Italy Template
for National Implementation Plan of
TSI OPE 2015/995 of 8 June 2015

In order to fill-in the table, it is important to refer to the implementation principles and guidelines referred to in paragraphs 7.1 and 7.2 of Commission Regulation (EU) on TSI OPE 2015/995 of 8 June 2015.

For Member States, it is important to note that most of the elements required in Questions 1 and 2 should be contained in the SMS of the Railway Undertakings and Infrastructure Managers.

Finally, the lines highlighted in yellow are the new requirements set out in the TSI OPE 2015/995 for which the national implementation plans shall be notified to the Commission by 1 July 2017 at the latest. All other requirements relate to Commission Decision 2012/757/EU on TSI OPE for which the national implementation plans should have been notified to the Commission by 31 December 2014.

As general remarks.

Many of the requirements of TSI OPE are not applicable because of their lack of coherence with the safety system in the Italian rules framework. The implementation of all the requirements is possible only after the adoption of a coherent and self-consistent TSI OPE from the definition of the safety principles to the safety procedures. Therefore, the TSI OPE should be further developed by means of harmonisation of other fundamental operational principles and improving its implementation. As it is written in point 7 of the TSI OPE: “It is commonly understood that the full implementation of all elements of this TSI cannot be complete until the hardware (infrastructure, control and command, etc.) that is to be operated has been harmonised”. In fact, the introduction of the rules without a gap analysis with the existing system done by the IM could jeopardise the safety and coherent system in the member
state. Instead, developing the TSI OPE in coherence with the other TSIs permit to avoid the use of National Rules and give to the Member State the possibility to implement the TSI OPE.

Therefore, this Template for the Implementation plan has to be seen as an initial phase supporting the migration to the target system. In fact, in this Template in “Question 1” is possible to find the answer “In force” because the requirement is fulfilled on the base of National rules, and in “Question 3 and 4” there are some reasons for maintain the National Rules and the changes suggested (needed) in TSI OPE.

LEGENDA: AMS=Attribuzioni in materia di sicurezza della circolazione ferroviaria; RCF= Regolamento per la circolazione ferroviaria; NQP=Norme per la qualificazione del personale impiegato in attività di sicurezza della circolazione ferroviaria; COR= Common Operating Rules (Appendix B TSI); PIR= Prospetto informativo della rete (NS);

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<tr>
<td>4.2.1.2 Documentation for drivers</td>
<td>In force</td>
<td>Explanation: SMS of RUs</td>
<td>a) Yes ☐ No ☐ Reference: AMS p. 2.3, 3.3, 3.5.1. RCF 2.20, 3.7. b) Yes ☐ No ☐ Justification: It is not possible withdraw the rules because they refer also to other safety related personnel.</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: To avoid misunderstandings, the information related to the interface operations</td>
<td>Who is the actor responsible for this process?</td>
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<td>4.2.1.2.1 Drivers rule book</td>
<td>In force for the most of RUs.</td>
<td>Explanations: SMS of IM and RUs</td>
<td>a) Yes □ No □ Reference: The requirement is not imposed by any NSR. The IM has the responsibility to writes the interface procedures between IM and RU personnel</td>
<td>Specific case: □ Common operational rule/principle to be developed in appendix B: □ Deficiency: □ Justification: It is not possible to define the requirements if it is not clearly defined; Which is the aim of the rule book? Is it related only to operations? Is it used as training book? Is it</td>
<td>RU □ IM □ Other □, please state:</td>
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mandatory for the driver to bring the rule book during the journey? How it is possible to guarantee the same format, and contents, for all the RUs without identify the format of the data the IMs has to deliver to the RUs? Moreover, it should be distinguished between the internal rules of each operator and the interface rules between drivers and signalman (interface rules IMs).
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<td>personnel/RU personnel) that should be the aim of TSI OPE. At the end, should be identified the entity in charge for writing the interface rules. For example, in Italy the IM writes the interface rules applying the safety principles and rules stated in TSI OPE, in RCF and in the others relevant national laws. Therefore, in order to avoid</td>
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Incoherent behaviours or misunderstandings between the operating personnel of IMs and RUs, the interface rules shall be identical for all the RUs operating on the same network (IM and RUs should refer to the same rules). Just to avoid misunderstanding between the signaller and the driver, the interface rules should be participated by
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Who is the actor responsible for this process?

each operator to its personnel exactly as they are written by the entity in charge of it.
In the Rules book the interface’s rules for different infrastructures have to be presented in the same format therefore the entities in charge to write the rules have to provide the rules in a “standard format”. Consequently, it is needed the
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<td>standardization of the sources.</td>
<td>Who is the actor responsible for this process?</td>
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<td>4.2.1.2.2 Description of the line and the relevant line-side equipment associated with the lines worked over</td>
<td>In force</td>
<td>In force.</td>
<td>Explanation: SMS of IM and RUs RFI (IM) provides the RUs with the relative information. (The route books are also available on RFI’s website). Any modification to the information contained within the route book is provided in due time (30 days before) by an IT system to the concerned RUs</td>
<td>a) Yes ☑ No ☐ Reference: AMS p. 2.3, 3.5.1. RCF p. 2.20 RFI (IM) writes the DEL (Disposizioni di Esercizio delle Linee). b) Yes ☑ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Justification: The requirements should be better defined In order to avoid errors it’s better to transmit to personnel the documents (for example Fascicoli linea) written by IM rather than receive them in an</td>
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<td>Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised?</td>
<td>internal documents of RUs Which means “description of the line”? Which is the difference with the following paragraph 4.2.1.2.2.1?</td>
<td>Who is the actor responsible for this process?</td>
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<td>4.2.1.2.2.1 Preparation of the Route Book</td>
<td>In force</td>
<td>SMS of IM and RUs The IM provides the information to the RUs in a format that is the same for all the RUs (Fascicoli linea).</td>
<td>a) Yes☑ No☐ Reference: RCF 2.20; 4.12 b) Yes☐ No☒ Justification: The rules are related also to signalman and other safety related personnel that use the same information.</td>
<td>Specific case: ☐ Common operation rule/principle to be developed in appendix B: ☐ Deficiency: ☑ There is a lack of requirements about the format (the IMs should present the information to the</td>
<td>RU☐ IM☐ Other ☐, please state:</td>
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<td>RUs in the same format). If the digital system is used to provide the information could be easier, for the RUs, to match the requirements (one single “Route book” for each train).</td>
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<td>List of minimum data to communicate. At least the driver needs of the following information:</td>
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and operation issue

2. The route book (information on the lineside signals, speed, stations, etc.) related to the single train. The general information about the line between two or more cities: i.e. type of operation, type of line, number of track, length of the minimum track, service, etc., (to be developed in detail). TSI OPE should take into
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<td>account in annex D the progressive implementation of the RINF as an harmonized tool to provide information for the compilation of route books.</td>
<td>Who is the actor responsible for this process?</td>
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<td><strong>4.2.1.2.2.2</strong> Modifications to information contained within the Route Book</td>
<td>In force.</td>
<td>SMS of IMs and RUs. The IM provide the information to the RUs in due time before the application of the modifications</td>
<td>a) Yes☐ No☐ Reference: RCF p. 2.20; 4.12 AMS p. 3.5.1 b) Yes☐ No☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☒ Justification: Define the timing (minimum time) for the delivery of modifications. Any modification of the</td>
<td>RU☒ IM☒ Other ☐, please state:</td>
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<td>before the train</td>
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<td>leaving or arrive</td>
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<td>When has this requirement been implemented or when do you plan to be</td>
<td>How is this requirement implemented in your MS?</td>
<td>a) Do you have any specific National Rule (NR) that relate to this? What is</td>
<td>Does this requirement mean that you need a specific case or that a specific</td>
<td>Who is the actor responsible for this process?</td>
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<td>compliant with this requirement?</td>
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<td>the reference/title of the NR?</td>
<td>common operational principle/rule should be developed in Appendix B or that a</td>
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<td>b) Can this NR be withdrawn? If not, please explain why not?</td>
<td>deficiency in the TSI should be raised?</td>
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<td>front of the infrastructure modification (e.g. speed reduction). The RU has</td>
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<td>to adopt an internal organization capable to inform the driver before the</td>
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<td>departure. In case the RU uses technological device, as tablet, to provide</td>
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<td>the operational prescriptions to the drivers, it will be possible send the</td>
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<td>information in a digital format. Set up a principle on the mandatory</td>
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<td>4.2.1.2.2.3 Informating the driver in real time</td>
<td>In force.</td>
<td>SMS of IM and RUs. The IM gives the prescription directly to the driver</td>
<td>a) Yes □ No X</td>
<td>Specific case: □ Common operational rule/principle to be developed in Appendix B: □ Deficiency: □ Set up a principle on the mandatory spot delivery of particular doping etc.</td>
<td>RU □ IM □ Other □, please state:</td>
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<td>b) Can this NR be withdrawn? If not, please explain why not?</td>
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**reading of prescriptions before the departure. It is necessary to introduce a specific rule on the necessity of the driver to read the prescriptions before the departure.**
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<td>b) Can this NR be withdrawn? If not, please explain why not?</td>
<td>Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised?</td>
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<td>prescriptions before the safety modification is in force (where delivery the prescription to the driver). The prescriptions related to safety issue (e.g. temporary speed reduction, etc.) not protected by the safety systems (ATC-ATP) have to be delivered to the driver close to the speed reduction where it on has to be respected (directly on the protected site: e.g.)</td>
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<td>Who is the actor responsible for this process?</td>
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|                     | When has this requirement been implemented or when do you plan to be compliant with this requirement? | How is this requirement implemented in your MS? | a) Do you have any specific National Rule (NR) that relate to this? What is the reference/tile of the NR?  
b) Can this NR be withdrawn? If not, please explain why not? | Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised? | Who is the actor responsible for this process? |
| 4.2.1.2.3 | Timetables | In force. | Explanation: SMS of IM and RUs. These information are provided by an IT system to the concerned RUs that could print the timetable | a) Yes☐ No☐  
Reference: “Istruzione per il servizio del personale di condotta delle locomotive” (NOTIF IT - IT-4-637-2)  
b) Yes☐ No☐  
Justification: Specific case: ☐  
Common operational rule/principle to be developed in appendix B: ☐  
Deficiency: ☒  
Justification: Define the scope of timetable.  
If the "Timetable" is related only to commercial issue it is not relevant in railway safety operation. If the timetable refers to operation rules (e.g. operational orders as in the case the train | RU☐ IM☐  
Other ☐, please state: |
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<tr>
<td>4.2.1.2.4 Rolling stock</td>
<td>In force.</td>
<td>Explanation: SMS of IM and RUs</td>
<td>a) Yes Yes No No Reference: RCF p. 3.7 (DPC) for the Rolling stock. RCF p. 16 for the failure of rolling stock.</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Justification:</td>
<td>RU ☑ IM ☑ Other ☐, please state:</td>
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<td>Who is the actor responsible for this process?</td>
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<tr>
<td>RCF p. 18 for the interface with the despatcher.</td>
<td>a) Yes ☑ No ☐</td>
<td>No room for this requirement. The part of the requirement about the train characteristics is out of scope of TSI OPE (internal document of RU). The part of interface between driver and train dispatcher is part of rule book (see requirement 4.2.1.2.1)</td>
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<td>Documentation for railway undertaking staff other than drivers</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs</td>
<td>a) Yes ☑ No ☐ Reference: AMS p. 2.3; 3.5.1 b) Yes ☐ No ☑ Justification: The AMS establishes that the personnel</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑</td>
<td>RU ☑ IM ☐</td>
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<td>4.2.1.3</td>
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<td>Other ☐, please state:</td>
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| Documentation for infrastructure managers staff authorising train movements | In force    | Explanation: SMS IM.                                                       | a) Yes☑ No☐ Reference: RCF 4.13 RFI's interface operational rule “Disposizione n.1/2014” (NOTIF IT: IT-S-7232)  
b) Yes☐ No☒ Justification: OPE TSI doesn’t include specific written order | Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Justification: OPE TSI doesn’t include specific written order | Who is the actor responsible for this process? |

RUC IM ☒ Other ☐, please state:
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b) Can this NR be withdrawn? If not, please explain why not? | Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised? | related to not ETCS lines | related to not ETCS lines |
| 4.2.1.5 Safety related communication between train crew, other railway undertaking staff and staff authorising train movements | In force. | Explanation: SMS of IM and RUs | a)Yes☑ No☒ Reference: NQP.  
b)Yes ☒ No☒ Justification:  
The NQP precise the certification of the language knowledge for all the safety personnel. | Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☒ Deficiency: ☑ Justification: In TSI OPE there is a lack of identification of these personnel and the tasks they perform (when they have to speak with the IM's personnel, ...). Adoption of standard phraseology for common safety | RU☑ IM☒ |
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<td>Who is the actor responsible for this process?</td>
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<tr>
<td>4.2.2.1.1 Train visibility – general requirement</td>
<td>In force</td>
<td>Explanation: SMS RUs</td>
<td>a) Yes ☑ No ☐ Reference: 4.11 RCF RFI RS</td>
<td>Specific case: ☐ Common operational rule/principle to be</td>
<td>RU ☑ IM ☐</td>
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<td>How is this requirement implemented in your MS?</td>
<td>a) Do you have any specific National Rule (NR) that relate to this? What is the reference/title of the NR? b) Can this NR be withdrawn? If not, please explain why not?</td>
<td>b) Yes ☑ No ☐</td>
<td>developed in appendix B: ☐</td>
<td>Why a train has to be made visible in an interoperable railway system where trains are detected automatically. We wonder if it is the case to manage also the lateral visibility of train.</td>
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<tr>
<td>4.2.2.1.2 Front end lights</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs.</td>
<td>a) Yes ☑ No ☐</td>
<td>Specific case: ☐</td>
<td>Common operational rule/principle to be developed in appendix B: ☐</td>
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<td>Reference: RCF p. 3.2 (last dash) and 4.11 RFI RS b) Yes ☑ No ☐</td>
<td>RU ☑ IM ☑</td>
<td>IM for the interface rules</td>
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<td>Other ☑, please state:</td>
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<td>Who is the actor responsible for this process?</td>
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<td>4.2.2.1.3 Rear end lights</td>
<td>In force.</td>
<td>Explanation: SMS of IM and RUs</td>
<td>a) Yes ☑ No ☐ Reference: RCF 4.11 RFI AS b) Yes ☑ No ☐</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: The need of rear end lights is related to obsolete</td>
<td>RU ☑ IM ☑ (IM for the interface rules) Other ☐, please state:</td>
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<td>Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised?</td>
<td>block system and should be moved under National Safety rules. If these obsolete system are still common in Europe, then it is needed harmonize the rear end signal in order to manage the transition period</td>
<td>Who is the actor responsible for this process?</td>
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<p>| 4.2.2.1.3.1 Passenger trains | In force. | Explanation: SMS of IM and RUs | a) Yes ☑ No ☐ Reference: RCF 4.11 RFI RS b) Yes ☑ No ☐ Justification: | Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: | RUI ☑ IM ☑ (IM for the interface rules) Other ☐, please state: |</p>
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<tr>
<td>4.2.2.1.3.2 Freight trains in international traffic</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs</td>
<td>a) Yes ☑ No □ Reference: RCF 4.11 b) Yes ☑ No □ Justification:</td>
<td>Specific case: □ Common operational rule/principle to be developed in Appendix B: □ Deficiency: ☑ Justification: As 4.2.2.1.3</td>
<td>RU ☑ IM □ (IM for the interface rules) Other □, please state:</td>
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<tr>
<td>4.2.2.1.3.3 Freight trains not crossing a border between Member States</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs In RFI it is in implementation on trial site.</td>
<td>a) Yes ☑ No □ Reference: RCF 4.11 RFI RS b) Yes ☑ No □ Justification:</td>
<td>Specific case: □ Common operational rule/principle to be developed in Appendix B: □ Deficiency: ☑ Justification:</td>
<td>RU ☑ IM □ (IM for the interface rules) Other □, please state:</td>
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<tr>
<td>4.2.2.2 Train audibility – general requirement</td>
<td>In force</td>
<td>Explanation: SMS of RUs</td>
<td>a) Yes ☑ No □ Reference: RCF 3.2 (8th dash) b) Yes ☑ No □ Justification:</td>
<td>Specific case: □ Common operational rule/principle to be</td>
<td>RU ☑ IM □ Other □, please state:</td>
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<td>Train audibility – control</td>
<td>In force.</td>
<td>Explanation: SMS of RUs</td>
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<td>4.2.2.3</td>
<td>Vehicle identification and Appendix H</td>
<td>In force.</td>
<td>Explanation: SMS of RUs</td>
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<td>a) Yes ☐ No ☑ Reference:</td>
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<td>b) Yes ☐ No ☑ Justification:</td>
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<td>Specific case: ☐ Common operational rule/principle to be developed in Appendix B: ☑ Deficiency: ☑ Justification: No room in TSI OPE. Move to TSI LOC and PASS</td>
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<td>RU ☐ IM ☑ Other ☐, please state:</td>
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<tr>
<td>4.2.2.4.1 Safety of load</td>
<td>In force</td>
<td>Explanation: SMS of RUs</td>
<td>a) Yes ☑ No ☐ Reference: RCF 7 b) Yes ☑ No ☐ Justification: AMS 2.3 In RCF 7 it is possible withdrawn only the part related to the load of vehicle</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification:</td>
<td>RU ☑ IM ☑ Other ☐, please state:</td>
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<tr>
<td>4.2.2.4.2 Safety of passengers</td>
<td>In force.</td>
<td>Explanation: SMS of RUs</td>
<td>a) Yes ☑ No ☐ Reference: AMS 2.3 RCF 4.28; 7; 24. b) Yes ☑ No ☐ Justification: RCF 4.28 is a requirement about the safety of passengers related to the trains characteristics and specific services.</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: The RU should to evaluate any specific type of service and decide if it is necessary some additional requirement for the safety of passengers</td>
<td>RU ☑ IM ☐ Other ☐, please state:</td>
</tr>
<tr>
<td>4.2.2.5 Train composition</td>
<td>In force.</td>
<td>Explanation: SMS of RUs</td>
<td>a) Yes ☑ No ☐ Reference: RCF p. 1.6, 3.1, 4.3, 6.2 b) Yes ☑ No ☐</td>
<td>Specific case: ☐ Common operational rule/principle to be</td>
<td>RU ☑ IM ☐ Other ☐, please state:</td>
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<p>|                     |                                                                          |                                                                                                                                                                                                             | Justification: First paragraph: the infrastructure characteristics and the compatibility of the trains should remain independent from the allocated path.                                                   | developed in appendix B: ☐ Deficiency: ☑ Justification: The requirements of the train composition should refer only to safety related principles. Instead of allocated path it is better to refer to the train compliance with the infrastructure. (Allocated path is related more to commercial issue e.g. speed to maintain the timekeeping, stops for commercial reason, etc...). Is |</p>
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<td>Minimum requirements of the braking system</td>
<td>In force</td>
<td>Explanation: SMS of RUs</td>
<td>a) Yes☑ No☐</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑</td>
<td>RU☑ IM☐ Other ☐, please state:</td>
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<td>4.2.2.6.1</td>
<td></td>
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<td>Reference: RCF 6.6, 6.7. b) Yes☐ No☒</td>
<td>Justification: The rules about the braking system is more complex (there are many principles to be respected as: graduality, efficiency, etc.)</td>
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<td>4.2.2.6.2</td>
<td>Braking performance and maximum speed allowed</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs. (By means of an RFI interface operational rule.)</td>
<td>a) Yes ☑ No ☐ Reference: RCF 2.20, 4.1, 4.12, 4.16 chapter 6 e 7 of RCF Disp. RFI 18/2015 b) Yes ☑ No ☐ Justification: If TSI OPE will include the principles it is possible delete the NSR.</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ some specific requirements have to be detailed for safety operation as: • Command of the braking system from device in the front end cab. • Graduality during the braking and in the brake release phases.</td>
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continuative use, etc.
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<tr>
<td>4.2.2.7.1 Ensuring the train is in running order – general requirements</td>
<td>In force</td>
<td>Explanation: SMS of RUs</td>
<td>a) Yes ☑ No ☐</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Justification: The TSI OPE should contain:</td>
<td>RU ☑ IM ☐ Other ☐, please state:</td>
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<tr>
<td>4.2.2.7.2</td>
<td>Data required</td>
<td>In force</td>
<td>Explanation:</td>
<td>a) Yes ☑ No ☐</td>
<td>Specific case: ☐ RU ☑ IM ☑</td>
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Justification: No, because the NRs contain more detailed prescriptions

- the principle that a train has to be checked before the departure;
- the detailed interface procedures between IM and RUs; and
- leave to the operators to write down their own internal procedures in compliance with the principles, the interface procedures and their SMS.
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<td>SMS of IM and RUs</td>
<td>Some of these data are requested in the NS.</td>
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<td>Reference: RCF 10.6 when changes to the train data about safety operation occurred.</td>
<td>Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Justification: Some of these data are related to NS and are duplicated 4.2.3.2 when are referred to safety operational data</td>
<td></td>
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<tr>
<td>4.2.2.8</td>
<td>Requirements for signal and lineside marker signalling</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs</td>
<td>a) Yes ☑ No ☐ Reference: RCF p 5.3, 5.6 RFI RS art. 54 b) Yes ☑ No ☐ Justification: It is possible to withdraw only the requirement related to the visibility</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Justification: More detailed information</td>
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<td>Other ☐, please state:</td>
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<tr>
<td>4.2.2.9</td>
<td>Driver vigilance</td>
<td>In force with exceptions (see Explanation in question 2)</td>
<td>Explanation: SMS of IM and RUs In force on the railway network, but in some zones the Italian health and safety territorially competent authorities emitted health and safety prescriptions against the use of the vigilance device of specific RUs running on their jurisdictional territory. Therefore, it is possible that some authorities emit health and safety</td>
<td>a) Yes ☑ No □ Reference: RCF p. 3.2; 3.3; 4.22; 16.6. Direttiva Ministeriale 0044725/20.10.2006 b) Yes ☑ No □ Justification:</td>
<td>Specific case: ☑ Common operational rule/principle to be developed in appendix B: ☑ Deficiency: ☑ Justification: There is the necessity to issue</td>
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RU ☑ IM ☑ Other □, please state:
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<td>prescription about the obligation to switch off the vigilance device. In this case the RUs that want to operate in Italy have to install the additional device to “dissociate” the vigilance device. This specific case will be in force until the RUs will found a reasonable technical solution. When the train is running on the protected line (ERTMS, ATC/ATP) as minimum the vigilance device, or other devices, should check that the driver is allowing the first movement of the train.</td>
<td></td>
<td>b) Can this NR be withdrawn? If not, please explain why not?</td>
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<tr>
<td>4.2.3.1 Train planning</td>
<td>In force</td>
<td>Explanation: NS. SMS of IM and RUs.</td>
<td>In RCF it is possible withdraw the bullet point in 3.2, and all the 3.3, in 4.22 it is possible withdrawn only the part related to the vigilance device.</td>
<td>a specific case related to the possibility to switch off (dissociation) of the driver vigilance (see explanation in question 2)</td>
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<td>a) Yes ☐ No ☑ Reference:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: What is the reason of this rule in TSI OPE?</td>
<td>RU ☐ IM ☑ Other ☐, please state:</td>
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<td>4.2.3.2 Identification of trains</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs NS</td>
<td>Yes ☑ No ☐ Reference: RCF p. 4.10 Yes ☑ No ☐ Justification: It should be stated that the train has to be identified by running day and not only by the train running number.</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: Add as a specification: “Each train must be identified by a unique train number per day”</td>
<td>RU ☐ IM ☑ Other ☐, please state:</td>
</tr>
<tr>
<td>4.2.3.2.1 Format of train running number</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs NS</td>
<td>Yes ☑ No ☐ Reference: RCF p. 4.10 Yes ☑ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐</td>
<td>RU ☐ IM ☑ Other ☐, please state:</td>
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<td>4.2.3.3.1</td>
<td>Checks and tests before departure</td>
<td>In force</td>
<td>Explanation: SMS of RUs</td>
<td>Yes☑ No☐ Reference: AMS p. 2.3, RCF 7.1, 7.2, 7.3, 7.4, 9.2, 9.3, 9.4. Yes☐ No☑ Justification: It is not possible delete the 9.2, 9.3 and 9.4 (see deficiency)</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Justification: Before the departure the driver shall checks: the train data characteristics are set in the safety device; the train documents are complete and coherent.</td>
</tr>
<tr>
<td>4.2.3.3.2</td>
<td>Informing the infrastructure manager of the trains</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes☑ No☐ Reference: RCF p. 10.6</td>
<td>Specific case: ☐ Common operational rule/principle to be</td>
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TSI OPE Requirement

When has this requirement been implemented or when do you plan to be compliant with this requirement?

How is this requirement implemented in your MS?

Question 3

a) Do you have any specific National Rule (NR) that relate to this? What is the reference/title of the NR?

b) Can this NR be withdrawn? If not, please explain why not?

Question 4

Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised?

Question 5

Who is the actor responsible for this process?

Operational Status

RFI PGOS Art. 81 bis.

Yes ☐ No ☒

Justification:
This rule cannot be removed because the RCF requirement is operational: **direct communication** between the driver and the despatcher, instead of general information as "...
The railway undertaking shall inform the IM of any anomaly affecting the train ...."

developed in appendix B: ☐
Deficiency: ☒

Justification:
In Appendix C could be room for directed operational communication between the driver and the despatcher, about any irregularity of the train running as: lack of adherence, reduced power, presence of obstacle on the rail, fire on board, etc.
The TSI requirement
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<td>4.2.3.4.1 Traffic management -- general requirements</td>
<td>In force.</td>
<td>Explanation: NS. SMS IM and RUs</td>
<td>Yes☐ No☒ Reference:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☒ We need define a principle about “Traffic management” and to list only the</td>
<td>RU☒ only for the communication procedures. IM☒</td>
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<td></td>
<td>Yes☐ No☐ Justification:</td>
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<td>4.2.3.4.2.1</td>
<td>Train reporting – data required for train position reporting</td>
<td>In force</td>
<td>Explanation: SMS IM and RUs. NS. PIC. PICWEB, etc. and other telematics applications.</td>
<td>Yes ☐ No ☐ Reference: Yes ☐ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: These data refer to NS we are wondering if the TSI OPE is the correct document that describe these</td>
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<tr>
<td>4.2.3.4.2.2 Predicted hand over time</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs.</td>
<td>Yes ☐ No ☐ Reference: Yes ☐ No ☐ Justification: Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: These data refer to NS we are wondering if the TSI OPE is the correct document that describe these</td>
<td>“agreements” between IMs and RUs (in TAF and TAP are more detailed and precise requirements on these matter)</td>
<td>Who is the actor responsible for this process?</td>
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<td>Who is the actor responsible for this process?</td>
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<td>4.2.3.4.3 Dangerous goods</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs See also NS and RID.</td>
<td>Yes ☑</td>
<td>No ☐</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Justification: All the requirements should be written in the RID (if not yet)</td>
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<td>4.2.3.4.4 Operational quality</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☑</td>
<td>No ☐</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Other ☐, please state: ECM, subcontractors, etc.</td>
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b) Can this NR be withdrawn? If not, please explain why not? | Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised? | Who is the actor responsible for this process? |
| 4.2.3.5 | Data recording | In force. | Explanation:  
SMS of IM and RUs  
Use of technological systems | Yes☑ No□  
Reference: RCF 1.7, 3.2 (5° dash), 3.4  
Yes☑ No□  
Justification: | Specific case: ☐  
Common operational rule/principle to be developed in appendix B: ☐  
Deficiency: ☐  
Justification: | RU☑ IM☑  
Other ☐, please state: |
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<tr>
<td>4.2.3.5.1 Recording of supervision data outside the train</td>
<td>When has this requirement been implemented or when do you plan to be compliant with this requirement?</td>
<td>How is this requirement implemented in your MS?</td>
<td>a) Do you have any specific National Rule (NR) that relate to this? What is the reference/title of the NR? b) Can this NR be withdrawn? If not, please explain why not?</td>
<td>Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised?</td>
<td>Who is the actor responsible for this process?</td>
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<td></td>
<td>In force.</td>
<td>Explanation: SMS of IM</td>
<td>Yes ☑ No ☐ Reference: RCF 1.7, 2.11, 2.19, 3.4, 4.15 Disposizione 48/2001, Disposizione 51/2005, Disposizione 1/2014 – Appendix 1 and 2, RCF ANSF 3.4 Yes ☑ No ☐ Justification: Rules related Safety communication can be withdrawn if well integrated in OPE TSI Appendix C (registered communication).</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Justification: The whole requirement deals with the monitoring and accident investigation processes that is part of SMS (out of the scope of TSI OPE). OPE TSI does not cover the specific management (interface IM-RU) of the situations</td>
<td>RU ☑ IM ☑ Other ☐, please state:</td>
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|                     | When has this requirement been implemented or when do you plan to be compliant with this requirement? | How is this requirement implemented in your MS? | a) Do you have any specific National Rule (NR) that relate to this? What is the reference/title of the NR?  
b) Can this NR be withdrawn? If not, please explain why not? | Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised? | Who is the actor responsible for this process? |
| 4.2.3.5.2 | Recording of supervision data on-board the train | In force. | Explanation: SMS of RUs | Yes☐ No☐  
Reference: RCF p. 3.2 (S° dash), 3.4.  
Yes☐ No☐  
Justification: | Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐  
Deficiency: ☐  
Justification: The whole requirement deals with the monitoring process that is part of SMS (out of the scope of TSI OPE). | RUFIM☐ Other ☐, please state: |
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<td>When has this requirement been implemented or when do you plan to be compliant with this requirement?</td>
<td>How is this requirement implemented in your NS?</td>
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<td>Who is the actor responsible for this process?</td>
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<tr>
<td>4.2.3.6.1 Degraded operation – advice to other users</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs NS</td>
<td>Yes ☑ No ☐ Reference: AMS p. 2.3 Yes ☑ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: This requirement should be part of NS.</td>
<td>RU ☐ IM ☑ Other ☐, please state:</td>
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<tr>
<td>4.2.3.6.2 Degraded operation – advice to train drivers</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☑ No ☐ Reference: RCF: “Parte Terza : Esercizio in condizioni di anormalità e guasti” Disposizione 1/2014 – Appendix 1 and 2 Yes ☑ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: The degraded operation should be developed in appendix B for</td>
<td>RU ☑ IM ☑ Other ☐, please state:</td>
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<td>Who is the actor responsible for this process?</td>
</tr>
<tr>
<td>4.2.3.6.3 Degraded operation – contingency arrangements</td>
<td>In Force</td>
<td>Explanation: SMS of IM and RUs NS</td>
<td>Yes ☐ No ☐ Reference: AMS p. 2.3 Yes ☐ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: They seem requirements to be managed in the</td>
<td>RU ☐ IM ☐ Other ☐, please state:</td>
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<td>4.2.3.7</td>
<td>Managing an emergency situation</td>
<td>In force.</td>
<td>Explanation: SMS of IM and RUs NS and Emergency plans</td>
<td>Yes ☑ No ☐</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: They seem requirements to be managed in the NS (Directive 2012/34/UE) and SMS</td>
</tr>
<tr>
<td>4.2.3.8</td>
<td>Aid to train crew in the event of an incident or of a major rolling stock malfunction</td>
<td>In force. Agreement between RUs and IM in NS.</td>
<td>Explanation: SMS of IM and RUs NS. SMS</td>
<td>Yes ☑ No ☐</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Other ☐, please state:</td>
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<td>4.6.1 Professional</td>
<td>The principle is</td>
<td>Explanation:</td>
<td>Yes☐ No☐</td>
<td>Specific case: ☐</td>
<td>RU☐ IM☐</td>
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<td>undertakings for</td>
<td>competence for</td>
<td>SMS of IM and RUs</td>
<td>Reference:</td>
<td>Common operational rule/</td>
<td>Other ☑, please state:</td>
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<td>safety-critical</td>
<td>staff undertaking</td>
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<td>NQP</td>
<td>principle to be</td>
<td>ANSF</td>
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<td>tasks associated</td>
<td>safety-critical</td>
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<td>Yes☐ No☐</td>
<td>developed in</td>
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<td>with</td>
<td>tasks associated</td>
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<td>Justification:</td>
<td>appendix B: ☐</td>
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<td>accompanying-a</td>
<td>with accompanying-a</td>
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<td>It will possible</td>
<td>Deficiency: ☑</td>
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<td>train</td>
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<td>withdrawing the rule</td>
<td>Justification:</td>
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<td>only if the deficiency</td>
<td>The TSI OPE</td>
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<td>signalled in question</td>
<td>should apply to all</td>
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<td>4 will be solved.</td>
<td>the personnel</td>
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<td>&quot;preparing trains&quot;,</td>
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<td>safety related</td>
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<td>personnel.</td>
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<td>before 1st January 2017 for “Accompanying a train” and “Preparing trains”, in accordance with the implementation plan to be completed by 31st December 2020.</td>
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<tr>
<td>4.6.2.1</td>
<td>Language competence - principles</td>
<td>It will be applied after the rewriting of appendix C.</td>
<td>Explanation: SMS of IM and RUs NR are applied.</td>
<td>Yes ☑ No ☐ Reference: p. 1.5 RCF e 3.1 NQP Yes ☑ No ☐ Justification: It will possible withdrawing the rule only if the deficiency</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Justification:</td>
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<tr>
<td>4.6.2.2</td>
<td>Language competence – level of knowledge and appendix E</td>
<td>See 4.6.2.1</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☐ No ☐ Reference: p. 1.5 RCF e 3.1 NQP Yes ☐ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in Appendix B: ☐ Deficiency: ☐ Justification:</td>
</tr>
<tr>
<td>4.6.3.1</td>
<td>Initial and ongoing assessment of staff – basic elements</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☐ No ☐ Reference: Yes ☐ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in Appendix B: ☐ Deficiency: ☐ Justification:</td>
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<tr>
<td>4.6.3.2 Analysis and update of training needs</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs See template in points related to appendix F and G and 4.2.1.</td>
<td>Yes ☐ No ☐ Reference: Yes ☐ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification:</td>
<td>RU ☑ IM ☑ Other ☐, please state: Training centre.</td>
</tr>
<tr>
<td>4.6.4 Auxiliary staff</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☐ No ☐ Reference: Yes ☐ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification:</td>
<td>RU ☑ IM ☑ Other ☐, please state:</td>
</tr>
<tr>
<td>4.7.1 Health and safety conditions – introduction</td>
<td>The principle is already in force, but it is implemented on the bases of National procedures. The</td>
<td>Explanation: SMS of IM and RUs Italian ministry has stated that the medical and/or psychological examinations shall be carried out by medical doctors and</td>
<td>Yes ☑ No ☐ Reference: RCF p. 1.5 NQP p. 2.4.2., 3.1. Yes ☐ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑</td>
<td>RU ☑ IM ☑ Other ☑, please state: The bodies individuated by the Ministry to</td>
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<tr>
<td>implementation plan to be completed by 31st December 2020</td>
<td>psychologists appointed by bodies individuated by the Ministry. The 4.7.2 procedures and 4.7.3 requirements shall apply to all personnel appointed after 31st December 2016 for “Accompanying a train”. They shall progressively apply also to all personnel appointed before 1st January 2017 for “Accompanying a train”, in accordance with the implementation plan to be completed by 31st December 2020</td>
<td>These Italian rules also apply to other personnel not concerned in TSI OPE as signalmen, dispatchers, and “Preparing trains” operators. The existing National Rules shall continue to apply for the “accompanying a train” until the 31st December 2020.</td>
<td>Justification: In TSI OPE other personnel should be considered.</td>
<td>carry out medical and/or psychological examinations</td>
<td></td>
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<tr>
<td>4.7.2.1 Medical examinations and psychological assessments—before appointment</td>
<td>See 4.7.1</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☑ No ☐ Reference: Yes ☑ No ☐ Justification: See 4.7.1</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: RU ☑ IM ☑ Other ☑, please state: See 4.7.1</td>
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<td>4.7.2.2.1 After appointment – frequency of periodic medical examinations</td>
<td>See 4.7.1</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes</td>
<td>Reference: Yes No</td>
<td>Specific case: No Common operational rule/principle to be developed in appendix B: No Deficiency: No Justification:</td>
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<td>Italian national rules for “Accompanying a train” staff require only medical examinations from fortieth year every three years and from the fifty-second year every two years. Italian national rule require no psychological examination for “Accompanying a train”.</td>
<td>Yes</td>
<td>Justification: It is not possible to withdraw the rules because they are also applied to signalmen, dispatchers, and “Preparing trains” operators. The existing National Rules shall continue to apply for the “accompanying a train” until the 31st December 2020. Criteria for time-scaling such medical examinations will be</td>
<td>RU Yes IM No</td>
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<td>Other No, please state: See 4.7.1.</td>
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<td>TSI OPE Requirement</td>
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<tr>
<td>4.7.2.2.2</td>
<td>Minimum content of periodic medical examination</td>
<td>See 4.7.2.2.1</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes☑ No☒</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐</td>
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<td>Yes☑ No☒ Reference:</td>
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<td>Yes☑ No☒ Justification: It is not possible to withdraw the rules because they are also applied to signalmen, dispatchers, and “Preparing trains” operators. The existing National Rules shall continue to apply for the “accompanying a train” until the 31st December 2020.</td>
<td></td>
<td>RUS ☑ IM ☐</td>
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<td>4.7.2.2.3</td>
<td>Additional medical examinations and/or</td>
<td>The requirement will be applied from 1st January 2017.</td>
<td>Yes ☑ No ☐ Reference: NQP p.4 Yes ☑ No ☐</td>
<td>Specific case: ☐ Common operational rule/principle to be</td>
<td>RU ☑ IM ☑ Other ☐, please state:</td>
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<td></td>
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<td>Explanation: SMS of IM and RUs</td>
<td>Justification:</td>
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<td>psychological assessments</td>
<td>When has this requirement been implemented or when do you plan to be compliant with this requirement?</td>
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<tr>
<td>4.7.3.1 Medical requirements – general requirements</td>
<td>See 4.7.1</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☑ No ☐ Reference: RCF p. 1.5 NQP p. 2.4.2., 3.1. Yes ☑ No ☐ Justification: See 4.7.1.</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in Appendix B: ☐ Deficiency: ☐ Justification:</td>
<td>RU ☑ IM ☑ Other ☑, please state: See 4.7.1</td>
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<td>4.7.3.2 Vision requirements</td>
<td>See 4.7.1</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☑ No ☐ Reference: RCF p. 1.5 NQP p. 2.4.2., 3.1. Yes ☑ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in Appendix B: ☐ Deficiency: ☐ Justification:</td>
<td>RU ☑ IM ☑ Other ☑, please state: See 4.7.1</td>
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<td>4.7.3.3 Hearing</td>
<td>See 4.7.1</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☑ No ☐ Reference: RCF p. 1.5 NQP p. 2.4.2., 3.1. Yes ☑ No ☐ Justification: See 4.7.1</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification:</td>
<td>RU ☑ IM ☑ Other ☑, please state: See 4.7.1</td>
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<td>requirements</td>
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<td>4.8 Registers of</td>
<td>In force. See RINF e RIN.</td>
<td>Explanation: SMS of RUs</td>
<td>Yes ☑ No ☐ Reference: Yes ☑ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification:</td>
<td>RU ☑ IM ☑ Other ☑, please state: ANSF for the database</td>
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<td>infrastructure and</td>
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<td>vehicles</td>
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<td>4.8.1 Infrastructure</td>
<td>In force. RINF</td>
<td>Explanation: SMS of IM. Requirements listed in annex D are available on RFI’s website at the following link (FL) <a href="http://site.rfi.it/quadroriferimento/default.htm">http://site.rfi.it/quadroriferimento/default.htm</a>.</td>
<td>Yes ☑ No ☐ Reference: Yes ☑ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification:</td>
<td>RU ☑ IM ☑ Other ☑, please state:</td>
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<td>In addition the same information are sent by certified email address to every involved RU. So far, only the track plans are not yet provided</td>
<td>developed in appendix B: □</td>
<td>Deficiency: □</td>
<td>Justification:</td>
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<td>ANSF for the database RINF</td>
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<td>Reference:</td>
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<td>Yes □ No □</td>
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<td>Justification:</td>
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<td>Justification:</td>
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<td>ERTMS/ETCS operating rules and principles – version 4</td>
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<td>Reference: Interface operational rules between IM and RUs issued by the IM</td>
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<tr>
<td>Yes □ No □</td>
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<tr>
<td>Justification: The withdrawing of some parts of the</td>
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<tr>
<td>Yes □ No □</td>
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<td>Justification:</td>
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<td>Other □, please state: ANSF for the database RIN</td>
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<td>Deficiency: □</td>
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<td>Justification: The ongoing analysis of compatibility</td>
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<td>Yes □ No □</td>
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<td>Reference: Interface operational rules between IM and RUs issued by the IM</td>
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<td>Yes □ No □</td>
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<td>Justification: The withdrawing of some parts of the</td>
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<td>Yes □ No □</td>
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<td>Justification:</td>
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<td>Other □, please state: ANSF for the database RIN</td>
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<td>When has this requirement been implemented or when do you plan to be compliant with this requirement?</td>
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<td>A and the TSI OPE rules will result coherent and auto consistent and all the risks taken into account by the IM and RUs.</td>
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b) Can this NR be withdrawn? if not, please explain why not? | Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Annex B or that a deficiency in the TSI should be raised? | Annex C of Appendix A (Non harmonized rules) should be developed and implemented (new points) in order to cover other OPE situations | Who is the actor responsible for this process? |
| Appendix B.1 | Sanding | Partially in force. | Explanation:  
SMS of IM and RUs  
The IM shall implement the COR | Yes ☑  No ☐  
Reference:  
RFI IPCL Art. 7  
Yes ☑  No ☐  
Justification: | Specific case: ☐  
Common operational rule/principle to be developed in appendix B: ☐  
Deficiency: ☒  
Justification: How to manage the case of automatic | RU ☑  IM ☒  
Other ☐, please state: |
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<tr>
<td>Appendix B.2</td>
<td>Departure of a train</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☑ No ☐</td>
<td>Specific case: ☐ Other ☐, please state:</td>
</tr>
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</table>
| | | | | Reference: RCF p. 4.18, 9.1, 9.5, 9.6. RFI RS art. 24 | Common operational rule/principle to be developed in appendix B: ☐ 
Deficiency: ☑ Justification: 4.18 is referring to all signal at stop aspect. The requirements are too generic and should be detailed or linked to other detailed TSI rules (see 4.2.3.3.1); for example the driver checks related to |
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- the first condition should be detailed (the route is correctly set, etc.). Moreover, it is not clear whether the first condition includes the written orders. The OPE TSI rule doesn't cover the case where the train does not receive a MA from the signalling system and a Signaller's communication (by means of a written order) is needed.
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<td><strong>Appendix B.3</strong></td>
<td>No authorisation of train movement</td>
<td>In force.</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☑ No ☐ Reference: RCF p. 10.6. Yes ☑ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification:</td>
</tr>
<tr>
<td><strong>Appendix B.4</strong></td>
<td>Complete failure of front end lights</td>
<td>Partially in force</td>
<td>Explanation: SMS of IM and RUs (The Italian safety principle in force doesn’t discipline the specific mean to detect the front end with a portable front end light)</td>
<td>Yes ☑ No ☐ Reference: RCF p. 16.6, 16.7 RFI RS art. 20 Yes ☑ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification:</td>
</tr>
<tr>
<td><strong>Appendix B.5</strong></td>
<td>Complete failure of rear end signal</td>
<td>Partially in force</td>
<td>Explanation: SMS of IM and RUs (The Italian safety principle allows the train to run up to the end of the journey only if the rear end is identifiable, doesn’t foresee the train to proceed with special arrangements between</td>
<td>Yes ☑ No ☐ Reference: RCF. 16.7, RFI RS art. 20 Yes ☑ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐</td>
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<tr>
<td>Appendix B.6</td>
<td>Failure of the audible warning device of a train</td>
<td>Partially in force.</td>
<td>Explanation: SMS of IM and RUs</td>
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| YES ☑ | | | | | |

Reference: RCF. 16.6, (8th dash)
Yes ☑ No ☑
Justification: See question 4

Specific case: ☐
Deficiency: ☑️
Justification: The requirement should clarify that the train can run up to the nearest location where the device can be repaired unless there are situations which require the use of audible warning device.

Other ☐, please state:

RU ☑️ IM ☑️

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<td>Appendix B.7</td>
<td>Failure of a level crossing</td>
<td>Partially in force (see question 4)</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☑ No ☐</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: The conditions that permits train to pass a defected level crossing depend not only on the nature of the failure but also on the specific characteristics of the LC, of the rolling stock and of the environment</td>
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<td>Yes ☑ No ☐</td>
<td>Other ☐, please state:</td>
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<td>Appendix B.8</td>
<td>Failure of radio communication</td>
<td>In force.</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☑ No ☐</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification:</td>
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<td>Other ☐, please state:</td>
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<td>Appendix B.9</td>
<td>Running on sight</td>
<td>In force.</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☑ No ☐</td>
<td>Specific case: ☐ Common operational rule/</td>
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<td>Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised?</td>
<td>Who is the actor responsible for this process?</td>
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Yes ☑  No ☐  
Justification: principle to be developed in Appendix B: ☐  
Deficiency: ☑  
Justification: "Proceed with caution" is too undetermined and should be deleted. What really matters is that the driver must be able to stop short of any stop aspect or obstacle, taking into account the line visible in advance. This point does not specific the value (maximum speed) of Running |

Other ☐, please state:
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|                     | When has this requirement been implemented or when do you plan to be compliant with this requirement? | How is this requirement implemented in your MS? | a) Do you have any specific National Rule (NR) that relate to this? What is the reference/title of the NR?  
  b) Can this NR be withdrawn? If not, please explain why not? | Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised? | Who is the actor responsible for this process? |
| Appendix B.10       | Assistance to a failed train | In force | Explanation:  
  SMS of IM and RUs | Yes ☑ No ☐  
  Reference:  
  RCF 18,  
  Yes ☐ No ☑  
  Justification:  
  (the national safety principle specifies that the driver of the failed train must place a stop marker (a red flag or a red light) in order to help the assisting train to locate the assisted train) | Specific case: ☐  
  Common operational rule/principle to be developed in appendix B: ☐  
  Deficiency: ☑  
  Justification:  
  The TSI requirement should state that the driver of the failed train must place a stop marker (a red flag or a red light) in order to help the assisting train to | RU ☑ IM ☑  
  Other ☐, please state: |
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<td>Who is the actor responsible for this process?</td>
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<td>requirement been</td>
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<td>b) Can this NR be withdrawn? If not, please explain why not?</td>
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<td>Appendix B.11</td>
<td>Authorisation to pass a signal showing a stop aspect/indication</td>
<td>In force.</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ✓ No □ Reference: RCF 11.3 Yes ✓ No □ Justification:</td>
<td>Specific case: □ Common operational rule/principle to be developed in Appendix B: □ Deficiency: □ Justification:</td>
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<td>Appendix B.12</td>
<td>Anomalies in lineside signalling</td>
<td>In force.</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ✓ No □ Reference: RCF 10.6, 10.9, Yes □ No □ Justification:</td>
<td>Specific case: □ Common operational rule/principle to be developed in Appendix B: □ Deficiency: □ Justification:</td>
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<td>Appendix B.13</td>
<td>Emergency call</td>
<td>In force.</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ✓ No □ Reference: RCF 10.4, 10.5 Yes ✓ No □</td>
<td>Specific case: □ Common operational rule/principle to be developed in Appendix B: □ Deficiency: □ Justification:</td>
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<td>Who is the actor responsible for this process?</td>
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<td>Appendix B.14</td>
<td>Immediate actions to prevent danger to trains</td>
<td>Partially in force</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Justification: developed in appendix B:</td>
<td>Deficiency:</td>
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<td>Yes ☑ No ☐</td>
<td>Reference: RCF 10.1, 10.3, 10.6, 10.7, 16.2</td>
<td>Yes ☐ No ☑</td>
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<td>Yes ☑ No ☐</td>
<td>Common operational rule/principle to be developed in appendix B:</td>
<td>Deficiency:</td>
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<td>How is this requirement implemented in your MS?</td>
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<td>Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised?</td>
<td>block system, ...), immobilize the train, etc...</td>
<td>Who is the actor responsible for this process?</td>
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<td>Appendix C.2</td>
<td>Communication structure</td>
<td>In Force</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes☐ No☐ Reference: RCF 1.7, 4.15, 4.25, 4.26 RFI Istruzione per le telecomunicazioni Yes☐ No☐ Justification: The Italian safety principle establish that the driver must send and receive also verbal communications only if the train is standing still, with the exception of unexpected situations (such as the sending or</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Justification: The driver must send and receive also verbal communications only if the train is standing still, with the exception of unexpected emergency situations (such as the sending or</td>
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<td>Who is the actor responsible for this process?</td>
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<tr>
<td>Appendix C.3</td>
<td>Communication methodology</td>
<td>Partially in force (see question 4)</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☑ No ☐</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☑ Justification: The responsibility to ensure that the signaller is communicating with the proper driver and vice versa should be allocated on both agents and not</td>
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<td>Yes ☑ No ☐</td>
<td>Yes ☑ No ☐</td>
<td>Other ☐, please state:</td>
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| requirement been   |            |            |            |            | Who is the actor responsible for this process? |
| implemented or when |            | b) Can this NR be withdrawn? If not, please explain why not?  
| do you plan to be   |            |            |            |            |          |
| compliant with this |            |            |            |            |          |
| requirement?       |            |            |            |            |          |
| Appendix C.4 | Communication rules | Partially t in force | Explanation: SMS of IM and RUs |  
|                    |            |            | Only the requirement related to the numbers. International alphabet to spell the letters is not used because the base of communication is that the drivers shall be able to speak in a minimum level (level B1) the operative language (it means the IM language). |  
|                    |            |            | Specific case: ☐  
|                    |            |            | Common operational rule/principle to be developed in appendix B: ☐  
|                    |            |            | Deficiency: ☑  
|                    |            |            | Justification: The usefulness of the International Phonetic Alphabet is not evident because the driver has to know anyway the national language spoken by the IM (included obviously the national alphabet).  
<p>|                    |            |            |            |            |RU ☑ IM ☑ |
|                    |            |            |            |            | Other ☐, please state: |</p>
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<td>Appendix C.5</td>
<td>Communication terms (general)</td>
<td>Not in force (at the moment the terms are not formalised in any national rule or principle). See also row “appendix C2”,</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes☐ No☒ Reference: Yes☐ No☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☒ Justification: We do not see any benefit to use that terms. Saying that if a communication is missed or not understood is sufficient to request its repetition</td>
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<td>Appendix C.6</td>
<td>Written orders</td>
<td>In force</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes☒ No☐ Reference: RCF 4.13, 4.14, 4.15</td>
<td>Specific case: ☐ Common operational rule/principle to be</td>
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<td>Who is the actor responsible for this process?</td>
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<td>RFI DE 1/2014 - Instruction for book of forms</td>
<td>Yes ☑  No ☐</td>
<td>Developed in appendix B: ☑</td>
<td>Deficiency: ☐</td>
<td>Justification: It shall be specified that a written order is needed for the traceability of the safety communication between drivers and signallers (pure verbal orders are not sufficient)</td>
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<td>Appendix C.7 Terms (written orders)</td>
<td>Not in force (at the moment the terms are not formalised in any national</td>
<td>Explanation: SMS of IM and RUs</td>
<td>Yes ☐  No ☑</td>
<td>Specific case: ☑</td>
<td>RU ☑  IM ☑</td>
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<td>Reference:</td>
<td>Common operational rule/principle to be developed in appendix B: ☐</td>
<td>Other ☐, please state:</td>
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b) Can this NR be withdrawn? If not, please explain why not? | Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised? | Who is the actor responsible for this process? |
| rule or             |            |            |            |            |            |
| principle)         |            |            |            |            |            |
| Appendix C.8 Book  |            |            |            |            |            |
| of forms           |            |            |            |            |            |
| In force on the    |            |            |            |            |            |
| base of a specific |            |            |            |            |            |
| operational rule   |            |            |            |            |            |
| issued by the IM   |            |            |            |            |            |
| SMS of IM and RUs  | Explanation:  
Waiting for IM new rules, except for point 8.5.1 third bullet (table containing the international phonetic alphabet) | Yes☐ No☒  
Reference:  
Yes☐ No☐  
Justification: | Specific case: ☐  
Common operational rule/principle to be developed in appendix B: ☐  
Deficiency: ☐  
Justification: | RU☐ IM☒  
Other ☐, please state: |
| Elements the IM     |            |            |            |            |            |
| has to provide to   |            |            |            |            |            |
| the RU for the      |            |            |            |            |            |
| Route Book and for  |            |            |            |            |            |
| the train           |            |            |            |            |            |
| compatibility over  |            |            |            |            |            |
| the route intended  |            |            |            |            |            |
| for operation       |            |            |            |            |            |
| SMS of IM and RUs   | Explanation:  
NS | Yes☐ No☒  
Reference:  
Yes☐ No☐  
Justification: | Specific case: ☐  
Common operational rule/principle to be developed in appendix B: ☐  
Deficiency: ☐  
Justification: | RU☐ IM☒  
Other ☐, please state: |
| Minimum elements    |            |            |            |            |            |
| relevant to         |            |            |            |            |            |
| See 4.6.1           |            |            |            |            |            |
| SMS of RUs          | Yes☐ No☒  
Reference:  
NPQ Allegato 2 | Specific case: ☐  
Common operational rule/principle to be developed in appendix B: ☐  
Deficiency: ☐  
Justification: | RU☐ IM☒  
Other ☐, please state: |
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<td>Yes□ No□</td>
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<td>the tasks associated with ‘accompanying trains’ – general requirements</td>
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<td>Justification: See 4.6.1.</td>
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<td>Appendix F.2</td>
<td>Professional knowledge</td>
<td>See 4.6.1.</td>
<td>Explanation: SMS of RUs</td>
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<td>Justification: See 4.6.1.</td>
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<td>Appendix F.3</td>
<td>Ability to put the knowledge into practice</td>
<td>See 4.6.1.</td>
<td>Explanation: SMS of RUs</td>
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<td>Reference: NPQ Allegato 2</td>
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<td>Yes□ No□</td>
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<td>Justification: See 4.6.1.</td>
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<td>Appendix G.1</td>
<td>Minimum elements relevant to professional qualification for the tasks of preparing trains – general requirements</td>
<td>See 4.6.1.</td>
<td>Explanation: SMS of RUs</td>
<td>Yes ☑ No ☐ Reference: NPQ Allegato 1 Yes ☐ No ☑</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: See 4.6.1.</td>
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<td>Appendix G.2</td>
<td>Professional knowledge</td>
<td>See 4.6.1.</td>
<td>Explanation: SMS of RUs</td>
<td>Yes ☑ No ☐ Reference: NPQ Allegato 1 Yes ☐ No ☑</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification: See 4.6.1.</td>
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<td>Appendix G.3</td>
<td>Ability to put the knowledge into practice</td>
<td>See 4.6.1.</td>
<td>Explanation: SMS of RUs</td>
<td>Yes ☑ No ☐ Reference: NPQ Allegato 1 Yes ☐ No ☑</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐</td>
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<td>Appendix H.1 European vehicle number and linked alphabetical marking on the bodywork – general provisions</td>
<td>When has this requirement been implemented or when do you plan to be compliant with this requirement?</td>
<td>How is this requirement implemented in your MS?</td>
<td>a) Do you have any specific National Rule (NR) that relate to this? What is the reference/title of the NR?</td>
<td>Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised?</td>
<td>Who is the actor responsible for this process?</td>
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<td>Appendix H.2 General arrangements for external markings</td>
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<td>Explanations: SMS of RUs</td>
<td>Yes ☐ No ☐ Reference: Yes ☐ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification:</td>
<td>RUI ☐ IM ☐ Other ☐ Please state:</td>
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<td>Appendix H.3 Wagons</td>
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<td>Explanations: SMS of RUs</td>
<td>Yes ☐ No ☐ Reference: Yes ☐ No ☐ Justification:</td>
<td>Specific case: ☐ Common operational rule/principle to be developed in appendix B: ☐ Deficiency: ☐ Justification:</td>
<td>RUI ☐ IM ☐ Other ☐ Please state:</td>
</tr>
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<td>TSI OPE Requirement</td>
<td>Question 1</td>
<td>Question 2</td>
<td>Question 3</td>
<td>Question 4</td>
<td>Question 5</td>
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<td>a) Do you have any specific National Rule (NR) that relate to this? What is the reference/title of the NR?</td>
<td>b) Can this NR be withdrawn? If not, please explain why not?</td>
<td>Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised?</td>
<td>Who is the actor responsible for this process?</td>
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<td>Appendix H.4</td>
<td>Coaches and hauled passenger stock</td>
<td>In force</td>
<td>Explanation: SMS of RUs</td>
<td>Yes [ ] No [ ] Reference:</td>
<td>Yes [ ] No [ ] Justification:</td>
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<td>Appendix H.5</td>
<td>Locomotives, power cars and special vehicles</td>
<td>In force</td>
<td>Explanation: SMS of RUs</td>
<td>Yes [ ] No [ ] Reference:</td>
<td>Yes [ ] No [ ] Justification:</td>
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<td>Appendix H.6</td>
<td>Alphabetical marking of</td>
<td>In force</td>
<td>Explanation: SMS of RUs</td>
<td>Yes [ ] No [ ] Reference:</td>
<td>Specific case: [ ]</td>
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<td>TSI OPE Requirement</td>
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<td>interoperability capability</td>
<td>When has this requirement been implemented or when do you plan to be compliant with this requirement?</td>
<td>How is this requirement implemented in your MS?</td>
<td>a) Do you have any specific National Rule (NR) that relate to this? What is the reference/title of the NR? &lt;br&gt; b) Can this NR be withdrawn? If not, please explain why not?</td>
<td>Does this requirement mean that you need a specific case or that a specific common operational principle/rule should be developed in Appendix B or that a deficiency in the TSI should be raised?</td>
<td>Who is the actor responsible for this process?</td>
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<td>Yes ☐ No ☐ Justification:</td>
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Other ☐, please state: