

ANNEX I

ELEMENTS OF THE UNION RAIL SYSTEM

1. Network

For the purposes of this Directive, the Union's network shall include the following elements:

- (a) specially built high-speed lines equipped for speeds generally equal to or greater than 250 km/h;
- (b) specially upgraded high-speed lines equipped for speeds of the order of 200 km/h;
- (c) specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, to which the speed must be adapted in each case. This category includes interconnecting lines between high-speed and conventional networks, lines through stations, accesses to terminals, depots, etc. travelled at conventional speed by 'high-speed' rolling stock;
- (d) conventional lines intended for passenger services;
- (e) conventional lines intended for mixed traffic (passengers and freight);
- (f) conventional lines intended for freight services;
- (g) passenger hubs;
- (h) freight hubs, including intermodal terminals;
- (i) lines connecting the abovementioned elements.

This network includes traffic management, tracking and navigation systems, technical installations for data processing and telecommunications intended for long-distance passenger services and freight services on the network in order to guarantee the safe and harmonious operation of the network and efficient traffic management.

2. Vehicles

For the purposes of this Directive, Union vehicles shall comprise all vehicles likely to travel on all or part of the Union's network:

- locomotives and passenger rolling stock, including thermal or electric traction units, self-propelling thermal or electric passenger trains, and passenger coaches;
- freight wagons, including low-deck vehicles designed for the entire network and vehicles designed to carry lorries;
- special vehicles, such as on-track machines.

This list of vehicles shall include those which are specially designed to operate on the different types of high-speed lines described in point 1.