings | Switches and crossings are maintained to in service limit dimension as specified in TSI. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.5.2 | Minimum wheel diameter for fixed obtuse crossings | Maximum unguided length of fixed obtuse crossings is based on a minimum wheel diameter in service expressed in millimetres. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |

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| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.1.1.1.6 | Track resistance to applied loads | | |
| 1.1.1.1.6.1 | Maximum train deceleration | Limit for longitudinal track resistance given as a maximum allowed train deceleration and expressed in metres per square second. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.6.2 | Use of eddy current brakes | Indication of limitations on the use of eddy current brakes. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.6.3 | Use of magnetic brakes | Indication of limitations on the use of magnetic brakes. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.6.4 | Document with the conditions for the use of eddy current brakes | Electronic document available in two EU languages from the IM stored by the Agency with conditions for the use of eddy current brakes identified in 1.1.1.1.6.2. | 16 January 2020 |
| 1.1.1.1.6.5 | Document with the conditions for the use of magnetic brakes | Electronic document available in two EU languages from the IM stored by the Agency with conditions for the use of magnetic brakes identified in 1.1.1.1.6.3. | 16 January 2020 |
| 1.1.1.1.7 | Health, safety and environment | | |
| 1.1.1.1.7.1 | Use of flange lubrication forbidden | Indication whether the use of on-board device for flange lubrication is forbidden. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.7.2 | Existence of level crossings | Indication whether level crossings (including pedestrian track crossing) exist on the section of line. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.7.3 | Acceleration allowed near level crossing | Existence of limit for acceleration of train if stopping or recovering speed close to a level crossing expressed in a specific reference acceleration curve. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.7.4 | Existence of trackside hot axle box detector (HABD) | Existence of trackside HABD | 16 January 2020 |

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| Number | Title | Definition | Deadline to provide the parameter |
|-------------|--------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| 1.1.1.1.7.5 | Trackside HABD TSI compliant | Specific for the French, Italian and Swedish networks. Trackside hot axle box detector TSI compliant. | 16 January 2020 |
| 1.1.1.1.7.6 | Identification of trackside HABD | Specific for the French, Italian and Swedish networks. Applicable if trackside HABD is not TSI compliant, identification of trackside hot axle box detector. | 16 January 2020 |
| 1.1.1.1.7.7 | Generation of trackside HABD | Specific for the French Italian and Swedish networks. Generation of trackside hot axle box detector. | 16 January 2020 |
| 1.1.1.1.7.8 | Railway location of trackside HABD | Specific for the French Italian and Swedish networks. Applicable if trackside HABD is not TSI compliant, localisation of trackside hot axle box detector. | 16 January 2020 |
| 1.1.1.1.7.9 | Direction of measurement of trackside HABD | Specific for the French Italian and Swedish networks. Applicable if trackside HABD is not TSI compliant, direction of measurement of trackside Hot Axle Box Detector. If the direction of measurement is: — the same as the direction defined by the start and end of the SoL: (N) — the opposite to the direction defined by the start and end of the SoL: (O) — both directions: (B) | 16 January 2020 |

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| Number | Title | Definition | Deadline to provide the parameter |
|------------------|--------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.1.1.1.7.10 | Steady red lights required | Sections where two steady red lights are required in accordance with TSI OPE | 1 January 2021 |
| 1.1.1.1.7.11 | Belonging to a quieter route | Belonging to a 'quieter route' in accordance with Article 5b of TSI NOI | 1 January 2021 |
| 1.1.1.1.7.12 | Permit of use of reflective plates | Sections where is permitted to use the reflective plates on rail freight corridors, with a view to prioritise the current bottlenecks. Specific case for Belgium, France, Italy, Portugal and Spain until 1.1.2026 | 12 months after publication of Article 7 Guide |
| 1.1.1.1.7.12.1 | Conditions for use of reflective plates | Details of any conditions for using the reflective plates on freight corridors. Specific case for Portugal and Spain until 1.1.2025 and Belgium and France until 1.1.2026 | 12 months after publication of Article 7 Guide |
| 1.1.1.1.8 | Tunnel | | |
| 1.1.1.1.8.1 | IM's code | Infrastructure Manager means anybody or undertaking that is responsible in particular for establishing and maintaining railway infrastructure or a part thereof. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.8.2 | Tunnel identification | Unique tunnel identification or unique number within Member State | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.8.3 | Start of tunnel | Geographical coordinates in decimal degrees and km of the line at the beginning of a tunnel. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.8.4 | End of tunnel | Geographical coordinates in decimal degrees and km of the line at the end of a tunnel. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.8.5 | EC declaration of verification relating to compliance with the requirements from TSIs applicable to railway tunnel | Unique number for EC declarations in accordance with Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |

▼ **MI**

| Number | Title | Definition | Deadline to provide the parameter |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.1.1.1.8.6 | EI declaration of demonstration (as defined in Recommendation 2014/881/EU) relating to compliance with the requirements from TSIs applicable to railway tunnel | Unique number for EI declarations following the same format requirements as specified for EC declarations in Annex VII of Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.8.7 | Length of tunnel | Length of a tunnel in metres from entrance portal to exit portal. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.8.8 | Cross section area | Smallest cross section area in square metres of the tunnel | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.8.8.1 | Compliance of the tunnel with TSI INF | compliance of the tunnel with TSI INF at the maximum permitted speed | 1 January 2021 |
| 1.1.1.1.8.8.2 | Document available from the IM with precise description of the tunnel | Electronic document available from the IM stored by the Agency with precise description of the clearance gauge and geometry of the tunnel | 1 January 2021 |
| 1.1.1.1.8.9 | Existence of emergency plan | Indication whether emergency plan exists. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.8.10 | Fire category of rolling stock required | Passenger train fire category in accordance with point 4.1.4 of TSI LOC&PAS | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.8.11 | National fire category of rolling stock required | Categorisation on how a passenger train with a fire on board will continue to operate for a defined time period. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.1.8.12 | Existence of walkways | Indication of existence of walkways | 12 months after publication of Article 7 Guide |
| 1.1.1.1.8.12.1 | Location of walkways | Value provided in Kilometric point of the start of the walkway and the length in m. Repeatable values for each location | 12 months after publication of Article 7 Guide |
| 1.1.1.1.8.13 | Existence of evacuation and rescue points | Indication of existence of evacuation and rescue points | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| 1.1.1.1.8.13.1 | Location of evacuation and rescue points | Value provided in Kilometric point of the start of the point of evacuation and rescue point and the length in m. Repeatable values for each location | 12 months after publication of Article 7 Guide |
| 1.1.1.2 | Energy subsystem | | |
| 1.1.1.2.1 | Declarations of verification for track | | |
| 1.1.1.2.1.1 | EC declaration of verification for track relating to compliance with the requirements from TSIs applicable to energy subsystem | Unique number for EC declarations in accordance with Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.1.2 | EI declaration of demonstration (as defined Recommendation 2014/881/EU) for track relating to compliance with the requirements from TSIs applicable to energy subsystem | Unique number for EI declarations following the same format requirements as specified for EC declarations in Annex VII of Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.2 | Contact line system | | |
| 1.1.1.2.2.1.1 | Type of contact line system | Indication of the type of the contact line system. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.2.1.2 | Energy supply system (Voltage and frequency) | Indication of the traction supply system (nominal voltage and frequency) | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.2.1.3 | U _{max2} for the French network | Highest non-permanent voltage (U _{max2}) for France on lines not compliant with values defined in the the specification referenced in Appendix A-2, index [1] | 16 January 2020 |
| 1.1.1.2.2.2 | Maximum train current | Indication of the maximum allowable train current expressed in amperes. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.2.3 | Maximum current at standstill per pantograph | Indication of the maximum allowable train current at standstill expressed in amperes. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest for DC systems 30 June 2024 for AC systems |

▼ **MI**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.1.1.2.2.4 | Permission for regenerative braking | Indication whether regenerative braking is permitted, not permitted, or permitted under specific conditions. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.2.4.1 | Conditions applying in regards to regenerative braking | Name and/or reference of the document specifying the conditions applying in regards to regenerative braking | 12 months after publication of Article 7 Guide |
| 1.1.1.2.2.5 | Maximum contact wire height | Indication of the maximum contact wire height expressed in metres. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.2.6 | Minimum contact wire height | Indication of the minimum contact wire height expressed in metres. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.3 | Pantograph | | |
| 1.1.1.2.3.1 | Accepted TSI compliant pantograph heads | Indication of TSI compliant pantograph heads which are allowed to be used. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.3.2 | Accepted other pantograph heads | Indication of pantograph heads which are allowed to be used | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.3.3 | Requirements for number of raised pantographs and spacing between them, at the given speed | Indication of maximum number of raised pantographs per train allowed and minimum spacing centre line to centre line of adjacent pantograph heads, expressed in metres, at the given speed. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.3.4 | Permitted contact strip material | Indication of which contact strip materials are permitted to be used. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.4 | OCL separation sections | | |
| 1.1.1.2.4.1.1 | Phase separation | Indication of existence of phase separation and required information. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.4.1.2 | Information on phase separation | Indication of required several information on phase separation | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.1.1.2.4.2.1 | System separation | Indication of existence of system separation | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.4.2.2 | Information on system separation | Indication of required several information on system separation | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.4.3 | Distance between signboard and phase separation ending | Specific for route compatibility check on French network. Distance between the signboard authorizing the driver to 'raise pantograph' or 'close the circuit breaker' after passing the phase separation and the end of the phase separation section. | 16 January 2020 |
| 1.1.1.2.5 | Requirements for rolling stock | | |
| 1.1.1.2.5.1 | Current or power limitation on board required | Indication of whether an on board current or power limitation function on vehicles is required. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.5.2 | Contact force permitted | Indication of contact force allowed expressed in newton. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.5.3 | Automatic dropping device required | Indication of whether an automatic dropping device (ADD) required on the vehicle. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.2.5.4 | Document with restriction related to power consumption of specific electric traction unit(s) | Name and/or reference of the document specifying the restriction(s) related to power consumption of specific electric traction unit(s) | 12 months after publication of Article 7 Guide |
| 1.1.1.2.5.5 | Document with restriction related to the position of Multiple Traction unit(s) to comply with contact line separation | Name and/or reference of the document specifying the restriction(s) related to the position of Multiple Traction unit(s) to comply with contact line separation | 12 months after publication of Article 7 Guide |

▼M1

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| 1.1.1.3 | Control — command and signalling subsystem | | |
| 1.1.1.3.1 | Declarations of verification for track | | |
| 1.1.1.3.1.1 | EC declaration of verification for track relating to compliance with the requirements from TSIs applicable to control, command signalling subsystem | Unique number for EC declarations in accordance with Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.1.2 | ERTMS error corrections required for the on-board | List of unacceptable errors impacting the IM network that are required to be solved in the on-board according to the TSI CCS point 7.2.10.3 specification maintenance point | 12 months after the entry into force of TSI CCS and at least 12 months after publication of Article 7 Guide |
| 1.1.1.3.2 | TSI compliant train protection system (ETCS) | | |
| 1.1.1.3.2.1 | European Train Control System (ETCS) level | ETCS application level related to the track side equipment. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.2.2 | ETCS baseline | ETCS baseline installed lineside. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.2.3 | ETCS infill necessary for line access | Indication whether infill is required to access the line for safety reasons. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.2.4 | ETCS infill installed line-side | Information about installed trackside equipment capable to transmit infill information by loop or Global System for Mobile communications for Railways (GSM-R) for level 1 installations. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.2.5 | ETCS national packet 44 application implemented | Indication whether data for national applications is transmitted between track and train. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.2.6 | Existence of operating restrictions or conditions | Indication whether restrictions or conditions due to partial compliance with the TSI CCS exist | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|----------------|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.1.1.3.2.8 | Train integrity confirmation from on-board (not from driver) necessary for line access | Indication whether train confirmation from on-board is required to access the line for safety reasons. | 16 January 2020 |
| 1.1.1.3.2.9 | ETCS system compatibility | ETCS requirements used for demonstrating technical compatibility | 16 January 2020 |
| 1.1.1.3.2.10 | ETCS M_version | ETCS M_version according to the specification referenced in Appendix A-1, index [C] | 1 January 2021 |
| 1.1.1.3.2.11 | Safe consist length information from on-board necessary for access the line and SIL | Indication whether safe consist train length information from on-board is required to access the line for safety reasons and the required safety integrity level | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.12 | Is the ETCS trackside engineered to transmit Track Conditions | According to the specification referenced in Appendix A-1, index [C] If the trackside does not provide Track Conditions, the driver will need to be informed about such conditions via alternative methods | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.12.1 | Track conditions which can be transmitted | According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.13 | ETCS trackside implements level crossing procedure or an equivalent solution | If the trackside does not implement any solution to cover defective LXs (which are normally protected by means of a technical system), then drivers will be required to comply with instructions received from other sources | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.14 | Cant Deficiency used for the basic SSP | Essential information for drivers of trains with a worse (lower) tolerated cant deficiency than those for which the ETCS trackside provides SSP (Static Speed Profiles) in conjunction with 1.1.1.3.2.14.1 According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |

▼ M1

| Number | Title | Definition | Deadline to provide the parameter |
|----------------|--------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.1.1.3.2.14.1 | Other Cant Deficiency train categories for which the ETCS trackside is configured to provide SSP | Essential information for drivers of trains with a worse (lower) tolerated cant deficiency than those for which the ETCS trackside provides SSP (Static Speed Profiles) in conjunction with 1.1.1.3.2.14. According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.15 | Reasons for which an ETCS Radio Block Center can reject a train | List of cases subject to system design choices made by the infrastructure manager according to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.16 | ETCS National Values | | |
| 1.1.1.3.2.16.1 | D_NVROLL | Parameter used by the ETCS on-board to supervise the distance allowed to be travelled under the roll-away protection and the reverse movement protection, in metres According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.16.2 | Q_NVEMRRLS - | Qualifier defining whether the application of the emergency brake for reasons other than a trip can be revoked as soon as the conditions for it have disappeared or after the train has come to a complete standstill. According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.16.3 | V_NVALLOWOVTRP - | Speed limit allowing the driver to select the “override” function in km/h According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|-----------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.1.1.3.2.16.4 | V_NVSUPOVTRP - | Override speed limit to be supervised when the “override” function is active in km/h According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.16.5 | D_NVOVTRP | Maximum distance for overriding the train trip in metres According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.16.6 | T_NVOVTRP - | Maximum time for overriding the train trip in seconds According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.16.7 | D_NVPOTRP - | Maximum distance for reversing in Post Trip mode in metres. According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.16.8 | T_NVCONTACT - | Maximum time without a safe message from Radio Block Center before train reacts in seconds. According the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.16.9 | M_NVCONTACT - | On-Board system reaction when T_NVCONTACT expires According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.16.10 | M_NVDERUN - | Entry of Driver ID permitted while running According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.1.1.3.2.16.11 | Q_NVDRIVER_ADHES - | Qualifier determining whether the driver is allowed to modify the adhesion factor used by the ETCS on-board to calculate the braking curves According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.16.12 | Q_NVSBTSMPerm | Permission to use service brake in target speed monitoring | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.16.13 | National Values used for the brake model | Set of parameters for adapting the braking curves calculated by the ETCS on-board system to match accuracy, performance and safety margins imposed by the infrastructure manager. It copies the content of Packet 3 or of Packet 203 as defined in the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.17 | ID and phone number of ERTMS/ETCS Radio Block Center | Unique RBC identification (NID_C+NID_RBC) and calling number (NID_RADIO) as defined in the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.18 | Big Metal Mass | Indication of existence of metal mass in the vicinity of the location, susceptible of perturbing the reading of balises by the on-board system. | 12 months after publication of Article 7 Guide |
| 1.1.1.3.2.19 | ETCS system version 2.2 or 3.0 functionalities to be required in the next 5 years | List of ETCS system version 2.2 or 3.0 functionalities to be required in the next 5 years according to TSI CCS point 6.1.1.2 and Appendix G | 12 months after publication of Article 7 Guide |
| 1.1.1.3.3 | TSI compliant radio (RMR) | | |
| 1.1.1.3.3.1 | GSM-R version | GSM-R functional requirements specification and system requirements specification in accordance with the specification respectively referenced in Appendix A-1, index [E] and index [F], version number installed lineside. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |

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| Number | Title | Definition | Deadline to provide the parameter |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.1.1.3.3.2 | Number of active GSM-R mobiles (EDOR) or simultaneous communication session on board for ETCS level 2 needed to perform radio block centre handovers without having an operational disruption | Number of simultaneous communication session on board for ETCS level 2 required for a smooth running of the train. This relates to the radio block centre (RBC) handling of communication sessions. Not safety critical and no matter of interoperability. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.3.3 | Optional GSM-R functions | Use of optional GSM-R functions which might improve operation on the line. They are for information only and not for network access criteria. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.3.3.1 | Additional information on network characteristics | Any additional information on network characteristics or corresponding document available from the IM and stored by the Agency, e.g.; interference level, leading to the recommendation of additional on-board protection | 1 January 2021 |
| 1.1.1.3.3.3.2 | GPRS for ETCS | Indication if GPRS can be used for ETCS | 1 January 2021 |
| 1.1.1.3.3.3.3 | Area of implementation of GPRS | Indication of the area in which GPRS can be used for ETCS | 1 January 2021 |
| 1.1.1.3.3.4 | GSM-R use of group 555 | Indication if group 555 is used | 16 January 2020 |
| 1.1.1.3.3.5 | GSM-R networks covered by a roaming agreement | List of GSM-R networks which are covered by a roaming agreement | 16 January 2020 |
| 1.1.1.3.3.6 | Existence of GSM-R roaming to public networks | Existence of roaming to a public network In case of Y, provide the name of the public network under parameter 1.1.1.3.3.7: | 1 January 2021 |
| 1.1.1.3.3.7 | Details on GSM-R roaming to public networks | If roaming to public networks is configured, please indicate to which networks, for which users and in which areas. | 1 January 2021 |
| 1.1.1.3.3.8 | No GSMR coverage | Indication if there is a no GSMR coverage | 1 January 2021 |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.1.1.3.3.9 | Radio system compatibility voice | Radio requirements used for demonstrating technical compatibility voice | 16 January 2020 |
| 1.1.1.3.3.10 | Radio system compatibility data | Radio requirements used for demonstrating technical compatibility data | 16 January 2020 |
| 1.1.1.3.3.11 | GSM-R network is configured to allow forced de-registration of a functional number by another driver | This feature will condition the applicable operational rules for drivers and signallers when dealing with cab radios registered under wrong numbers | 12 months after publication of Article 7 Guide |
| 1.1.1.3.3.12 | Radio Network ID | Unique identification of the GSM-R network the calling mobile station has to register with, as defined in the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.4 | Train detection systems defined based on frequency bands | | |
| 1.1.1.3.4.1 | Existence of train detection system fully compliant with the TSI: | Indication if there is any train detection system installed and fully compliant with the TSI CCS | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.7.1.1 | Type of train detection system | Indication of types of train detection systems installed. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.4.2 | Frequency bands for detection | Bands of the frequency management of the train detection systems as defined in the specification referenced in Appendix A-1, index [D], and in the specific cases or technical documents referred to in Article 13 of TSI CCS when they are available | 12 months after publication of Article 7 Guide |
| 1.1.1.3.4.2.1 | Maximum interference current | Maximum interference current limits allowed for track circuits for a defined frequency band. | For train detection system compliant with TSIs: 12 months after publication of Article 7 Guide. For train detection system not TSI compliant: in relation to article 13 of TSI CCS |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|---------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.1.1.3.4.2.2 | Vehicle impedance | Impedance as defined in the specification referenced in Appendix A-1, index [D] | For train detection system compliant with TSIs, 12 months after publication of Article 7 Guide. For train detection system not TSI compliant: in relation to article 13 of TSI CCS |
| 1.1.1.3.4.2.3 | Maximum magnetic field | The maximum magnetic field limits allowed for axle counters (in dB μ A/m) for a defined frequency band. It should be provided in 3 directions | For train detection system compliant with TSIs, 12 months after publication of Article 7 Guide. For train detection system not TSI compliant: in relation to article 13 of TSI CCS |
| 1.1.1.3.5 | Train protection legacy systems | | |
| 1.1.1.3.5.3 | Train protection legacy system | Indication of which class B system is installed | 16 January 2020 |
| 1.1.1.3.6 | Radio Legacy Systems | | |
| 1.1.1.3.6.1 | Other radio systems installed (Radio Legacy Systems) | Indication of radio legacy systems installed. | 16 January 2020 |
| 1.1.1.3.7 | Other train detection systems | | |
| 1.1.1.3.7.1.2 | Type of track circuits or axle counters to which specific checks are needed | Reference to the technical specification of train detection system, in accordance with the specification referenced in Appendix A-1, index [D] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.7.1.3 | Document with the procedure(s) related to the type of train detection systems declared in 1.1.1.3.7.1.2 | Electronic document from the IM stored by the Agency with precise values in accordance with TSI CCS Article13 and the specification referenced in Appendix A-1, index [D], for the specific check to be performed for train detection systems identified in 1.1.1.3.7.1.2. | In accordance with TSI CCS Art. 13 and 12 months after publication of Article 7 Guide |
| 1.1.1.3.7.1.4 | Section with train detection limitation | Specific for route compatibility check on French network. | 16 January 2020 |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|-------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.1.1.3.8 | Transitions between systems | | |
| 1.1.1.3.8.1 | Existence of switch over between different protection, control and warning systems while running | Indication whether a switch over between different systems whilst running exist | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.8.1.1 | Special conditions to switch over between different class B train protection, control and warning systems | Conditions to switch over between different class B train protection, control and warning systems | 12 months after publication of Article 7 Guide |
| 1.1.1.3.8.2 | Existence of switch over between different radio systems | Indication whether a switch over between different radio systems and no communication system whilst running exist | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.8.2.1 | Special instructions to switch over between different radio systems | Name and/or reference of the document specifying the Special instructions to switch over between different radio systems | 12 months after publication of Article 7 Guide |
| 1.1.1.3.8.3 | Special technical conditions required to switch over between ERTMS/ETCS and Class B systems | Name and/or reference of the document specifying the Special technical conditions required to switch over between ERTMS/ETCS and Class B systems | 12 months after publication of Article 7 Guide |
| 1.1.1.3.9 | Parameters related to electromagnetic interferences | | |
| 1.1.1.3.9.1 | Existence and TSI compliance of rules for magnetic fields emitted by a vehicle | Indication whether rules exist and are compliant with the TSI. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.9.2 | Existence and TSI compliance of limits in harmonics in the traction current of vehicles | Indication whether rules exist and are compliant with the TSI. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.10 | Line-side system for degraded situation | | |
| 1.1.1.3.10.1 | ETCS level for degraded situation | ERTMS/ETCS application level for degraded situation related to the track side equipment. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|-------------------|----------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.1.1.3.10.2 | Other train protection, control and warning systems for degraded situation | Indication of existence of other system than ETCS for degraded situation. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.11 | Brake related parameters | | |
| 1.1.1.3.11.1 | Maximum braking distance requested | The maximum value of the braking distance [in metres] of a train shall be given for the maximum line speed. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.1.1.3.11.2 | Availability by the IM of additional information | Availability by the IM of additional information as defined in point (2) of point 4.2.2.6.2 of TSI OPE | 16 January 2020 |
| 1.1.1.3.11.3 | Documents available by the IM relating to braking performance | Electronic document available in two EU languages from the IM stored by the Agency providing additional information as defined in point (2) of point 4.2.2.6.2 of TSI OPE | 16 January 2020 |
| 1.1.1.3.12 | Intentionally blank | | |
| 1.1.1.3.13 | Automated Train Operation (ATO) | | |
| 1.1.1.3.13.1 | ATO Grade of Automation | ATO grade of automation installed lineside. | 12 months after publication of Article 7 Guide |
| 1.1.1.3.13.2 | ATO System version | ATO system version according to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.1.1.3.13.3 | ATO communication system | Supported ATO communication systems from trackside | 12 months after publication of Article 7 Guide |
| 1.1.1.3.14 | Signal | | |
| 1.1.1.3.14.1 | Name of signal | Identifier of signal. | 12 months after publication of Article 7 Guide |
| 1.1.1.3.14.2 | Type of signal | Signalling information for Route Book compilation. | 12 months after publication of Article 7 Guide |
| 1.1.1.3.14.3 | Location and orientation | Relative position to the line identified under parameter 1.1.0.0.0.2, given in km and indication if the signal refers to normal or opposite track direction | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.1.1.3.14.4 | Relative distance of the danger point | Distance in meters to the danger point | 12 months after publication of Article 7 Guide |
| 1.1.1.3.14.5 | Length of the non-stopping area | The length where is forbidden to stop the vehicle, value provided in meters | 12 months after publication of Article 7 Guide |
| 1.1.1.3.14.6 | Geographical location of signal | Geographical coordinates in decimal degrees normally given for the position of the signal | 12 months after publication of Article 7 Guide |
| 1.1.1.4 | Rules and restrictions | | |
| 1.1.1.4.1 | Existence of rules and restrictions of a strictly local nature | Existence of rules and restrictions of a strictly local nature | 1 January 2021 |
| 1.1.1.4.2 | Documents regarding the rules or restrictions of a strictly local nature available by the IM | Electronic document available from the IM stored by the Agency providing additional information | 1 January 2021 |
| 1.1.1.5 | Vehicles for which Route compatibility is verified | | |
| 1.1.1.5.1 | List of vehicle types already identified as compatible with Traffic load and load carrying capacity of infrastructure and train detection systems | The infrastructure managers shall provide through RINF the information to the RU regarding list of vehicle types compatible with the route for which they have already verified compatibility for parameter 'Traffic load and load carrying capacity of infrastructure and train detection systems', where such information is available. | 12 months after publication of Article 7 Guide |
| 1.1.1.5.2 | List of vehicles already identified as compatible with Traffic load and load carrying capacity of infrastructure and train detection systems | The infrastructure managers shall provide through RINF the information or a document to the RU regarding list of vehicle(s) compatible with the route for which they have already verified compatibility for parameter 'Traffic load and load carrying capacity of infrastructure and train detection systems', where such information is available. | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.2 | OPERATIONAL POINT | | |
| 1.2.0.0.0 | Generic information | | |
| 1.2.0.0.0.1 | Name of operational point | Name normally related to the town or village or to traffic control purpose | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.0.0.0.2 | Unique OP ID | Code composed of country code and alphanumeric OP code. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.0.0.0.3 | OP primary location code | Primary location code developed for information exchange in accordance with the TSIs relating to the telematics applications subsystem | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.0.0.0.4 | Type of operational point | Type of facility in relation to the dominating operational functions. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.0.0.0.4.1 | Type of track gauge changeover facility | Type of track gauge changeover facility | 16 January 2020 |
| 1.2.0.0.0.5 | Geographical location of operational point | Geographical coordinates in decimal degrees normally given for the centre of the OP. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.0.0.0.6 | Railway location of Operational point | Kilometre related to line identification defining the location of the OP. This will normally be in the centre of the OP. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.0.0.0.7 | Schematic overview of the operational point in digital form | The existence of a schematic overview of the operational point in digital form | 12 months after publication of Article 7 Guide |
| 1.2.0.0.0.7.1 | Schematic overview of the operational point | Document providing the schematic overview of the operational point | 12 months after publication of Article 7 Guide |
| 1.2.0.0.0.7.2 | Digital schematic overview | Diagrammatic representation of the operational point in Well Known Text polyline | 12 months after publication of Article 7 Guide |

▼ **MI**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.2.0.0.8 | Operating language | The language or languages used in daily operation by infrastructure manager and published in its Network Statement, for the communication of operational or safety related messages between the staff of the infrastructure manager and the railway undertaking | 12 months after publication of Article 7 Guide |
| 1.2.1 | RUNNING TRACK | | |
| 1.2.1.0.0 | Generic information | | |
| 1.2.1.0.0.1 | IM's code | Infrastructure manager means any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure or a part thereof. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.0.2 | Identification of track | Unique track identification or unique track number within OP | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.1 | Declarations of verification for track | | |
| 1.2.1.0.1.1 | EC declaration of verification for track relating to compliance with the requirements from TSIs applicable to infrastructure subsystem | Unique number for EC declarations in accordance with Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.1.2 | EI declaration of demonstration (as defined Recommendation 2014/881/EU) relating to compliance with the requirements from TSIs applicable to infrastructure subsystem | Unique number for EI declarations following the same format requirements as specified for EC declarations in Annex VII of Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.2 | Performance parameters | | |
| 1.2.1.0.2.1 | TEN classification of track | Indication of the part of the trans-European network the track belongs to. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.2.2 | Category of line: | Classification of a line according to the TSI INF | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.2.3 | Part of a Railway Freight Corridor | Indication whether the line is designated to a Railway Freight Corridor | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.2.1.0.3 | Line layout | | |
| 1.2.1.0.3.4 | Gauging | Gauges as defined in European standard or other local gauges, including lower or upper part. | 16 January 2020 |
| 1.2.1.0.3.5 | Railway location of particular points requiring specific checks | Location of particular points requiring specific checks due to deviations from gauging referred to in 1.2.1.0.3.4. | 16 January 2020 |
| 1.2.1.0.3.6 | Document with the transversal section of the particular points requiring specific checks | Electronic document available from the IM stored by the Agency with the transversal section of the particular points requiring specific checks due to deviations from gauging referred to in 1.2.1.0.3.4. Where relevant, guidance for the check with the particular point may be attached to the document with the transversal section. | 16 January 2020 |
| 1.2.1.0.4 | Track parameters | | |
| 1.2.1.0.4.1 | Nominal track gauge | A single value expressed in millimetres that identifies the track gauge. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.4.2 | Use of eddy current brakes | Indication of limitations on the use of eddy current brakes. | 12 months after publication of Article 7 Guide |
| 1.2.1.0.4.3 | Use of magnetic brakes | Indication of limitations on the use of magnetic brakes. | 12 months after publication of Article 7 Guide |
| 1.2.1.0.5 | Tunnel | | |
| 1.2.1.0.5.1 | IM's code | Infrastructure manager means any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure or a part thereof. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.5.2 | Tunnel identification | Unique tunnel identification or unique tunnel number within MS | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.5.3 | EC declaration of verification for tunnel relating to compliance with the requirements from TSIs applicable to railway tunnel | Unique number for EC declarations in accordance with Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |

▼ M1

| Number | Title | Definition | Deadline to provide the parameter |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.2.1.0.5.4 | EI declaration of demonstration (as defined Recommendation 2014/881/EU) for tunnel relating to compliance with the requirements from TSIs applicable to railway tunnel | Unique number for EI declarations following the same format requirements as specified for EC declarations in Annex VII of Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.5.5 | Length of tunnel | Length of a tunnel in metres from entrance portal to exit portal. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.5.6 | Existence of emergency plan | Indication whether emergency plan exists. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.5.7 | Fire category of rolling stock required | Categorisation how a passenger train with a fire on board will continue to operate for a defined time period | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.5.8 | National fire category of rolling stock required | Categorisation how a passenger train with a fire on board will continue to operate for a defined time period — according to national rules if they exist | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.5.9 | Diesel or other thermal traction allowed | Indication whether it is allowed to use diesel or other thermal traction in the tunnel | 1 January 2021 |
| 1.2.1.0.5.10 | Existence of walkways | Indication of existence of walkways | 12 months after publication of Article 7 Guide |
| 1.2.1.0.5.10.1 | Location of walkways | Value provided in Kilometric point of the start of the walkway and the length in m. Repeatable values for each location | 12 months after publication of Article 7 Guide |
| 1.2.1.0.5.11 | Existence of evacuation and rescue points | Indication of existence of evacuation and rescue points | 12 months after publication of Article 7 Guide |
| 1.2.1.0.5.11.1 | Location of evacuation and rescue points | Value provided in Kilometric point of the start of the evacuation and rescue point and the length in m. Repeatable values for each location | 12 months after publication of Article 7 Guide |

▼ **MI**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.2.1.0.6 | Platform | | |
| 1.2.1.0.6.1 | IM's code | Infrastructure manager means any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure or a part thereof. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.6.2 | Identification of platform | Unique platform identification or unique platform number within OP | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.6.3 | TEN Classification of platform | Indicates the part of the trans-European network the platform belongs to. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.6.4 | Usable length of platform | The maximum continuous length (expressed in metres) of that part of platform in front of which a train is intended to remain stationary in normal operating conditions for passengers to board and alight from the train, making appropriate allowance for stopping tolerances. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.6.5 | Height of platform | Distance between the upper surface of platform and running surface of the neighbouring track. It is the nominal value expressed in millimetres. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.6.6 | Existence of platform assistance for starting train | Indication of existence of equipment or staff supporting the train crew in starting the train. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.6.7 | Range of use of the platform boarding aid | Information of the train access level for which the boarding aid can be used. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.1.0.6.8 | Curvature of the platform | Indication of the existence of the curvature of the platform | 12 months after publication of Article 7 Guide |
| 1.2.1.0.7 | Contact line system | | |
| 1.2.1.0.7.1 | Permission for charging electric energy storage for traction purposes at standstill | Point at which IM authorises charging of electric energy storage for traction purposes at standstill | 30 June 2024 at the latest |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.2.1.0.7.2 | Permitted conditions for charging electric energy storage for traction purposes at standstill | Conditions set by IMs according to a standardised document | 30 June 2024 at the latest |
| 1.2.1.0.8 | Signal | | |
| 1.2.1.0.8.1 | Name of signal | Identifier of signal | 12 months after publication of Article 7 Guide |
| 1.2.1.0.8.2 | Type of signal | Signalling information for Route Book compilation. This list shall include “fixed signals that protect danger points” | 12 months after publication of Article 7 Guide |
| 1.2.1.0.8.3 | Location and orientation | Relative position to the national line, given in km and indication if the signal refers to normal or opposite track direction | 12 months after publication of Article 7 Guide |
| 1.2.1.0.8.4 | Relative distance of the danger point | Distance in meters to the danger point | 12 months after publication of Article 7 Guide |
| 1.2.1.0.8.5 | Geographical location of signal | Geographical coordinates in decimal degrees normally given for the position of the signal | 12 months after publication of Article 7 Guide |
| 1.2.1.1 | Control-command and signalling subsystem | | |
| 1.2.1.1.1 | TSI compliant train protection system (ETCS) | | |
| 1.2.1.1.1.1 | European Train Control System (ETCS) level | ETCS application level related to the track side equipment. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.2 | ETCS baseline | ETCS baseline installed lineside. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.3 | ETCS infill necessary for line access | Indication whether infill is required to access the line for safety reasons. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.4 | ETCS infill installed line-side | Information about installed trackside equipment capable to transmit infill information by loop or Global System for Mobile communications for Railways (GSM-R) for level 1 installations. | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|----------------|----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.2.1.1.1.5 | ETCS national packet 44 application implemented | Indication whether data for national applications is transmitted between track and train. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.6 | Existence of operating restrictions or conditions | Indication whether restrictions or conditions due to partial compliance with the TSI CCS exist. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.8 | Train integrity confirmation from on-board (not from driver) necessary for line access | Indication whether train confirmation from on-board is required to access the line for safety reasons. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.9 | ETCS system compatibility | ETCS requirements used for demonstrating technical compatibility | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.10 | ETCS M_version | ETCS M_version according to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.11 | Safe consist length information from on-board necessary for access the line and SIL | Indication whether safe consist train length information from on-board is required to access the line for safety reasons and the required safety integrity level | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.12 | Is the ETCS trackside engineered to transmit Track Conditions | According to the specification referenced in Appendix A-1, index [C] If the trackside does not provide Track Conditions, the driver will need to be informed about such conditions via alternative methods | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.12.1 | Track conditions which can be transmitted | According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.13 | ETCS trackside implements level crossing procedure or an equivalent solution | If the trackside does not implement any solution to cover defective LXs (which are normally protected by means of a technical system), then drivers will be required to comply with instructions received from other sources | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|---------------------|--------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.2.1.1.1.14 | Cant Deficiency used for the basic SSP | Essential information for drivers of trains with a worse (lower) tolerated cant deficiency than those for which the ETCS trackside provides SSP (Static Speed Profiles) in conjunction with 1.2.1.1.1.14.1 According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.14.1 | Other Cant Deficiency train categories for which the ETCS trackside is configured to provide SSP | Essential information for drivers of trains with a worse (lower) tolerated cant deficiency than those for which the ETCS trackside provides SSP (Static Speed Profiles) in conjunction with 1.2.1.1.1.14. According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.15 | Reasons for which an ETCS Radio Block Center can reject a train | List of cases subject to system design choices made by the infrastructure manager according to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.16 | ETCS National Values | | |
| 1.2.1.1.1.16.1 | D_NVROLL | Parameter used by the ETCS on-board to supervise the distance allowed to be travelled under the roll-away protection and the reverse movement protection, in metres According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.16.2 | Q_NVEMRRLS | Qualifier defining whether the application of the emergency brake for reasons other than a trip can be revoked as soon as the conditions for it have disappeared or after the train has come to a complete standstill. According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|----------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.2.1.1.1.16.3 | V_NVALLOWOVTRP | Speed limit allowing the driver to select the “override” function in km/h According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.16.4 | V_NVSUPOVTRP | Override speed limit to be supervised when the “override” function is active in km/h According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.16.5 | D_NVOVTRP | Maximum distance for overriding the train trip in metres According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.16.6 | T_NVOVTRP | Maximum time for overriding the train trip in seconds According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.16.7 | D_NVPOTRP | Maximum distance for reversing in Post Trip mode in metres. According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.16.8 | T_NVCONTACT | Maximum time without a safe message from Radio Block Center before train reacts in seconds. According the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |

▼M1

| Number | Title | Definition | Deadline to provide the parameter |
|-----------------|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.2.1.1.1.16.9 | M_NVCONTACT | On-Board system reaction when T_NVCONTACT expires According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.16.10 | M_NVDERUN | Entry of Driver ID permitted while running According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.16.11 | Q_NVDRIVER_ADHES | Qualifier determining whether the driver is allowed to modify the adhesion factor used by the ETCS on-board to calculate the braking curves According to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.16.12 | Q_NVSBTSMPerm | Permission to use service brake in target speed monitoring | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.16.13 | National Values used for the brake model | Set of parameters for adapting the braking curves calculated by the ETCS on-board system to match accuracy, performance and safety margins imposed by the infrastructure manager. It copies the content of Packet 3 or of Packet 203 as defined in the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.17 | ID and phone number of ERTMS/ETCS Radio Block Center | Unique RBC identification (NID_C+NID_RBC) and calling number (NID_RADIO) as defined in the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.18 | Big Metal Mass | Indication of existence of metal mass in the vicinity of the location, susceptible of perturbing the reading of balises by the on-board system. | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| 1.2.1.1.1.19 | ETCS error corrections required for the on-board | List of unacceptable errors impacting the IM network that are required to be solved in the on-board according to the TSI CCS point 7.2.10.3 specification maintenance point | 12 months after the entry into force of TSI CCS and at least 12 months after publication of Article 7 Guide |
| 1.2.1.1.1.20 | ETCS system version 2.2 or 3.0 functionalities to be required in the next 5 years | List of ETCS system version 2.2 or 3.0 functionalities to be required in the next 5 years according to TSI CCS point 6.1.1.2 and Appendix G | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2 | TSI compliant radio (RMR) | | |
| 1.2.1.1.2.1 | GSM-R version | GSM-R functional requirements specification and system requirements specification in accordance with the specification respectively referenced in Appendix A-1, index [E] and index [F], version number installed lineside. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.2 | Number of active GSM-R mobiles (EDOR) or simultaneous communication session on board for ETCS level 2 needed to perform radio block centre handovers without having an operational disruption | Number of simultaneous communication session on board for ETCS level 2 required for a smooth running of the train. This relates to the radio block centre (RBC) handling of communication sessions. Not safety critical and no matter of interoperability. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.3 | Optional GSM-R functions | Use of optional GSM-R functions which might improve operation on the line. They are for information only and not for network access criteria. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.3.1 | Additional information on network characteristics | Any additional information on network characteristics or corresponding document available from the IM and stored by the Agency, e.g.; interference level, leading to the recommendation of additional on-board protection | 12 months after publication of Article 7 Guide |

▼M1

| Number | Title | Definition | Deadline to provide the parameter |
|---------------|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.2.1.1.2.3.2 | GPRS for ETCS | Indication if GPRS can be used for ETCS | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.3.3 | Area of implementation of GPRS | Indication of the area in which GPRS can be used for ETCS | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.4 | GSM-R use of group 555 | Indication if group 555 is used | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.5 | GSM-R networks covered by a roaming agreement | List of GSM-R networks which are covered by a roaming agreement | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.6 | Existence of GSM-R roaming to public networks | Existence of roaming to a public network In case of Y, provide the name of the public network under parameter 1.2.1.1.2.7: | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.7 | Details on GSM-R roaming to public networks | If roaming to public networks is configured, please indicate to which networks, for which users and in which areas. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.8 | No GSMR coverage | Indication if there is a no GSMR coverage | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.9 | Radio system compatibility voice | Radio requirements used for demonstrating technical compatibility voice | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.10 | Radio system compatibility data | Radio requirements used for demonstrating technical compatibility data | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.11 | GSM-R network is configured to allow forced de-registration of a functional number by another driver | This feature will condition the applicable operational rules for drivers and signallers when dealing with cab radios registered under wrong numbers | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.2.1.1.2.12 | Specific constraints imposed by the GSM-R network operator on ETCS on-board units only able to operate in circuit-switch | These constraints, where applicable, are meant to manage the limited number of circuit-switched radio connections that can be handled simultaneously by a Radio Block Center | 12 months after publication of Article 7 Guide |
| 1.2.1.1.2.13 | Radio Network ID | Unique identification of the GSM-R network the calling mobile station has to register with, as defined in the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.3 | Train detection systems defined based on frequency bands | | |
| 1.2.1.1.3.1 | Existence of train detection system fully compliant with the TSI: | Indication if there is any train detection system installed and fully compliant with the TSI CCS | 12 months after publication of Article 7 Guide |
| 1.2.1.1.3.1.1 | Type of train detection system | Indication of types of train detection systems installed. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.3.2 | Frequency bands for detection | Bands of the frequency management of the train detection systems as defined in the specification referenced in Appendix A-1, index [D], and in the specific cases or technical documents referred to in Article 13 of TSI CCS when they are available | 12 months after publication of Article 7 Guide |
| 1.2.1.1.3.2.1 | Maximum interference current | Maximum interference current limits allowed for track circuits for a defined frequency band. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.3.2.2 | Vehicle impedance | Impedance as defined in the specification referenced in Appendix A-1, index [D] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.3.2.3 | Maximum magnetic field | The maximum magnetic field limits allowed for axle counters (in dB μ A/m) for a defined frequency band. It should be provided in 3 directions | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.2.1.1.4 | Train protection legacy systems | | |
| 1.2.1.1.4.1 | Train protection legacy system | Indication of which class B system is installed | 12 months after publication of Article 7 Guide |
| 1.2.1.1.5 | Radio Legacy Systems | | |
| 1.2.1.1.5.1 | Other radio systems installed (Radio Legacy Systems) | Indication of radio legacy systems installed. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.6 | Other train detection systems | | |
| 1.2.1.1.6.1 | Type of track circuits or axle counters to which specific checks are needed | Reference to the technical specification of train detection system, in accordance with the specification referenced in Appendix A-1, index [D] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.6.2 | Document with the procedure(s) related to the type of train detection systems declared in 1.2.1.1.6.1 | Electronic document from the IM stored by the Agency with precise values in accordance with TSI CCS Article13 and the specification referenced in Appendix A-1, index [D], for the specific check to be performed for train detection systems identified in 1.2.1.1.6.1 | 12 months after publication of Article 7 Guide |
| 1.2.1.1.6.3 | Section with train detection limitation | Specific for route compatibility check on French network. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.7 | Transitions between systems | | |
| 1.2.1.1.7.1 | Existence of switch over between different protection, control and warning systems while running | Indication whether a switch over between different systems whilst running exist | 12 months after publication of Article 7 Guide |
| 1.2.1.1.7.1.1 | Special conditions to switch over between different class B train protection, control and warning systems | Conditions to switch over between different class B train protection, control and warning systems | 12 months after publication of Article 7 Guide |
| 1.2.1.1.7.2 | Existence of switch over between different radio systems | Indication whether a switch over between different radio systems and no communication system whilst running exist | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|-------------------|---------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1.2.1.1.7.2.1 | Special instructions to switch over between different radio systems | Name and/or reference of the document specifying the Special instructions to switch over between different radio systems | 12 months after publication of Article 7 Guide |
| 1.2.1.1.7.3 | Special technical conditions required to switch over between ERTMS/ETCS and Class B systems | Name and/or reference of the document specifying the Special technical conditions required to switch over between ERTMS/ETCS and Class B systems | 12 months after publication of Article 7 Guide |
| 1.2.1.1.8 | Parameters related to electromagnetic interferences | | |
| 1.2.1.1.8.1 | Existence and TSI compliance of rules for magnetic fields emitted by a vehicle | Indication whether rules exist and are compliant with the TSI. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.8.2 | Existence and TSI compliance of limits in harmonics in the traction current of vehicles | Indication whether rules exist and are compliant with the TSI. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.9 | Line-side system for degraded situation | | |
| 1.2.1.1.9.1 | ETCS level for degraded situation | ERTMS/ETCS application level for degraded situation related to the track side equipment. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.9.2 | Other train protection, control and warning systems for degraded situation | Indication of existence of other system than ETCS for degraded situation. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.10 | Automated Train Operation (ATO) | | |
| 1.2.1.1.10.1 | ATO Grade of Automation | ATO grade of automation installed lineside. | 12 months after publication of Article 7 Guide |
| 1.2.1.1.10.2 | ATO System version | ATO system version according to the specification referenced in Appendix A-1, index [C] | 12 months after publication of Article 7 Guide |
| 1.2.1.1.10.3 | ATO communication system | Supported ATO communication systems from trackside | 12 months after publication of Article 7 Guide |

▼ **MI**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.2.2 | SIDING | | |
| 1.2.2.0.0 | Generic information | | |
| 1.2.2.0.0.1 | IM's code | Infrastructure manager means any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure or a part thereof. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.0.2 | Identification of siding | Unique siding identification or unique siding number within OP | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.0.3 | TEN Classification of siding | Indicates the part of the trans-European network the siding belongs to. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.1 | Declaration of verification for siding | | |
| 1.2.2.0.1.1 | EC declaration of verification for siding relating to compliance with the requirements from TSIs applicable to infrastructure subsystem | Unique number for EC declarations in accordance with Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.1.2 | EI declaration of demonstration (as defined Recommendation 2014/881/EU) for siding relating to compliance with the requirements from TSIs applicable to infrastructure subsystem | Unique number for EI declarations following the same format requirements as specified for EC declarations in Annex VII of Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.2 | Performance parameter | | |
| 1.2.2.0.2.1 | Usable length of siding | Total length of the siding/stabling track expressed in metres where trains can be parked safely. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.3 | Line layout | | |
| 1.2.2.0.3.1 | Gradient for stabling tracks | Maximum value of the gradient expressed in millimetres per metre. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|--------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.2.2.0.3.2 | Minimum radius of horizontal curve | Radius of the smallest horizontal curve, expressed in metres. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.3.3 | Minimum radius of vertical curve | Radius of the smallest vertical curve expressed in metres. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.4 | <i>Fixed installations for servicing trains</i> | | |
| 1.2.2.0.4.1 | Existence of toilet discharge | Indication whether exists an installation of toilet discharge (fixed installation for servicing trains) as defined in TSI INF | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.4.2 | Existence of external cleaning facilities | Indication whether exists an installation of external cleaning facility (fixed installation for servicing trains) as defined in TSI INF | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.4.3 | Existence of water restocking | Indication whether exists an installation of water restocking (fixed installation for servicing trains) as defined in TSI INF | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.4.4 | Existence of refuelling | Indication whether exists an installation of refuelling (fixed installation for servicing trains) as defined in TSI INF. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.4.5 | Existence of sand restocking | Indication whether an installation of sand restocking exists (fixed installation for servicing trains). | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.4.6 | Existence of electric shore supply | Indication whether exists an installation of electric shore supply (fixed installation for servicing trains). | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.5 | Tunnel | | |
| 1.2.2.0.5.1 | IM's code | Infrastructure manager means any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure or a part thereof. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |

▼ **MI**

| Number | Title | Definition | Deadline to provide the parameter |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.2.2.0.5.2 | Tunnel identification | Unique tunnel identification or unique number within Member State | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.5.3 | EC declaration of verification for tunnel relating to compliance with the requirements from TSIs applicable to railway tunnel | Unique number for EC declarations in accordance with Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.5.4 | EI declaration of demonstration (as defined Recommendation 2014/881/EU) for tunnel relating to compliance with the requirements from TSIs applicable to railway tunnel | Unique number for EI declarations following the same format requirements as specified for EC declarations in Annex VII of Commission Implementing Regulation (EU) 2019/250. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.5.5 | Length of tunnel | Length of a tunnel in metres from entrance portal to exit portal. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.5.6 | Existence of emergency plan | Indication whether emergency plan exists. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.5.7 | Fire category of rolling stock required | Categorisation how a passenger train with a fire on board will continue to operate for a defined time period. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.5.8 | National fire category of rolling stock required | Categorisation how a passenger train with a fire on board will continue to operate for a defined time period — according to national rules if they exist. | In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest |
| 1.2.2.0.5.9 | Existence of walkways | Indication of existence of walkways | 12 months after publication of Article 7 Guide |
| 1.2.2.0.5.9.1 | Location of walkways | Value provided in Kilometric point of the start of the walkway and the length in m. Repeatable values for each location | 12 months after publication of Article 7 Guide |
| 1.2.2.0.5.10 | Existence of evacuation and rescue points | Indication of existence of evacuation and rescue points | 12 months after publication of Article 7 Guide |

▼ **M1**

| Number | Title | Definition | Deadline to provide the parameter |
|------------------|----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| 1.2.2.0.5.10.1 | Location of evacuation and rescue points | Value provided in Kilometric point of the start of the evacuation and rescue point and the length in m. Repeatable values for each location | 12 months after publication of Article 7 Guide |
| 1.2.2.0.6 | Contact line system | | |
| 1.2.2.0.6.1 | Maximum current at standstill per pantograph | Indication of the maximum allowable train current at standstill expressed in amperes. | 16 January 2020 for DC systems 30 June 2024 for AC systems |
| 1.2.3 | Rules and restrictions | | |
| 1.2.3.1 | Existence of rules and restrictions of a strictly local nature | Existence of rules and restrictions of a strictly local nature | 1 January 2021 |
| 1.2.3.2 | Documents regarding the rules or restrictions of a strictly local nature available by the IM | Electronic document available from the IM stored by the Agency providing additional information | 1 January 2021 |
| 1.2.4 | Navigability | | |
| 1.2.4.1 | Internal connection | Describes the internal connectivity between the tracks of the operational point and it is presented like a from-to network relation, where From and To are the names of the tracks connecting each other | 12 months after publication of Article 7 Guide |

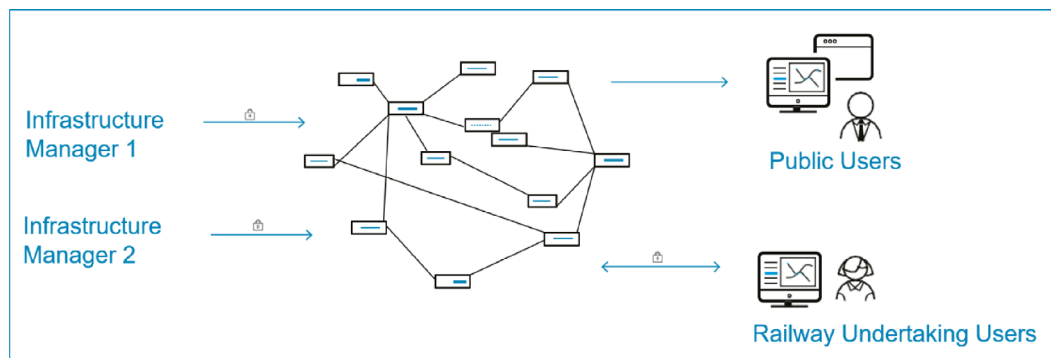
▼ B**4. HIGH LEVEL SYSTEM OVERVIEW****4.1. Register of infrastructure system****▼ M1**

The architecture of the registers of infrastructure system shall be as follows:

▼ B

Figure 1

RINF system

▼ M1**▼ B****4.2. Administration of the RINF application****▼ M1**

The RINF application shall be a web-based application set up, managed, maintained and administered by the Agency.

The Agency shall make available to infrastructure managers the following files and documents that shall be used for submitting the data to the RINF application:

- (a) user manual;
- (b) specification of the structure of the files for the transmission of data;
- (c) description of codes for preparing the files — Data provision guide describing the validation process of the transmitted files;
- (d) the ERA vocabulary.

▼ B**4.3. Minimum required functionality of the RINF application**

The RINF application shall provide at least the following functionalities:

▼ M1

- (a) user management: the Agency must be able to manage users' access rights;
- (b) information auditing: RINF application must enable viewing the logs of activity of registered users, connectivity and authentication;

▼ B

- (c) connectivity and authentication: the registered RINF application users must be able to connect to the RINF application via internet and use its functionalities according to their rights;

▼ M1

- (d) search for the register of infrastructure data including OPs and/or SoLs, including data validity dates;
- (e) visual representation of data of the register of infrastructure allowing publication of thematic maps;
- (f) list of tracks of SoLs and OPs which are part of a route defined by the user and export the corresponding characteristics;
- (g) deliver a timestamped export file each time the export of characteristics resulting from a search is intended to be used by a railway undertaking in accordance with Article 23(1) of Directive (EU) 2016/797;
- (h) application programming interface (API) and/or an open querying endpoint;
- (i) validation, upload and reception of the data sets provided by an Infrastructure Manager.

4.4. Operating mode

The register of infrastructure system shall provide three main interfaces via the RINF application:

- (a) one to be used by the infrastructure managers in order to submit their set of data;
- (b) one to be used by RINF application users in order to connect to the system and retrieve information
- (c) one to be used by Railway Undertakings for subscription for notifications of changes in the infrastructure they operate on.

The RINF application central database shall make data provided by infrastructure managers publicly available without any modification.

The basic functionality of the RINF application shall allow users to search and retrieve data of register of infrastructure.

The RINF application shall retain the complete historical record of data made available by the infrastructure managers. Those records shall be stored for two years from the date of withdrawal of the data.

▼ M1

The Agency, as administrator of the RINF application, shall provide access to users upon request. Answers to the queries initiated by the RINF application users shall be provided within 24 hours from the moment the query was initiated. Infrastructure Managers shall be able to keep their data updated directly in RINF, following the specifications of Table 1 and submit it to the RINF application in accordance with Article 5.

Infrastructure Managers shall upload the files to the RINF application through a dedicated interface provided for this operation. A specific module shall facilitate the validation and uploading of data.

▼ B**4.5. Availability**

The RINF application shall be available seven days a week. The unavailability of the system shall be minimal during maintenance.

In the case of failure outside the normal working hours of the Agency, the actions to restore the service shall start the next Agency working day.

5. APPLICATION GUIDE FOR THE COMMON SPECIFICATIONS**▼ M1**

The application guide for the common specifications referred to in Article 7 shall be made publicly available by the Agency on its website and updated as appropriate in compliance with the ERA Vocabulary referred to in Article 7a and referenced in Appendix A-1, index [A].

▼ B

It shall provide extended definitions of all the objects and parameters of the register of infrastructure and guidance on the most common situations and on solutions for modelling the railway network.

It shall contain in particular:

▼ M1

▼ B

(b) items and their corresponding description as specified as section 3.3 and in Table 1. For each field, at least its format, limit of value, conditions under which parameter is applicable and mandatory, railway technical rules for parameters values, reference to TSIs and other technical documents related to items of the register of infrastructure;

(c) detailed definitions and specifications for parameters;

(d) presentation of provisions for modelling the network and collecting data with relevant explanations and examples;

(e) procedures for validation and submission of data from registers of infrastructure of the Member States to the RINF application.

The application guide shall provide explanations on the specifications referred to in this Annex which are necessary for the proper development of the register of infrastructure system.

▼ **M1***Appendix A***Technical specifications referenced in this Regulation***A-1 Technical documents (available on ERA website)*

| Index | Characteristics to be assessed | RINF point | Mandatory technical document point |
|-------|--------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|------------------------------------|
| [A] | ERA Vocabulary ERA/TD/Vocabulary version 3.0.0 (released on 2023-03-29) | | |
| [B] | ERA Technical Document on codification of combined transport ERA/TD/2023-01/CCT version 1.1 (realased on 2023-03-21) | | |
| [B.1] | Codification of lines | Table 1, 1.1.1.1.3.4 1.1.1.1.3.5 1.1.1.1.3.8 1.1.1.1.3.9 | 2.1 |
| [C] | SUBSET-026 System Requirements Specification TSI CCS, Appendix A, index [4] | | |
| [C.1] | ETCS M_version | Table 1, 1.1.1.3.2.10 1.2.1.1.1.10 | Chapter 7, Section 7.5.1.79 |
| [C.2] | ETCS trackside engineered to transmit Track Conditions | Table 1, 1.1.1.3.2.12 1.1.1.3.2.12.1 1.2.1.1.1.12 1.2.1.1.1.12.1 | Chapter 5, section 5.18.1.1 |
| [C.3] | Cant Deficiency used for the basic Static Speed Profile (SSP) | Table 1, 1.1.1.3.2.14 1.1.1.3.2.14.1 1.2.1.1.1.14 1.2.1.1.1.14.1 | Chapter 7, section 7.5.1.82.1 |
| [C.4] | Rejection of a train by an ETCS Radio Block Center | Table 1, 1.1.1.3.2.15 1.2.1.1.1.15 | Chapter 5, section 5.4 |

▼ M1

| Index | Characteristics to be assessed | RINF point | Mandatory technical document point |
|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|------------------------------------|
| [C.5] | ETCS National Values | Table 1, 1.1.1.3.2.16.1 1.2.1.1.1.16.1 | Chapter 7, section 7.5.1.17 |
| | | Table 1, 1.1.1.3.2.16.2 1.2.1.1.1.16.2 | Chapter 7, section 7.5.1.123 |
| | | Table 1, 1.1.1.3.2.16.3 1.2.1.1.1.16.3 | Chapter 7, section 7.5.1.161 |
| | | Table 1, 1.1.1.3.2.16.4 1.2.1.1.1.16.4 | Chapter 7, section 7.5.1.163 |
| | | Table 1, 1.1.1.3.2.16.5 1.2.1.1.1.16.5 | Chapter 7, section 7.5.1.15 |
| | | Table 1, 1.1.1.3.2.16.6 1.2.1.1.1.16.6 | Chapter 7, section 7.5.1.149 |
| | | Table 1, 1.1.1.3.2.16.7 1.2.1.1.1.16.7 | Chapter 7, section 7.5.1.16 |
| | | Table 1, 1.1.1.3.2.16.8 1.2.1.1.1.16.8 | Chapter 7, section 7.5.1.148 |
| | | Table 1, 1.1.1.3.2.16.9 1.2.1.1.1.16.9 | Chapter 7, section 7.5.1.74 |
| | | | |
| Table 1, 1.1.1.3.2.16.11 1.2.1.1.1.16.11 | Chapter 7, section 7.5.1.122 | | |
| Table 1, 1.1.1.3.2.16.13 1.2.1.1.1.16.13 | <ul style="list-style-type: none"> — Packet 3 (for M_VERSION above 2.0): Chapter 7, 7.4.2.1.1 — Packet 203 (for M_VERSION 1.1): SRS Chapter 6, 6.5.1.5.22, | | |

▼ **M1**

| Index | Characteristics to be assessed | RINF point | Mandatory technical document point |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-----------------------------------------------|
| [C.6] | ID and phone number of ERTMS/ETCS Radio Block Center | Table 1, 1.1.1.3.2.17 1.2.1.1.1.17 | Chapter 7, 7.5.1.86, 7.5.1.95 and 7.5.1.96 |
| [C.7] | GSM-R version | Table 1, 1.1.1.3.3.1 1.2.1.1.2.1 | Relevant point(s) |
| [C.8] | Radio Network ID | Table 1, 1.1.1.3.3.13 1.2.1.1.2.13 | Chapter 7, 7.5.1.91.1 |
| [C.9] | ATO System version | Table 1, 1.1.1.3.13.2 1.2.1.1.10.2 | Chapter 1, 1.0.0 |
| [D] | ERA/ERTMS/033281 - V 5.0 Interfaces between Control-Command and Signalling Trackside and other Subsystems TSI CCS, Appendix A, index [77] | | |
| [D.1] | Frequency bands for detection | Table 1, 1.1.1.3.4.2 1.2.1.1.3.2 | Relevant point(s) |
| [D.2] | Vehicle impedance | Table 1, 1.1.1.3.4.2.2 1.2.1.1.3.2.2 | 3.2.2.1 |
| [D.3] | Type of track circuits | Table 1, 1.1.1.3.7.1.2 1.2.1.1.6.1 | Relevant point(s) |
| [D.4] | Type of axle counters | Table 1, 1.1.1.3.7.1.2 1.2.1.1.6.1 | Relevant point(s) |
| [E] | EIRENE FRS GSM-R Functional Requirements Specification TSI CCS, Appendix A, index [32] | | |
| [E.1] | GSM-R version | 1.1.1.3.3.1 1.2.1.1.2.1 | Relevant point(s) |
| [F] | EIRENE SRS GSM-R System Requirements Specification TSI CCS, Appendix A, index [33] | | |
| [F.1] | GSM-R version | 1.1.1.3.3.1 1.2.1.1.2.1 | Relevant point(s) |

▼ M1A-2 *Standards*

| Index | Characteristics to be assessed | RINF point | Mandatory technical document point |
|-------|-------------------------------------------------------------------|---------------------------|------------------------------------|
| [1] | EN50163:2004 Supply voltages of traction systems | | |
| [1.1] | U _{max2} | Table 1, 1.1.1.2.2.1.3 | Table 1 |