

EuroSpecs

A new approach to specifying rolling stock

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Situation in Europe at EuroSpec's start

Market:

- Manufacturers are heading for standard adaptable platforms;
- TOCs tender their procurement;
- TOCs no longer design and specify RST.

Legislative environment

- TSI framework almost complete;
- Decreasing amount of add on national regulation;
- Cross acceptance being implemented.

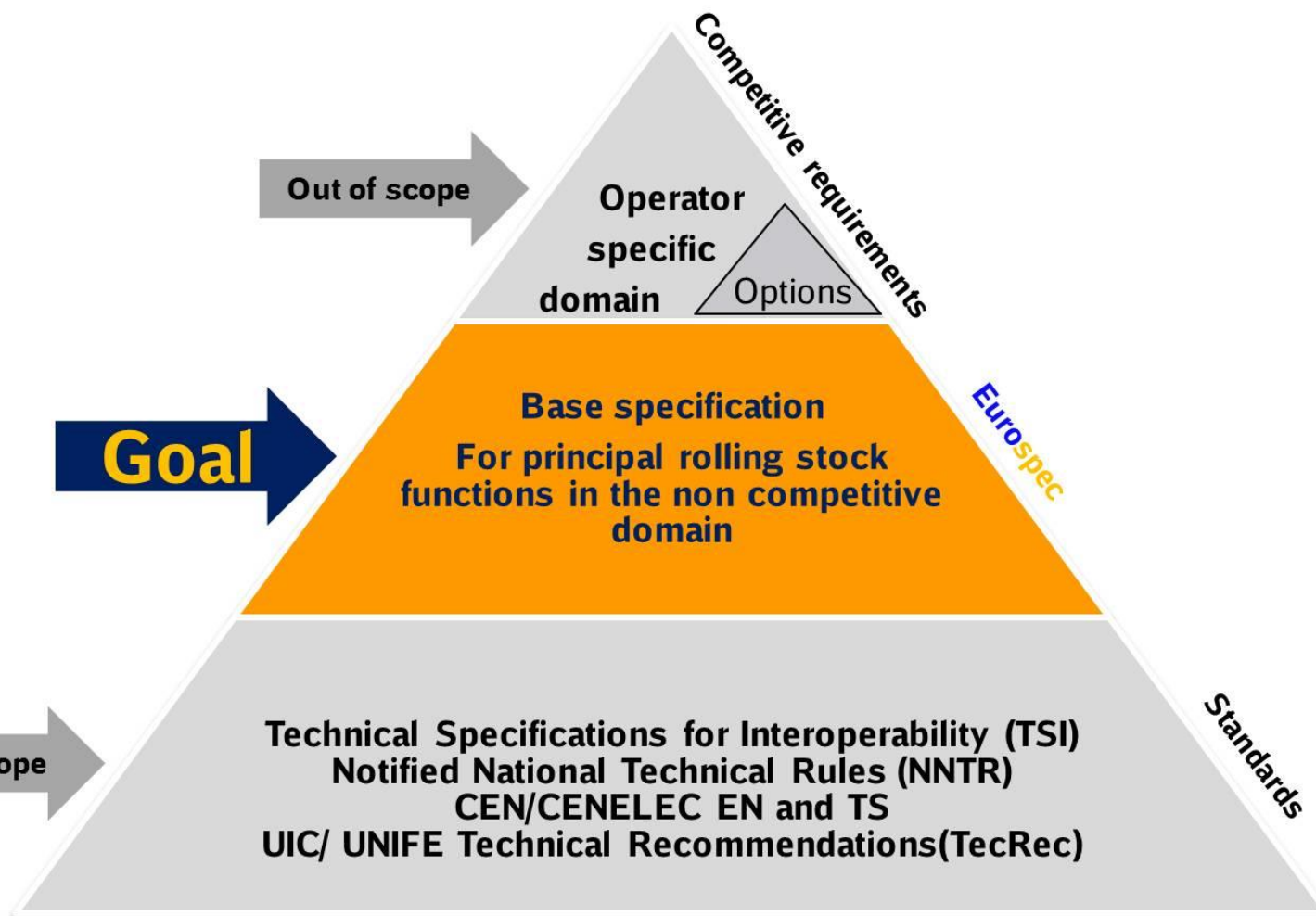
Opportunity:

define a common base and eliminate differences in non-competitive domain

Potential:

- Change to develop a real European platform;
- Promotion of interoperability and cross functional homologation;
- Economics of scale and standardisation reduce cost and improve quality and reliability.

EuroSpec's idea: to create a base specification for principle rolling stock functions among operators



EuroSpec's goal: to improve quality and reliability of trains



EuroSpec

- ...Started in 2011 as a partnership of several European train operating companies (TOCs) acting as partners;
- ...provide common technical specifications based on the experience of all partners;
- ...can be used in train procurement instead of company specific requirements;
- ...are company, manufacturer and product neutral, describing functions of rolling stock and their verification.

Results already achieved by EuroSpec

Specified and published specification modules

- Toilets;
- Air conditioning;
- Requirements management;
- Documentation.

results

Application and dissemination of EuroSpec documents:

- Discussion with manufacturers;
- Already used in tenders ;
- Publication at www.eurospec.eu.

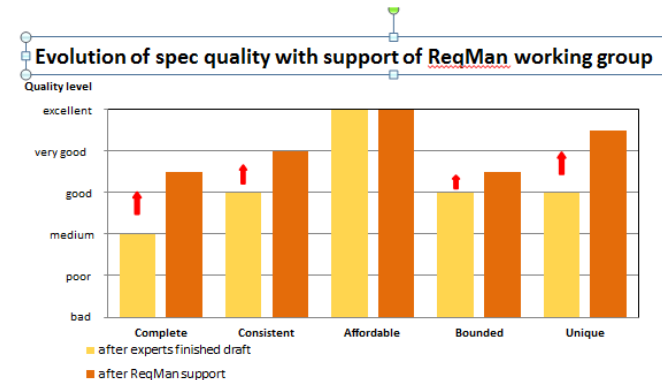


EuroSpec "Requirement management"

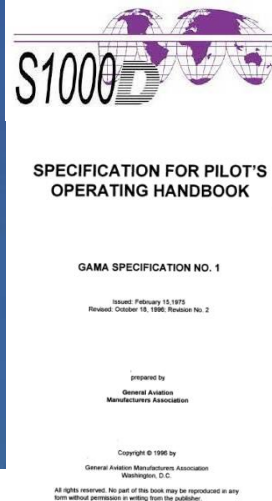
- Eurospec "requirements management" has defined a common reference and method for the other working groups, to improve standardisation between all working groups;
- Eurospec "requirements management" trains and coaches the specialists in writing requirements;
- Eurospec "requirements management" reviews and improves the EuroSpecs on several quality aspects.

The document **EuroSpec** Requirements Management provides a common focus on "requirements management" for use by companies in the rail sector. The document refers to existing standards and best practices and has the following chapters as content:

- Requirements Characteristics;
- Requirements Syntax;
- Requirements Attributes;
- Requirements Traceability;
- Requirements Validation and Verification;
- Requirements Interchange Format;
- Do we mean standards?



EuroSpec "Documentation" begins with common reference for rolling stock analogous as in other sectors



The EuroSpec on Documentation provides :

- A **common reference** to be used for tendering and verification;
- In future releases additional specifications on structure and standardisation of content, format and exchange of the documents;
- It is finally intended to facilitate the exchange of technical documentation within the railway sector in a harmonised way.

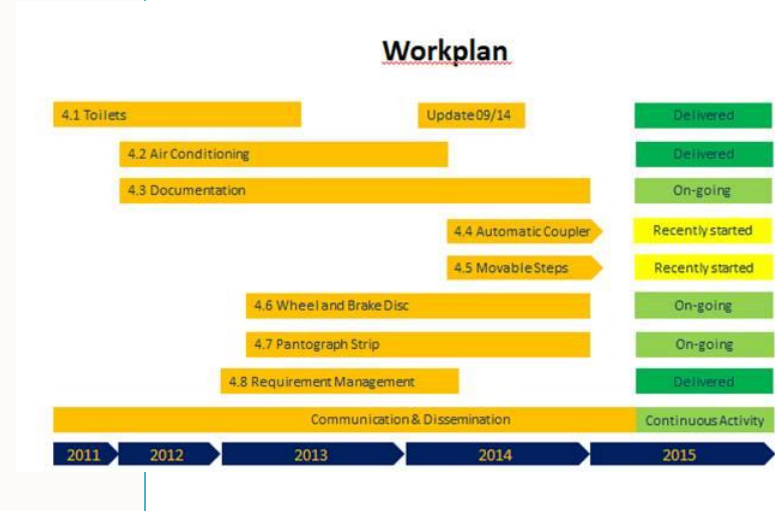
Current and future work

Currently EuroSpec experts are working on:

- Technical documentation for rolling stock (content, structure and format);
- Requirement management (verification methods and interchangeability of req.)
- Mechanical parts of automatic couplers;
- Moveable step;
- Pantograph strip;
- Wheel and brake disc.

Future work:

- Open discussion with manufacturers;
- Feedback loop from use in tenders;
- New identified topics.



Outlook

- TOC's have shown to be able to reduce their own specific requirements by making use of the first EuroSpec's;
- For powerful railway sector further standardisation is needed:
 - **Increase of reliability** by sharing good practice and experience;
 - **Simplification** of tender process in time and effort;
 - Standardised products and **increase cost efficiency.**
- EuroSpec fills a gap in current standardisation landscape;
- Eurospec is a mean to obtain mature products needed to offer excellent products to the end customers.



Interested in joining, using, suggesting? Have a look at www.eurospec.eu

