



AICQ Rail Transportation Sector Seminar

Status and criticalities of IRIS standard

Florence, December 2nd 2015

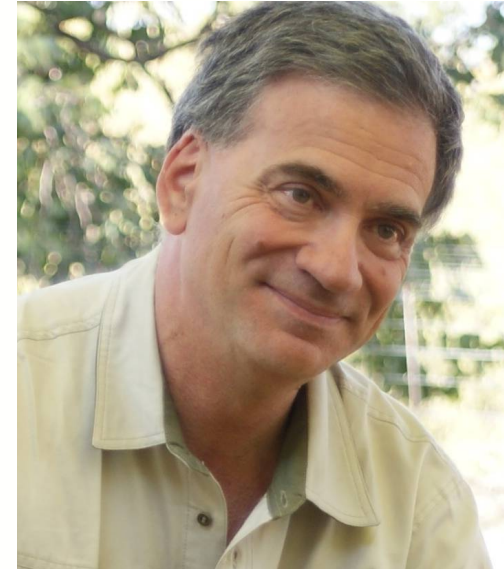
Ansaldo STS

A Hitachi Group Company

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- **Head of Quality Assurance**
- **ISO9001 Management Representative for the whole Ansaldo STS**
- **IRIS Management Representative for the 7 Ansaldo STS sites already IRIS certified or under IRIS certification**
- **Aicq member since 1990**
- **Executive Board member for Aicq Rail Transportation Sector**
- **Executive Board member for Aicq Tosco – Ligure**
- **Member of the IRIS Working Group for the preparation of a guideline for Configuration management**



Paolo Patti

Ansaldo STS – Main data

- Part of Hitachi Group since November 2nd (more than 300.000 employee worldwide)
- Approximately 4000 employees in 23 countries
- 2014 revenues: 1300 million euros
- Signalling and turnkey projects
- Activities: Design, Manufacturing, Installation, Commissioning, Operation and Maintenance



Ansaldo STS Business Lines

HIGH SPEED



MAIN LINES



SUB-URBAN



CONVENTIONAL METRO



DRIVERLESS UTO METRO



LIGHT RAIL



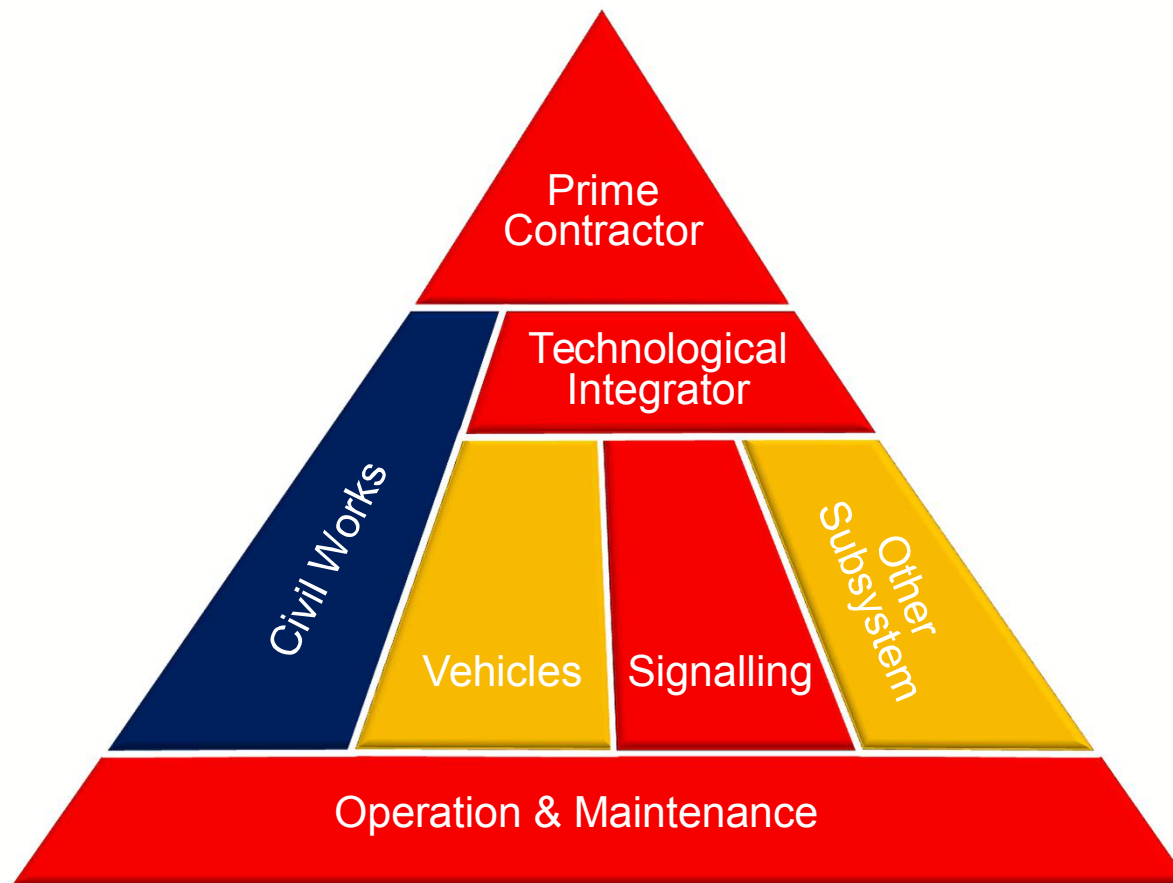
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Ansaldo STS Competencies



IRIS

- **Promoted by UNIFE and supported by operators, system integrators and equipment manufacturers, IRIS (International Railway Industry Standard) complements ISO 9001 introducing rail specific requirements**
- **IRIS is modelled on similar quality standards already in place in the aerospace, and automotive industries and it aims at the avoidance of multiple business management system auditing and therefore increased cost efficiency**

IRIS

➤ **Objectivity** and **transparency** are guaranteed by only using approved and independent certification bodies, known and recognised in the industry

➤ The IRIS certificate will replace individual management system evaluations by at least the signatories of the commitment

Alstom Transport, Ansaldo STS, AnsaldoBreda (Hitachi Rail Italy), Siemens Rail Systems, Knorr-Bremse, Thales, Faiveley Transport, Balfour Beatty Rail, Bombardier Transportation

IRIS – Progress of the Ansaldo STS certifications (signalling)

Certified Sites 2013

➤ Tito Scalo (Italy) Manufacturing 

2014

➤ Riom (France) Manufacturing 


➤ Batesburg (USA) Manufacturing 

➤ Genoa (Italy) Design 

2015

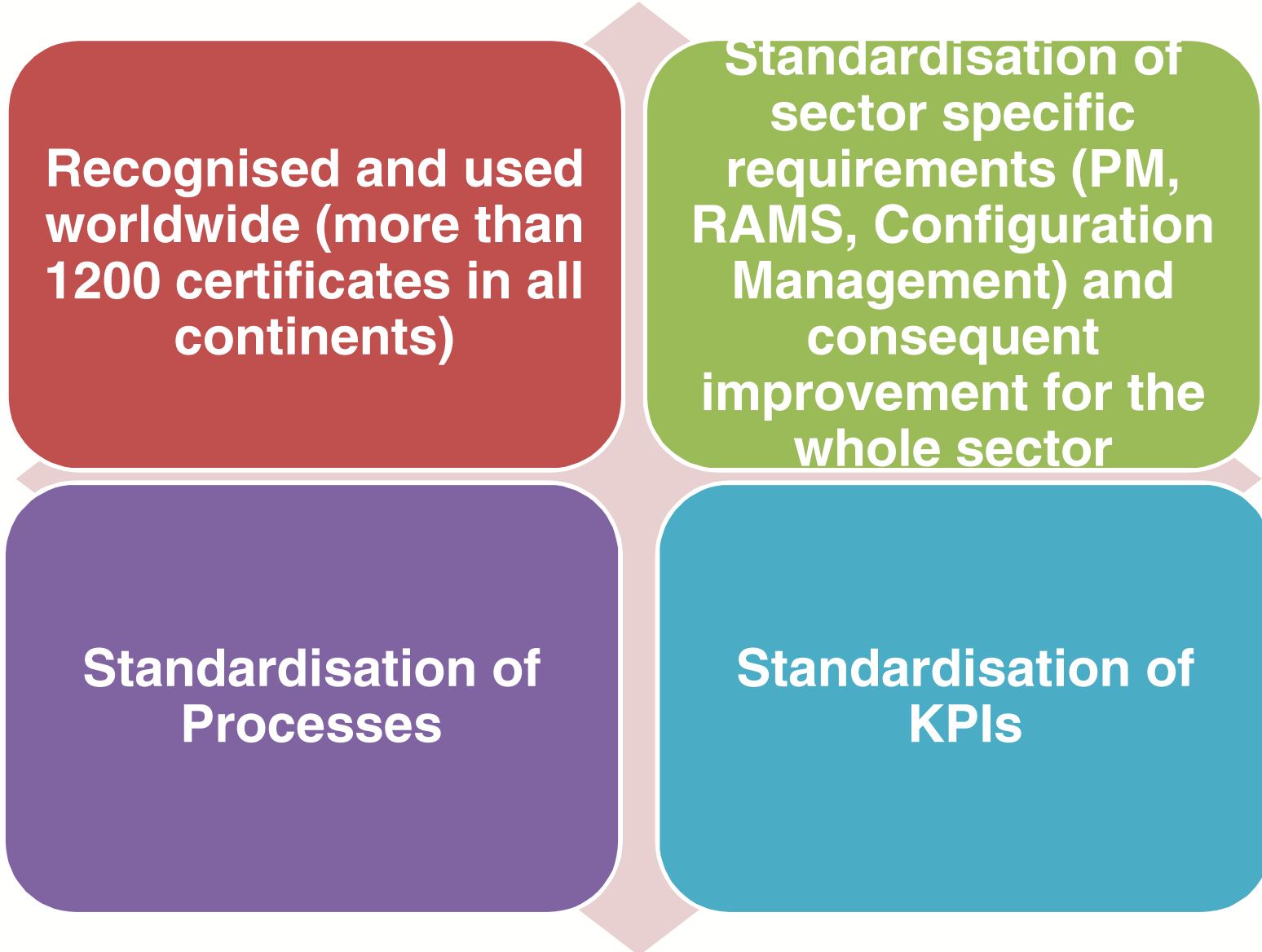
➤ Pittsburgh (USA) Design 

➤ Beijing (China) Design 

➤ Les Ulis (France) Design (foreseen December 18th) 

Current Ansaldo STS commitment for IRIS / UNIFE

- **Stefano Siragusa** (Italy - CEO) UNIFE Presiding Board member
- **Loïc Le Devehat** (France – Quality Assurance) IRIS Steering Committee member
- **Andrew Dicomites** (UK - Quality Assurance) member of the working group for the preparation of the new standard
- **Paolo Patti** (Italy - Quality Assurance) member of the working group for the preparation of the configuration management guideline



IRIS criticalities / opportunities for improvement

A) Recognition from operators and infrastructure managers

B) No multi-site certification approach

C) Auditors availability

D) Limited involvement of signalling

A) Recognition from operators and infrastructure managers

- Quality certification requested by operators and infrastructure managers: ISO9001
- Trenitalia (COCS 30): exemption from the certification of the competence management system for maintainers (provided that the site where activities are performed is IRIS certified)
- SNCF: IRIS score has been requested

B) No multi-site certification approach

- Difficulties to segregate the site specific activities for a non manufacturing site
- Documentation produced for the certification only (e.g. manual)
- Activities performed for the certification only (e.g. management review)
- KPIs managed for the certification only
- Approach opposite to standardisation
- Annual audits in all sites (instead of sampling)

ISO9001 –Ansaldo STS multi-site certification

- 18 certified countries
- 30 certified sites
- 6 main sites yearly audited
- 24 minor sites audited every 3 years



14 yearly certification audits

IRIS – site certification



30 yearly certification audits

c) Auditors availability

- Each auditor can work for one certification body only
- Lack of auditors in some countries (with consequent language problems)
- Lack of signalling auditors
- 15 certification bodies only
- Some ISO9001 auditors are not interested in IRIS

d) Limited involvement of signalling

- Only 7% of IRIS certificates are relevant to signalling
- Alstom has no IRIS certified sites for signalling
- In IRIS working groups signalling is often represented by Ansaldo STS only

CONCLUSIONS

- **UNIFE and IRIS are working to increase the success of the standard**
- **It is desirable that all stakeholders (operators, infrastructure managers, system integrators, equipment manufacturers and certification bodies) cooperate with UNIFE and IRIS in order to maximise the results**



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