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RECOMMENDATION FOR USE

NB-RAIL COORDINATION GROUP

Administrative Decision according to Interoperability Directive
(EU) 2016/797 art. 30.6



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RFU-STR-318

Issue 01
Date 09/03/2022

TITLE

ASSESSMENT OF RST RELATED SPECIFIC CASES FROM THE CCS TSI

ORIGINATOR

TÜV SÜD NEDERLAND

SUBJECT RELATED TO

- TSI LOC&PAS (EU) 1302/2014, amended by Reg. (EU) 2019/776 and Reg. (EU) 2020/387;
- TSI WAG (EU) 321/2013, amended by Reg. (EU) 2019/776 and Reg. (EU) 2020/387;
- TSI CCS (EU) 2016/919, amended by Reg. (EU) 2019/776, Reg. (EU) 2020/387 and Reg. (EU) 2020/420;
- ERA/ERTMS/033281 (as specified in TSI CCS, TSI LOC&PAS and TSI WAG, i.e. version 4.0)

AMENDMENT RECORD:

DESCRIPTION AND BACKGROUND EXPLANATION

This RFU shall clarify which NoBo has the task to assess those specific cases of TSI CCS that link explicitly to the ERA/ERTMS/033281 document (interfaces between control-command and signalling trackside and other subsystems) and are clearly related to rolling stock properties.

Background:

CCS TSI, 7.6 “Specific cases”

“7.6.1 Introduction

[...] The specific cases set out in points below shall be read in conjunction with the relevant points of Chapter 4 and/or specifications referenced there.

The specific cases replace the corresponding requirements set out in Chapter 4. [...]”

“7.6.2 List of specific cases”

The following specific cases are linked to ERA/ERTMS/033281 (referenced as index 77 in the CCS TSI):



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Country	ERA/ERTMS/ 033281 section	CCS basic pa- parameter (Table A 1 CCS TSI)	Short description
BE	3.1.2.3	4.2.10	Minimum distance between first and last axle
	3.1.7	4.2.10	Minimum weight of an isolated vehicle or a trainset
(UK)	(no longer relevant)		
FR	3.1.2.3	4.2.10	Minimum distance between first and last axle
	3.1.9	4.2.10	Maximum electrical resistance wheelset
	3.1.7	4.2.10	Minimum weight of an isolated vehicle or a trainset
	3.1.3.2	4.2.10	Minimum "dimension D"
	3.1.4.1	4.2.10	Amount of sand
PL	3.1.9	4.2.10	Maximum electrical resistance wheelset
LT, LV, EE	3.1.3.3	4.2.10	Minimum flange thickness
	3.1.3.4	4.2.10	Minimum flange height
SE	3.1.2.1	4.2.10	Maximum distance between two axles
	3.1.2.3	4.2.10	Minimum distance between first and last axle
	3.2.2.5	4.2.11	Interference current limits
LUX	3.1.4.1	4.2.10	Sanding requirements
DE	3.1.7.1	4.2.10	Minimum axle load
	3.1.2.2	4.2.10	Minimum distance between certain axles
	3.2.2.5	4.2.11	Interference current limits
IT	3.2.2.4, 3.2.2.6	4.2.11	Interference current limits
CZ	3.2.2.4, 3.2.2.6	4.2.11	Interference current limits
NL	3.2.2.6	4.2.11	Interference current limits

Table A 1 of Annex A of the CCS TSI links the specific cases to one of the following basic parameters of CCS TSI (see column 3 of the table above):

- ERA/ERTMS/033281 §3.1 → 4.2.10 "*Trackside Train Detection Systems*"; or
- ERA/ERTMS/033281 §3.2 → 4.2.11 "*Electromagnetic Compatibility between Rolling Stock and Control-Command and Signalling trackside equipment*".

(Note: CCS TSI clause 7.6.2 links all specific cases to parameter 4.2.10 only, this is obviously an error as it is in contradiction to Table A 1.)

CCS TSI table 4.1, which assigns the basic parameters to the subsystems CCO (on-board signalling equipment) and/or CCT (trackside signalling equipment), assigns both 4.2.10 and 4.2.11 only to CCT.



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CCS TSI table 6.2 (conformity assessment requirements for an on-board subsystem) does not comprise 4.2.10 or 4.2.11 while **CCS TSI table 6.3 (conformity assessment requirements for a trackside subsystem)** does refer to them in numbers 7 and 9.

LOC&PAS and WAG TSIs clause 7.3 “Specific cases” do not mention any specific cases related to ERA/ERTMS/033281 or CCS TSI.

Description of the situation:

Formally and from the above, only a CCT NoBo would have the task of assessing the above-mentioned specific cases. This does not make sense and will not work because a CCT assessment does not cover any vehicle parameters while all the above-mentioned specific cases are clearly related (also) to vehicles.

A related change request has been filed to ERA that will correct the assignment in an upcoming TSI amendment. Until then, this RFU shall clarify which NoBo (CCO or RST) shall assess the CCS TSI specific cases linked to rolling stock properties in ERA/ERTMS/033281 (if the applicant decides to apply them in his/her project), and how the assessment shall be documented.

RFU PROPOSAL

When rolling stock related specific cases apply to an EC verification project, they shall, for the vehicle part, be assessed by the **RST NoBo**. The RST NoBo is competent for this task, and, in addition, this is the most suitable way from a technical perspective because all the vehicle related sections of ERA/ERTMS/033281 are part of the RST NoBo assessment anyway.

If RST and CCO NoBos are not the same, then the RST NoBo shall confirm with the CCO NoBo or the applicant which CCS TSI version has to be used for the assessment.

The RST NoBo shall document the assessment results in its NoBo-File, with

- reference to the CCS TSI version in the legal scope and
- the results in the result matrix, table, or clause by clause listing, stating the CCS TSI clause of the specific case and the related section in ERA/ERTMS/033281, (e.g. CCS TSI §7.6.2.1 “Specific case Belgium”, ERA/ERTMS/033281 §3.1.2.3 “distance between first and last axle”).

THIS RFU WAS AGREED ON

PLENARY MEETING 64 – 02/03/2022



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THIS RFU ENTERS INTO FORCE ON

09/03/2022 (DATE OF PUBLICATION)

FROM THIS DATE ON THIS RFU CAN BE APPLIED INSTEAD OF THE PREVIOUS MANDATORY VERSION.

RFU APPLICATION IS MANDATORY STARTING FROM

09/06/2022

AT THIS DATE ANY PREVIOUS VERSIONS (*OR, ALTERNATIVELY, VERSION XX*) OF THIS RFU WILL BE WITHDRAWN.

RFUs SHALL BE APPLIED BY ALL NOBOS. PLEASE REFER TO RFU-STR-702, CHAPTER 3 OF THE SECTION "DESCRIPTION AND BACKGROUND EXPLANATION", FOR THE LEGAL BASIS SUPPORTING THIS OBLIGATION.

ERA COMMENTS

PLE 064 – 02/03/2022: NO COMMENTS