



**DECISION No 1/2024 OF THE COMMUNITY/SWITZERLAND INLAND TRANSPORT COMMITTEE
of 13 December 2024**

**as regards the amendment of Annexes 1, 5 and 8 to the Agreement between the European
Community and the Swiss Confederation on the Carriage of Goods and Passengers by Rail and Road
and the amendment to Committee Decision No 2/2019 [2025/717]**

THE COMMITTEE,

Having regard to the Agreement of 21 June 1999 between the European Community and the Swiss Confederation on the Carriage of Goods and Passengers by Rail and Road ⁽¹⁾ ('the Agreement'), and in particular Articles 52(4) and 55(3) thereof,

Whereas:

- (1) Under Article 51(2) of the Agreement, the Community/Switzerland Inland Transport Committee ('the Joint Committee') is responsible for the monitoring and application of the provisions of the Agreement and implements the adaptation and revision clauses referred to in Articles 52 and 55 thereof.
- (2) Under Article 52(4) of the Agreement, the Joint Committee adopts, inter alia, decisions revising Annex 1 so as to incorporate therein, as and where necessary and on a basis of reciprocity, amendments to the relevant legislation or decides on any other measure aimed at safeguarding the proper functioning of the Agreement.
- (3) By Decision No 2/2019 of 13 December 2019 ⁽²⁾, the Joint Committee, on the one hand, revised Annex 1 to the Agreement so as to incorporate substantive provisions of Directive (EU) 2016/797 of the European Parliament and of the Council ⁽³⁾ and Directive (EU) 2016/798 of the European Parliament and of the Council ⁽⁴⁾, and, on the other, adopted transitory provisions to maintain smooth rail traffic between Switzerland and the European Union. The transitory provisions set out in Articles 2, 3, 4 and 5 of Decision No 2/2019 were initially applicable until 31 December 2020. By Decision No 2/2020 ⁽⁵⁾, the Joint Committee extended their applicability until 31 December 2021. By Decision No 2/2021 ⁽⁶⁾, their applicability was extended until 31 December 2022. By Decision No 1/2022 ⁽⁷⁾, their applicability was further extended until 31 December 2023. By Decision No 1/2023 ⁽⁸⁾, their applicability was further extended until 31 December 2024.

⁽¹⁾ OJ L 114, 30.4.2002, p. 91.

⁽²⁾ Decision No 2/2019 of the Community/Switzerland Inland Transport Committee of 13 December 2019 on transitory measures to maintain smooth rail traffic between Switzerland and the European Union (OJ L 13, 17.1.2020, p. 43).

⁽³⁾ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).

⁽⁴⁾ Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (OJ L 138, 26.5.2016, p. 102).

⁽⁵⁾ Decision No 2/2020 of the Community/Switzerland Inland Transport Committee of 11 December 2020 amending Annex 1 to the Agreement between the European Community and the Swiss Confederation on the Carriage of Goods and Passengers by Rail and Road and Decision No 2/2019 of the Committee on transitory measures to maintain smooth rail traffic between Switzerland and the European Union (OJ L 15, 18.1.2021, p. 34).

⁽⁶⁾ Decision No 2/2021 of the Community/Switzerland Inland Transport Committee of 17 December 2021 amending Annex 1 to the Agreement between the European Community and the Swiss Confederation on the Carriage of Goods and Passengers by Rail and Road and Decision No 2/2019 on transitory measures to maintain smooth rail traffic between Switzerland and the European Union (OJ L 46, 25.2.2022, p. 125).

⁽⁷⁾ Decision No 1/2022 of the Community/Switzerland Inland Transport Committee of 21 December 2022 amending Annex 1 to the Agreement between the European Community and the Swiss Confederation on the Carriage of Goods and Passengers by Rail and Road and Decision No 2/2019 of the Committee (OJ L 19, 20.1.2023, p. 144).

⁽⁸⁾ Decision No 1/2023 of the Community/Switzerland Inland Transport Committee of 14 December 2023 amending Annex 1 to the Agreement between the European Community and the Swiss Confederation on the Carriage of Goods and Passengers by Rail and Road and Decision No 2/2019 of the Committee (OJ L, 2024/1182, 19.4.2024, ELI: <http://data.europa.eu/eli/dec/2024/1182/oj>).

- (4) The provisions laid down in Articles 2, 3, 4 and 5 of Decision No 2/2019 should be extended until 31 December 2025 in order to maintain smooth rail traffic between Switzerland and the European Union.
- (5) By Decision No 2/2021 of 17 December 2021, the date by which certain Swiss national rules listed in Annex 1 to the Agreement that may be incompatible with the technical specifications for interoperability should have been reviewed to decide whether to remove, amend or keep them was extended until 31 December 2022. By Decision No 1/2022, that date was postponed to 31 December 2023. By Decision No 1/2023, that date was postponed to 31 December 2024. In view of the stage reached in the review, that date should be changed to 31 December 2025 for those national rules that have not yet been reviewed.
- (6) New legal acts of the European Union have been adopted in areas covered by the Agreement since it was last amended. Consequently, Annex 1 should be adapted to include these relevant new legal acts.
- (7) In accordance with the third paragraph of Article 55 of the Agreement, the Joint Committee has adopted, among other things, the decisions revising Annexes 5 and 8. These annexes should be revised to include the agreements with countries which joined the European Union after the Agreement was signed,

HAS DECIDED AS FOLLOWS:

Article 1

Annex 1 to the Agreement is amended as specified in Annex 1 to this Decision.

Article 2

Annex 5 to the Agreement is replaced by Annex 2 to this Decision.

Article 3

Annex 8 to the Agreement is replaced by Annex 3 to this Decision.

Article 4

Decision No 2/2019 of the Joint Committee of 13 December 2019 is amended as follows:

- (1) Article 6(3) is replaced by the following:

‘3. Annex 1 identifies the applicable national rules and specific cases that are potentially incompatible with Union law. If compatibility with Union law has not been established by 31 December 2025, those national rules and specific cases may no longer be applied unless the Joint Committee decides otherwise.’;
- (2) In Article 8, the second paragraph is replaced by the following:

‘Articles 2, 3, 4 and 5 shall apply until 31 December 2025.’.

Article 5

This Decision shall enter into force on the day of its adoption.

Done at Bern, 13 December 2024.

For the Swiss Confederation
The President
Christa HOSTETTLER

For the European Union
The Head of the EU Delegation
Kristian SCHMIDT

ANNEX 1

Annex 1 to the Agreement of 21 June 1999 between the European Community and the Swiss Confederation on the Carriage of Goods and Passengers by Rail is amended as follows:

- (1) In Section 2 ('Social standards'), the eighth indent concerning Commission Implementing Regulation (EU) 2016/799 of 18 March 2016 ⁽¹⁾ is replaced by the following:

‘— Commission Implementing Regulation (EU) 2016/799 of 18 March 2016 implementing Regulation (EU) No 165/2014 of the European Parliament and of the Council laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components (OJ L 139, 26.5.2016, p. 1), as last amended by Commission Implementing Regulation (EU) 2020/158 of 5 February 2020 (OJ L 34, 6.2.2020, p. 20).’

- (2) Section 3 ('Technical standards') is amended as follows:

- (a) The 10th indent concerning Regulation (EU) No 661/2009 of the European Parliament and of the Council ⁽²⁾ is deleted.

- (b) The 13th indent concerning Regulation (EU) No 540/2014 of the Parliament and of the Council ⁽³⁾ is replaced by the following:

‘— Regulation (EU) No 540/2014 of the European Parliament and of the Council of 16 April 2014 on the sound level of motor vehicles and of replacement silencing systems, and amending Directive 2007/46/EC and repealing Directive 70/157/EEC (OJ L 158, 27.5.2014, p. 131), as last amended by Commission Regulation (EU) 2019/839 of 7 March 2019 (OJ L 138, 24.5.2019, p. 70).’

- (c) The following indents are inserted after the indent concerning Regulation (EU) No 540/2014:

‘— Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1);

— Commission Delegated Regulation (EU) 2021/1958 of 23 June 2021 supplementing Regulation (EU) 2019/2144 of the European Parliament and of the Council by laying down detailed rules concerning the specific test procedures and technical requirements for the type-approval of motor vehicles with regard to their intelligent speed assistance systems and for the type-approval of those systems as separate technical units and amending Annex II to that Regulation (OJ L 409, 17.11.2021, p. 1);

⁽¹⁾ Commission Implementing Regulation (EU) 2016/799 of 18 March 2016 implementing Regulation (EU) No 165/2014 of the European Parliament and of the Council laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components (OJ L 139, 26.5.2016, p. 1), as amended by Commission Implementing Regulation (EU) 2018/502 of 28 February 2018 (OJ L 85, 28.3.2018, p. 1).

⁽²⁾ Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 200, 31.7.2009, p. 1).

⁽³⁾ Regulation (EU) No 540/2014 of the European Parliament and of the Council of 16 April 2014 on the sound level of motor vehicles and of replacement silencing systems, and amending Directive 2007/46/EC and repealing Directive 70/157/EEC (OJ L 158, 27.5.2014, p. 131), as last amended by Commission Regulation (EU) 2019/839 of 7 March 2019 (OJ L 138, 24.5.2019, p. 70).

- Commission Delegated Regulation (EU) 2022/545 of 26 January 2022 supplementing Regulation (EU) 2019/2144 of the European Parliament and of the Council by laying down detailed rules concerning the specific test procedures and technical requirements for the type-approval of motor vehicles with regard to their event data recorder and for the type-approval of those systems as separate technical units and amending Annex II to that Regulation (OJ L 107, 6.4.2022, p. 18);
- Commission Delegated Regulation (EU) 2023/2590 of 13 July 2023 supplementing Regulation (EU) 2019/2144 of the European Parliament and of the Council by laying down detailed rules concerning the specific test procedures and technical requirements for the type-approval of certain motor vehicles with regard to their advanced driver distraction warning systems and amending that Regulation (OJ L, 2023/2590, 22.11.2023).'

(3) Section 4 ('Access and transit rights with regard to railways') is amended as follows:

- (a) The eighth indent concerning Regulation (EC) No 1371/2007 of the European Parliament and of the Council ⁽⁴⁾ is deleted.
- (b) The 18th indent concerning Commission Implementing Decision 2011/665/EU ⁽⁵⁾ is replaced by the following:
 - Commission Implementing Decision 2011/665/EU of 4 October 2011 on the European register of authorised types of railway vehicles (OJ L 264, 8.10.2011, p. 32), as last amended by Commission Implementing Regulation (EU) 2023/1696 of 10 August 2023 (OJ L 222 I, 8.9.2023, p. 561)'.
- (c) The 21st indent concerning Commission Regulation (EU) No 321/2013 ⁽⁶⁾ is replaced by the following:
 - Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem "rolling stock – freight wagons" of the rail system in the European Union and repealing Decision 2006/861/EC (OJ L 104, 12.4.2013, p. 1), as last amended by Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88)'.
- (d) The 23rd indent concerning Commission Regulation (EU) No 1299/2014 ⁽⁷⁾ is replaced by the following:
 - Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the "infrastructure" subsystem of the rail system in the European Union (OJ L 356, 12.12.2014, p. 1), as last amended by Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88).

The following specific cases referred to in Article 6 of Decision No 2/2019 of the Joint Committee shall apply in Switzerland:

- Permanent specific case CH-TSI INF-001: Infrastructure gauge: general The compatibility of OCF gauges with the international gauges under EN 15273-1:2013+A1:2016 is as follows:
 - G1 gauge: admission without restrictions.

⁽⁴⁾ Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations (OJ L 315, 3.12.2007, p. 14).

⁽⁵⁾ Commission Implementing Decision 2011/665/EU of 4 October 2011 on the European register of authorised types of railway vehicles (OJ L 264, 8.10.2011, p. 32).

⁽⁶⁾ Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock – freight wagons' of the rail system in the European Union and repealing Decision 2006/861/EC (OJ L 104, 12.4.2013, p. 1).

⁽⁷⁾ Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union (OJ L 356, 12.12.2014, p. 1).

- GA gauge: admission with restrictions for gauge OCF O1. The formulae associated with the G1 gauge are to be applied to calculate the kinematic gauge of rolling stock (upper part) for all heights h . In Switzerland the use of the special features provided for in EN 15273-2, Annex B, B.3.3.1, B.3.4.1, B.3.5.1 and B.3.6.1, is not authorised for heights $h > 3,250$ m. Gauge OCF O1 is compatible with standard loads for gauge GA as specified in leaflet UIC 506, Annex B, Article B.1.1.
- GB gauge: admission with restrictions for gauge OCF O2. The formulae associated with the G1 gauge are to be applied to calculate the kinematic gauge of rolling stock (upper part) for all heights h . In Switzerland the use of the special features provided for in EN 15273-2, Annex B, B.3.3.1, B.3.4.1, B.3.5.1 and B.3.6.1, is not authorised for heights $h > 3,250$ m. Gauge OCF O2 is compatible with standard loads for gauge GB as specified in leaflet UIC 506, Annex B, Article B.1.1.
- GC gauge: admission without restrictions for gauge OCF O4. The infrastructure gauge (upper part) for all types of gauge (e.g. OCF O1, OCF O2, OCF O4) is calculated in accordance with EN 15273-1:2013, Annex C, C.2.1, Table C1 (Annex C, C.2.3, Table C4 respectively), subject to the reference kinematic profiles and the associated calculation rules. Use of the formulae under EN 15273-3:2013, Annex C, Tables C.2 and C.3 (for heights $h > 3,250$ m) is not permitted in Switzerland.
- Permanent specific case CH-TSI INF-002: Doors and steps in the open position. In Switzerland the provisions for the implementation of the Railways Ordinance DE-OCF, Article 47.2, point 7 must be complied with, in addition to the conditions according to EN 15273-2, Annex A, A3.14 'Specific rules for doors and steps in the open position'. In accordance to these provisions, the exceedance of the maximum vehicle construction gauge by the value w_i , without exceeding 0,035 m, cannot be accepted below 0,6m above the rail. However, entrance doors that meet the conditions in leaflet UIC 560, points 1.1.4 to 1.1.4.3 are permitted.
- Permanent specific case CH-TSI INF-007: Small radii ($R < 250$ m) related acceptance procedure. In order to allow using a line with a large number of radii < 250 m, an acceptance procedure of running characteristics of railway vehicles for this range of radii is necessary (see also R RTE 29001). The specifications for test and assessment are defined in regulation SBB R I-50127, based on EN 14363:2016+A2:2022 (2nd edition). Vehicles that do meet these requirements are not allowed to run on the defined lines with a large number of very small radii (see SBB R I-50127, point 1.2).
- Permanent specific case CH-TSI INF-008: Presence of tight deflection curves and switches. The track layout in some station areas in Switzerland is technically difficult to use due to the presence of tight deflection curves (radii below 160 m) and short intermediate sections of track with correspondingly small distance between track centres. Therefore an acceptance procedure of assessment of vehicle behaviour in switches and crossings is necessary. EN 14363:2016+A2:2022 (2nd edition) does not specify any requirements for the assessment of vehicle behaviour in switches and crossings. The specifications for test and assessment of vehicle behaviour in switches and crossings applicable in Switzerland are defined in regulations R RTE 29001 and SBB R I-50007. Vehicles that do not meet the requirements of the SBB R I-50007 regulation are not allowed to run in regular service on the Swiss rail network.
- Permanent specific case CH-TSI INF-010: Permissible sum of guiding forces of vehicles per wheelset. The permissible track displacement resistance of the infrastructure limits the maximum permissible sum of guiding forces of vehicles per wheelset. Due to the design of the track superstructure, a coefficient of $\alpha = k_1 = 0,85$ has to be used in Switzerland as a standard value for the calculation of the maximum permissible sum of guiding forces of a tested vehicle. A coefficient of $\alpha = k_1 = 1,0$ can only be applied in exceptional cases and requires special clarifications. Track tests for the running dynamic have to be carried out based on $\alpha = k_1 = 0,85$.

- Permanent specific case CH-TSI INF-013: Vehicles tests for Swiss cant deficiencies to guarantee safe operation. The definition of permissible speed on the Swiss rail network bases on cant deficiencies of 130 mm (standard for freight trains) or 150 mm (standard for passenger trains) which apply without further assessment. It is therefore mandatory to test vehicles for such cant deficiencies to guarantee safe operation. Vehicles not tested for these cant deficiency levels are not allowed to run on the Swiss railway network.
- Permanent specific case CH-TSI INF-014: Requirements with regard to minimal radius < 150 m. In Switzerland, the minimum radius set out for the free use of vehicles applies to:
 - train tracks: 150 m
 - shunting tracks; 135 m
 - connecting tracks; 80 m (free use of shunting locomotives and freight bogie wagons) and 35 m (smallest permitted radius of horizontal curve for certain wagons in extreme case).

These radii are based on the requirement in regulations R RTE 29001 and SBB R I-50007. They are based on the requirements of leaflet UIC 645. Vehicles not meeting these requirements must expect restrictions in the usability of shunting and connecting tracks (e.g. very important for automatic coupling systems).

- Permanent specific case CH-TSI INF-017: Platforms – Design (height and distance from the track centre line) and track layout (radius and cant).

The specifications for the design of platforms, i.e. height, distance from the track centre line and track layout alongside the platform (minimum radius, maximum cant) are specified in type approval ZR44TZ2009-02-0004, issued by the OFT on 3 August 2021. Furthermore a platform height of 350 mm above the rail is permissible if a platform height of 550 mm (standard platform height in Switzerland)

- cannot be realised along the geometric course of the track; or
- cannot be realised at a reasonable cost (in that case partial platform heights are permissible).

Platforms that are built according to the above-mentioned type approval do respect the requirements of the lower part of the structure gauge according to point 4.2.3.1, paragraph (2) of TSI Infrastructure. There are therefore no restrictions on the passage of interoperable vehicles.

The following national rules referred to in Article 6 of Decision No 2/2019 of the Joint Committee shall apply in Switzerland:

- CH-TSI INF-004 (version 2.0 of June 2024): Maximum cant in small curve radii;
- CH-TSI INF-005 (version 2.0 of June 2024): In-service geometry of switches and crossings;
- CH-TSI INF-006 (version 2.0 of June 2024): Longitudinal track resistance; compatibility with braking systems;
- CH-TSI INF-009 (version 2.0 of June 2024): Lateral track resistance; rolling stock homologation for tilting trains on specific lines. Cant deficiency on plain track and on the through of switches and crossings.'

(e) The 24th indent concerning Commission Regulation (EU) No 1300/2014 ⁽⁸⁾ is replaced by the following:

- ‘— Commission Regulation (EU) No 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to accessibility of the Union’s rail system for persons with disabilities and persons with reduced mobility (OJ L 356, 12.12.2014, p. 110), as last amended by Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88).

The following national rules referred to in Article 6 of Decision No 2/2019 of the Joint Committee shall apply in Switzerland:

- CH-TSI PRM-001 (version 2.0 of June 2021): Autonomous access to trains;
- CH-TSI PRM-002 (June 2015): Infrastructure subsystem: Functional and technical specifications;
- CH-TSI PRM-003 (June 2017): Infrastructure subsystem: Step position for vehicle access and egress.’

(f) The 25th indent concerning Commission Regulation (EU) No 1301/2014 ⁽⁹⁾ is replaced by the following:

- ‘— Commission Regulation (EU) No 1301/2014 of 18 November 2014 on the technical specifications for interoperability relating to the “energy” subsystem of the rail system in the Union (OJ L 356, 12.12.2014, p. 179), as last amended by Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88).

The following specific cases referred to in Article 6 of Decision No 2/2019 of the Joint Committee shall apply in Switzerland:

- Permanent specific case CH-TSI ENE-001: pantograph loading gauge (TSI reference Article 4.2.10(1)).

For new, updated or renewed ‘energy’ subsystems on the Swiss interoperable network, the pantograph loading gauge must be specified in accordance with the implementing provisions of the Railways Ordinance of 15 December 1983 (DE-OCF; RS 742.141.11) version of 1 July 2024, re Article 18, Normal track, DE 18, figures, Figure 12, and re Article 18/47.2, DE 18.2/47.2, Reference contour, point 14, as follows:

- OCF S1: pantograph head geometry type 1 450 mm with horns made of insulating material
- OCF S2: pantograph head geometry type 1 450 mm or 1 600 mm with horns made of insulating material
- OCF S3: pantograph head geometry type 1 600 mm
- OCF S4: pantograph head geometry type 1 950 mm.

Comment: To operate on existing sections, electric units (rolling stock) must be equipped with a 1 450 mm-wide pantograph head (with horns made of insulating material) in accordance with Figure B.1 of EN 50367:2020.’

⁽⁸⁾ Commission Regulation (EU) No 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to accessibility of the Union’s rail system for persons with disabilities and persons with reduced mobility (OJ L 356, 12.12.2014, p. 110).

⁽⁹⁾ Commission Regulation (EU) No 1301/2014 of 18 November 2014 on the technical specifications for interoperability relating to the ‘energy’ subsystem of the rail system in the Union (OJ L 356, 12.12.2014, p. 179).

(g) The 26th indent concerning Commission Regulation (EU) No 1302/2014 ⁽¹⁰⁾ is replaced by the following:

- Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the “rolling stock – locomotives and passenger rolling stock” subsystem of the rail system in the European Union (OJ L 356, 12.12.2014, p. 228), as last amended by Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88).

The following specific cases referred to in Article 6 of Decision No 2/2019 of the Joint Committee shall apply in Switzerland:

- Permanent specific case CH-STI LOC&PAS-004: Track displacement force (TSI reference Article 4.2.3.4)

The permissible track displacement resistance of the infrastructure limits the maximum permissible sum of guiding forces of vehicles per wheelset. Due to the design of the track superstructure, a coefficient of $\alpha = k_1 = 0,85$ has to be used in Switzerland as a standard value for the calculation of the maximum permissible sum of guiding forces of a tested vehicle. A coefficient of $\alpha = k_1 = 1,0$ can only be applied in exceptional cases and requires special clarifications. The dynamic type-approval tests must be carried out on the basis of the coefficient $\alpha = k_1 = 0,85$.

- Permanent specific case CH-STI LOC&PAS-005: Cant deficiency (LOC&PAS TSI reference Article 4.2.3.4.2 and WAG TSI reference Article 4.2.3.5)

The definition of permissible speed on the Swiss rail network bases on cant deficiencies of 130 mm (standard for freight trains) or 150 mm (standard for passenger trains) which apply without further assessment. To ensure safe operation, it is therefore imperative that vehicles are examined in respect of such cant deficiencies. Vehicles which have not been examined in respect of such cant deficiencies cannot run on the Swiss rail network.

- Permanent specific case CH-STI LOC&PAS-017: Infrastructure gauge: general (LOC&PAS TSI reference Article 4.2.3.1)

- The compatibility of OCF gauges with the international gauges of EN 15273-1:2013 is as follows:

- G1 gauge: admission without restrictions.
- GA gauge: admission with restrictions for gauge OCF O1. The formulae associated with the G1 gauge are to be applied to calculate the kinematic gauge of rolling stock (upper part) for all heights h . In Switzerland the use of the special features provided for in EN 15273-2, Annex B, B.3.3.1, B.3.4.1, B.3.5.1 and B.3.6.1, is not authorised for heights $h > 3,250$ m. Gauge OCF O1 accepts standard loads for gauge GA as specified in leaflet UIC 506, Annex B, Article B.1.1.
- GB gauge: admission with restrictions for gauge OCF O2. The formulae associated with the G1 gauge are to be applied to calculate the kinematic gauge of rolling stock (upper part) for all heights h . In Switzerland the use of the special features provided for in EN 15273-2, Annex B, B.3.3.1, B.3.4.1, B.3.5.1 and B.3.6.1, is not authorised for heights $h > 3,250$ m. Gauge OCF O2 accepts standard loads for gauge GB as specified in leaflet UIC 506, Annex B, Article B.1.1.
- GC gauge: admission without restrictions for gauge OCF O4.

The infrastructure gauge (upper part) for all types of gauge (e.g. OCF O1, OCF O2, OCF O4) is calculated in accordance with EN 15273-1:2013, Annex C, C.2.1, Table C1 (Annex C, C.2.3, Table C4 respectively), subject to the reference kinematic profiles and the associated calculation rules. Use of the formulae under EN 15273-3:2013, Annex C, Tables C.2 and C.3 (for heights $h > 3,250$ m) is not permitted in Switzerland.

⁽¹⁰⁾ Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the ‘rolling stock — locomotives and passenger rolling stock’ subsystem of the rail system in the European Union (OJ L 356, 12.12.2014, p. 228).

- Permanent specific case CH-STI LOC&PAS-028: gauging, door area (LOC&PAS TSI reference Article 4.2.3.1)

In Switzerland, the requirements in accordance with DE-OCF, re Article 47, DE 47.2, point 7 must be complied with, in addition to the rules of EN 15273-2, Annex A, A.3.14 'Specific rules for doors and steps in the open position'. Accordingly, the construction gauge may not be exceeded for lateral entrance doors and for steps below 0,6 m above the running surface. However, entrance doors that meet the conditions in leaflet UIC 560, points 1.1.4 to 1.1.4.3 are permitted.

The following national rules referred to in Article 6 of Decision No 2/2019 of the Joint Committee shall apply in Switzerland:

- CH-TSI LOC&PAS-001 (version 1.1 of June 2024): Pantograph head width;
- CH-TSI LOC&PAS-002 (version 2.1 of June 2024): Narrow switches / test of passage through switches;
- CH-TSI LOC&PAS-003 (version 2.1 of June 2024): Tight curves $r < 250$ m;
- CH-TSI LOC&PAS-006 (version 2.1 of June 2024): Authorisation of rolling stock with category N tilting system;
- CH-TSI LOC&PAS-007 (version 2.1 of June 2024): Flange lubrication;
- CH-TSI LOC&PAS-009 (version 1.1 of June 2024): Exhaust emissions from thermal vehicles (the rule may be incompatible with Regulation (EU) 2016/1628 and must be reviewed before 31 December 2025);
- CH-TSI LOC&PAS-012 (version 1.0 of July 2016): Admittance;
- CH-TSI LOC&PAS-013 (version 1.1 of June 2024): Pantograph / contact line interaction;
- CH-TSI LOC&PAS-014a (version 2.0 of June 2021): Rolling stock characteristics compatible with train detection system based on track circuits;
- CH-TSI LOC&PAS-014b (version 2.0 of June 2021): Rolling stock characteristics compatible with train detection system based on axle counters;
- CH-TSI LOC&PAS-019 (version 3.0 of June 2024): Non-leading input signal (the rule may be incompatible with Regulation (EU) No 1302/2014 and must be reviewed before 31 December 2025);
- CH-TSI LOC&PAS-020 (version 3.0 of June 2024): Sleeping-input signal with multiple-unit control (the rule may be incompatible with Regulation (EU) No 1302/2014 and must be reviewed before 31 December 2025);
- CH-TSI LOC&PAS-022 (version 3.0 of June 2024): Resetting the emergency brake;
- CH-TSI LOC&PAS-025 (version 2.2 of June 2024): Inhibited operability to disconnect ETCS on-board unit (the rule may be incompatible with Regulation (EU) No 1302/2014 and must be reviewed before 31 December 2025);
- CH-TSI LOC&PAS-027 (version 3.0 of June 2024): Manual radio remote control in 'shunting' mode (the rule may be incompatible with Regulation (EU) No 1302/2014 and must be reviewed before 31 December 2025);
- CH-TSI LOC&PAS-030 (version 2.0 of June 2021): Use of braking systems without static friction;
- CH-TSI LOC&PAS-031 (version 3.0 of June 2024): Safe traction cut-off (the rule may be incompatible with Regulation (EU) No 1302/2014 and must be reviewed before 31 December 2025);
- CH-TSI LOC&PAS-035 (version 2.2 of June 2024): Sufficient braking performance during emergency braking (the rule may be incompatible with Regulation (EU) No 1302/2014 and must be reviewed before 31 December 2025);

- CH-TSI LOC&PAS-036 (version 2.2 of June 2024): Vehicles with a control panel for both directions of travel (the rule may be incompatible with Regulation (EU) No 1302/2014 and must be reviewed before 31 December 2025);

(h) The 27th indent concerning Commission Regulation (EU) No 1303/2014 ⁽¹¹⁾ is replaced by the following:

- ‘— Commission Regulation (EU) No 1303/2014 of 18 November 2014 concerning the technical specification for interoperability relating to “safety in railway tunnels” of the rail system of the European Union (OJ L 356, 12.12.2014, p. 394), as last amended by Implementing Regulation (EU) 2023/1694 (OJ L 222, 8.9.2023, p. 88).’

(i) The 28th indent concerning Commission Regulation (EU) No 1304/2014 ⁽¹²⁾ is replaced by the following:

- ‘— Commission Regulation (EU) No 1304/2014 of 26 November 2014 on the technical specification for interoperability relating to the subsystem “rolling stock — noise” amending Decision 2008/232/EC and repealing Decision 2011/229/EU (OJ L 356, 12.12.2014, p. 421), as last amended by Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88).

The following national rules referred to in Article 6 of Decision No 2/2019 of the Joint Committee shall apply in Switzerland:

- CH-TSI NOI-001 (version 2.0 of June 2024): Emission limit values for freight wagons.’

(j) The 34th indent concerning Directive (EU) 2016/797 of the European Parliament and of the Council ⁽¹³⁾ is replaced by the following:

- ‘— Directive (EU) 2016/797 of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).’

(k) The 35th indent concerning Directive (EU) 2016/798 of the European Parliament and of the Council ⁽¹⁴⁾ is replaced by the following:

- ‘— Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (OJ L 138, 26.5.2016, p. 102).’

(l) The 36th indent concerning Commission Regulation (EU) 2016/919 ⁽¹⁵⁾ is deleted.

(m) The 42nd indent concerning Commission Implementing Regulation (EU) 2019/773 ⁽¹⁶⁾ is replaced by the following:

- ‘— Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/EU (OJ L 139I, 27.5.2019, p. 5), as last amended by Commission Implementing Regulation (EU) 2023/1693 of 10 August 2023 (OJ L 222, 8.9.2023, p. 1).

The following national rules referred to in Article 6 of Decision No 2/2019 of the Joint Committee shall apply in Switzerland:

- CH-TSI OPE-001 (July 2024): Signals for shunting;

⁽¹¹⁾ Commission Regulation (EU) No 1303/2014 of 18 November 2014 concerning the technical specification for interoperability relating to ‘safety in railway tunnels’ of the rail system of the European Union (OJ L 356, 12.12.2014, p. 394).

⁽¹²⁾ Commission Regulation (EU) No 1304/2014 of 26 November 2014 on the technical specification for interoperability relating to the subsystem ‘rolling stock – noise’ amending Decision 2008/232/EC and repealing Decision 2011/229/EU (OJ L 356, 12.12.2014, p. 421).

⁽¹³⁾ Directive (EU) 2016/797 of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).

⁽¹⁴⁾ Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (OJ L 138, 26.5.2016, p. 102).

⁽¹⁵⁾ Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the ‘control-command and signalling’ subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1).

⁽¹⁶⁾ Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/EU (OJ L 139I, 27.5.2019, p. 5).

- CH-TSI OPE-002 (July 2024): Driving regulations for shunting movements onto the track;
- CH-TSI OPE-003 (July 2024): Behaviour in shunting communication;
- CH-TSI OPE-004 (July 2024): Regulations of shunting processes;
- CH-TSI OPE-005 (July 2024): Track curves and counter-curves with small radii;
- CH-TSI OPE-006 (July 2024): Catalogue of the signals of the national signalling system;
- CH-TSI OPE-007 (July 2024): Train traffic operations within the national signalling system;
- CH-TSI OPE-008 (July 2024): Train traffic procedures within the national signalling system in the event of disruptions;
- CH-TSI OPE-009 (July 2024): Station entrance without level access to the platforms;
- CH-TSI OPE-010 (July 2024): Speed over the disturbed section;
- CH-TSI OPE-011 (July 2024): Signals for construction works during operation;
- CH-TSI OPE-012 (July 2024): Behaviour in communication during construction works during operation;
- CH-TSI OPE-013 (July 2024): Test runs;
- CH-TSI OPE-014 (July 2024): Stop signal in case of danger;
- CH-TSI OPE-015 (July 2024): Safety must never be dependent on establishing a communication link;
- CH-TSI OPE-016 (July 2024): The procedures for transmission are categorised according to the National Guidelines.'

(n) The 43rd indent concerning Commission Implementing Regulation (EU) 2019/777 ⁽¹⁷⁾ is replaced by the following:

- Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU (OJ L 139I, 27.5.2019, p. 312), as last amended by Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 (OJ L 222, 8.9.2023, p. 88).'

(o) The following indent is inserted after the indent concerning Commission Implementing Regulation (EU) 2019/777 ⁽¹⁸⁾:

- Commission Implementing Regulation (EU) 2019/779 of 16 May 2019 laying down detailed provisions on a system of certification of entities in charge of maintenance of vehicles pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 445/2011 (OJ L 139I, 27.5.2019, p. 360)..'

⁽¹⁷⁾ Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU (OJ L 139I, 27.5.2019, p. 312).

⁽¹⁸⁾ Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU (OJ L 139I, 27.5.2019, p. 312).

(p) The following indents are inserted after the indent concerning Commission Implementing Decision (EU) 2020/453 ⁽¹⁹⁾:

- Regulation (EU) 2021/782 of the European Parliament and of the Council of 29 April 2021 on rail passengers' rights and obligations (recast) (OJ L 172, 17.5.2021, p. 1)
- Commission Implementing Regulation (EU) 2023/1693 of 10 August 2023 amending Implementing Regulation (EU) 2019/773 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union (OJ L 222, 8.9.2023, p. 1)
- Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1304/2014 and Implementing Regulation (EU) 2019/777 (OJ L 222, 8.9.2023, p. 88)
- Commission Implementing Regulation (EU) 2023/1695 of 10 August 2023 on the technical specification for interoperability relating to the control-command and signalling subsystems of the rail system in the European Union and repealing Regulation (EU) 2016/919 (OJ L 222, 8.9.2023, p. 380).

The following national rules referred to in Article 6 of Decision No 2/2019 of the Joint Committee shall apply in Switzerland:

- CH-TSI CCS-003 (version 2.1 of June 2024): Activation/deactivation of transfer of packet 44 to SIGNUM/ZUB;
- CH-TSI CCS-006 (version 3.0 of November 2024): Loss of 'non-leading permitted' in 'non-leading' mode (the rule may be incompatible with Regulation (EU) 2023/1695 and must be reviewed before 31 December 2025);
- CH-TSI CCS-007 (version 2.2 of June 2024): Braking curve requirement for ERTMS/ETCS Baseline 2;
- CH-TSI CCS-008 (version 4.0 of June 2024): Minimally implemented change requests;
- CH-TSI CCS-011 (version 2.1 of June 2024): Euroloop functionality;
- CH-TSI CCS-016 (version 3.1 of June 2024): Application of country-specific parameters and functions;
- CH-TSI CCS-018 (version 2.0 of June 2024): Level STM/NTC prohibited for SIGNUM/ZUB;
- CH-TSI CCS-019 (version 3.1 of June 2024): Acceptance and display of train data (the rule may be incompatible with Regulation (EU) 2023/1695 and must be reviewed before 31 December 2025);
- CH-TSI CCS-022 (version 2.2 of June 2024): Reversing in 'unfitted' mode;
- CH-TSI CCS-023 (version 2.1 of June 2024): Text message display;
- CH-TSI CCS-024 (version 4.0 of June 2024): Flexible data entry;
- CH-TSI CCS-026 (version 2.2 of June 2024): Online on-board monitoring of line equipment (the rule may be incompatible with Regulation (EU) 2023/1695 and must be reviewed before 31 December 2025);
- CH-TSI CCS-032 (version 2.2 of June 2024): Unique number for ETCS on-board equipment and GSM-R cab radio (the rule may be incompatible with Regulation (EU) 2023/1695 and must be reviewed before 31 December 2025);
- CH-TSI CCS-033 (version 2.1 of June 2024): GSM-R voice functionalities (the rule may be incompatible with Regulation (EU) 2023/1695 and must be reviewed before 31 December 2025);

⁽¹⁹⁾ Commission Implementing Decision (EU) 2020/453 of 27 March 2020 on the harmonised standards for railway products drafted in support of Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community (OJ L 95, 30.3.2020, p. 1).

- CH-TSI CCS-034 (version 1.1 of June 2024): ‘non-leading’ mode;
- CH-TSI CCS-038 (version 1.2 of June 2024): Disclosure of large odometry confidence interval (the rule may be incompatible with Regulation (EU) 2023/1695 and must be reviewed before 31 December 2025);
- CH-CSM-RA-001 (version 2.1 of June 2024). Proof of safety concept for acquiring ETCS authorisation in Switzerland (the rule may be incompatible with Regulation (EU) 2023/1695 and must be reviewed before 31 December 2025);
- Commission Implementing Decision (EU) 2023/1696 of 10 August 2023 amending Implementing Decision 2011/665/EU as regards the specification for the European register of authorised types of vehicles referred to in Article 48 of Directive (EU) 2016/797 of the European Parliament and of the Council (OJ L 222, 8.9.2023, p. 561).
- Commission Implementing Decision (EU) 2023/2584 of 15 November 2023 on harmonised standards for the interoperability of the rail systems drafted in support of Directive (EU) 2016/797 of the European Parliament and of the Council (OJ L, 2023/2584, 21.11.2023).
- Commission Implementing Regulation (EU) 2024/949 of 27 March 2024 establishing a common form for rail passengers’ reimbursement and compensation requests for delays, missed connections and cancellations of rail services in accordance with Regulation (EU) 2021/782 of the European Parliament and of the Council (OJ L, 2024/949, 2.4.2024).’

(4) Section 5 (‘Other fields’) is amended as follows:

The following indent is inserted after the indent concerning Regulation (EU) No 181/2011 of the European Parliament and of the Council:

- ‘— Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers’ rights and obligations (OJ L 315, 3.12.2007, p. 14).’

ANNEX 2

List of the provisions contained in the bilateral road transport agreements concluded by Switzerland with the different Member States of the Community relating to the carriage of goods in triangular traffic

Country	Agreement signed (date)	Entry into force	Conditions
Germany	17.12.1953 ⁽¹⁾	1.2.1954	<i>Article 7</i> under national law: triangular traffic as such permitted; other so-called triangular traffic prohibited.
Austria	22.10.1958 ⁽²⁾	4.4.1959	<i>Article 8</i> Carriers entitled to effect the carriage of goods are authorised to carry, in vehicles registered in one of the contracting States: a. Goods intended for or coming from one of the States. Triangular traffic as such permitted; other so-called triangular traffic prohibited.
Belgium	25.2.1975 ⁽³⁾	24.7.1975	<i>Article 4(1)(b)</i> Triangular traffic as such permitted; other so-called triangular traffic prohibited.
Bulgaria	30.5.1974 ⁽⁴⁾	3.10.1974	<i>Article 4(1)(b) and Article 4(2)</i> Triangular traffic as such permitted; quota authorisations for other so-called triangular traffic.
Croatia	30.6.1995 ⁽⁵⁾	17.5.1996	<i>Article 4(b)</i> All types of triangular traffic permitted.
Denmark	27.8.1981 ⁽⁶⁾	25.3.1982	<i>Article 4(2)</i> Carriage from a third country to the other Contracting Party or from the other Contracting Party to a third country is subject to an authorisation issued on a case-by-case basis by the other Contracting Party.
Spain	23.1.1963 ⁽⁷⁾	21.8.1963	<i>Protocol of 29 October 1971</i> Triangular traffic as such permitted; other so-called triangular traffic prohibited.
Estonia	25.6.1997 ⁽⁸⁾	27.8.1997	<i>Article 4(b)</i> All types of triangular traffic permitted.
Finland	16.1.1980 ⁽⁹⁾	28.5.1981	<i>Article 6(2) and minutes of the meeting of the Swiss–Finnish Joint Committee on 23 and 24 May 1989, re point 2.2:</i> triangular traffic as such and other so-called triangular traffic permitted subject to authorisation.

⁽¹⁾ RS **0.741.619.136**.

⁽²⁾ RS **0.741.619.163**.

⁽³⁾ RS **0.741.619.172**.

⁽⁴⁾ SR **0.741.619.214**.

⁽⁵⁾ SR **0.741.619.291**.

⁽⁶⁾ RS **0.741.619.314**.

⁽⁷⁾ RS **0.741.619.332**.

⁽⁸⁾ SR **0.741.619.334**.

⁽⁹⁾ RS **0.741.619.345**.

Country	Agreement signed (date)	Entry into force	Conditions
France	20.11.1951 ⁽¹⁰⁾	1.4.1952	According to national law. <i>Swiss carriers</i> : all types of triangular traffic prohibited in France. <i>French carriers</i> : all types of triangular traffic permitted in Switzerland.
Greece	8.8.1970 ⁽¹¹⁾	6.9.1971	<i>Article 3 and minutes</i> of the meeting of the Swiss–Greek Joint Committee on 11 to 13 December 1972: all types of triangular traffic permitted (under special quota authorisations).
Hungary	16.1.1980 ⁽¹²⁾	24.8.1980	<i>Article 4(3)(c)</i> quota authorisations for triangular traffic as such. Other so-called triangular traffic is prohibited.
Italy	—	—	Minutes of the meeting of the Swiss–Italian Joint Committee on 14 June 1993 <i>Swiss carriers</i> : quota authorisations for triangular traffic as such. Other so-called triangular traffic is prohibited. <i>Italian carriers</i> : triangular traffic as such permitted without authorisation. Quota authorisations for other so-called triangular traffic.
Ireland	—	—	According to national law. <i>Swiss carriers</i> : All types of triangular traffic prohibited except where an authorisation is issued by the Irish authorities. <i>Irish carriers</i> : All types of triangular traffic permitted in relations with Switzerland.
Latvia	28.4.1998 ⁽¹³⁾	13.12.1998	<i>Article 4(b)</i> All types of triangular traffic permitted.
Lithuania	26.5.1998 ⁽¹⁴⁾	15.1.2000	<i>Article 4(b)</i> All types of triangular traffic permitted.
Luxembourg	17.5.1972 ⁽¹⁵⁾	1.6.1972	The agreement applies only to the carriage of passengers. No arrangement has been agreed regarding the carriage of goods. Triangular traffic is permitted under national law. (Application of the principle of reciprocity). All types of triangular traffic permitted.
Netherlands	20.5.1952 ⁽¹⁶⁾	15.6.1952	The agreement applies only to the carriage of passengers. No arrangement has been agreed regarding the carriage of goods. Triangular traffic is permitted under national law. (Application of the principle of reciprocity). All types of triangular traffic permitted.

⁽¹⁰⁾ RS **0.741.619.349.1.**

⁽¹¹⁾ RS **0.741.619.372.**

⁽¹²⁾ SR **0.741.619.418.**

⁽¹³⁾ SR **0.741.619.487.**

⁽¹⁴⁾ SR **0.741.619.516.**

⁽¹⁵⁾ RS **0.741.619.518.**

⁽¹⁶⁾ RS **0.741.619.636.**

Country	Agreement signed (date)	Entry into force	Conditions
Poland	31.1.1971 ⁽¹⁷⁾	13.9.1977	<i>Article 4(1)(b)</i> All types of triangular traffic permitted.
Portugal	28.6.1973 ⁽¹⁸⁾	1.1.1974	All types of triangular traffic deregulated under the decision taken by the Swiss–Portuguese Joint Committee on 6 June 1996.
Czechia	17.12.1975 ⁽¹⁹⁾	15.1.1976	<i>Article 4(2)</i> Quota authorisations for triangular traffic as such. Other so-called triangular traffic is prohibited.
Romania	2.9.1977 ⁽²⁰⁾	30.3.1978	<i>Article 5</i> Quota authorisations for triangular traffic as such. Other so-called triangular traffic is prohibited.
Slovakia	13.11.1997 ⁽²¹⁾	26.1.1998	<i>Article 4(b)</i> All types of triangular traffic permitted.
Slovenia	15.10.1998 ⁽²²⁾	6.7.1999	<i>Article 4(b)</i> All types of triangular traffic permitted.
Sweden	12.12.1973 ⁽²³⁾	22.4.1974	<i>Article 4(1) and (2)</i> Triangular traffic permitted under special quota authorisations.

Triangular traffic as such: where the vehicle, following the normal route, transits the country in which it is registered, e. g. when a Swiss-registered vehicle carries goods from Germany to Italy via Switzerland.

Other so-called triangular traffic: where the vehicle does not transit the country in which it is registered, e. g. when a Swiss-registered vehicle carries goods from Germany to Italy via Austria.

⁽¹⁷⁾ SR **0.741.619.649**.

⁽¹⁸⁾ RS **0.741.619.654**.

⁽¹⁹⁾ SR **0.741.619.741**.

⁽²⁰⁾ SR **0.741.619.663**.

⁽²¹⁾ SR **0.741.619.690**.

⁽²²⁾ SR **0.741.619.691**.

⁽²³⁾ RS **0.741.619.714**.

ANNEX 3

List of the provisions contained in the bilateral road transport agreements concluded by Switzerland with the different Member States of the Community relating to the granting of authorisations for the carriage of passengers in triangular traffic

Country	Agreement signed (date)	Entry into force	Conditions
Germany	17.12.1953 ⁽¹⁾	1.2.1954	Articles 4 and 5 — in accordance with national law — respecting the principle of reciprocity
Austria	22.10.1958 ⁽²⁾	4.4.1959	Article 6 — in accordance with national law — respecting the principle of reciprocity
Belgium	25.2.1975 ⁽³⁾	24.7.1975	Article 3 — in accordance with national law
Bulgaria	30.5.1974 ⁽⁴⁾	3.10.1974	Article 3(2) — in accordance with national law
Croatia	30.6.1995 ⁽⁵⁾	17.5.1996	Article 3(4) — in accordance with national law
Denmark	27.8.1981 ⁽⁶⁾	25.3.1982	Articles 3 and 5 — in accordance with national law
Spain	23.1.1963 ⁽⁷⁾	21.8.1963	Articles 2 and 3 — express authorisation of the other Contracting Party — by mutual agreement (reciprocity)
Estonia	25.6.1997 ⁽⁸⁾	27.8.1997	Article 3(4) — in accordance with national law — respecting the principle of reciprocity
Finland	16.1.1980 ⁽⁹⁾	28.5.1981	Article 3 — in accordance with national law
France	20.11.1951 ⁽¹⁰⁾	1.4.1952	Chapter II — by mutual agreement — respecting the principle of reciprocity
Greece	8.8.1970 ⁽¹¹⁾	6.9.1971	Article 2 — by mutual agreement (reciprocity)
Hungary	16.1.1980 ⁽¹²⁾	24.8.1980	Protocol to the agreement, section 1, paragraph 1 — express authorisation of the other Contracting Party
Italy	—	—	In accordance with national law (no bilateral agreement)

⁽¹⁾ RS 0.741.619.136.

⁽²⁾ RS 0.741.619.163.

⁽³⁾ RS 0.741.619.172.

⁽⁴⁾ SR 0.741.619.214.

⁽⁵⁾ SR 0.741.619.291.

⁽⁶⁾ RS 0.741.619.314.

⁽⁷⁾ RS 0.741.619.332.

⁽⁸⁾ SR 0.741.619.334.

⁽⁹⁾ RS 0.741.619.345.

⁽¹⁰⁾ RS 0.741.619.349.1.

⁽¹¹⁾ RS 0.741.619.372.

⁽¹²⁾ SR 0.741.619.418.

Country	Agreement signed (date)	Entry into force	Conditions
Ireland	—	—	In accordance with national law (no bilateral agreement)
Latvia	28.4.1998 ⁽¹³⁾	13.12.1998	Article 3(4) — in accordance with national law — respecting the principle of reciprocity
Lithuania	26.5.1998 ⁽¹⁴⁾	15.1.2000	Article 3(4) — in accordance with national law — respecting the principle of reciprocity
Luxembourg	17.5.1972 ⁽¹⁵⁾	1.6.1972	Article 3 — in accordance with national law
Netherlands	20.5.1952 ⁽¹⁶⁾	15.6.1952	Paragraph 2(2) — in accordance with national law
Poland	31.1.1971 ⁽¹⁷⁾	13.9.1977	Article 3(2) — in accordance with national law
Portugal	28.6.1973 ⁽¹⁸⁾	1.1.1974	Protocol to the agreement, Sections 5 and 6 — mutual agreement — reciprocity
Czechia	17.12.1975 ⁽¹⁹⁾	15.1.1976	Article 3(3) — in accordance with national law
Romania	2.9.1977 ⁽²⁰⁾	30.3.1978	Article 5 Quota authorisations for triangular traffic as such. Other so-called triangular traffic is prohibited.
Slovakia	13.11.1997 ⁽²¹⁾	26.1.1998	Article 3(4) — in accordance with national law — respecting the principle of reciprocity
Slovenia	15.10.1998 ⁽²²⁾	6.7.1999	Article 3(3) — in accordance with national law
Sweden	12.12.1973 ⁽²³⁾	22.4.1974	Article 3 — in accordance with national law

⁽¹³⁾ SR **0.741.619.487**.

⁽¹⁴⁾ SR **0.741.619.516**.

⁽¹⁵⁾ RS **0.741.619.518**.

⁽¹⁶⁾ RS **0.741.619.636**.

⁽¹⁷⁾ SR **0.741.619.649**.

⁽¹⁸⁾ RS **0.741.619.654**.

⁽¹⁹⁾ SR **0.741.619.741**.

⁽²⁰⁾ SR **0.741.619.663**.

⁽²¹⁾ SR **0.741.619.690**.

⁽²²⁾ SR **0.741.619.691**.

⁽²³⁾ RS **0.741.619.714**.