European Railway Agency

CR TSI Locomotives and Passenger RST

Implementation

Implementation CR LOC&PAS TSI - Content

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Implementation

- **General rule**

The TSI does not apply to RST which has been placed in service before the entry into force of the TSI, except in case of renewal or upgrade.

- **Contracts already signed or at advanced stage of development**

The Directive Article 9 (Derogations) mentions that “a Member State need not apply one or more TSIs”.

- **Existing RST design** at the entry into force of the TSI

In application of the Directive, Article 5(3-f), “a gradual transition from the existing situation to the final situation in which compliance with the TSIs shall be the norm” , is defined.

In order not to create a disruption in the RST market, during 7 years, **RST manufactured according to an existing design** may be placed into service without conformity assessment against the CR LOC&PAS TSI.

Implementation – Upgrade and Renewal

- The Directive Article 20 (Placing in service of existing subsystems after renewal or upgrading) mentions that “Member State...shall decide...if a new authorisation is needed.”

- In that case, the TSIs apply, including the implementation strategy. If the TSIs is not applied, “Member States shall notify…the reason”.

- The CR LOC&PAS TSI indicates that only parts of the subsystem that are affected by the upgrade or renewal may be subject to assessment against the TSI.

- Guidelines will be given in the application guide.

Implementation – On track machines

- The Directive (Annex I) mentions: ”Mobile railway infrastructure construction and maintenance equipment may be included”
- “EC” declaration of verification process appreciated by the main stakeholders. “Authorisation for placing in service” for transport on the TEN facilitated.
- Remaining issues:
  OTMS include a large number of different machines, with for some of them particular design. Some stakeholders (track work companies) are not familiar with Interoperability.
- It will be proposed to include in the implementation strategy a transition period during which the TSI and the “EC” declaration of verification process will be **used by Applicants on a voluntary basis**.

Specific cases

- **Specific case linked to interfaces with other subsystems:**

When the TSIs covering other sub-systems include specific cases, corresponding specific cases are necessary for RST.

Examples:

- Track gauge: 1668 mm for Spain; 1524 mm for Finland.
- Vehicle gauge: Spain, UK.
- Power supply: 750V DC for UK.

- **Specific case to deviate from a clause of the section 4.2 due to external constraints and/or economic reasons:**

Examples:

- Pantograph 1450 mm for France and Italy when RST is intended to operate in Switzerland.
- RST gauge (kinematic reference contour)bigger than GC for Sweden.

Specific cases

- **Specific case linked to environmental conditions:**

When the nominal range of environmental conditions specified in clause 4.2.6.1 does not allow unrestricted operation of the RST, “extreme” range shall be specified.

Examples:

- Temperature zone T2 (-40°C + 35°C) for Finland, Sweden.

- **Specific case to deviate from a clause of the section 4.2 due to constraints on a particular “existing isolated” network**:

Examples:

- 1000 mm Peloponnese network for Greece.
- Republic of Ireland and UK for Northern Ireland.
- Visibility conditions for UK (due to location of signs along the track).

Thank you for your attention!

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