Experience of RFI on Trackside Approval

26 th of April 2022

RFI
RETE FERROVIARIA ITALIANA
GRUPPO FERROVIE DELLO STATO ITALIANE

The good things

- ERA is very collaborative and it provided the necessary clarifications with an appropriate timing

- The trackside approval process drew the attention to hazard issues related to the Technical Opinion 2020-2, that may happen on the trackside projects for the ambiguity of some requirements in the specification. If these problems are discovered during trackside-on board integration, it may be too late to avoid high costs

- The Item 14 (Previous approval(s) identification) may become quite important in the future, when many projects will adopt the same technical solutions already subjected to approval. It is expected that in this way the trackside approval process will be easier and less time-consuming.

- Reached the first ERTMS trackside approval in 2021 (ERTMS Level 1 LS in Ventimiglia Station)

Matters for improvement

- The combined effect of the time to obtain the approval and the time to obtain the authorization by the NSA shall be considered. It would be better to have the possibility to close the approval at the early stages of the projects (eg. Tender docs)

- Function Lists and Issue Log shall be focused the check the real interoperability problems. Eg. Error Corrections CRs.

- Not all the 14 items of the trackside approval are necessary, for example the certification of the trackside subsystem, that is available too late to be useful to the trackside approval