

Last Update:	September 2022
Version:	2.1

red letters: indication of the the border station

Corridor Rhine-Alpine

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

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

		<u>safety certificate</u>	<u>authorisation of vehicles</u>	<u>driver certification</u>	<u>language</u>	<u>Specification of language level</u>	<u>Tail signal</u>	<u>Braking Sheets</u>
Legal basis (EU level) - not for CH -		Dir. (EU) 2016/798, Reg. (EU) 2018/762 Reg. (EU) 2018/763 Dir. (EU) 2020/700 Reg. (EU) 2020/698 Reg. (EU) 2020/777	Dir (EU) 2016/797 Dir. (EU) 2020/700 Reg (EU) 2018/545 Reg. (EU) 2020/781	Dir. 2007/59/EC Dir. 2014/82/EC Dir. 2016/882/EU Reg. (EU) 2020/698	Dir. 2014/82/EC	B1 (Derogation for operation to stations close to the border possible by agreement between IM and RU)	TSI Operations (EU) VO (EU) 2019/773 chapter 4.2.2.1.3.2	TSI Operations VO (EU) 2019/773 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 / Loi portant le Code ferroviaire du 30 août 2013 Koninklijk besluit van 11 maart 2021 betreffende de veiligheidsvergunning, het uniek veiligheidscertificaat en het jaarlijks veiligheidsverslag / Arrêté royal du 11 mars 2021 relatif à l'agrément de sécurité, au certificat de sécurité unique et au rapport annuel de sécurité	Wet houdende de Spoorcodex van 30 augustus 2013 / Loi portant le Code ferroviaire du 30 août 2013 Koninklijk besluit van 6 december 2020 tot aanneming van de van toepassing zijnde vereisten op het rollend materieel voor het gebruik van rijpaden / Arrêté royal du 6 décembre 2020 déterminant les exigences applicables au matériel roulant pour l'utilisation des sillons	Wet houdende de Spoorcodex van 30 augustus 2013 / Loi portant le Code ferroviaire du 30 août 2013 Koninklijk besluit van 22 juni 2011 betreffende de vergunning voor treinbestuurders en de registers van vergunningen en bevoegdheidsbewijzen / Arrêté royal du 22 juin 2011 relatif à la licence des conducteurs et aux registres des licences et des attestations Koninklijk besluit van 12 september 2011 betreffende de verlening van opleidingsdiensten aan treinbestuurders en de erkenning van opleidingscentra / Arrêté	Dutch, French	B1	1. National law: §7.2.2.3 en §7.2.4 van de bijlage deel A bij het koninklijk besluit van 6 december 2020 tot aanneming van de van toepassing zijnde vereisten op het rollend materieel voor het gebruik van rijpaden / §7.2.2.3 et §7.2.4 de l'annexe partie A à l'arrêté royal du 6 décembre 2020 portant adoption des exigences applicables au matériel roulant pour l'utilisation des sillons. National law: artikel 6 van het koninklijk besluit van 30 september 2020 tot bepaling van de principes die van toepassing zijn op de exploitatieveiligheid van de spoorweginfrastructuur / article 6 de l'arrêté royal du 30 septembre 2020 déterminant les principes applicables à la sécurité d'exploitation de l'infrastructure ferroviaire => VVESI 4.1 (versie 9) §8.2 / RSEIF 4.1 (version 9) §8.2; 2. NSA (DVIS - SSICF): - 3. IM (Infrabel): VVESI 4.1 (versie 9) §8.2 / RSEIF 4.1 (version 9) §8.2	Gemeenschappelijke praktijken voor de Belgische spoorwegsector GP411 §4.3 / Pratiques communes du secteur ferroviaire belge GP411 §4.3
National laws and regulations DE		AEG (Allgemeines Eisenbahngesetz), ESIV (Eisenbahnsicherheitsverordnung), Reg. (EU) 2018/762, Reg. (EU) 2018/763, Reg. (EU) 2020/698, Reg. (EU) 2020/777, "Leitfaden Sicherheitsbescheinigung" ⁷	AEG, EBO (Eisenbahnbetriebsordnung), Eisenbahn-Inbetriebnahmegenehmigung sverordnung (EIGV), Reg. (EU) 2018/545 Reg. (EU) 2020/781	Triebfahrzeugführerscheinverordnung (TFV), Triebfahrzeugführerschein-Prüfungsverordnung (TfPV)	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 DECISION No 1/2021 OF THE COMMUNITY/SWITZERLAND INLAND TRANSPORT COMMITTEE of 30 June 2021	EBG, EBV, AB-EBV (Ausführungsbestimmungen zur EBV) NNTR-CH published in RDD DECISION No 1/2021 OF THE COMMUNITY/SWITZERLAND INLAND TRANSPORT COMMITTEE of 30 June 2021	Verordnung des UVEK über die Zulassung zum Führen von Triebfahrzeugen der Eisenbahnen (VTE) CH-Regulation: Traindriver Directive adopted	R300.3, Ziff. 1.3 R I-30111, Kap. 3.1 ZSTEBV, Art.13 VTE, Art. 14a	SBB: A1 plus Railway vocabulary according to operational rules/ BLS: A2 In Switzerland, train drivers are crossing language borders on a daily basis (domestic traffic). In addition to that, Switzerland has three national languages meaning that a certain share of Swiss train drivers have to be trilingual.	1. National law: EBG 2. NSA (BAV): FDV (Fahrdienstvorschrift) 3. IM (SBB): Bilateral border agreements	Schweizerische Fahrdienstvorschriften (R 300.10) and Company Rules IM (and RU)

National laws and regulations IT		D.Lgs. 162/2007 di recepimento direttive, ANSF – Decreto 4/2012, ANSF - Linee guida per il rilascio del Certificato di sicurezza - 23/03/2010	D.Lgs. 191/2010 di recepimento direttive, ANSF – Decreto 4/2012, ANSF - Linee guida per il rilascio dell'autorizzazione di messa in servizio di veicoli, sottosistemi strutturali o parti di essi - 06/08/2013	D.Lgs. 247/2010 di recepimento direttive	Italian	B1 Decr. L.vo 247 del 30/12/2010 + Decreto 26 giugno 2015	1. National law: No 2. NSA (ANSF): No 3. IM (RFI): Artt.3, 12 of the "Regolamento Segnali" 4. Bilateral border agreements	
Responsible		NSA	NSA	NSA	(IM)	(IM)	(IM)	(IM)
border crossing		State of play regarding cross border interoperability: rule / document valid / required on the specific section						
Zeevenaar - border	NL	Dutch safety certificate part B is required ¹	Line-specific APS ² , authorisation for border sections is possible in Venlo, Maastricht, Roosendaal	The ILT (Inspectie Leefomgeving en Transport) is responsible for approving staff.	Dutch	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 - Emmerich	DE	Single safety certificate for DE or Single safety certificate Art. 10 (8) with written operator declaration ⁷	running on the whole corridor Network APOM ⁶ required; short cross border traffic: the NSA's needs to consult ⁸	Eisenbahn-Bundesamt (EBA) §§ 3, 4 Triebfahrzeugführerscheinverordnung (TFV)	German (in Emmerich for train drivers also Dutch is accepted)	German, as described in the border agreement and limited set of words defined in annex of bi-lateral border agreement DB Netz-ProRail		
Venlo - border	NL	In Venlo safety certificate part A is seen equivalent to part B ¹	Line- specific APS ² , authorisation for border sections possible (Venlo, Maastricht, Roosendaal)	The ILT (Inspectie Leefomgeving en Transport) is responsible for approving staff.	Dutch	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	Single safety certificate for DE or Single safety certificate Art. 10 (8) with written operator declaration ⁷	running on the whole corridor Network APOM ⁶ required; short cross border traffic: the NSA's needs to consult ⁸	Eisenbahn-Bundesamt (EBA) §§ 3, 4 Triebfahrzeugführerscheinverordnung (TFV)	German	German, as described in the border agreement and limited set of words defined in annex of bi-lateral border agreement DB Netz-ProRail		
Montzen - border	BE	Safety certificate A and Belgian safety certificate B or SSC is required	Network wide APOM required	Wet houdende de Spoorcodex van 30 augustus 2013 / Loi portant le Code ferroviaire du 30 août 2013 Koninklijk Besluit van 12 september 2011 betreffende de opleidingsdiensten aan treinbestuurders / Arrêté royal du 12 septembre 2011 relatif à la fourniture de services de formation aux conducteurs de train et à la reconnaissance des centres de formation	French	B1	In BE: VVESI 4.1 (versie 9) §8.2.2: Het eindsein van goederentreinen bestaat uit twee afneembare elektrische eindseinlantaarns die een rood bestendig (t.t.z. niet-knipperend) licht vertonen en die permanent branden tijdens de rit. / RSEIF 4.1 (version 9) §8.2.2 : Le signal queue des trains de marchandises est constitué de deux lanternes électriques de queue amovibles présentant un feu rouge fixe (càd non clignotant) et allumés en permanence pendant le parcours. (The end signal of freight trains consists of 2 removable electric lanterns, displaying a fix red light (that means not flashing) and which is lit permanently during the journey) In D : Tailplates are required, Taillights are also accepted.	
Aachen West - border	DE	Single safety certificate for DE or Single safety certificate Art. 10 (8) with written operator declaration ⁷	running on the whole corridor Network APOM ⁶ required; short cross border traffic: the NSA's needs to consult ⁸	Eisenbahn-Bundesamt (EBA) §§ 3,4 Triebfahrzeugführerscheinverordnung (TFV)	German	German, as described in the border agreement DB Netz-ProRail		

Hergenrath - border	BE	Safety certificate A and Belgian safety certificate B or SSC is required	Network wide APOM required	Wet houdende de Spoorcodex van 30 augustus 2013 / Loi portant le Code ferroviaire du 30 août 2013 Koninklijk Besluit van 12 september 2011 betreffende de opleidingsdiensten aan treinbestuurders / Arrêté royal du 12 septembre 2011 relatif à la fourniture de services de formation aux conducteurs de train et à la reconnaissance des centres de formation	French	B1	In BE: VVESI 4.1 (versie 9) §8.2.2: Het eindsein van goederentreinen bestaat uit twee afneembare elektrische eindseinlantaarns die een rood bestendig (t.t.z. niet-knipperend) licht vertonen en die permanent branden tijdens de rit. / RSEIF 4.1 (version 9) §8.2.2 : Le signal queue des trains de marchandises est constitué de deux lanternes électriques de queue amovibles présentant un feu rouge fixe (càd non clignotant) et allumés en permanence pendant le parcours. (The end signal of freight trains consists of 2 removable electric lanterns, displaying a fix red light (that means not flashing) and which is lit permanently during the journey)	
Aachen Hbf - border	DE	Single safety certificate for DE or Single safety certificate Art. 10 (8) with written operator declaration ⁷	running on the whole corridor Network APOM ⁶ required; short cross border traffic: the NSA's needs to consult ⁸	Eisenbahn-Bundesamt (EBA) §§ 3,4 Triebfahrzeugführerscheinverordnung (TfV)	German	German, as described in the border agreement DB Netz-ProRail	In D : Tailplates are required, Taillights are also accepted.	

Weil a. Rhein/Basel Bad. Rbf - Basel Bad. Bf (DB Netz Infrastruktur CH)	DE	Single safety certificate for DE or Single safety certificate Art. 10 (8) with written operator declaration ⁷	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; as far as Basel Bad Bf a German approval/licence according to EBO/TEIV is accepted ⁹	Eisenbahn-Bundesamt (EBA) §§ 3,4 Triebfahrzeugführerscheinverordnung (TfV)	German	DB Netz: B1 German SBB Infrastructure: A1 with railway vocabulary according to SBB K.230.0 "Language competences: Minimum level and review".	"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.	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 this version is hardly never used. (CH <--> DE: Tailplates are required, Taillights are also accepted)
Basel Bad. Bf (DB Netz Infrastruktur CH) - Basel SBB RB	CH	Swiss SSC is required	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		

Chiasso Vg/Sm - border	CH	Swiss SSC is required (the decision is based on a valid Italian certificate)	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	Company Rules IM (and RU)
--	----	--	--	--	---------	---	--	---------------------------

Bivio Rosales - border	IT	IT SSC 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	B1 according to 2014/82/EU	Taillights are accepted. IT --> CH: FDV: Tailplates are required, Taillights are also accepted.	
Ranzo - border	CH	Swiss SSC is required (the decision is based on a valid Italian certificate)	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.	Company Rules IM (and RU)
Border - Luino	IT	IT SSC is required	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014 (update rquired)	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	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.	Company Rules IM (and RU)
Brig - Iselle border	CH	Swiss SSC is required (the decision is based on a valid Italian certificate)	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.	Company Rules IM (and RU)
Iselle border - Domodossola	IT	IT SSC is required	Cross Acceptance: Accordo BAV/ANSF according to cross-border line sections from 8.7.2014 (update rquired)	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	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.	Company Rules IM (and RU)

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

²Authorisation for Placing in Service

⁶APOM --> Authorisation for placing on market EU 2016/797 Article 21

⁷explanation in the EBA guideline "Leitfaden Sicherheitsbescheinigung" on EBA webpage, at this time only in German language (12/2021)

weblink: https://www.eba.bund.de/SharedDocs/Downloads/DE/Bahnbetrieb/SiBe/34_Nationaler_Leitfaden_zur_Beantragung_der_Sicherheitsbescheinigung.pdf?__blob=publicationFile&v=3

⁸ according to EU 2016/797 article 21 paragraph 8. the NSA's need to consult may be carried out on a case-by-case basis or set out in a cross-border agreement between NSA's

⁹ this agreement between NSA's is already in progress and will be updated as soon as it is available