DYNOTRAIN

Project ID: 234079
Funded under: FP7-TRANSPORT

Railway Vehicle Dynamics and Track Interactions
Total Regulatory Acceptance for the Interoperable Network

From 2009-06-01 to 2013-09-30, closed project

Project details

| Total cost: | EUR 5 545 222 |
| Call for proposal: | FP7-SST-2008-RTD-1 |
| EU contribution: | EUR 3 258 795 |
| Coordinated in: | Belgium |
| Topic(s): | SST.2008.2.5.1 - Interoperable rolling stock |
| Funding scheme: | CP-FP - Small or medium-scale focused research project |

Objective

The certification of a rail vehicle according to European regulations, Technical Specifications for Interoperability, European Standards and national safety rules represents a significant element of both vehicle cost and time to market. Indeed, a large part of vehicle certification mandates testing for safety, performance and infrastructure compatibility. The new EN standards together with the CR/HS RST and INS TSI define test conditions and limit values for tests for acceptance of running safety parameters. DYNOTRAIN will contribute to the practical implementation of interoperability of railways systems across Europe by checking for inconsistencies and “open points” in the existing acceptance criteria and by proposing revisions of acceptance criteria in European standards and resolutions to close relevant “open points” in the TSI. The project aims at decreasing the costs associated with certification without reducing the safety level to enhance the competitiveness of rail traffic.

The project is part of the TRIO-TRAIN cluster (Total Regulatory Acceptance for the Interoperable Network) which comprises 3 related projects dealing with key railway interoperability issues: Aerodynamics (AEROTRAIN), Railway Dynamics and Track Interaction (DYNOTRAIN) and Pantograph/Catenary Interaction (PANTOTRAIN) all submitted under the 2nd Call of the FP7. The objective of these projects is to propose an innovative methodology via a computer simulation/virtual homologation that will allow multi-system network and route approval in Europe to become a faster, cheaper and better process for all involved stakeholders. Therefore the success of the TRIOTRAIN cluster will lead to a time reduction for relevant parts of the certification process from 24 to 6 months; an 80% saving in effort for the acceptance of a new vehicle already accepted in an other country and an estimated financial saving of €20-50 Million/year.

Related information

Result In Brief
Streamlining certification processes for rail vehicles

Report Summaries
Final Report Summary - DYNOTRAIN (Railway Vehicle Dynamics and Track Interactions Total Regulatory Acceptance for the Interoperable Network)
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