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NB-Rail Association

RECOMMENDATION FOR USE

NB-RAIL COORDINATION GROUP

Administrative Decision according to Interoperability Directive
(EU) 2016/797 art. 30.6



Co-funded by
the European Union

RFU-INF-102

Issue 03
Date 13/11/2024

TITLE

TRACK COMPONENTS NOT COVERED BY CHAPTER 5

ORIGINATOR

Network Certification Body (NCB)
Eisenbahn-Cert (EBC)

SUBJECT RELATED TO

- Directive (EU) 2016/797
- Regulation (EU) 1299/2014
- Regulation (EU) 2019/776
- Regulation (EU) 2023/1694

AMENDMENT RECORD:

18/10/2017: First issue
11/03/2020: Update of legal reference
05/09/2024: Update of legal reference

DESCRIPTION AND BACKGROUND EXPLANATION

In accordance with TSI INF 1299/2014 clause 5.1 (Basis on which Interoperability Constituents have been selected), the requirements of clause 5.3 (Constituents performances and specifications), are based on a traditional design of concrete or wooden sleepers.

However, several infrastructure managers use track components which are not covered by chapter 5 of the TSI INF 1299/2014, e. g. steel sleepers, plastic or composite sleepers or also slab track systems.

In accordance with TSI INF, point 5.2(3), rails, fastenings and sleepers used for short lengths of track for specific purposes, for example in switches and crossings, at expansion devices, transition slabs and special structures, are not considered to be Interoperability Constituents.

The current ERA guidance (ERA/GUI/INF TSI/2023 version 4.0 issued 20 December 2023), clause 2.5, states that for Points 5.1 and 5.2 of TSI INF the following components, other than those mentioned in Point 5.2(3) of TSI INF, are not considered to be Interoperability Constituents:

- a) steel sleepers (or made of any material which is not concrete or wood);
- b) specific fastenings such as low restraint fastenings, high resilient fastenings, noise and vibration mitigation, etc.
- c) any element specifically used only on non-ballasted track (slab track, track on bridges, track with embedded rail, etc.).



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RFU PROPOSAL

1. In accordance with TSI INF 1299/2014, Point 5.2(3), and ERA guidance (ERA/GUI/INF TSI/2023 version 4.0 issued 20 December 2023), clause 2.5, several track components are not considered to be Interoperability Constituents.
2. As a result of this, an EC-declaration for Interoperability Constituents is not necessary for those track components.
3. Those track components have to be assessed at subsystem level according to the requirements of chapter 4 of the TSI INF 1299/2014.
4. The assessment has to be done in accordance with table 37 of TSI INF. The relevant requirements of chapter 4 are dependent on the construction details of the track components in the individual case. Generally the requirements for track gauge and track resistance are relevant. For the verification, chapter 6.2 (and especially 6.2.5) has to be considered.
5. The requirements according to table 36 of TSI INF are not relevant for those track components. As a result of this an assessment of the product quality (series) is not necessary for this kind of track components.

THIS RFU WAS AGREED ON

PLENARY MEETING 072

THIS RFU ENTERS INTO FORCE ON

27/11/2024 (DATE OF PUBLICATION)

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

RFU APPLICATION IS MANDATORY STARTING FROM

27/11/2024 AT THIS DATE ANY PREVIOUS VERSIONS OF THIS RFU WILL BE WITHDRAWN.

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

PLE 072 – 13/11/2024: No COMMENTS