



# Harmonised standards and coordination with CEN-CENELEC-ETSI

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**UITP workshop Sept 22, 2009**



- **Technical Specifications for Interoperability (TSI) written under the Interoperability Directive may quote all sorts of publicly available standards**
  
- **This can include for example:**
  - International standards (IEC, ISO....)
  - European standards (EN)
  - National Standards (DIN, NF, BSI etc.)
  - Industry standards (e.g. UIC)
  
- **However, harmonised EN Standards under the Interoperability Directive enjoy a particular status**

- **The interoperability Directive follows “new approach” rules for harmonized standards**
- **An harmonized standard is generally written under mandate of the European Commission. It gets the “harmonised” status when published as such in the OJEC,**
- **An harmonised standard provides presumption of conformity with the essential requirements of the Directive to which it relates**
- **In the case of Interoperability, the correspondence is established on a clause by clause basis between the relevant paragraphs of both the TSI and the Standard through 2 documents:**
  - **An informative annex in the standard itself**
  - **The guide for application of the TSI, published by the ERA**

## Presumption of conformity

- **An harmonised standard, when only mentioned as such in the application guide, is not of mandatory application**
- **Other ways of assessing conformity to the TSI requirements may be used by the Notified Body upon proposal by the applicant**
- **But the harmonised standard provides presumption of conformity: the Notified Body has no right to challenge the conformity with the TSI requirement if the relevant harmonised EN is applied**
- **To the contrary, any standard of any kind, including ENs, harmonised or not, becomes part of the law if explicitly mentioned in the TSI and is therefore of mandatory application**

- **Standards are used today in different ways in the various TSI**
- **But standards are in general more often directly quoted (at least parts of them) than originally expected, due to the necessity of actually ensuring a coherency in the development of a safe interoperable European system**
- **Problems generated by this situation:**
  - Difficulties for the revision of the standards
  - Inappropriate use of standards that are quoted only in parts
  - Rigidity of too detailed TSI

## The role of the JPCR

- **The Joint Programming Committee Rail (JPCR) was created for the programming of European standardisation for rail. It is a common body of the CEN, CENELEC and ETSI**
- **Today the JPCR is the place where the representatives bodies of the sector (CER, UIC, EIM, UNIFE, UITP and others) meet and coordinate their efforts for supporting the railways standardisation works**
- **The JPCR might however recover its programming role with the issuance of a programming and standardisation mandate for Urban rail**

- **At the occasion of the transcription of the recast 2008 Interoperability Directive, member states should draw the geographic borders of their “interoperable systems” by excluding in an explicit and precise way what they define as urban rail systems.**
- **As suggested by the Urban Rail Platform of UITP and UNIFE (URP), The European Commission should issue a mandate for urban rail standardisation based on specific Essential Requirements, also proposed by the URP**
- **The following step would be the appointment (in 2010 ?) of CEN-CENELEC consultants to review the “present picture” (EN standards, national standards and other national technical frames) used for rolling stock certification**

- **The JPCR should be able to propose in 2011 a work plan to the European Standardisation Bodies for a better harmonised European frame for urban rail rolling stock certification**
- **The geographic scope of application would be the one defined by the member states having excluded urban systems from the scope of transcription of the Interoperability Directive**
- **A last step might be the introduction in the annex III of the Directive of the specific Urban Rail essential requirements, so as to offer a legal basis for the harmonisation of urban rail standards**
- **After reintroduction of Urban rail in the scope of transcription of the Directive, EN harmonised standards would then get a real power of harmonisation of the conditions for safety certification**
- **But no Urban rail TSI !!!!!**



**Thank you for your attention**

