



RECOMMENDATION FOR USE

NB-Rail Coordination Group

Administrative Decision according to Interoperability Directive (EU) 2016/797 art. 30.6 and Interoperability Directive 2008/57/EC art. 28.5

RFU-INF-103

Issue 01

Date 20/02/2019

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TITLE	
ASSESSMENT PROCEDURE OF EXISTING STRUCTURES	
ORIGINATOR	SUBJECT RELATED TO
CERTIFER	INF TSI 1299/2014
AMENDMENT RECORD:	
DESCRIPTION AND BACKGROUND EXPLANATION	
<p>It's quite common to face interoperability assessments on upgrading or renewing projects where number of existing "aged" structures are included in the scope. In this framework, the applicants are often interested in following procedures where "the compatibility may be regarded as demonstrated with no further assessment".</p> <p><u>Background:</u></p> <p>TSI INF Chapter 6.2.4.10 "Assessment of existing structures" states: (1) <i>Assessment of existing structures against the requirements of point 4.2.7.4(3) (b) and (c) shall be done by one of the following methods:</i></p> <p style="padding-left: 40px;">a) <i>check that the values of EN line categories, in combination with the allowed speed published or intended to be published for the lines containing the structures, is in line with the requirements of Appendix E of this TSI,</i></p> <p><u>Description of the situation:</u></p> <p>The rationale behind the wording "<i>or intended to be published</i>" would be such to include lines whose nominal EN line category and associated speed is pending to be published, for whatever reason, at any time during the assessment process.</p> <p>Nevertheless, this wording could lead an applicant to claim that its mere intention to publish a EN line category or speed values allows it to simply inform the NoBo about its "intention", and so avoid any technical assessment.</p> <p>For instance, in the framework of a line upgrade project to change EN line category and speed from D2-160 to D2-200, the applicant could simply inform or state by any means that it has the intention to publish the D2-200 category, and therefore the NoBo doesn't need to assess the structures resistance.</p>	



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RFU PROPOSAL

The wording “... or intended to be published” included in the bullet 1) a) contained in clause 6.2.4.10 of TSI INF refers exclusively to a situation where the former EN line category and associated speed values have been already evaluated and assessed by the IM (referring to the current capability) before the upgrade or renewal project, object of the assessment but are pending to be published in RINF (or in an equivalent national infrastructure register before the mandatory use of the RINF) at the time the NoBo started the assessment.

Therefore, the wording “... or intended to be published” refers exclusively to a temporal suspension of the establishment/publication of the line category for administrative reasons only. This wording shall never be used so to skip technical assessments when the line is going to be upgraded to a more severe load condition (for example, higher speed or heavier axle load, etc.).

In any other case, NoBos shall use the bullets b) and c) contained in clause 6.2.4.10 of TSI INF.

THIS RFU WAS AGREED ON

PLENARY MEETING 55

THIS RFU ENTERS INTO FORCE ON

13/03/2019 (DATE OF PUBLICATION)

FROM THIS DATE ON THIS RFU CAN BE APPLIED INSTEAD OF THE PREVIOUS MANDATORY VERSION.

RFU APPLICATION IS MANDATORY STARTING FROM

13/07/2019

RFUS SHALL BE APPLIED BY ALL NOBOS. PLEASE REFER TO RFU-STR-702, CHAPTER 3 OF THE SECTION “DESCRIPTION AND BACKGROUND EXPLANATION”, FOR THE LEGAL BASIS SUPPORTING THIS OBLIGATION.

ERA COMMENTS

PLENARY MEETING 55 – 20/02/2019: NO COMMENTS

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