

Croatian Railway Safety Agency
Agencija za sigurnost željezničkog prometa



Experiences on cleaning up of National Rules of Croatian NSA

IPA REGIONAL WORKSHOP, BUDAPEST 16TH of October 2018

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Sigurnost na prvome mjestu!

Safety first!



Challenges for cleaning up of national rules (legal, operational...)

- **Croatian Ministry of the sea, transport and infrastructure (Ministry) plays the key role in cleaning up of National rules of Croatia as well as for notifying the rules to the Agency/EC**

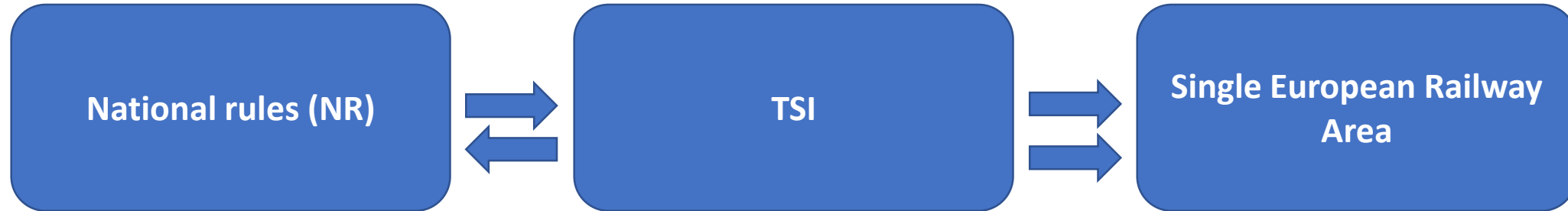
- **The Ministry as a representative of the MS is responsible:**
 - to make rules transparent by publishing them in the NRD (National Reference Document)**
 - to move the redundant rules replaced by TSIs and defining remaining rules**
 - Assessment of the rules (together with the Agency), using RDD (Reference Document Database) as support**
 - to notify the rules to EC...**

Challenges for cleaning up of national rules (legal, operational...)

- **The CRO-NSA as an independent national safety authority is involved in the process for cleaning up of national rules but only as an active member of the Task force established by the Ministry**
- **The Safety and Interoperability Railway System Act (SIRS Act) proclaims the activities of the NSA as activities of special interest to the Republic of Croatia.**

Challenges for cleaning up of national rules (legal, operational...)

- Purpose – the context of interoperability; to remove technical barriers



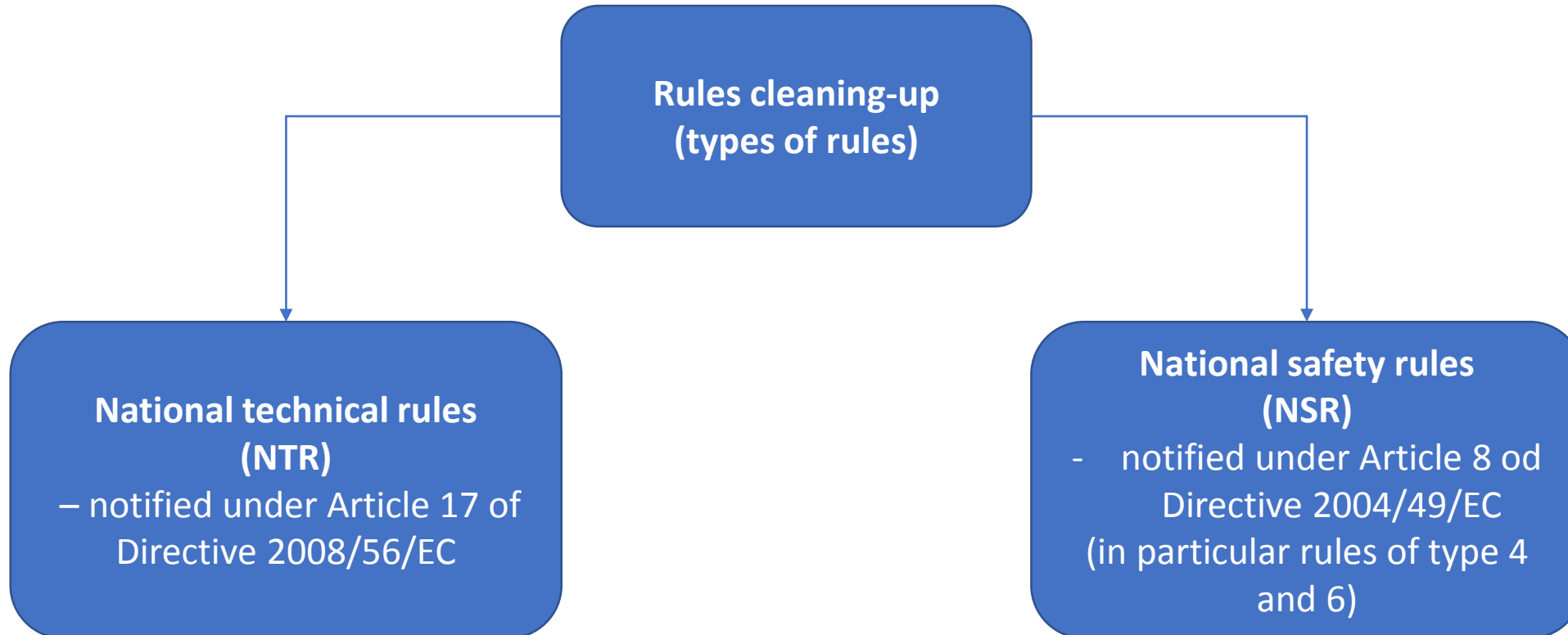
- Very important factors (we have to take into account):

- Non-transparency of the rules
- Contradictory of unjustified rules
- Reducing the number of rules (European rules (TSI) will prevail over NR)

- ✓ Specific area: CCS, class B system (e.g. interlocking; automatic train protection systems; level crossing protection systems...)

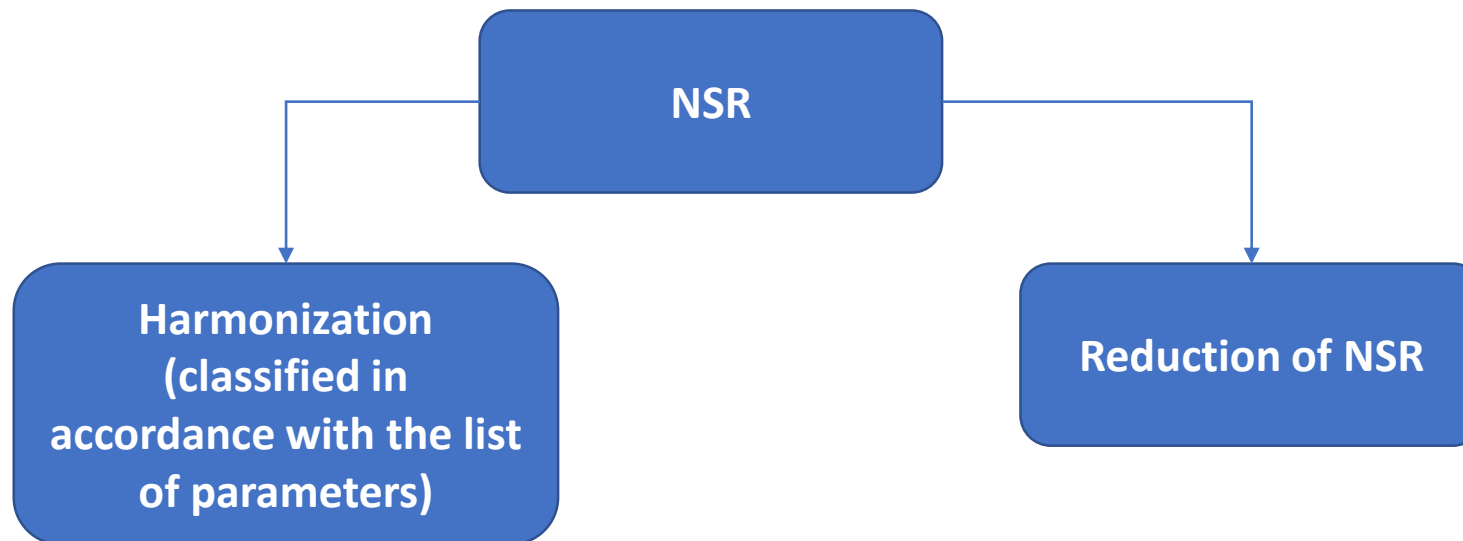
Challenges for cleaning up of national rules (legal, operational...)

- The rules cleaning-up programme deals with the following types of rules



National Safety Rules (NSRs)

- According to the current definition (RSD Article 3(h)), NSR are „ all rules containing railway safety requirements imposed at Member State level and applicable to more than one RU irrespective of the body issuing them”
- Locally applied requirements/instructions („local rules”) are not NSR

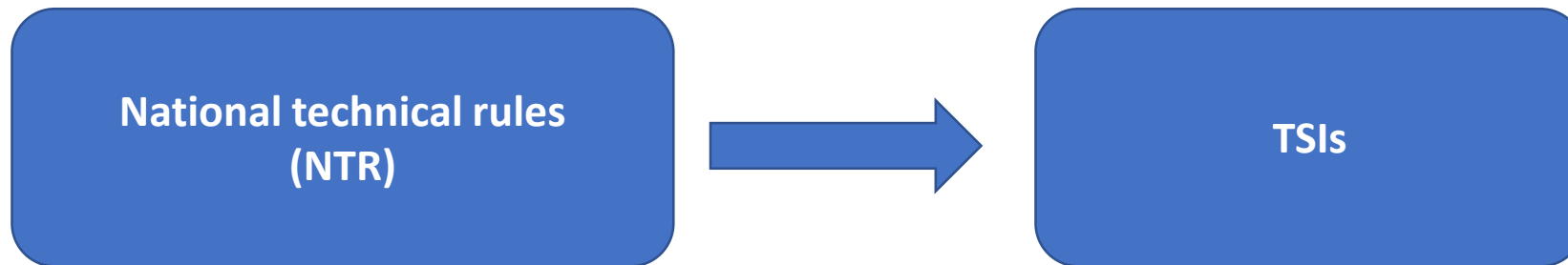


National Technical Rules (NTRs)

- National technical rules (NTRs) are those rules which the Interoperability Directive require each Member State to notify in the absence of a Technical Specification for Interoperability (TSI)
- NTRs are not permitted to supplement the TSIs or to repeat requirements mandated by TSIs!

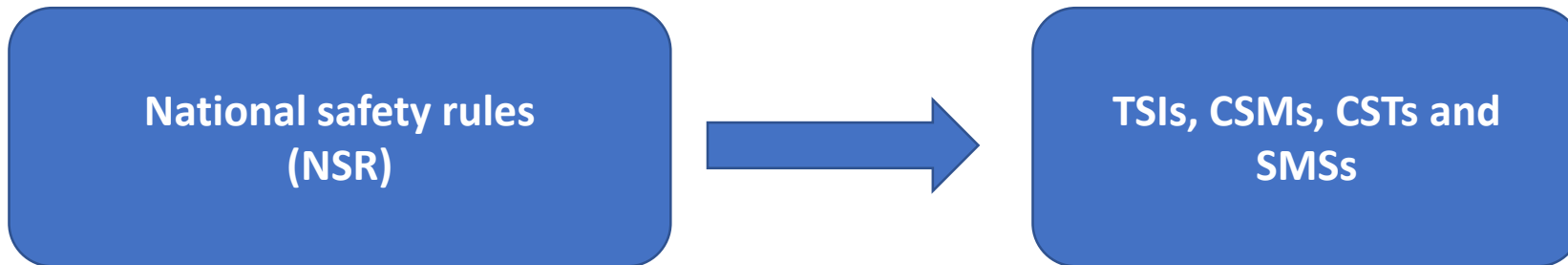
Challenges for cleaning up of national rules (legal, operational...)

- NTRs (including those covering operations and maintenance) are replaced by TSI



Challenges for cleaning up of national rules (legal, operational...)

- **NSRs (including those covering operations and staff competence) are replaced by TSI, CSMs, CSTs and SMS**



NSA's experience in cleaning up of national rules

ERA supported MS in the comparison of equivalence of national rules with their neighbouring states in form of Geographic Interest Groups (GiG)

Central Eastern- South Geographical Interst Group Meeting



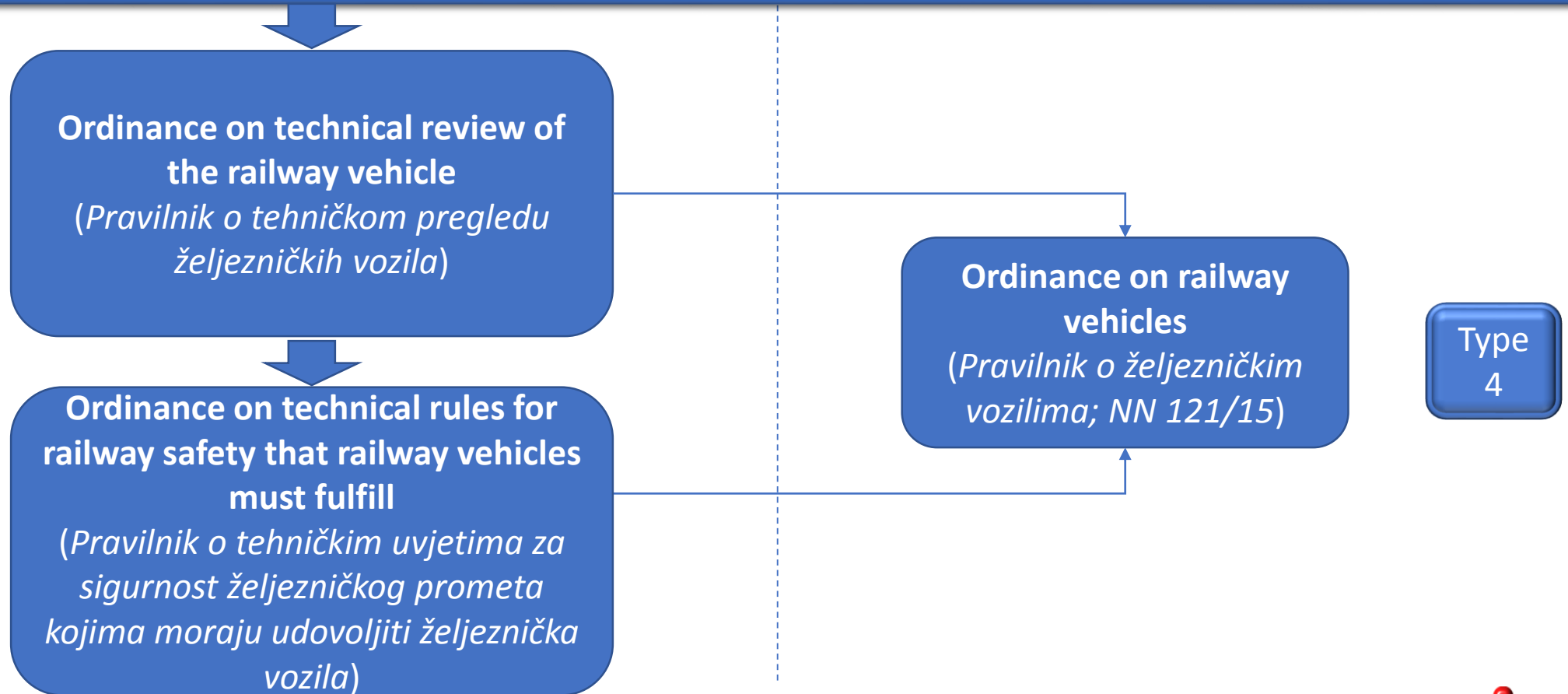
We attended the meeting (with a representative of the Ministry), Sofia, 7th/8th of May 2015, on the initiative of our NSA.

The Meeting aimed to bring together the invited NSA's to compare and classify the national rules in accordance with Annex VII (Parameters to be checked...) of Directive 2008/57/EC and to facilitate the comparison of the different national technical rules applied in conjunction with authorization of railway vehicle...

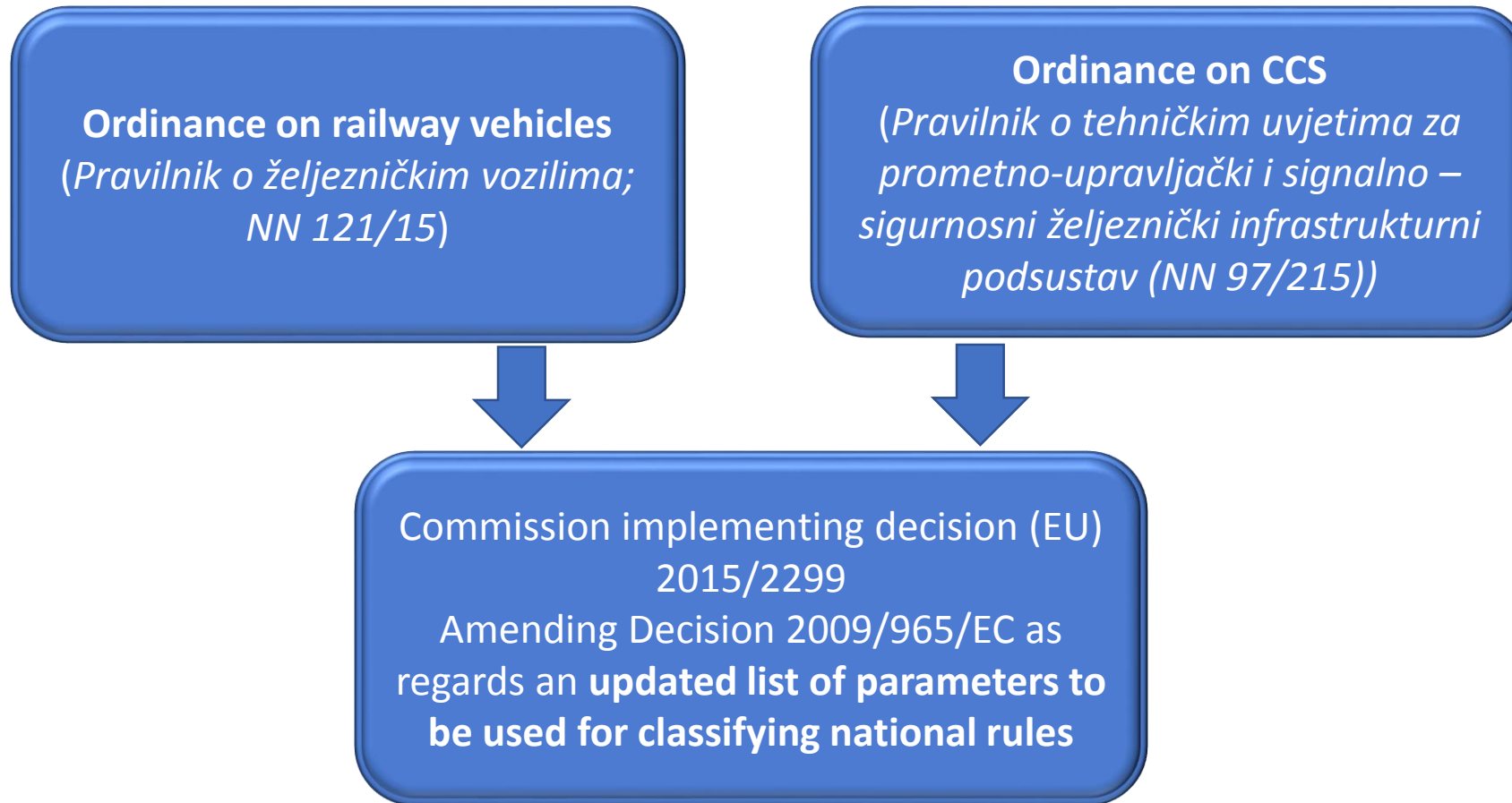
NSA's experience in cleaning up of national rules

National Ordinance on railway vehicles – Example of reduction of national rules

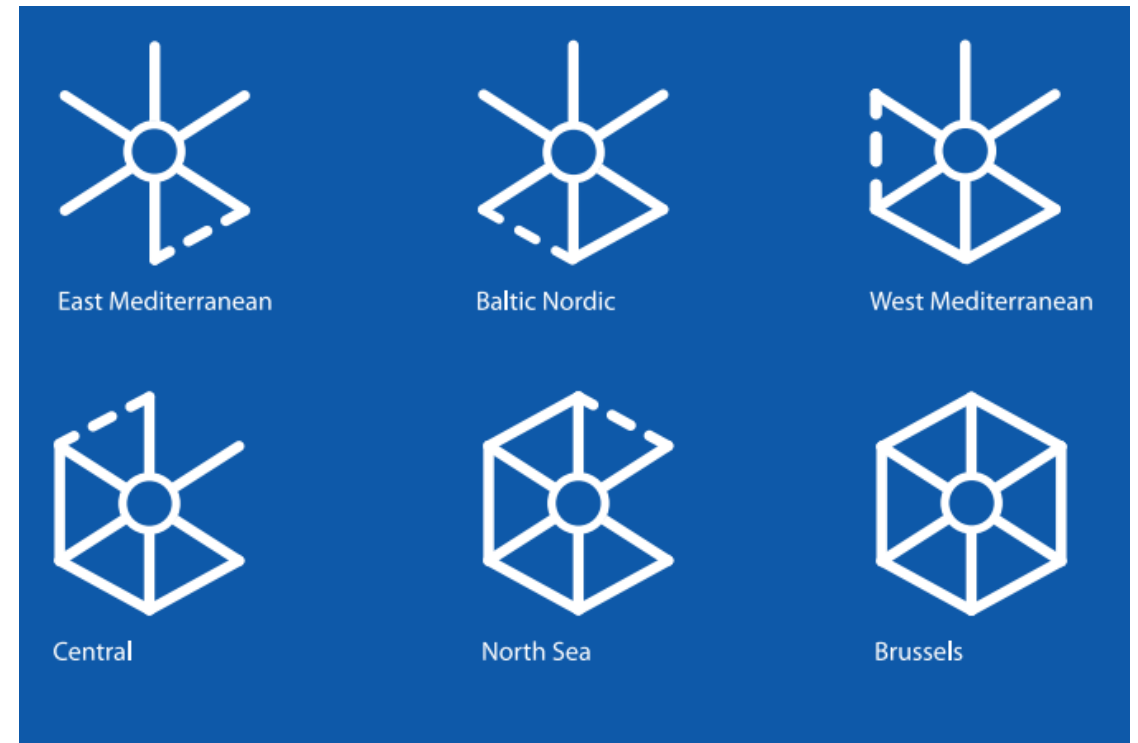
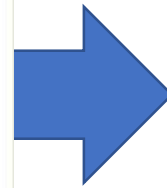
Legal status: In pre-evaluation/Withdrawn/Notification of HR of the list of national safety rules for Directive 2004/49/EC art. 8



Current state of cleaning up of national rules (Rules compared with the Decision (EU) 2015/2299 – particular contribution of the NSA in the context of Ministry's Task force)



Clean-up, reduce national rules and harmonise your railway system with EU legislative and be closer to the Single European Railway Area!



Open QUESTIONS

- Next steps?
- No feedback....
- Data base - ERA/ERADIS?
- Current status of the national rules?



Croatian Railway Safety Agency (CRSA)



Thank you for your attention!

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