



EUROPEAN
COMMISSION

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COMMISSION IMPLEMENTING REGULATION (EU) .../...

of 4.4.2025

amending Commission Regulation (EU) No 1302/2014 concerning a technical specification for interoperability relating to the ‘rolling stock — locomotives and passenger rolling stock’ subsystem of the rail system in the European Union and Commission Implementing Decision 2011/665/EU on the register of authorised types of railway vehicles

(Text with EEA relevance)

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THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union¹, and in particular Article 5(11) thereof,

Whereas:

- (1) Commission Regulation (EU) No 1302/2014² lays down the technical specifications for interoperability relating to the ‘rolling stock – locomotives and passenger rolling stock’ subsystem of the rail system in the European Union (‘LOC&PAS TSI’).
- (2) Commission Delegated Decision (EU) 2017/1474³ sets out the specific objectives which should be integrated in the technical specifications for interoperability. In accordance with Article 4(5) of the Decision, Commission Regulation (EU) No 1302/2014 is to take into account changes in procedure for placing mobile subsystems on the market, including the checks before the first use of authorised vehicles.
- (3) Due to the necessity to support defence-related transport across networks with different technical specifications, the rail sector and the rail supply industry addressed a request to the Commission to simplify the process for authorising rail vehicles for personnel accompanying trains carrying equipment (e.g. military personnel escorting defence-related equipment, firefighters, personnel of the infrastructure manager or railway undertaking). The Commission’s exchange with experts identified the need to broaden the scope for such an amendment to a wider category of use cases.
- (4) The current framework of technical specifications for interoperability (TSIs) allows authorisation of such vehicles including the check of compliance with national rules.

¹ OJ L 138, 26.5.2016, p. 44, ELI: <http://data.europa.eu/eli/dir/2016/797/oj>.

² Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the ‘rolling stock — locomotives and passenger rolling stock’ subsystem of the rail system in the European Union (OJ L 356, 12.12.2014, p. 228, ELI: <http://data.europa.eu/eli/reg/2014/1302/oj>).

³ Commission Delegated Decision (EU) 2017/1474 of 8 June 2017 supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to specific objectives for the drafting, adoption and review of technical specifications for interoperability (notified under document C(2017) 3800) (OJ L 210, 15.8.2017, p. 5, ELI: http://data.europa.eu/eli/dec_del/2017/1474/oj)

However, the authorisation process managed by the EU Agency for Railways (ERA) requires it to collect assessments from individual National Safety Authorities, which introduces great complexity, uncertainty and delays in decision-making.

- (5) Commission Regulation (EU) No 1302/2014 sets out the requirements to be fulfilled for the vehicle authorisation process as well as promotes interoperability of the European railway network but does not currently cover non-passenger carrying vehicles that are intended to carry personnel but not intended to be used for passenger service, within the scope of the LOC&PAS TSI.
- (6) Defining common requirements for unique authorisations facilitates the authorisation process for vehicles that are to operate on the entire Union network. It limits the burden for pre-authorisation checks, tests and certification required by national rules to the bare minimum necessary to ensure route compatibility with networks not yet harmonised. Under this concept the railway undertaking gains flexibility for the use of vehicles while being obliged to undertake the route-compatibility check.
- (7) It is therefore necessary to set out technical specifications for the unique authorisation of non-passenger carrying vehicles, that are intended to carry personnel, such as military personnel, railway personnel or fire fighters.
- (8) To enable a swift process of authorisation for placing on the market of personnel carriages within the whole Union, the specific requirements applicable to personnel carriages should be adjusted to reflect the fact that these units are planned to be operated within freight trains and not accessible to the public.
- (9) Furthermore, the Swedish specific case related to hot axle box detectors was reduced in scope, which enhances common requirements at EU level and thus benefits the vehicle authorisation process.
- (10) To avoid the necessity to apply national rules and to enable a unique authorisation for personnel carriages, limited requirements should be defined as regards, in particular, the maximum axle load and the maximum speed. Due to the characteristics of the equipment interfering with train detection systems, if there is electrical connection between the carriage and the locomotive specific restriction shall be developed. To ensure that the personnel carriage does not cause any interference with trackside train detection systems, specifications should be provided in an ERA technical document. Those shall be defined in such a manner to allow for the unique authorisation of the personnel carriage without the necessity to apply national rules.
- (11) Commission Regulation (EU) No 1302/2014 should therefore be amended accordingly.
- (12) Vehicles intended to be used in trains operating shuttle services for the transport of private cars and lorries together with their respective drivers and passengers are not covered. Those vehicles - carrying drivers and passengers of road vehicles- integrated in trains running shuttle services for road vehicles should be subject to other provisions for vehicles of this regulation. Vehicles integrated in trains running shuttle services transporting drivers and passengers onboard road vehicles are not covered by TSIs.
- (13) Given that no specific new competence is required for the assessment of conformity of interoperability constituents or the verification of subsystems, there should be no change as regards the notified bodies for the purposes of Commission Regulation (EU) 1302/2014.

- (14) Commission Implementing Decision 2011/665/EU⁴ laying out the specification of the register of authorised types of railway vehicles, shall be amended to also include the new type ‘personnel carriage’.
- (15) The measures provided for in this Regulation are in accordance with the opinion of the Committee established in accordance with Article 51(1) of Directive (EU) 2016/797,

HAS ADOPTED THIS REGULATION:

Article 1

The Annex to Commission Regulation (EU) No 1302/2014 is amended in accordance with the Annex I to this Regulation.

Article 2

The Annex to Commission Implementing Decision 2011/665/EU is amended in accordance with the Annex II to this Regulation.

Article 3

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

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

Done at Brussels, 4.4.2025

For the Commission

The President

Ursula VON DER LEYEN

⁴ Commission Implementing Decision of 4 October 2011 on the European register of authorised types of railway vehicles (notified under document C(2011) 6974), OJ L 264, 8.10.2011, p. 32, ELI: http://data.europa.eu/eli/dec_impl/2011/665/oj