Subject: Re: [railML3] Suggestion for sub-use cases of use case "ETCS Track Net"
Posted by Martin Zien on Wed, 26 Oct 2022 07:23:16 GMT
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Dear all,

in the ETCS-Workgroup meeting on 2022-09-30, four major results were elaborated:

1. The establishment of the individual Sub-Use Cases makes sense and will be continued, since it reflects the conditions of the reality in ETCS-Projects better than a "monolithic" one-for-all-approach. For Certification, each sub-use case can be considered individually.

2. It is not considered as practical to introduce seperate use cases for "...from infrastructure manager to supplier with / without Balises"

3. the current XSD does not cover the full need of ETCS-Level 1-Applications. Therefore the related Sub-Use Cases should be postponed to railML V3.3. Since the currently known potential applications are subject to ETCS Level 2, the impact to real live projects is asumed as limited.

4. Considering the above mentioned, there will be three sub use cases implemented in railML 3.2:

A) data transfer from Infrastructure Manager to Signalling Supplier (input for the start of an ETCS Level 2 trackside project based on a centralized technical solution; Details Level 1 to follow with railML V3.3)

B) data transfer from Signalling Supplier to Infrastructure Manager (output as delivery data of an ETCS Level 2 trackside project based on a centralized technical solution; Details for Level 1 to follow with railML V3.3)

C) data transfer of topology data between Infrastructure Manager and Signalling Supplier(s) (input or control data set as basis for all
project members, independent of ETCS Level)

@ALL: Please feel free to comment on this conclusion, especially if you see there any obstacles in this aproach or in case you have any questions.