

EuroSpec



Next step in harmonisation of passenger rolling stock

Nästa steg i harmoniseringen av rullande materiel

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EuroSpec

Starting point *EuroSpec*

This initiative is fulfilling the next step in harmonisation



Rolling stock manufacturers:

- Suffering from a variety of procurement processes, structures and requirements from the market.
- Heading for standard adaptable platforms.

Railway operators:

- All tendering their procurement, do not design trains;
- Dissatisfied about duration of procurement process for trains;
- Cost, quality and reliability still needs improvement;
- Need for better controlled uptake of innovations.

Passengers:

- Cost, quality and reliability still needs improvement;
- Expect a competitive level of comfort and quality.



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EuroSpec – where it stands for

A clear vision, goal and potential outcome of this initiative

Vision:

Significant cost reduction and an overall improvement of the reliability, availability, maintainability and quality of trains.

Goal:

Define a common base and eliminate differences in non-competitive domain of rolling stock procurement. Along 4 different streams:



Potential:

- Change to real European rolling stock platforms;
- Promotion of interoperability and cross functional authorisation;
- Economics of scale and standardisation reduce cost and improve quality and reliability.

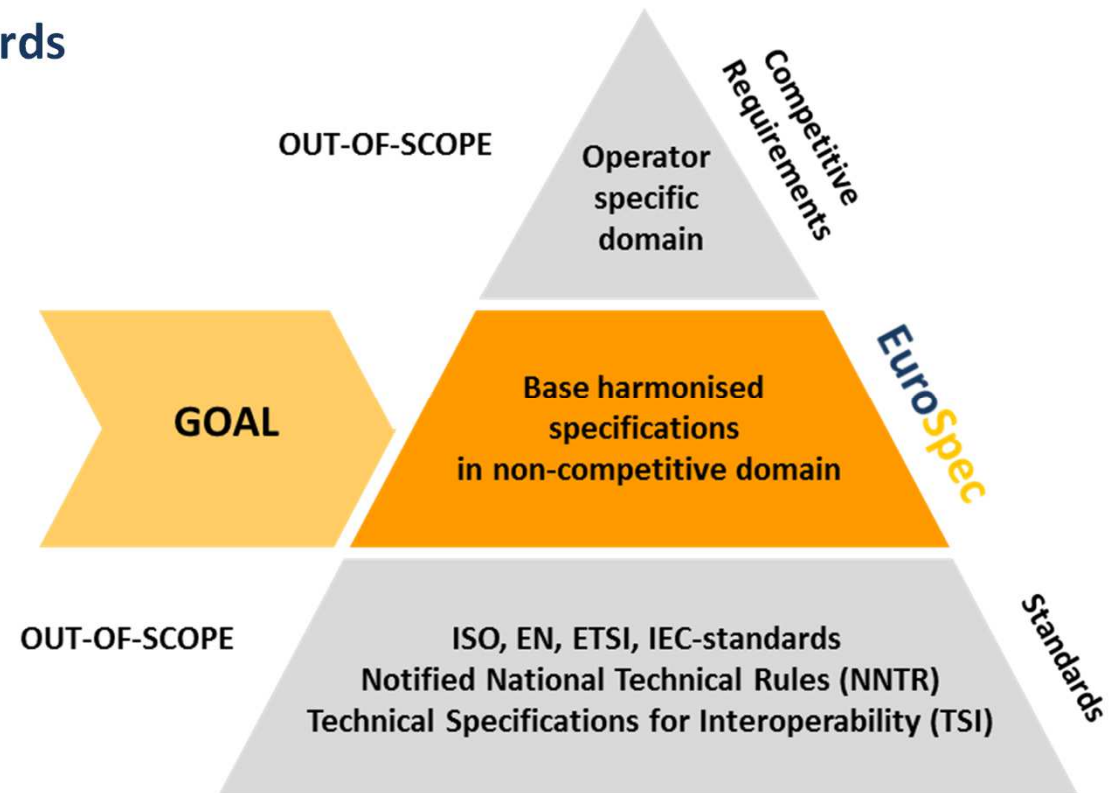


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Scope and position *EuroSpec*

In relation to regulations and standards

- In addition to the regulatory framework and without overlap with CEN/CENELEC structure;
- From user-perspective;
- No duplication;
- Filling gap in areas of users interest.



Main features of *EuroSpec* initiative

Important characteristics for being successful



Focus: procurement of passenger trains in Europe for heavy rail use;



Pragmatic & business focus: simple and transparent processes, because a high level of thrust and respect, based on the need of the operators and end-users;



Fast & Efficient: use all the knowledge from all interested members, lean decision processes, small organization;



Low-cost (simple organization, based on equal share of in-kind contributions);



In cooperation: is needed for success. Create an appropriate and open organisation;



Well aligned approach is used. An efficient, flexible, lean approach to do this work.

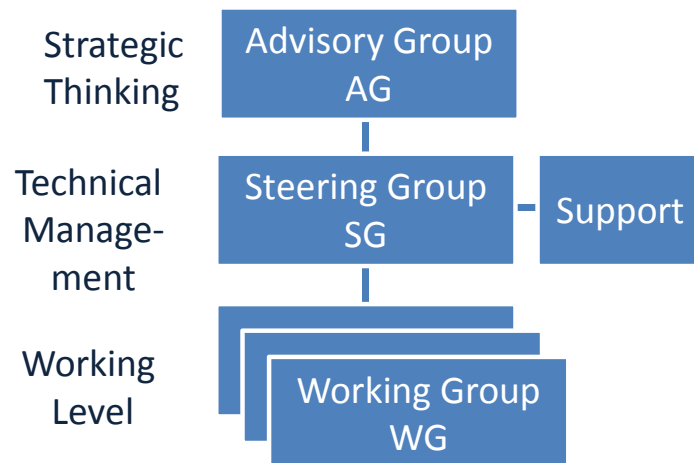


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Characteristics of *EuroSpec*

Lean organisation starting point for achieving the defined goals

Flat organisation – 3 levels:



7 participants:

6 European train operating companies and the association of train operating companies in the UK represented by the RDG.



EuroSpec

Results *EuroSpec*

Specified and published specification modules



Toilet



HVAC



Documentation



Requirement
Management



Contact strips



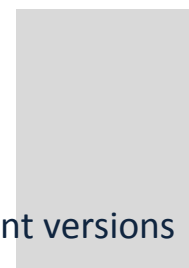
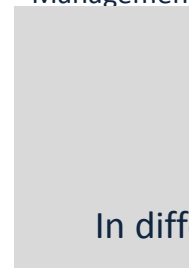
Wheel &
Brake disc



Sliding Step



Automatic
Coupler



In different versions

All for an attractive
price of € 0,00 each



EuroSpec

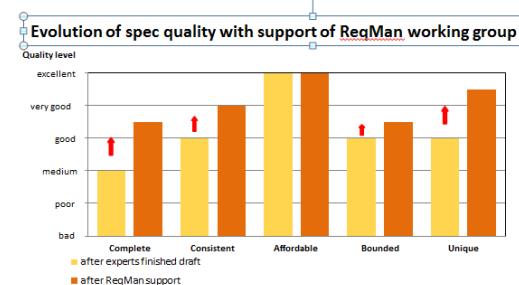
Results *EuroSpec*

Module Requirement management important base for work

- 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 using 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?



Results *EuroSpec*

Module Sliding Step – example of harmonized requirements

EuroSpec

ID	Requirement classification	Requirement text	Rationale	Verification				
				Offer of Tenderer(s)	Design Review	FAI ¹	FII ²	Take-over
		1) Introduction						
SLST.1	INFO	This specification is an addition to EN 14752 and TSI PRM and contains specific items which operators encounter during the operation.	Scope of EuroSpec Sliding Steps.					
		2) Definitions and standards						
SLST.2	INFO	A sliding step is a bridge plate as defined in EN14752:2015, with the addition that the sliding step only moves in y-direction, and performs no rotation- or folding move.	EuroSpec has to be consistent with other existing norms.					
SLST.3	INFO	The coordinate system used to indicate directions throughout this specification is shown in figure 2.	Easy readability.					
SLST.4	RE	The sliding step shall comply with EN 14752.	Consistent with SLST.1.	X	X	X	X	
SLST.5	RE	The sliding step shall comply with EN 16584-1.	Norm is not yet mandatory in TSI PRM.	X	X	X	X	
SLST.6	RE	The sliding step shall comply with EN 16584-3.	Norm is not yet mandatory in TSI PRM.	X	X	X	X	

Importance and legal status of the requirement to the project

Equal quality level of individual requirements

Reason to state the requirement

Indication of methods and/ or documentation to verify a requirement



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Results *EuroSpec*

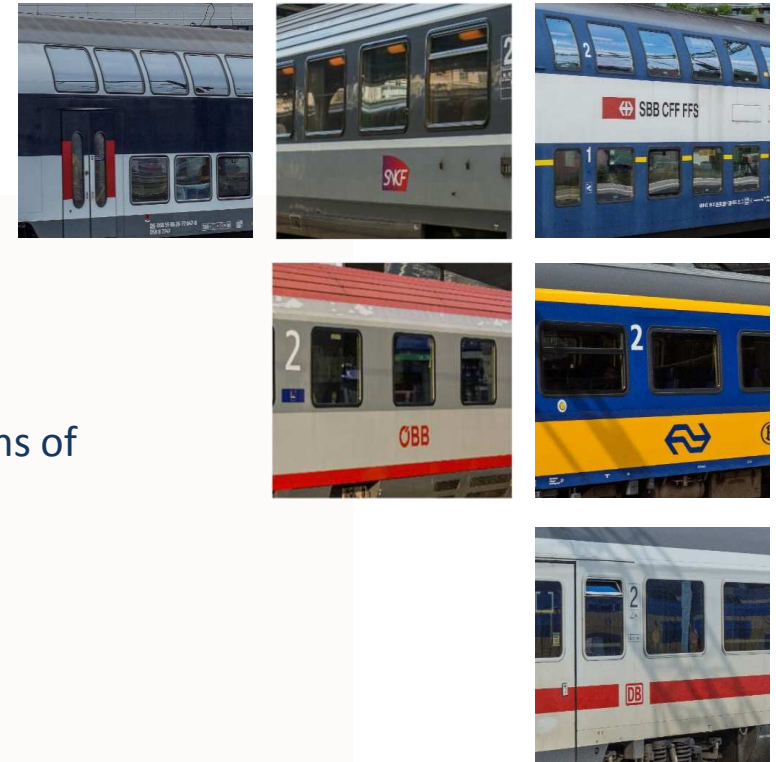
This initiative adds already value to the sector

Application and dissemination of EuroSpec documents:

- Discussion with individual manufacturers
- Exchange and discussion with UNIFE (MoU in force);
- Already used in tenders by all EuroSpec members;
- Recognized, understood and included in new (standard) designs of manufacturers;
- Used as starting point for new EN-standardisation work
- Elements used as input for Shift2Rail-projects
- Publication at www.eurospec.eu.

Networks:

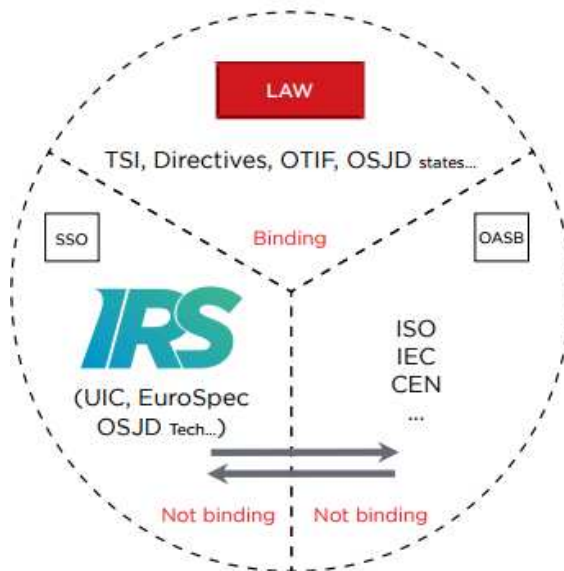
- 'Experts' and 'design managers' meeting each other sharing experience and the same long term ideas.





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Scope and position *EuroSpec*

Acknowledged by UIC and CER,
user-oriented focus and in voluntary domain



Railway Standardisation
strategy Europe (UIC, November 2016)

Boosting railways for the 21st century

A CER/UIC compendium for bringing railways forward

Brussels & Paris, 20.10.2016

Introduction

This document is the combination of a series of pieces of work undertaken during 2016. There was the CER, EIM, UIC, CIT "Roadmap for digital railways" published in spring, the "Shaping the mobility of the future" declaration signed by several CEOs in Lugano in June, and the CER/UIC "Tomorrow's railway, today" agreed in September.

In order to bring all that thinking together, this compendium of all the key points from those three documents has been produced.

		North-South axis asap)			
R & I and Requirements	Research	Foster topic driven innovation in on-going and future research and development initiatives (Shift ² Rail and Shift ² Rail2)	UIC	2020+	Shaping the mobility of the future
	European functional specifications for rolling stock procurement	This approach shall lead to supporting the preparation for the purchasing of rolling stock (or other railway subsystems) from an external source and improve the tendering or bid process by providing a set of harmonised requirements.	EuroSpec UIC	2017 - 2020	CER/UIC Roadmap "Tomorrow's railway, today"

Work plan *EuroSpec*

Overview of areas, ongoing and planned

Updated versions or additional content:

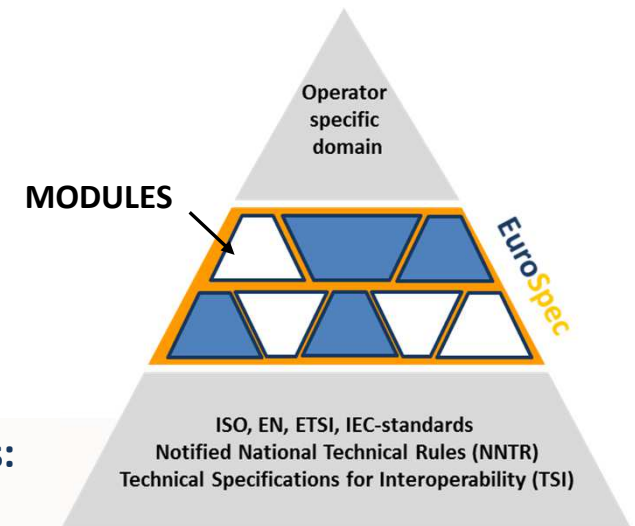
- Sliding step,
- Toilets,
- HVAC.

First version in progress:

- Parking Noise,
- TCMS data service,
- Global comfort evaluation,
- Upgrading Software,
- Seat Comfort,
- Passenger Access Doors,
- Electrical Connectors

In scope for potential new modules:

- LCC,
- System Requirements,
- Convoying & wireless communication,
- Platform-train detection,
- Water tightness,
- Displays,
- Connectors



EuroSpec - the Outlook

- Train operators have been able to reduce their own specific requirements by making use of the first Eurospecs;
- For a sustainable railway sector further harmonisation is needed:
 - Increase of **reliability** by sharing good practice and experience;
 - **Simplification** of tender process in time and effort;
 - Increase **cost efficiency** by standardised products;
 - Smooth **adaptation of innovations** by harmonised approach.
- EuroSpec fills a gap in current standardisation landscape by harmonising the requirements from the train operators perspective;
- EuroSpec is a mean to obtain mature products needed to offer excellent products to the end customers.



EuroSpec

Meeting *EuroSpec*

Our website www.eurospec.eu

- Download area (**free of charge!**)
- Press corner
- Questions

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