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► **B**

► **M2** COMMISSION DECISION

of 25 January 2012

on the technical specification for interoperability relating to the control-command and signalling subsystems ◀

(notified under document C(2012) 172)

(Text with EEA relevance)

(2012/88/EU)

(OJ L 51, 23.2.2012, p. 1)

Amended by:

		Official Journal		
		No	page	date
► <u>M1</u>	Commission Decision 2012/696/EU of 6 November 2012	L 311	3	10.11.2012
► <u>M2</u>	Commission Decision (EU) 2015/14 of 5 January 2015	L 3	44	7.1.2015
► <u>M3</u>	Commission Regulation (EU) 2016/919 of 27 May 2016	L 158	1	15.6.2016

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7.3.2.3. High-speed network

It is mandatory to fit ERTMS/ETCS track-side when:

1. installing for the first time the train protection part of a Control-Command and Signalling Track-side Subsystem (with or without a Class B system); or
2. upgrading the existing train protection part of a Control-Command and Signalling Track-side Subsystem, where this would change the functions, performance and/or interoperability-relevant interfaces (air gaps) of the existing legacy system. This does not apply to modifications deemed necessary to mitigate safety-related defects in the legacy installation.

It is recommended that ERTMS/ETCS be installed whenever the infrastructure or energy sub-system of a section of line already in service is to be upgraded, renewed or maintained, provided the installation of ERTMS/ETCS on that section of line represents less than 10 % of the total upgrade/renewal/maintenance investment.

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