Rail Freight Corridor
North Sea – Baltic

Rail Freight Corridor North Sea – Baltic reply to topics raised by RAG speaker during Executive Board meeting in Rotterdam

30th March 2017
Berlin

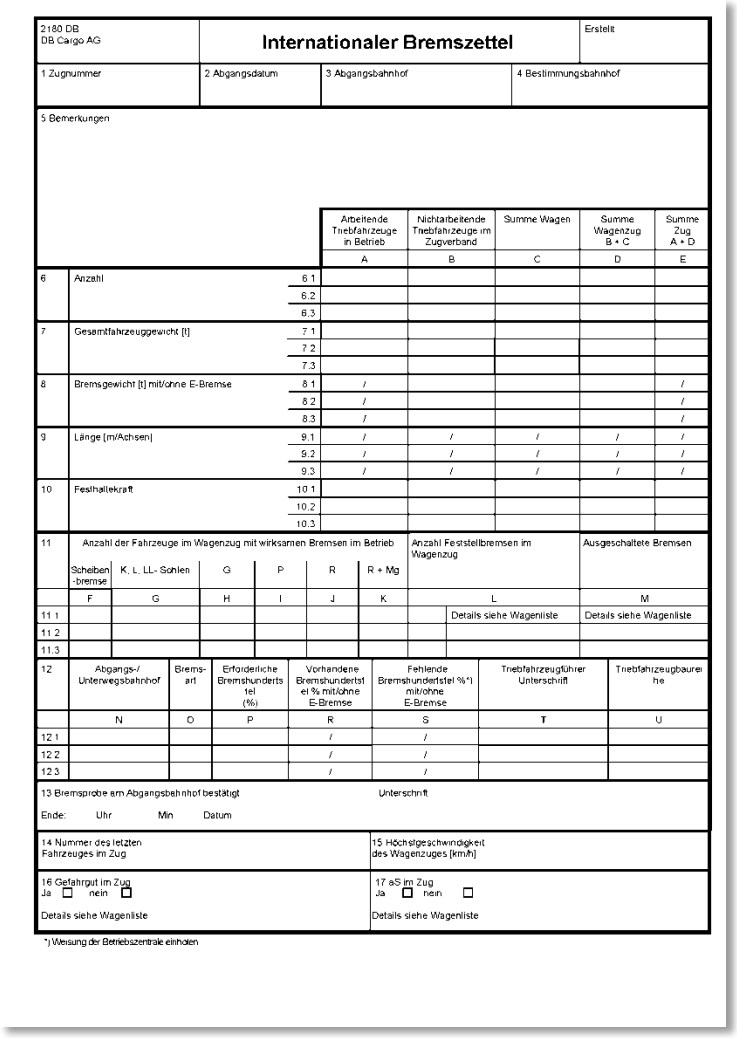
Mateusz Urasiński PL MoT
Jan Ilik CZ MoT
Weronika Karbowiak RFC NS-B

Co-financed by the European Union
Connecting Europe Facility

RAG topics and suggestions

- Harmonisation of Braking Sheets
- Information Requirements Beyond TAF TSI
- A Suggestion for a Communication Process Regarding Cross-Border Agreements

Harmonisation of Braking Sheets



2180 DB
DB Cargo AG

Internationaler Bremszettel

Erstellt

1 Zugnummer	2 Abgangsdatum	3 Abgangsbahnhof	4 Bestimmungsbahnhof

5 Bemerkungen

			Arbeitende Triebfahrzeuge in Betrieb	Nichtarbeitende Triebfahrzeuge im Zugverband	Summe Wagen	Summe Wagenzug B + C	Summe Zug A + D
			A	B	C	D	E
6	Anzahl	6.1					
		6.2					
		6.3					
7	Gesamtfahrzeuggewicht [t]	7.1					
		7.2					
		7.3					
8	Bremsgewicht [t] mit/ohne E-Bremse	8.1	/				/
		8.2	/				/
		8.3	/				/
9	Länge [m/Achsen]	9.1	/	/	/	/	/
		9.2	/	/	/	/	/
		9.3	/	/	/	/	/
10	Festhaltekraft	10.1					
		10.2					
		10.3					

11	Anzahl der Fahrzeuge im Wagenzug mit wirksamen Bremsen im Betrieb							Anzahl Feststellbremsen im Wagenzug		Ausgeschaltete Bremsen
	Scheiben-bremse	K, L, LL- Sohlen	G	P	R	R + Mg				
	F	G	H	I	J	K		L		M
11.1								Details siehe Wagenliste		Details siehe Wagenliste
11.2										
11.3										

12	Abgangs-/ Unterwegsbahnhof	Brems-art	Erforderliche Bremshundertstel (%)	Vorhandene Bremshundertstel % mit/ohne E-Bremse	Fehlende Bremshundertstel %*) mit/ohne E-Bremse	Triebfahrzeugführer Unterschrift	Triebfahrzeugbaureihe
	N	O	P	R	S	T	U
12.1				/	/		
12.2				/	/		
12.3				/	/		

13 Bremsprobe am Abgangsbahnhof bestätigt Unterschrift

Ende: Uhr Min Datum

14 Nummer des letzten Fahrzeuges im Zug	15 Höchstgeschwindigkeit des Wagenzuges [km/h]
16 Gefahrgut im Zug Ja ☐ nein ☐ Details siehe Wagenliste	17 aS im Zug Ja ☐ nein ☐ Details siehe Wagenliste

*) Weisung der Betriebszentrale einholen

- <u>Perception of the current situation by DB Cargo:</u>
  - In Poland (on PKP PLK network), the international braking sheet model “East” (languages DE, CZ, PL) is accepted for international trains but not for national trains.
- <u>Questions:</u>
  - Does this perception reflect reality?
  - If yes:
    - What are the reasons for this distinction?
    - What could / should be done to remove this distinction?

Harmonisation of Braking Sheets – PL MoT reply

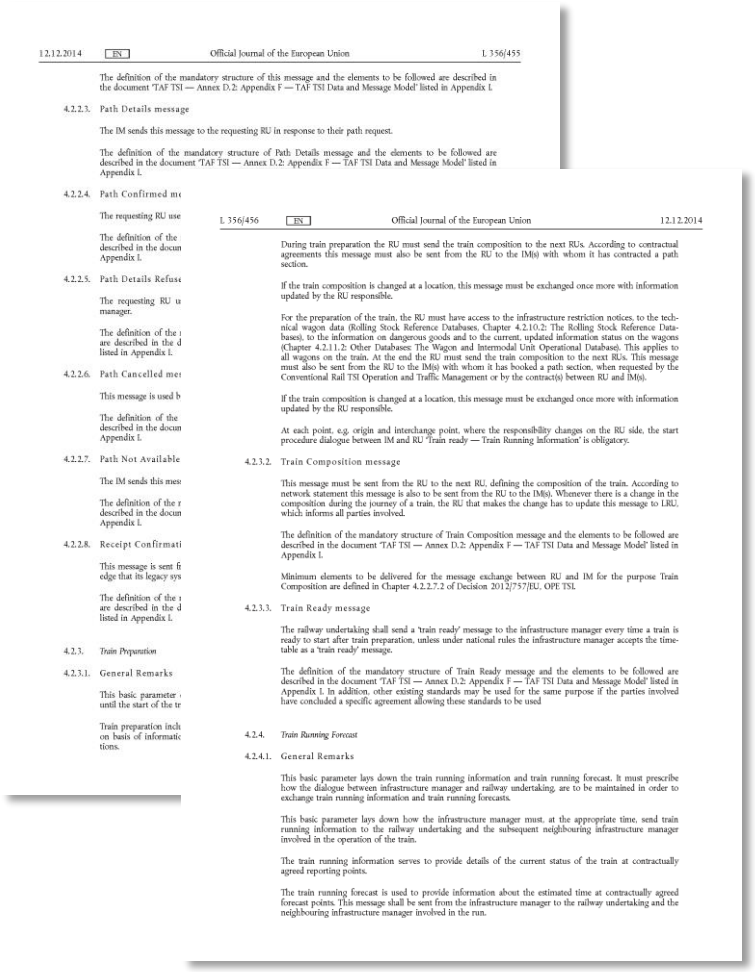
- Regulation of the Minister of Transport of 2nd of November 2006 regarding the documents which should be in a railway vehicle describes the braking sheets model set out in Annex 1 to the Regulation;
  - This provision applies to trains running in national traffic.

- The Regulation states that for an international train braking sheet may be issued according to the model established between:

1. Railway Undertakings responsible for train run;
2. Railway Undertaking and Infrastructure Manager of the state to which the train enters;
3. Railway Undertaking and the Railway Management of the state to which the train enters.

- PL MoT considers starting investigation on possible harmonisation of Braking Sheet model in Poland.
- On top of that UIC is working on unification of the International Braking Sheet model in Europe.

Information Requirements Beyond TAF TSI



12.12.2014 EN Official Journal of the European Union L 356/455

The definition of the mandatory structure of this message and the elements to be followed are described in the document 'TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model' listed in Appendix I.

4.2.2.3. Path Details message

The IM sends this message to the requesting RU in response to their path request.

The definition of the mandatory structure of Path Details message and the elements to be followed are described in the document 'TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model' listed in Appendix I.

4.2.2.4. Path Confirmed me

The requesting RU use

The definition of the
described in the docun
Appendix I.

4.2.2.5. Path Details Refuse

The requesting RU u
manager.

The definition of the
are described in the d
listed in Appendix I.

4.2.2.6. Path Cancelled me

This message is used b

The definition of the
described in the docun
Appendix I.

4.2.2.7. Path Not Available

The IM sends this mes

The definition of the
described in the docun
Appendix I.

4.2.2.8. Receipt Confirmati

This message is sent fi
edge that its legacy sys

The definition of the
are described in the d
listed in Appendix I.

4.2.3. *Train Preparation*

4.2.3.1. General Remarks

This basic parameter
until the start of the tr

Train preparation incl
on basis of informatio
tions.

L 356/456 EN Official Journal of the European Union 12.12.2014

During train preparation the RU must send the train composition to the next RUs. According to contractual agreements this message must also be sent from the RU to the IM(s) with whom it has contracted a path section.

If the train composition is changed at a location, this message must be exchanged once more with information updated by the RU responsible.

For the preparation of the train, the RU must have access to the infrastructure restriction notices, to the technical wagon data (Rolling Stock Reference Databases, Chapter 4.2.10.2: The Rolling Stock Reference Databases), to the information on dangerous goods and to the current, updated information status on the wagons (Chapter 4.2.11.2: Other Databases: The Wagon and Intermodal Unit Operational Database). This applies to all wagons on the train. At the end the RU must send the train composition to the next RUs. This message must also be sent from the RU to the IM(s) with whom it has booked a path: section, when requested by the Conventional Rail TSI Operation and Traffic Management or by the contract(s) between RU and IM(s).

If the train composition is changed at a location, this message must be exchanged once more with information updated by the RU responsible.

At each point, e.g. origin and interchange point, where the responsibility changes on the RU side, the start procedure dialogue between IM and RU 'Train ready — Train Running Information' is obligatory.

4.2.3.2. Train Composition message

This message must be sent from the RU to the next RU, defining the composition of the train. According to network statement this message is also to be sent from the RU to the IM(s). Whenever there is a change in the composition during the journey of a train, the RU that makes the change has to update this message to LRU, which informs all parties involved.

The definition of the mandatory structure of Train Composition message and the elements to be followed are described in the document 'TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model' listed in Appendix I.

Minimum elements to be delivered for the message exchange between RU and IM for the purpose Train Composition are defined in Chapter 4.2.2.7.2 of Decision 2012/757/EU, OPE TSI.

4.2.3.3. Train Ready message

The railway undertaking shall send a 'train ready' message to the infrastructure manager every time a train is ready to start after train preparation, unless under national rules the infrastructure manager accepts the timetable as a 'train ready' message.

The definition of the mandatory structure of Train Ready message and the elements to be followed are described in the document 'TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model' listed in Appendix I. In addition, other existing standards may be used for the same purpose if the parties involved have concluded a specific agreement allowing these standards to be used

4.2.4. *Train Running Forecast*

4.2.4.1. General Remarks

This basic parameter lays down the train running information and train running forecast. It must prescribe how the dialogue between infrastructure manager and railway undertaking, are to be maintained in order to exchange train running information and train running forecasts.

This basic parameter lays down how the infrastructure manager must, at the appropriate time, send train running information to the railway undertaking and the subsequent neighbouring infrastructure manager involved in the operation of the train.

The train running information serves to provide details of the current status of the train at contractually agreed reporting points.

The train running forecast is used to provide information about the estimated time at contractually agreed forecast points. This message shall be sent from the infrastructure manager to the railway undertaking and the neighbouring infrastructure manager involved in the run.

- Chapter 4.2.3 of TAF TSI (“Train preparation”) stipulates a number of messages to be sent from the RU to the IM prior to the movement of a train.

- SŽDC additionally requires name and telephone number of the train driver.
  - What are the reasons behind this requirement beyond TAF TSI?
  - What telephone number is meant?

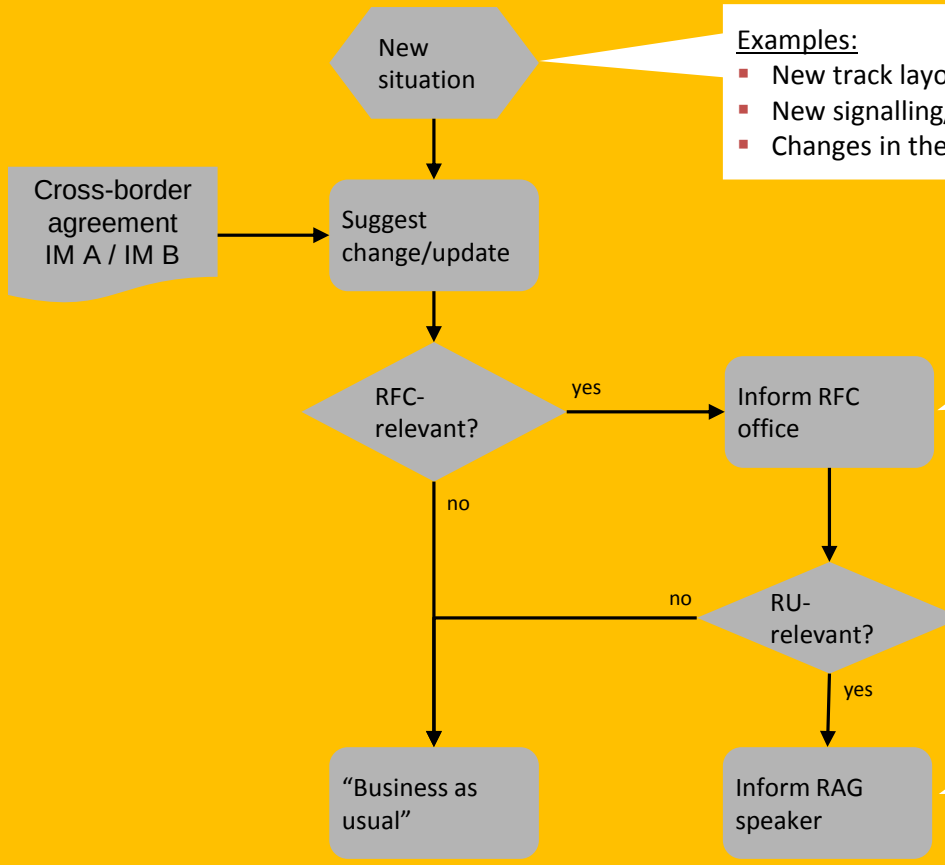
Information Requirements Beyond TAF TSI - CZ MoT reply

- SŽDC Network Statement requires in compliance with TSI TAF an entry information “Train Ready” which includes a contact detail to the train driver, which may be:
  - GSM-R,
  - standard radio,
  - or even public GSM telephone connection which is also accepted from the SŽDC.

- There are no additional requirements on RFC NS-B lines.

- It depends on Railway Undertaking which type of communication channel provides.

Suggestion for a Communication Process Regarding Cross-Border Agreements



Examples:
- New track layout in border station
- New signalling/communication system (e.g. ETCS)
- Changes in the legal framework (e.g. safety rules, environmental rules)

Who should inform whom?
- The officer responsible for drafting the cross-border agreement on behalf of IM A informs RFC representative of IM A
- The officer responsible for drafting the cross-border agreement on behalf of IM B informs RFC representative of IM B

What will RAG speaker do then?
- Inform RAG members
- Forward eventual questions from RUs to RFC office and wait for response
- Communicate with RFC office on eventual further steps if need be (e.g. bringing topic to next RAG meeting)

New Communication Process Regarding Cross-Border Agreements – RFC NS-B reply

- Communication process regarding the cross-border agreements is not a corridor responsibility. Each Infrastructure Manager informs Railway Undertakings which are licensed to run trains on respective IM's network. RU's should address directly the IM's – introducing an extra step in the communication between the IM and the RU will not improve the communication process.

- Changing the existing communication process would create a safety issue, if the communication for border points on the corridor is different for the communication for border points out of the corridor, IMs are not assured that the communication is received by all relevant partners.

- List of Border Agreements binding on RFC NS-B border sections is available on corridor website under the link: www.rne.eu/download/items/tmi-final-data-collection. Information is gathered by RNE and updated every year for almost every corridor.