

EU-India Technical Seminar on Common Rail Issues



Project is a permanent presence in India

SESEI (Seconded European Standardization Expert in India) is a local face for the European standardization community in India: Dinesh Chand Sharma



Why SESEI: India is a major trade partners for Europe, Increasing role of standards to gain market access and Evolving & complex nature of regulatory and standardization landscapes, Sharing best practices, work together

Sector: 1. ICT: M2M/IoT, Security, 5G, NFV/SDN, e-Accessability, eHealth, eCALL

2. Electrical equipment including Consumer Electronics: Smart Grid, Smart Meter, LVDC, Micro- Grid, Lift Escalator

3. Automotive: Connected Cars, ITS, e-Mobility,

4. Smart Cities: Mobility, Waste, Energy, ICT

www.sesei.eu , www.sesei.in , www.eustandards.in



SESEI | Seconded European
Standardisation
Expert in India
Enabling Europe-India Cooperation on Standards

GLA University

Harmonize it & 1 Global Solution

In Europe, harmonization means 1 standardization solution instead of 34

And... Whenever possible, Europe's preference goes to

1 global solution

ESO's are integrated with International

Objective - Avoid duplication of work at International and European levels with an aim for a identical worldwide and European standards



“Vienna Agreement” with

Chemistry, Material, Energy, Environment, Transport, Construction, Services, eMobility etc.



CEN: 32% of portfolio identical to ISO



“Frankfurt Agreement” with

Electricity, Electro-technical



CENELEC: **72%** of portfolio identical to (+ another **6%** based on) IEC standards



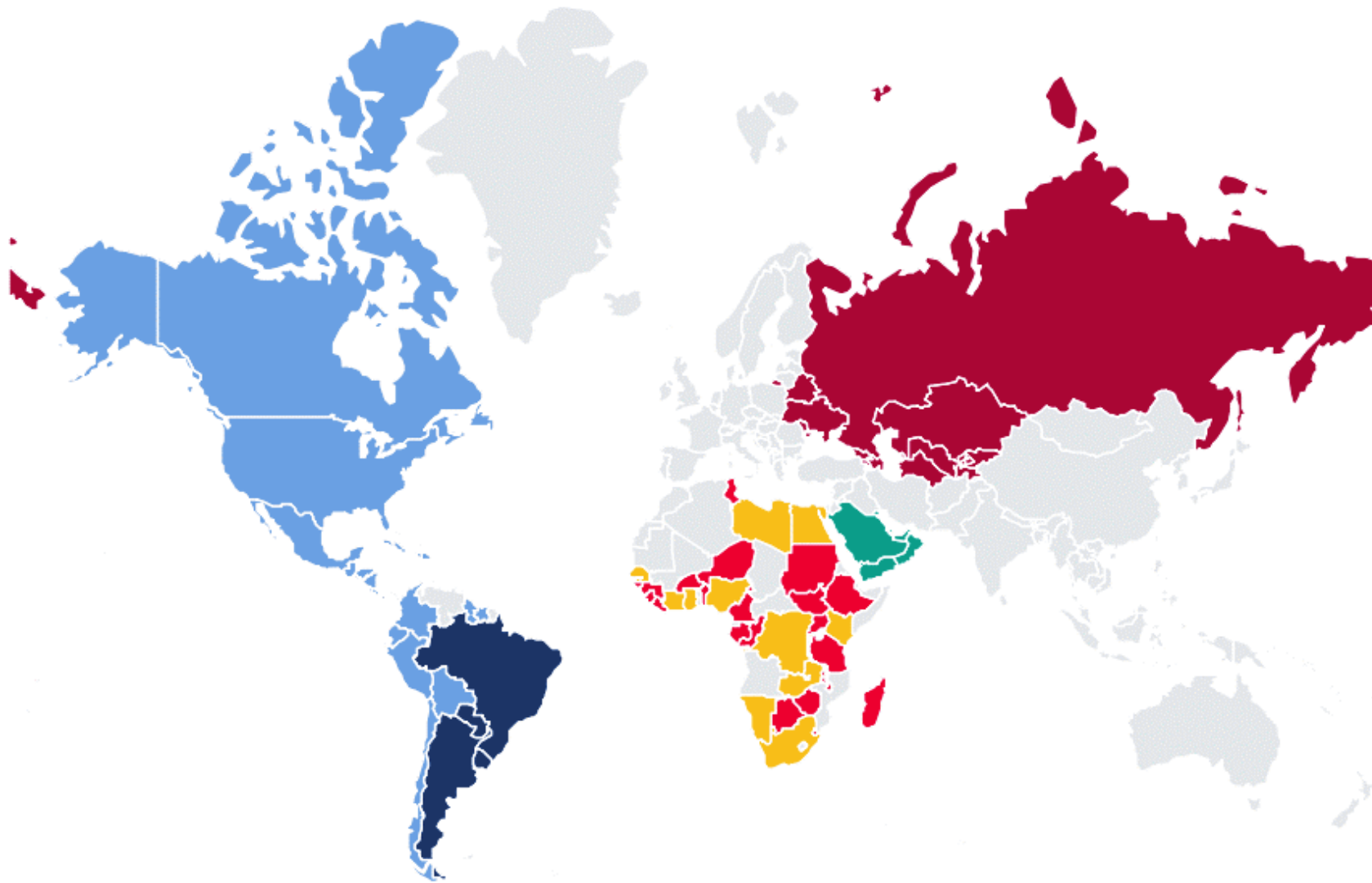
MoU for telecommunications sector (ITU-T), Agreement on radio-communication sector (ITU-R)

Information & Communication Technologies (ICT)



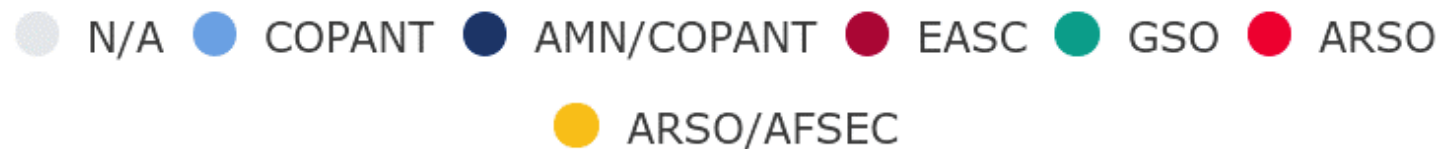
Founding Partner to 3GPP & oneM2M

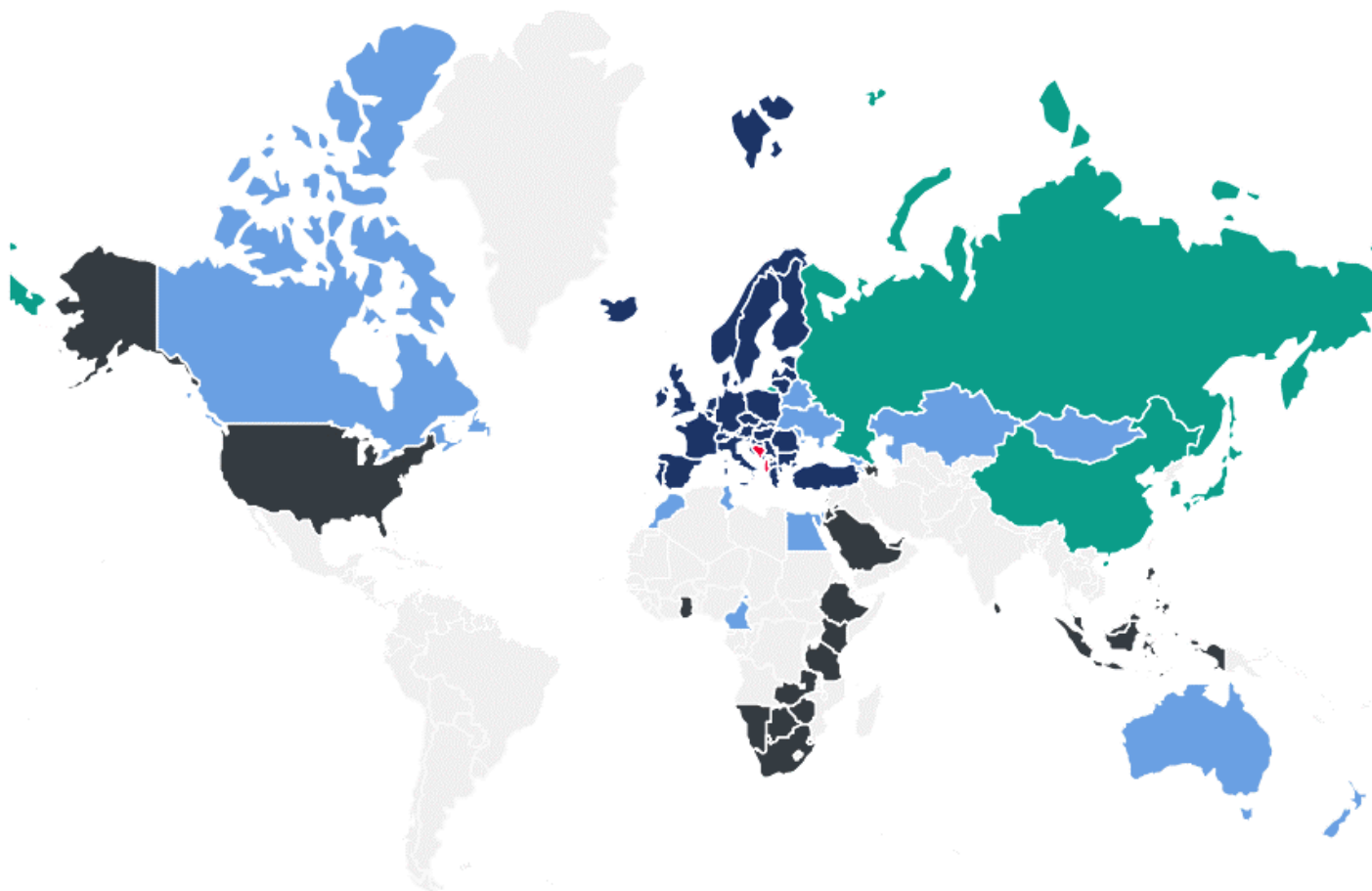




Cooperation with other regions: promoting the success of the European Standardization System (ESS) and achieving technical harmonization

Region to region cooperation





- Affiliate ● CSB ● CEN and CENELEC Member ● 3rd Country
- Cooperation Agreement

[Global Outreach Report](#)

Cooperation with National Standardization Bodies: contributing to the removal of Technical Barriers to Trade and facilitating market access



Adoption of European Standards (ENs)

- **88 521 CEN and CENELEC ENs** adopted in 36 Countries outside CEN and CENELEC membership
- **1 752 CEN and CENELEC ENs** are in the process of being adopted
- **18 countries** adopted in average **13%** of the CEN and CENELEC Transport portfolio
- CEN and CENELEC Affiliates adopted most Transport ENs (**Albania 88%, Bosnia and Herzegovina 46% and Montenegro 42%** of the CEN and CENELEC Transport portfolio)



Technical Cooperation

- **276 non-European observerships** in 180 CEN and CENELEC TCs
- CEN-CENELEC-JISC (Japan) **joint Working Group on Railways**



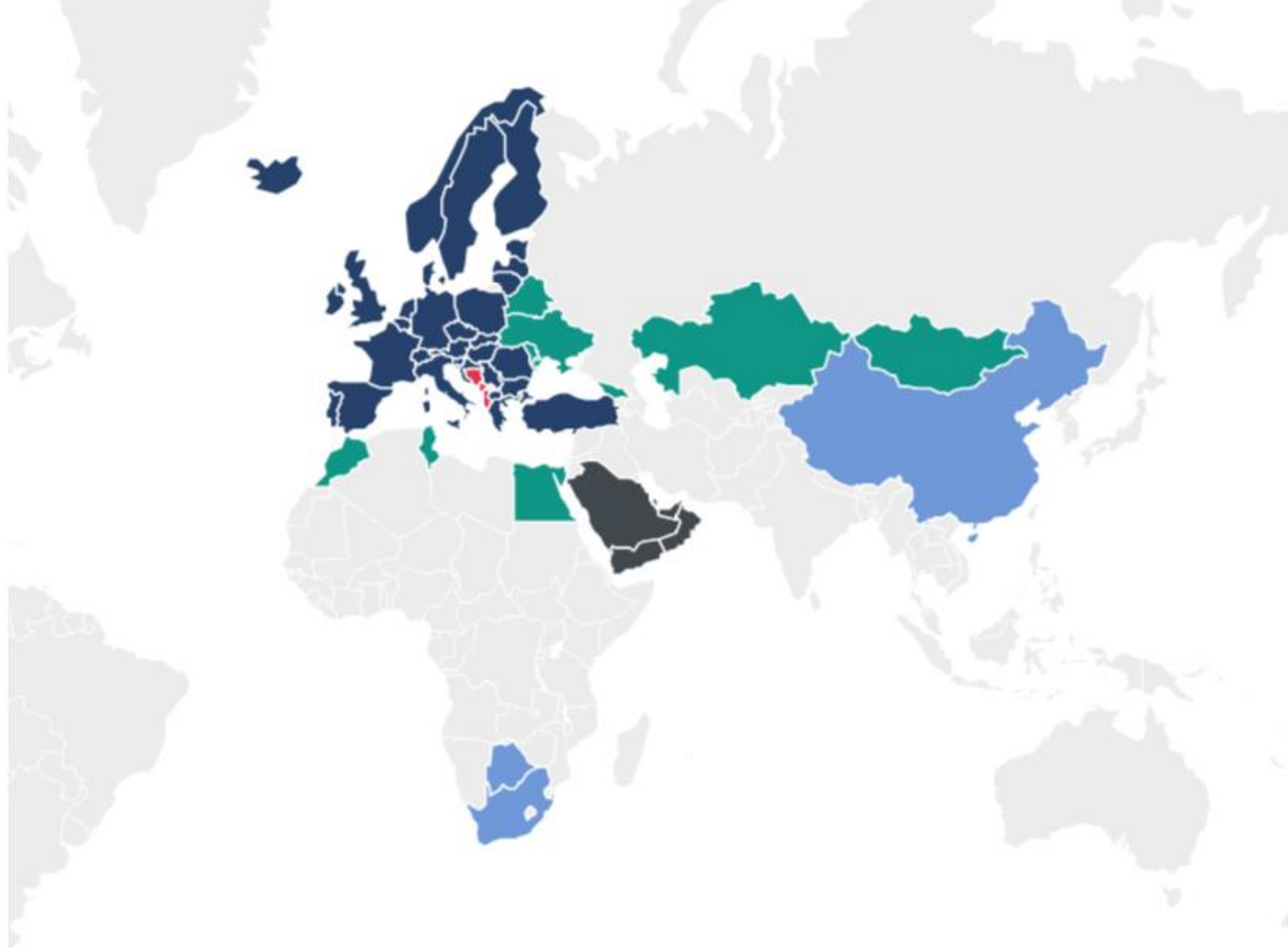
SESEC (China)

- Coordinated the European views and comments to influence the revision of the **Chinese Standardization law**



SESEI (India)

- Facilitated the dialogue with Indian Authorities to align India with the international on **Low Voltage Direct Current (LVDC)** standards



Where are
Rail ENs
adopted?

Geographical uptake of ENs



84% rail harmonization with the EU Candidate countries

DPS (Albania), BAS (Bosnia and Herzegovina), ISME (Montenegro)



22% rail harmonization with EU neighborhood countries

INS (Moldova), INNORPI (Tunisia), DSTU (Ukraine), GEOSTM (Georgia), IMANOR (Morocco), EOS (Egypt), BELST (Belarus)



Africa's particular interest in

EN 50162:2004 Protection against corrosion by stray current from direct current systems

EN 13230 Series Railway applications – Track- Concrete sleepers and bearers-parts 1-5



EN 13977:2005 in Gulf region

Railway applications - Track - Safety requirements for portable machines and trolleys for construction and maintenance

Therefore mandatory adoption by GSO members: UAE (ESMA), Bahrein (BSMD), Saudi Arabia (SASO), Oman (DGSM), Qatar (QS), Kuwait (KOWSMD), Yemen (YSMO)



Central Asia and China

EN 50126-1:1999 Railway applications - The specification and demonstration of Reliability, Availability, Maintainability and Safety (RAMS) - Part 1: Basic requirements and generic process

EN 15227:2008+A1:2010 Railway applications - Crashworthiness requirements for railway vehicle bodies

EN 15085 Series Railway applications - Welding of railway vehicles and components - Part 1-5



Standards & Specification – India 1(2)

- Codes, standards and specifications

EN/BS EN	IS	IEC	IEEE	NFPA
5	1	1	2	1

- Rolling Stock & Alignment and Track Work

EN/BS EN	UIC	IEC	ISO	NFPA
29	6	4	2	1

EN/BS EN	UIC	IS
4	8	1

- Signalling and Train Control

EN/IEC	IEEE	BS EN
14	2	1



Standards & Specification – India 2(2)

- **Electric power system**

EN/BS EN	EN/IEC	IEC
3	2	6

- **Communication, Automotive Fare Collection systems and Station planning and Design**

EN/BS EN	ISO/IEC	IEC	NFPA	IEEE	BIS/IS
4	2	1	3	1	5

- **Building services**

EN/BS EN	EN/ISO	IEC	NFPA	IEEE
25	2	5	3	2

- **Harmonized Standards are valuable tools that can business to:**
 - **ensure the quality and safety of products / services**
 - **achieve compatibility between products / components**
 - **access markets and sell to customers in other countries**
 - **satisfy customers' expectations and requirements**
 - **reduce costs, eliminate waste and improve efficiency (economies of scale)**
 - **comply with relevant national / international legislation and regulations**
 - **gain knowledge about new technologies and innovation**

Thank you!

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