



Associação Portuguesa
para a Normalização e
Certificação Ferroviária

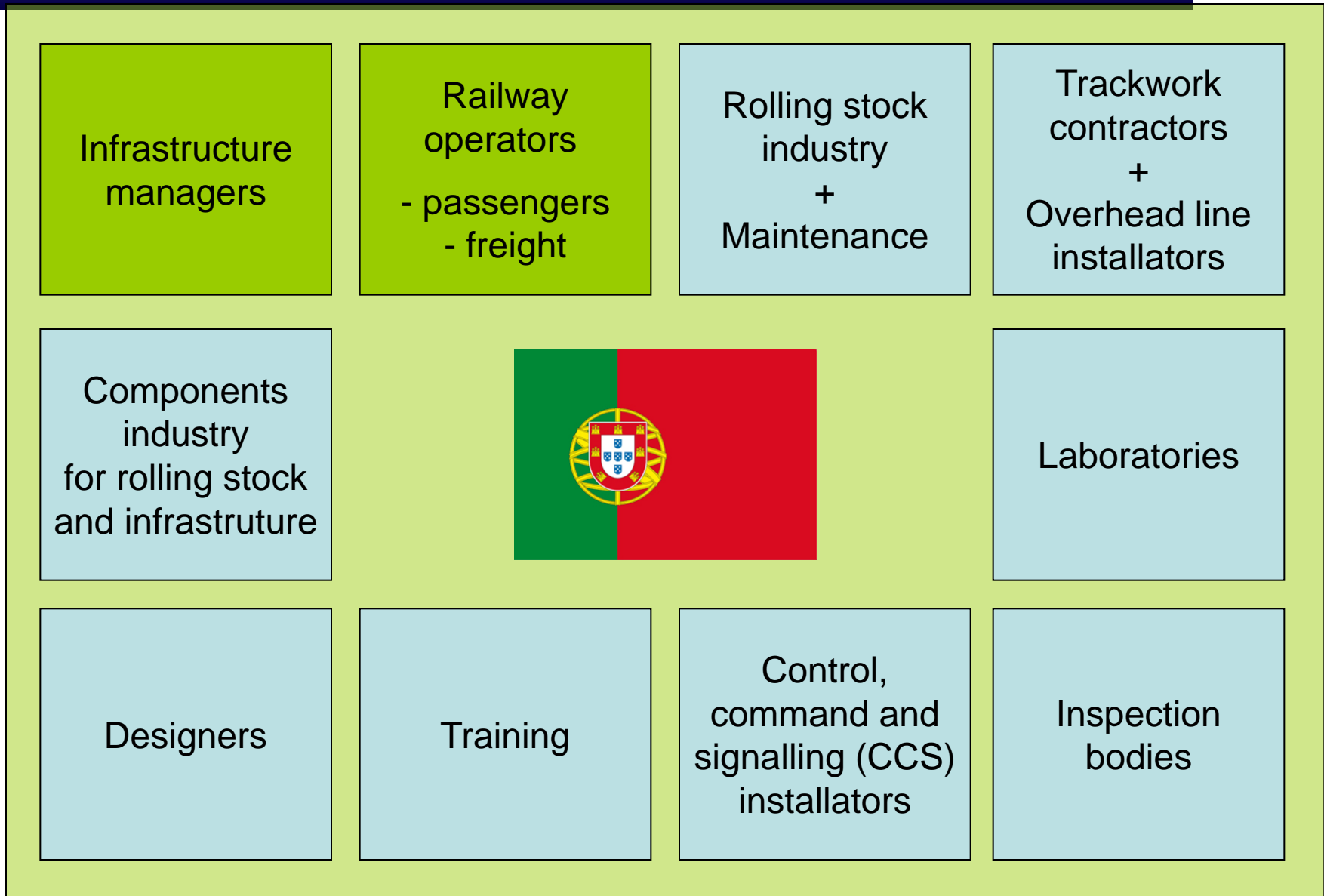
Portuguese Association for
Railway Standardization
and Certification

APNCF

The Portuguese Association for Railway Standardization and Certification



**The Rail Industry Symposium and Exhibition : RISE # 5
Bangkok, 10th/11th July 2019**



BNF – Bureau de Normalisation Ferroviaire (FRANCE)

CETREN – Asociación de Acción Ferroviaria (SPAIN)

**DIN-FSF – DIN-Normenausschuss Fahrweg und
Schienenfahrzeuge (GERMANY)**



- **Creation of CT 143 "*Railway applications*" and CTE 9 "*Electrical and electronic applications for railways*" in 1998: national Technical Committees mirroring CEN/TC 256 e do CENELEC/TC 9X**
- **Managing of CT 143 by IPQ** (the National Standards Body)
- **Managing of CTE 9 by IEP** (the Sectorial Standards Body for Electrotechnology, recognized by IPQ)
- **Managing of CT 143 by APONS** (the former Portuguese Association of the Sectorial Standards Bodies, recognized by IPQ)
- **Managing of CT 143 by APVE** (the Sectorial Standards Body for Electric Vehicles and Railway applications, recognized by IPQ)

Situation considered as being absolutely improper considering the Portuguese responsibilities at the level of the European standardization!

Portugal is responsible for the Chairmanship and for the Technical Secretariat of CEN/TC 256/SC 1 "*Infrastructure*" since 2000 and 2004, respectively, and for the Chairmanship of ISO/TC 269/SC 1 "*Infrastructure*" since 2016

The Portuguese Technical Committees CT 143 and CTE 9 have their own budget which need to be properly managed...

- **The Portuguese Railway sector decides to create APNCF – *Portuguese Association for Railway Standardization and Certification* in January 2006**
- **Main objectives:**
 - Recognition as Sectorial Standards Body for railway applications
 - Recognition as Notified Body for Interoperability Directive
 - Recognition as Certification Body for systems, products, equipment, services and personnel in the railway sector

40 Associates

ALSTOM

AMBSIG
Ambiente e Sistemas de Informação Geográfica, S.A.

CATIM
centro de apoio tecnológico à indústria metalomecânica

MEDWAY
Transporte & Logística

COBA
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COMBOIOS DE PORTUGAL



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SISTEMAS DE ENGENHARIA, Lda

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Infraestruturas
de Portugal



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Metro Transportes do Sul



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SIEMENS

SENER ENGIVIA

ViaPORTO

Sectorial Standards Body for railway applications



Coordination of CT 143 and CTE 9



Active participation in:

CEN/TC 256

CLC/TC 9X

ISO/TC 269

IEC/TC 9

ORGANISATION
INTERNATIONALE DE
NORMALISATION



INTERNATIONAL
ORGANIZATION FOR
STANDARDIZATION



Commission Electrotechnique Internationale
International Electrotechnical Commission
Международная Электротехническая Комиссия

Notified Body (NoBo) for the Interoperability Directive (2008/57/CE)

NB 2101

Founder member of NB Rail Association
(www.nb-rail.eu)



Certification Body (CeBo) of Entities in Charge of Maintenance (ECM)

(Regulation EU 445/2011)

**ECM, Maintenance development,
Fleet maintenance management,
Maintenance delivery/workshops**

**Designated Body (DeBo)
for National Rules**

**ISA – Independent Safety
Assessor (AsBo)**

The **4th Railway Package** is a set of 6 legislative texts designed to complete the single market for Rail services (Single European Railway Area). Its overarching goal is to revitalise the rail sector and make it more competitive vis-à-vis other modes of transport. It comprises two 'pillars' which have been negotiated largely in parallel:

The '**technical pillar**', which was adopted by the European Parliament and the Council in April 2016, includes:

[Regulation \(EU\) 2016/796 on the **European Union Agency for Railways** and repealing Regulation \(EC\) n° 881/2004](#)

[**Directive \(EU\) 2016/797 on the interoperability of the rail system within the European Union \(Recast of Directive 2008/57/EC\)**](#)

[**Directive \(EU\) 2016/798 on railway safety \(Recast of Directive 2004/49/EC\)**](#)

The '**market pillar**', which was adopted in December 2016, includes:

[Regulation \(EU\) 2016/2338 amending Regulation \(EU\) 1370/2007, which deals with the award of public service contracts for domestic passenger transport services by rail \('PSO Regulation'\)](#)

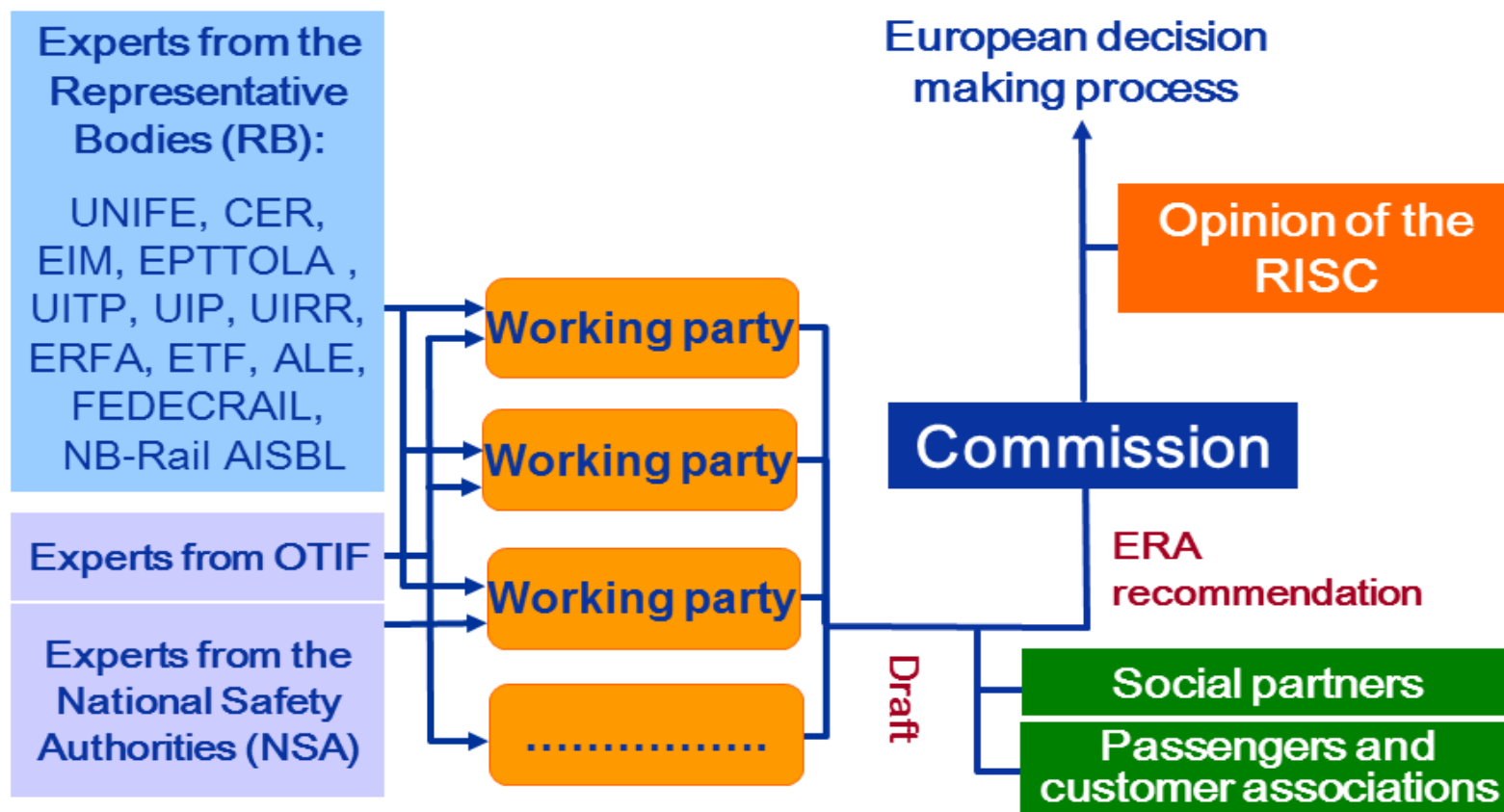
[Directive 2016/2370/EU amending Directive 2012/34/EU, which deals with the opening of the market of domestic passenger transport services by rail and the governance of the railway infrastructure \('Governance Directive'\)](#)

[Regulation \(EU\) 2016/2337 repealing Regulation \(EEC\) 1192/69 on the normalisation of the accounts of railway undertakings](#)

The **market pillar** will complete the process of gradual market opening started with the 1st railway package. It establishes the general right for railway undertakings established in one Member State to operate all types of passenger services everywhere in the EU, lays down rules aimed at improving impartiality in the governance of railway infrastructure and preventing discrimination and introduces the principle of mandatory tendering for public service contracts in rail. Competition in rail passenger service markets will encourage railway operators to become more responsive to customer needs, improve the quality of their services and their cost-effectiveness. The competitive tendering of public service contracts will enable savings of public money. The market pillar is expected to deliver more choice and better quality of rail services for European citizens, these being the overriding objectives.

The technical pillar is designed to boost the competitiveness of the railway sector by significantly reducing costs and administrative burden for railway undertakings wishing to operate across Europe. In particular, it will:

- save firms from having to file costly multiple applications in the case of operations beyond one single Member State. ERA will issue vehicle authorizations for placing on the market and safety certificates for railway undertakings, valid throughout the EU. So far, railway undertakings and manufacturers needed to be certified separately by each relevant national safety authority
- create a "One stop shop" which will act as a single entry point for all such applications, using easy, transparent and consistent procedures
- ensure that European Rail Traffic Management System (ERTMS) equipment is interoperable
- reduce the large number of remaining national rules, which create a risk of insufficient transparency and disguised discrimination of new operators



Interoperability Directive



**Technical Specifications for
Interoperability**



European Standards

EUROPEAN STANDARD **EN 13230-2**

NORME EUROPÉENNE

EUROPÄISCHE NORM

May 2016

ICS 91.100.30; 93.100

Supersedes EN 13230-2:2009

English Version

Railway applications - Track - Concrete sleepers and bearers - Part 2: Prestressed monoblock sleepers

Applications ferroviaires - Voie - Traverses et supports en béton - Partie 2: Traverses monoblocs précontraintes

Bahnwendungen - Oberbau - Gleis- und Weichenschwellen aus Beton - Teil 2: Spannbeton-Monoblockschwellen

This European Standard was approved by CEN on 4 March 2016.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

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Ref. No. EN 13230-2:2016 E

Table ZA.1 — Correspondence between this European Standard, the Commission Regulation N° 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union (published in the Official Journal L 356, 12.12.2014, p.1) and Directive 2008/57/EC

Clause(s)/ sub-clause(s) of this European Standard	Chapter/§/annexes of the TSI	Corresponding text, articles/§/annexes of the Directive 2008/57/EC	Comments
The whole standard is applicable	<p>6.Assessment of conformity of interoperability constituents and EC verification of the subsystems</p> <p>6.1.Interoperability constituents</p> <p>6.1.2.Application of modules</p> <p>6.1.4.EC declaration of conformity for interoperability constituents</p> <p>6.1.4.4.EC declaration of conformity for track sleepers</p> <p>6.1.5.Particular assessment procedures for interoperability constituents</p> <p>6.1.5.2.Assessment of sleepers</p> <p>Appendix A – Assessment of interoperability constituents</p> <p>Table 36: Assessment of interoperability constituents for the EC declaration of conformity – 5.3.3 Track sleepers</p>	<p>Annex III, Essential requirements</p> <p>1 General requirements</p> <p>1.1 Safety</p> <p>Clauses 1.1.1, 1.1.2, 1.1.3</p> <p>1.5 Technical compatibility</p>	<p>According to 5.3.3 of the TSI track sleepers are interoperability constituents.</p> <p>According to part 1 of the standard, the purchaser has to define the L_1 dimension in order to ensure the required track gauge.</p> <p>Assessment of the sleeper is based on L_1 dimension.</p>



National Standard Bodies (34)

Austria	Belgium	Bulgaria	Croatia
Cyprus	Czech Republic	Denmark	Estonia
Finland	France	Germany	Greece
Hungary	Iceland	Ireland	Italy
Latvia	Lithuania	Luxembourg	Malta
Norway	Poland	Portugal	Republic of North Macedonia
Romania	Serbia	Slovakia	Slovenia
Spain	Sweden	Switzerland	The Netherlands
Turkey	United Kingdom		



Affiliated National Standard Bodies (3)

Albania
Bosnia and Herzegovina
Montenegro



Companion Standardization Bodies (17)

Armenia	Australia
Azerbaijan	Belarus
Cameroon	Canada
Egypt	Georgia
Israel	Jordan
Kazakhstan	Mongolia
Morocco	New Zealand
Republic of Moldova	Tunisia
Ukraine	



CEN/TC 256

Railway applications

CEN/TC 256

Railway applications



work in close cooperation with

ISO/TC 269

Railway applications



*under the frame of **Vienna Agreement***

MIGRATION STRATEGY

Participation in ISO/TC 269

Railway applications

Participating Members (25)

Austria	Belgium	China
Czech Republic	Denmark	Ethiopia
France	Germany	Hungary
Israel	Italy	Japan
Kazakhstan	Luxembourg	Netherlands
Norway	Portugal	Republic of Korea
Russian Federation	South Africa	Spain
Sudan	Sweden	Switzerland
United Kingdom		

Participation in ISO/TC 269

Railway applications

Observing Members (13)

Argentina
Indonesia
Mongolia
Romania

Belarus
Islamic Republic of Iran
Peru
Serbia

Finland
Malaysia
Poland
Slovakia

Thailand



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Thank you for your attention!



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