

## SCHEDULE 4

Regulation 9 and 28

### PROFESSIONAL KNOWLEDGE OF INFRASTRUCTURE AND REQUIREMENTS REGARDING THE TRAIN DRIVING CERTIFICATE

*(This Schedule substantially reproduces the provisions of Annex VI to the Directive)*

#### **TESTING THE BRAKES**

1. Drivers must be able to check and calculate, before departure, that the train's braking power corresponds to the braking power required for the line, as specified in the vehicle documents.

#### **TYPE OF OPERATION AND MAXIMUM TRAIN SPEED ACCORDING TO THE LINE CHARACTERISTICS**

2. Drivers must be able to—
- (a) take note of information given to them, such as the speed limits or any signalling changes,
  - (b) determine the type of running and the limit speed of the train on the basis of the characteristics of the line.

#### **KNOWLEDGE OF THE LINE**

3. Drivers must be able to anticipate problems and react appropriately in terms of safety and other performances, such as punctuality and economic aspects. They must therefore have a thorough knowledge of the railway lines and installations on their route and of any alternative routes agreed on.

The following aspects are important—

- (a) operational conditions (changes of track, one-way running, etc.),
- (b) perform a route check and consult the relevant documents,
- (c) identification of tracks that can be used for a given type of running,
- (d) the applicable traffic rules and the meaning of the signalling system,
- (e) the operations regime,
- (f) the block system and associated regulations,
- (g) station names and the position, and distance-sighting of stations and signal boxes to adapt driving accordingly,
- (h) transition signalling between different operating or power supply systems,
- (i) speed limits for the different train categories driven,
- (j) topographical profiles,
- (k) particular braking conditions, for example on lines with a steep downward gradient,
- (l) particular operating features: special signals, signs, departure conditions, etc.

#### **SAFETY REGULATION**

4. Drivers must be able to—
- (a) start the trains only when all prescribed conditions are fulfilled (timetable, start order or signal, operation of signals if required, etc.),
  - (b) observe track-side and in-cab signals, interpret them immediately and without error, and act as specified,

*Status: This is the original version (as it was originally made).*

- (c) run the train safely according to the specific modes of operation: apply special modes if instructed, temporary speed restrictions, running in opposite direction, permission to pass signals at danger, switching operations, turns, running through construction sites, etc.,
- (d) respect scheduled or supplementary stops, and if necessary perform supplementary operations for passengers during these stops, notably opening and closing the doors.

## **DRIVING THE TRAIN**

- 5. Drivers must be able to—
  - (a) know the train’s position on the line at all times,
  - (b) apply the brakes for decelerations and stops, taking account of the rolling stock and installations,
  - (c) adjust the running of the train in accordance with the timetable and any orders given on saving energy, taking account of the characteristics of the traction unit, the train, the line and the environment.

## **ANOMALIES**

- 6. Drivers must be able to—
  - (a) be attentive, insofar as train operation permits, to unusual occurrences concerning the infrastructure and the environment: signals, tracks, energy supply, level crossings, track surrounding, other traffic,
  - (b) know particular distances to clear obstacles,
  - (c) inform the infrastructure manager as soon as possible of the place and nature of anomalies observed, making sure that the information has been understood,
  - (d) taking into account the infrastructure, ensure or take measures to ensure the safety of traffic and persons, whenever necessary.

## **OPERATING INCIDENTS AND ACCIDENTS, FIRES AND ACCIDENTS INVOLVING PERSONS**

- 7. Drivers must be able to—
  - (a) take steps to protect the train and summon assistance in the event of an accident involving persons,
  - (b) determine where to stop the train in the event of a fire and facilitate the evacuation of passengers, if necessary,
  - (c) provide useful information on the fire as soon as possible if the fire can not be brought under control by the driver acting alone,
  - (d) inform the infrastructure of these conditions as soon as possible,
  - (e) assess whether the infrastructure allows the vehicle to continue to run and under which conditions.

## **LANGUAGE TESTS**

8. Drivers who have to communicate with the infrastructure manager on critical safety issues must have language skills in the language indicated by the infrastructure manager concerned. Their language skills must be such that they can communicate actively and effectively in routine, adverse and emergency situations.

They must be able to use the messages and communication method specified in Commission Decision [2006/920/EC](#) concerning the technical specification of interoperability relating to the subsystem “Traffic Operation and Management” of the trans-European conventional rail system

Drivers must be able to communicate according to level 3 of the following table:

Language and communication level

The oral qualification in a language can be subdivided into five levels:

<i>Level</i>	<i>Description</i>
5	Can adapt the way he or she speaks to any interlocutor Can put forward opinions Can negotiate Can persuade Can give advice
4	Can cope with totally unforeseen situations Can make assumptions Can express an argued opinion
3	Can cope with practical situations involving an unforeseen element Can describe Can keep a simple conversation going
2	Can cope with simple practical situations Can ask questions Can answer questions
1	Can talk using memorised sentences