Schweizerische Eidgenossenschaft
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Federal Department of the Environment
Transport, Energy and Communications DETEC

Federal Office of Transport FOT
Infrastructure Division

Notified national technical rules (NNTRs)

ID	**CH-TSI-PRM-001**	**State:**	Switzerland	**Status:**	**in force**	**Since:**	July 2016
Title:	Independent access to vehicles						
Office responsible:	Federal Office of Transport FOT Approvals and Rules Section			**Address:**		3003 Bern SWITZERLAND	
E-mail:	_BAV-WeiterentwicklungRegelwerke@bav.admin.ch						

Referenced TSI article:	PRM TSI 4.4.1 and 4.4.2 Boarding for wheelchair-users
Reference in Swiss legislation:	• Disability Discrimination Act (DDA, SR 151.3) • DETEC Ordinance on the technical specifications for the adaptation of public transport to the needs of people with disabilities (PTAO, SR 151.342) • Implementing provisions of the Railway Ordinance (IP-RailO, SR 742.141.11)
Current NNTV classification:	☐ NNTV on an 'open point' in the TSI ☑ NNTV due to difference between Swiss regulation and corresponding requirements in the TSI ☐ NNTV due to additional requirements in Swiss regulation without equivalent in the TSI
Full description:	• Boarding for wheelchair-users: In general wheelchair-users must be able to board a vehicle from the platform without help at at least one designated door per train, as specified in the implementing provisions of the Railway Ordinance (IP-RailO, SR 742.141.11). As set out in the DETEC Ordinance on the technical specifications for the adaptation of public transport to the needs of people with disabilities (PTAO, SR 151.342), a separate door button must be available for wheelchair-users boarding the train at platform level. The platform is 550 mm above the upper surface of the rails. The railway undertaking and the infrastructure managers jointly define the areas of the platforms on which platform-level boarding of the vehicles is possible. Based on the priniciple of proportionality established in the Disability Discrimination Act (DDA), the Federal Office of Transport (FOT) may grant exceptions to the above. When an exception is granted by the FOT, the railway undertaking's staff shall provide an alternative technical aid (e.g. wheelchair lifting platform on the railway platform). Any appeals against FOT decisions (e.g. by a disability organisation or by the applicant) are handled by the Federal Administrative Court, and if taken further, by the Federal Supreme Court.
Current applicable norms in Switzerland:	- - -
Test specification for certificate of conformity:	- - -

Notified national technical rules (NNTRs)

ID	**CH-TSI-PRM-002**	**State:**	Switzerland	**Status:**	**in force**	**Since:**	June 2015
Title:	Infrastructure sub-system: Functional and technical specifications without impact on the functioning of interoperable transport.						
Office responsible:	Federal Office of Transport FOT Approvals and Rules Section				**Address:**		3003 Bern SWITZERLAND
E-mail:	_BAV-WeiterentwicklungRegelwerke@bav.admin.ch						

Referenced TSI article:	PRM TSI 4.2.1 and 4.4.1 Infrastructure sub-division: Functional and technical specifications without impact on the functioning of interoperable transport.
Reference in Swiss legislation:	• Disability Discrimination Act (DDA, SR 151.3) • DETEC Ordinance on the technical specifications for the adaptation of public transport to the needs of people with disabilities (PTAO, SR 151.342) • Implementing provisions of the Railway Ordinance (IP-RailO, SR 742.141.11)
Current NNTV classification:	☐ NNTV on an 'open point' in the TSI ☑ NNTV due to difference between Swiss regulation and corresponding requirements in the TSI ☐ NNTV due to additional requirements in Swiss regulation without equivalent in the TSI
Full description:	Infrastructure sub-system: The existing Swiss norms for the barrier-free design of buildings and pedestrian areas have long been applied both in public areas outside of the public transport context, and in stations and their vicinity, due to the uniformity of the material. Applying the specifications of the PRM TSI, intrastructure sub-system, which do not have any relation to the direct functioning of the interoperable railway traffic (interaction of railway rolling stock and infrastructure), would create inacceptable contradictions in the system, in some cases in the railway stations themselves.
Current applicable norms in Switzerland:	• Disability Discrimination Act (DDA, SR 151.3) • DETEC Ordinance on the technical specifications for the adaptation of public transport to the needs of people with disabilities (PTAO, SR 151.342) • Implementing provisions of the Railway Ordinance (IP-RailO, SR 742.141.11) • SN 521 500, SN 640 238, SN 640 246, SN 640 247, SN 640 070
Test specification for certificate of conformity:	- - -

Notified national technical rules (NNTRs)

<table>
<tr><td>ID</td><td>CH-TSI-PRM-003</td><td>State:</td><td>Switzerland</td><td>Status:</td><td>in force</td><td>since:</td><td>Nov. 2017</td></tr>
<tr><td>Title:</td><td colspan="7">Step position for vehicle access and egress</td></tr>
<tr><td>Office responsible:</td><td colspan="3">Federal Office of Transport FOT
Approvals and Rules Section</td><td>Address:</td><td colspan="2">3003 Bern
SWITZERLAND</td></tr>
<tr><td>E-mail:</td><td colspan="7">_BAV-WeiterentwicklungRegelwerke@bav.admin.ch</td></tr>
<tr><td>Referenced TSI article:</td><td colspan="7">PRM TSI 4.2.2.11.1
Step position for vehicle access and egress</td></tr>
<tr><td>Reference in Swiss legislation:</td><td colspan="7">FOT type approval Perron “P55” (Ruling no ZR44TZ2009-02-0004 of 19.02.2009)</td></tr>
<tr><td>Current NNTV classification:</td><td colspan="7">☐ NNTV on an ‘open point’ in the TSI
☑ NNTV due to difference between Swiss regulation and corresponding requirements in the TSI
☐ NNTV due to additional requirements in Swiss regulation without equivalent in the TSI</td></tr>
<tr><td>Full description:</td><td colspan="7">In Switzerland a curve radius of 300 m for convex platforms 550 mm above the upper surface of the rails (standard height) is not permitted.
In accordance with FOT type approval Perron "P55" (ruling no ZR44TZ2009-02-0004 of 19.02.2009), in Switzerland concave railway platforms (550 mm above the upper surface of the rails) are only permitted on tracks with a minimum radius of 250 m. Convex platforms (550 mm above the upper surface of the rails) are only permitted on tracks with a minimum radius of 350 m.

Applicable to:
- Convex platforms R ≥ 350 m
- Concave platforms R ≥ 250 m

<table>
<tr><td rowspan="2">Height (mm)</td><td colspan="4">Platform type:</td></tr>
<tr><td colspan="2">Convex</td><td colspan="2">Concave</td></tr>
<tr><td>h_a (mm)</td><td>bq0 (mm)</td><td>h_i (mm)</td><td>bq0 (mm)</td></tr>
<tr><td>0</td><td>550</td><td>1690</td><td>550</td><td>1690</td></tr>
<tr><td>25</td><td>550</td><td>1690</td><td>544</td><td>1690</td></tr>
<tr><td>50</td><td>550</td><td>1690</td><td>528</td><td>1690</td></tr>
<tr><td>75</td><td>550</td><td>1693</td><td>512</td><td>1690</td></tr>
<tr><td>100</td><td>550</td><td>1696</td><td>496</td><td>1690</td></tr>
<tr><td>125</td><td>550</td><td>1699</td><td>481</td><td>1690</td></tr>
<tr><td>150</td><td>550</td><td>1702</td><td>466</td><td>1690</td></tr>
<tr><td>h_a = Actual height of convex platform edge</td><td></td><td></td><td></td><td></td></tr>
<tr><td>h_i = Actual height of concave platform edge</td><td></td><td></td><td></td><td></td></tr>
</table>

A platform height of 350 mm above the rails is permitted if a platform height of 550 m is not possible due to the geometric curve of the track.
NB: bq0 = 1580 mm (R ≥ 250 m, height = 0 mm)</td></tr>
<tr><td>Current applicable norms in Switzerland:</td><td colspan="7">• BAV type approval Perron “P55” (Ruling no ZR44TZ2009-02-0004 of 19.02.2009)</td></tr>
<tr><td>Test specification for certificate of conformity:</td><td colspan="7">- - -</td></tr>
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