

# Network/route compatibility

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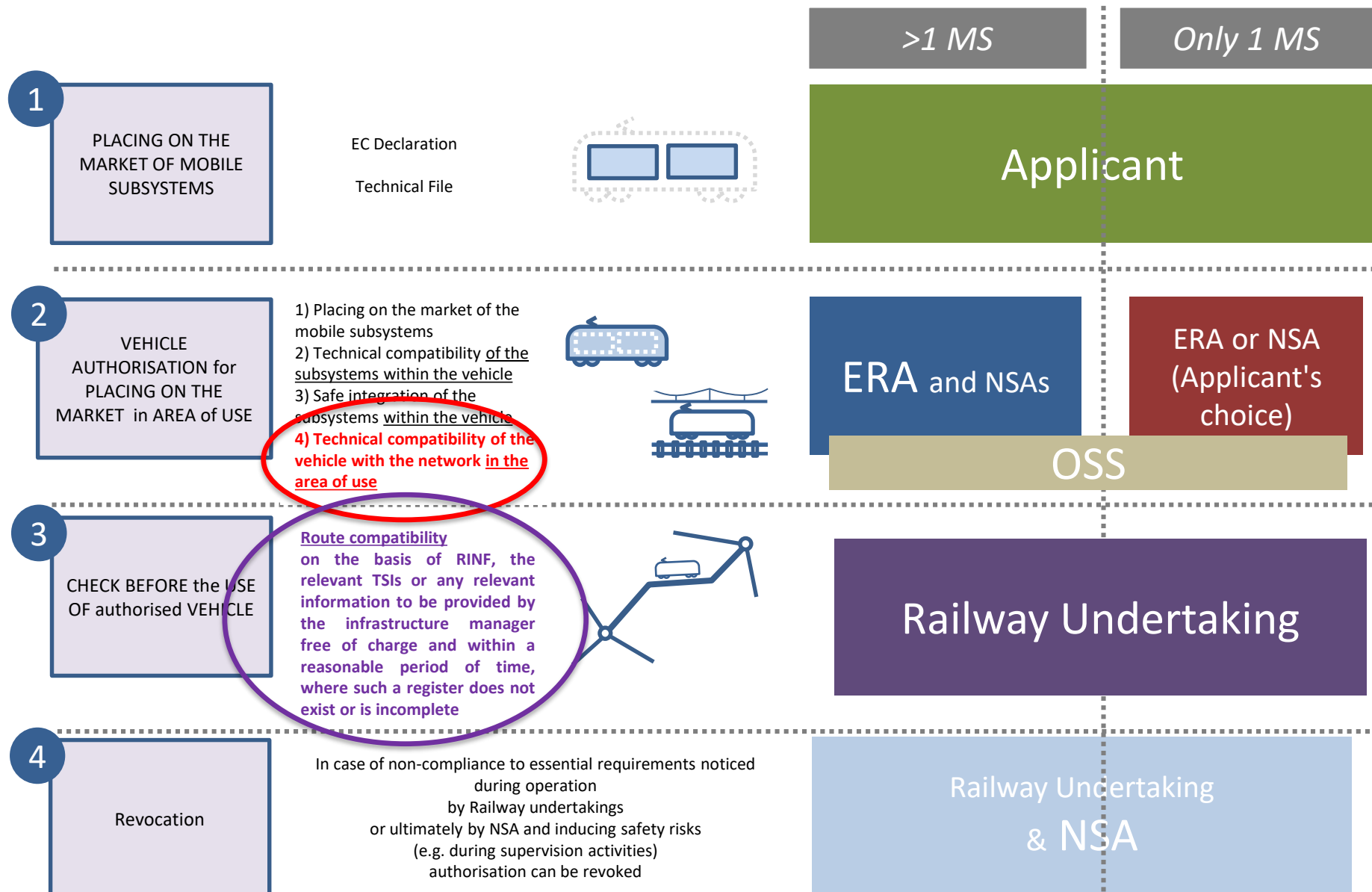


- **Vehicle (IOD 2016/797):**
  - Railway vehicle suitable for circulation on wheels on railway lines,
  - With or without traction,
  - Composed of one or more subsystems (Rolling Stock, On-board CCS).
- **Route (OPE and TAF TSIs glossaries):**
  - The particular section or sections of line,
  - The geographical way to be taken from a starting point to a point of destination.

- **Network(s):**
  - Composed of Sub-Systems : INF, ENE and CCS Track Side,
  - Technically described by mean of parameters recorded in RINF.
  
- **Area of use of a vehicle:**
  - Can cover :
    - more than one MS, and
    - one or more networks.
  - Is specified by the applicant in its application,
  - Is mentioned in the authorisation delivered:
    - **Should be mentioned** as following : MS(s) and the values of the parameters related to the technical compatibility between the vehicle and the area of use (e.g. Voltage, track gauge etc.),
    - **Should not be mentioned** with a list of networks (e.g. FR1, FR2, BE1, BE3 etc.).
  - Is verified at the authorisation stage according to art 21.3 of IOD ‘technical compatibility of the vehicle with the network(s) in the area of use’.

- **Concept already in the first Railway Directives and OPE TSI.**
- **Identified as one purpose of the Register of Infrastructure (RINF).**
- **In 4th RP, clear distinction between authorisation and use:**
  - Vehicle authorisation for placing on the market (instead of ‘placing in service’),
  - Checks (RU) before the first use of authorised vehicles on an intended route.
- **Responsibility of different stakeholders:**
  - Authorisation is granted, by NSA or Agency, to vehicles at the request of Applicants,
  - Railway Undertakings (RUs) are responsible to perform the compatibility check between vehicles/trains and routes.

# Roles & Responsibilities



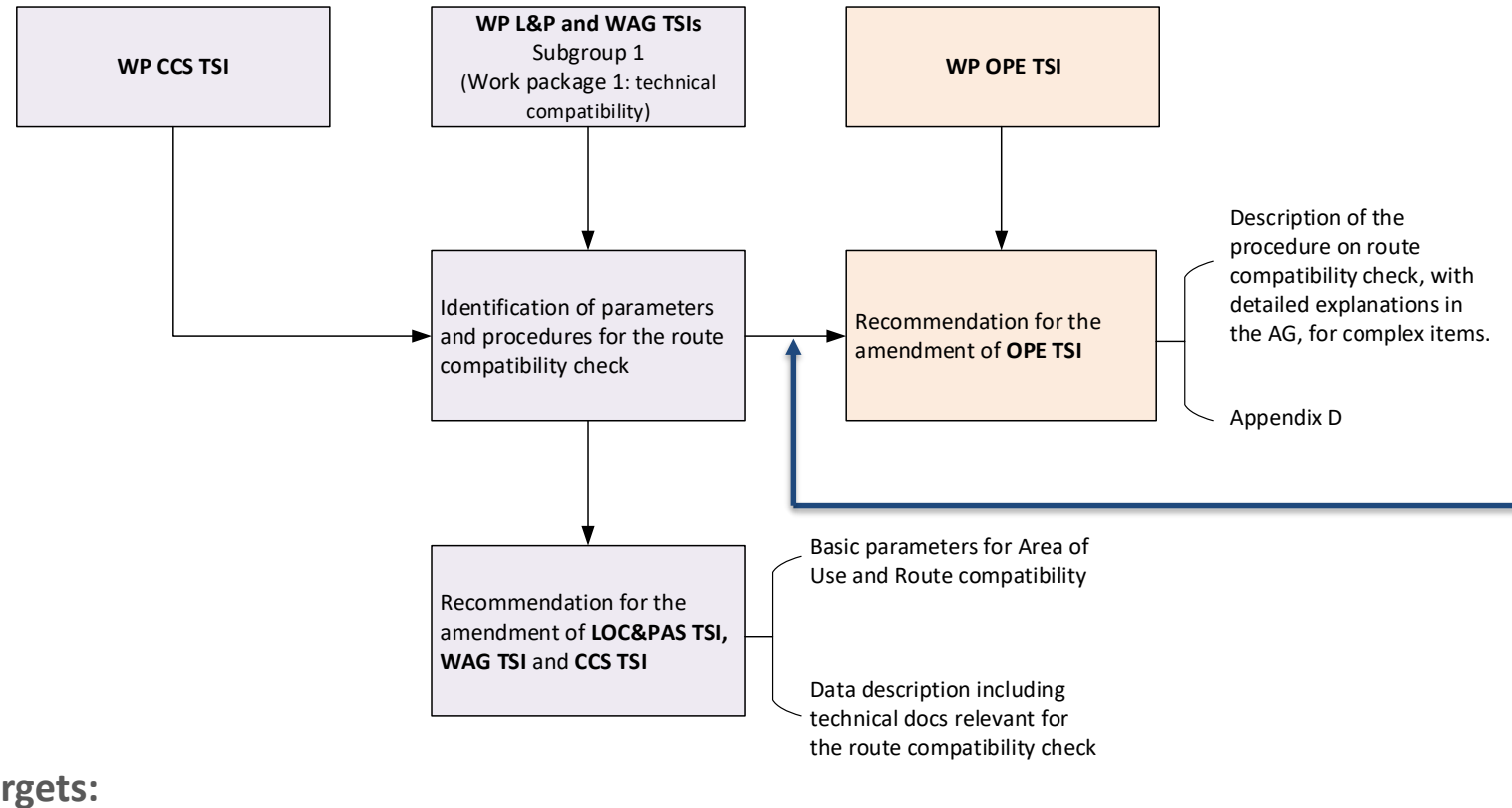
- **The Agency is currently preparing the list of relevant data for the purpose of compatibility checks, taking into account:**
  - Interfaces parameters as defined in TSIs,
  - Relevant national rules and national practices,
  - Description of the infrastructure as provided in the RINF,
  - Range and conditions of use of vehicles, defined according to TSIs, and to be recorded in the technical file for each vehicle type.

### **Next steps:**

- **Agreement, within the Agency's working parties, on the parameters relevant for route compatibility/area of use in the LOC&PAS, WAG and CCS TSIs,**
- **Complement OPE TSI for compatibility checks procedure,**
- **Complement relevant Registers if required (e.g. RINF),**
- **Issue corresponding Application Guides.**

- **Alignment of the LOC&PAS, WAG and CCS TSIs with the 4RP, for Route compatibility purposes**

The projects of revision of LOC&PAS TSI , WAG TSI and CCS TSI impact OPE TSI ; the procedures to be applied by the railway undertaking for the route compatibility, will be reported to the Working Party for the revision of OPE TSI , to be included in the related recommendation, as described below:



**ERA targets:**

- **Draft recommendations aligning the TSIs with the 4RP available for consultation end June 2018,**
- **Recommendations related to the 4RP sent to EC in December 2018,**
- **Application guides related to 4RP available in February 2019.**



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