



## RECOMMENDATION FOR USE

**CO-ORDINATION BETWEEN NOTIFIED BODIES**  
DIRECTIVE 2008/57/EC AND SUBSEQUENT AMENDMENTS  
ON THE INTEROPERABILITY OF THE RAIL SYSTEM WITHIN  
THE UNION

**RFU-INF-087**

Issue 01  
Date 02/04/2014  
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### TITLE

ICs SLEEPERS / WOODEN SLEEPERS

### ORIGINATOR

ARSENAL RACE

### SUBJECT RELATED TO

SUBSYSTEM INFRASTRUCTURE

### DESCRIPTION AND BACKGROUND EXPLANATION

According to TSI INF HS 2008, wooden sleepers are not specified, whereas (concrete) sleepers are treated as an interoperability constituent (IC). In TSI INF CR 2011 and in the new merged TSI INF (Item 07 - ST26EN01 Draft revised INF TSI) the definition of the IC "sleepers" includes wooden sleepers.

There are many lines of categories II and III of the trans-European high-speed rail system, which have a maximum speed of < 200 km/h due to topographical, environmental or town-planning constraints. In some of these projects wooden sleepers have been accepted in these subsystems as

- a) Interoperability constituents "not holding an EC declaration of conformity" (6.6.3.1 of TSI INF HS). They have to be judged as established constituents. As such they have been assessed as part of the subsystem, which is possible within the transition period until July 2014
- b) Constituents that are not defined in the TSI INF HS 2008 and therefore have to be assessed according to chapter 4.

Both solutions define the same requirements for the wooden sleepers, but solution a) runs out in July 2014. With the end of this transition period, only solution b) is valid anymore.

Meanwhile the ERA Advice "Application of the TSI HS INF to lines where the line speed is below 200 km/h" has been published which allows to base the assessment of such projects on TSI INF CR 2011.

As wooden sleepers are defined as ICs in the

- TSI INF CR 2011 and
- in the new merged TSI INF (as voted in the RISC January 2014);
- and the ERA Advice proposes to use the TSI INF CR 2011 for trans-European high-speed rail lines below 200 km/h

NB Rail suggests the following solution:

### RFU PROPOSAL

For ongoing projects according to the TSI INF 2008 scheduled to be finished after July 2014 NB Rail suggests the following possible procedures for wooden sleepers, if the maximum speed does not exceed 200 km/h:

**RECOMMENDATION FOR USE**



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1. for new wooden sleepers, where a manufacturer is available

The assessment for the interoperability constituent “wooden sleeper” shall be done according to the requirements of TSI INF CR 2011 (5.3.3) OR the new merged TSI INF (5.3.3). The assessment normally should be done as an IC assessment and enable the publication of an EC declaration of conformity according to TSI INF CR 2011 or the new merged TSI INF, which is then accepted also for subsystems based on TSI INF HS 2008.

2. For “old” wooden sleepers that are re-used and where no manufacturer is available

The solution b) from above is used: wooden sleepers are not defined as interoperability constituents in the TSI INF HS 2008 and therefore have to be assessed according to chapter 4.

Alternatively, the ERA Advice “Application of the TSI HS INF to lines where the line speed is below 200 km/h” can be followed and the TSI INF CR 2011 can be applied for those projects as a whole. So, the wooden sleepers can be installed as constituents “not holding an EC declaration of conformity” until June 2021 according to the transition periods defined in TSI INF CR 2011 (6.6). The new merged TSI INF also will give this possibility in future, as in chapter 6.5 the same requirements are defined for constituents “not holding an EC declaration of conformity”.

Anyway, in both cases the sleepers have to be assessed according to the requirements of TSI INF CR 2011 (5.3.3) or the new TSI INF (5.3.3), in course of the subsystem assessment.

#### DATE OF AGREEMENT AT NB RAIL PLENARY MEETING

07/05/2014