



CEN/TC 226 Secretariat  
"Road equipment"  
"Equipements de la route"  
"Straßenausstattung"

CEN/TC 226 N 1407

2014-08-14

## Minutes of the 25<sup>th</sup> CEN/TC 226 meeting held in Vienna on 12 and 13 June, 2014



*Feuerwehr Wagner*

- Action :** For information
- Source :** 25<sup>th</sup> CEN/TC 226 meeting held on 12 and 13 June, 2014 in Vienna
- Comments:** **Confirmed version.** Amendment to the draft minutes, doc. N 1403 with the comments received



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**Amendment to the draft minutes of the 25<sup>th</sup> CEN/TC 226 meeting held in Vienna on 12/13 June, 2014, document CEN/TC 226 N 1403**

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**6.4 Climatic data (UK), for discussion and decision, N 1376**

*After the first paragraph addition of a Note, as follows:*

*"Note: The reference to WERD in the report, N 1376 and in Annex 4 should be amended to CEDR and the CEDR web site is <http://www.cedr.fr/home/index.php?id=8>". [Asked by Paul Jones]*

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**6.5 CE marking**

*Read: "6.4 bis CE marking" [Asked by Jacques van den Hoorn]*

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**7.0 – Convenors meeting**

*Replace the paragraph by the following:*

"As last year, a free discussion meeting (**without minutes**) with the available convenors was held the day before the 25<sup>th</sup> CEN/TC 226 plenary meeting. We will see next year the necessity of a such meeting."  
[Remark/question from Jacques van den Hoorn]

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**7.2 - WG 2 « Horizontal signs », doc. N 1387**

**EN 1790**, Road marking materials – Preformed road markings.

*Replace the first paragraph by the following:*

"The standard approved at the second UAP has been ratified by CCMC in October 2013 and implemented at the national level by the NSBs but EN 1790 has been refused, **by the EC services**, to be cited to the OJEU with the three following arguments (see doc. N 1397):"

*At the end of this item, addition of a Note, as follows:*

*"Note (just for clarification/information): this action program has been duly followed and the very final analysis on to those comments has been formally submitted by the convener of WG 2 to the CEN/TC 226 secretariat, with copies to the Chairman of CEN/TC 226 and to Gonçalo Ascensão, by the end of July 2014."*

**prEN 1871**, Road marking materials – Physical properties

*Replace the sixth paragraph by the following:*

"Without formal decision, it was concluded that:

- 1) Taking into account the existing "working rules" (i.e. the text of the Mandate M/111 and our revised answer, N 1318/N 1370), the current prEN 1871 had very little space (if any) for technical improvement

and to that extent it can be considered **perhaps** the best possible technical answer that WG 2 could deliver. Only Germany, commented that there was still certain technical improvements to be made; but, unfortunately, those technical improvements have not been communicated -through the different UAPs and the last BT enquiry- for the time being.

The rest of the delegations **did not comment about the situation, said nothing**, with the exception of: **Italy who supported the fact that the failed draft is one of the best possible technical answer to the mandate M/111; the UK who commented that why WG 2 could consider the possibility to prepare a TS or a TR instead of a Harmonized European Standard. The Secretary of TC 226 reacted by stating that a TS or a TR will not solve the situation; and France, which demand a special meeting by taking the time to discuss in depth; and Austria who could hardly understand why, after those "three failures", still the convener of WG 2 wanted to follow the route based upon the existing draft instead of reconsidering the situation from the very beginning and to prepare a complete new document.**

In short: unless at the meeting, seems that everybody accepted that prEN 1871 is, taking into account the mentioned "working rules", perhaps the best possible technical answer, although it has been rejected due to **fundamental** disagreements with the "**framework** rules" (i.e. with the text of the Mandate and even **questioning** with the need for the CE-Marking on those products).

- 2) Assuming that the general feeling is that the EC is going to react by "saying NO" to the above mentioned **fundamental disagreements, topics**, an extra WG 2 meeting (**inviting all WG 2 members**) will be organized in Madrid (2014-11-05 to 07). The meeting objective is to prepare a type of Excel- "**WG 2 members position map**", **gathering** with the opinion of each of the WG 2 experts about **the those** fundamental issues (CE-marking, products vs. assemblies, essential requirements, etc.) **and about their specific position (positive, negative or abstention) on to prEN 1871** ~~argued to disapprove prEN 1871 and to determine if the rules are adapted to the situation.~~ That meeting is not intended for adopting any **formal** decision to be proposed to TC 226 but just to reflect the different positions and, by knowing that, perhaps there will be valuable information that **could** ~~may~~ help TC 226, CEN and the EC itself to decide "what next". ~~(keeping in mind, as previously commented that the disagreement is not of technical nature).~~ "

*[Asked by Martin Toth and see with Emiliano Moreno]*

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## 7.8 - WG 10 « Passive safety of support structures for road equipment», N 1388

*Removal of a repetition word "will refer" in the Note:*

*"Note: Although the standard is not a candidate harmonised standard if it includes requirements that will refer WG 1, WG 3 and CEN / TC 50 **will refer**, the consultant may be requested. Against by, it is not to the consultant to choose where addressing those requirements". [Asked by Jacques von den Hoorn]*

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## 7.9 - WG 11 "Variable messages signs (VMS)", doc. N 1393

*Replace the first sentence by the following:*

*"Wolfgang Ernst presents his report resuming the process to arrive to a revised merge finalize draft **accepted by the experts. During this process the CPR Consultant has been involved.**" [Asked by Julio Salazar].*

<b>1.</b>	<b>Opening of the meeting (09.30 a.m.)</b>	
<b>2.</b>	<b>Roll call of delegates</b>	
<b>3.</b>	<b>Appointment of the decision committee</b>	
<b>4.</b>	<b>Approval of the draft agenda</b>	<b>N 1395</b>
<b>5.</b>	<b>Report of the Secretariat</b>	<b>N 1367</b>
<b>6.</b>	<b>For information, discussion and decision</b>	
<b>6.1</b>	<b>Mandate M/111 and answer to the Mandate</b>	
<b>a</b>	Amendment to the original answer to the Mandate M/111 "Circulation fixtures" for information <i>WG 1 complement of answer pending</i>	<b>N 1318</b>
<b>b</b>	EC Acceptance of the reply of CEN/TC 226 to M/111 with comments	<b>N 1370</b>
<b>c</b>	Letter of Mrs. Rogalska (ENTR/B1) to CEN on elaboration of harmonized EN for safety barriers for motorcyclists	<b>N 1371</b>
<b>6.2</b>	<b>CPR, Construction Product Regulation</b>	
<b>a</b>	Reminder: Template and Guide to use - TF N 530 Rev 2 : Template for Annex ZA - TF N 548 Rev 1 : Guide for AVPC	<b>N 1211</b>
<b>b</b>	Pending questions addressed to EC	<b>N 1372</b>
<b>c</b>	Citation on the OJEU of the ratified EN still on CPD	<b>N 1373</b>
<b>d</b>	Forecast of revisions / amendments of hENs CPD according to CPR	<b>N 1374</b>
<b>6.3</b>	<b>Draft revision of the Business Plan of CEN/TC 226, for decision</b>	<b>N 1375</b>
<b>6.4</b>	<b>Climatic data (UK), for discussion and decision</b>	<b>N 1376</b>
<b>6.4 bis</b>	<b>CE Marking</b>	
<b>6.5</b>	<b>Impact of new technologies on road equipment (Chairman), for discussion and decision</b>	
<b>6.6</b>	<b>Overview on CEN/TC 226 standardization programme</b>	<b>N 1389</b>
<b>7.</b>	<b>Report of the activity of working groups</b>	
<b>7.1</b>	<b><i>WG 1 "Crash barriers, safety fences, guard rails and bridge parapets"</i></b>	
	- Report of WG 1	<b>N 1384</b>
	- Actions and decisions with regard to the report/updating of the work	<b>N 1368</b>
<b>7.2</b>	<b><i>WG 2 "Horizontal signs"</i></b>	
	- Report of WG 2	<b>N 1387</b>
	- Actions and decisions with regard to the report/updating of the work	<b>N 1368</b>
<b>7.3</b>	<b><i>WG 3 "Vertical signs"</i></b>	
	- Report of WG 3	<b>N 1386</b>
	- Actions and decisions with regard to the report/updating of the work	<b>N 1368</b>

<b>7.4</b>	<b>WG 4 " Traffic control"</b>	
	- Report of WG 4	<b>N 1392</b>
	- Actions and decisions with regard to the report/updating of the work	<b>N 1368</b>
<b>7.5</b>	<b>WG 5 "Joint working group CEN/TC 169/CEN/TC 226 - Street lighting"</b>	
	- Report of WG 5	<b>N 1383</b>
<b>7.6</b>	<b>WG 6 "Noise protection devices"</b>	
	- Report of WG 6	<b>N 1394</b>
	- Actions and decisions with regard to the report/updating of the work	<b>N 1368</b>
<b>7.7</b>	<b>WG 9 "Pay and display ticket machines"</b>	
	- Report of WG 9	<b>N 1385</b>
	- Actions and decisions with regard to the report/updating of the work	<b>N 1368</b>
<b>7.8</b>	<b>WG 10 "Passive safety of support structure for road equipment"</b>	
	- Report of WG 10	<b>N 1388</b>
	- Actions and decisions with regard to the report/updating of the work	<b>N 1368</b>
<b>7.9</b>	<b>WG 11 " Variable messages signs (VMS)"</b>	
	- Report of WG 11	<b>N 1393</b>
	- Actions and decisions with regard to the report/updating of the work	<b>N 1368</b>
<b>8.</b>	<b>Liaisons with other CEN Technical Committees and European organisations</b>	
8.1	CEN/TC 50 "Lighting columns and spigots", <i>Frédérique Rigah</i>	<b>N 1400</b>
8.2	CEN/TC 224 " Personal identification, electronic signature and cards and their related systems and operations", <i>Thierry Brusseaux</i>	<b>N 1385</b>
8.3	CEN/TC 278 " Road transport and traffic telematics" <i>Thierry Brusseaux</i>	<b>N 1385</b>
8.4	CEN/TC 350 "Sustainability of construction works", <i>Dr. Crina Oltean-Dumbrava</i>	-
8.5	CEN/TC 351 "Construction Products – Assessment of release of dangerous substances", <i>Williams Smith</i>	-
<b>9.</b>	<b>Miscellaneous</b>	
<b>10.</b>	<b>Date and place of the next meeting</b>	
<b>11.</b>	<b>Adoption of decisions</b>	
<b>12.</b>	<b>Closure of the meeting (3.00 pm)</b>	

## **1 – Opening of the meeting**

Michel Bry welcomed delegates to the 25<sup>th</sup> meeting and set out the timetable for the meeting which he proposed to finish **at 15.00 on 13 June**.

He gives the floor to Roman Schremser for practical arrangement and the presentation of the social event on the evening of the first day, sponsoring by Rembrandtin, Swarco and Rebloc.

## **2 - Roll call of delegates**

The delegates introduced themselves, see Annex 1.

The secretariat has received the apology from Norway to be not representative to the meeting this year.

## **3 – Appointment of the decisions drafting committee**

The decision drafting committee for the 25<sup>th</sup> meeting was set up and included the following:

- English language: Paul Jones,
- French language: Nathalie Girardot,
- German language: Lilian Panek,

*Note: The decisions were only prepared in English during the meeting. The decisions will be translated in German and French after the meeting by DIN and AFNOR.*

## **4 – Approval of the agenda**

The draft agenda, Doc. N 1395 was accepted with an additional item from UK concerning CE marking and Installation and a wish from Thierry Brusseau to report for WG 9 the first day.

*Note: For readability the minutes are written in the order of the agenda and not of the presentations / discussions.*

## **5 – Secretariat's report, N 1367**

The report is presented with a PowerPoint support, attached in Annexe 2.

The TC Secretary briefly presents document N 1367 which reminds the structure of the TC, describes the status of the CEN/TC 226 work, and the decisions which have been approved by correspondence since the last plenary meeting held on 13/14 June 2013 in Brussels.

The report is photography of the CEN/TC 226 and its works at the beginning of April 2014.

In the introduction, a Table reminds the mandates and end dates of each WG convenor and with some late a draft decision per correspondence will be launched for Wolfgang Ernst, convenor of WG 11.

The introduction contains also the list of liaisons with others TCs and liaisons with European Organizations which should be updated see point 8.

A new Table has been introducing to have an idea of the countries implied in each WG. (Lack Switzerland (SNV) for WG 2 and the Netherlands (NEN) wish to appoint expert(s) in WG 9).

The main part gives the situation for each active item registered in the Work Programme, N 1368.

At the last plenary meeting of CEN/TC 226 (June 2013 in Brussels, N 1320, 8.5) we decided to stop the liaisons with CEN/TC 139 "Paints and varnishes" and CEN/TC 229 "Precast concrete products" due to a lack of exchange.

As CEN/TC 229 wishes to continue the liaison with us mainly concerning the work of WG 1 and WG 6, a representative of this TC attends to the meeting. Johan Horckmans is welcome and the liaison between both TC is reestablished.

The report was approved without any further discussion.

## **6 – For discussion and decision**

### **6.1 Mandate M/111 answer to the Mandate**

a. Amendment to the original answer to the Mandate M/111 "Circulation fixtures" for information, N 1318

b. EC Acceptance of the reply of CEN/TC 226 to M/111 with comments, N 1370

The amendment to original answer to the Mandate establishes by CEN/TC 226, approved at the last plenary meeting and sent to CCMC/EC on 2013-06-24 has been accepted by the EC

This answer as well as the EC acceptance does not apply to the Section D regarding Road restraint systems (WG 1) which the answer is still waiting, see 7.1.

**Part c of item 6.1 and the item 6.2 are processed together with a presentation of Gonçalo Ascensão given in Annex 3.**

Due to the publication to the OJEU of the delegates Acts, entered in force on 2014-05-28:

- N 1398, Delegated Act on Annex III, DoP of the CPR
- N 1399, Delegated Act on Annex IV, AVCP of the CPR

The Template to draft an Annex ZA, doc. TF N 530 Rev 2 (N 1211) and the Guide to help in the drafting of the Clause AVCP, doc. TF N 548 Rev 1 (N 1211) will be shortly revised.

Thresholds, classes, pass/fail criteria in hENs:

With the CPR, if we use thresholds/classes/pass/fail criteria we have to inform the EC and justify why we are using them.

In fact, from the beginning with the CPD and the Mandates (M/111 for CEN/TC 226), the rules were to define harmonized evaluation methods and to declare the performances related. In theory, the standards should not contain thresholds or classes that are limitations of use which are always the responsibility of the members States.

It appears that nobody has applied the CPD as it should have done and now with the CPR, EC wishes to go back to the basic principles.

For the existing standards with threshold values and/or classes, if no reclamation exists, they are considered as accepted.

But for a new standard, the revision or the amendment of an existing standard, we shall ask to the EC which decided by delegated act.

Officially, the use of classes or thresholds should be done by a delegated act for each of the standards. In general for the construction around 80 % of the harmonized standards are using classes.

Gonçalo Ascensão is aware that this task is a big deal and he recommends us to provide information and justification as soon as possible because the EC could be clogged in short time.

To answering to Michel Bry who asks CCMC to organize as soon as possible a formation to help convenors for their next work, Gonalo Asceno informs us that starting on 10 October 2014, trainings will be organized for the specification writers as convenors of WGs, so they could have all the needed information.

Further the last meeting of the CEN/BT held on 1 and 2 April 2014, CCMC is preparing instructions to all TCs (Decision BT 31/2014).

**In short, the way forward for the hENs:**

- Avoid the use of classes and thresholds
- Avoid changing the existing classes and thresholds
- If needed to introduce classes and thresholds, EC shall be informed (in advance) of classes, thresholds & pass/fail criteria as well as the technical justification
- Avoid limitations in the declaration of performances

**Consultants:**

There are still no consultants appointed for 2014. Mission's consultants are subject to a Framework Partnership Agreement between the EC and the CEN-CENELEC whose content is still under discussion. The situation should change by the end of 2014. Meanwhile, the CEN-CENELEC allows TCs who wish to submit their drafts candidate harmonised standard to the formal vote (or UAP) by dispensing with the consultant's assessment. BUT, there is no guarantee that the EC agrees to publish to OJEU the references of standards.

**CEN/CENELEC Guide 25**

For the concept of Partnership with European Organisations and other stakeholders see

<http://www.cencenelec.eu/standards/Guides/Pages/default.aspx>

All the organizations which wish to have a liaison with a CEN/TC shall follow these rules.

Concerning CEN/TC 226, compared to the list in page 3 of the report of the secretariat, doc. N 1367, ANEC and EGGA are already compliant.

The other organizations shall follow these new rules to continue to liaise with CEN/TC 226.

**prEN 1871 and EN 1790**, see point 7.2

**EN 1317-5**, see point 7.1

**6.3 Draft revision of the Business Plan of CEN/TC 226, for decision, N 1375**

*Note: Reminder of the main objective of a TC business plan*

*The main objective of a Business Plan (BP) of a Technical Committee (TC) is to provide a concise and up-to-date overview in a user-friendly format for interested stakeholders from within and outside the committee of important business, technological, environmental and social trends in the field addressed by the work of the CEN committee. The BP shall provide an analysis of these trends as well as an explanation of the linkages between them and the priority areas in the standards development work of the committee.*

Uwe Ellmer, Germany, is bothered by the wording of the fourth paragraph of Article 2 and CEN/TC 226 is agree to remove the end of the phrase "..., including transitions."

Gonalo Asceno notes the lack of subclause 4.3 "Environmental aspects"

With these two modifications and editorial corrections the Business Plan is approved.

The Business Plan amended in accordance with decision 541 will be sent to CCMC for approval by CEN/BT.



*Note: the Revised Business Plan taking into account of the two modifications asked has been sent to CCMC for an approval by the CEN/BT on 2014-06-17, see doc. N 1401.*

#### 6.4 Climatic data (UK), for discussion and decision, N 1376

Paul Jones presented the draft paper with a support of a presentation given in Annex 4 which he had prepared following a request from the Chairman.

*Note: The reference to WERD in the report, N 1376 and in Annex 4 should be amended to CEDR and the CEDR web site is <http://www.cedr.fr/home/index.php?id=8>*

Main questions are:

What cost benefit criteria does the commission adopt before embarking on a new project / mandate for a new product?

The requirements of the existing Internal Regulations requiring manufacturers to declare suitable / unsuitable climatic conditions which their products will / will not perform in and that costly measures for evaluating performance should be avoided.

How to address performance of products in climatic conditions?

How to report energy consumption (in terms of carbon output / footprint) for the making of products?

Jean- Pierre Clairbois responded to the paper saying that WG 6 recognised the climatic impact on the performance of noise barriers some 25 years ago and how it can affect the acoustic performance of the product. The product is made up of mixed materials and these have to be taken account of in the product's installation and maintenance guide. He referred to the work done by Spain and the Netherlands and that WG 6 had arrived at 12 types of exposure classes and the need to report on the products carbon footprint and referred to EN 14389-1 and 2. He said the manufacture declares the product's exposure class and a Zero declaration means you have no guarantee of performance. Up to now the advice from CEN consultants has been to leave it to voluntary standards linked to national requirements. Because that climate / environment is not in the CEN/TC 226 Mandate.

Gonçalo Ascensão stated that the Commission do not have any cost benefit cost control criteria before 'demanding' a Mandate for a new product and said road circulation products would be classified as 'construction products', in terms of the environment. He said there are already accepted criteria for determining the performance of buildings (heat scans, material essential characteristics verification regarding durability, etc.)

Emiliano Moreno and Michel Bry said we need a proper clarification system and a Mandate to work to and Road Authorities need to say (advise the commission) exactly what they wish to require. It seems necessary to clarify what is the responsibility of normalizing and what is the responsibility of the standard user.

Jean-Pierre Clairbois then demonstrated how WG 6 were approaching the problem of sustainability in terms of design; construction; maintenance / repair; removal / recycling all of which impact on social; technical; economic and environmental matters.

Kai Sørensen said that the climatic conditions affect durability and that the material standards may already address the climate / environmental issues whereby do we need to do anything.

Gonçalo Ascensão said that currently there is no mandate and some member states already have some regulations e.g. Belgium and France. CEN/TC 226 should approach CEN/TC 350 who will define how to proceed and the method of working to be adopted.

Jean-Pierre Clairbois gave his summary relating to a common approach for all products; identifying products already on the market together with any member state rules covering these products; a correlated systematic approach for all environmental aspects; new type of standard for design; installation and maintenance and he felt other WG's within CEN/TC 226 should provide information on what their approach is with regards to environmental and sustainability issues.

Michel Bry asked Paul to prepare a draft decision on the basis of draft paper, presentation and discussion. Delegates agreed **Decision 542** requesting Crina Oltean-Dumbrava, liaison officer with CEN/TC 350 to advise how these (sustainability) aspects should be reported for road equipment products.

## ↪ CEN/TC 226 Decision 542 (Vienna - 02/2014) – Sustainability aspects

### 6.4 bis CE marking

Paul Jones made a presentation given in Annex 5 with regards to CE marking in relation to the verification of the installed product particularly where a purchaser claims that the installed product does not comply with the declared manufacturer's product essential characteristics. He exemplifies this by referring to the fact that it is impossible to carry out the barrier crash test at an installed site on the highway. Jean-Pierre Clairbois adds that WG 6 have in-situ verification procedures for validating on site noise barrier products. Gonçalo Ascensão takes the view that for barriers it would be a matter to validate the product by ensuring that the installed product was exactly the same as the validated tested one including verification of ground support (that may include the concrete support verification) and compliance with FPC material component declarations. Whilst Gonçalo accepted that the installation instructions are not part of the FPC he took the view that these could be used to verify / validate correct installation in relation to the installation instructions used at the initial performance verification.

In conclusion, Gonçalo Ascensão, suggests that if the UK is concerned about this issue, they may apply to the Commission by a written way.

### 6.5 Impact of new technologies on road equipment (Chairman), for discussion and decision

This item is shortly presented by Michel taking into account the discussion at the convenor meeting the previous day mainly between Wolfgang for variable message sign (VMS) and David for traffic control devices.

To perhaps go further on this point, discussions with other partners such as the automakers are probably necessary. Wolfgang Ernst suggests to wait for the return of these other partners before moving forward on the subject.

However, Michel notes that it is important to consider these new technologies and to be vigilant about their developments and encourages WG 4, 9 and 11 to share their experiences.

### 6.6 Overview on CEN/TC 226 standardization programme, N 1389

The document N 1389 is an overview of the standards produced by TC 226 for 20 years.

At least two errors are reported:

- For WG 6, only the EN 14388 is a standard product
- For WG 10, EN 12767 is a standard test.

This paper shows that in the last twenty years, the CEN / TC 226 is dedicated to meet the mandate and Michel thinks that we could finally develop guides for installation, maintenance for the operational work.

Jean-Pierre states that WG 6 has develop two standards dealing with in-situ performances.

The convenors are invited to reflect on possible new developments.

## 7 – Working group activity reports

### 7.0 – Convenors meeting

As last year, a free discussion meeting (without minutes) with the available convenors was held the day before the 25<sup>th</sup> CEN/TC 226 plenary meeting. We will see next year the necessity of a such meeting.

### 7.1 - WG 1 « Road restraint systems », doc. N 1384

Martin Page presents his report. The work programme of WG 1 consists of:

EN 1317 series with the Part 5 for the product standard, 5 EN support standards (2 still prEN), 1 TS for the Part 8 on motorcyclist protections, 1 TR for Part 6 on pedestrian parapets

The revision of Part 5 recently submitted to CEN Enquiry has received 900 comments. To examine all comments, several meetings are needed; nevertheless WG 1 expects a revised draft by the end of 2014.

Part 8 on motorcyclist systems, WG 1 works to transform the current TS into EN.

The draft answer to the Mandate is now more or less finalized and it will be soon sent to TC for decision per correspondence.

Martin Page explains the WG 1 proposal to merge the Parts of 1317 into a single standard. WG 1 considers that it is essential to synchronise the various Parts of EN 1317 but that this task is very difficult. Merging the Parts into a single standard, it is felt, would make it easier to manage this task. He explains that WG 1 is also aware that changes to the structure and philosophy that had been made, and other changes that still had to be made, would make it difficult for users to understand how to use the standard. A single document would be more users friendly.

It was pointed out that this would result in a very large and expensive standard. It was accepted that this was a disadvantage but that it was felt that this disadvantage is outweighed by the benefits.

He explains that the TR and the TS could be included as annexes. The TR would be informative annex.

It would be possible to include Part 8 (TS) as normative Annex but with a non-normative to refer to it in the main part of the standard, for example using "should" or "may" and not "shall".

Gonçalo Ascensão recommends not including Part 8 and keeping it as a separate part.

After discussion and a "commitment" of the convenor that a merge standard will not take more time than working on separate parts and that all the on-going work will be taken into account, the merging of the Parts 1, 2, 3, 4, 5 and 7 is accepted, see **decision 543**.

The necessary New Work Item (NWI) for this merge standard will be taken per correspondence with a new title and a clear scope (at this time the current WI will be removed). The track will be a CEN Enquiry + a Formal Vote.

The first priority of WG 1 prior the standards is now the answer to the Mandate, see **Decision 544**.

#### Transitions:

The treatment of transitions is still a problem without that a satisfactory solution for all has yet been found, reason why these products have been removed of the current prEN 1317-4 covering only with Removable Barrier Sections (RBS). Nevertheless, the transitions should be considered.

UK wants that transitions remain in the EN on the basis of the content of ENV 1317-4. Martin points out that he is willing to try to find a solution that would satisfy all members taking into account the tests on the ENV.

### **Motorcyclist protection system, CEN/TS 1317-8**

Commission has expressed to WG 1 convenor and to CEN that motorcyclist protection systems (MPS) for barriers are still considered to be a high priority. WG1 asked the Commission for clarification regarding whether the Working Group should be aiming to prepare a harmonized standard. The Commission confirmed that this was desirable. It was noted that WG1 had previously had some discussions regarding the CE marking of MPS at that this was expected to be a challenging problem. The first priority for WG1 is to work towards upgrading Part 8 to an EN.

The TC takes note of the fact that the European Commission considers MPS to be a priority and that WG 1 should work towards a hEN for the MPS. The next step to do is to finish the inter-laboratory testing and analyze the results. WG 1 will then look at upgrading the TS into an EN on the basis of these results. A second upright test configuration can be added once there has been a proposal for such a test method, as was previously decided.

At the invitation of the Chairman, the delegations express their opinion on the proposal of the EC. Germany was invited to the meeting of the EC in which the topic was discussed, indicates that this is a sensitive topic. Germany is not opposed to this Part 8 but the products defined therein are not stand alone systems, they shall be attached to a barrier and this justifies that this Part is not harmonized. Martin Page recalls that the WG 1 had discussed this issue and the conclusion was that the CE marking is not feasible for these products for the moment because we do not have solutions to do so.

Michel Bry thinks this argument should be clearly mentioned in the answer to the Mandate M/111. CCMC says that WG 1 should also explain why there is not yet an EN for this Part 8.

Italy fears that those who called for a hEN 1317-8 to the EC do not make a difference between hENs and EN.

Martin Page is invited to collect arguments for why a hENs Part 8 is not possible for the moment.

### **44 tonnes**

A crash test will be undertaken in Italy probably this year before considering adding a new test in "Part 2".

↪ **CEN/TC 226 Decision 543 (Vienna - 03/2014) – WG 1 – Merging of the Parts of EN 1317**

↪ **CEN/TC 226 Decision 544 (Vienna - 04/2014) – WG 1 – Answer to the Mandate**

### **7.2 - WG 2 « Horizontal signs », doc. N 1387**

Emiliano Moreno presents his report:

**EN 1790**, Road marking materials – Preformed road markings.

The standard approved at the second UAP has been ratified by CCMC in October 2013 and implemented at the national level by the NSBs but EN 1790 has been refused, by the EC services, to be cited to the OJEU with the three following arguments (see doc. N 1397):

- Clause 4.1.2 contains classification of luminance factor  $\beta$  to which the product performance must comply.

- Clause 4.1.7 contains classes on UV resistance.
- Clause 6.2.1 obliges producer to test all product characteristics.

If it appears that the EC should provide explanations in CEN to its rejection, it is likely that the CEN/TC 226 has an interest to justify quickly these specifications.

After having analysed the short comments made by the EC services, it seems that the problem is in the classes for the Luminance Factor  $\beta$ . The second argument not concerns a harmonized part of the standard!

After the discussion, it was agreed that after having consulted CCMC, Gonçalo Ascensão:

- 1) the convenor of WG 2 in coordination with the convenor of the WG 2/TG "Preformed road markings", will prepare an appropriate answer to those comments;
- 2) those comments will be circulated for endorsement in WG 2;
- 3) the final paper to be formally submitted to the CEN/TC 226 Secretariat in order to be progressed directly on to Gonçalo Ascensão.

Afterwards, Gonçalo Ascensão will formally issue that paper to the EC. In that paper, following the request of the Czech Republic and as it was already agreed upon in WG 2, additionally a request for a 12 months extension of the "period of coexistence" will be introduced.

*Note (just for clarification/information): this action program has been duly followed and the very final analysis on to those comments has been formally submitted by the convenor of WG 2 to the CEN/TC 226 secretariat, with copies to the Chairman of CEN/TC 226 and to Gonçalo Ascensão, by the end of July 2014.*

#### **prEN 1871**, Road marking materials – Physical properties

The discussion on this subject took place in two stages, at the end of the first day, introduced by Gonçalo Ascensão, then the morning of the second day.

At first, as the draft has failed twice to the UAP, the agreement of the CEN/BT is now needed for a further step.

Gonçalo Ascensão referred to his views on the items discussed in the meeting held in Brussels (with the EC services, and the participation of: the chairman of TC 226 and the Secretariat, the convenor of WG 2, and a WG 2 representation from Belgium, France, the Czech Republic and The Netherlands), on 2014-05-21, as for the time being the EC has not yet provided his answer.

As reported by Gonçalo Ascensão as result of the mentioned meeting, CEN formally asked (see Annex 6) for a position written answer, from the EC, on the main topics which were the base for disapproval of prEN 1871, provided that those topics were not of technical nature: possibility to modify in the hEN the current system of attestation of conformity; identification to become part of the Initial Type Testing for the CE-Marking; the CE-Marking on the products following the requirements specified for the products applied on the road (i.e. testing on the "assemblies"); complexity of the draft; and declaration of the "initial value performance".

On the second meeting day, the discussion continued followed by a presentation by Martin Toth, Czech Republic, intended to revise the situation, see Annex 7 (and Annex 8).

Without formal decision, it was concluded that:

- 3) Taking into account the existing “working rules” (i.e. the text of the Mandate M/111 and our revised answer, N 1318/N 1370), the current prEN 1871 had very little space (if any) for technical improvement and to that extent it can be considered perhaps the best possible technical answer that WG 2 could deliver. Only Germany, commented that there was still certain technical improvements to be made; but, unfortunately, those technical improvements have not been communicated -through the different UAPs and the last BT enquiry- for the time being.

The rest of the delegations did not comment about the situation, with the exception of: Italy who supported the fact that the failed draft is one of the best possible technical answer to the mandate M/111; the UK who commented that why WG 2 could consider the possibility to prepare a TS or a TR instead of a Harmonized European Standard. The Secretary of TC 226 reacted by stating that a TS or a TR will not solve the situation; and France, which demand a special meeting by taking the time to discuss in depth; and Austria who could hardly understand why, after those “three failures”, still the convenor of WG 2 wanted to follow the route based upon the existing draft instead of reconsidering the situation from the very beginning and to prepare a complete new document.

In short: unless at the meeting, seems that everybody accepted that prEN 1871 is, taking into account the mentioned “working rules”, perhaps the best possible technical answer, although it has been rejected due to fundamental disagreements with the "framework rules" (i.e. with the text of the Mandate and even questioning the need for the CE-Marking on those products).

- 4) Assuming that the general feeling is that the EC is going to react by "saying NO" to the above mentioned fundamental disagreements, an extra WG 2 meeting (inviting all WG 2 members) will be organized in Madrid (2014-11-05 to 07). The meeting objective is to prepare a type of “WG 2 members position map”, gathering the opinion of each of the WG 2 experts about those fundamental issues (CE-marking, products vs. assemblies, essential requirements, etc.) and about their specific position (positive, negative or abstention) on to prEN 1871. That meeting is not intended for adopting any formal decision to be proposed to TC 226 but just to reflect the different positions and, by knowing that, perhaps there will be valuable information that could help TC 226, CEN and the EC itself to decide "what next".

Michel Bry thinks this meeting should be an opportunity to analyze the entire technical chain from the manufacture and control to its implementation on the field with the observation of the performance obtained. This analysis should implement all technical documents giving the best guarantee of success for road users, not just the single CE marking.

The rest of the activities of WG 2 are detailed in the report of Emiliano Moreno who requests three decisions by the CEN/TC 226:

↳ **CEN/TC 226 Decision 545 (Vienna - 05/2014) – WG 2 - Addition of a NWI for Rev EN 1424:1997+A1:2003**

↳ **CEN/TC 226 Decision 546 (Vienna - 06/2014) – WG 2 - Addition of a NWI for Rev EN 1463-2: 2000**

↳ **CEN/TC 226 Decision 547 (Vienna – 07/2014) – WG 2 – Activation of PWI prEN 1463-3**

### **7.3 - WG 3 « Vertical signs », doc. N 1386**

Sandra Jacobi presents her report and reminder that given the failure of voting on amendments to Parts 2, 4 and 5 and Part 6, CEN/TC 226 requested the BT not to publish the approved voting Parts. The BT has accepted, see Doc. N 1327 BT C88/2013.

Following this lack of success, the revision of all parts of the standard series EN 12899 is on-going in the Project Teams. During the last meeting of WG 3 in Berlin, the members agreed on the following tasks for the Project Teams:

- to have an outline/schedule of the work program ready prior to the next meeting of WG 3 which will take place on 4<sup>th</sup> September 2014;
- to revisit the proposal for a sub-structure for the standard series EN 12899;
- to provide first working drafts in 2014.

In regard to prEN 13422 Rev, it turned out the first Round Robin Test brought no reliable data and the Project Team therefore decided to launch a second Round Robin Test, which is on-going. Results are expected by summer 2014.

The next meeting of WG 3 will be held at BASt on 2014-09-04.

#### **7.4 – WG 4 “Traffic Control”, N 1392**

David Overton presents his report. This working group is tasked with the review of:

- **FprEN 12368 Rev**, Signal heads sent to CCMC on 2014-02-26 will be submitted to the UAP on 2014-07-10 until 2014-12-10
- **prEN 12352 Rev**, Warning and safety light devices. The finalized draft will be circulated soon to CEN/TC 226 in view of its submission of the UAP (Decision per correspondence).
- **prEN 12675 Rev**, Functional safety requirements, not covered by the Mandate M/111. The revised draft is in good progress and should be finalized in June 2014 to be proposed to CEN/TC 226 in view of its submission of the UAP (Decision per correspondence).

WG 4 works together with CLC/BTTF 69-3 "Road Traffic Signal Systems" also managed by David Overton. Many delegates are members of both groups. The main task of BTTF 69-3 is the revision of EN 50556 Road Traffic Signal Systems which is used in conjunction with EN 12368 and EN 12675 to set out the requirements or traffic signal installations. The revision currently in process will include for the first time portable signals and will cover distributed intelligence technologies which are now standard for portable signals. EN 50556 has now been listed under the Low Voltage Directive (LVD).

WG 4 is also in liaison with CEN/TC 278/WG 16, Intelligent transport systems/Cooperative ITS and ISO/TC 204/WG 18, Intelligent transport systems/Cooperative systems.

→ **CEN/TC 226 Decision 548 (Vienna – 08/2014) – WG 4 – Activation of PWI Rev EN 12352**

→ **CEN/TC 226 Decision 549 (Vienna – 09/2014) – WG 4 – Activation of PWI Rev EN 12675**

#### **7.5– CEN/TC 169/WG 12 Joint Working Group with CEN/TC 226, Road lighting, N 1383**

Kai Sørensen was not able to present his report because he had to leave the meeting before the end.

The most important for CEN/TC 226 is to remain watchful on the status of the part 1 of 13201-1, part on which we fought "violently" in the 1990s, reason why it is today still a CEN/TR. We can have trust because

the convenor of the sub-group "CEN/TR 13201-1 Road lighting - Part 1: Selection of lighting classes" is always Pentti Hautala (ex-convenor of WG 10).

## 7.6 - WG 6 « Traffic noise reducing devices », N 1394

Jean-Pierre Clairbois presents his report. The structure of the standards of this group:

- 1 Product standard, hEN 14388  
The revised draft is currently submitted to the UAP since 2014-06-12 until 2014-11-12
- Test method for determining the acoustic performance, EN 1793 series
  - prEN 1793-1 Rev, Intrinsic characteristics of sound absorption under diffuse sound field conditions. The revision of this Part is on-going for a CEN Enquiry. The title of this standard need to be corrected, see Decision 551.
  - EN 1793-2/prA1, Intrinsic characteristics of airborne sound insulation under diffuse sound field conditions. The revision of this Part is on-going for an UAP
  - EN 1793-3, Normalized traffic noise spectrum. This standard hasn't needed to be revising at the moment, see decision 553.
  - prEN 1793-4, In-situ values of sound diffraction. This Part is currently submitted to the UAP since 2014-06-12 until 2014-11-12
  - prEN 1793-5: In situ values of sound reflection under direct sound field conditions. This Part is currently submitted to the CEN Enquiry: 2014-03-20 to 2014-08-20. See decision 552 concerning the correction of the title.
  - EN 1793-6/prA1, In situ values of airborne sound insulation under direct sound field conditions. The revision of this Part is on-going for an UAP
- Test method for determining the non-acoustic performance, EN 1794 series
  - EN 1794-1, Mechanical performance and stability requirements. To be coherent with Eurocodes, WG 6 will revised this Part of standard, see decision 550
  - EN 1794-2, General safety and environmental requirements. Published in 2011
  - EN 1794-3, Reaction to fire. This Part is currently submitted to the CEN Enquiry: 2014-04-03 to 2014-09-03.
- Procedures for assessing performance, EN 14389 series
  - prEN 14389-1 Rev, Acoustical characteristics. CEN/TC 226 has approved the sending of the revised draft after the CEN Enquiry to CCMC for the Formal Vote (doc. N 1353, D529c/2013), the answer of WG 6 to the Finnish comments is still waited
  - prEN 14389-2 Rev, Non-acoustical characteristics CEN/TC 226 has approved the sending of the revised draft after the CEN Enquiry to CCMC for the Formal Vote (doc. N 1352, D528c/2013), the answer of WG 6 to the Finnish comments is still waited

and a new one, on-going:

- Sustainability of noise reducing devices. This work is led by Dr Crina Oltean-Dumbrava, our new liaison officer with CEN/TC 350 "Sustainability of construction works".

In response to a question from Henry on the use of uncertainty to define a performance, according to Jean-Pierre the uncertainties are mandatory in test methods (Repeatability and reproducibility). He stated that in standards of WG 6, classes were given in informative annexes and unfortunately, manufacturers used these classes to validate the performances of the product. The uncertainty was seen as a way to validate what was between two classes.



He also states that manufacturers using classes while trying to reach the minimum value of the highest class. This is not a good way to compare products to allow their free circulation on the market. What is important is to describe the products according to their performances and not according to the class to which they belong.

*Note of Chairman: In fact, they are the testing laboratories that provide uncertainty. The test standard shall specify the values  $r$  and  $R$  obtained for the method when tested inter-comparison and therefore the differences between classes in a product standard should reflect these values.*

He added that it is important that the mandatory statement as compared with the informative information in the standards is made clear. He said that whilst member states preferred classes, problems were arising where there is overlap of classes and it is better / more accurate to define clearly maximum and minimum limits whereby manufacturers are prevented from miss-quoting informative information from the standards. Gonçalo said classes cannot be used to compare products and any informative annex that does this should be removed.

→ CEN/TC 226 Decision 550 (Vienna – 10/2014) – WG 4 – Addition of a NWI for Rev EN 1794-1: 2011 (WI 00226222)

→ CEN/TC 226 Decision 551 (Vienna – 11/2014) – WG 4 – Correct of title of prEN 1793-1

→ CEN/TC 226 Decision 552 (Vienna – 12/2014) – WG 4 – Correct of title of prEN 1793-5

→ CEN/TC 226 Decision 553 (Vienna – 13/2014) – WG 4 – Removal of the PWI for the revision of EN 1793-3

## 7.7 - WG 9 « Pay and display ticket machines», N 1385

Thierry Brusseau presents his report and reported that his group was making good progress.

Two liaisons have been established for a better efficiency of WG 9, both performed by Thierry until to find candidate(s) for taking them in charge within experts of WG 9:

- CEN/TC 224, "Personal identification, electronic signature and cards and their related systems and operations"
- CEN/TC 278, "Road transport and traffic telematics"

A new title and scope will be proposed for the revised standard EN 12414. This draft standard should be complying with several EU Directives which the relevance is still in discussion within WG 9.

The group expect a final draft to be submitted to the CEN Enquiry by the end of 2014.

Lilian Panek noting that the draft contains only requirements without test method, Thierry explains that the test methods will be introduced for the aspects of security and the autonomy.

The potential new title of the standard "Vehicle parking control equipment – Requirements for a parking terminal" suggests that other products that parking meters will be handled. Thierry does not exclude this, while specifying that only equipment will be covered, not the servers.

The disabilities are also taking into consideration in this standard.

## **7.8 - WG 10 « Passive safety of support structures for road equipment», N 1388**

Henry Kamdem presents his report and reminder that the prEN 12767 has been submitted to the CEN Enquiry from 2013-09-05 to 2014-02-05. The comments has been analyzed and evaluated during specific meeting in May to be follow by another one in October 2014 and for this reason, WG 10 asks for a 9 month tolerance, see Decision 554.

The WG 10 proposes to the CEN/TC 226 to change the title of the Working Group 10 to be more relevant, that the TC accepted with the decision 555.

Kari Lethonen was concerned about the location of the standard's requirements i.e. were they to be placed in the product standard or in the supporting standard.

Martin Page reminds that there had been discussions with the CEN consultant about this because passive safety standard, EN12767 is not a harmonised standard. The consultant did not want to be involved. Sandra Jacobi felt that it was a product standard matter but she will ask to WG 3 at its next meeting. Henri accepted that a lot more time was necessary to solve these types of issue.

*Note: Although the standard is not a candidate harmonised standard if it includes requirements that will refer WG 1, WG 3 and CEN / TC 50, the consultant may be requested. Against by, it is not to the consultant to choose where addressing those requirements.*

↪ **CEN/TC 226 Decision 554 (Vienna - 14/2014) – WG 10 – Tolerance of 9 months for prEN 12767 Rev**

*Note: In fact as the original deadline recorded in Projex was 2015-10-02, the request of 9 months tolerance has not been registered by CCMC. The WG 10 keeps its joker.*

↪ **CEN/TC 226 Decision 555 (Vienna - 15/2014) – WG 10 – Change of title of WG 10**

## **7.9 - WG 11 "Variable messages signs (VMS)", doc. N 1393**

Wolfgang Ernst presents his report resuming the process to arrive to a revised merge finalize draft accepted by the experts. During this process the CPR Consultant has been involved.

As the draft FprEN 12966, sent to CCMC on 2014-02-14, will be submitted to the Formal Vote on 2014-07-17 until 2014-09-17 (delay due to the German translation), WG 11 has no activity for the time being.

## **8 – Liaisons with other CEN Technical Committees and European organisations**

### **8.1 CEN/TC 50 "Lighting columns and spigots", Frédérique Rigah, N 1400**

Frédérique presents her rapport which resumes the structure and the activity of the TC.

To meet Michel who inquires of the result of an exchange with the chairman of CEN/TC 50, two years ago, during which it was agreed to review the methods of calculation by simplifying them, Frédérique indicates that since this exchange the CEN/TC 50 did not meet. This point will be discussed during the plenary next one hoped by the end of 2014 / beginning 2015.

To Michel's question which wonders on the conclusions of the exchanges between the CEN/TC 50 and the CEN/TC 226/WG 10, Henri answers that he will get closer as soon as possible to the CEN/TC 50.

Kari wishes to know the dates of the next meeting of the CEN/TC 50. Frédérique reminds that a TC meets under reserve that it has points to be registered on the agenda. A meeting is hoped at the end of 2014 / the beginning of 2015 according to the advance of the reflections of the WG 4 on the priorities 1 in 3 defined in the Business Plan.

**8.1 CEN/TC 224** "Personal identification, electronic signature and cards and their related systems and operations", *Thierry Brusseau*  
*See item 7.7*

**8.2 CEN/TC 278** "Road transport and traffic telematics" *Thierry Brusseau*  
*See item 7.7*

**8.3 CEN/TC 350** "Sustainability of construction works", *Dr. Crina Oltean-Dumbrava*

Our liaison officer has been appointed in March 2014; Crina will be attending to the next plenary meeting of CEN/TC 226.

**8.4 CEN/TC 351** "Construction Products – Assessment of release of dangerous substances", *Williams Smith*

Except for EN 1423, Glass beads because of a Finish regulation, CEN/TC 226 will not receive a Mandate for the dangerous substances.

Johan Horckmans is surprised that only the WG 2 is stated because of all that is concrete is concerned. He announced that the CEN/TC 229 intends to make all the papers relating to dangerous substances covered concrete for all TCs involved.

But there is nothing surprising since the CEN/TC 226 produces performance standards independent of materials used.

## **9 - Miscellaneous**

### 1) Uncertainty

Jean-Pierre Clairbois with a presentation reproduced in Annex 9 tries to demonstrate why it is risky to use categories to establish performance. Some are receptive but not unanimous and do not want this approach to be extended to other WGs.

### 2) EN 12676 "Anti-glare systems"

*Note: Following a question off of the meeting on the issue of the European Commission on EN 12676, CEN/TC 226 despite several calls to candidates to enliven and re-activate the WG 7, received no candidacy. Thus, it has been responded to CCMC that CEN/TC 226 was not able to develop a cheaper alternative method. We have not yet received back from the EC. See documents N 1311, N 1316, N 1320, N 1325 and N 1350.*

## **10 - Date and location of the next meeting**

Lilian Panek offers to invite the next meeting in Berlin (DIN), which was accepted with pleasure and the German delegation is thanked.

The next meeting of CEN/TC 226 will be held on **11 and 12 June 2015**.

*A meeting of convenors will be held the day before, Wednesday, June 10 if needed.*

See **Annex 10** for the location of the meetings of CEN/TC 226 since the first meeting in 1990.

### **11 – Approval of the decisions**

Fifteen decisions, numbered 541 to 555, were adopted at the meeting.

The decisions are set out in each of the items above and in document **CEN/TC 226 N 1402 EFD**.

### **12 – Closure of the meeting**

Michel Bry thanked all the delegates for their contributions and especially the Austrian delegates for the nice diner\* organized Thursday evening.

*\* If you want to return to this lovely restaurant in Grinzing: <http://www.feuerwehrwagner.at/>*

Nathalie Girardot/Michel Bry

*With thanks to all persons for their notes of the meeting*

## List of Decisions taken at the 25<sup>th</sup> CEN/TC 226 meeting held on 12/13 June, 2014 in Vienna

Number	Title
Decision 541 (01/2014)	Approval of a revised business plan of Technical Committee
Decision 542 (02/2014)	Sustainability aspects
Decision 543 (03/2014)	WG 1 – Merging of the Parts of EN 1317
Decision 544 (04/2014)	WG 1 – Answer to the Mandate
Decision 545 (05/2014)	WG 2 - Addition of a NWI for Rev EN 1424:1997+A1:2003
Decision 546 (06/2014)	WG 2 - Addition of a NWI for Rev EN 1463-2: 2000
Decision 547 (07/2014)	WG 2 – Activation of PWI prEN 1463-3
Decision 548 (08/2014)	WG 4 – Activation of PWI Rev EN 12352
Decision 549 (09/2014)	WG 4 – Activation of PWI Rev EN 12675
Decision 550 (10/2014)	WG 6 – Addition of a NWI for Rev EN 1794-1: 2011
Decision 551 (11/2014)	WG 6 – Correct of title of prEN 1793-1
Decision 552 (12/2014)	WG 6 – Correct of title of prEN 1793-5
Decision 553 (13/2014)	WG 6 – Removal of the PWI for the revision of EN 1793-3
Decision 554 (14/2014)	WG 10 – Tolerance of 9 months for prEN 12767 Rev
Decision 555 (15/2014)	WG 10 – Change of the title of WG 10

## List of Annexes of these minutes

Annex	Title	Ref. point
Annex 1	Attendance List	2.
Annex 2	PowerPoint Presentation of the Report of the Secretariat	5.
Annex 3	Presentation of Gonalo Ascenso	6.1 / 6.2
Annex 4	Presentation of Paul Jones, Climatic data	6.4
Annex 5	Presentation of Paul Jones, CE marking	6.5
Annex 6	Letter of Gonalo Ascenso, prEN 1871	7.2
Annex 7	Presentation of Czech Republic, prEN 1871	7.2
Annex 8	Letter of Czech Republic, prEN 1871	7.2
Annex 9	Presentation of Jean-Pierre Clairbois, Uncertainty	9. 1)
Annex 10	Plenary meeting of CEN/TC 226 - Meetings held from 1990 to 2015	

**Annex 1**  
**Attendance List**



## Assignment of Exploitation Rights

Including the 'List of Participants'

Dates of meeting: **12 & 13 June, 2014**

Place of meeting: **VIENNA**

**CEN/TC 226**

**Title: Road Equipment**

**Secretariat: Nathalie GIRARDOT**

**Country: France**

**NSO: AFNOR**

**Chairman: Michel BRY**

**Country: France**

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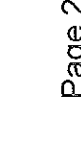

Date : 13 & 14 June, 2013

12, - 13. June 2014

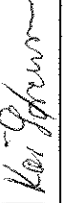




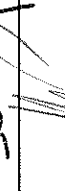






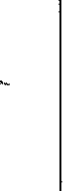


Place: BRUSSELS *Vienna*










CEN/TC 226

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**Annex 2**  
**PowerPoint Presentation of the Report of the Secretariat**



**Secretariat report  
25<sup>th</sup> meeting of CEN/TC 226**

**Vienna: 2014-06-12/13**

**Doc. N 1367 & N 1368**

**afnor**  
GRUPE



## Road equipment

Michel Bry, Chairman since 2011-01-01

### 8 active Working Groups:

<b>WG 1</b>	<b>Crash barriers, safety fences, guard rails and bridge parapets</b>	<b>Martin Page</b>
<b>WG 2</b>	<b>Horizontal signs</b>	<b>Emiliano Moreno</b>
<b>WG 3</b>	<b>Vertical signs</b>	<b>Sandra Jacobi</b>
<b>WG 4</b>	<b>Traffic control</b>	<b>David Overton</b>
<b>WG 6</b>	<b>Noise protection devices</b>	<b>Jean-Pierre Clairbois</b>
<b>WG 9</b>	<b>Pay and display ticket machines</b>	<b>Thierry Brusseau</b>
<b>WG 10</b>	<b>Passive safety of support structure for road equipment</b>	<b>Henri Kamdem</b>
<b>WG 11</b>	<b>Variable messages signs (VMS)</b>	<b>Wolfgang Ernst</b>

# CEN Partner and liaisons organizations

## CEN/CLC Guide 25



<b>Liaisons granted</b>	
<b>ANEC</b>	<b>European Association for the co-ordination of consumer representation in standardisation</b>
<b>EGGA</b>	<b>European General Galvanizers Association</b>
<b>Potential liaisons, not yet granted</b>	
<b>CIE</b>	<b>Commission Internationale Eclairage/International Commission on Illumination</b>
<b>EBC</b>	<b>European Builders Confederation</b>
<b>ERF</b>	<b>European Union Road Federation</b>
<b>FEMA</b>	<b>Federation of European Motorcyclists' Associations</b>
<b>IRF</b>	<b>International Road Federation</b>
<b>PIARC</b>	<b>World Road Association</b>

# Liaisons with others TCs



<b>Liaison granted</b>		
<b>CEN/TC 50</b>	Lighting columns and spigots	<b>Frédérique Rigah</b>
<b>CEN/TC 224</b>	Personal identification, electronic signature and cards and their related systems and operations	<b>Thierry Brusseau</b>
<b>CEN/TC 278</b>	Road transport and traffic telematics	<b>Thierry Brusseau</b>
<b>ISO/TC 204</b>	Intelligent transport systems	<b>Jürgen Weingart</b>
<b>Liaisons not officially granted</b>		
<b>CEN/TC 139</b>	Paints and varnishes	-
<b>CEN/TC 169</b>	Light and lighting	<b>Kai Sørensen</b>
<b>CEN/TC 229</b>	Precast concrete products	-
<b>CEN/TC 350</b>	Sustainability of construction works	<b>Dr. Crina Oltean-Dumbrava</b>
<b>CEN/TC 351</b>	Construction Products – Assessment of release of dangerous substances	<b>Williams Smith</b>
<b>CLC/BTTF 69-3</b>	Road traffic signal systems	<b>David Overton</b>



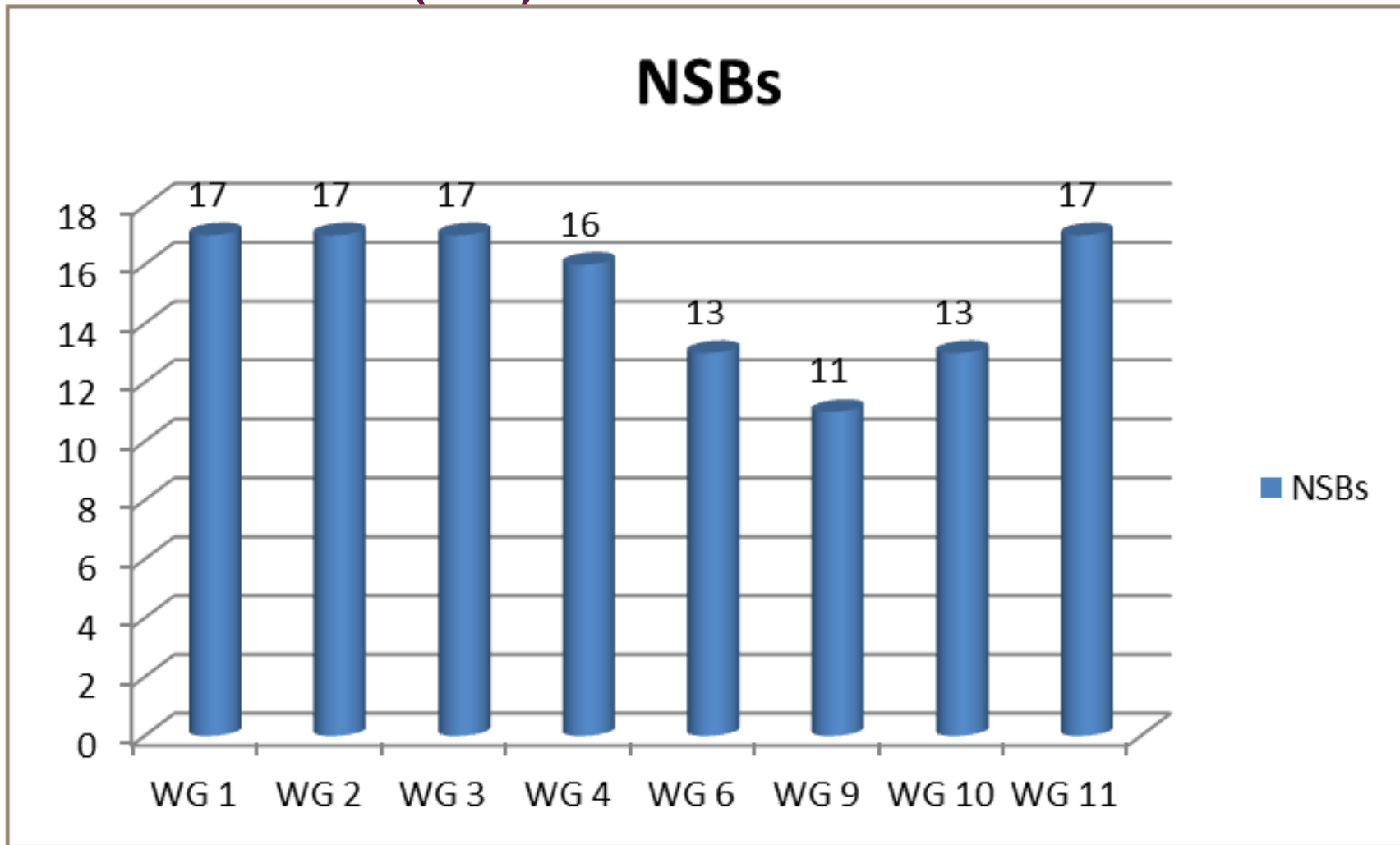
# Consultants



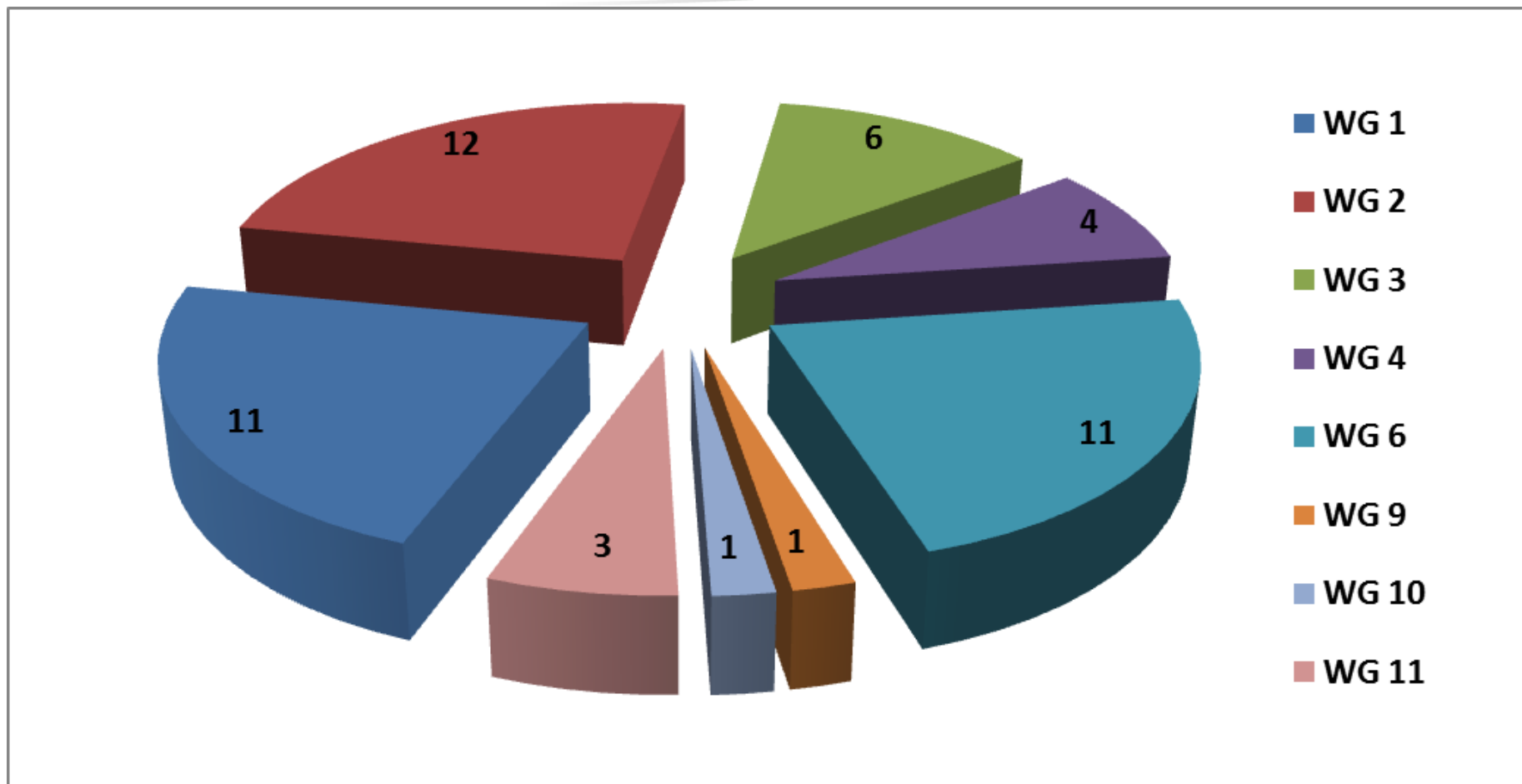
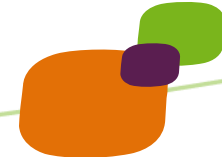
<b>- Giancarlo Bedotti</b>	<b>Construction Consultant</b>	<b>CPR</b>
<b>- Julio Salazar</b>	<b>Construction Consultant</b>	<b>CPR</b>

# Participation in the WGs

CEN = 33 Members (NSB)

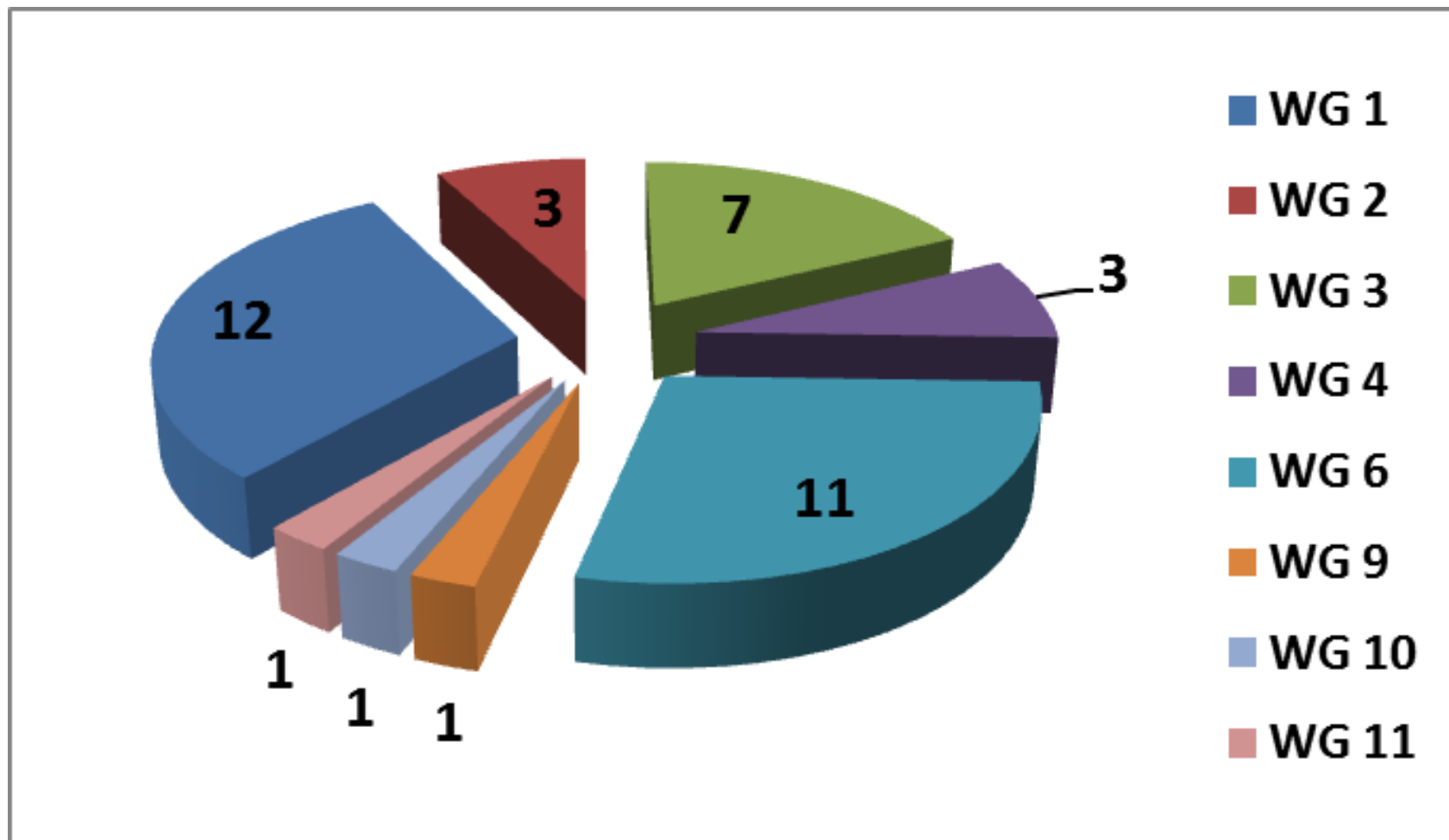
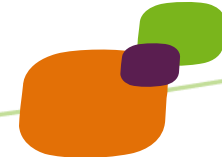


# Published Standards : 52



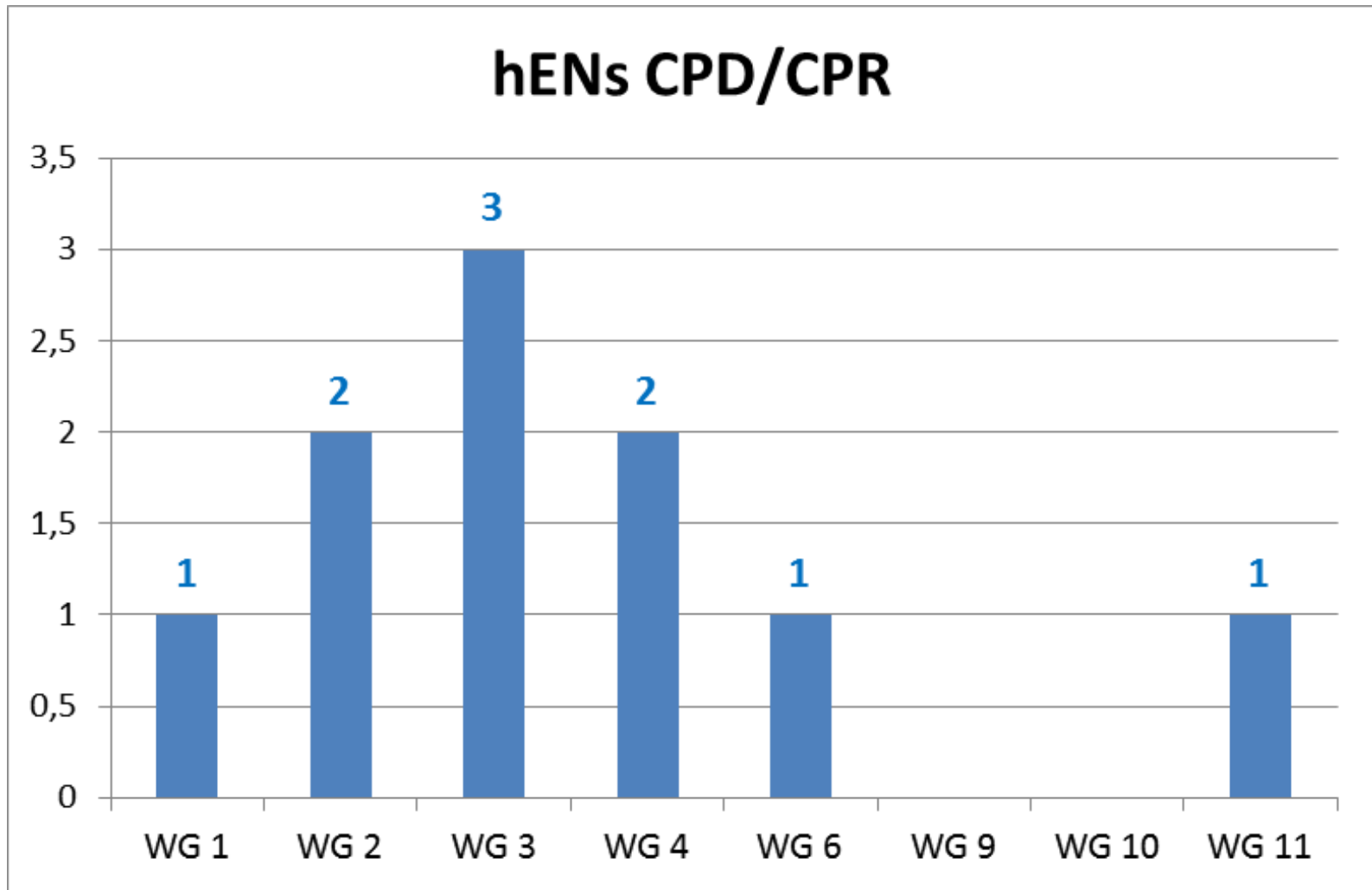
Detail in doc. N 1368, Work programme, pages 16 to 22

# Active work program: 39



Détails in doc. N 1368, Work programme, pages 5 to 11

# hENs

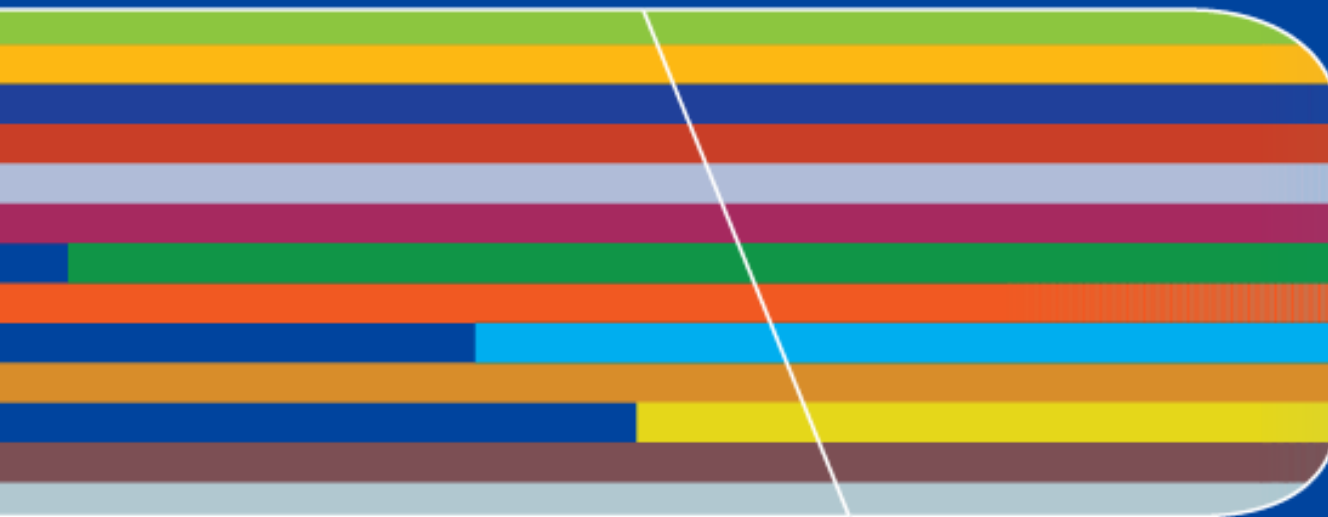


**More in doc. N 1367 and N 1368**



**Thank you for your attention**

**Annex 3**  
**Presentation of Gonçalo Ascensão**



# CCMC presentation

*Gonçalo Ascensão, CEN/TC 226 Plenary meeting 2014-06-12*



# Summary

- Delegated acts
- Classes, thresholds & pass/fail criteria
- Consultants
- CEN Guide 25: External liaisons
- EN 1871
- EN 1317-5
- EN 1790

# EC Delegated acts



## Delegated Regulation on e-supply of declarations of performance

- In the EC website:  
[http://ec.europa.eu/enterprise/sectors/construction/declaration-of-performance/index\\_en.htm](http://ec.europa.eu/enterprise/sectors/construction/declaration-of-performance/index_en.htm)
- Entered into force on 2014-02-24

# EC Delegated acts

## Delegated Regulation amending Annex III to the CPR: Declaration of Performance

- [Commission delegated regulation 574/2014, 2014-05-28](#)
- Entered into force on 2014-05-28
- FAQ will be available soon
- Template for annex ZA will be adapted soon

# EC Delegated acts



## Delegated Regulation amending Annex V to the CPR: Assessment and Verification of Constancy of Performance

- [Commission delegated regulation 568/2014, 2014-05-27](#)
- Entered into force on 2014-05-27
- FAQ will be available soon
- Template for annex ZA will be adapted soon

# Classes, thresholds & pass/fail criteria

## *Existing harmonised European standards*

- In most cases the technical classes and /or threshold levels have not been contested by Member States and it is assumed that they are well accepted and used. Therefore, these classes and threshold levels should remain parts of the standards.

# Classes, thresholds & pass/fail criteria



## *Revised harmonised European standards*

- If CEN Technical Committees have considered it necessary to introduce new classes and/or threshold levels, CEN shall contact the Commission indicating the classes/threshold levels in question, their definition, system boundaries and a clear justification why these have been considered relevant in the specific standards. Where appropriate, these classes and/or threshold levels should then be determined by delegated acts adapted by the Commission.



# Classes, thresholds & pass/fail criteria

*New harmonised European standards (that will be developed)*

- If for any product groups or products not yet covered by a mandate the introduction of classes and/or threshold levels is considered necessary by the Commission, the Commission will determine them in its mandates to CEN after consultation of the Standing Committee on Construction (SCC).

# Classes, thresholds & pass/fail criteria

## DECISION BT 31/2014 (75<sup>th</sup> BT)

### **Subject: EC letter regarding 'Introduction of threshold levels and/or classes in candidate harmonized ENs'**

BT, considering discussions at the 49th BT/TCMG meeting and its recommendation on how to deal with the demand made by the EC in its letter circulated in Annex to BT N 9491 'Introduction of threshold levels and/or classes in candidate harmonized ENs';

- asks BT/WG 102 ` to • consider the specific provisions of the CPR on the introduction of threshold levels and/or classes in the harmonized standards developed under the CPR;
- provide BT with recommendations on how to practically address these provisions;
- invite the Commission to participate in this dedicated exercise.



# Classes, thresholds & pass/fail criteria

## Way forward:

- Avoid the use of classes and thresholds
- Avoid changing the existing classes and thresholds
- If needed, EC shall be informed (in advance) of classes, thresholds & pass/fail criteria as well as the technical justification
- Avoid limitations in the declaration of performances

# Consultants

- Currently no consultants
- Earliest possible date (not known)
- BTs have agreed that if TCs want to progress candidate hEN to vote without assessment they should do it

# CEN CENELEC Guide 25

- Defines the concept of partnership with European Organizations and other stakeholders
- Liaison associated with payment of fee
- Organisations currently confirmed in CEN/TC 226: EGGA, ANEC
- Organizations of Annex III of regulation 1025/2012 can participate in all TCs: SBS, ECOS, ETUI

# EN 1871

- Meeting on 2014-05-21 with EC and MS representatives
- Aim at clarifying some regulatory aspects blocking the standardization work
- Outcome CCMC letter to EC asking for written confirmation of the discussion
- BT decision 12/2013:  
CEN/TC 226 'Road equipment' will need to decide on the future of the draft standard (i.e. proposal to CEN/BT for a third UAP or cancelation of the project).

# EN 1871

## CCMC questions to EC

- Confirmation of system 1 for those products
- Identification not an essential characteristic
- Identification in the framework of market surveillance shall not be part of hEN
- CE marking applicable for products assembled on site
- Complexity of the standard a CEN/TC 226 aspect
- Declaration of initial values is possible

# EN 1317-5

- Amendment of the answer to the mandate
- What products will be covered
- Political pressure for the inclusion of motorcyclists barriers
- High interest in the progress of the revision of EN 1317-5

# EN 1790

- EC document for the Standing Committee on Construction inviting CEN/TC 226 to clarify and justify some points
- CCMC has not yet received any official request
- CEN/TC 226 to provide technical justification for the use of classification systems in the standard



Questions?

[gascensao@cencenelec.eu](mailto:gascensao@cencenelec.eu)



**Annex 4**  
**Presentation of Paul Jones,**  
**Climatic data**

# PAUL'S PAPER

This draft paper was prepared following a request from Michel Bry

# SCOPE / JUSTIFICATION

## ACCIDENT STATISTICS RELATING TO CLIMATE

How is cost / benefit to be defined ?

The accident savings have not been addressed currently each Road Authority has to justify expenditure e.g winter maintenance to their political masters

**BUT HOW IS CLIMATE DEFINED**

# PRODUCT ABLE TO PERFORM UNDER DESIGNATED CLIMATIC CLASSES

- a) RAINFALL R CLASSES 0-40mm /hr plus possible full submersion
- b) TEMPERATURE T CLASSES -40°C-+45°C
- c) WIND W CLASSES 0-4 km/ m<sup>2</sup> -possibly wind speeds and – ve. Pressures see EN1991
- d) SNOW /ICE S CLASSES 0-4 KN /m<sup>2</sup> see EN1991 –possibly add skid resistance / road friction which is a road pavement issue
- e) AIR POLLUTION / FOG possible A CLASSES related to forward visibility classes e.g. 0 – 100 m
- f) FIRE / SMOKE possible F / S CLASSES but see EN1990 and TC127 for guidance

# DEFINING THE CLASSES

The class data for a) to f) may be found in the manuals staff use when managing the road e.g. when rainfall exceeds  $x$  mm/ hr. advise drivers to reduce speed by  $y$  km/ hr. etc. which is currently undertaken through the signage system e.g. on motorways. It makes sense to harmonise into classes that are already in practice and Road Authorities should advise on the level of classes that could be adopted

# WHAT DOES THE MANUFACTURE DECLARE

Clause 6.3.3 and 4.2 in IR3 place the responsibility on the manufacturer to state the conditions in which the product can / cannot perform e.g.

The declared performance characteristics are not applicable when climatic conditions exceed:-

10 mm rainfall p/h ; -10 °C or + 30°C ; wind speed 50 km/hr ; 5 mm depth of snow ; 1 mm depth of ice ; air pollution / pollen exceeding 1mg / cu.m. ; 100m visibility in fog ; product not suitable for use in fire or smoke conditions

# CARBON IMPACT

gi) MANUFACTURE , TRANSPORT,  
ASSEMBLY PROCESSES OF PRODUCT

( energy consumption for these processes)

C CLASSES 0-4 kg of carbon per 25 kg of product

gii) OPERATION (energy consumption) OF  
PRODUCT

O CLASSES 0-0.4 g of carbon per hour

# WHAT NEEDS TO BE EVALUATED PRODUCT COMPONENT OR THE AS BUILT INSTALLATION ?

The construction of large testing laboratory chambers to evaluate the as built installation would most likely involve set up costs that cannot be fully justified (IR3 in A.3 suggests complicated testing procedures of long duration and high cost should be avoided) whilst evaluating just the product material components should be more manageable and productive and would make any re-checking simpler

In this connection should the Road Authorities give some thought to the adoption of modular product systems for Road Circulation products whereby interchangeability would be possible thereby avoiding excessive maintenance costs for 'hundreds' of different types of installations many of which are now being covered by patents. Perhaps TC226 needs to check with the Road Authorities on this point thus limiting haulage and transport when whole life maintenance costs are looked at.



# WHERE DOES TC226 FIND GUIDEANCE AND DIRECTION ON THIS IMPORTANT ISSUE

I suggest the answers and scope must come from the Road Authorities not TC226 which is an NSB Body ( dominated by CEN consultants who are not Road Engineers and TC226 is NOT a Road Authority Body) e.g. WERD or possibly the new Standing Committee for (Road) Construction whose members have direct responsibility for the highways and the justification of all the costs incurred

# MANDATE CONTENT

## DOCUMENT BT N 9206

- The scope of this mandate is:
- firstly, to identify the European standards that are relevant for adaptation to climate change and,
- secondly, to revise those standards with a view to enhancing the resilience to climate change of the infrastructures to which they may apply,
- if deemed necessary during this exercise, new relevant standards could be developed.

# PRIORITY

- Three priority sectors have been identified in this exercise- N9026:
  - **transport infrastructure**
  - **energy infrastructure**
  - **buildings/construction.**

# PROGRAMMING

- ***Phase 1 – Programming***
- overview of relevant European standards in relation to adaptation to climate change within the three priority sectors
- set of indicators to be agreed upon with the EC
- list of priority standards to be revised or new standards to be developed (maximum of 20 standards per sector)

# STANDARDIZATION

- • **Phase 2 – *Standardization***
- Development of Guidance Document for assisting the standardization processes in order to ensure that the standards are resilient to the adverse impacts of climate change [*CCMC Note*: this is only partly covered by the supplement to CEN Guide 4 'for addressing environmental issue on product standards' (decision CEN/BT 123/2012) currently developed within CEN SABE]
- Revision or development of relevant European Standards

# REQUIRED ACTION 1

- Any comment on the draft mandate (including deliverables and timeframe) as well as any question you may have, should be sent to Cinzia Missiroli (cmissiroli@cencenelec.eu ) as well as to Andrea Nam (anam@cencenelec.eu ) **by 2013-05-28** at the latest.
- *TC226 could take the view that BT N 9206 is a material manufacturing matter and that as TC226 is not a material committee- because it is more involved with assembly and installation- it has no comment to make at this stage – the date for comments has also passed*

# REQUIRED ACTION 2

IF YOU LOOK AT IR3 CLAUSE 4.2 THE MANUFACTURER HAS AN OBLIGATION TO REPORT PERFORMANCE OF PRODUCT IN BOTH CLIMATE AND ENVIRONMENT CONDITIONS WHEREBY IT IS UP TO THE PURCHASER TO STATE IN THE PURCHASING CONTRACT THE CLIMATE AND ENVIRONMENT CONDITIONS WHICH THE PRODUCT WILL HAVE TO PERFORM IN THEREBY LIMITING THE CHOICE OF PURCHASE TO THOSE MANUFACTURERS WHO HAVE SUITABLE PERFORMING PRODUCT(S)

# SUMMARY OF DECISIONS

- Obtain clear mandate from Road Authorities what they require regarding operational requirements e.g. visibility / durability –rain; temperature ; wind etc. slide 3 ( and slide 5 where manufacture declares suitable conditions)
- Obtain clear mandate from the Commission what they require manufacturers to declare in terms of carbon imprint for each phase - slide 6 e.g.
  - Manufacturing the product- steel ; cement; aluminium etc.
  - Manufacturing / assembling the product component- post ; column ; beam etc.-at place of manufacture
  - Applying protective coatings to product component
  - Transporting the product and product components
  - Installing /assembling product components at site
  - Energy running costs ( where applicable)
  - Maintaining the product components at site
  - Salvaging / re-cycling the product components from site

NB Installed Road Circulation Products may incorporate more than one manufactured product e.g. steel ; concrete ; plastic etc. and manufacturer is not always aware of the whereabouts of the final installation site



**THE END**

**THANK YOU FOR YOUR ATTENTION**

**Annex 5**  
**Presentation of Paul Jones,**  
**CE Marking**

WHAT DOES THE CE MARK APPLY TO  
The manufactured product  
or  
The completed installation

# UK VIEW

- There is no such thing as a "CE" mark for a completed installation. The mark is placed by the manufacturer of a product. Whilst there are some instances where the installation is the product such as road markings. Even so, the materials (such as a tin of roadmarking paint) can be CE marked but you can't mark the white line itself.

# THE VIEW FROM BRUSSELS

- There could be an argument, say, about concrete barriers which could be bought ex-factory with CE marking or cast on-site. What happens to the on-site cast ones - can they be CE marked? - that is if the same quality control can be applied on site as in the factory it should be theoretically possible. BUT the decision from Brussels indicates- if a product requires factory control to qualify for CE marking then such barriers must not be cast on-site.

# DECISION

- CE marking applies to those Road Circulation Products that are entirely manufactured in a controlled factory environment. Such products assembled / formed at site do not qualify for CE marking BUT the constituent components made in a controlled factory environment may qualify for an individual CE mark

# Installation

EU Law requires every construction site to have a risk assessment whereby installation requirements becomes a site specific matter and not a 'general table of recommendations'. In many cases manufacturers are not aware of where product is to be installed

**Annex 6**  
**Letter of Gonçalo Ascensão,**  
**prEN 1871**



Mr Georgios Katsarakis  
European Commission  
DG Enterprise & Industry  
Av. d'Auderghem 45  
(Office: BREY 7/12)  
B-1049 Brussels

**Subject: Meeting to discuss problems in the adoption of EN 1871**

Dear Mr Katsarakis

As an outcome of the meeting to discuss the problems in the adoption of EN 1871, which took place on 2014-05-21, we would like to have your written feedback on the items discussed and agreed during the meeting. We refer, more specifically to five items, which, as commented during the cited meeting, have been the basis for disagreement in the mentioned candidate Harmonized European Standard. In particular, the points, which we would appreciate, a written feedback are the following:

1. Mandate M/111 indicates system 1 for road products established by EC Decision 1996/579/EC (OJEU L254 of 1996-10-08) as amended by EC Decision 1999/453/EC (OJEU L178 of 1999-07-14). It is our understanding that the system applicable is system 1 and therefore there is no room to modify such a decision in the Harmonized European Standard. Can you please confirm?
2. A few members suggested to include 'Identification' as an essential characteristic in the Annex ZA. The characteristic is currently not included in the mandate M/111 and therefore, it is our understanding that "Identification" cannot be included as an essential characteristic in Table ZA.1. Can you please confirm?
3. In addition, and related to "Identification", during the meeting it was noted that the type of "identification" to be carried out in the framework of market surveillance activities, shall not be part of the Harmonized European Standard. The manufacturer has the responsibility to prepare a Declaration of Performance (DOP) and the CE marking when such a product is placed on the market and not when the product is installed. Could you please confirm?
4. CE marking of products assembled on site. Even if the products used to build up the road marking (e.g. a paint + drop on materials) are placed separately on the market and assembled on site, they can be CE marked and a DOP can be elaborated. In other words, the CE-marking shall be affixed on the products (i.e. paints, thermoplastics and cold plastics) after having assessed the performance of the related construction work (i.e. for the road marking) against the Essential Characteristics specified in the Mandate (M/111) and proposed in the answer to the mandate (accepted by the EC). Can you confirm?
5. Question on the complexity of the standard. The structure of the standard is a CEN/TC 226 responsibility and to be defined internally in the TC structure.
6. Declaration of the initial value of performance. The performance of all essential characteristics can be declared as reflected in Annex ZA. Just for your information, how to register such an initial values (for each of the Essential

Characteristics) is clearly specified in the test methods for carrying out the Road Trials and the Turn Table durability tests.

Last but not least, and related to item 3 above, we would like to emphasise that the MSs seemed to confuse the placing on the market of products with the market surveillance activities. We would suggest to the EC to take an action in order to clarify those aspects with the Member States.

Yours sincerely,

Brussels, 26 May 2013

A handwritten signature in blue ink that reads 'Gonçalo Ascensão'.

Gonçalo Ascensão  
Programme Manager  
CEN-CENELEC Management Centre

**Annex 7**  
**Presentation of Czech Republic,**  
**prEN 1871**



## **International project Durability**

organized by CEN/TC 226/WG 2

between 2001 and 2006

- The fundamental objective of the project was to develop **a single and unified method for testing the durability of road marking materials with an acceptable degree of repeatability and reproducibility.**
- Unfortunately, the experts of CEN TC 226/WG 2 **have not been able to prove that any of the currently used methods could be considered as sufficiently general and reproducible to be adopted as a single method in the harmonized standard.**
- Moreover, the project showed inconsistency of the results even between the two wear simulators used currently in Europe.

# 1.

Voting in UAP (2011) – draft standard **rejected**

- In the meantime, during the meeting in Paris in 2012, CEN TC 226 **refused to consider** written statements of Poland and Slovakia during the voting about future steps regarding the draft standard.
- Reason given during the meeting for not considering the letters was that no representatives of the two member states were present at the meeting (!!!)
- This reasoning had been later changed to the official statement that the two opinions were not considered because they were not officially sent to CEN TC 226 secretariat by national standardization bodies.

# 2.

Voting in UAP (2013) – draft standard **rejected**

- Interesting situation evolved during the CEN TC 226 meeting in Brussels where it was stated, that based on an initiative from Spain the negative result of the voting would be changed. Reason given for such a shocking decision was that the negative result passed due to inconsistency of the voting of some member states. This situation resulted in ...

# 3.

The negative vote during the 2nd UAP (2013) has been confirmed by CEN/BT/TCMG – **draft standard rejected**

- CEN/TC 226 was requested to present some possible solutions of the situation.

# 4.

**Document N 1354** (II/2014, as a reaction to CEN/BT/TCMG request)

- opinion on the option to revise EN 1871 version from 2000 (non-harmonized) and to propose a removal of the products (horizontal road marking materials) from the Mandate M/111.
- out of 13 member states, 8 members (Austria, Czech Republic, Finland, France, Germany, Netherlands, Poland, United Kingdom) agreed with the proposal, 5 members (Belgium, Denmark, Italy, Norway, Spain) disagreed, and no abstention was recorded.

**It is unclear to us, why CEN TC 226 discarded this document and did not continue with official voting about the proposal although such a voting was foreseen, in the very same document, based on the “questionnaire’s” result.**



# 5.

In January 2014, Spanish government requested by a letter to European Commission to include the topic of EN 1871 into agenda of Standing Committee's for Construction meeting in February.

During the meeting Czech Republic expressed its disagreement with content of the letter.

# 6.

**May 2014** - SCC organized a meeting with CEN TC 226 representatives, convenor of WG2 and representatives of selected member states.

- no official minutes have been provided from the meeting. Convenor of WG2 circulated a note to CEN TC 226 members with a summary of the meeting.

- no discussion in WG2 prior to this meeting was held and only selected group of member states was invited to the meeting.

# 7.

Czech Republic expressed its disagreement with the procedure in letter to all CEN TC 226 members and believes that the issue of prhEN 1871 should be discussed and solved at CEN TC 226 level with support of discussion in WG2.

# Proposal

Czech Republic therefore proposes:

- **to analyze requirements and expectations from the standard of each member state.**
- **to decide about the future of the standard based on the results of the analysis, and if necessary, ask for change / revision of the Mandate M/111.**

It must be said, that this is not so unusual situation.

Similar situation occurred in WG3 with draft of part 6 of EN 12899 (the first step is to explore the mistakes made and to analyze what can be accepted by member states).

Also WG1 has similar problem. They even asked the extension of the work until 2025.

WG 7 is changing its standard from harmonized to non-harmonized as well.

# Danger

**Should the new analysis of member states' requirements and acceptability be omitted,**

we can face a new danger.

For instance, should something be changed **ad-hoc** (e.g. change from System 1 to System 1+ which is one of the many requirements of some member states) the members previously agreeing with the standard may vote negatively and also the states that required this change would keep their negative vote because not all their requirements were met.

**Annex 8**  
**Letter of Czech Republic,**  
**prEN 1871**

## CEN TC 226 –Vienna 2014

### Summary of history of EN 1871 case

International project Durability organized by CEN/TC 226/WG 2 between 2001 and 2006 preceded this draft of hEN 1871. Czech Republic actively participated in the project. The fundamental objective of the project was to develop a single and unified method for testing the durability of road marking materials with an acceptable degree of repeatability and reproducibility. Unfortunately, the experts of CEN TC 226/WG 2 have not been able to prove that any of the currently used methods could be considered as sufficiently general and reproducible to be adopted as a single method in the harmonized standard. Moreover, the project showed inconsistency of the results even between the two wear simulators used currently in Europe.

### Process of discussing draft standard:

In general, it can be said that not all the technical comments of the number of states were taken into consideration before, during and after various stages of voting for the standard. It therefore cannot be surprising that the result of three subsequent voting rounds was **repeatedly negative**.

1. Voting in UAP (2011) – **draft standard rejected**.  
*In the meantime, during the meeting in Paris in 2012, CEN TC 226 refused to consider written statements of Poland and Slovakia during the voting about future steps regarding the draft standard. Reason given during the meeting for not considering the letters was that no representatives of the two member states were present at the meeting (!!!) This reasoning had been later changed to the official statement that the two opinions were not considered because they were not officially sent to CEN TC 226 secretariat by national standardization bodies.*
2. Voting in UAP (2013) – **draft standard rejected**.  
*Interesting situation evolved during the CEN TC 226 meeting in Brussels where it was stated, that based on an initiative from Spain the negative result of the voting would be changed. Reason given for such a shocking decision was that the negative result passed due to inconsistency of the voting of some member states. This situation resulted in following (see point 3):*
3. The negative vote during the 2<sup>nd</sup> UAP (2013) has been confirmed by CEN/BT/TCMG – **draft standard rejected**. CEN/TC 226 was requested to present some possible solutions of the situation.
4. Document N 1354 (II/2014, as a reaction to CEN/BT/TCMG request) had been circulated amongst member states asking their opinion on the option to revise EN 1871 version from 2000 (non-harmonized) and to propose a removal of the products (horizontal road marking materials) from the Mandate M/111. Out of 13 member states, 8 members (Austria, Czech Republic, Finland, France, Germany, Netherlands, Poland, United Kingdom) agreed with the proposal, 5 members (Belgium, Denmark, Italy, Norway, Spain) disagreed, and no abstention was recorded. **It is unclear to us, why CEN TC 226 discarded this document and did not continue with official voting about the proposal although such a voting was foreseen, in the very same document, based on the “questionnaire’s” result.**
5. In January 2014, Spanish government requested by a letter European Commission to include this topic in agenda of Standing Committee’s for Construction meeting in February. During the meeting Czech Republic expressed its disagreement with content of the letter.
6. SCC organized a meeting (May 2014) with CEN TC 226 representatives, convener of WG2 and representatives of selected member states. No official minutes have been provided from the meeting. Convener of WG2 circulated a note to CEN TC 226 members with a summary of the meeting. No discussion in WG2 prior to this meeting was held and only selected group of member states was invited to the meeting.
7. Czech Republic expressed its disagreement with the procedure in letter to all CEN TC 226 members and believes that the issue of prhEN 1871 should be discussed and solved at CEN TC 226 level with support of discussion in WG2.

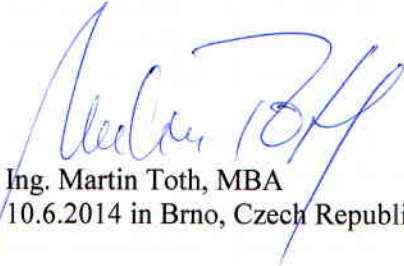
Czech Republic therefore proposes:

- **to analyze requirements and expectations from the standard of each member state,**
- **to decide about the future of the standard based on the results of the analysis, and if necessary, ask for change / revision of the Mandate M/111 (the mandate was first issued in 1994 and it may be possible that its expectations are outdated).**

The above proposal means to start the process of creating draft of hEN 1871 from the very beginning with a fresh view at the matter. It must be said, that this is not so unusual situation. Similar situation occurred in WG3 with draft of part 6 of EN 12899 (the first step is to explore the mistakes made and to analyze what can be accepted by member states). Also WG1 has similar problem. They even asked the extension of the work until 2025. WG 7 is changing its standard from harmonized to non-harmonized as well.

Should the new analysis of member states' requirements and acceptability be omitted, we can face a new danger. For instance, should something be changed ad-hoc (e.g. change from System 1 to System 1+ which is one of the many requirements of some member states) the members previously agreeing with the standard may vote negatively and also the states that required this change would keep their negative vote because not all their requirements were met.

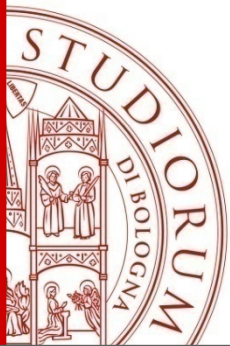
On behalf of Czech delegation nominated for CEN TC 226 meeting held in Vienna on 12. - 13.6.2014



Ing. Martin Toth, MBA  
10.6.2014 in Brno, Czech Republic



**Annex 9**  
**Presentation of Jean-Pierre Clairbois,**  
**Uncertainty**



NOISE CONTROL FOR QUALITY OF LIFE

# On the declaration of the measurement uncertainty of airborne sound insulation of noise barriers

Massimo Garai, Paolo Guidorzi

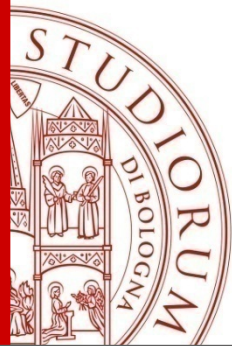
*University of Bologna, Italy*



# Content of the presentation

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1. Reminder: from measurements to categories
2. Effect of uncertainty on category assessment
3. Decision rules for category assessment
4. Proposals for future standards
5. Conclusions

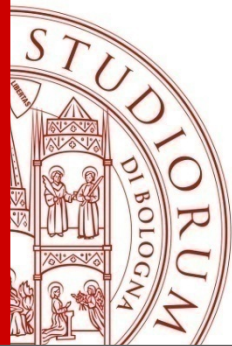


# Airborne sound insulation measurements on noise barriers

**EN 1793-2:** in the **laboratory** under a **diffuse** sound field

**EN 1793-6:** **in situ** under a **direct** sound field





# Single-number rating

From the results in 1/3 frequency bands it is possible to calculate a single-number rating

f, Hz	R, dB Lab.	SI, dB In situ Elem.	SI, dB In situ Post
100	18,5	18,8	14,3
125	19,3	19,5	15,2
160	20,1	20,4	16,2
...			
...			
3150	43,3	43,2	36,4
4000	39,5	38,2	33,4
5000	44,1	41,0	37,8



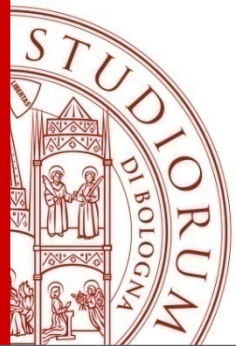
$DL_R$  in dB  
for sound insulation  
In the laboratory



$DL_{SI,E}$  in dB  
for sound insulation  
in situ across  
acoustic elements



$DL_{SI,P}$  in dB  
for sound insulation  
in situ across posts

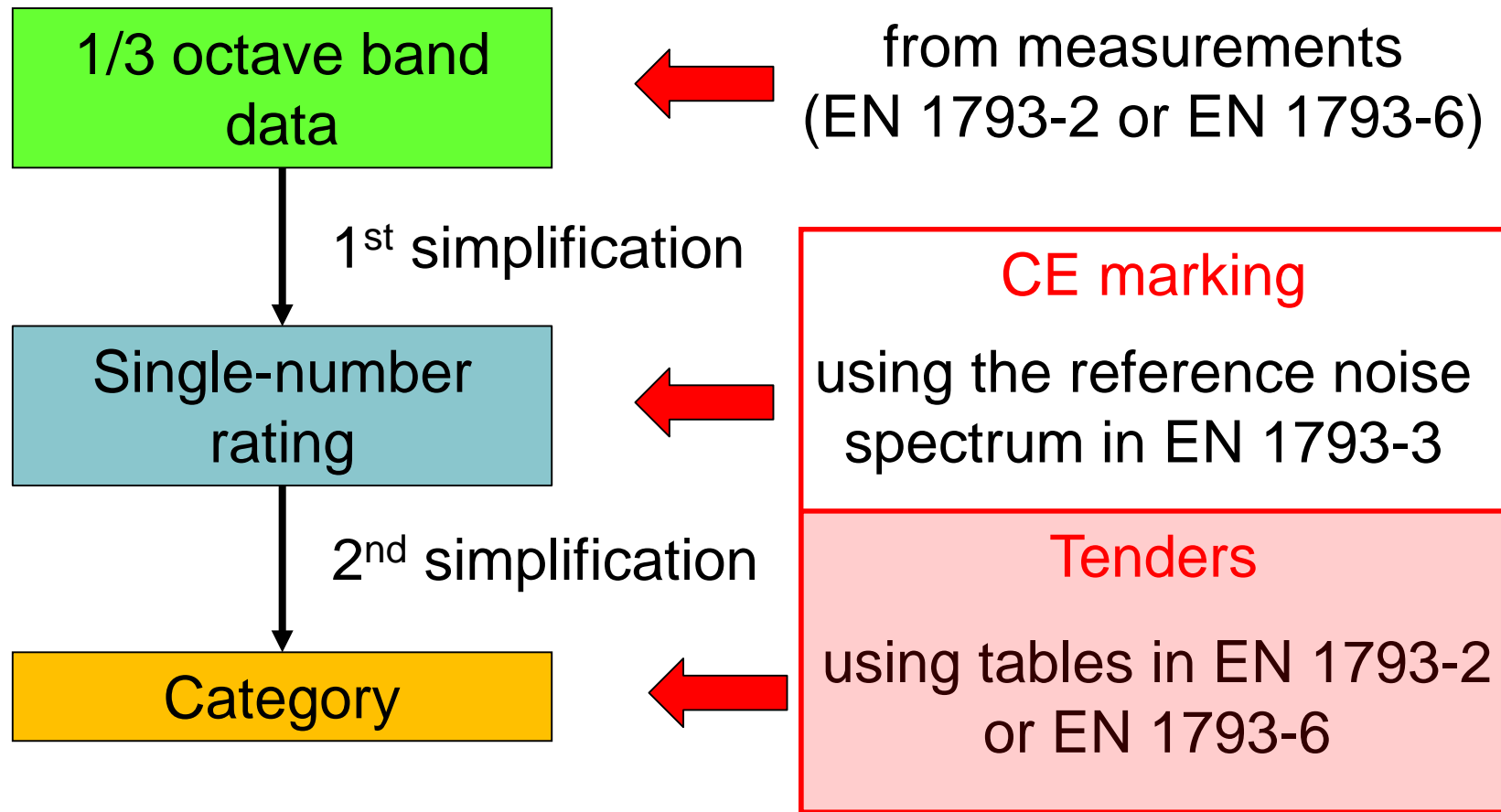


# Categories

From the single-number rating it is possible to assess a category according to a given table

Category Laboratory	Single-number rating $DL_R$ , dB	Category In situ	Single-number rating $DL_{SI,E/P/G}$ , dB
B0	Not determined	D0	Not determined
B1	< 15	D1	< 16
B2	15 to 24	D2	16 to 27
B3	25 to 34	D3	28 to 36
B4	> 34	D4	> 36

# Two-step simplification process





# Declaration of uncertainty

**mandatory** for all EN test standards  
(ref. ISO GUM)

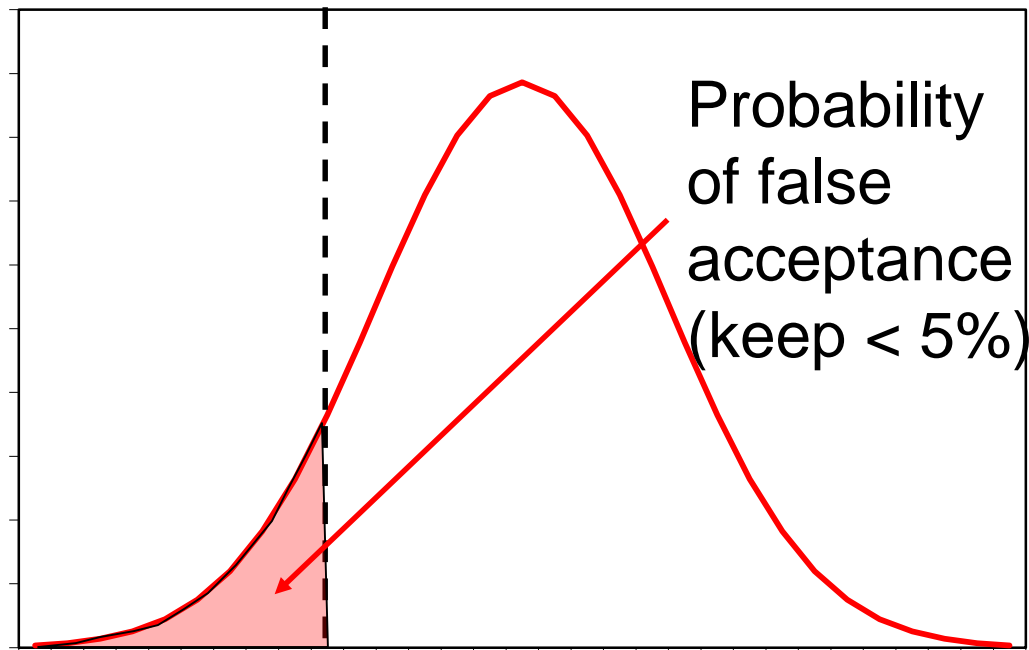
$T_L$  for category B3

$T_L$  for category B3

• No  
B3

• Yes  
B3

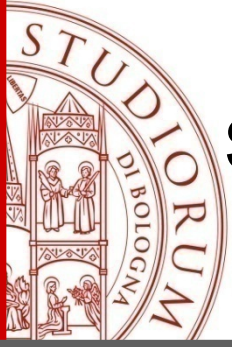
Probability



**Disregarding uncertainty**

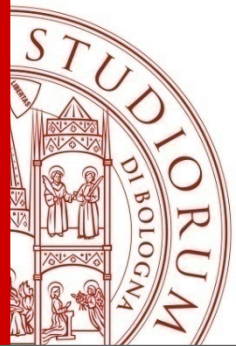
**Considering uncertainty**





# Uncertainty calculated from the standard deviation of measurements in reproducibility conditions $s_R$

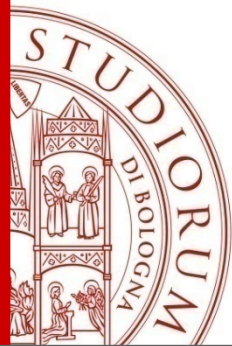
Measurement method	Reference for reproducibility	$s_R$ for single-number rating, dB
EN 1793-2 diffuse sound field	ISO/DIS 12999-1 case A (laboratory)	1,4
EN 1793-6 direct sound field	QUIESST ILT Elements (in situ)	1,3
EN 1793-6 direct sound field	QUIESST ILT Posts (in situ)	0,9



# Example

## 1. Disregarding the uncertainty

- Before rounding  $DL_R = 25,7$  dB
- After rounding  $DL_R = 26$  dB
- EN 1793-2 Table A.1 → category **B3 ( $T_L = 25$  dB)**
- **Is this sure ??**
- The category assessment is used for CE marking and tenders
- It must be certain otherwise it is useless



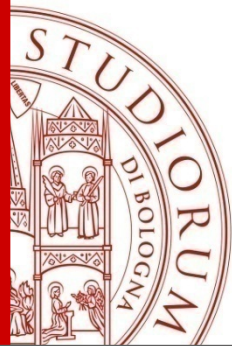
# Example

## 2. Considering the uncertainty

- $s_R = 1,4$  dB (from ISO/DIS 12999-1)
- $k_{95} = 1,96$  (Gaussian distribution, 95% confidence level)

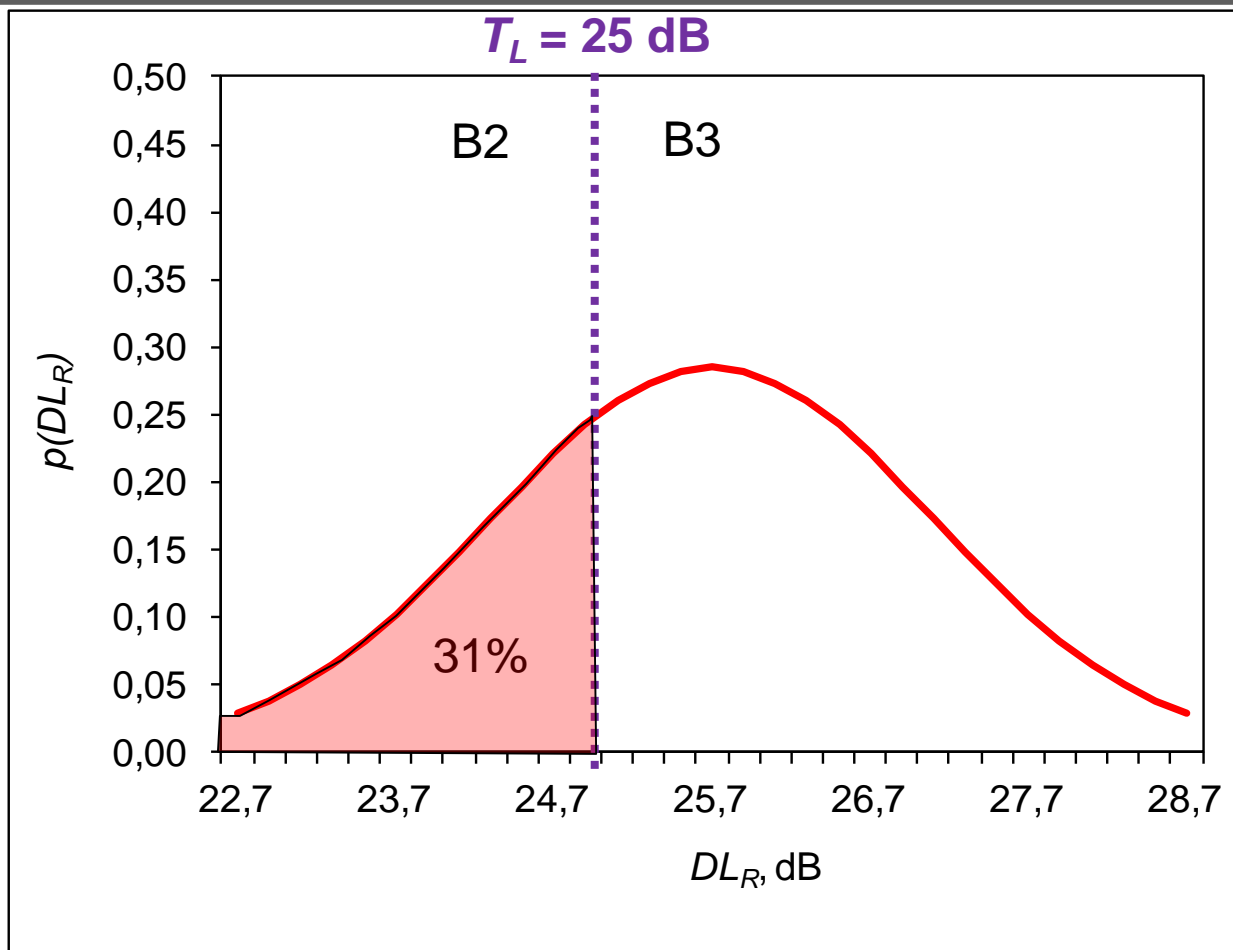
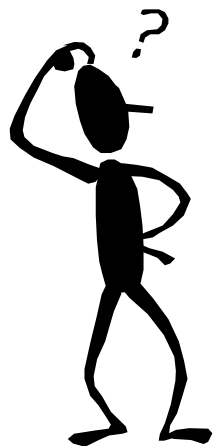
$$R(DL_R) = k_{95} \times s_R = 1,96 \times 1,4 = 2,74 \text{ dB}$$

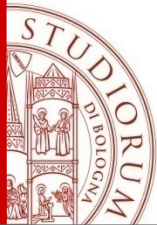
- Coverage interval [23,0 – 28,4] dB at 95% confid. level
- The probability of being below the lower tolerance limit of 25 dB for category B3 is equal to **31%**
- The previous assessment disregarding the uncertainty is wrong in about one case out of three !



# Example

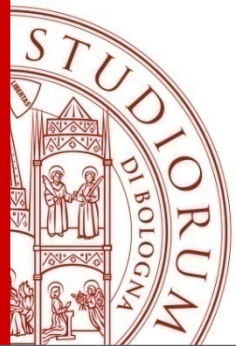
## 2. Considering the uncertainty





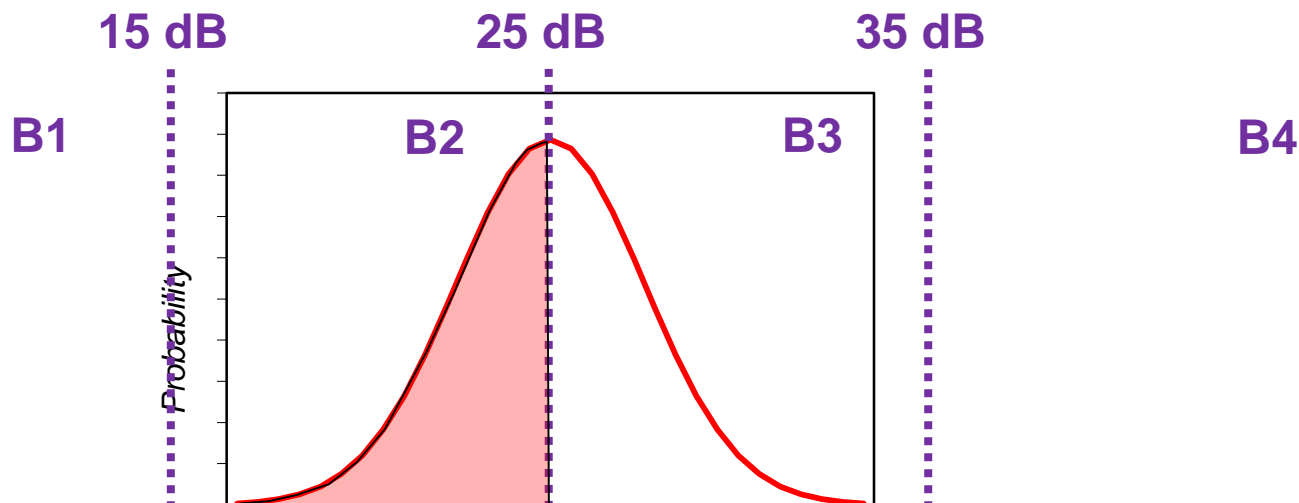
# Decision rules

- Category assessment of noise barriers is a particular case of **conformity assessment**
- In conformity assessment **decision rules** are adopted before taking a decision on whether a value conforms to tolerance limits or not
- Decision rules specify the role of measurement **uncertainty** in formulating acceptance criteria
- Decision rules should be chosen in such a way as to manage the **undesired consequences** of incorrect decisions
- Here the focus is on the **lower tolerance value  $T_L$**  of each category
- $y$  : best estimate of the measurand -  $T_L$  : lower tolerance limit



# Example revisited

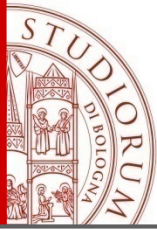
## 1. Disregarding the uncertainty



- Disregarding the uncertainty is equivalent to adopting the ***simple acceptance rule***

$$y \geq T_L \Rightarrow \text{acceptance}$$

- The probability of assessing the wrong category can be ***as large as 50 % (single-number rating value close to  $T_L$ )***



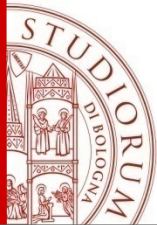
# Proposal for a new decision rule

- It is proposed to adopt a better decision rule:
- **stringent acceptance** + **relaxed rejection** (see paper for details)

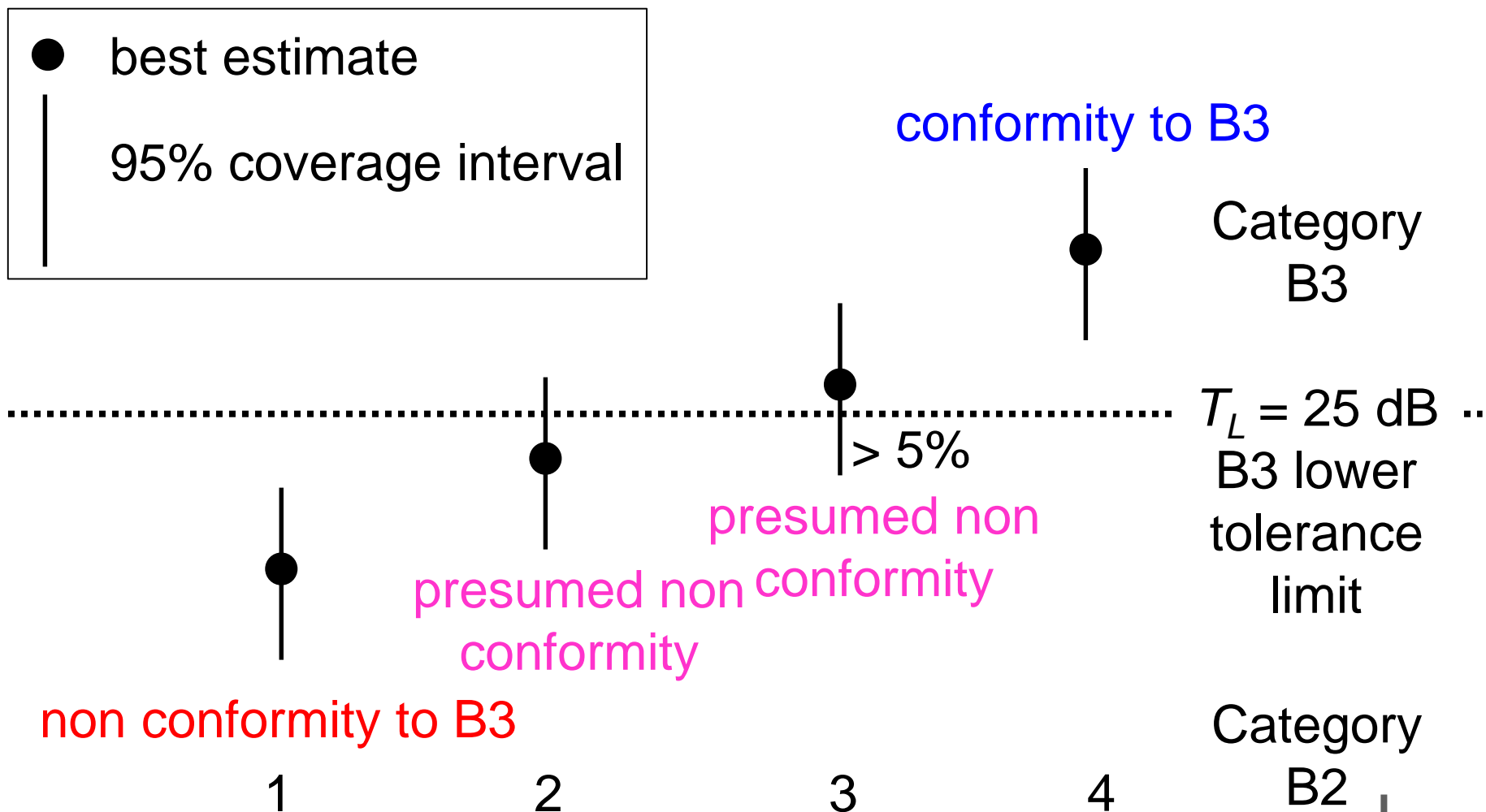
$$y - U \geq T_L \Rightarrow \text{acceptance}$$

$$y + U < T_L \Rightarrow \text{rejection}$$

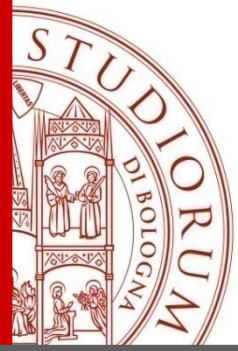
$$y - U < T_L \text{ and } y + U > T_L \Rightarrow \text{presumed rejection}$$



# Proposal for a new decision rule



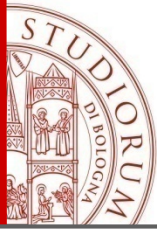




# Example revisited

## Considering the uncertainty + new decision rule

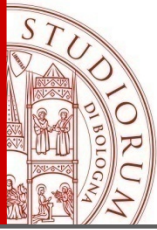
- Before rounding  $DL_R = 25,7$  dB
- After rounding  $DL_R = \mathbf{26}$  dB
- Coverage interval [23,0 – 28,4] dB at 95% confidence level
- Lower tolerance limit of **category B3 = 25 dB**
- Probability of being below the lower tolerance limit = **31%**
- Decision rule: this single-number rating value is **presumably non conforming** to **category B3**
- Therefore the investigated noise barrier should be **assigned to category B2** (the naïf assessment was B3...)



# Proposals for future standards 1/3

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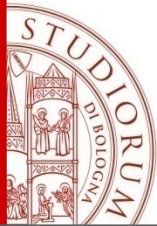
- **EN 1793-2 (laboratory)** should be updated making explicit reference to the reproducibility values of ISO/DIS 12999-1
- **EN 1793-6 (in situ)** should be updated including the reproducibility values coming from the QUIESST inter-laboratory test
- **Both** EN 1793-2 and EN 1793-6 should be updated with an improved procedure to deal with categories; two solutions are possible:



# Proposals for future standards 2/3

## Solution 1:

- Add an annex to the EN with the above considerations on how to manage reproducibility, confidence levels, coverage intervals, etc. in order to correctly establish the airborne sound insulation category of a noise barrier
- Specify to use the new decision rule (stringent acceptance and relaxed rejection rule)
- Update EN 14388 (CE marking) specifying that categories must be assessed keeping into account uncertainty and decision rules
- This will make the use of categories considerably more complicated for CE marking and tenders

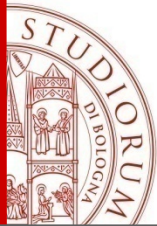


# Proposals for future standards 3/3

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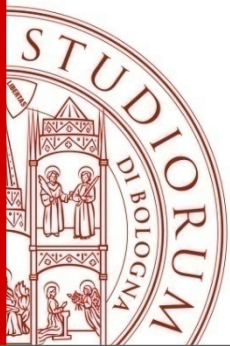
## Solution 2:

- **Discard categories** and declare the results in terms of one-third octave bands values and single-number rating, plus of course the related uncertainty at 95% confidence level
- **Update EN 14388 (CE marking)** specifying that the single-number rating is the only quantity needed to assess the airborne sound insulation performance for CE marking
- **It will be no more possible to write tenders in terms of categories: single-number ratings should be used instead**



# Conclusions

- Uncertainty is **mandatory** in all European test standards
- Considering the uncertainty, the simple acceptance rule in use until now carries a high **risk of incorrect decisions** and thus it should be replaced by better rules
- It seems reasonable to adopt the combination of the stringent acceptance and relaxed rejection rules
- This new decision procedure may give category assessments different from those obtained ignoring the uncertainty. Moreover it requires some knowledge of statistics
- A simpler alternative could be the **elimination of the categories**: the single-number rating will be directly the “performance level”



NOISE CONTROL FOR QUALITY OF LIFE

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*http://acustica.ing.unibo.it*

**Thank you for your attention !**



## Plenary meeting of CEN/TC 226

*Meetings held from 1990 to 2015*

Per date	Per country	
1st Paris 03-04 April 1990	Austria	16th Vienna 16-17 June 2005 25 <sup>th</sup> Vienna 12-13 June 2014
2nd London 17-18 January 1991	Belgium	17 <sup>th</sup> Namur 29-30 June 2008 24 <sup>th</sup> Brussels, CCMC 13-14 June 2013
3rd Berlin 30-31 January 1992	Bulgaria	-
4th Milan 23-24 November 1992	Croatia	-
5th Budapest 17-18 June 1993	Cyprus	-
6th Copenhagen 27-28 April 1994	Czech Republic	9 <sup>th</sup> Prague 9-10 June 1997 21 <sup>st</sup> Prague 10/11 June 2010
7th Athens 31 May, 01-02 June 1995	Denmark	6 <sup>th</sup> Copenhagen 27-28 April 1994
8th Stockholm 28-29 May 1996	Estonia	-
9th Prague 9-10 June 1997	Finland	15 <sup>th</sup> Helsinki 17-18 June 2004
10th Amsterdam 23-24 April 1998	France	1 <sup>st</sup> Paris 03-04 April 1990 12 <sup>th</sup> Paris 17-18 May 2001 23 <sup>rd</sup> Paris 31 May / 01 June 2012
11th Madrid 18-19 October 1999	Germany	3 <sup>rd</sup> Berlin 30/31 January 1992 20 <sup>th</sup> Berlin 04/05 June 2009 <b>26<sup>th</sup> Berlin 11/12 June 2015</b>
12th Paris 17-18 May 2001	Greece	7 <sup>th</sup> Athens 31 May, 01-02 June 1995
13th Dublin 17-18 October 2002	Hungary	5 <sup>th</sup> Budapest 17-18 June 1993
14th Almada 16-17 October 2003	Iceland	-
15th Helsinki 17-18 June 2004	Ireland	13 <sup>th</sup> Dublin 17-18 October 2002
16th Vienna 16-17 June 2005	Italy	4th Milan 23-24 November 1992 19th Milan 12-13 June 2008
17th Namur 29-30 June 2006	Latvia	-
18th Oslo 14-15 June 2007	Lithuania	-
19th Milan 12-13 June 2008	Luxembourg	-
20th Berlin 04/05 June 2009	Malta	-
21st Prague 10/11 June 2010	Netherlands	10th Amsterdam 23-24 April 1998
22nd Stockholm 16/17 June 2011	Norway	18th Oslo 14-15 June 2007
23 <sup>rd</sup> Paris 31 May / 01 June 2012	Poland	-
24 <sup>th</sup> Brussels 13/14 June 2013	Portugal	14th Almada 16-17 October 2003
25 <sup>th</sup> Vienna 13/14 June 2014	Romania	-
<b>26<sup>th</sup> Berlin 11/12 June 2015</b>	Slovakia	-
	Slovenia	-
	Spain	11th Madrid 18-19 October 1999
	Sweden	8 <sup>th</sup> Stockholm 28-29 May 1996 22 <sup>nd</sup> Stockholm 16/17 June 2011
	Switzerland	-
	Turkey	-
	United-Kingdom	2 <sup>nd</sup> London 17-18 January 1991