



QUESTION / CLARIFICATION

Ref: (0893-09)

CO-ORDINATION BETWEEN NOTIFIED BODIES
DIRECTIVES 96/48/EC AND 2001/16/EC ON THE
INTEROPERABILITY OF THE TRANS-EUROPEAN HIGH-SPEED
AND CONVENTIONAL RAILWAY SYSTEMS

Issue: 01
Date: 15/02/2007
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TITLE

REGULATIONS FOR BRIDGES

ORIGINATOR

0893 (EBC)

SUBJECT RELATED TO

Chapter 7.2.2 of revised HS INS TSI

DESCRIPTION AND BACKGROUND EXPLANATION

Regulation in chapter 7.2.2 of revised HS INS TSI:

In Chapter 7.2.2 of revised HS INS TSI (date 13/06/2006) the requirement for dynamic calculations for bridges is specified for upgrading cases.

...

7.2.2. Parameters and specifications concerning civil engineering

They will be brought into conformity in the course of major civil engineering upgrading projects intended to improve line performance.

The elements concerning civil engineering involve the most constraints, since more often than not they can only be modified when complete restructuring work is carried out (structures, tunnels, earth works).

Dynamic analysis, if needed according to clause 4.2.14.2 of the present TSI

- *is required in case of upgrading of existing lines,*
- *is not required in case of renewal of existing lines.*

...

Conclusions for application of these regulations

For the case of renewal will be no requirement specified. This is for two reasons not useful:

1. According Dir. 04/50/EC EC-verifications for renewal cases (if members States want to have a new derogation according Article 14 of Dir. 04/50/EC) are also necessary and insofar also dynamic calculations are necessary.
2. This having to be checked also in the renewal case in the context of the preparation of the infrastructure register bridges with regard to the suitability for HGV trains as for the rest.

SUGGESTED RESOLUTION / INTERPRETATION

Insofar it is proposed to delete the two regulations in chapter 7.2.2.

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Dynamic analysis, if needed according to clause 4.2.14.2 of the present TSI

- ~~*— is required in case of upgrading of existing lines,*~~
- ~~*— is not required in case of renewal of existing lines.*~~

...

ORGANISATION(S) REQUESTED TO RESPOND (E.G. TSI GROUP, A21C, AEIF ETC.)

EC



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DATE OF AGREEMENT AT NB RAIL PLENARY MEETING

15/02/2007

RESPONSE FROM ORGANISATION ABOVE

NB-RAIL suggests that the dynamic analysis of bridges should be executed not only when a new line is built or an existing line is upgraded, but also in the case of a renewal of an existing line.

This view is not shared by the Commission and ERA which recommend that a dynamic analysis in the case of a renewal of bridges should not be required.

The dynamic analysis as specified in EN 1991-2:2003 is only required for speeds above 200 km/h. *Line category I* covers newly built high-speed lines and *line category III* covers short connecting sections between high-speed lines. Subsequently it is only relevant for *line category II* – specially upgraded high-speed lines equipped for speeds of the order of 200 km/h.

Renewal of a bridge in the sense of the Interoperability directive means major works without any change of performance parameters. It means that the speed remains unchanged in such a case and consequently the dynamic analysis is not necessary, because the bridge already was constructed to fulfill these needs. However an upgrade is needed in case where the performance parameters do change.

When chapter 7.2.2 of the HS INF TSI refers to the renewal of a line, normally only renewals of existing bridges are concerned.