

Addendum
to the
Memorandum of Understanding
on the Development of the South East Europe
Core Regional Transport Network
for a
South East European Railway Transport Area

The signatories of the Memorandum of Understanding on the Development of the South East Europe Core Regional Transport Network, hereinafter referred to as the "Participants" or, where this group is not meant to include the European Commission, as the "Regional Participants".

Having regard for the need to implement further the provisions of the Memorandum of Understanding on the Development of the South East Europe Core Regional Transport Network signed in Luxembourg on 11 June 2004, by taking concrete actions to restructure the railway sector on a commercial basis and define the needs for infrastructure development accordingly;

Having regard to the development of the European Union's rail transport toward a seamless market, based on the Community's railway legislation and the Commission's new proposals in this regard;

Having regard for the need to create opportunities for railway services that can satisfy regional and international demands, and acknowledging that solutions to railway transport based on isolated domestic markets are neither capable of meeting this objective nor desirable as a means thereto;

Recognising:

- the need to underpin investment in the region with a firm process of reform of the rail sector in the medium and long term; and in particular to underwrite the conditions for investment security;
- the Participants' efforts to establish a South East European Transport Community that incorporates all modes of transport;
- the major contribution of the donors in creating conditions that permit the objectives of this Memorandum to be achieved;
- the need to consider the social dimension and social dialogue;

AGREE ON THE FOLLOWING ADDENDUM TO THE MEMORANDUM OF UNDERSTANDING SIGNED IN LUXEMBOURG ON 11 JUNE 2004 AS A FURTHER STEP FORWARD IN ACHIEVING THE COMMON OBJECTIVE OF REGIONAL COOPERATION IN THE FIELD OF TRANSPORT:

1. OBJECTIVES

To establish and implement the legal and institutional framework for a gradual market-opening of rail transport in South East Europe, named *South East European Railway Transport Area*, based on gradual achievement on the following targets:

Target 1: Effective regulatory institutions for the rail sector

- a) to establish independent and competent public institutions and foster their cooperation across borders; to establish administrative and judicial appeal procedures; to establish railway licensing bodies responsible for issuing licences to railway undertakings in a competitive market;
- b) to establish regulatory bodies in charge of allocating railway infrastructure capacity and levying charges for the use of railway infrastructure, and of safety certification;
- c) to establish safety authorities responsible for issuing safety certificates to all railway undertakings;
- d) to accept notified bodies for implementing the procedures involved in assessing conformity with or suitability regarding European interoperability norms.

The purpose of this institutional build-up is for each country to have by the end of the process an institutional framework compatible among the South East European countries and, for the entire region, full compatibility with the respective structures in the European Union.

Target 2: Separation, management independence, market orientation

To prepare for a competitive rail market providing high-quality rail services by separating infrastructure management and provision of transport services, including separate financial accounts; to grant management independence to both activities in a business-oriented environment.

Target 3: Access to the market, interoperability and railway safety

To define and implement harmonised rules and procedures governing operation of railway transport in an open market; to maintain the existing high level of interoperability, and develop it in line with the European Union's interoperability legislation; to manage rail safety on the basis of safety targets and safety management systems.

Target 4: Financial stability and transparency

To put railways on a financially sound basis; to place relations with public authority on a contractual basis, whereby obligations for passenger transport and infrastructure provision are duly compensated, subject to compliance with performance standards which are defined in advance and subject to monitoring.

Target 5: Facilitate border crossing

To reduce delays at borders involving all actors (mainly the railways, but also the various public authorities); to revise bilateral border-crossing agreements, bringing them into line with Community legislation, and learning from good

examples. To remove discriminatory practice with regard to foreign or new-entrant railway undertakings.

Target 6: Social dimension and social dialogue

To monitor the working conditions and the social and employment impact of implementing the South East European Railway Transport Area. To reinforce the social dimension, namely by referring to the existing European Union provisions governing workers' fundamental rights, labour laws, health and safety issues at work, and equal opportunities. To involve the social partners by promoting social dialogue in relation to monitoring and implementation of the South East European Railway Transport Area and its effects.

2. Measures to be implemented

The Regional Participants will endeavour to gradually align their domestic railway legislation with Community railway law, as indicated in the annex to this Addendum, according to domestic programmes. The Regional Participants will envisage adopting and implementing domestic legislation and restructuring their railway sector, focusing on the following measures:

2.1 Institution building

Recognising that in order to successfully implement the regional approach, it is necessary to establish compatible railway transport markets, in line with the Community railway law in force, Regional Participants will endeavour, where this has not been done, to establish the institutions and designate the bodies for the operation of the railway transport market in South East Europe, namely: licensing authority, regulatory body, safety authority, investigating body; and, where deemed necessary, designate the body(ies) according to Article 20 of Directive 2001/16/EC.

It is envisaged that the conditions under which public authorities award licences and safety certificates will be explicitly defined in domestic legislation in compliance with the Community acquis. The regulatory body should aim to publish the requirements relating to railway undertakings' insurance cover in the event of accidents.

2.2 Separation, management independence and market orientation

The Regional Participants envisage reorganising railways into a commercially oriented company or companies in line with the relevant Community law. Essential functions, such as setting prices for infrastructure use and allocating infrastructure capacity, must not be entrusted to undertakings that provide transport services. Rather, transport service and infrastructure management are intended to be separate and managed according to business principles. Relations between these actors should be agreed on a contractual basis and be executed under a transparent regulatory framework.

For railway undertakings operating both freight and passenger services, profit and loss accounts and either balance sheets or annual statements of assets and liabilities have to be kept and published separately for business relating to the provision of rail freight-transport services.

Each Regional Participant will select the form of organisation for its railway company(ies), but is prepared to take the measures necessary to ensure that separate profit and loss accounts and balance sheets are kept and published for:

- a) Provision of transport services by railway undertakings (freight and passengers).
- b) Management of railway infrastructure by infrastructure managers.

2.3 Fair conditions for access, safety and interoperability

The Regional Participants envisage that their infrastructure managers will grant fair and transparent conditions for access to the rail infrastructure. Access conditions comprise the following elements:

- Allocation of infrastructure capacity for all relevant aspects (path requests, allocation procedure, dispute-resolution process, solutions for congested infrastructure, non-usage of a path, or cancellation).
- Formulation and implementation of methodologies for calculating railway infrastructure charges for the minimum-access package, for track access to service facilities, for the supply of services and for the supply of additional services in line with Community railway legislation.
- Implementation and publication of Network Statements based on the RailNetEurope model
- Infrastructure access contracts, based on common standards and provisions, to be used by the infrastructure managers.

As regards international rail transport, the Regional Participants will endeavour to encourage their infrastructure managers to coordinate the allocation of international train paths, e.g. to use the mechanisms established under the RailNetEurope organisation (one-stop-shop, information on infrastructure charges, etc.).

The Regional Participants are ready to ensure that European interoperability requirements are respected in their jurisdictions. Where they co-finance the procurement of railway equipment, they will ensure that the Community's Technical Specifications of Interoperability (TSI) form part of the tender.

The Regional Participants will preserve existing levels of interoperability respecting the Community's interoperability requirements, including the Technical

Specifications of Interoperability as already adopted in the EU or under preparation.

The requirements of Community law governing certification of railway staff (locomotive drivers, conductors and shunting locomotive drivers) are to be implemented and respected. The Regional Participants undertake to respect the essential requirements for interoperability of railways stipulated in the Community's railway safety legislation. They will endeavour to accept rolling stock in line with Community legislation.

It is envisaged to implement safety management systems, common safety targets and common safety methods in line with Community legislation, with a view to greater harmonisation of domestic safety rules for the railway system.

It is envisaged to implement Community legislation on transport of dangerous goods by rail.

2.4 Financial stability and transparent involvement

When setting the legal and institutional environment for infrastructure managers and railway undertakings, the Regional Participants envisage establishing appropriate mechanisms to reduce their indebtedness to a level compatible with accepted international standards for sound financial management and diligently pursue continuous improvements to their financial situation.

The Regional Participants shall endeavour to develop and implement multi-annual contracts with the infrastructure managers. These contracts will establish the amount of the annual public funding for railway infrastructure, the destination of these funds, and the obligations of the infrastructure manager to operate, maintain and renew the railway infrastructure according to accepted standards for safety and sound financial management.

The Regional Participants will implement the Public Service Obligation (PSO) concept for passenger services, compensating railway undertaking for the difference between the amount approved for tariffs and the real cost of transportation. Each Regional Participant will establish in its jurisdiction the type and volume of public services to be compensated.

Public funds transferred to regional railway undertakings for activities relating to the provision of passenger-transport services as public-service remits, will be shown separately in the relevant accounts and may not be transferred to activities relating to the provision of other transport services or any other business. Public funds paid to railway undertakings or to infrastructure managers may not be transferred from one to the other.

Where such financial support is granted it, Regional Participants will endeavour to couple it with monitored performance requirements and cost-reduction targets

in order to improve the competitive position of railways with regard to competing modes of transport.

2.5 Border crossing

The existing bilateral border-crossing agreements will be brought into line with the requirements of Community law by applying best practice. To that effect, the Regional Participants are ready to establish bilateral groups involving the different experts from both sides of the border with a view to streamlining and shortening border-crossing procedures. They will encourage railways to streamline the handover of trains on borders based on mutual trust.

2.6 Social dimension and social dialogue

The Participants recognise the need to respect the social dimension, which is namely based on workers' fundamental rights, on labour laws, on health and safety issues at work, on equal opportunities and on information and consultation of workers.

In accordance with the structured social dialogue referred to in the Memorandum of Understanding on the development of the South East Europe Core Regional Transport Network, the Participants will endeavour to establish a permanent social dialogue.

3. IMPLEMENTATION

The European Commission services may, on a regular basis, organise peer reviews to assess the progress made with regard to the objectives of this Addendum, whereby a team of experts will consult stakeholders in the Regional Participants' jurisdictions. The Participants intend to support the implementation of such missions and to grant access to any data and any interview partners the assessment team deems relevant. The assessment missions may also lead to recommendations for action to contribute to the objectives set out in this Addendum. The Commission will inform the Regional Participants of the findings.

The objectives and tasks of this Addendum will be coordinated and implemented by the existing structures created through the Memorandum of Understanding on the Development of the South East Europe Core Regional Transport Network.

4. FUTURE AMENDMENTS TO COMMUNITY RAILWAY LAW

The Regional Participants will update the provisions of this Addendum and their domestic law to take account of possible future amendments to Community railway law once they take effect in the EU.

5. FLEXIBILITY CLAUSE

The Participants understand that the targets and measures laid down in this Addendum are ambitious; they therefore acknowledge that flexibility in implementation may be necessary to achieve the overall objective of this Addendum.

Each Regional Participants shall, from the adoption of the Addendum, prepare a detailed timetable for implementation of all targets. They shall endeavour to coordinate their calendars through discussion in the Steering Committee. The timetable will be endorsed at the Ministerial meeting in 2008

6. DEFINITIONS

Unless otherwise stated, all technical terms in this document have the meaning ascribed to them in the relevant Community railway legislation.

7. CLOSING REMARKS

The provisions of this Addendum to the Memorandum of Understanding on the Development of the South East Europe Core Regional Transport Network are an integral part of the Memorandum of Understanding on the Development of the South East Europe Core Regional Transport Network signed in Luxembourg on 11 June 2004.

All general provisions of the Memorandum of Understanding on the Development of the South East Europe Core Regional Transport Network are applicable to this Addendum.

Done at Tirana, on 4th of December 2007



Vice-President of the European
Commission in charge of Transport

Mr Jacques Barrot



Minister of Public Works, Transport and
Telecommunication

Mr Sokol OLLDASHI



Minister of Communications and
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Mr Božo Ljubić



Minister of the Sea, Tourism, Transport
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Minister of Transport and
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Mr Mile JANAKIESKI



Minister of Transport, Maritime Affairs
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Mr Andrija LOMPAR



Minister of Infrastructure

Mr Velimir ILIĆ



United Nations Interim Administration
Mission in Kosovo on behalf of Kosovo¹

Mr Johan Van Lamoen

¹ Kosovo is under international administration in line with UNSCR 1244 of June 10th, 1999.

ANNEX

Community legislation applicable to the railway sector

Market opening, infrastructure access and safety

Council Directive [91/440/EEC](#) of 29 July 1991 on the development of the Community's railways, [Official journal L 237, 24/08/1991, p. 0025 – 0028](#), modified by:

- Directive [2001/12/EC](#) of the European Parliament and of the Council of 26 February 2001 amending Council Directive 91/440/EEC on the development of the Community's railways, [Official journal L 075, 15/03/2001, p. 0001 – 0025](#)
- Directive [2004/51/EC](#) of the European Parliament and of the Council of 29 April 2004 amending Council Directive 91/440/EEC on the development of the Community's railways, [Official journal L 164, 30/04/2004, p. 0164 – 0172](#), rectified by:
 - [Corrigendum to Directive 2004/51/EC](#) of the European Parliament and of the Council of 29 April 2004 amending Council Directive 91/440/EEC on the development of the Community's railways, [Official journal L 220, 21/06/2004, p. 0058 – 0060](#)
- Council Directive [2006/103/EC](#) of 20 November 2006 adapting certain Directives in the field of transport policy, by reason of the accession of Bulgaria and Romania, [Official Journal L 363, 20/12/2006, p. 344](#)

Council Directive [95/18/EC](#) of 19 June 1995 on the licensing of railway undertakings, [Official journal L 143, 27/06/1995, pp. 0070-0074](#), modified by:

- Directive [2001/13/EC](#) of the European Parliament and of the Council of 26 February 2001 amending Council Directive 95/18/EC on the licensing of railway undertakings, [Official journal L 075, 15/03/2001, p. 0026 – 0028](#)
- Directive [2004/49/EC](#) of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive), [Official journal L 164, 30/04/2004, p. 0044 – 0113, rectified by:](#)
 - [Corrigendum to Directive 2004/49/EC](#) of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive), [Official journal L 220, 21/06/2004, p. 0016 - 0039](#)

Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification, Official journal L 075, 15/03/2001, p. 0029 – 0046, modified by:

- Commission Decision 2002/844/EC of 23 October 2002 amending Directive 2001/14/EC in respect of the date for changing the working timetable for rail transport (Text with EEA relevance), Official journal L 289, 26/10/2002, p. 0030 - 0030
- Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive), Official journal L 164, 30/04/2004, p. 0044 – 0113, rectified by:
 - Corrigendum to Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive), Official journal L 220, 21/06/2004, p. 0016 - 0039

Interoperability

Council Directive 96/48/EC of 23 July 1996 on the interoperability of the trans-European high-speed rail system, Official journal L 235, 17/09/1996, p. 0006 – 0024

Application decisions:

- Commission Decision 1999/569/EC of 28 July 1999 on the basic parameters for the command-and-control and signalling subsystem relating to the trans-European high-speed rail system (Text with EEA relevance), Official journal L 216, 14/08/1999, p. 0023 – 0023
- Commission Decision 2001/260/EC of 21 March 2001 on the basic parameters of the command-control and signalling subsystem of the trans-European high-speed rail system referred to as "ERTMS characteristics" in Annex II(3) to Directive 96/48/EC (Text with EEA relevance), Official journal L 093, 03/04/2001, p. 0053 – 0056
- Commission Decision 2002/730/EC of 30 May 2002 concerning the technical specification for interoperability relating to the maintenance subsystem of the trans-European high-speed rail system referred to in Article 6(1) of Directive

- 96/48/EC (Text with EEA relevance), Official journal L 245, 12/9/2002, p. 0001-0036
- Commission Decision 2002/732/EC of 30 May 2002 concerning the technical specification for interoperability relating to the infrastructure subsystem of the trans-European high-speed rail system referred to in Article 6(1) of Council Directive 96/48/EC (Text with EEA relevance), Official journal L 245, 12/9/2002, p. 0143 - 0279
 - Commission Decision 2002/733/EC of 30 May 2002 concerning the technical specification for interoperability relating to the energy subsystem of the trans-European high-speed rail system referred to in Article 6(1) of Directive 96/48/EC (Text with EEA relevance), Official journal L 245, 12/02/2002, p. 0280 - 0369
 - Commission Decision 2002/734/EC of 30 May 2002 concerning the technical specification for interoperability relating to the operation subsystem of the trans-European high-speed rail system referred to in Article 6(1) of Council Directive 96/48/EC (Text with EEA relevance), Official journal L 245, 12/09/2002, p. 0370 - 0401
 - Commission Decision 2002/735/EC of 30 May 2002 concerning the technical specification for interoperability relating to the rolling stock subsystem of the trans-European high-speed rail system referred to in Article 6(1) of Directive 96/48/EC (Text with EEA relevance), Official journal L 245, 12/09/2002, p. 0402 - 0506
 - Commission Decision 2002/731/EC of 30 May 2002 concerning the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European high-speed rail system referred to in Article 6(1) of Council Directive 96/48/EC (Text with EEA relevance), Official journal L 245, 12/9/2002, p. 0037 – 0142, Annex A modified by:
 - Commission Decision 2004/447/EC of 29 April 2004 modifying Annex A to Decision 2002/731/EC of 30 May 2002 and establishing the main characteristics of Class A system (ERTMS) of the control-command and signalling subsystem of the trans-European conventional rail system referred to in Directive 2001/16/EC of the European Parliament and of the Council, Official journal L 155, 30/04/2004, pp. 0069-0083, rectified by:
 - Corrigendum to Commission Decision 2004/447/EC of 29 April 2004 modifying Annex A to Decision 2002/731/EC of 30 May 2002 and establishing the main characteristics of Class A system (ERTMS) of the control-command and signalling subsystem of the trans-European conventional rail system referred to in Directive 2001/16/EC of the European Parliament and of the Council, Official journal L 193, 01/06/2004, pp. 0053-0063

- Commission Decision 2006/860/EC of 7 November 2006 concerning a technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European high speed rail system and modifying Annex A to Decision 2006/679/EC concerning the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system, Official journal L 342, 07/12/2006, p. 1, modified by:
 - Commission Decision 2007/153/CE of 6 March 2007 modifying Annex A to Decision 2006/679/EC concerning the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system and Annex A to Decision 2006/860/EC concerning the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European high speed rail system, Official journal, 07/-3/2007, p. 13-17.

Directive modified by:

- Directive 2004/50/EC of the European Parliament and of the Council of 29 April 2004 amending Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and Directive 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system, Official journal L 164, 30/04/2004, p. 00114 – 0163, rectified by:
 - Corrigendum to Directive 2004/50/EC of the European Parliament and of the Council of 29 April 2004 amending Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and Directive 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system, Official journal L 220, 21/06/2004, p. 0040 –0057

Directive 2001/16/EC of the European Parliament and of the Council of 19 March 2001 on the interoperability of the trans-European conventional rail system, Official journal L 110, 20/04/2001, p. 0001 - 0027

Application decisions:

- Commission Decision 2004/446/EC of 29 April 2004 specifying the basic parameters of the Noise, Freight Wagons and Telematic applications for freight Technical Specifications for Interoperability referred to in Directive 2001/16/EC, Official journal L 155, 30/04/2004, p. 0001 - 0068, rectified by:
 - Corrigendum to Commission Decision 2004/446/EC of 29 April 2004 specifying the basic parameters of the Noise, Freight Wagons and Telematic applications for freight Technical Specifications for Interoperability referred

to in Directive 2001/16/EC, Official journal L 193, 01/06/2004, pp. 0001-0052

- Commission Decision 2004/447/EC of 29 April 2004 modifying Annex A to Decision 2002/731/EC of 30 May 2002 and establishing the main characteristics of Class A system (ERTMS) of the control-command and signalling subsystem of the trans-European conventional rail system referred to in Directive 2001/16/EC of the European Parliament and of the Council, Official journal L 155, 30/04/2004, p. 0069 - 0083, rectified by:
 - Corrigendum to Commission Decision 2004/447/EC of 29 April 2004 modifying Annex A to Decision 2002/731/EC of 30 May 2002 and establishing the main characteristics of Class A system (ERTMS) of the control-command and signalling subsystem of the trans-European conventional rail system referred to in Directive 2001/16/EC of the European Parliament and of the Council, Official journal L 193, 01/06/2004, p. 0053 - 0063
- Commission Regulation 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, Official journal L 13, 18/01/2006, p. 1
- Commission Decision 2006/66 of 23 December 2005 concerning the technical specification for interoperability relating to the subsystem "rolling stock – noise" of the trans-European conventional rail, Official journal L 37, 08/02/2006, p. 1
- Commission Decision 2006/679/EC of 28 March 2006 concerning the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European conventional rail system, Official journal L 284, 16/10/2006, p.1
- Commission Decision C(2006)3345 of 28 July 2006 concerning the technical specification of interoperability relating to the subsystem "rolling stock – freight wagons" of the trans-European conventional rail system, Official journal, 08/12/2006, p. 1:
- Commission Decision 2007/153/CE of 6 March 2007 modifying Annex A to Decision 2006/679/EC concerning the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system and Annex A to Decision 2006/860/EC concerning the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European high speed rail system, Official journal, 07/-3/2007, p. 13-17.

Directive modified by:

- Directive 2004/50/EC of the European Parliament and of the Council of 29 April 2004 amending Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and Directive 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system, Official journal L 164, 30/04/2004, p. 00114 – 0163, rectified by:
 - Corrigendum to Directive 2004/50/EC of the European Parliament and of the Council of 29 April 2004 amending Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and Directive 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system, Official journal L 220, 21/06/2004, p. 0040 –00577

European Railway Agency

- Regulation (EC) 881/2004 of the European Parliament and of the Council of 29 April 2004 establishing a European Railway Agency (Agency Regulation), Official journal L 164, 30/04/2004, p. 0001 - 0043, rectified by:
 - Corrigendum to Regulation (EC) 881/2004 of the European Parliament and of the Council of 29 April 2004 establishing a European railway agency (Agency Regulation), Official journal L 220, 21/06/2004, p. 0003 - 0015

Public Service Obligations and Public Procurement

- Regulation (EEC) No 1191/69 of the Council of 26 June 1969 on action by Member States concerning the obligations inherent in the concept of a public service in transport by rail, road and inland waterway
- Council Regulation (EEC) No 1893/91 of 20 June 1991 amending Regulation (EEC) No 1191/69 on action by Member States concerning the obligations inherent in the concept of a public service in transport by rail, road and inland waterway
- Directive 2004/17/EC of the European Parliament and of the Council of 31 March 2004 coordinating the procurement procedures of entities operating in the water, energy, transport and postal services sectors, OJ L 134 of 30 April 2004, p. 1.

Social Legislation

- Council Directive 2005/47/EC of 18 July 2005 on the Agreement between the Community of European Railways (CER) and the European Transport Workers' Federation (ETF) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services, OJ L 195 of 27 July 2005, p. 15.