**Braking sheets**

**Issue description:**

The existing national braking rules are not unified, which leads to RUs having to switch braking regimes at border crossings.

**Resolution:**

Develop and implement a braking scheme. Therefore the existing national braking rules shall be aligned (if possible). The Member States shall cooperatively review the current national braking rules.

**Analysis:**

As a result, national rules and management of border crossings shall be reduced while keeping the same level of safety.

**Progress:**

Target should be to unify existing braking rules, which leads to RUs having to switch braking regimes at border crossings.

**Other actions:**

- Research on braking regulations and its impact on RUs.
- Analysis of the impact of braking rules on RUs.

**Projects/Activities**

**BRKNG**

**Braking performance**

**Issue description:**

Different levels of tail end signaling in national requirements lead to interruptions of border crossings. If a train in originally equipped with plates and a train in a country where lights are compulsory, both trains need to be equipped with both lights and plates, which leads to unnecessary delays at border crossings.

**Resolution:**

Develop a common braking scheme. The TSI OPE 19/05/06 3.2.3.5 currently states out the requirements for RUs and RIs. There should no longer be NRs on this issue.

**Analysis:**

To develop and implement a common braking scheme, first national rules and national requirements shall be reviewed and possibly aligned.

**Projects/Activities**

**ILB Consortium: "Braking Issue: Administrative support and specific actions under requests of MSs", ongoing.**
### Issue Identification and Description

<table>
<thead>
<tr>
<th>ID</th>
<th>Issue category</th>
<th>Title</th>
<th>Description of the Issue</th>
<th>Analysis</th>
<th>Progress</th>
<th>Other actions</th>
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<tbody>
<tr>
<td>1</td>
<td>Interoperability</td>
<td>wagons</td>
<td>Lack of smooth transition for wagons ( hangs and misalignments)</td>
<td>Issue: 5</td>
<td>Unsolved Projects/Activities ingoing</td>
<td></td>
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</tr>
</tbody>
</table>

#### Analysis
- Difference in national regulations for the TCM in the wagons. Different countries have different requirements for TCM, which can cause issues when wagons are transferred from one country to another.
- Lack of a universal solution for the smooth transition of wagons. Different countries have different practices for handling wagons, which can cause delays and additional costs.

#### Solutions, projects and actions
- **Implementation of ISO 6249**: This standard provides guidelines for the design and testing of wagons, which can help ensure smooth transitions across different countries.
- **National Rule Changes**: Countries may need to change their national rules to better align with international standards and practices.

### Issue Identification and Description

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<td>2</td>
<td>Interoperability</td>
<td>rail traffic</td>
<td>Lack of information on rail traffic flow</td>
<td>Issue: 15</td>
<td>Unsolved Projects/Activities ingoing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Analysis
- Different national requirements for the Train Composition Message (TCM), which can cause delays and additional costs when trains pass through different countries.
- Lack of a universal solution for handling TCM. Different countries have different practices for handling TCM, which can cause delays and additional costs.

#### Solutions, projects and actions
- **Implementation of ISO 6249**: This standard provides guidelines for the design and testing of wagons, which can help ensure smooth transitions across different countries.
- **National Rule Changes**: Countries may need to change their national rules to better align with international standards and practices.
### Train Composition

**Buffer wagons**

This issue refers to the frequent requirement to reassemble or deassemble wagons carrying dangerous goods at different Member State borders. This is done to improve interoperability and ensure additional costs are not incurred, as well as to ensure safety. The intermodal traffic infrastructure is often not modified or intended to be packed, consequently using infrastructure capacity and increasing travel times. As a result, buffer wagons may result in an unbalanced infrastructure, time (length), gross weight, and potentially increased costs, and therefore be considered environmentally harmful to rail freight's competitive position.

#### Analysis

- **Issue Category:** Solutions, projects and actions
- **Description of the Issue:** Train Composition - Buffer wagons
- **Issue solved:** No
- **Analysis:** No

#### Solutions and projects

- **Projects/Accidents ongoing:**
  - **ID:** 1
  - **Title:** Train Composition - Buffer wagons
  - **Description:** The issue refers to the frequent requirement to reassemble or deassemble wagons carrying dangerous goods at different Member State borders. This is done to improve interoperability and ensure additional costs are not incurred, as well as to ensure safety. The intermodal traffic infrastructure is often not modified or intended to be packed, consequently using infrastructure capacity and increasing travel times. As a result, buffer wagons may result in an unbalanced infrastructure, time (length), gross weight, and potentially increased costs, and therefore be considered environmentally harmful to rail freight's competitive position.

#### Impact

**Traffic in ERTMS border stations**

- **Module:** Interoperability Issues Log Book
- **Version:** VERSION 10 - June 2021 (status: 08.07.2021)

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### Technical Checks at Borders and Border MS

**Technical checks at border stations**

Some MSs require technical inspections even in cases of valid ATTI agreements. This would appear to be a NR at some MSs. Buffer checks are not performed by an MS to determine whether a train is ready for departure. In the case of buffer checks, it can be interesting to know if it is agreed on a valid ATTI agreement.

**Mandatory checks in MSs**

Mandatory checks in MSs can be on any type of train. For instance, shunting, and shunting and testing in case of a special train. There should be more coordination between MSs to avoid unnecessary costs and hence be potentially harmful to rail freight's competitive position.

#### Analysis

- **Issue Category:** OTHER ISSUES
- **Description of the Issue:** Technical checks at border stations
- **Issue solved:** Yes
- **Issue category:** OTHER ISSUES

#### Solutions and projects

- **Projects/Accidents ongoing:**
  - **ID:** 2
  - **Title:** Technical checks at border stations
  - **Description:** Some MSs require technical inspections even in cases of valid ATTI agreements. This would appear to be a NR at some MSs. Buffer checks are not performed by an MS to determine whether a train is ready for departure. In the case of buffer checks, it can be interesting to know if it is agreed on a valid ATTI agreement.

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### Other Issues

#### Operational Implementation of the Traffic in ERTMS

- **Module:** Interoperability Issues Log Book
- **Version:** VERSION 10 - June 2021 (status: 08.07.2021)

#### New train number

- **Module:** Interoperability Issues Log Book
- **Version:** VERSION 10 - June 2021 (status: 08.07.2021)

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### Impact

**Traffic in ERTMS border stations**

- **Module:** Interoperability Issues Log Book
- **Version:** VERSION 10 - June 2021 (status: 08.07.2021)

---

### Solutions and projects

- **Projects/Accidents ongoing:**
  - **ID:** 1
  - **Title:** Train Composition - Buffer wagons
  - **Description:** The issue refers to the frequent requirement to reassemble or deassemble wagons carrying dangerous goods at different Member State borders. This is done to improve interoperability and ensure additional costs are not incurred, as well as to ensure safety. The intermodal traffic infrastructure is often not modified or intended to be packed, consequently using infrastructure capacity and increasing travel times. As a result, buffer wagons may result in an unbalanced infrastructure, time (length), gross weight, and potentially increased costs, and therefore be considered environmentally harmful to rail freight's competitive position.

#### Impact

**Traffic in ERTMS border stations**

- **Module:** Interoperability Issues Log Book
- **Version:** VERSION 10 - June 2021 (status: 08.07.2021)

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### Other Issues

#### Operational Implementation of the Traffic in ERTMS

- **Module:** Interoperability Issues Log Book
- **Version:** VERSION 10 - June 2021 (status: 08.07.2021)

#### New train number

- **Module:** Interoperability Issues Log Book
- **Version:** VERSION 10 - June 2021 (status: 08.07.2021)
**Issue Identification and Description**

**ID** | **Issue Category** | **Title** | **Description of the Issue**
--- | --- | --- | ---
10 | OTHER ISSUES | Exception from operational rules | Must be recorded in cases of planned or unplanned deviations via another medium. Different interpretations of regulatory requirements per country by both RUs and per RU Safety staff.

**Issue Analysis**

The TSI OPE guidance already states that Member states can deviate from TSI in specific cases as long as they do not cause a lowering of safety, and the SDRs would have to be in a suitable process for why this change was done.

**Issue Progress**

The issue is recorded in the IM Comm tool, and the project team are exploring the deviation on an accident. Within this proposition preparation a reduction of requirements should be investigated and defined. An example is the use of plans instead of times to alert signal. The deviation can be performed in many scenarios, e.g. the interconnection of a train via another network.

**Issue Status**

Open

**Issue Priority**

High

**Issue Impact**

High

**Issue Category**

Exception from operational rules

**Issue Description**

In some instances, rules do not need to be followed if the deviation is necessary for safety.

**Issue Solutions, Projects and Actions**

Projects/Activities

- Interoperability
- Safety

Unsolved

Unsolved

Unsolved

**Issue Other Actions**

- Cooperation with the RU Safety and administration of the IM Consor"}

**Other Issues**

**ID** | **Issue Category** | **Title** | **Description of the Issue**
--- | --- | --- | ---
17 | OTHER ISSUES | People count issue | Number of cabin crews / drivers is required to be 2 in some cases and in other cases is 1.

**Issue Analysis**

This is a real time issue in IM Comm. The number of DCR in the IM platform is rising from 1630 base, hence intervention towards central government of those MS is required.

**Issue Progress**

3 in the new national Railbloc a plus an additional specific trained person is mandatory to stay in cabin. It was allowed by SDRs considering this at a technical level for other countries. The situation on the other side, by low few kind of issues should be improved in the coming calendar starting (January 2019), so there will be less frequency handled.

**Issue Status**

Open

**Issue Priority**

High

**Issue Impact**

High

**Issue Category**

People count issue

**Issue Description**

Number of cabin crews / drivers is required to be 2 in some cases and in other cases is 1.

**Issue Solutions, Projects and Actions**

Projects/Activities

- Interoperability
- Safety

Unsolved

Unsolved

Unsolved

**Issue Other Actions**

- Cooperation with the RU Safety and administration of the IM Consor"}

**Other Issues**

**ID** | **Issue Category** | **Title** | **Description of the Issue**
--- | --- | --- | ---
19 | OTHER ISSUES | Requirement of border stations with commutable electric power supply | Border stations between networks where different kind of electrical power supply is exchanged.

**Issue Analysis**

The y-axis from the presented data is the number of MSs that are different to a specific rule.

**Issue Progress**

3 Changes in power supply on the open track: The use of multisystem locomotives is necessary, cost per tonne increases.

**Issue Status**

Open

**Issue Priority**

High

**Issue Impact**

High

**Issue Category**

Requirement of border stations with commutable electric power supply

**Issue Description**

Border stations between networks where different kind of electrical power supply is exchanged.

**Issue Solutions, Projects and Actions**

Projects/Activities

- Interoperability
- Safety

Unsolved

Unsolved

Unsolved

**Issue Other Actions**

- Cooperation with the RU Safety and administration of the IM Consor"}

**Other Issues**

**ID** | **Issue Category** | **Title** | **Description of the Issue**
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20 | OTHER ISSUES | Requirement of border stations with commutable electric power supply (real-time train composition data in the mid-term to increase the matching rate). Information from different national IM systems is a challenging topic, some problems are seen in border stations. The relevant data is gathered by the Train Information System (TIS) over the last years. TIS is a web-based application delivering real-time data concerning international passenger and freight trains. The relevant data is gathered by the Train Information System (TIS) over the last years. TIS is a web-based application delivering real-time data concerning international passenger and freight trains.

**Issue Analysis**

Main reasons for missing train number matching are:

1. Missing parity of train numbers, e.g. between ES/FR (even/odd numbers are allocated in the opposite directions of train runs);

2. Change of power supply on the open track: The use of multisystem locomotives is necessary, cost per tonne increases.

Alternatives include rerouting via other border stations or using a multi-system or diesel locomotive to traverse the border (less charge required). This makes some operationally unrealistic.

3. Change of power supply in the border station, with non-switchable station tracks: Locomotive can be changed within the border station if/and switching locomotives is required, as locomotive needs to be pushed back in a station with suitable driving power. The information is either gathered from them on actual issue?

**Issue Progress**

Main reasons for missing train number matching are:

1. Missing parity of train numbers, e.g. between ES/FR (even/odd numbers are allocated in the opposite directions of train runs);

2. Change of power supply on the open track: The use of multisystem locomotives is necessary, cost per tonne increases.

Alternatives include rerouting via other border stations or using a multi-system or diesel locomotive to traverse the border (less charge required). This makes some operationally unrealistic.

**Issue Status**

Open

**Issue Priority**

High

**Issue Impact**

High

**Issue Category**

Requirement of border stations with commutable electric power supply (real-time train composition data in the mid-term to increase the matching rate). Information from different national IM systems is a challenging topic, some problems are seen in border stations.

**Issue Description**

The relevant data is gathered by the Train Information System (TIS) over the last years. TIS is a web-based application delivering real-time data concerning international passenger and freight trains. The relevant data is gathered by the Train Information System (TIS) over the last years. TIS is a web-based application delivering real-time data concerning international passenger and freight trains.

**Issue Solutions, Projects and Actions**

Projects/Activities

- Interoperability
- Safety

Unsolved

Unsolved

Unsolved

**Issue Other Actions**

- Cooperation with the RU Safety and administration of the IM Consor"}