



# **NTR (National technical rules)**

**ETCS and GSM-R Certification Challenges Workshop  
Warsaw, 30<sup>th</sup> of July 2013**



# National rules, general (1)

**We have to distinguish between train operation and vehicle/subsystem authorisation.**

## **Train operation**

Safety Directive (SD) Art.10: Safety Certificate needed (SMS established) ... cover national safety rules.

Questions: Where are these rules laid down and is there a need for notification?

## **Vehicle/subsystem authorisation**

The Interoperability Directive (IOD) and the TSI CCS specify the cases where a MS can/has to notify national rules.

The ERA RDD cope only with rules related to vehicle/SS authorisation.

*The ERA RDD will contain also not mandatory rules (technical solutions which give presumption of conformity)*



# National rules, general (2)

MS has a national requirement related to an essential requirement of TSI CCS

Authorisation  
of SS/Vehicle

Train  
operating

SMS

IOD Art. 17 (3): No relevant TSI exists (not applicable for TSI CCS)

IOD Art. 17 (3): A derogation has been notified under Article 9

IOD Art. 17 (3): A specific case (as listed in the TSI) requires the application of technical rules not included in the relevant TSI

IOD Art. 23 (4) : Open points as listed in the TSI

TSI CCS 6.1.1: Class B systems and TSI CCS 4.2.2 options (e.g. Euroloop)

Yes

MS to  
notify the  
national  
rule

No

IOD Art. 7 : Deficiencies in the TSI  
MS to consult RISC



## **Several CCS NTR were analysed**

### **The selection criteria was based on:**

- Covering topics related to both baselines and the different levels (coexistence, transitions)
- Covering topics related to legal options, class B systems, open points and IOD art. 7 issues.



# NTR, some findings from the analysis

## Requirements identified in the NTR

- Not valid for B3 (function is implemented in B3)
- Pending Cr (valid for all baselines)
- Deviations TSI OPE (e.g. selection of specific train data for tilting)
- Deviations from ETCS Baselines (e.g. special choice of STM)
- Use of options (e.g. Loop reader)
- Use of DC Cr (for B2)
- Requirements on ETCS hardware (e.g. switch to isolate ETCS)
- Requirements for network access test
- Requirements on RS (e.g. amount of brake power)
- Requirements on train operation (e.g. setting of train data which may not be part of vehicle authorisation)
- Requirements on safe integration
- Requirements on KMS and QoS



The analysis has shown that each requirement independent if it is announced as NTR or not needs to be assessed in detail.

ERA should inform/train the member states (by using real cases) on the interpretation of the cases (what leads to a NTR and what is related to Art. 7 of the Directive).

For the “Art. 7 cases” a bilateral discussion MS – ERA expert should take place. These activity should be handled with high priority.



Discussion with XA unit

Discussion with owner of the examples

Dissemination/discussion with Corridor A

Discussion with other MS