



**REPUBLIC OF TÜRKİYE
MINISTRY OF TRANSPORT AND INFRASTRUCTURE
DIRECTORATE GENERAL FOR REGULATION OF TRANSPORTATION
SERVICES**

NATIONAL RAILWAY SAFETY RULES

**V.01
2025**

Revision Table

Serial No.	Revision No.	Revision Date	Revision Place	Revision Content

INFORMAL TRANSLATION

EXPLANATION

These national rules have been prepared in accordance with the following legislation;

- COTIF Annex-F APTU Article 12,
- Article 477 of the Presidential Decree No. 1 on the Presidential Organization, published in the Official Gazette dated 10.07.2018 and numbered 30474,
- By-law on Railway Safety,
- By-law on Railway Safety Critical Tasks,
- Communiqué on Significant Change Decision Criteria in Railway Safety Management System.

These national rules have been prepared taking into account the following EU legislation

- (EU) 2016/798 Directive,
- (EU) 402/2013 Commission Implementing Regulation.

1. SIGNIFICANT CHANGE

ID:	TR-NTR-RS-001	State:	Türkiye	Version:	0.0	From:	08.02.2025
Title:	Significant Change Decision Criteria in Railway Safety Management System						
Office responsible:	Directorate General for Regulation of Transport Services			Address:	GMK Bulvarı No:128/A 06570 Maltepe Cankaya ANKARA		
Communication:	0090 312 203 10 00						
Referenced COTIF/UTP/TSI:	COTIF Annex F APTU Article 12 UTP GEN-G Article 4, Item 1						
Referenced National Regulation:	By-law on Railway Safety Communiqué on Significant Change Decision Criteria in Railway Safety Management System						
National rule classification:	<input type="checkbox"/> Due to the difference between national legislation and the relevant requirements in UTP/ TSI <input checked="" type="checkbox"/> Due to additional requirements in national legislation that have no equivalent in UTP/ TSI <input type="checkbox"/> 'Open point' in UTP/ TSI						
Full description:	The criteria for changes to be considered as a significant change in the Safety Management System have been defined.						
Current applicable norms in Türkiye:	-						
Test specification for certificate of conformity:	Annex 1: Communiqué on Significant Change Decision Criteria in Railway Safety Management System and Annex-1 Minimum Criteria for Significant Changes						

ANNEX 1

COMMUNIQUE ON SIGNIFICANT CHANGE DECISION CRITERIA IN RAILWAY SAFETY MANAGEMENT SYSTEM

CHAPTER ONE

Preliminary Provisions

Objective

ARTICLE 1- (1) The objective of this Communiqué is to determine the minimum decision criteria for making a significant change decision in the railway safety management system.

Scope

ARTICLE 2- (1) This Communiqué covers the activities of railway infrastructure managers, railway undertakings and entities in charge of maintenance (ECMs).

Legal Basis

MADDE 3- (1) This Communiqué has been prepared based on the subitem (n) of the first item of Article 477 of the Presidential Decree No. 1 on the Presidential Organization, the second item of Article 12 of Annex F APTU of the Protocol dated 3 June 1999 Amending the Convention Concerning International Carriage by Rail (COTIF) dated 9 May 1980, which was approved by ratification by Law No. 5408 dated 6/10/2005, and the first item of Article 4 of Annex UTP GEN-G of APTU, and Article 17 of the By-law on Railway Safety published in the Official Gazette dated 19/11/2015 and numbered 29537.

Definitions and abbreviations

ARTICLE 4- (1) In this Communiqué;

- a) APTU: Uniform rules concerning the validation of technical standards and the adoption of uniform technical prescriptions (UTPs) applicable to railway material intended to be used in international traffic,
- b) Ministry: Ministry of Transport and Infrastructure,
- c) Entities in Charge of Maintenance (ECM): Organization certified according to the COTIF Annex G ATMF, Annex A ECM Regulation for the maintenance of railway vehicles and published in ERADIS,
- ç) Applicant: The public body or legal entity requesting the conformity assessment,
- d) COTIF: Convention Concerning International Carriage by Rail,
- e) Assessment Body (AsBo): Organizations authorized by the Ministry and published by the European Union Agency for Railways in ERADIS, to carry out conformity assessment activities and certifying the conformity of the analyses and results obtained in accordance with the common safety method regarding railway infrastructures and vehicles intended to be used in the integrated railway system and operational and managerial practices and decisions and activities that may affect railway safety,
- f) Railway operators: Railway infrastructure managers and railway undertakings,
- g) ERADIS: European Union Agency for Railways safety and interoperability database,
- ğ) Directorate General: Directorate General for Regulation of Transport Services (DGRTS),
- h) Proposer: The railway infrastructure manager, the railway undertaking, the entity in charge of maintenance (ECM), the contracting entity or the organization investing in railway infrastructure, the manufacturer of a fixed subsystem of railway infrastructure, or the entity or organization applying for railway infrastructure authorization, which plans, proposes and manages a change related to railway infrastructure, vehicles, operation or managerial activities that may affect safety,

1) National Railway Rules: Rules published by the Ministry (DGRTS), including national legislation, containing technical, operational and administrative provisions regarding railway infrastructures, vehicles and safety, expresses.

CHAPTER TWO

The Procedures and The Principles Regarding Defining Significant Change Decision Criteria

General provisions

ARTICLE 5- (1) Planned changes in railway infrastructure, vehicles, operation, organizational structures and managerial practices of railway operators which may affect railway safety and which fall within the scope of the minimum decision criteria in Annex 1 are accepted as significant changes.

(2) In order to decide if a change is significant that outside the scope defined by the minimum decision criteria in this Communiqué, the decision criteria in the second item of Article 4 of Annex UTP GEN-G of APTU, Annex F of COTIF, and the decision criteria in the By-law on Railway Safety shall be taken as basis.

(3) The processes set out in the Common Safety Methodology and Guidance for Risk Assessment are applied to plan, implement and manage significant changes.

(4) The minimum decision criteria defined within the scope of this Communiqué shall be added to the National Railway Safety Rules in accordance with the second item of Article 12 of APTU, Annex F of COTIF and published by the Directorate General.

Conformity assessment

ARTICLE 6- (1) The assessment body (AsBo) is authorized to assess the appropriateness of the analyses to be carried out in accordance with the common safety methodology for the implementation of planned significant changes and to make recommendations on the appropriateness and the sufficiency of the measures taken or to confirm them.

(2) The assessment body (AsBo) shall be based on other applicable national railway rules, relevant national and international legislation, including this Communiqué, in the conformity assessment activities to be carried out.

(3) The assessment body (AsBo) assesses the appropriateness of the risk acceptance criteria and the risk analysis methodology to be used as a basis for the analyses carried out in line with the common safety methodology and provides best practices to the proposer of the change to improve and simplify the applicability of risk analyses.

(4) The assessment body (AsBo) provides the proposer the best practices for strengthening the sufficiency and simplifying the applicability of the determined risk control measures in order to eliminate or make acceptable the risks identified in the analyses carried out in line with the common safety methodology.

(5) The assessment body (AsBo) as a result of the conformity assessment activities to be carried out, shall prepare and submit to the proposer a report explaining the conformity assessment process, activities and procedures, instructions, forms and other documents to be taken as basis for the management of the change, if it is decided by the proposer to take appropriate and sufficient measures to ensure that the planned change does not endanger railway safety.

(6) The assessment body (AsBo) shall prepare a report explaining the conformity assessment process and its activities and submit it to the Directorate General in case the conformity assessment process results in the withdrawal of the change or is discontinued before its finalization.

Responsibilities of proposer

ARTICLE 7- (1) The proposer ensures the implementation of the decided risk control measures to eliminate or make acceptable the risks that arise from the planned change and manages the change.

(2) The proposer submits the report, risk analyses and information and documents on the measures taken in the field together with the procedures, instructions, forms and other documents prepared or updated to manage the risks within ten working days from the issuance of the assessment body (AsBo) report on the change decided to be implemented to the Directorate General in accordance with the relevant legislation.

(3) Railway operators shall apply to the Directorate General for updating the safety certificate or safety authorization in line with the change decided to be implemented.

(4) The entities in charge of maintenance (ECM) shall apply to the Directorate General to update the registration information of the railway vehicle in line with the change decided to be implemented.

CHAPTER THREE

Miscellaneous and Final Provisions

Authority and audit

ARTICLE 8- (1) The Directorate General is authorized to audit all conformity assessment activities to be carried out in line with this Communiqué.

Entry into force

ARTICLE 9- (1) This Communiqué shall enter into force on the date of its publication.

Implementation

ARTICLE 10- (1) This Communiqué shall be implemented by The Minister of Transport and Infrastructure.

ANNEX 1

MINIMUM CRITERIA RELATED SIGNIFICANT CHANGES

Significant Change Decision Criteria

1) Organizational Significant Changes
a) Changes to be made in the titles, descriptions or scopes of safety critical tasks.
b) Changes to be made in the organizational structure regarding the divisions in charge of safety critical processes.
c) Changes in the safety certificate application for not determining some of the sample safety critical tasks given within the scope of the By-law on Railway Safety Critical Tasks published in the Official Gazette dated 31/12/2016 and numbered 29935 as safety critical tasks in line with the type and conditions of the applicant organization.
ç) Changes regarding the removal of a task that has been defined as a safety critical task from the scope of safety critical tasks in line with changing operational conditions.
2) Operational Significant Changes
a) For railway undertakings, changes in the type of operation, such as switching from freight transport to dangerous goods or passenger transport, switching from conventional train operation to high-speed train operation.
b) For railway undertakings, changes to be made in the route of operation, such as changing or extending the route determined for the operation activities.
c) For railway infrastructure managers, structural changes on existing infrastructures or fixed subsystems already in operation that require changes to the legislation, procedures, instructions or forms for the traffic management prepared within the scope of the safety management system.
3) Significant Changes on Railway Infrastructure
a) Changes to the maintenance tolerance values of materials used in railway infrastructures.
b) Changes on maintenance and inspection period frequencies of railway infrastructure, superstructure, their structural components, and electromechanical systems used in safety critical processes, bridges, tunnels and similar art structures.
4) Significant Changes on Railway Vehicles
a) Technical or operational changes that require changes to the maintenance file of the railway vehicle.
b) Technical or operational changes that may affect the safety level of the railway vehicle.
c) Type change or modification of the railway vehicle.
ç) Technical changes requiring a vehicle authorization update that bring changes in the basic design features of the railway vehicle, but do not provide an additional function to the vehicle.
5) Significant Change on The Maintenance of Railway Vehicles
a) For the preparation of maintenance file, not determination of the safety critical components laid down in the technical file as safety critical components.
b) Changes on the removal of safety critical components from the safety critical component category that have already been identified in the maintenance file.
c) Determination of inspection and maintenance period frequencies, different from the criteria laid down in the technical file on the preparation of maintenance plans.
ç) Changes to existing maintenance plans to extend inspection and maintenance period frequencies.
d) Changes to the standards for the suitability of spare parts or consumables to be used for safety critical components in the maintenance file. Updating of existing standards is not included in this scope.