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**BS EN 50121-1:2017**



**BSI Standards Publication**

# **Railway applications — Electromagnetic compatibility**

Part 1: General

**bsi.**

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This British Standard is the UK implementation of EN 50121-1:2017. It supersedes BS EN 50121-1:2015 which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee GEL/9, Railway Electrotechnical Applications.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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English Version

## Railway applications - Electromagnetic compatibility - Part 1: General

Applications ferroviaires - Compatibilité électromagnétique -  
Partie 1: Généralités

Bahnanwendungen - Elektromagnetische Verträglichkeit -  
Teil 1: Allgemeines

This European Standard was approved by CENELEC on 2016-11-07. CENELEC members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CENELEC member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CENELEC member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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European Committee for Electrotechnical Standardization  
Comité Européen de Normalisation Electrotechnique  
Europäisches Komitee für Elektrotechnische Normung

**CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels**

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## European foreword

This document (EN 50121-1:2017) has been prepared by CLC/TC 9X, "Electrical and electronic applications for railways".

The following dates are fixed:

- latest date by which this document has to be implemented at national level by publication of an identical national standard or by endorsement (dop) [2017-11-07]
- latest date by which the national standards conflicting with this document have to be withdrawn (dow) [2019-11-07]

This document supersedes EN 50121-1:2015.

EN 50121-1:2017 includes the following significant technical changes with respect to EN 50121-1:2015:

- deletion of Annex ZZ.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CENELEC shall not be held responsible for identifying any or all such patent rights.

EN 50121, *Railway applications — Electromagnetic compatibility*, consists of the following parts:

- *Part 1: General* [the present document];
- *Part 2: Emission of the whole railway system to the outside world;*
- *Part 3-1: Rolling stock — Train and complete vehicle;*
- *Part 3-2: Rolling stock — Apparatus;*
- *Part 4: Emission and immunity of the signalling and telecommunications apparatus;*
- *Part 5: Emission and immunity of fixed power supply installations and apparatus.*

## Introduction

The railway system EMC set of product-specific European Standards is intended, in the main, to permit compliance with the EMC Directive, but also to provide a means of prescribing compatibility between internal parts of the railway system. It consists of five parts described at the end of this Introduction.

The set of standards provides both a framework for managing the EMC for railway systems and also specifies the limits for the electromagnetic (EM) emission of the railway system as a whole to the outside world and for the EM emission and immunity for equipment operating within the railway system. The latter is intended to be compatible with the emission limits set for the railway system as a whole and also provides for establishing confidence in equipment being Fit For Purpose in the Railway environment. There are different stationary emission limits set for trams/trolleybuses and for metro/mainline railway systems. The frequency covered by the standards is in the range from DC to 400 GHz. No measurements need to be performed at frequencies where no requirement is specified. The limits for EMC phenomena are set so that the railway system as a whole satisfies the Directive on electromagnetic compatibility with the outside world, and so that EMC is achieved between the various parts of the railway system. Any specific problems in complying with the limits are intended to be addressed by the procedures given in the EMC Directive. Throughout the set of standards, the immunity levels are chosen to ensure a reasonable level of EMC with other apparatus within the local railway environment and with emissions which enter the railway system from the outside world. Limits are also placed on EM emission by railway systems into the outside world.

The compatibility between railway system emissions and their external environment is based upon emission limits from the railway systems being set by considering the results from measurements at the time that the EMC Directive became enforceable. Given that the general compatibility between railway systems and their environment was satisfactory at the time these measurements were made and subsequent experience of applying the limits has confirmed their acceptability, compliance with this Standard has been judged to give satisfactory compatibility. The immunity and emission levels do not of themselves guarantee that the railway system will have satisfactory compliance with its neighbours. In exceptional circumstances, for instance near a "special location" which has unusually high levels of EM interference, the railway system may require additional measures to be taken to ensure proper compatibility. Particular care should be taken when in proximity to equipment not covered by the EMC Directive such as radio transmission equipment, military or medical installations. Attention is particularly drawn to any magnetic imaging equipment in hospitals that may be near to urban transport. In all these cases, compatibility should be achieved with consultation and co-operation between the interested parties.

The immunity and emission levels themselves do not guarantee that integration of the apparatus within the railway system will necessarily be satisfactory. The standard cannot cover all the possible configurations of apparatus, but the test levels are sufficient to achieve satisfactory EMC in the majority of cases. In exceptional circumstances, for instance near a "special location" which has unusually high levels of EM interference, the system may require additional measures to be taken to ensure proper operation. The resolution of this is a matter for discussion between the equipment supplier and the project manager, infrastructure manager or equivalent.

The railway apparatus is assembled into large systems and installations, such as trains and signalling control centres. Details are given in Annex A. It is not, therefore, possible to establish immunity tests and limits for these large assemblies. The immunity levels for the apparatus will normally ensure reliable operation, but it is important to prepare an EMC management plan to deal with complex situations or to deal with specific circumstances; for example, the passage of the railway line close to a high power radio-transmitter which produces abnormally high field strengths. Special conditions may have to be applied for railway equipment which has to work near such a transmitter and these will be accepted as National Conditions for the specification.

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The series of standards EN 50121, *Railway applications — Electromagnetic compatibility*, contains the following parts:

- **Part 1: General:** This part gives a description of the electromagnetic behaviour of a railway system; it specifies the performance criteria for the whole set. A management process to achieve EMC at the interface between the railway infrastructure and trains is referenced.
- **Part 2: Emission of the whole railway system to the outside world:** This part sets the emission limits from the railway system to the outside world at radio frequencies. It defines the applied test methods and gives information on typical field strength values at traction and radio frequency (cartography).
- **Part 3-1: Rolling stock — Train and complete vehicle:** This part specifies the emission and immunity requirements for all types of rolling stock. It covers traction rolling stock and trainsets, as well as independent hauled rolling stock. The scope of this part of the series ends at the interface of the rolling stock with its respective energy inputs and outputs.
- **Part 3-2: Rolling stock — Apparatus:** This part applies to emission and immunity aspects of EMC for electrical and electronic apparatus intended for use on railway rolling stock. It is also used as a means of dealing with the impracticality of immunity testing a complete vehicle.
- **Part 4: Emission and immunity of the signalling and telecommunications apparatus:** This part specifies limits for electromagnetic emission and immunity for signalling and telecommunications apparatus installed within a Railway system. The EMC plan needs to state, if this part is also applicable for railway operational equipment mounted trackside or at platforms.
- **Part 5: Emission and immunity of fixed power supply installations and apparatus:** This part applies to emission and immunity aspects of EMC for electrical and electronic apparatus and components intended for use in railway fixed installations associated with power supply.

EN 50121-1 and EN 50121-2 are product family standards which take precedence over generic standards.

EN 50121-3-1, EN 50121-3-2, EN 50121-4, and EN 50121-5 are product standards.

## 1 Scope

This European standard outlines the structure and the content of the whole set.

It specifies the performance criteria applicable to the whole standards series.

Clause 5 provides information about the EMC management.

This part alone is not sufficient to give presumption of conformity to the essential requirements of the EMC-Directive and is intended to be used in conjunction with other parts of this standard.

Annex A describes the characteristics of the railway system which affect electromagnetic compatibility (EMC) behaviour.

Phenomena excluded from the set are Nuclear EM pulse, abnormal operating conditions (e.g. fault conditions) and the induction effects of direct lightning strike.

Emission limits at the railway system boundary do not apply to intentional transmitters within the railway system boundaries.

Safety considerations are not covered by this set of standards.

The biological effects of non-ionizing radiation as well as apparatus for medical assistance, such as pacemakers, are not considered here.

## 2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 50121 (all parts), *Railway applications — Electromagnetic compatibility*

EN 61000 (all parts), *Electromagnetic compatibility (EMC) (IEC 61000 series)*

## 3 Abbreviations

AC	alternating current
DC	direct current
E	electric (field)
EM	electromagnetic
EMC	electromagnetic compatibility
GTO	gate turnoff (transistor)
H	magnetic (field)
IGBT	insulated gate bipolar transistor
MVA	megavoltampere
RF	radio frequency

For the purpose of this document, definitions related to EMC and to relevant phenomena may be found in IEC 60050-161.

Other parts of this European Standard may contain specific definitions.