TSI OPE – Present and Future

Workshop on Technical Specifications for Interoperability
Budapest, 29-30 October 2014

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› Current status of TSI OPE

› ERA recommendations on TSI OPE

› Appendix A
Current status of TSI OPE
Since 1 January 2014, Commission Decision on **TSI OPE 2012/757/EU** is applicable.

Scope: « operation and traffic management subsystem of IM and RU related to the operation of trains on the European rail system » in accordance with article 1 of Directive 2008/57/EC excluding the systems and networks referred to in article 1(3) of Directive 2008/57/EC.

➤ principle: Interfaces IM ↔ RU
Specifications related to staff

Specifications related to trains

Specifications related to train operations
Specifications related to staff

Scope:
› Railway Undertaking staff;
› Infrastructure Manager’s staff authorising the movement of trains.

Requirements:
- Documentation, according to the tasks performed;
- Rule book (RU, based on IM’s information);
- Route book (RU, based on IM’s information);
- Timetables (for the train staff) (RU, based on IM’s information).
Specifications related to trains

Requirements:

- Train visibility
- Train audibility
- Vehicle identification
- Load
- Train composition
- Train braking
- Ensuring that the train is in running order
  - Incl. Data requirements
Requirements:

- Train planning
- Identification of trains
- Train departure
- Traffic management
- Train reporting
- Dangerous goods
- Operational quality
- Data recording
- Degraded operation / Emergency situation
ERA recommendations on TSI OPE
General information on recommendations

› Recommendation on general revision of TSI OPE:
  › 16 meetings of Working Party between May 2011 and November 2013;
  › Recommendation sent to EC on the 20th December 2013;
  › Presented during RISC 69 on the 30th January 2014;
  › Submission to RISC opinion on the 6th November 2014.

› Recommendation on revision of TSI OPE on requirements related to other train crew members:
  › 5 meetings of Working Party between September 2013 and February 2014;
  › Recommendation sent to EC on the 18th July 2014;
  › Presented during RISC 70 on the 12th June 2014;
  › Submission to RISC opinion on the 6th November 2014.
Appendix B: Development of 14 common operational principles and rules;

Appendix C: clarification of its legal status / improvement and simplification of its structure;

Appendix D: list the elements that the IM has to provide the RU with for the Route book and for the train compatibility over the route intended for operation;

ERA recommends to close the open point on “train rear end indication for freight trains not crossing a border between Member States”;

Some amendments to point 4.2.3.5 on data recording;

Some definitions added in the glossary;
## Recommendation on general revision (2) – Appendix B on Common operational principles and rules

<table>
<thead>
<tr>
<th>Top/down and Bottom up approach</th>
<th>Transfer from Appendix A to Appendix B</th>
<th>Transfer from Appendix A to Appendix C</th>
<th>No common basis – postponed to a future revision</th>
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</thead>
<tbody>
<tr>
<td>Passing a signal at stop aspect with authorisation</td>
<td>running on sight</td>
<td>Written orders</td>
<td>running with caution</td>
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<tr>
<td>Failure of level crossing</td>
<td>Emergency call</td>
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<td>Procedure for arrival</td>
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<tr>
<td>Complete failure of front end lights</td>
<td>No authorisation for train movement at the expected time</td>
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<td>Speeds in degraded mode</td>
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<tr>
<td>Failure of voice radio communication (including GSM-R)</td>
<td>Departure of a train</td>
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<td>Immediate actions to prevent danger to trains</td>
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<td>Failure of the audible warning device</td>
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<tr>
<td>Failure/missing rear end signal</td>
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<td>Anomalies in lineside signalling</td>
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<td>Assistance to a failed train</td>
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Recommendation on general revision (3) – Appendix C on safety related communications

- Cleaned, clarified and restructured
- Fixed terms kept in TSI
- Agreed to request a study on the issue of safety benefits of fixed terms – Study launched in June 2014.
Before: collection of data elements that are:

- Necessary for train planning
- Part of the RINF
- Necessary for train operation
- Not relevant at all

Now: 2 sets of elements relevant for:

- RU’s preparation of the driver’s route book
- RU’s check of train’s compliance with the path
Recommendation on general revision (5) – Appendix T on braking performance (still under discussion at RISC level)
Extension of scope of TSI OPE to all other train crew members;
Revision of Chapter 4.6 on professional competences with consensus to:
  > Delete many requirements of TSI OPE that have become a repetition of the legislation;
  > Delete internal inconsistencies or repetitions between Chapter 4.6 and Appendix J to avoid potential misunderstanding of TSI OPE.
Revision of Appendix J on minimum elements relevant to professional qualification for the tasks associated with accompanying trains with 3 important elements:
  > Formal issue: to restructure Appendix J in order to take into account the changes brought in chapter 4.6;
  > New section on Knowledge on passenger safety - focused on 3 aspects:
    > Principles to ensure the safety of passengers;
    > Principles of communication;
    > Behavioural skills;
  > Attestation of training on passenger safety issues: ERA does not recommend the adoption of an attestation specifically targeted to this training.
Chapter 4.7 on health and safety conditions: verification that no conflict between the current requirements and extension of scope. Minor amendments to delete some inconsistencies. ERA’s proposal to treat revision of 4.7 of TSI OPE at the same time as for the revision of medical requirements for train drivers;

Appendix L on minimum elements relevant to professional qualification for the task of preparing trains: appendix adapted to the changes of chapter 4.6. No change in its content.

Language competence of other train crew members performing safety-critical tasks: Positive opinion given in RISC69 to adopt CEFR methodology and level B1 for drivers. CEFR should be also used for other train crew members but no agreement on the level required.
Appendix A of TSI OPE on ERTMS common operational principles and rules
The efficient cooperation of the WPs inside the CCM (*) process

CCS WG

Control Group

propose

coordinate and report

Operational Feedback

Operational Harmonisation

Technical WGs

Operational Rules

(*) Change Control Management
Commission Decision 2013/710/EU introduced version 3 of Appendix A which is now applicable.

- some ERTMS principles and rules have been recognised as to be generic for operation and consequently have been moved from Appendix A to Appendix B of the OPE TSI:
  - written orders
  - no authorisation for ERTMS train movement at the expected time
  - running on sight
  - departure of the train
  - taking measures in case of an emergency call
- plus some terms from the glossary

- extension of the scope of the ERTMS rules (including Level 3)

- evaluation of the impacts on the operational rules of a B3 train running on a B2 line -> “backward compatibility”
ETCS train data calculation
ERTMS harmonised marker boards (second set)
maintenance of the ERTMS operational rules
organisation of the panel of contributors for the feedback process
visit of lines / projects which are in operation / contracted
ETCS location marker

area to be passed with lowered pantographs

area to be passed with the main power switch switched off

ETCS level transition

GSM-R network
Making the railway system work better for society.