

Number	Type	Task / responsibility / parameter	Requirements covered by common rules (ref. to TSIs, CST, CSM, etc.)	Kinds of NSR to be withdrawn	Kinds of existing NSR that may remain (Note: all rules have to be brought in line with EU-legislation)	Comments
Rules as defined in Annex II of the RSD						
1	type 1-rule	rules concerning existing national safety targets	2nd set of CST: Commission Decision 2012/226/EU	no room for NSR		national safety targets are replaced by common safety targets and common safety methods
2	type 1-rule	rules concerning existing national safety methods	Commission Regulation (EU) 1158/2010 of 9 December 2010 on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates (CSM CA RU)	no room for NSR		
3	type 1-rule	rules concerning existing national safety methods	COMMISSION REGULATION (EU) No 1169/2010 of 10 December 2010 on a common safety method for assessing conformity with the requirements for obtaining a railway safety authorisation (CSM CA IM)	no room for NSR		
4	type 1-rule	rules concerning existing national safety methods	Commission Decision 2009/460/EC of 5 June 2009 on the adoption of a common safety method for assessment of achievement of safety targets	no room for NSR		
5	type 1-rule	rules concerning existing national safety methods	Commission Regulation (EC) No 352/2009 of 24 April 2009 on the adoption of a common safety method on risk evaluation and assessment	no room for other NSR within the scope of this CSM	CSM allow to keep risk acceptance criteria and criteria for significant change	
6	type 1-rule	rules concerning existing national safety methods	CSM on monitoring, decided by RISC64 on 6 June 2012	no room for NSR, as soon as Commission Regulation is in force		
7	type 1-rule	rules concerning existing national safety methods	CSM on supervision, decided by RISC64 on 6 June 2012	no room for NSR, as soon as Commission Regulation is in force		
8	type 1-rule	qualitative and quantitative targets of the organisation for the maintenance and enhancement of safety and plans and procedures for reaching these targets	Commission Regulation (EU) No 1158/2010 of 9 December 2010 on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates (Annex II), Part K	no room for NSR		
9	type 1-rule	definition or description of the safety responsibilities of RUs		no room for NSR		This is not an NSR but a transposition of Article 4 RSD
10	type 2-rule	Criteria for significant change when the update of the Safety Certificate Part B is required	RSD Article 10, CSM CA		criteria for significant change	Authorized by the CSM RA
11	type 2-rule	rules concerning requirements on safety management systems	Commission Regulation (EU) 1158/2010 of 9 December 2010 on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates	no room for NSR		
12	type 2-rule	provisions for recurrent internal auditing of the safety management system	CSM CA for RU (Annex II), Part S	no room for NSR		
13	type 2-rule	rules concerning requirements on safety certification of railway undertakings;	RSD Art. 10, 12 and Annex IV and Regulation (EC) 653/2007; CSM CA for RU	no room for NSR; remove any deviations from SMS, Part A and Part B requirements, including their purpose, elements, applications, approvals and recognition		This is not an NSR but transposition measures: administrative procedures, communication protocol RU-NSA, link with OPE-TSI, recognition of RUs from EFTA in EU MS
14	type 4-rule	train operation – Domestic freight trains rear end visibility	CR OPE TSI 4.2.2.1.3		NSR remain for point 4.2.2.1.3.3 regarding freight trains not crossing a border between Member States	Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
15	type 4-rule	train operation – international freight rear end visibility	OPE TSI (Dec. 2011/314/EU), § 4.2.2.1.3.2	no room for NSR	Temporary specific cases until 2016: trains which operate on EE, LV and LT 1520mm gauge network may use other specific train rear end signal CR OPE TSI 7.3.2.1	Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
16	type 4-rule	Contingency arrangements	CR OPE TSI 4.2.3.6.3	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
17	type 4-rule	Operating Requirements for trains to run through tunnels of less than 1 km length	Commission Decision of 20 December 2007 concerning the technical specification of interoperability relating to 'safety in railway tunnels' in the trans-European conventional and high-speed rail system, clause 7.2.4 ; OPE TSIs apply in full for all trains running on tunnels less than 1 km length	no room for NSR		No specific case or open point have foreseen for tunnels
18	type 4-rule	train operation - passenger train rear end visibility	OPE CR TSI (Dec. 2011/314/EU), 4.2.2.1.3.1, HS OPE TSI 4.3.3.3.2 (Dec. 2008/231/EC)	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
19	type 4-rule	Requirements on working time for staff with operational tasks are related to railway safety	Directive 2005/47/EC, Directive 2003/88/EC and Directive 89/391/EEC	no room for NSR		This is not a NSR but a measure transposing EU-legislation
20	type 4-rule	Tasks of safety advisers for the transport of dangerous goods (note: safety advisers are currently named RID-experts in Notif-IT)	Dir 2008/68/EC and its Annex II.1 (RID), § 1.8.3 RID § 1.8.3.2: The competent authorities of the RID Contracting States may provide that these requirements shall not apply to undertakings listed in a), b) and c) of this §.	no room for NSR		This is not NSR but a transposition measure defining the scope of indicated requirements
21	type 4-rule	Operating rules for ERTMS	OPE TSI Appendix A / "ERTMS operational principles and rules - version 2" (Decision 2012/464/EU)	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
22	type 4-rule	staff safety and security			NSR under CR OPE TSI, Appendix B / b) In line with the scope of OPE TSIs	Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
23	type 4-rule	train operation - front end visibility for all trains	CR OPE TSI (Dec. 2011/314/EU), 4.2.2.1.2; HS OPE TSI 4.3.3.3.1	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
24	type 4-rule	train operation - Braking performance	CR OPE TSI (Dec. 2011/314/EU), 4.2.2.6.2, Appendix T	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
25	type 4-rule	train preparation - Shunting (operational rules)	none	no room for NSR		Must be covered by SMS
26	type 4-rule	Shunting . Definition of roles and responsibilities	none		NSR may exist when justified under RSD Articles 4 and 8	Normally, the outstanding issues should be covered by SMS, not rules
27	type 4-rule	RU-procedures and formats for how safety information is to be documented and designation of procedure for configuration control of vital safety information	CSM CA for RU (Annex II), Part P, TSIs OPE, TAF, COM decision on registers 2011/665/EU, 2011/633/EU; National Vehicle Register (NVR) in accordance with Article 14 of Directives 96/48/EC and 2001/16/EC both modified by Directive 2004/50	no room for NSR		
28	type 4-rule	RU-provision of plans for action and alerts and information in case of emergency, agreed upon with the appropriate public authorities	CSM CA for RU (Annex II), Part R, TSI OPE, TAF, SRT TSI 2008/163/EC	no room for NSR		

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29	type 4-rule	train preparation - train composition	OPE CR TSI (Dec. 2011/314/EU), 4.2.2.5	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
30	type 4-rule	train preparation - ensuring the train is in running order	4.2.2.7 CR OPE TSI (Dec. 2011/314/EU)	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
31	type 4-rule	train preparation - pre-departure-checks and tests	4.2.3.3.1 CR OPE TSI (Dec. 2011/314/EU)	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
32	type 4-rule	train preparation - check of safety-related on-train equipment	4.2.2.7.1 CR OPE TSI (Dec. 2011/314/EU)	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
33	type 4-rule	train operation - special consignement / loading gauge	4.2.2.4.1, 4.2.2.5 and 4.2.3.3.2 CR OPE TSI (Dec. 2011/314/EU)	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
34	type 4-rule	Degraded operation, emergency situations and aid to train crew in incident or malfunction	CR OPE TSI 4.2.3.6, 4.2.3.7, 4.2.3.8	no room for other NSR	In there are NSR for the open point in Appendix B, C2, D2, and E. They need to be in line with the TSIs OPEs	Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012; this includes of course communication to passengers - if affected -
35	type 4-rule	train operation - procedure for driving on sight	CR OPE TSI 4.2.3.6.2; 4.2.1.2.1 (Driver's Rule Book)	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
36	type 4-rule	Exchange of RST at border stations	OPE CR TSI 4.2.2.7.1, 4.2.2.5, 4.2.3.2	no room for NSR	OSJD- and other Agreements have to comply with EU-legislation; agreements between IMs can not regulate RUs' business cases	Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
37	type 4-rule	Safety of load	4.2.2.4.1 OPE CR TSI	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
38	type 4-rule	identification of trains / train running numbers	OPE CR TSI 4.2.3.2	no room for NSR	Specific case for IE and UK: CR OPE TSI 7.3.2.2	Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
39	type 4-rule	rules for train operation on existing CCS systems (legacy signalling systems and ERTMS level 1)	CR OPE TSI and HS TSI		NSR for legacy-systems have to comply with EU-legislation; such NSR may exist only when there are corresponding open points or specific cases in the OPE TSIs	
40	type 4-rule	Limits of alcohol, etc. (staff fitness before journey)	OPE CR TSI 4.7.1		Defined limits of substances if specific to railways	
41	type 4-rule	Safety of passengers	CR OPE TSI 4.2.2.4.2	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
42	type 4-rule	safety-related communication	CR OPE TSI 4.2.1.5 and Appendix C	no room for NSR		Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63-decision from 7 and 8 March 2012
43	type 4-rule	Use of sanding equipment	CR OPE TSI Appendix B	no room for NSR		
44	type 4-rule	Display or placement of an emergency action code or hazard card, for transport operations performed by wagons registered within MS territory		no room for new NSR since 31 December 1996	Each Member State may, for transport operations performed by wagons registered within its territory, maintain the provisions of its national legislation in force on 31 December 1996 relating to the display or placement of an emergency action code or hazard card in place of the hazard identification number, provided for in Annex II, Section II.1, to Directive 2008/68/EC (RID).	Directive 2008/68/EC, Annex II.2, point 6
45	type 4-rule	Transport via the Channel Tunnel			For transport via the Channel Tunnel, France and the United Kingdom may impose provisions more stringent than those laid down in Directive 2008/68/EC	Directive 2008/68/EC, Annex II.2, point 7
46	type 4-rule	Provisions for MS territory on the transport of dangerous goods by rail from and to contracting parties of the OSJD		no room for NSR which do not allow to maintain same level of safety as in RID	A Member State may maintain and adopt provisions for its territory on the transport of dangerous goods by rail from and to contracting parties of the OSJD. By means of appropriate measures and obligations the Member States concerned shall guarantee the maintenance of a level of safety equivalent to that provided for in Annex II, Section II.1 of Directive 2008/68/EC (RID). <u>Note:</u> This provision remains valid at least until 20/10/2018 and later, as long as not changed on the basis of EC proposal.	Directive 2008/68/EC, Annex II.2, point 8
47	type 4-rule	Restrictions on the transport of substances containing dioxins and furans		no room for new NSR since 31 December 1996	Member States may maintain national restrictions on the transport of substances containing dioxins and furans applicable on 31 December 1996	Directive 2008/68/EC, Annex II.2, point 9
48	type 4-rule	Specific safety requirements for the national and international transport of dangerous goods within MS territory			NSR where justified concerning the use of prescribed routes including the use of prescribed modes of transport	Directive 2008/68/EC Art 1.4 b)
49	type 4-rule	Specific safety requirements for the national and international transport of dangerous goods within MS territory			NSR - special rules for the transport of dangerous goods in passenger trains	Directive 2008/68/EC Art 1.4 c)
50	type 4-rule	Operating temperature of materials used for plastic packaging, tanks and their equipment intended for use in the national transport of dangerous goods by rail		no room for NSR from the moment when these provisions are incorporated into RID	Within its territory each Member State in which the ambient temperature is regularly lower than - 20 °C may impose more stringent standards as regards the operating temperature of materials used for plastic packaging, tanks and their equipment intended for use in the national transport of dangerous goods by rail until provisions on the appropriate reference temperatures for given climatic zones are incorporated into Annex II, Section II.1, to Directive 2008/68/EC (RID).	Directive 2008/68/EC, Annex II.2, point 4
51	type 4-rule	Reference temperature for the transport of liquefied gases or mixtures of liquefied gases within MS territory		no room for NSR from the moment when these provisions are incorporated into RID	Within its territory each Member State may maintain national provisions other than those laid down in this Directive with regard to the reference temperature for the transport of liquefied gases or mixtures of liquefied gases, until provisions relating to appropriate reference temperatures for designated climatic areas are incorporated into European standards and referred to in Annex II, Section II.1, to Directive 2008/68/EC (RID).	Directive 2008/68/EC, Annex II.2, point 5
52	type 5-rule	rules laying down requirements on additional internal operating rules (company rules) that must be established by infrastructure managers and railway undertakings;	CSM CA for RUs and IMs and different TSIs	no room for NSR		Redundant rule type
53	type 5-rule	requirements for internal rules of IMs without interface to RUs	CSM CA for RUs and IMs and different TSIs	no room for NSR		Out of NSR-definition
54	type 5-rule	Rules authorising IMs to issue operating rules for RUs	OPE TSIs	no room for NSR		This is not NSR. This could be a legal base for type 4-rules by IM, provided there is no conflict with RSD Article 4(3) on RU/IM coordination.
55	type 5-rule	conditions for access to railway infrastructure	Dir. 2001/14/EC	no room for NSR		information for the network-statement
56	type 5-rule	quotation of SMS-elements from RSD Annex III	CSM CA	no room for NSR		this is currently covered by RSD-transposition measures and CSM CA

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57	type 6-rule	Professional competency, linguistic competency, initial and ongoing assessment of staff accompanying a train and staff involved in train preparation in case trains cross State borders and proceed beyond the frontier location	OPE CR TSI (Dec. 2011/314/EU), 2.2.1 and 4.6 and Appendices J and L; CSM CA	no room for NSR		
58	type 6-rule	Medical requirements regarding staff accompanying trains in case trains cross State borders and proceed beyond the frontier location	OPE CR TSI (Dec. 2011/314/EU), 2.2.1 and 4.7; CSM CA	no room for NSR		
59	type 6-rule	Medical requirements regarding staff authorizing train movements, staff involved in train preparation and despatch for trains crossing State borders and proceed beyond the frontier location	Mutual recognition under OPE CR TSI (Dec. 2011/314/EU), 2.2.1; CSM CA	no room for NSR		
60	type 6-rule	Professional qualifications of staff accompanying a train, authorizing train movements, preparing trains and despatching trains in case of trains that do not cross State borders or do so as far as frontier locations	Mutual recognition under OPE CR TSI (Dec. 2011/314/EU), 2.2.1; CSM CA	no room for NSR		
61	type 6-rule	Medical requirements for staff accompanying a train, authorizing train movements, preparing trains and despatching trains in case of trains that do not cross State borders or do so as far as frontier locations	Mutual recognition under OPE CR TSI (Dec. 2011/314/EU), 2.2.1; CSM CA	no room for NSR		
62	type 6-rule	selection, training, medical fitness and certification of train drivers	Directive 2007/59/EC Commission Regulation (EU) No 36/2010 on Community models for train driving licences, complementary certificates, certified copies of complementary certificates and application forms for train driving licences, under Directive 2007/59/EC COMMISSION DECISION of 29 October 2009 on the adoption of basic parameters for registers of train driving licences and complementary certificates provided for under Directive 2007/59/EC of the European Parliament and of the Council (2010/17/EC) Commission Decision of 22 November 2011 on criteria for the recognition of training centres involved in the training of train drivers, on criteria for the recognition of examiners of train drivers and on criteria for the organisation of examinations in accordance with Directive 2007/59/EC of the European Parliament and of the Council (2011/765/EU); CSM CA	no room for NSR		this is not a NSR but a transposition measure
63	type 6-rule	abilities and competences of the staff for rolling stock maintenance	TSIs applicable to RST (sections 4.5 and 4.6); Decision for ECM-Certification in case of freight wagons; CSM CA	no room for NSR		
64	type 6-rule	abilities and competences of the staff for the maintenance of the structural subsystems	relevant TSIs (sections 4.5 and 4.6); CSM CA	no room for NSR		
65	type 6-rule	Skills, training, examination and certification of safety advisers for the transport of dangerous goods (note: safety advisers are currently named RID-experts in Notif-IT)	Dir 2008/68/EC and its Annex II.1 (RID), § 1.8.3; CSM CA RID § 1.8.3.2: The competent authorities of the RID Contracting States may provide that these requirements shall not apply to undertakings listed in a), b) and c) of this §. RID § 1.8.3.13: The RID Contracting States may decide that candidates who intend working for undertakings specializing in the carriage of certain types of dangerous goods need only be questioned on the substances relating to their activities. These types of goods are defined in the same §.	no room for NSR		These two examples are not NSR but transposition measures defining the scope of indicated requirements
66	type 6-rule	Training of persons involved in the carriage of dangerous goods	Dir 2008/68/EC and its Annex II.1 (RID), § 1.3; CSM CA	no room for NSR		
67	type 6-rule	Additional training of workers involved in the carriage of Class 7 dangerous goods (radioactive material)	Dir 2008/68/EC and its Annex II.1 (RID), § 1.7.2.5; CSM CA	no room for NSR		
68	type 6-rule	provision of programmes for training of staff and systems to ensure that the staff's competence is maintained and tasks carried out accordingly	CSM CA Part N	no room for NSR		
69	type 6-rule	Professional competency, Linguistic competency, initial and ongoing assessment of staff authorizing train movements and train despatchers in case trains cross State borders and proceed beyond the frontier location	Mutual recognition under OPE CR TSI (Dec. 2011/314/EU), 2.2.1; CSM CA	no room for NSR		
70	type 6-rule	other rules concerning requirements on other staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification as far as they are not yet covered by a TSI	CSM CA and different TSIs (sections 4.5 and 4.6)	no room for NSR		
71	type 7-rule	rules for reporting CSI	RSD	no room for NSR		This is not a NSR but a transposition measure
72	type 7-rule	Reporting of occurrences with dangerous goods	RID 1.8.5.3	no room for NSR		
73	type 7-rule	RU/IM-procedures to ensure that accidents, incidents, near misses and other dangerous occurrences are reported, investigated and analysed and that necessary preventive measures are taken;	CSM CA for RU and IM (Annex II), Part Q	no room for NSR		

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74	type 7-rule	other rules concerning the reporting and the investigation of accidents and incidents.	RSD, Chapter V	No room for NSR. Especially check for rules in conflict with the RSD, in particular rules which are in conflict with: •The independent NIB status and work during accident investigation •RU obligations for accident investigation and procedures in SMS/ CSM CA		RSD implementation measures are not NSR; examples: •Scope of accidents and incidents under NIB competence •Interaction between RU/IM and different national bodies •Access to information and reporting Beside that, other legislation and instructions are not considered as NSR
NTR and product rules (Directive 98/34/EC)						
75	NTR	Specific requirements for CR RST to operate safely on HS network	TSI LOC PAS 1.2; TSI LOC PAS open point; All requirements regarding the compatibility with concerned network TSI LOC PAS Annex I	no room for NSR		This is an open point in the CR LOC&PAS TSI (decision 2011/291/EU); MS can notify a national technical rule to cover this open point. In the revised TSI LOC&PAS (merging of HS and CR, and scope extension), this open point will be covered by the TSI; adoption expected in 2014.
76	Product Rules	Floor surfaces within the station buildings there shall be no irregularities in excess of 5 mm at any given point in floor walking surface areas, except for tactile guiding paths, drainage channels and tactile warning indicators.	PRM TSI clause 4.1.2.5; all floor surfaces shall be slip resistant in accordance with National Rules for public buildings.	no room for NSR		
77	NTR	Dynamic behaviour (when active control is utilised)	TSI LOC & PAS (2011/291/EU) 4.2.3.4.2 (a): The dynamic behaviour of a vehicle has a strong influence on safety against derailment, running safety and track loading. It is a safety related function, which is covered by the technical requirements of this clause; when software is utilised, the safety level to be considered for developing the software is an open point. 4.2.3.4.2 (c): Regarding the track geometric quality, the specification of a reference track for tests, including limits of the track quality parameters which are defined in EN 13848-1, is an open point. Therefore, national rules apply for the definition of these limits, which shall be expressed in consistency with EN 13848-1, in order to be able to evaluate if a test already performed is acceptable.	no room for NSR		
78	NTR	Use of composite brake blocks	CR NOI TSI point 7.7.2.4 temporary specific case: The noise emission limits for freight wagons are not valid for Finland, Estonia, Latvia and Lithuania. The reason for this is the safety aspects under Nordic winter conditions. This specific case is valid until the functional specification and assessment method for composite brake blocks are incorporated in the revised version of the WAG TSI. That does not preclude freight wagons from other Member States from operating in Nordic and Baltic States.	no room for NSR		
79	NTR	HABD technical specifications	covered by TSI HS RST 4.2.11, NTR	no room for NSR		
80		execution of works	Energy TSI (Dec. 2011/274/EU), § 4.2.3.4.	no room for NSR		The specifications for the energy subsystem and its interoperability constituents defined in Chapters 4 and 5 of the TSI are applicable to lines in normal functioning conditions or in the case of unexpected malfunctions which require the application of the maintenance plan.
81		Brake state and fault indication	TSI CR RST (2011/291/EU), § 4.2.4.9	no room for NSR		
82		Passenger alarm	TSI CR RST (2011/291/EU), § 4.2.5.3	no room for NSR		The requirements in clause 4.2.5.3 (Passenger alarm: functional requirements) of the conventional LOC & PAS TSI apply to CR rolling stock
83		Control of passenger exterior doors	TSI CR RST (2011/291/EU), § 4.2.5.6	no room for NSR		
84		Electric power supply cut off	TSI CR RST (2011/291/EU), § 4.2.8.2.10	no room for NSR		
85		Driver's activity control	TSI CR RST (2011/291/EU), § 4.2.9.3.1	no room for NSR		
86		Fire barriers (other than full cross section partitions)	TSI CR RST (2011/291/EU), § 4.2.10.5	no room for NSR		
87		Vehicle geometry	TSI CR RST (2012/91/EU) § 4.2.3.3.1.1.	no room for NSR		
88		Subsystem design taking into account the need to protect workers	TSIs for structural subsystems (Section 4.6)	no room for NSR		
89	NTR, product rules and others for open points and specific cases	Maintenance limits in size / maintenance intervals for Rolling Stock	relevant TSIs	no room for NSR		
90	NTR	speed limits	CR INFRA TSI 4.2.2.	no room for NSR		
91	NTR, product rules and others for open points and specific cases	Maintenance limits for compatibility of other vehicles with the network	relevant TSIs	no room for NSR		
92	NTR, product rules and others for open points and specific cases	Limits for the maintenance of INF for compatibility with vehicles	relevant TSIs	no room for NSR		
93	NTR	Open points in TSI CCS for ERTMS		no room for NSR		

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94	NTR, product rules	Technical specifications for legacy CCS systems		no room for NSR		
95	NTR	Passenger information (pre-journey and enroute)	Regulation 1371/2007 (passenger rights), PRM TSI (Commission Decision 2008/164/EC) According to PRM TSI Clause 4.2.2.8.1. The following information shall be provided: — Safety Information and Safety Instructions in accordance with European or National Rules — Audible safety instructions in case of emergency — Warning, prohibition and mandatory actions signs in accordance with European or National Rules.	no room for NSR		Security information for passengers as long as not on board a train
96	NTR, product rules	Technical equipment for minimizing risk to passengers inside vehicles	relevant TSIs	no room for NSR		NTR, product rules and others for open points and specific cases
97		Route identification for visually impaired people	4.1.2.3.2 of PRM TSI («if a tactile path is installed it shall comply with National Rules.»)	no room for NSR		this is not NSR but other rules
98		Operational restrictions for freight wagons due to environmental conditions	CR WAG TSI point 4.3.3.9.	no room for NSR		
99	NSR, NTR or other	Certain additional provisions not included in RID to the international carriage of dangerous goods by rail on MS territory, as referred to in RID § 1.9.1		no room for NSR where relevant provisions are included in RID	Additional safety requirements or restrictions on carriage – using certain structures such as bridges or tunnels, – using combined transport installations such as transshipment installations, or – where the transport operation begins or ends in ports, railway stations or other transport terminals	RID (Annex II.1 to Directive 2008/68/EC) § 1.9.2 a)
100		Operational restrictions for other vehicles due to environmental conditions	relevant TSIs	no room for NSR		
101		Operating rules in relation to cross winds	open point in CR WAG TSI point 4.3.3.10	no room for NSR		
102	NTR	Operating rules in relation to aerodynamic effects	open point in CR WAG TSI point 4.3.3.11	no room for NSR		
103	NTR	Characteristics of sand applied to tracks	CCS TSI (Commission Decision 2012/88/EU); open point according to Annex G of CCS TSI	no room for NSR		
104	NTR	Rules specifying design operating state	TSI for structural subsystems	no room for NSR		NTR for off-TEN, product rules for open points and specific cases; rules in the national reference documents for vehicle authorization
Other						
105	other	Process for INF maintenance	INF TSI sets out in paragraph (1) of section 4.5: 'Maintenance rules are developed within the procedures described in the infrastructure manager's safety management system.'	no room for NSR		
106	other	Managing road safety on level-crossings, operating rules	Safety Directive and TSIs apply in full	no room for NSR		Additional issues are managed within the SMS of the IM and by road rules
107	other	Managing railway safety on level-crossings, operating rules	Safety Directive and OPE TSI apply in full	no room for NSR		Additional issues are managed within the SMS of the IM and RU
108	other	maintenance management system of ECM for freight wagons	COM Regulation (EU) No 445/2011 of 10 May 2011	no room for NSR		
109	other	certification of ECM for freight wagons	RSD Art. 14a, COM Regulation (EU) No 445/2011 of 10 May 2011	no room for NSR		
110	other	National Measures enforcing each new RID version		no room for NSR		These are not NSR but measures for transposition of Directive 2008/68/EC and COTIF Annex C (RID)
111	NTR or other	Provisions covered by 2008/68/EC on the inland transport of dangerous goods and its Annex II.1 (RID)	Directive 2008/68/EC and RID	no room for NSR		Except multilateral agreements according to 1.5.1 RID
112	other	arrangements for the provision of sufficient information within the organisation and, where appropriate, between organisations operating on the same infrastructure;	CSM CA for RU (Annex II), Part O, TSIs OPE, TAF, TAP, registers CSM for Monitoring	no room for NSR		
113	other	RST registration	IOD as well as Commission Decisions on NVR, RST register and vehicle type-register	no room for NSR		this is not a NSR but transposition measure
114	other	Security and terrorism prevention		no room for NSR		other legislation
115	other	Special provisions for the transport to/from third countries	OPE CR TSI 4.2.2.7.1, 4.2.2.5, 4.2.3.2	no room for NSR		OSJD- and other Agreements have to comply with EU-legislation; agreements between IMs can not regulate RUs' business cases. Same requirement is in the merged OPE TSI as in CR OPE TSI according to RISC63- decision from 7 and 8 March 2012
116	other	Choice of power supply system	Energy TSI (Dec. 2011/274/EU), § 2.2.1. Electrification system	no room for NSR		not a NSR as such but an MS decision in TSI implementation, to be listed in the RINF and the network statement
117	other	Requirements regulating or prohibiting, strictly for reasons other than safety during transport, the transport of dangerous goods within MS territory		no room for NSR		Directive 2008/68/EC Art. 1.5 and RID Art. 3
118	other	Derogations in accordance with Art. 6 of Dir. 2008/68/EC on the inland transport of dangerous goods		no room for NSR		Such derogations are listed in Annex II.3 to the Directive 2008/68/EC and are not NSR
119	other	Records of training according to RID Chapter 1.3.3	Records of training received shall be kept by the employer and made available to the employee or competent authority, upon request. Records shall be kept by the employer for a period of time established by the competent authority. Records of training shall be verified upon commencing a new employment.	no room for NSR		Transposition measure and eventually other kind of rule
120	other	Internal rules for worker protection	Different TSIs section 4.5 and 4.6	no room for NSR		
121	other	Assessment, appointment and monitoring of inspection bodies according to RID 1.8.6.3	RID Contracting States shall publish their national procedures for the assessment, appointment and monitoring of inspection bodies and of any changes to that information.	no room for NSR		Transposition measure and eventually other kind of rule
122	other	Identification of rail vehicles	Article 32 IOD	no room for NSR		Completely covered by EU Legislation: Transposition of Art. 32 IOD and OPE TSIs and NVR Decision

Number	Type	Task / responsibility / parameter	Requirements covered by common rules (ref. to TSIs, CST, CSM, etc.)	Kinds of NSR to be withdrawn	Kinds of existing NSR that may remain (Note: all rules have to be brought in line with EU-legislation)	Comments
123	other	Recording of security training for staff according to RID 1.10.2.4	Records of all security training received shall be kept by the employer and made available to the employee or competent authority, upon request. Records shall be kept by the employer for a period of time established by the competent authority.	no room for NSR		Transposition measure and eventually other kind of rule
124	other	RID 1.6.1.16: Animal material affected by pathogens	Animal material affected by pathogens included in Category B, other than those which would be assigned to Category A if they were in culture (see 2.2.62.1.12.2), may be carried in accordance with provisions determined by the competent authority until 31 December 2014.	no room for NSR		Transposition measure and eventually other kind of rule
125	NSR, NTR or other	Specific safety requirements for the national and international transport of dangerous goods within MS territory		no room for NSR covered by Directive 2008/68/EC and RID	NSR concerning the transport of dangerous goods by wagons not covered by Directive 2008/68/EC	Directive 2008/68/EC Art 1.4 a)
126	other	RID 1.8.4: Authorities and bodies designated by COTIF-Member States which are competent to implement RID	RID 1.8.4: The RID Contracting States shall communicate to the Secretariat of OTIF the addresses of the authorities and bodies designated by them which are competent in accordance with national law to implement RID, referring in each case to the relevant requirement of RID and giving the addresses to which the relevant applications should be made. The Secretariat of OTIF shall establish a list on the basis of the information received and shall keep it up-to-date. It shall communicate this list and the amendments thereto to the RID Contracting States.	no room for NSR		Transposition measure and eventually other kind of rule
127	NSR, NTR or other	More stringent provisions on grounds of transport safety, with the exception of construction requirements, concerning the national transport of dangerous goods by wagons registered or put into circulation within MS territory			More stringent provisions on grounds of transport safety, with the exception of construction requirements, concerning the national transport of dangerous goods by wagons registered or put into circulation within MS territory	Directive 2008/68/EC Art 5.1
128	NSR, NTR or other	Certain additional provisions not included in RID to the international carriage of dangerous goods by rail on MS territory, as referred to in RID § 1.9.1		no room for provisions included in RID	Provisions according to which the carriage of certain dangerous goods on sections with special and local risks is prohibited, such as sections in residential areas, environmentally sensitive areas, economic centres or industrial zones containing hazardous installations, or to which special conditions, e.g. operational measures (reduced speed, specified journey times, prohibition on trains meeting each other, etc.) apply. Where possible, the competent authorities shall establish alternative routes which may be used for each prohibited route or each route subject to special provisions.	RID (Annex II.1 to Directive 2008/68/EC) § 1.9.2 b)
129	NSR or other	Certain additional provisions not included in RID to the international carriage of dangerous goods by rail on MS territory, as referred to in RID § 1.9.1		no room for provisions included in RID	exceptional provisions specifying the excluded or prescribed routing or provisions to be observed for temporary storage resulting from extreme weather conditions, earthquake, accident, demonstrations, civil disorder or military hostilities	RID (Annex II.1 to Directive 2008/68/EC) § 1.9.2 c)
130	NSR, NTR or other	Specific safety requirements for the international carriage of dangerous goods by rail, in so far as RID does not cover that area		no room for requirements that concern the areas covered by RID, in particular those listed in 1.1.2 (a) and 1.1.2 (b)	Notwithstanding with §§ 1.9.1 to 1.9.4, RID Contracting States may lay down specific safety requirements for the international carriage of dangerous goods by rail, in so far as RID does not cover that area, in particular as regards – the running of trains, – operating rules for operations ancillary to transport such as marshalling and stabling, – management of information concerning the dangerous goods transported, provided they are contained in its national legislation and are also applicable to the national carriage of dangerous goods by rail in the territory of the said RID Contracting State.	RID (Annex II.1 to Directive 2008/68/EC) § 1.9.5
131	NSR, NTR or other	Measures needed to take an urgent action in the event of an accident or incident within MS territory, if the MS considers that the safety provisions applicable have been found to be insufficient to limit the hazards involved in transport operations		no room for NSR	NSR within this scope only if authorized by the Commission	Directive 2008/68/EC Art 5.2
132	other	Long term safety targets, strategies and policies at national level		no room for NSR		This is a policy, not a rule applicable directly to Rus; Policies without legal impact may persist
133	NTR or other	Operating Requirements for trains complying with the relevant TSIs to run through tunnels of more than 1 km length	Commission Decision of 20 December 2007 concerning the technical specification of interoperability relating to 'safety in railway tunnels' in the trans-European conventional and high-speed rail system Clause 1.1.2: "Tunnels of more than 20 km in length require a special safety investigation that may lead to the specification of additional safety measures not included in the tunnel-TSI in order to admit interoperable trains (trains complying with the relevant TSIs) in an acceptable fire-safety environment."	no room for NSR		
134	other	Certification / homologation of maintenance workshops for freight wagons	RSD Article 14a Regulation (EU) 445/2011, Article 2(2), Article 8 and Annex I	no room for NSR		According to Regulation (EU) 445/2011, Article 2(2), certification of the maintenance workshops is voluntary; when applied it shall be based on the principles specified in Article 8 and Annex I of Regulation (EU) 445/2011. Consequently, there is no room for NSR, NTR or other purely national requirements. Any measures bringing national law in compliance with the RSD and Regulation (EU) 445/2011 should be notified as transposition measures.