

Draft of

Order on the technical compatibility of vehicles with the railway network¹

The following is laid down in accordance with Sections 40(8), 56, 60(6), and 64(4) of the Railways Act, cf. Consolidation Act No. 1091 of 11 August 2023, and by authorisation under Section 4(1) of Order No. 169 of 27 January 2026 on the tasks, powers, right of appeal, and the notifications of certain regulations from the Danish Civil Aviation and Railway Authority:

Scope

Section 1. This order lays down provisions on technical compatibility requirements and requirements for the installation of Specific Transmission Module (STM) for:

- 1) Vehicles that are to be authorised to be driven on the part of the Danish railway network that is covered by 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 (hereinafter referred to as the Interoperability Directive).
 - 2) Non-electric vehicles intended for use on both on the railway network referred to in no. 1 and the S-rail network.
- (2) The order closes relevant open points in the TSIs concerned, cf. Annexes 1-2.
- (3) The order must be applied when a designated body is to issue a compatibility certificate and certificate for the installation of STM for a vehicle or vehicle series on the basis of a type-examination certificate, cf. Section 4(3).

Definitions

Section 2. The following definitions apply for the purposes of this order:

- 1) Notified bodies: The bodies that have been authorised to assess conformity or suitability for use of interoperability components and to perform the EC verification procedure of the subsystems.
- 2) Compatibility certificate: The certificate of verification issued by the designated body as documentation that a vehicle is compatible with the network on which it is to be used. The compatibility certificate covers all of the vehicle's structural subsystems.

¹ The order has been notified as a draft in accordance with Directive 2015/1535/EU of the European Parliament and Council (Information Procedure Directive).

- 3) Vehicle: A rail vehicle with or without traction and which runs on its own wheels on a railway section. A vehicle consists of one or more structurally and functionally defined subsystems or parts of such subsystems.
- 4) Notified national technical regulations: The national technical regulations which Denmark – pursuant to the Interoperability Directive – has notified to the European Commission.
- 5) STM: Specific Transmission Module is the unit used in Denmark to translate signals between ATC (the old signalling system) and ETCS (the new signalling system).
- 6) STM certificate: The certificate of verification issued by the designated body as documentation that the Danish STM is correctly installed in the vehicle.
- 7) Technical compatibility: A vehicle's technical compatibility with the infrastructure at the network level. Route-specific conditions are not included in the verification of technical compatibility.
- 8) TSI: Technical Specification for Interoperability adopted pursuant to the Interoperability Directive and applicable to each subsystem or part of a subsystem with a view to meeting the essential requirements and ensuring interoperability of the trans-European rail system.
- 9) TSI LOC&PAS: The technical specification applicable to locomotives and rolling stock for passenger trains in the subsystem rolling stock for the rail system in the European Union.
- 10) WAG TSI: The technical specification of interoperability relating to the subsystem 'rolling stock — freight wagons' of the trans-European conventional rail system.
- 11) CCS TSI: The technical specification for interoperability relating to control-command and signalling subsystems of the rail system in the European Union.
- 12) Open points: Points where the subject matter is necessary for interoperability, but where requirements have not yet been set out in the TSI.
- 13) Designated bodies (DeBo): The bodies that have been designated — pursuant to the Order on requirements for designated bodies in the rail sector — to assess vehicle conformity with notified national technical regulations.

Verification procedure and technical requirements

Section 3. In order for a designated body to issue a compatibility certificate, it must verify that the vehicle or vehicle series in question meets the requirements in the relevant Annexes. In addition, the designated body must verify that the NoBo certificate covers the entire vehicle.

(2) For vehicles covered by the LOC & PAS TSI, the designated body must verify that the vehicle complies with all the requirements set out in Annex 1.

(3) If the vehicle also contains the mobile control-command and signalling (CBS) subsystem, the designated body must also verify all of the requirements in Annex 2.

(4) There are no relevant outstanding points in the WAG TSI, which is why no national requirements have been set for this TSI to be verified.

(5) The notified body must always verify that the vehicle complies with Annex 4 on the reference kinematic injection.

(6) In the case of modification of a vehicle, the notified body must verify that the requirements affected by the modification are met.

(7) A type-examination certificate in accordance with Module SB or design examination certificate in accordance with Module SH1 must be issued as documentation of compliance with the requirements in the Annexes at the type level. The compatibility certificate must then be prepared on the basis of the type-examination certificate, cf. Module SD or SF, or on the basis of the design examination certificate, cf. Module SH1. The modules are described in Commission Decision 2010/713/EU of 9 November 2010 on modules for the procedures for assessment of conformity, suitability for use and EC verification to be used in the technical specifications for interoperability adopted under the Interoperability Directive. One compatibility certificate must be issued per type-examination certificate or design examination certificate.

(8) The designated body must operate as a notified body in accordance with the Interoperability Directive.

Section 4. In order for a designated body to issue an STM certificate, it must verify that the vehicle or vehicle series in question meets the requirements in Annex 3.

(2) A type-examination certificate in accordance with Module SB or design examination certificate in accordance with Module SH1 must be issued as documentation of compliance with the requirements in Annex 3 at the type level. The compatibility certificate must then be prepared on the basis of the type-examination certificate, cf. Module SD or SF, or on the basis of the design examination certificate, cf. Module SH1. The modules are described in Commission Decision 2010/713/EU of 9 November 2010 on modules for the procedures for assessment of conformity, suitability for use and EC verification to be used in the technical specifications for interoperability adopted under the Interoperability Directive.

(3) Verification of Danish Specific Transmission Modules (STMs) must be carried out by a designated body that is designated by the Danish Civil Aviation and Railway Authority specifically for STM verification.

Exemption

Section 5. The Danish Civil Aviation and Railway Authority may, in special cases, derogate from the provisions of this Order, when deemed otherwise compatible with the considerations underlying the provisions concerned, including applicable EU legislation.

Entry into force

Section 6. The order enters into force on 1 July 2026.

(2) Order No. 863 of 20 June 2024 on the technical compatibility of vehicles with the railway network is repealed.

(3) Compatibility certificates issued prior to the entry into force date of the order will remain valid in accordance with their content.

The Danish Civil Aviation and Railway Authority, 29 May 2026

Nanna Møller

/ Laura Meyer Harrison