



Bilateral agreements

Codification of correction coefficients

Workshop BEWAG
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- › Legal Base:
 - › **Modifications:** Interoperability Directive 2008/57 article 20
Placing in service of existing subsystems after renewal or upgrading.
 - › **“Grandfather rights”:** Interoperability Directive 2008/57 article 21 §12
*‘Authorisations for placing in service which have been **granted before 19 July 2008, including authorisations delivered under international agreements**, in particular RIC (Regolamento Internazionale Carrozze) and RIV (Regolamento Internazionale Veicoli), shall remain valid in accordance with the conditions under which the authorisations have been granted. This provision takes precedence over Articles 22 to 25.’*

- › In practical: Authorisations delivered by incumbent railway undertakings before 19/07/2008 still valid if vehicles have not been modified. They includes:
 - › Authorisations for domestic traffic
 - › Authorisations on base of bilateral agreements (2 incumbent RUs)
 - › Authorisations on base of RIV

- › **BUT**

Each Railway Undertaking remains responsible to control the risks related to the use of all wagons in its trains (Safety Directive). Therefore Each RU is responsible:

- › To ensure, through its SMS, the technical compatibility with the intended routes on the base of infrastructure specificities information provided by Infrastructure Managers.
- › To safely integrate the use of all wagons in its SMS i.e. in its procedures and its operating rules (e.g. rules for control of loading conditions, rules for composition, pre-departure inspections)

- › Legal base: Each Railway Undertaking remains responsible to control the risks related to the use of all wagons in its trains (Safety Directive). Therefore Each RU is responsible:
 - › To ensure, through its SMS, the **technical compatibility with the intended routes** on the base of infrastructure specificities information provided by Infrastructure Managers.
- › Codification
 - › = harmonized system for facilitating the control of the technical compatibility between loaded wagons and infrastructure.
 - › = Common business interest for railway actors, in particular Railway Undertakings and Infrastructure Managers.

- › Who should be responsible to develop and maintain the codification?
 - › **Railway sector**, in particular RUs and IMs, taking into consideration the business needs of customers and the keepers.
- › By which means?
 - › Individual agreements RU-IM (harmonisation?)
 - › Standardisation: EN standards, IRS standards (UIC), ISO standards,...
 - › Concept of general contract similar to GCU.

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