



## QUESTION / CLARIFICATION

### CO-ORDINATION BETWEEN NOTIFIED BODIES

INTEROPERABILITY DIRECTIVE AND SUBSEQUENT  
AMENDMENTS ON THE INTEROPERABILITY OF THE RAIL  
SYSTEM WITHIN THE UNION

**QC-INF-014**

Issue 02

Date 15/02/2017

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TITLE	
CHAPTER EXISTING SOLUTIONS MISSING	
ORIGINATOR	SUBJECT RELATED TO
ARSENAL RACE	TSI PRM 2008/164/EC (TSI PRM)
DESCRIPTION AND BACKGROUND EXPLANATION	
<p>In Chapter 6.1.2 of the TSI PRM 2008/164/EC the conformity assessment procedures (modules) are defined for the interoperability constituents. The table 16 gives a clear overview of the assessment procedures. In the last row of this table the following sentence is written:</p> <p>(*) Modules A1 and H1 are allowed for existing solutions only under conditions defined in clause 6.1.3.</p> <p>The chapter 6.1.3 is called “Innovative Solutions” and gives the explanation for the procedure of innovative solutions. The chapter 6.1.3 “Existing Solutions” is missing.</p> <p>NB Rail proposes to add this chapter with the same content as it is in other TSIs (e.g. TSI RST HS 2008/232/EC chapter 6.1.3).</p> <p>In addition, there is a wrong reference in the first column of table 16. The reference for “visual passenger information equipment” is wrong. The chapter 4.1.2.12.2 does not exist. In chapter 5.4.1 of the TSI PRM 2008/164/EC the reference for this IC is given with “4.1.2.11.2 and Annex N”.</p>	
SUGGESTED RESOLUTION / INTERPRETATION	
<p>Add the chapter 6.1.4 Existing solutions in the TSI PRM 2008/164/EC with the following text:</p> <p>If an existing solution for an interoperability constituent is already assessed for an application under comparable conditions and is on the market, then the following process applies:</p> <p>The manufacturer or his authorised representative established within the Community shall demonstrate that the results of tests and verifications for the previous assessment of ICs are in conformity with the requirements of this TSI. In this case these tests and verifications shall remain valid for the new assessment. Modules A1 and H1 are permitted to be applied if they are marked in Table 16.</p> <p>If it is not possible to demonstrate that the solution has been positively proven in the past, the manufacturer or his authorised representative established within the Community shall choose the assessment procedures according to the modules or module combinations indicated in Table 16. Modules A1 and H1 are not permitted be applied even if they are marked in Table 16.</p> <p>The reference in the last row in table 16 has to be changed:</p> <p>(*) Modules A1 and H1 are allowed for existing solutions only under conditions</p>	



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defined in clause 6.1.4.

The reference in the first column for the IC “visual passenger information equipment” shall be:

“4.1.2.11.2 and Annex N”

#### ORGANISATION(S) REQUESTED TO RESPOND (E.G. TSI GROUP, RISC, ERA ETC.)

ERA / EUROPEAN COMMISSION

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

PLE 049, 15/02/2017

#### RESPONSE FROM ORGANISATION ABOVE

The Agency pdf file “List of TSI deficiencies” dated 10/01/2017 and published on the Agency website reports, at item n. 103, the proposed solution.

Here aside is pasted the text taken from the Agency pdf file.

**“(\*) Modules A1 or H1 may be used only in the case of products manufactured according to a design developed and already used to place products on the market before the entry into force of relevant TSIs applicable to those products, provided that the manufacturer demonstrates to the notified body that design review and type examination were performed for previous applications under comparable conditions, and are in conformity with the requirements of this TSI; this demonstration shall be documented, and is considered as providing the same level of proof as module B or design examination according to module H2.**

Disclaimer: ERA TO always supersedes NB-Rail suggested solution in case of difference.