European legal framework: EC certification and APIS of INF Subsystem

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EUROPEAN
UNION
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FOR RAILWAYS

Program of the session

PART I – Introduction to the EU legal framework

- Authorization of placing into service (APIS) of INF Subsytem
- The new approach and the Interoperability Directive
- Technical Specifications for Interoperability (TSIs)

PART II – Real cases

- Christoph Handel (Arsenal Race)
- Fabrizio Caracciolo (RFI)
- Jurg Lütscher (NSA CH)

APIS of a railway subsystem (Recommendation 2014/897/EU “DV29bis”)

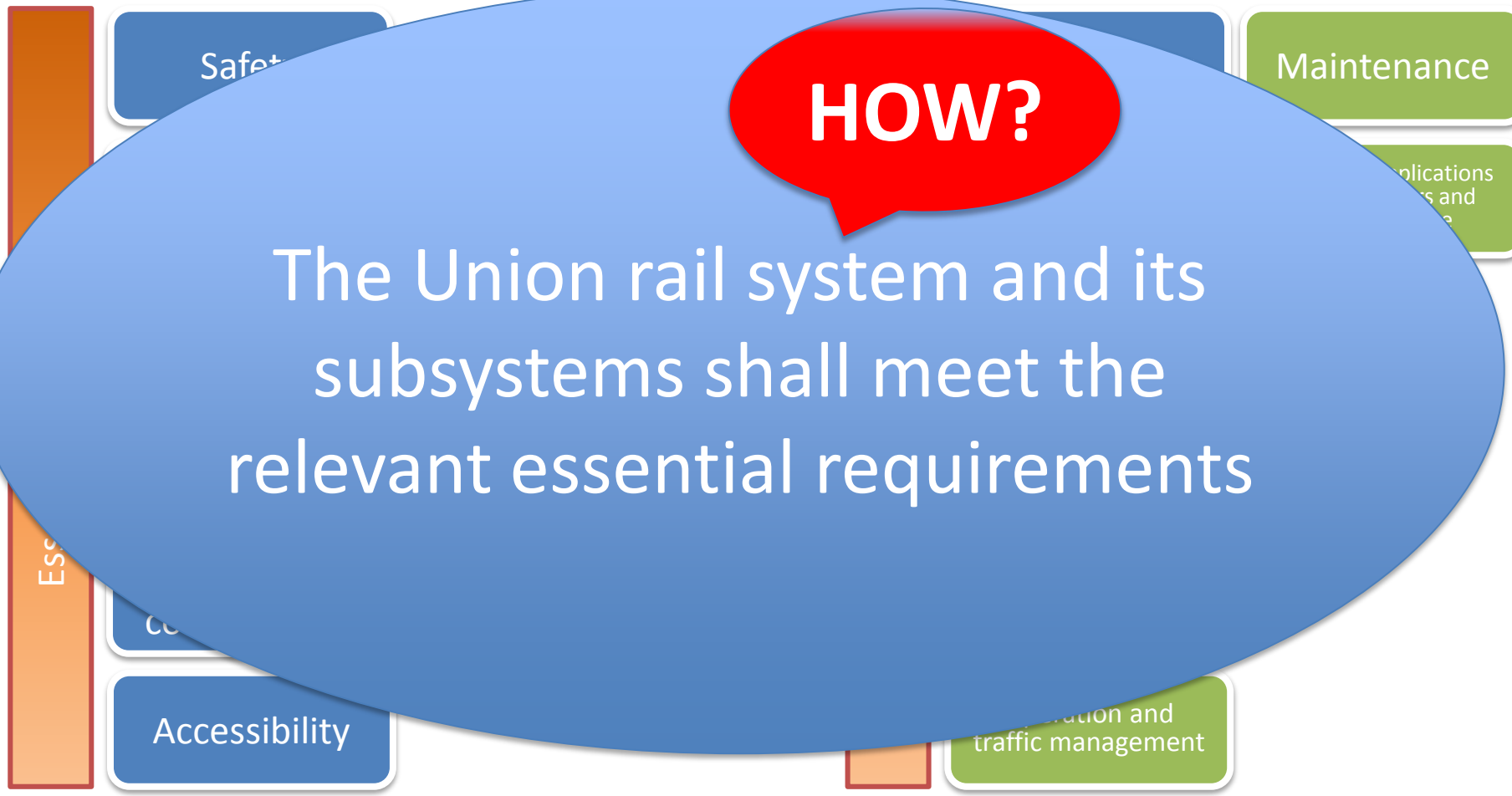
* The Agency, for vehicles to be operated in more than 1 MS

The authorization for placing into service (APIS) of a subsystem is the recognition by the Member State that the applicant for this subsystem has demonstrated that it meets, in its design operating state, all the essential requirements of the ‘interoperability’ directive when integrated into the rail system.

Interoperability Directive
(EU) 2016/797

New Approach: application to railways

Interoperability Directive
(EU) 2016/797



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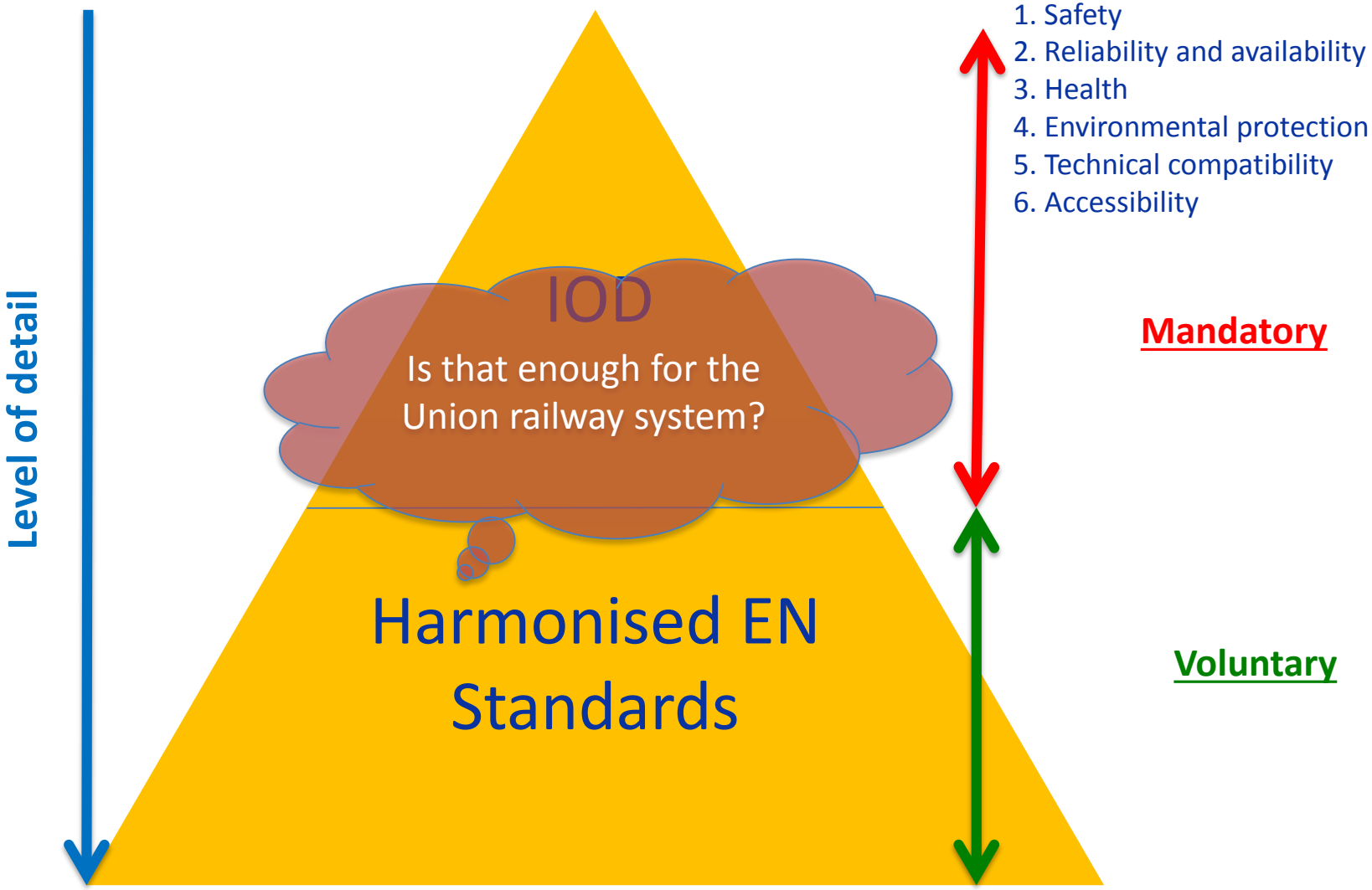
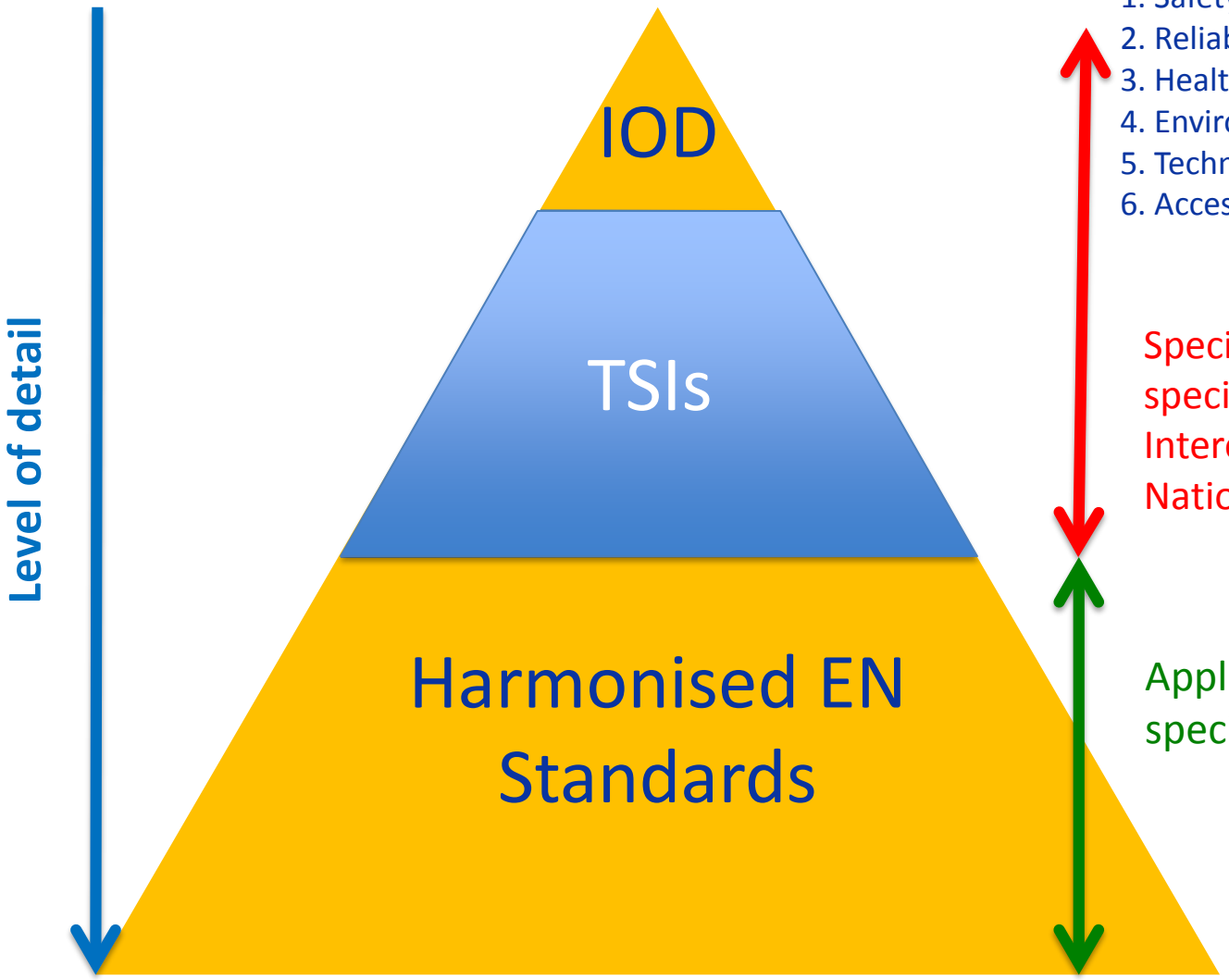
New Approach: application to railways

- legislative harmonisation is limited to the **essential requirements** that products placed on the EU market must meet.
- the technical specifications for products meeting the essential requirements set out in legislation should be laid down in **harmonised standards** which can be applied alongside the legislation.
- products manufactured in compliance with harmonised standards benefit from a **presumption of conformity** with the corresponding essential requirements of the applicable legislation,
- the application of harmonised or other standards remains **voluntary**,

New approach: application to railways



New approach: application to railways



1. Safety
2. Reliability and availability
3. Health
4. Environmental protection
5. Technical compatibility
6. Accessibility

Mandatory

Specified in Technical specifications for Interoperability & National Technical Rules.

Voluntary

Applicant chooses own specification

New Approach: application to railways

Each subsystem shall be covered by one TSI and, where necessary, a subsystem may be covered by several TSIs and one TSI may cover several subsystem

Infrastructure	•INF TSI •PRM TSI •SRT TSI
Energy	•ENE TSI •SRT TSI
Trackside control-command and signalling	•CCS TSI
On-board control-command and signalling	•CCS TSI
Rolling stock	• LOC&PAS TSI • WAG TSI • SRT TSI • PRM TSI • NOI TSI
Operation and traffic management	• OPE TSI
Maintenance	
Telematic applications for passengers and freight services	•TAP TSI •TAF TSI

Infrastructure (Regulation 2016/797/EU)

The **track**, **points**, **level crossings**, **engineering structures** (bridges, tunnels, etc.), **rail-related elements of stations** (including entrances, platforms, zones of access, service venues, toilets and information systems, as well as their accessibility features for persons with disabilities and persons with reduced mobility), **safety** and **protective equipment**.

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Art. 13 of IOD states:

The Agency and the national safety authorities shall consider as meeting the essential requirements, those structural subsystems constituting the rail system which are covered, as appropriate, by the 'EC' declaration of verification established by reference to TSIs, in accordance with Article 15, or the declaration of verification established by reference to national rules in accordance with Article 15(8), or both.

What is an 'EC' verification?

"EC" verification means a procedure carried out by the applicant within the meaning of Article 15 to demonstrate that the requirements of the relevant Union law and any relevant national rules relating to a subsystem have been fulfilled and the subsystem may be authorised to be placed in service.

"EC" declaration of verification

- is established by the applicant
- the applicant bears the whole responsibility that the subsystem concerned has been subject to the relevant verification procedures and that it satisfies the requirements of relevant Union law and any relevant national rule.
- The compliance of a subsystem with the requirements of the relevant Union law shall be assessed by a Notified Body: a **Notified Body** issues a certificate of verification, by which it checks and certifies that the subsystem concerned complies with the relevant technical specifications for interoperability (TSI).
- The compliance of a subsystem with the requirements of any relevant national rule shall be assessed by a Designated Body: a **Designated Body** issues a certificate of verification, by which it checks and certifies that the subsystem concerned complies with the national rules notified in accordance with Article 14 of IOD for each Member State in which the subsystem is intended to be authorised to be placed in service.

INF Subsystem

The applicant shall submit a request for authorisation of the placing in service of fixed installations to the national safety authority. The application shall be accompanied by a file which includes documentary evidence of:

a) the declarations of verification referred to in Article 15 of IOD (EC declaration of verification);

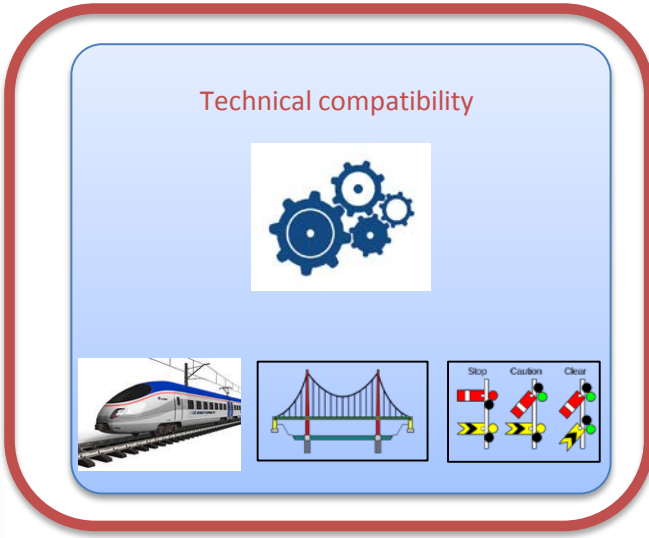
b) the technical compatibility of the subsystems with the system into which they are being integrated, established on the basis of the relevant TSIs, national rules and registers;

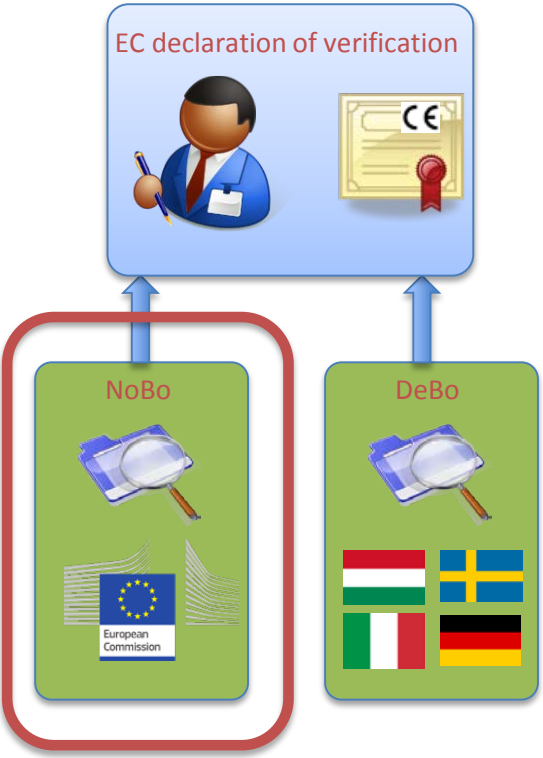
c) the safe integration of the subsystems, established on the basis of the relevant TSIs, national rules, and the common safety methods ('CSMs') set out in Article 6 of Directive (EU) 2016/798;

d) in the case of trackside control-command and signalling subsystems involving European Train Control System……

APIS of INF subsystem

Fabrizio Caracciolo (RFI)





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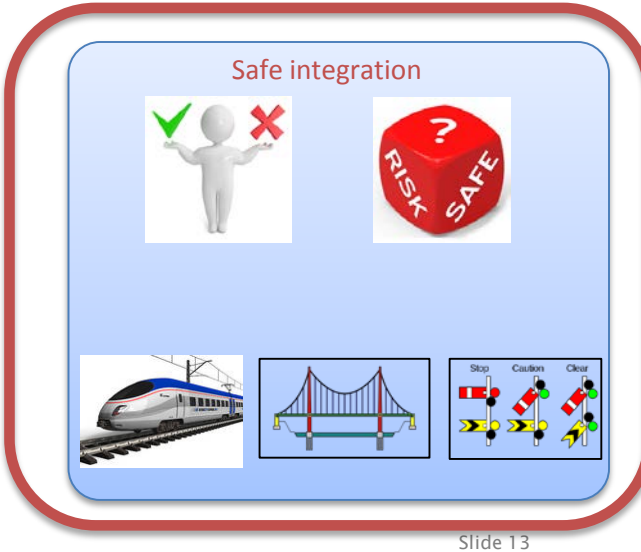

Christoph Handel (Arsenal Race)