

Last Update:	March 2019
Version:	2.0

border station

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

Corridor Rhine-Alpine

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

		safety certificate	authorisation of vehicles	driver certification	language	Specification of language level	Tail signal	Braking Sheets
Legal basis (EU level) - not for CH -		2004/49/EC, 1158/2010EC	2001/16EC, 2008/57/EG, 2014/38/EU	2007/59/EC, 2014/82/EC, 2016/882/EU	2014/82/EC	B1 (Derogation for operation to stations close to the border possible by agreement between IM and RU)	TSI Operations (EU) 2015-995 chapter 4.2.2.1.3.2	TSI Operations (EU) 2015-995 chapter 4.2.2.6
National laws and regulations NL		Spoorwegwet	Spoorwegwet, beleidsregel	Spoorwegwet, Besluit spoorwegpersoneel 2011 en de regeling spoorwegpersoneel 2011	TSI 'Exploitatie en verkeersleiding' 2015	B1 (2014/82) (TSI 'Exploitatie en verkeersleiding')	1. National law: Spoorwegwet 2. NSA (ILT): Bijlage 4, behorende bij artikel 24 van de Regeling spoorverkeer (Seinen) 3. IM (ProRail): Bilateral border agreements	Regeling Spoorverkeer - bijlage 2, 3
National laws and regulations BE		Wet houdende de Spoorcodex van 30 augustus 2013	Wet houdende de Spoorcodex van 30 augustus 2013	Wet houdende de Spoorcodex van 30 augustus 2013, Koninklijk Besluit van 12 september 2011 betreffende de opleidingsdiensten aan treinbestuurders	Dutch, French	B1	1. National law: §7 van de bijlage A bij het koninklijk besluit van 1 juli 2014 tot aanneming van de van toepassing zijnde vereisten op het rollend materieel voor het gebruik van rijpaden / §7 de l'annexe A à l'arrêté royal du 1er juillet 2014 portant adoption des exigences applicables au matériel roulant pour l'utilisation des sillons. 2. NSA (DVIS - SSICF): - 3. IM (Infrabel): VVESI 4.1 §8 / RSEIF 4.1 §8	3. IM (Infrabel): VVESI 4.1 §4.7 / RSEIF 4.1 §4.7
National laws and regulations DE		AEG (Allgemeines Eisenbahngesetz)	AEG, EBO (Eisenbahnbetriebsordnung), EIGV	Triebfahrzeugführerscheinverordnung (TFV), VDV 753	German	B1 (Triebfahrzeugführerscheinverordnung – TFV)	1. National law: AEG 2. NSA (EBA): EBO (Eisenbahn Bau- und Betriebsordnung), ESO (Eisenbahnsignalordnung) 3. IM (DB Netz): Ril 301 and bilateral border agreements	VDV Betriebsregelwerk für Eisenbahnverkehrsunternehmen (BRW) Modul 4312
National laws and regulations CH		EBG (Eisenbahngesetz), EBV (Eisenbahnverordnung) CH-Regulation: Safety Directive adopted	EBG, EBV, AB-EBV (Ausführungsbestimmungen zum EBV) NNTR-CH published in RDD CH-Regulation: Interop Directive adopted	Verordnung des UVEK über die Zulassung zum Führen von Triebfahrzeugen der Eisenbahnen (VTE) CH-Regulation: Trainedriver Directive adopted	R300.3, Ziff. 1.3 R I-30111, Kap. 3.1 ZSTEBV, Art.13 VTE, Art. 14a	SBB: A1 plus Railway vocabulary according to operational rules/ BLS: A2 In Switzerland, train drivers are crossing language borders on a daily basis (domestic traffic). In addition to that, Switzerland has three national languages meaning that a certain share of Swiss train drivers have to be trilingual.	1. National law: EBG 2. NSA (BAV): FDV (Fahrdienstvorschrift) 3. IM (SBB): Bilateral border agreements	
National laws and regulations IT		D.Lgs. 162/2007 di recepimento direttive, ANSF – Decreto 4/2012, ANSF - Linee guida per il rilascio del Certificato di sicurezza - 23/03/2010	D.Lgs. 191/2010 di recepimento direttive, ANSF – Decreto 4/2012, ANSF - Linee guida per il rilascio dell'autorizzazione di messa in servizio di veicoli, sottosistemi strutturali o parti di essi - 06/08/2013	D.Lgs. 247/2010 di recepimento direttive	Italian	B1 Decr. L.vo 247 del 30/12/2010 + Decreto 26 giugno 2015	1. National law: No 2. NSA (ANSF): No 3. IM (RFI): Artt.3, 12 of the "Regolamento Segnali" 4. Bilateral border agreements	

Responsible		NSA	NSA	NSA	(IM)	(IM)	(IM)	(IM)
border crossing		State of play regarding cross border interoperability: rule / document valid / required on the specific section						
Zeevenaer - border	NL	Dutch safety certificate part B is required ¹	Line-specific APS ² , authorisation for border sections is possible in Venlo, Maastricht, Roosendaal	The ILT (Inspectie Leefomgeving en Transport) is responsible for approving staff.	Dutch	B1		
Border - Emmerich	DE	German certificate B is required ⁴ , line-related part B can be issued if applicant so requests	for running on the whole corridor Network wide APS ² required; for just short cross border traffic ³	Eisenbahn-Bundesamt (EBA) §§ 3, 4 Triebfahrzeugführerscheinverordnung (TFV)	German (in Emmerich) for train drivers also Dutch is accepted)	limited set of words defined in annex of bi-lateral border agreement DB Netz-ProRail		NL --> DE: ESO: Tailplates are required, Taillights are also accepted. DE --> NL: Bijlage 4, behorende bij artikel 24 van de Regeling spoorverkeer (Seinen); Tailplates are required, Taillights are also accepted.

Responsible		NSA	NSA	NSA	(IM)	(IM)	(IM)	(IM)
border crossing		State of play regarding cross border interoperability: rule / document valid / required on the specific section						
Venlo - border	NL	In Venlo safety certificate part A is seen equivalent to part B ¹	Line- specific APS ² , authorisation for border sections possible (Venlo, Maastricht, Roosendaal)	The ILT (Inspectie Leefomgeving en Transport) is responsible for approving staff.	Dutch	B1	NL --> DE: ESO: Tailplates are required, Taillights are also accepted. DE --> NL: Bijlage 4, behorende bij artikel 24 van de Regeling spoorverkeer (Seinen): Tailplates are required, Taillights are also accepted.	
Border - Kaldenkirchen	DE	German safety certificate B is required ⁴ , line-related part B can be issued if applicant so requests	for running on the whole corridor Network wide APS ² required; for just short cross border traffic ³	Eisenbahn-Bundesamt (EBA) §§ 3, 4 Triebfahrzeugführerscheinverordnung (TFV)	German	limited set of words defined in annex of bi-lateral border agreement DB Netz-ProRail		
Montzen - border	BE	Belgian safety certificate B is required	line-specific APS ²	Wet houdende de Spoorcodex van 30 augustus 2013, Koninklijk Besluit van 12 september 2011 betreffende de opleidingsdiensten aan treinbestuurders	French	B1	BE --> DE: ESO: Tailplates are required, Taillights are also accepted. DE --> BE: VVESI 4.1 §8 / RGEIF 4.1 §8: Tailplates are only allowed for freight trains during daytime between the loading area and the first station, or in harbour areas and shunting yards. Otherwise taillights are required.	
Aachen West - border	DE	German certificate B is required ⁴ , line-related part B can be issued if applicant so requests	for running on the whole corridor Network wide APS ² required; for just short cross border traffic ³	Eisenbahn-Bundesamt (EBA) §§ 3,4 Triebfahrzeugführerscheinverordnung (TFV)	German	B1 (Triebfahrzeugführerscheinverordnung – TFV)		
Weil a. Rhein/Basel Bad. Rbf - Basel Bad. Bf (DB Netz Infrastruktur CH)	DE	German safety certificate B is required	Cross Acceptance: EBA, Guideline for the approval / acceptance of railway vehicles in the border traffic D-CH from 10.09.2009 plus for just short cross border traffic ³ ; as far as Basel Bad Bf a German approval/licence according to EBO/TEIV is accepted	Eisenbahn-Bundesamt (EBA) §§ 3,4 Triebfahrzeugführerscheinverordnung (TFV)	German	B1	"Nutzungsbestimmungen für die Betriebsdurchführung auf den Strecken Basel Bad Bf - Gellert – Basel SBB PB/RB sowie grenzbedingte Besonderheiten auf den angrenzenden Grenzbetriebsstrecken Basel Bad Bf – Weil (Rhein)/Basel Bad Rbf" (Anhang 5 zum Eisenbahn-Infrastruktur-Anschlussvertrag in Basel zwischen den Infrastrukturbetreiberinnen SBB AG Infrastruktur (SBB I) und Bundeseisenbahnvermögen (BEV)), Art. 4, Ziff. 4.1, gültig seit 10.12.2017:4.1 Verwendung der Zugschluss-signale: Zwischen Basel Bad Rbf/Weil (Rhein) bzw. Basel Bad Bf und Basel SBB PB/RB dürfen die Züge Zugschluss-signale gemäss deutschem oder Schweizer Regelwerk führen. Züge aus Deutschland Richtung Schweiz ohne Halt in Basel SBB PB/RB oder Muttenz müssen spätestens ab Basel Bad Bf mit Zugschluss-signalen gemäss Schweizer Regelwerk ausgerüstet sein. Züge aus der Schweiz Richtung Deutschland ohne Halt in Basel Bad Bf, Basel Bad Rbf oder Weil (Rhein) müssen ab Basel SBB PB/RB oder Muttenz mit Zugschluss-signalen gemäss deutschem Regelwerk ausgerüstet sein.	
Basel Bad. Bf (DB Netz Infrastruktur CH) - Basel SBB RB	CH	German safety certificate B is required until state border limit german side Swiss safety certificate B is required from state border limit swiss side	Cross Acceptance: BAV, Guideline for the approval of railway vehicles in border traffic from 10.09.2009	The mutual recognition of train driver licences between Switzerland and EU- Member States issued according to 2007/59/EC is defined in Decision No. 02/2016 of the mixed overland transport Committee for the amendment of treaty between CH and EU on the freight and passenger transport on road and rail 21 June 1999	German	A1 plus Railway vocabulary according to operational rules B1 in Basel Bad Bf	As DB and SBB rulebooks foresee the same tail signals (form and amount) in practice no problems occur. Only the DB version "red-yellow day signal" is not known in Switzerland. In practice tis version is hardly never used. (CH --> DE: Tailplates are required, Taillights are also accepted)	

border crossing	Responsible		NSA	NSA	NSA	(IM)	(IM)	(IM)	(IM)
	State of play regarding cross border interoperability: rule / document valid / required on the specific section								
Chiasso Vg/Sm - border	CH	Swiss safety certificate B on the basis of the agreement of 8.7.2014 between ANSF and BAV is required	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	The mutual recognition of train driver licences between Switzerland and EU- Member States issued according to 2007/59/EC is defined in Decision No. 02/2016 of the mixed overland transport Committee	Italian	A1 plus Railway vocabulary according to operational rules	CH --> IT: Chiasso: Allegato 2.1, art. 1.3.1 / 1.3.2 is valid from and towards Italy for the Border Station Chiasso (within SBB Network): only Taillights are accepted. IT --> CH: FDV: Tailplates are required, Taillights are also accepted.		
Bivio Rosales - border	IT	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	The mutual recognition of train driver licences between Switzerland and EU- Member States issued according to 2007/59/EC is defined in Decision No. 02/2016 of the mixed overland transport Committee	Italian	B1 according to 2014/82/EU			
Ranzo - border	CH	Swiss safety certificate B is required	network wide APS ² required	The mutual recognition of train driver licences between Switzerland and EU- Member States issued according to 2007/59/EC is defined in Decision No. 02/2016 of the mixed overland transport Committee	Italian	A1 plus Railway vocabulary according to operational rules	CH --> IT: Luino: Allegato 2.2, art. 1.3.1 / 1.3.2: Swiss rules (FDV) are applicable on the line Ranzo - Pino Tronzano - Luino from the moment of arrival in Luino: at this line Tailplates are accepted, otherwise only Taillights are required. IT --> CH: Swiss rules (FDV) are applicable on the line Ranzo - Pino Tronzano - Luino from the moment of departure in Luino: at this line Tailplates are accepted, otherwise Taillights are required. In the further direction towards Switzerland: Tailplates are required, Taillights are also accepted.		
Border - Luino	IT	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	The mutual recognition of train driver licences between Switzerland and EU- Member States issued according to 2007/59/EC is defined in Decision No. 02/2016 of the mixed overland transport Committee	Italian	B1 according to 2014/82/EU			
Brig - Iselle border	CH	Swiss safety certificate B is required	network wide APS ² required	The mutual recognition of train driver licences between Switzerland and EU- Member States issued according to 2007/59/EC is defined in Decision No. 02/2016 of the mixed overland transport Committee	German / Italian	A1 plus Railway vocabulary according to operational rules A2 for dispatching staff (BLS)	CH --> IT: Iselle / Domodossola: Allegato 2.3, art. 1.3.1 / 1.3.2: Swiss rules (FDV) are applicable on the line Domodossola - Brig from the Moment of arrival in Domodossola / Domodossola II: at this line Tailplates are accepted, otherwise only Taillights are required. IT --> CH: Swiss rules (FDV) are applicable on the line Domodossola - Brig from the Moment of departure in Domodossola / Domodossola II: at this line Tailplates are accepted, otherwise Taillights are required. In the further direction towards Switzerland: Tailplates are required, Taillights are also accepted.		
Iselle border - Domodossola	IT	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014	The mutual recognition of train driver licences between Switzerland and EU- Member States issued according to 2007/59/EC is defined in Decision No. 02/2016 of the mixed overland transport Committee	Italian	B1 according to 2014/82/EU			

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

²Authorisation for Placing in Service

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

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