

Directive 2001/16/EC of the European Parliament and of the Council of 19 March 2001 on the interoperability of the trans-European conventional rail system (repealed)

## CHAPTER VI

### **Committee and work programme**

#### *Article 21*

1 The Commission shall be assisted by the Committee established by Article 21 of Directive 96/48/EC (hereinafter referred to as ‘the Committee’).

2 Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

3 The Committee shall adopt its rules of procedure.

#### *Article 22*

Once this Directive enters into force, the Committee may discuss any matter relating to the interoperability of the trans-European conventional rail system, including questions relating to interoperability between the trans-European rail system and the rail system of third countries.

#### *Article 23*

1 The order of priority for the adoption of the TSIs shall be as follows, without prejudice to the order of adoption of the mandates provided for in Article 6(1):

- a the first group of TSIs will cover control/command and signalling; telematic applications for freight services; traffic operation and management (including staff qualifications for cross-border services respecting the criteria defined in Annexes II and III); freight wagons; noise problems deriving from rolling stock and infrastructure.

As regards rolling stock, that intended for international use will be developed first;

- b the following aspects shall also be discussed in the light of the resources of the Commission and the joint representative body: telematic applications for passenger services, maintenance, with particular regard to safety, passenger carriages, traction units and locomotives, infrastructure, energy and air pollution.

As regards rolling stock, that intended for international use will be developed first;

- c at the request of the Commission, a Member State or the joint representative body, the Committee may decide, according to the procedure laid down in Article 21(2), to draw up a TSI for an additional subject without prejudicing the order of priorities set out above in so far as it concerns a subsystem mentioned in Annex II.

2 The Committee, following the procedure laid down in Article 21(2), shall draw up a work programme observing the order of priority referred to in paragraph 1 and that of the other tasks entrusted to it by this Directive.

The TSIs mentioned in the first work programme referred to in paragraph 1(a) shall be drawn up not later than 20 April 2004.

- 3 The work programme shall consist of the following stages:
- a designation of the joint representative body;
  - b development on the basis of a draft established by the joint representative body of a representative architecture of the conventional rail system, based on the list of subsystems (Annex II), to guarantee consistency between TSIs. This architecture must include in particular the different constituents of this system and their interfaces and act as a reference framework for defining the areas of use of each TSI;
  - c adoption of a model structure for developing TSIs;
  - d adoption of a method of cost-benefit analysis of the solutions set out in the TSIs;
  - e adoption of the mandates needed to draw up the TSIs;
  - f adoption of the basic parameters for each TSI;
  - g approval of draft standardisation programmes;
  - h management of the transition period between the date of entry into force of this Directive and publication of the TSIs, including the adoption of the reference system mentioned in Article 25.