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ProRail



associate member



EIM POSITION PAPER ON BRAKING PERFORMANCE (APPENDIX T OF THE TSI OPE)

EIM Position Paper on Braking Performance (Appendix T of the TSI OPE)

Introduction:

This paper expresses the EIM vision regarding the requirements of braking performance in the TSI OPE.

The EIM position is based upon the stipulation in the Safety Directive (2004/49/EC):

- *“All those operating the railway system, infrastructure managers and railway undertakings, should bear the full responsibility for the safety of the system, each for their own part. Whenever it is appropriate they should cooperate in implementing risk control measures”.*

EIM Position:

EIM's position is in line with the ERA report of 2010 defining the target system regarding braking performance requirements.

From this, our view is as follows:

IM Responsibility:

The IM shall manage and control infrastructure and thus be responsible for the provision of information that is needed for safe train operation.

In this particular case the IM must supply the RU with all safety critical information for train braking that is in the control of the IM (including signalling / warning distances, maximum speed, gradients).

Unless the IM and RU have a mutual agreement on another unit to express the braking performance (deceleration values, weight brake percentage), the minimum information to be provided should include:

The minimum signalling and/or warning distances applicable to the RU to stop or to reduce speed. This should take into consideration the route characteristics (for example, gradients, maximum permissible speed, minimum distances between stop signal and danger point).

RU Responsibility:

The RU shall be responsible for the performance of the trains (including driving rules), so that the trains do not come into conflict with the infrastructure.

The RU shall calculate the required braking performance for each line on the basis of the route characteristics supplied by the IM.

Conclusion:

Having a clear understanding of the IM and RU responsibilities will facilitate train operations and minimise safety risks. EIM requests that in the current revision process updates are made to the requirements of Appendix T of the OPE TSI taking the above mentioned recommendations into account.