

Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing the Regulation (EC) No 62/2006 (Text with EEA relevance)

COMMISSION REGULATION (EU) No 1305/2014

of 11 December 2014

on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing the Regulation (EC) No 62/2006

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community<sup>(1)</sup>, and in particular Article 6(1) thereof,

Whereas:

- (1) Pursuant to Article 2(e) of Directive 2008/57/EC, the rail system is subdivided into structural and functional subsystems. Each of the subsystems should be covered by a technical specification for interoperability (TSI).
- (2) Commission Regulation (EC) No 62/2006<sup>(2)</sup> has established the technical specifications for interoperability relating to the telematics applications for freight subsystem of the trans-European rail system.
- (3) The European Railway Agency (the Agency) received a mandate in 2010 to review the technical specifications for interoperability (TSI) for the ‘telematics applications for freight’ (TAF) subsystem in accordance with Article 6(1) of Directive 2008/57/EC.
- (4) On 10 December 2013, the Agency issued a recommendation ERA/REC/106 — 2013/REC to update Annex A to Regulation (EC) No 62/2006.
- (5) The TSI TAF should not require the use of specific technologies or technical solutions except where this is necessary for the interoperability of the European rail system.
- (6) The rail sector representative bodies have defined the Master plan for the implementation of the TSI TAF. This Master plan indicates the stages required to move from a fragmented national approach to a seamless information exchange across the European rail system.
- (7) The TSI TAF is based on the best available expert knowledge. Technological and operational developments could however make further amendments to this TSI TAF

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**Changes to legislation:** There are currently no known outstanding effects for the Commission Regulation (EU) No 1305/2014, Introductory Text. (See end of Document for details)

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necessary. A Change Control Management process should therefore be devised to consolidate and update the requirements of the TSI TAF.

- (8) All players, especially small freight operators not members of European railway sector representative bodies, should be informed of their obligations in relation with the TSI TAF.
- (9) Regulation (EC) No 62/2006 should therefore be repealed.
- (10) The measures provided for in this Regulation are in accordance with the opinion of the Committee established in accordance with Article 29(1) of Directive 2008/57/EC,

HAS ADOPTED THIS REGULATION:

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- (1) [OJ L 191, 18.7.2008, p. 1.](#)
- (2) Commission Regulation (EC) No 62/2006 of 23 December 2005 concerning the technical specification for interoperability relating to the telematic applications for freight subsystem of the trans-European conventional rail system ([OJ L 13, 18.1.2006, p. 1.](#)).

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