Proposal Paper

To: Sector Forum Rail – CEN_CENELEC (JPCR)

Date: 20th April 2015

Subject: **The Rail Sector's input to the future work programme of TCs 256 and TC 9X**

Purpose

This paper has been prepared by the Group of Representative Bodies (GRB) as a contribution to the work programme of CEN_CENELEC's Sector Forum Rail (known to the rail community as the Joint Programming Committee – Rail (JPCR)) in order to influence the future work programme of CEN_CENELEC and align it with the business needs of the sector.

Background

The rail sector has a number of business priorities reflecting the business activity of the various stakeholders. Despite these varying priorities, the one objective that is shared by all is the desire to build the Future European Rail System.

It is imperative that the rail system is designed, constructed, operated and maintained with a constant perspective of wholeness.

Standardisation and the production, publication and maintenance of ENs is a key component of this system approach therefore it is essential that CEN_CENELEC's work programme reflects these sector objectives.

The Approach

The focal point of this paper is centred on the recent review of the open points that exist in the TSIs and how the rail community believes these could be closed. Some of those proposals rely on research and innovation which could also lead to future standards.
Whilst some suggest that existing standards need to be updated, others recommend the preparation of new standards.

This paper focuses on the two latter proposals.

The Detail

Taking the attached spreadsheet as the foundation, the GRB proposes after consultation with the European Railway Agency (ERA), that the focus of the TC 256 and TC 9X work be developed upon this basis.

The Recommendation

The GRB recommends that JPCR take these proposals into account and endorses them so that they become the business-led priorities for development in 2015.

GRB Ref	TSI	open point	Ref	technical aspect not covered	comment	closure expected	CEN_CENELEC group identified	resulting in	Action	Driver/ owner of action	deliverable (output)	Priority 1 = high, 2 = medium 3 = low, 4 = attention needed	For "high priorities" only : Responsible working [illegible]	GRB Lead
1	Loc & Pas TSI	Compatibility with train detection systems	4.2.3.3.1	See specification referenced in Annex J-2, index 1	Open points also identified in the TSI CCS **Frequency management for axle counter already exist for AC systems (see ERA/ERTMS/033281 sect. 3.2.1) and will probably be extended to DC systems after the ending WP.11 of TEN-T project.** **- A (second) proposal for frequency management, proposed on the basis of CENELEC's work, for track circuit already exists. Harmonised test methods will be updated by CENELEC after the WP-11 of TEN-T project (pr EN 50592) and the EUREMCO project (cross acceptance of test tracks for track circuit).**		CENELEC: SC9XA-WGA4-2 are working on this in order to update EN50238 UNIFE EMC experts amongst other sector experts are involved	Eventual closing of open point though specific cases may continue to exist TS 50238:2 and 3 **Cenelec TR 50507 should be updated** and eventual update of EN50238	Member states to task IMs to provide compatibility criteria	CENELEC WGA4-2 member state	EN50238 NNTR (strictly rule based) and to publish in RINF	1 (blocking point for line access)	NSA network	**UNIFE**
2	Loc & Pas TSI	Running dynamic behaviour for 1520 mm track gauge system	4.2.3.4.2 4.2.3.4.3	Running dynamic behaviour. Equivalent conicity	Normative documents referred to in the TSI are based on experience gained on the 1435 mm system		Revise EN 14363	OP closed	1520 mm running dynamic experts to join CEN TC 256 WG 10	1520 mm stakeholders	TecRec, later possibly EN (ISO?) 14363 revised	3	OSSHD	CER/UIC
4	Loc & Pas TSI	Aerodynamic effects for 1520 mm,1524 mm and 1668 mm track gauge systems	4.2.6.2	Limit values and conformity assessment	Normative documents referred to in the TSI are based on experience gained on the 1435 mm system		CEN TC 256 WG 6	EN 14067-x	revise EN 14067-x for integration of other systems, use expertise of OSSHD	1520 mm stakeholders	EN 14067-x revised	2	OSSHD/ERA 1520mm WP	CER
5	Loc & Pas TSI	Aerodynamic effect on ballasted track for RST of design speed >= 190 km/h	# 4.2.6.2.5 # Open point also in TSI INF (4.2.10.3), see no 15	Limit value and conformity assessment in order to limit risks induced by the projection of ballast	On-going work within CEN.		CEN TC 256 WG 6	EN 14067-x	revise EN 14067-x	CEN	EN 14067-x revised	2	CEN	CER

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15	INF TSI	Requirements for mitigating the risk related to the "ballast pick up" phenomenon (point 4.2.10.3)	open point also in the LOC&PAS TSI (4.2.6.2.5) - see no 5				CER SG INF and RST	CER position	1) CER members to propose an input in the CER SG INF 2) If CER members are unable to deliver, innovation shall be considered (S2R to investigate ?) 3) sector-wide position shall be integrated in EN 14067-x and ballasted track EN	GRB Sector Group in cooperation with UNIFE RSTsector group	EN 14067-x revision proposal	1 (blocking point for line access for some type of rolling stock)	CER SG INF in cooperation with UNIFE RSTsector group	CER
23	WAG TSI	Test conditions for on-track tests as set out in the EN 14363 are not always fully achievable	6.2.2.3 (4.2.3.5.2)	track geometric quality and combinations of speed, curvature, cant deficiency (point 5.4.2 of EN 14363).			CEN TC 256 WG 10	revision of EN 14363	UIC SET 3 to propose input to CEN TC 256 WG 11	Sector WAG SG in lead, UIC SET 3 to propose	UIC-standard	2		UIC
25	WAG TSI	Composite brake blocks in Appendix G	07.01.2002 C.14	Assessment by a notified body			CEN TC 256 WG 47		EN 16452 based on UIC 541-3, to be voted in 2014	CER WAG SG in lead, UIC SET 3 7 to propose. Revision of TSI WAG to be voted, begining Nov 2014 by RISC.	EN	1		UIC/ CER
28	CCS TSI	Index 78 safety requirements for ETCS DMI functions			This open point is related to the interface between ETCS on-board and driver, i.e. errors in displaying information and in entering data and commands		CENELEC	TR 50542-x revision	wait	CENELEC (convenor: Philippe Laporte, SNCF)	TR 50542	1		CER
39	CCS TSI	Use of magnetic/ed Eddy current brakes			See Annex A, Table A 2, Index 77		ECUC EU project also focussing on it, for MG-Brakes an EN is under preparation	ECUC report	Trasfer ECUC results in an EN, complete elaboration of EN on Mg-Brakes	ECUC project leader / JPCR / CEN TC 256 WG 47, CENELEC SC 9XB	report to be fed in the CEN and CENELEC process	2 (blocking point for rolling stock equipped with ED brakes)	SET 7, CEN TC 256 WG 47, CENELEC WG A4-2	UIC

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