

## **Position Paper**

Brussels, 23 October 2023

# **Communication in the railway sector - CER Migration Strategy & Target System**

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# Communication in the railway sector CER Migration Strategy & Target System

## Introduction

CER proposes a CER Migration Strategy & Target System for railway communication. CER does not support a single operational language in the railway sector across the European Union. As a general rule, for railway communication between an RU and the IM, the general requirement "B1" applies with the exemption of countries with more than one official language and "border sections". If an actor aims to make changes to its language regime/railway system, the CSM RA has to be applied. If the existing level of safety is fully maintained, exemptions can be made to the abovementioned general rule. The general rules, the acceptable exemptions and the prerequisites are outlined in the table below.

The CER raises the point that the OPE TSI might be the more appropriate legal act to lay down requirements of such communication regime as the train drivers directive focusses on the certification of train drivers operating locomotives and trains on the railway system in the Community.

In railway operation, drivers who have to communicate with the infrastructure manager on critical safety issues must have language skills in the language indicated by the infrastructure manager concerned. Their language skills must be such that they can communicate actively and effectively in routine, adverse and emergency situations. This proposal is only addressing the specific point in Directive 2007/59/EC - ANNEX VI – No. 8.

## CER Migration Strategy & Target System

Time horizon Description	Time horizon Definition	General requirement Language and language level	Area of application for general requirement	Accepted exemption from the general requirement Language and language level	Area of application for the exemption	Prerequisite
Short term	≤ 5 years	Language defined for the railway network or parts of it by the railway infrastructure manager* <sup>2</sup>	Union rail system as described in the DIRECTIVE (EU) 2016/797	A1+: A1 plus railway glossary* <sup>1</sup> Or A1+: A1 plus railway tools* <sup>1</sup>	Countries with more than 1 official language (All actors with the same operational rules)	The existing level of safety is fully maintained  Application of the CSM RA
				Below B1 with additional railway tools* <sup>1</sup>	"Extended" border sections* <sup>1</sup>	
		Language level B1				
Evaluation of the first step and cost benefit analysis						
Mid term	≤ 10 years	Language defined for the railway network or parts of it by the railway infrastructure manager* <sup>2</sup>	Union rail system as described in the DIRECTIVE (EU) 2016/79	A1+: A1 plus railway glossary* <sup>1</sup> Or A1+: A1 plus railway tools* <sup>1</sup>	Countries with more than 1 official language (All actors with the same operational rules)	The existing level of safety is fully maintained  Application of the CSM RA
				Below B1 with additional railway tools* <sup>1</sup>	"Extended" border sections* <sup>1</sup>	
		Language level B1		Below B1 plus railway tools* <sup>1</sup>	International traffic* (to be defined)	
Evaluation of the second step and cost benefit analysis						
Long term	≤ 15 years  after an evaluation of the second step	Language defined for the railway network or parts of it by the railway infrastructure manager* <sup>2</sup>	Union rail system as described in the DIRECTIVE (EU) 2016/797	A1+: A1 plus railway glossary* <sup>1</sup> Or A1+: A1 plus railway tools* <sup>1</sup>	Countries with more than 1 official language (All actors with the same operational rules)	The existing level of safety is fully maintained  Application of the CSM RA
				Below B1 with additional railway tools* <sup>1</sup>	"Extended" border sections * <sup>1</sup>	
		Language level B1		Below B1 with additional railway tools* <sup>1</sup>	Entire Union rail network	

\*<sup>1</sup> The “extended border sections” (by the railway infrastructure manager on a case by case basis and in line with Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety) and the “international traffic” (i.e. railway freight corridors) need to be further defined. After each step, there should be an evaluation and a CBA before starting the next phase. “Tools” can be digital tools as well as multilingual forms or other suitable means (e.g. relevant railway vocabulary).

\*<sup>2</sup> The OPE TSI offers the opportunity to have two operational languages according to the OPE TSI section 4.2.1.5 “Safety-related communications between train crew, other railway undertaking staff and staff authorising train movements”

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#### **About CER**

The Community of European Railway and Infrastructure Companies (CER) brings together railway undertakings, their national associations as well as infrastructure managers and vehicle leasing companies. The membership is made up of long-established bodies, new entrants and both private and public enterprises, representing 78% of the rail network length, 81% of the rail freight business and about 94% of rail passenger operations in EU, EFTA and EU accession countries. CER represents the interests of its members towards EU policy makers and transport stakeholders, advocating rail as the backbone of a competitive and sustainable transport system in Europe. For more information, visit [www.cer.be](http://www.cer.be) or follow us on Twitter [@CER\\_railways](https://twitter.com/CER_railways) or [LinkedIn](https://www.linkedin.com/company/cer).

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