

Rail Technical and Operational Issues affecting Interoperability - Logbook

Explanatory document

I. Background

The Issues Logbook project was initiated in March 2017. The objective is to identify interoperability barriers hampering international rail freight traffic, especially along the Rail Freight Corridors. The Issues Logbook has been set up as a tool for signalling information on technical and operational issues.

Following the Rastatt incident in summer 2017 and subsequent work on the contingency handbook, linked among others with cross border interoperability problems, the importance of the Issues Logbook was again highlighted.

RFCs and the sector were reminded to provide inputs on issues. DG MOVE prepared this "version 1" of the Issues Logbook on that basis.

The aim of the re-launch of the issues logbook in spring 2018 is to create an efficient process involving the sector (including RFCs/RUs/IMs), national authorities and ERA/COM to tackle and solve concrete operational interoperability issues, as they continue to hamper rail freight transport and seriously limit the benefits expected from infrastructure improvements.

II. Purpose

The Issues Logbook lists key technical operational issues encountered by rail freight. This compiling of issues allows the assignment of tasks to the most relevant and competent actors, and it will avoid duplication of work on the same problems through several channels.

This document will also enable the prioritisation of issues according to their impact and scale, as well as monitoring the progress achieved. The Logbook is meant to be a living document, new inputs can be added by stakeholders, and amendments can be made to existing issues. Issues will be closed when deemed resolved.

III. Content

The logbook is mainly "fed" by on-the-ground experience of the RFCs, with further inputs from the other rail actors, ERA and the Commission. This Logbook will only deal with technical operational issues. Language barriers, train driver licenses and market related issues will be dealt with through other channels (Annex I shows a table of issues raised belonging to these categories, specifying in which context they are being handled).

Each issue will have a description, list of affected RFCs, envisaged solutions, an analysis, an impact assessment (money/time), level of priority, responsible actors and defined next steps.

The issues retained in the Logbook have been grouped in the following larger themes:

- Braking
- Tail plates vs tail lights
- Train composition
- Checks at borders and within MS
- Other issues

IV. Next steps

Stakeholders are invited to signal if they are affected by a particular issues, and if yes, provide information on the impact (money/time) of each issue in order to support prioritisation.

Analysis of the Logbook shows that the resolution of a significant number of the issues raised requires actions at several levels:

1. Action at Member State level to clean up National Rules (NRs) that have become obsolete following the development of the OPE TSI, or even contradictory with the OPE TSI or other EU legislation.

DG MOVE/ERA will focus their activities on the cleaning up of National Rules and on supporting the sector in resolving the related issues. ERA/DG MOVE are preparing a paper explaining the objectives, the implementation process, the deadlines and the impact of the required notification of National Rules, or of the lack thereof.

2. Action at sector level (RFCs/RUs/IMs) to develop harmonised templates, identify and apply best practices and increase trust between the stakeholders involved.
3. Sometimes further regulatory or implementation measures will be needed.
4. Workshops bringing together several RFCs affected by the same issue and ERA in order to discuss concretely how to solve these issues. These workshops will identify what further actions can be undertaken to improve interoperability and resolve the issues.
5. Where useful, case studies can be led on specific border crossings concretely analysing and developing solutions to the issues, where relevant with the support of ERA. DG MOVE and ERA are also open support to join case studies already set up at bilateral level where relevant.

It is expected that the sector will take the lead in carrying out the actions that are necessary in addition to the cleaning up of the National Rules.

V. Transparency and monitoring of progress

The Commission intends to announce the issues Logbook at the TEN-T days' rail freight session on 26 April and introduce the Issues Logbook and this accompanying paper at a joint meeting with the RFCs, the RU Dialogue and PRIME groups on the 15th of May 2018.

This meeting will be the first of yearly meetings held regarding the Issues Logbook, at which the following will be raised:

- Discussion of current issues, update of their prioritisation if relevant
- Closure of resolved issues
- Addition of new issues and their prioritisation
- Decision on sector coordinator for issues

The Issues Logbook will also undergo a progress update every 3 months. For this update the sector coordinators primarily but also interested stakeholders are invited to keep DG MOVE informed on the following points:

- Validity of the information provided in the Issues Logbook
- Updates on progress and deadlines of next steps

The Commission will publish the Logbook on the DG MOVE website.

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Annex I – Reported Issues outside the Scope of the Logbook

Title	Description of the issue	Relevant framework
Operational language - agreements	Need of more possibilities to have agreements at the border and bilateral agreements between the IMs.	Directive 2016/882/EC. EC works on legal basis for Pilots for TD having a level lower than B1 and measure to reach an equivalent safety level.
Extension of concept of European driver's licence to operational rules	Education of drivers is strictly country related. Delineation in terms of content between European train drivers licence and complementary certificates.	Proposal for a revised TDD to be adopted by the next Commission
Coordination of / Information on works (Temporary Capacity Restrictions)	Problems with obtaining, compiling and processing data from IMs relating to Temporary Capacity Restrictions (TCRs). Need to improve the coordination of possessions: ** to define and implement harmonised rules between the IMs regarding works impacting the border points in order to exclude or to minimise the impact on the traffic. ** to alert on a systematic basis when works cause conflicts in traffic.	RFC governance structures, implementation by IMs of Annex VII of Directive 2012/34, update and implementation of RNE guidelines
Coordination of / Information of contingency measures	Case of "Rastatt" - Handling of international disruptions.	Contingency management of IMs and RUs, for international disruptions based on the Handbook on International Contingency Management
Priority rules	A common priority concept of corridor trains is missing among IMs.	Traffic Management of IMs and RFCs
Internationally harmonized process and rules for PaPs	An essential precondition for implementation of useable high quality PaP-product is one common international process and homogenous rules for all RFCs and IMs for complete process flow starting from creation of PaPs across all process steps till Active Timetable. In the current situation PaPs will be created and managed by IMs and RFCs in a different, partially contradictory, way due to the national guidelines and procedures.	RFC governance structures and C-OSSs