

ADVICE

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OF THE EUROPEAN RAILWAY AGENCY

FOR

EUROPEAN COMMISSION

REGARDING

QUESTION AND CLARIFICATION FROM NB RAIL CONCERNING SECTION 4.2.20 OF TSI INF HS

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1 General Context

1. In its letter MOVE B2/IV/19 JUIN 2013 addressed to the Executive Director of the European Railway Agency (“ERA”), the European Commission requested ERA to prepare the technical opinion regarding the question/clarification of NB-Rail number QC-INF-012 concerning requirements on platforms.
2. The QC-INF-012 was issued by NB-Rail Infrastructure Subgroup on 17/04/2013 and accepted at NB-Rail Plenary meeting on 08/05/2013. It relates to the extension of scope of requirements in Section 4.2.20 of the technical specification for interoperability relating to the ‘infrastructure’ sub-system of the trans-European high-speed rail system annexed to Commission Decision 2008/217/EC¹ (“HS INF TSI”). The issue raised therein is that all platforms alongside a high speed line should meet the requirements under Chapters 4.2.20.1 and 4.2.20.7 of the TSI, not only those platforms where a train compliant with HS Rolling Stock TSI intends to stop.

2 Legal Background

1. As the review of the content of the question resulted with the conclusion that the NB-Rail concerns were clear and that the question/clarification is addressed in the new merged INF TSI² to be adopted by the Commission, there is no need to issue an opinion in order to correct the HS INF TSI which should be repealed soon. So according to Article 21b of the ERA Regulation, ERA may issue an advice instead of an opinion. This was accepted by DG MOVE (e-mail of 20 June 2013).
2. According to **Section 4.2.20 Platforms of the HS INF TSI**, *“The requirements of sections 4.2.20 are only applicable to the platforms where trains complying with the HS High-Speed Rolling Stock TSI are intended to stop on normal commercial operation”*. This means that the requirements of sections 4.2.20.1 and 4.2.20.7 are applicable only to platforms where TSI HS RS are intended to stop in normal operation.
3. The problem discovered by the QC-INF-012 concerns in fact only two sections of Section 4.2.20:
 - a. **Section 4.2.20.1 ‘Access to the platform’** that reads as follows:

“Lines of category I

¹ OJ L 77, 19.3.2008, p. 1.

² Draft Technical Specification for Interoperability Subsystem Infrastructure annexed to Recommendation N. ERA/REC/10-2012/INT of the European railway agency dated 10/01/2013 (the “new merged INF TSI”).



Station platforms shall not be built adjacent to tracks where trains may run at speed ≥ 250 km/h

Lines of category II and III

Passenger's access to the platforms adjacent to the tracks where trains may run at speeds ≥ 250 km/h shall only be permitted when a train is intended to stop.

In case of island platform, the train speed on the non stopping side shall be limited to less than 250 km/h whilst passengers are on the platform”.

- b. **Section 4.2.20.7 ‘Prevention of electric shock on platforms’** that reads as follows:

“Lines of category I, II and III

The prevention of electric shock on platforms is ensured by the provisions set out in High-Speed Energy TSI relating to the protective provisions of contact line systems”.

3 **Analysis**

1. The requirements set in sections 4.2.20.1 and 4.2.20.7 concern situations and conditions which may be met at any platform on the line, both those which are intended for high-speed rolling stock services and those intended for conventional rail rolling stock services.

The only important factor for both sections is the vicinity of platforms to tracks where trains may be operated with high speeds.

2. In the process of drafting the new merged INF TSI, these two requirements have been analysed and the conclusions are detailed in the Final Report annexed to the Recommendation N. ERA/REC/10-2012/INT and in the Preliminary Report, reference [13] of the above mentioned annex..
3. For what concerns the requirement “*Access to Platform*”, the conclusion of the Recommendation was that “*The requirement about location of platforms (clause 4.2.20.1 of the HS INF TSI) ‘Station platforms shall not be built adjacent to tracks where trains may run at speed 250 km/h or more’ is not an interoperability issue and is removed from the TSI. It is also supported by OPE, that the same effect can also be achieved by operational measures*”³.

“Access to platforms” where high-speed train are not intended to stop in normal commercial operation, is regulated by the safety management system/rules of each IM/RU and it is not subject to verification by notified bodies.

³ ERA Preliminary report, IU-INF-PreRep, version 1.0, p. 28/52.



Hence ERA cannot support the position of NB-Rail to extend the field of application of the requirements for “Access to Platform” in the HS INF TSI so that such requirements should apply to every platform along HS lines, also to platforms where HS trains are not intended to stop.

4. For what concerns the requirement “*Prevention of electric shock on platforms*”, the conclusion of the Recommendation was that this requirement was already addressed in the technical specifications for interoperability relating to the subsystem 'Energy'⁴ (EN TSIs) and that there was no need to repeat it in the new merged INF TSI. In particular it is addressed in the new ENE TSI (Section 4.2.18) to be adopted by the Commission upon a recommendation from ERA⁵.
5. Considering also the fact that in the technical specification for interoperability relating to the ‘infrastructure’ sub-system of the trans-European conventional rail system annexed to Commission Decision 2011/275/EC⁶ (“CR INF TSI”), requirements for “*Prevention of electric shock on platform*” applied to all platforms, it is correct for NB-Rail to say that requirements defined in Sections 4.2.20.7 of the HS INF TSI should apply to every platform along high speed lines, regardless of what type of train is intended to stop at specific platform.
6. Therefore, in the new merged INF TSI, ERA recommended that the number of basic parameters related to “Platforms” be changed and, to a certain extent, simplified: paragraphs “*Access to platform*”(Sections 4.2.20.1 of HS INF TSI) and “*Prevention of electric shock on platform*” (Section 4.2.20.7 of HS INF TSI) should no longer exist in the new merged INF TSI.

4 The advice

1. Following the above analysis, ERA supports the opinion of NB-Rail, whose proposal is included in QC-INF-012 section called ‘Suggested Resolution/Interpretation’ for what concerns section 4.2.20.7 ‘*Prevention of electric shock on platforms*’.. This requirement is already addressed in the EN TSIs and in the new ENE TSI : there is no need to repeat it in the new merged INF TSI nor to modify the HS INF TSI.

⁴ Commission Decision 2011/274/EU of 26 April 2011 concerning a technical specification for interoperability relating to the ‘energy’ subsystem of the trans-European conventional rail system (OJ L 126, 14.05.2011, p. 1) and Commission Decision 2008/284/CE of 6 March 2008 concerning a technical specification for interoperability relating to the ‘energy’ sub-system of the trans-European high-speed rail system (OJ L 104, 14.04.2008, p.1).


⁵ Recommendation N. ERA/REC/11-2012/INT of ERA on the revised Technical Specification for Interoperability relating to the subsystem 'Energy' (the new merged ENE TSI”) of 10 January 2013.

⁶ OJ L126 14.05.2011 p. 53



2. Concerning the section 4.2.20.1 "Access to platform", ERA does not support the position of NB-Rail to extend the field of application of the requirements for "Access to Platform" in the HS INF TSI. Such requirement does not appear anymore in the new merged INF TSI.

Valenciennes, 11 OCT. 2013



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