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# CR TSI\_C00000152 - Record Details

Jul 7, 2022 8:34:48 AM

Main		
State:	Packaged	
Headline:	Remove the link with Union Legislation concerning exhaust emission	
Type:	Error	
Last Modification Date:	Nov 29, 2021 3:22:53 PM	
Documents and References:	TSI LOC&PAS § 4.2.8.3. Diesel and other thermal traction system (1) Diesel engines are to comply with the Union legislation concerning exhaust (composition, limit values).	
Recognised Organisation:	EC	
Submission Date:	Dec 11, 2019 3:20:48 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):		
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	Clause L&P TSI 4.2.8.3 is misleading as it looks like it is the only other legislation applying to RST, while there are other ones, e.g, Pressure vessels Directive. The scope of TSIs being the Interoperability Directive, this reference should be clarified.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
Agreed Solution		
Agreed Solution:	<p>Minutes of the WP meeting of 21/10/2020: NSA FR agrees with NSA LU and the removal of the clause. CER supports.</p> <p>NSA LU remarks that a guide could be published with applicable legislation. ERA replies that such a guide wouldn't be in the scope of the TSIs, but the point can be discussed in the context of vehicle authorisation.</p> <p>The proposal for the resolution of the CR is accepted by the WP.</p>	

	Conformity with the previous version of the TSI ensures in all cases the conformity with the new version			
Supporting document(s) for agreed solution:				
<b>Justification/Discussion for Solution</b>				
Justification/Discussion for Solution by assigned WG(s):		Core Team 24/09: this clause is not necessary as diesel engines have anyway to comply with the EU legislation applicable to them. It is proposed therefore to delete the clause 4.2.8.3		
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Others		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team			cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C	
TWG EDIT			cq.record:WorkingParty/TWG EDIT@CCM/TSI_C	
Superseded CRs:				
id			Headline	
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Dec 11, 2019 3:23:20 PM	defosan	Submit	no_value	Submitted
Dec 11, 2019 3:24:56 PM	defosan	Validate	Submitted	Valid
Dec 11, 2019 3:26:37 PM	defosan	Assign	Valid	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Jan 31, 2020 11:14:00 AM	defosan	Modify	Assigned	Assigned
Feb 6, 2020 2:22:09 PM	defosan	Modify	Assigned	Assigned
Feb 11, 2020 8:40:50 AM	defosan	Modify	Assigned	Assigned
Feb 12, 2020 12:20:19 PM	defosan	Supersede	Assigned	Superseded
Feb 13, 2020 3:24:10 PM	defosan	Modify	Superseded	Superseded
Sep 24, 2020 10:19:03 AM	defosan	Assign	Superseded	Assigned
Nov 6, 2020 4:06:54 PM	defosan	Modify	Assigned	Assigned
Nov 6, 2020 4:07:02 PM	defosan	Complete	Assigned	Analysis_Completed
Dec 7, 2020 11:31:03 AM	defosan	Incorporate	Analysis_Completed	Packaged
Feb 3, 2021 10:19:55 AM	defosan	Modify	Packaged	Packaged
Mar 9, 2021 1:51:20 PM	defosan	Modify	Packaged	Packaged
Nov 29, 2021 3:23:06 PM	defosan	Modify	Packaged	Packaged

# CR TSI\_C00000163 - Record Details

Jul 7, 2022 8:35:49 AM

Main		
State:	Packaged	
Headline:	Define a procedure for testing the acoustic performance of composite brake blocks	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:00:14 AM	
Documents and References:	APPENDIX G OF COMMISSION REGULATION 321/2013	
Recognised Organisation:	EC	
Submission Date:	Jan 30, 2020 10:58:34 AM	
Submitter Reference Number:	#60-62	
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	After the last revision of the NOI TSI, a new open point has been created regarding the acoustic assessment of the tread wagon brake blocks at IC level. A methodology and, if possible, the pass/fail criteria for this assessment are required.  Appendix G of the WAG TSI should be updated accordingly.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
Agreed Solution		
Agreed Solution:	Solution agreed at WP14 on 10 Mar 2022:  see documents WP14_Item5_CBB-NOI-TSI and WP14_Item5_CBB_WAG_TSI	
Supporting document(s) for agreed solution:	WP14_Item5_CBB-NOI-TSI.docx, WP14_Item5_CBB_WAG_TSI.docx	
Justification/Discussion for Solution		
Justification/Discussion for Solution by assigned WG(s):	1 - A specific working group on composite brake blocks (TWG CBB) was created to prepare a proposal. See the compilation of the	

minutes of the TWG CBB meetings in attachment.

2 - Proposal presented by TWG CBB to the WP14 on 10 Mar 2022.  
Extract of the MoM of WP14

NSA IT asks if a modification of the Appendix G is foreseen following the work performed in the TWG.

ERA answers that the Appendix G will remain as it is and actually remains frozen. The open point on how to place on the market brake blocks is closed but the appendix will stay until the validity date of the last brake blocks will expire, which will render the appendix outdated as such.

NB Rail underlines that each time the TSI is revised it implies an extension of the 10 years period of transition for the existing blocks. NB Rail proposes to clarify in the application guide how this should be handled in practice.

ERA stresses that the 10 years period only applies to the new requirements and agrees on the modification to be foreseen to the application guide.

The CR 163 is approved and will be processed to the next step 'Analysis completed'.

The agreed text is available in the tab 'Agreed Solution'

Supporting document(s) for justification/discussion:

TWG\_CBB\_MoM.zip

### Economic Evaluation

Preliminary Assessment of Benefits by submitter:

Supporting document(s) for preliminary assessment of benefits:

Economic Evaluation:

Supporting document(s) for Economic Evaluation:

### Process Management

Severity:

Others

Reason for reclassification

Reason for rejection:

Reason for postponement:

Superseding CR:

Target TSI and Baseline:

TSI\_name

Reference\_OJ\_Publication

WAG TSI

Main Package 2022

cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI\_C

List of assigned Working Party(ies):

name

TWG CBB

cq.record:WorkingParty/TWG CBB@CCM/TSI\_C

TWG EDIT

cq.record:WorkingParty/TWG EDIT@CCM/TSI\_C

Superseded CRs:

id	Headline			
<b>Contact Person</b>				
Contact person Name:	Antoine Defossez			
Contact person E-Mail address:	antoine.defossez@era.europa.eu			
<b>History</b>				
Date	User	Action	Old State	New State
Jan 30, 2020 11:10:18 AM	defosan	Submit	no_value	Submitted
Jan 30, 2020 11:16:36 AM	defosan	Validate	Submitted	Valid
Feb 11, 2020 2:43:23 PM	defosan	Assign	Valid	Assigned
Feb 11, 2020 2:43:42 PM	defosan	Modify	Assigned	Assigned
Feb 13, 2020 12:27:03 PM	defosan	Modify	Assigned	Assigned
Feb 13, 2020 3:27:26 PM	defosan	Modify	Assigned	Assigned
Apr 1, 2020 5:24:49 PM	defosan	Modify	Assigned	Assigned
Mar 11, 2022 5:31:15 PM	defosan	Complete	Assigned	Analysis_Completed
May 12, 2022 4:42:50 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
May 23, 2022 2:51:47 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:00:34 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000164 - Record Details

Jul 7, 2022 8:36:19 AM

Main		
State:	Packaged	
Headline:	Consider the inclusion of the derailment detection function	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:00:43 AM	
Documents and References:	Article 5 (4) of DEcision (EU) 2017/1474: 4. The WAG TSI shall ensure consistency and avoid any overlap with the Regulations concerning the International Carriage of Dangerous Goods by Rail ('RID') as regards technical requirements applicable to vehicles. The inclusion of the derailment detection function shall be considered in terms of technical requirements, operational aspects and conformity assessment procedures.	
Recognised Organisation:	EC	
Submission Date:	Jan 30, 2020 1:50:50 PM	
Submitter Reference Number:	#47	
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	The inclusion of specifications on the derailment detection function should be considered. The actual inclusion or not will depend on the analysis of the different possible solutions.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	The agreed solution is the solution as proposed at WP11 on 26 Oct 2021, see tab "Justification/Discussion for Solution"  note from TWG EDIT: point number in clause 4.2.12.2 changed to (18) instead of (17) as (17) was already taken by another CR.	

TWG EDIT 8 Feb 2022:

4.2.9.3.7 Derailment detection and prevention signal processing Point (1) changed to

(1) This clause is applicable to locomotives intended to process signals emitted by freight wagons, if provided with DPF or DDF as defined in point 4.2.3.5.3 of TSI WAG

TWG EDIT 16 May 2022: the terms 'intended to' should be further clarified in the application guide:

4.2.9.3.7 Derailment detection and prevention signal processing

(1) This clause is applicable to locomotives intended to process signals emitted by freight wagons, if provided with DPF or DDF as defined in point 4.2.3.5.3 of TSI WAG.

Agreed with the following consultation output 27 June 2022: wagons can be equipped with DPF or DDF or both. Editorial change proposed

4.2.9.3.7 Derailment detection and prevention signal processing

(1) This clause is applicable to locomotives intended to process signals emitted by freight wagons, if provided with DPF, DDF or both as defined in point 4.2.3.5.3 of TSI WAG.

(2) These locomotives shall be equipped with means to receive a signal from the freight wagons forming a train which are equipped with the DPF, DDF or both informing of:

Supporting document(s) for agreed solution:

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1 -The derailment detection function was discussed within the TWG Freight, resulting in the proposal presented during the WP10 on 7 Sep 2021.

2 - Extract of the MoM of WP10:

The outputs from the TWG Freight on the Derailment Detection Device have been uploaded for the WP meeting of 26 Oct 2021. ERA makes a short presentation of the documents to explain their content UNIFE comments:

- Input from the TWG of last week has not been integrated in the presentation and documented uploaded on the extranet for WP#12.
- We expect the results to be communicated to the TWG Freight experts before being presented to the WP. ERA confirmed MoM will be sent in the coming days..

- Level of details seen as too deep and specific and not matching the maturity of the solutions, since the system will be requested by customers as soon as the TSIs are published even if voluntary.

- Do not agree that the level of detail in the TSIs for DDD should correspond to the level of detail for passenger alarm: passenger alarm is more established and there is a standard available..

CER support a conclusion on this topic without re-opening the discussion that already took place in the TWG. TSIs amendments delivered by the are supported.

ERA concludes that the discussion, and if possible the agreement is planned for the WP meeting of 26 October.

3 - Proposal made to the WP11 on 26 Oct 2021.

See files "WP11\_Derailment detection prevention function" and "WP11\_IA-Derailment Detection"

The following comments were received in advance of the meeting:

UNIFE: Derailment detection/prevention definitions and solutions with



communication to the locomotive are not mature enough to be implemented into the TSI. The TSI should not force a solution here. Purpose of CR and objectives to be achieved are not clear today and further discussion needed. Following the last WP meeting, no communication was made to the TWG Freight as stated. UNIFE does not support the CR proposal.

CER: Proposed amendments and corresponding Impact Assessment issued by the TWG Freight for approval of the WP11 is appreciated and supported with the following request for clarification:

- o The optional aspect of the C2 requirement in TSI WAG shall be reflected in the Application guide of the TSI. Idem for TSI Loc&Pas for locomotives intended to be operated with fitted wagons.
- o In Loc&Pas TSI:2022 clause 4.2.9.3.7 and 4.2.9.3.7(a), the verb "intend" may need to be clarified from a legal perspective ensuring having clear legal requirements in the TSI – legal certainty is required.

4 - Extract of the MoM of WP11 on 26 Oct 2021:

TWG Freight – Derailment detection and prevention function: proposal for the amendment of WAG TSI and Impact Assessment Comments submitted by UNIFE:

DDD/P definitions and solutions which require communication to the loco not mature. TSI should not force a solution. Purpose of CR and objectives to be achieved not clear. No communication was made to the TWG Freight as stated. UNIFE does not support the CR proposal. Comments submitted by CER:

Proposed amendments and IA appreciated and supported with request for clarification:

- optional C2 in TSI WAG shall be reflected in the Application guide. Idem for locos.
- clause 4.2.9.3.7 and 4.2.9.3.7(a), the verb "intend" may need to be clarified

Asks to avoid re-discussing TWGP discussion at WP level.

ERA explains that this is an optional requirement. It does not have an impact on already authorized rolling stock . ISO standard considered, as well as proprietary solutions implemented in LOCs; automatic coupling could open possibilities. All proposed solutions, included those which imply a communication with the loco are quite open and easy to find out a technical solution (the requirements for the man-machine interface are similar of those already defined in the TSI for passenger alarm). This will also allow its easy integration with other workstream (e.g, DAC)\_

ERA is open to proposal for improving the formulation of the TSI LOC&PAS in the application guide.

UNIFE reinforce its statement that they do not support this CR at that this subject will need some years to come to maturity.

ERA explains that there is a mandate from the commission to the agency to develop a technical specification to be developed as part of the TSI revision package.

The CR is approved and will be processed to the next stage, Analysis Completed.

5 - TWG EDIT 8 Feb 2022: In the sentence "The derailment detection and prevention function is intended to prevent derailments or to mitigate the consequences of a derailment of the unit" , further clarification of "intend" is needed in the Application Guide for both WAG and L&P TSIs

Supporting document(s) for justification/discussion:

WP11\_Derailment detection prevention function.docx, WP11\_IA-Derailment Detection.docx

<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Others		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
Application guide	n.a.		cq.record:TSI/Application guiden.a.@CCM/TSI_C	
LOC&PAS TSI	Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C	
WAG TSI	Main Package 2022		cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
TWG Freight		cq.record:WorkingParty/TWG Freight@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jan 30, 2020 2:01:33 PM	defosan	Submit	no_value	Submitted
Jan 30, 2020 2:02:09 PM	defosan	Validate	Submitted	Valid
Feb 11, 2020 2:34:28 PM	defosan	Assign	Valid	Assigned
Feb 13, 2020 3:27:43 PM	defosan	Modify	Assigned	Assigned
Apr 1, 2020 5:15:36 PM	defosan	Modify	Assigned	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Jul 30, 2020 2:20:15 PM	defosan	Modify	Assigned	Assigned
Nov 4, 2021 2:29:10 PM	defosan	Modify	Assigned	Assigned
Nov 4, 2021 2:29:22 PM	defosan	Modify	Assigned	Assigned
Nov 4, 2021 2:29:54 PM	defosan	Modify	Assigned	Assigned
Nov 4, 2021 2:31:07 PM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:23:23 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Dec 15, 2021 10:47:13 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jan 19, 2022 9:11:27 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Feb 4, 2022 1:56:22 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Feb 8, 2022 10:21:00 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Feb 8, 2022 10:22:45 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Feb 8, 2022 10:23:40 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Feb 8, 2022 2:13:55 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
May 16, 2022 11:07:01 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jun 24, 2022 5:03:14 PM	defosan	Assign	Analysis_Completed	Assigned
Jun 24, 2022 5:33:42 PM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:00:45 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000165 - Record Details

Jul 7, 2022 8:46:51 AM

<b>Main</b>		
State:	Packaged	
Headline:	Define the interoperability requirements for automatic couplers for freight wagons	
Type:	Enhancement	
Last Modification Date:	Jul 7, 2022 8:46:40 AM	
Documents and References:	<p>Decision (EU) 2017/1474 Article 3 (5) (b) 5. The TSIs shall, where appropriate, include provisions which: (b) take into account the developments of the Union railway system and related research and innovation activities, and integrate them when they reach the appropriate level of maturity;</p> <p>Decision (EU) 2017/1474 Article 5 (3) 3. The WAG TSI shall include provisions to increase flexibility and efficiency in train composition and the development of intermodal transport. Provisions on automatic coupling shall be included where appropriate.</p>	
Recognised Organisation:	EC	
Submission Date:	Jan 30, 2020 2:05:26 PM	
Submitter Reference Number:	#44	
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	On the basis of the outcomes of Shift2Rail IP5, the WAG TSI could be modified to allow for the use of automatic couplers for "Go Everywhere" freight wagons. The integration of power and data bus lines should also be considered.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		

Agreed Solution:

Solution agreed during the WP15 meeting on 25 Apr 2022

In WAG TSI:

7.1.2 point (e) is replaced by 'Not used'

Addition of the following clause:

7.6.2 Digital Automatic Coupling

As part of the Digital rail and Green freight TSI revision package (2022 revision) set out in point 7.6.1, the Commission requested the Agency to include provisions regarding the implementation of the Digital Automatic Coupling for freight wagons.

The provisions above should apply to both new, renewed and existing freight wagons as set out in Whereas 23 and Art. 5.3 of Commission Delegated Decision (EU) 2017/1474. Due to the complexity of the discussion, the Agency did not deliver a recommendation in the Green Freight revision package. However, these provisions should be included in the TSI no later than in year 2025.

The Agency has produced a ERA Report showing the current state of development of the specification for the DAC. The report ERA/xxx/ is available in ERA website.

Addition of the following clause in the LOC&PAS TSI:

7.5.2.4 Digital Automatic Coupling

As part of the Digital rail and Green freight TSI revision package (2022 revision) set out in point 7.5.2.3, the Commission requested the Agency to include provisions regarding the implementation of the Digital Automatic Coupling.

Pursuant to Whereas 23 of Commission Delegated Decision (EU) 2017/1474, the Digital rail and Green freight TSI revision package shall include provisions in this TSI and Commission Regulation (EU) such as automatic coupling systems.

Due to the complexity of the discussion, the Agency did not deliver a recommendation in the Green Freight revision package. However, these provisions should be included in the TSI no later than in year 2025.

The Agency has produced a ERA Report showing the current state of development of the specification for the DAC. The report ERA/xxx/ is available in ERA website.

Supporting document(s) for agreed solution:

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1 - TWG FREIGHT proposal for the WP15 of 25 Apr 2022:

In WAG TSI:

7.1.2 point (e) is replaced by 'Not used'

Addition of the following clause:

7.6.2 Digital Automatic Coupling

As part of the Digital rail and Green freight TSI revision package (2022 revision) set out in point 7.6.1, the Commission requested the Agency to include provisions regarding the implementation of the Digital Automatic Coupling for freight wagons.

The provisions above should apply to both new, renewed and existing freight wagons as set out in Whereas 23 and Art. 5.3 of Commission Delegated Decision (EU) 2017/1474. Due to the complexity of the discussion, the Agency did not deliver a recommendation in the Green Freight revision package. However, these provisions should be included in the TSI no later than in year 2025.

The Agency has produced a ERA Report showing the current state of development of the specification for the DAC. The report ERA/xxx/ is available in ERA website.

Addition of the following clause in the LOC&PAS TSI:

#### 7.5.2.4 Digital Automatic Coupling

As part of the Digital rail and Green freight TSI revision package (2022 revision) set out in point 7.5.2.3, the Commission requested the Agency to include provisions regarding the implementation of the Digital Automatic Coupling.

Pursuant to Whereas 23 of Commission Delegated Decision (EU) 2017/1474, the Digital rail and Green freight TSI revision package shall include provisions in this TSI and Commission Regulation (EU) such as automatic coupling systems.

Due to the complexity of the discussion, the Agency did not deliver a recommendation in the Green Freight revision package. However, these provisions should be included in the TSI no later than in year 2025.

The Agency has produced a ERA Report showing the current state of development of the specification for the DAC. The report ERA/xxx/ is available in ERA website.

Supporting document(s) for justification/discussion:

MoM\_TWG FREIGHT\_20200514\_draft V1 (1).docx

### Economic Evaluation

Preliminary Assessment of Benefits by submitter:

Supporting document(s) for preliminary assessment of benefits:

Economic Evaluation:

Supporting document(s) for Economic Evaluation:

### Process Management

Severity:

Others

Reason for reclassification

Reason for rejection:

Reason for postponement:

Superseding CR:

Target TSI and Baseline:

TSI_name	Reference_OJ_Publication			
WAG TSI	Main Package 2022		cq.record:TSI/WAG TSI Main Package 2022@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
TWG Freight		cq.record:WorkingParty/TWG Freight@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jan 30, 2020 2:23:10 PM	defosan	Submit	no_value	Submitted
Jan 30, 2020 2:23:39 PM	defosan	Validate	Submitted	Valid
Jan 30, 2020 2:33:22 PM	defosan	Modify	Valid	Valid
Feb 11, 2020 2:44:07 PM	defosan	Assign	Valid	Assigned
Feb 13, 2020 3:28:01 PM	defosan	Modify	Assigned	Assigned
Apr 1, 2020 5:14:46 PM	defosan	Modify	Assigned	Assigned
Jun 4, 2020 2:41:03 PM	defosan	Modify	Assigned	Assigned
Jul 6, 2020 3:51:41 PM	defosan	Modify	Assigned	Assigned
Apr 5, 2022 3:19:38 PM	defosan	Modify	Assigned	Assigned
Apr 6, 2022 3:04:09 PM	defosan	Modify	Assigned	Assigned
Apr 25, 2022 4:46:12 PM	defosan	Modify	Assigned	Assigned
Apr 26, 2022 2:59:00 PM	defosan	Complete	Assigned	Analysis_Completed
Apr 26, 2022 3:00:16 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Apr 26, 2022 3:00:41 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 7, 2022 8:46:43 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000169 - Record Details

Jul 7, 2022 8:37:02 AM

Main		
State:	Packaged	
Headline:	Harmonise the structure of interface requirements between ENE and LOC&PAS TSIs	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:03:39 AM	
Documents and References:	Decision (EU) 2017/1474, Article 3 (5) 5. The TSIs shall, where appropriate, include provisions which: (a) take into account possible impact on and interfaces with other TSIs and existing relevant strategies, policies and Union legislation, and ensure coherence between them. The TSIs shall, whenever possible, preserve the provisions in force aimed at removing technical barriers to interoperability;	
Recognised Organisation:	EC	
Submission Date:	Jan 30, 2020 5:32:50 PM	
Submitter Reference Number:	#51	
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
ENE TSI	EU 1301/2014	cq.record:TSI/ENE TSIEU 1301%/2014@CCM/TSI_C
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	The objective is to harmonise the structure of the interfaces requirements between the LOC&PAS and the ENE TSI	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	Solution agreed at WP14 on 10 Mar 2022:  See files WP14_Item 4_CR169-170_TSI_ENE and WP14_Item 4_CR169-170_TSI_LOC-PAS (1)  Modified by TWG EDIT as follows:	



	In clause 6.1.4.1 (1) (d) the words 'and including' are added  "For OCL with a design speed up to and including 100 km/h, simulation and measurement of the dynamic behaviour are not required".	
Supporting document(s) for agreed solution:	WP14_Item 4_CR169-170_TSI_ENE.docx, WP14_Item 4_CR169-170_TSI LOC-PAS (1).docx	
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by assigned WG(s):	<p>1 TWG meeting on 12.05.2020 Initial ERA proposal, how to tackle the CR and about next steps to be taken, has been announced at the meeting with the request to comment it and send suggestions for organization of work until 2.06.</p> <p>2 TWG meeting on 25.06.2020 TWG accepted the proposal to establish one task force dealing with both change requests (CR 169 and 170) referring to ENE subsystem based on the common sector expert group consisting from representatives of CER, EIM, UNIFE, NBRail and of some NSAs. The first meeting of this task force took place on 29.06.2020 with the aim to create a planning and distribution of work packages among the members. This CR will be tackled in one work package.</p> <p>3 - approval during WP14 on 10 Mar 2022: see document WP14_CR169-CR170</p>	
Supporting document(s) for justification/discussion:	CR 169.docx, WP14_CR169-CR170.docx	
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Others	
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
Application guide	n.a.	cq.record:TSI/Application guiden.a.@CCM/TSI_C
ENE TSI	Main Package 2022	cq.record:TSI/ENE TSIMain Package 2022@CCM/TSI_C
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):		

name				
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
TWG FI/RST Interfaces		cq.record:WorkingParty/TWG FI%/RST Interfaces@CCM/TSI_C		
Superseded CRs:				
id		Headline		
TSI_C00000170		Requirements for the design of the OCL and the pantograph distribution in case of multiple pantograph operation (more than 2)		cq.record:CR/TSI_C00000170@CCM/TSI_C
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jan 30, 2020 5:36:51 PM	defosan	Submit	no_value	Submitted
Jan 31, 2020 9:07:51 AM	defosan	Validate	Submitted	Valid
Feb 11, 2020 2:45:49 PM	defosan	Assign	Valid	Assigned
Feb 13, 2020 12:26:39 PM	defosan	Modify	Assigned	Assigned
Feb 13, 2020 3:24:54 PM	defosan	Modify	Assigned	Assigned
Apr 1, 2020 5:18:08 PM	defosan	Modify	Assigned	Assigned
Jun 5, 2020 10:13:00 AM	lissst	Modify	Assigned	Assigned
Jun 5, 2020 10:16:19 AM	lissst	Modify	Assigned	Assigned
Jun 5, 2020 10:18:40 AM	lissst	Modify	Assigned	Assigned
Jul 3, 2020 2:27:31 PM	lissst	Modify	Assigned	Assigned
Jul 3, 2020 2:28:43 PM	lissst	Modify	Assigned	Assigned
Jul 3, 2020 2:45:42 PM	lissst	Modify	Assigned	Assigned
Mar 11, 2022 5:40:47 PM	defosan	Complete	Assigned	Analysis_Completed
May 12, 2022 3:43:41 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
May 12, 2022 4:05:25 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
May 16, 2022 9:44:49 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:03:41 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000171 - Record Details

Jul 7, 2022 8:37:26 AM

<b>Main</b>		
State:	Packaged	
Headline:	Improve provisions when to apply the TSIs in case of upgrade/renewal	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 3:23:06 PM	
Documents and References:	Decision (EU) 2017/1474 Article 3 (1) 1. The TSIs shall cover the whole Union railway system in a way which avoids duplication, provides a more direct correspondence between subsystems, essential requirements and TSIs, and allows for a coherent definition of the strategies for the application of the TSIs.	
Recognised Organisation:	EC	
Submission Date:	Jan 30, 2020 5:45:04 PM	
Submitter Reference Number:	#64	
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
ENE TSI	EU 1301/2014	cq.record:TSI/ENE TSIEU 1301%/2014@CCM/TSI_C
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	A technical analysis of the provisions of the ENE TSI and INF that could be relevant for upgrade and/or renewal of the ENE and INF subsystems respectively is required for further harmonisation	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	Solution presented to the WP17 of 27 June 2022 for finalisation before the recommendation, see documents: ENE Draft Chapter7_final text for REC.docx INF Draft Chapter7_final text for REC.docx  Comments received before the meeting, see document: CR171_comments_received.docx	

	<p>Proposal including comments from CER (according to document ENE_for_REC_CER.docx) accepted by the WP</p> <p>NSA DK supports the position of NSA ES and FI</p> <p>NSA FR supports CER proposal</p> <p>NSA IT supports ERA proposal</p>
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Supporting document(s) for agreed solution:	ENE Draft Chapter7_final text for REC.docx, INF Draft Chapter7_final text for REC.docx, CR171_comments_received.docx, ENE_for_REC_CER.docx
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**Justification/Discussion for Solution**

Justification/Discussion for Solution by assigned WG(s):	<p>1 TWG meeting on 13.05.2020. Initial ERA proposal how to tackle the CR has been announced with possible options: - option 0 - no change to TSIs text - option 1 - amendment of chapter 7 of TSIs - option 2 - option 1 + modification of BPs ERA requested for comments on organization of work and favorable option. 2 TWG meeting on 25.06.2020. TWG accepted the ERA proposal to create a task force lead by ERA to prepare a initial amendment of chapter 7 following the option 1.</p> <p>3 - TWG/ERA CT proposal for the WP16 meeting on 13 June - see attached files: - ENE Draft Chapter7_final proposal for the WP - INF Draft Chapter7_final proposal for WP</p>
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Supporting document(s) for justification/discussion:	CR 171.docx, ENE Draft Chapter7_final proposal for the WP.docx, INF Draft Chapter7_final proposal for WP.docx
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**Economic Evaluation**

Preliminary Assessment of Benefits by submitter:	
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	

**Process Management**

Severity:	Others
Reason for reclassification	
Reason for rejection:	
Reason for postponement:	
Superseding CR:	

Target TSI and Baseline:

TSI_name	Reference_OJ_Publication	
ENE TSI	Main Package 2022	cq.record:TSI/ENE TSIMain Package 2022@CCM/TSI_C
INF TSI	Main Package 2022	cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C

List of assigned Working Party(ies):

name	
------	--

name				
TWG FI/RST Interfaces		cq.record:WorkingParty/TWG FI%/RST Interfaces@CCM/TSI_C		
Superseded CRs:				
id		Headline		
TSI_C00000266		Values of cant and cant deficiencies		cq.record:CR/TSI_C00000266@CCM/TSI_C
TSI_C00000283		Requirement on platform offset in the case of upgraded/renewed existing platforms		cq.record:CR/TSI_C00000283@CCM/TSI_C
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jan 30, 2020 5:47:48 PM	defosan	Submit	no_value	Submitted
Jan 31, 2020 9:16:09 AM	defosan	Validate	Submitted	Valid
Feb 11, 2020 2:46:37 PM	defosan	Assign	Valid	Assigned
Feb 13, 2020 12:26:28 PM	defosan	Modify	Assigned	Assigned
Feb 13, 2020 3:39:26 PM	defosan	Modify	Assigned	Assigned
Apr 1, 2020 5:40:52 PM	defosan	Modify	Assigned	Assigned
Jun 5, 2020 10:33:00 AM	lissst	Modify	Assigned	Assigned
Jul 3, 2020 2:42:10 PM	lissst	Modify	Assigned	Assigned
Jul 3, 2020 2:46:43 PM	lissst	Modify	Assigned	Assigned
May 23, 2022 8:58:45 AM	defosan	Modify	Assigned	Assigned
May 23, 2022 9:07:21 AM	defosan	Modify	Assigned	Assigned
Jul 6, 2022 3:10:35 PM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 3:23:08 PM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000172 - Record Details

Jul 7, 2022 8:37:46 AM

Main		
State:	Packaged	
Headline:	Harmonisation Rolling Stock and INF TSIs, including requirements on traffic loads and load carrying capacity of infrastructure	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:03:49 AM	
Documents and References:	Decision (EU) 2017/1474 Article 3 (5) The TSIs shall, where appropriate, include provisions which: (a) take into account possible impact on and interfaces with other TSIs and existing relevant strategies, policies and Union legislation, and ensure coherence between them. The TSIs shall, whenever possible, preserve the provisions in force aimed at removing technical barriers to interoperability;	
Recognised Organisation:	EC	
Submission Date:	Jan 31, 2020 9:06:11 AM	
Submitter Reference Number:	#52	
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	There is a need to classify L&P vehicles in accordance to EN 15528  1. On dynamic compatibility with bridges: See CR 179 2. EN 15528 is on static compatibility.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	Solution agreed at WP14 on 10 Mar 2022:	

	See files WP14_Item 4_CR172_TSI LOC_PAS, WP14_Item 4_CR172_CR179_TSI INF, WP14_Item 4_CR172_CR179_TSI INF-6.2.4.10, WP14_Item 4_CR172_CR179_TSI INF - Appendix E, WP14_Item 4_CR172_TSI OPE	
Supporting document(s) for agreed solution:	WP14_Item 4_CR172_TSI OPE.docx, WP14_Item 4_CR172_CR179_TSI INF-AppE.docx, WP14_Item 4_CR172_CR179_TSI INF-6.2.4.10.docx, WP14_Item 4_CR172_CR179_TSI INF.docx, WP14_Item 4_CR172_TSI LOC_PAS.docx	
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by assigned WG(s):	<p>1 TWG meeting on 12.05.2020 Initial ERA proposal, how to tackle the CR and about next steps to be taken, has been announced at the meeting with the request to comment it and send suggestions for organization of work until 2.06.</p> <p>2 TWG meeting on 25.06.2020 TWG accepted the proposal to establish one task force dealing with both change requests (CR 172 and 179) referring to ENE subsystem based on the common sector expert group consisting from representatives of CER, EIM, UNIFE, NBRail and of some NSAs. The kick-off meeting of this task force has been held on 15.06.2020 with the aim to create a planning and distribution of work packages among the members.</p> <p>3 - Approval during WP14 on 10 Mar 2022: see document WP14_CR172-CR179</p>	
Supporting document(s) for justification/discussion:	CR 172.docx, WP14_CR172-CR179.docx	
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Others	
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
INF TSI	Main Package 2022	cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
WAG TSI	Main Package 2022	cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C

List of assigned Working Party(ies):				
name				
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
TWG FI/RST Interfaces		cq.record:WorkingParty/TWG FI%/RST Interfaces@CCM/TSI_C		
Superseded CRs:				
id		Headline		
TSI_C00000179		Close the open point relative to the EN Line Category in Appendix E, Tables 38 and 39		cq.record:CR/TSI_C00000179@CCM/TSI_C
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jan 31, 2020 9:27:20 AM	defosan	Submit	no_value	Submitted
Feb 11, 2020 2:19:47 PM	defosan	Validate	Submitted	Valid
Feb 11, 2020 2:46:57 PM	defosan	Assign	Valid	Assigned
Feb 13, 2020 12:26:04 PM	defosan	Modify	Assigned	Assigned
Feb 13, 2020 3:25:48 PM	defosan	Modify	Assigned	Assigned
Apr 1, 2020 5:19:38 PM	defosan	Modify	Assigned	Assigned
Jun 5, 2020 10:37:35 AM	lissst	Modify	Assigned	Assigned
Jun 10, 2020 4:35:32 PM	defosan	Modify	Assigned	Assigned
Jul 3, 2020 2:32:46 PM	lissst	Modify	Assigned	Assigned
Jul 3, 2020 2:47:10 PM	lissst	Modify	Assigned	Assigned
Mar 11, 2022 5:52:33 PM	defosan	Complete	Assigned	Analysis_Completed
May 12, 2022 4:06:32 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jun 24, 2022 5:30:11 PM	defosan	Assign	Analysis_Completed	Assigned
Jul 6, 2022 9:33:34 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:03:50 AM	defosan	Incorporate	Analysis_Completed	Packaged



# CR TSI\_C00000236 - Record Details

Jul 7, 2022 8:38:15 AM

<b>Main</b>		
State:	Packaged	
Headline:	Review and streamline transitional provisions	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:04:02 AM	
Documents and References:	Decision (EU) 1474/2017, point 3.1 Improve correspondance between subsystems, essential requirements and TSIs, and allows for a coherent definition of the strategies for the application of the TSIs	
Recognised Organisation:	EC	
Submission Date:	Mar 13, 2020 10:35:40 AM	
Submitter Reference Number:	#67	
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
CCS TSI	EU 2019/776	cq.record:TSI/CCS TSIEU 2019%/776@CCM/TSI_C
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
NOI TSI	EU 1304/2014	cq.record:TSI/NOI TSIEU 1304%/2014@CCM/TSI_C
PRM TSI	EU 1300/2014	cq.record:TSI/PRM TSIEU 1300%/2014@CCM/TSI_C
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	<p>Incoherent transition arrangements between TSIs (e.g. phase A/B for Rolling Stock with no equivalent for CCS) might cause additional efforts in the framework of the vehicle authorisation, such as unnecessary certification against newer rules, need for derogation, delays in authorisation...</p> <p>The main aim of migration and transition arrangements should be to allow a fair introduction of TSI changes within the rail sector.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		

Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	<p>Completion of analysis when all impacted TSIs will be approved</p> <p>See tab 'Justification/Discussion for Solution' for TSIs already approved (LOC&amp;PAS, WAG, NOI, PRM)</p> <p>TWG EDIT 8 Feb 2022:  Clause 7.1.3.2 reworded to  (2) Unless otherwise explicitly specified in the revision of this TSI or of the TSI Noise or the TSI PRM, the type or design examination or suitability for use remains valid even if a revision of these TSIs enters into force.</p> <p>TWG EDIT 16 May 2022: addition of clause 7.1.4 of the LOC&amp;PAS TSI as impacted by the change (removal of the word 'existing')</p> <p>NOTE: position of UNIFE on new transition regime is recorded:  "UNIFE expressed clearly within the Working Party on TSIs that the European rail supply industry cannot support the proposed chapter 7 modifications to the TSIs. This is notably due to the current wording for "Changes with a specific transition regime" (C3 changes) without a clear justification for these being established. C3 changes being potentially subject to immediate implementation on running projects and contracts, in design and in production phase and even on rolling stock already in commercial operation, create unnecessary and unpredictable risks for the rail sector as a whole.</p> <p>UNIFE has requested C3 requirements to be connected to a full quantitative impact assessment which demonstrates a positive cost/benefit assessment for the rail sector considering the impact on all sector stakeholders and end users. This impact assessment shall contain a detailed implementation plan supported by all impacted stakeholders considering the impact on new and existing projects/assets, the availability of EU funding/compensation mechanisms, the technology readiness level of the proposed change or new requirement, and the supply and integration capacity of the sector.</p> <p>UNIFE calls for the ERA Working Party Change Control Management (CCM) document to be embedded in the regulation in order to secure the pre-requisite of a clear cost-benefit assessment and justification process for all changes with a specific transition regime. The same principle should apply to the TSI CCS."</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - Transition regime discussed within the TWG Migration/Transition  see attached logbook</p> <p>2 - Proposal for LOC&amp;PAS TSI transition regime presented to the WP10 on 7 Sep 2021 - Extract of the Minutes of meeting:</p> <p>TWG Transition: discussion on the proposal for the chapter 7 of the LOC&amp;PAS TSI - .  Only few points are still open for discussion, they should be closed during the next TWG meeting on 10 September (e.g. the case of 'unexpected variants'). Therefore, the text approval is expected at the next WP meeting.  CER: Appreciates great efforts of ERA to acknowledges cases of</p>

"unexpected variants", and cases related to ICs. Also, invites ERA to transpose into chapter 7 of WAG, NOI, and PRM TSIs last modifications agreed for L&P TSI chapter 7.

NSA FR: worried about a lack of alignment with CCS on transition regime. ERA explains that both subsystems will be harmonised as much as possible. However, CCS covers trackside as well as on-board and needs to ensure compatibility. Both ERA teams from CCS and rolling stock are aware of the need to harmonise that topic.

3 Proposal submitted to the WP11 on 26 Oct 2021 for approval.

See document "WP11\_Transition Regime LOCPASv4" modified during the meeting WP11

Extract of the MoM of WP11 on 26 Oct 2021:

Finalisation of the proposal for the chapter 7 of the LOC&PAS TSI Comments submitted by CER:

"2032 limitation": Deadline is objected/questioned by CER, link with Article 11(3).

Question on availability of ERA proposal for chapter 7 of WAG, NOI and PRM TSIs.

Conditions for NoBo to testify that a subsystem can receive either an unlimited certificate or a 7 years certificate should be clarified.

Comments submitted by UNIFE:

UNIFE cannot support the text:

- definition of C3s not accepted,
- Art 11 – 2028/32 date application needs to be clarified,
- alignment with other vehicle and system TSIs, particularly CCS, not clear today.

UNIFE Request to postpone the decision until all TSI transition texts are available and CCM procedure updated to include RISC recommendation. UNIFE also emphasis that wording "Proportionate" is too vague for a legal text.

NSA FR: a global overview of chapter 7 of all TSI needed. Also, the Art. 11 (3) should be modified.

ERA provides opinion on current article 11 clause 3: it is seen as an ultimatum to come up with a new transition regime. Now that the transition regime is changed with the proposed new transition clauses, Art 11 (3) will need to be withdrawn.

ERA underlines that the plan was to agree on a text for the LOC&PAS TSI and then implement the agreed text in the other TSIs applicable to Rolling Stock. The proposal provides a consistent approach to transition. ERA expect a decision on chapter 7 of LOC&PAS for this WP: it is mature enough.

FR NSA: ask the timeline for the implementation of the transition phases in the CCS TSI.

ERA confirms that even if the CCS WP works according to its own schedule, both WPs are aligned content wise.

In the chat, CER supports closure of the discussion during this WP11. UNIFE confirms they still object to the text, mainly having reservations on the wording "proportionate"..

Regarding the point 11 of clause 7.1.2.2, ERA explains that the limit of 7 years for variants of a type with 7 years validity has been removed as being not aligned with the new principles of unlimited validity. However, such variants need to be limited in time as they 'inherit' from the limited validity of the original type. Limitation can be a fixed date as proposed or a movable date based on the original type.

In the chat, CER could support an alternative proposal (instead of fixed date for which ERA concerns are understood) to keep the current limit of 14 years after the start of the phase A of the original type is supported.

ERA proposes to come back to the current formula, i.e. 14 years after the beginning of Phase A of the original type.

UNIFE proposes to rephrase point 11 to refer clearly to the former

A/B transition phases.  
 DG Move: ask the core team to ensure that the wording used is clear without knowledge of previous revisions of the TSI transition regime. The proposal is adopted, point 11 of clause 7.1.2.2 rephased. ERA indicates that the suppression of article 11.3 will be part of the recommendation sent to the Commission. Furthermore, in case of discrepancy with other TSI, ERA agrees that the issue of chapter 7 of Loc1pas TSI may be reopened at working party level. ERA clarifies on CER request that the clause as reformulated is the version approved as outcome of this WP. ERA proposes not to process the CR to the next step, but to implement the text, including amendment to 7.1.2.2.(11), in the master document.

4 - Proposal for WAG TSI, NOI TSI, PRM TSI transition regimes submitted to the WP12 on 14 Dec 2021 for approval.

See documents

- "WP12\_Item5\_Transition\_WAG-TSI\_CER"
- "WP12\_Item5\_Transition\_NOI-TSI\_CER"
- "WP12\_Item5\_Transition\_PRM -TSI"

Extract of the MoM of WP12 on 14 Dec 2021

1. Proposal for the chapter 7 of the WAG TSI,  
 NSA CH: Ok, we agree with all Ch. 7 proposals (TSI WAG, NOI, PRM)  
 UNIFE: Abstain, as UNIFE does not support the LOC&PAS text proposal while C3 definition remains too high of a risk.  
 CER: Proposal for chapter 7 of the WAG TSI  
 Document: WP12\_Item5\_Transition\_WAG-TSI\_CER (07.12).docx  
 For consistency of the wording in the TSIs: "existing units and types" to be replaced by "units in operation and existing types"  
 ERA agrees.  
 NSA IT sent comments that were answered by ERA. However, it is found unclear when C3 applies to ongoing project. ERA to setup a bilateral meeting with NSA IT  
 No further comment from the WP. The chapter 7 of the WAG TSI as amended by CER is approved.

2. Proposal for the chapter 7 of the NOI TSI  
 CER: Proposal for chapter 7 of the NOI TSI  
 Document: WP12\_Item5\_Transition\_NOI-TSI\_CER (07.12).docx  
 ERA agrees only with the comments that are relevant for transition (i.e. reference to interoperability constituents and replacement of "existing units"). Other changes related to the composite brake blocks aren't fully discussed today but they will be outputs from the TWG CBB (where discussions are ongoing).  
 No further comment from the WP. The chapter 7 of the NOI TSI as amended by CER (but excluding the changes about brake blocks) is approved.

3. Proposal for the chapter 7 of the PRM TSIs  
 Proposal for chapter 7 of the PRM TSI.  
 No comment. The chapter 7 of the PRM TSI as proposed by ERA is approved.

4 - TWG EDIT meeting 8 Feb 2022: the wording 'placed in service' has been replaced by 'placed on the market' (TSI WAG,...

Supporting document(s) for justification/discussion:

TF M&T - log CQ.docx, WP11\_Transition Regime LOCPASv4.rtf, WP12\_Item5\_Transition\_NOI-TSI\_CER.docx, WP12\_Item5\_Transition\_PRM-TSI.docx, WP12\_Item5\_Transition\_WAG-TSI\_CER.docx

**Economic Evaluation**

Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:	Others			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
CCS TSI	Main Package 2022	cq.record:TSI/CCS TSIMain Package 2022@CCM/TSI_C		
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C		
NOI TSI	Main Package 2022	cq.record:TSI/NOI TSIMain Package 2022@CCM/TSI_C		
PRM TSI	Main Package 2022	cq.record:TSI/PRM TSIMain Package 2022@CCM/TSI_C		
WAG TSI	Main Package 2022	cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C		
List of assigned Working Party(ies):				
name				
ESG TF on transition	cq.record:WorkingParty/ESG TF on transition@CCM/TSI_C			
TWG EDIT	cq.record:WorkingParty/TWG EDIT@CCM/TSI_C			
Superseded CRs:				
id	Headline			
<b>Contact Person</b>				
Contact person Name:	Antoine Defossez			
Contact person E-Mail address:	antoine.defossez@era.europa.eu			
<b>History</b>				
Date	User	Action	Old State	New State
Mar 13, 2020 10:45:27 AM	defosan	Submit	no_value	Submitted
Mar 19, 2020 9:15:22 AM	defosan	Validate	Submitted	Valid
Mar 30, 2020 4:59:58 PM	defosan	Assign	Valid	Assigned
Apr 1, 2020 5:41:20 PM	defosan	Modify	Assigned	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Apr 7, 2020 5:11:00 PM	defosan	Modify	Assigned	Assigned
Aug 5, 2020 9:43:29 AM	schroma	Modify	Assigned	Assigned
Nov 4, 2021 2:55:41 PM	defosan	Modify	Assigned	Assigned
Nov 4, 2021 2:56:48 PM	defosan	Modify	Assigned	Assigned
Nov 29, 2021 3:41:57 PM	defosan	Modify	Assigned	Assigned
Dec 15, 2021 10:07:20 AM	defosan	Modify	Assigned	Assigned
Dec 15, 2021 10:10:22 AM	defosan	Modify	Assigned	Assigned
Dec 15, 2021 10:51:23 AM	defosan	Modify	Assigned	Assigned
Jan 19, 2022 9:39:59 AM	defosan	Modify	Assigned	Assigned
Jan 27, 2022 9:55:34 AM	defosan	Modify	Assigned	Assigned
Feb 8, 2022 10:47:26 AM	defosan	Modify	Assigned	Assigned
Feb 8, 2022 2:26:40 PM	defosan	Modify	Assigned	Assigned
May 16, 2022 11:13:16 AM	defosan	Modify	Assigned	Assigned
Jul 6, 2022 9:37:45 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 9:40:43 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:04:04 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000238 - Record Details

Jul 7, 2022 8:38:54 AM

Main		
State:	Packaged	
Headline:	Indicate whether conformity assessment bodies need to be re-notified	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:04:17 AM	
Documents and References:	Decision 1474/2017, Article 3 5. The TSIs shall, where appropriate, include provisions which: (h) indicate whether the conformity assessment bodies which were already notified on the basis of a previous version of the TSI, need to be re-notified, and whether a simplified notification process shall be applied. In all cases, the related conditions applicable shall be specified;	
Recognised Organisation:	EC	
Submission Date:	Mar 13, 2020 11:30:56 AM	
Submitter Reference Number:	#71	
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
All	N/A	cq.record:TSI/AllN%/A@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	The need for re-notification or not of conformity assessment bodies need to be made clear	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	The TSI package 2022 doesn't cover topics that would require new competence for their assessment.  Therefore, the following text is included in the Recommendation ERA 1175-1218 for all TSIs:  Given that no specific new competence is required for the assessment of conformity of interoperability constituents or the verification of subsystems, the Agency recommends to include in the enacting part	

	of the revised TSI a statement that notified bodies notified for Commission Regulation (EU) XXX remain notified for the current revision			
Supporting document(s) for agreed solution:				
<b>Justification/Discussion for Solution</b>				
Justification/Discussion for Solution by assigned WG(s):				
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Others		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:		This CR will be treated in 2021 according to the modifications proposed to be made to the respective TSIs		
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
All	Main Package 2022		cq.record:TSI/AllMain Package 2022@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Mar 13, 2020 11:34:35 AM	defosan	Submit	no_value	Submitted
Mar 19, 2020 9:19:00 AM	defosan	Validate	Submitted	Valid
Mar 30, 2020 5:04:56 PM	defosan	Postpone	Valid	Postponed



<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Apr 1, 2020 5:42:42 PM	defosan	Modify	Postponed	Postponed
Mar 14, 2022 11:28:29 AM	defosan	Assign	Postponed	Assigned
Jul 4, 2022 11:23:25 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:04:21 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000245 - Record Details

Jul 7, 2022 8:39:16 AM

Main		
State:	Packaged	
Headline:	Review requirement 4.2.10.5.1 of the LOC&PAS TSI to allow for simulations instead of real tests	
Type:	Enhancement	
Last Modification Date:	Feb 4, 2022 1:57:00 PM	
Documents and References:	Article 3 (5) (b) The TSIs shall: Take into account the developments of the Union railway system and related research and innovation activities	
Recognised Organisation:	EC	
Submission Date:	Apr 1, 2020 3:06:20 PM	
Submitter Reference Number:	#50b	
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>Clause 4.2.10.5.1 (12) of the LOC&amp;PAS TSI specifies that: The number of the doors and their dimensions shall allow the complete evacuation within three minutes by passengers without their baggage. It is permitted to consider that passengers with reduced mobility are to be assisted by other passengers or staff, and that wheelchair users are evacuated without their wheelchair. Verification of this requirement shall be made by a physical test under normal operating conditions.</p> <p>The required physical test takes time and efforts. It could be replaced by a simulation, as simulations have demonstrated their accuracy. The conditions of the simulation should be precised.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
Agreed Solution		
Agreed Solution:	Minutes of WP meeting of 21/10/2020:	

	<p>ERA presents the proposal for the TSI amendment and for the application guide, based on TO 2020-11. Given that guidance and requirements were defined in the TO, the guide can be finalised as well as the TSI.</p> <p>NSA FR, UNIFE and CER support the proposal</p> <p>NSA CH supports the proposal but wonders if additional guidance on the meaning of "nominal operating conditions" should be given, f.i. evacuation in a tunnel or in the open air. ERA replies that the case of evacuation in a tunnel is specified in the SRT TSI (note after the meeting: see clause 4.2.1.7 (e) of the SRT TSI: A safe area shall be accessible from the stopping position of the train. Dimensions of the evacuation route to the safe area shall consider the evacuation time (as specified in clause 4.2.3.4.1) and the planned capacity of the trains (referred to in clause 4.2.1.5.1) intended to be operated in the tunnel. Clause 4.2.10.5.1 (12) of the LOC&amp;PAS TSI is specific to the rolling stock).</p> <p>The proposal for the resolution of the CR is accepted by the WP.</p> <p>See document 'Proposal of resolution for CR 245.docx'</p> <p>Conformity with the previous version of the TSI ensures in all cases the conformity with the new version</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>20 May 2020: receipt of a request for an ERA Technical Opinion on the same topic by the Commission. The reason is that COVID19 prevents the organisation of the physical test. In order to prepare a T.O. constituting acceptable means of compliance that could be transferred into the next TSI revision without further discussion, ERA contacted CER and UNIFE for a trilateral meeting. Meeting held on 18 June 2020</p> <p>23 June 2020: the proposed TO 2020-11 is uploaded on Extranet for comments and discussion during the WP meeting of 1 July.</p> <p>10 July 2020: ERA TO 2020-11 is published on ERA website</p> <p>9 September 2020: a proposal for resolution is uploaded</p>
Supporting document(s) for justification/discussion:	Request_TO_Evacuation_simulation.pdf, opinion_era-opi-2020-11_en.pdf, Proposal of resolution for CR 245.docx
<b>Economic Evaluation</b>	
Preliminary Assessment of Benefits by submitter:	
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	OPI-2020-11 - LIA.pdf
<b>Process Management</b>	
Severity:	Others

Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
Application guide		n.a.		cq.record:TSI/Application guiden.a.@CCM/TSI_C
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Apr 1, 2020 3:14:46 PM	defosan	Submit	no_value	Submitted
Apr 1, 2020 3:16:00 PM	defosan	Validate	Submitted	Valid
Apr 1, 2020 5:17:22 PM	defosan	Modify	Valid	Valid
Apr 7, 2020 9:14:00 AM	defosan	Assign	Valid	Assigned
Jun 4, 2020 2:21:31 PM	defosan	Modify	Assigned	Assigned
Jun 11, 2020 9:17:05 AM	defosan	Modify	Assigned	Assigned
Jun 22, 2020 10:06:53 AM	defosan	Modify	Assigned	Assigned
Jul 6, 2020 3:55:11 PM	defosan	Modify	Assigned	Assigned
Jul 30, 2020 9:44:33 AM	defosan	Modify	Assigned	Assigned
Jul 30, 2020 12:13:44 PM	defosan	Modify	Assigned	Assigned
Jul 31, 2020 11:49:09 AM	defosan	Modify	Assigned	Assigned
Sep 9, 2020 10:05:49 AM	defosan	Modify	Assigned	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Nov 6, 2020 4:02:17 PM	defosan	Modify	Assigned	Assigned
Nov 6, 2020 4:02:45 PM	defosan	Complete	Assigned	Analysis_Completed
Dec 7, 2020 11:31:31 AM	defosan	Incorporate	Analysis_Completed	Packaged
Feb 3, 2021 10:19:09 AM	defosan	Modify	Packaged	Packaged
Mar 9, 2021 1:52:06 PM	defosan	Modify	Packaged	Packaged
Nov 29, 2021 3:23:35 PM	defosan	Modify	Packaged	Packaged
Feb 4, 2022 1:57:06 PM	defosan	Modify	Packaged	Packaged

# CR TSI\_C00000247 - Record Details

Jul 7, 2022 9:32:45 AM

<b>Main</b>		
State:	Packaged	
Headline:	Harmonised operational rules linked to ETCS level 2 and ETCS Level 3 radio based operation without overlay of Class B and lineside signalling	
Type:	Enhancement	
Last Modification Date:	Jul 7, 2022 9:31:19 AM	
Documents and References:	Art. 7.2 of Dec (EU) 2017/1474: Coherent deployment of the ERTMS throughout the railway network within the Union.	
Recognised Organisation:	EC	
Submission Date:	Apr 7, 2020 8:43:13 AM	
Submitter Reference Number:	#10	
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
CCS TSI	EU 2019/776	cq.record:TSI/CCS TSIEU 2019%/776@CCM/TSI_C
OPE TSI	EU 2019/773	cq.record:TSI/OPE TSIEU 2019%/773@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	ERA (ERTMS OH) will prioritize the scope of its work towards harmonizing as many as possible of the remaining currently non-harmonized operational rules for ERTMS (radio based) L2/L3 lines, primarily focusing on those involving driver-signaller interaction. The work will be based on the assumption that there will be no lineside signalling nor any Class B-systems to revert to in case of ERTMS failures. Justification will be provided when a rule cannot be harmonized. Operational rules for ATO GoA2 over ETCS will also be considered.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	See attached document 'draft_Appendix_A_version_5_12 renum.docx' presented to the WP17 of 27 Jun 2022	

**Justification/Discussion for Solution**

Justification/Discussion for Solution by assigned WG(s):

Formal remit for the ERTMS Operational Harmonisation (OH) workgroup of ERA:  
Harmonised operational rules linked to ETCS level 2 and ETCS Level 3 radio based operation without overlay of Class B and lineside signalling

[ERA (ERTMS OH) will prioritize the scope of its work towards harmonizing as many as possible of the remaining currently non-harmonized operational rules for ERTMS (radio based) L2/L3 lines, primarily focusing on those involving driver-signaller interaction. The work will be based on the assumption that there will be no lineside signalling nor any Class B-systems to revert to in case of ERTMS failures. Justification will be provided when a rule cannot be harmonized. Operational rules for ATO GoA2 over ETCS will also be considered.]

Discussion/Justification for CR 247

The processing started by identifying three priorities:

1. Harmonisation of currently non-harmonised rules for ERTMS-only operation
2. Operational rules for ATO
3. Operational rules for Level 3

[1] Two batches of non-harmonised operational rules (out of Annex C of OPE TSI Appendix A) were identified:

- Those with higher harmonisation potential
- Those with lower harmonisation potential

A process (including basic assumptions) was agreed on how to elaborate a possible harmonisation of rules in either category. See document CR247-1.

This process was then applied to the rules of both categories.

The outcome is presented in documents CR247-2, CR247-3, CR247-5, CR247-6.

[2] Following an extensive presentation of the ATO technical concept to the group, a set of new operational rules and complements to existing ones were proposed accordingly. After processing, these rules were validated.

A number of additional minor improvements to the draft App. A were also introduced.

See documents CR247-4, CR247-6b.

[3] Following a presentation of the Hybrid Level 3 concept, a set of new operational rules and complements to existing ones were proposed accordingly.

See document CR247-8b.

Following three complete review rounds, OPE TSI Appendix A has reached ver. 5.08 (attached) where all changes introduced so far have been validated.

See documents CR247-7, CR247-8.

Draft Appendix A version 5.08 is presented to the WP TSIs for information during WP14 on 10 Mar 2022 and to confirm reference to the new version of document in TSI OPE Appendix A.

Pending items yet to be integrated:

- The reflection of revised EN 16494 on the existing App. A operational rules (see also CR 249)
- The effect of some ETCS CRs not yet concluded in EECT, which will introduce changes to the technical subsystems that may impact operational rules (e.g. CR 1342 on the merger of operating levels 2

	and 3 into a new level R(adio)).			
Supporting document(s) for justification/discussion:	CR247-1_to_CR247-8b.zip, draft_Appendix_A_version_5_08 with comments.docx			
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:	safety related			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
CCS TSI	Main Package 2022		cq.record:TSI/CCS TSIMain Package 2022@CCM/TSI_C	
OPE TSI	Main Package 2022		cq.record:TSI/OPE TSIMain Package 2022@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
ERTMS OH		cq.record:WorkingParty/ERTMS OH@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Apr 7, 2020 8:45:49 AM	defosan	Submit	no_value	Submitted
Apr 7, 2020 11:58:06 AM	defosan	Validate	Submitted	Valid
May 18, 2020 12:13:23 PM	hernaju	Assign	Valid	Assigned
Nov 18, 2020 1:24:05 PM	hernaju	Modify	Assigned	Assigned
Feb 17, 2022 3:15:47 PM	defosan	Modify	Assigned	Assigned



<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Feb 18, 2022 9:14:50 AM	defosan	Modify	Assigned	Assigned
Jul 7, 2022 9:30:34 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 7, 2022 9:31:22 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000249 - Record Details

Jul 7, 2022 9:37:06 AM

<b>Main</b>		
State:	Packaged	
Headline:	Interface between CCS TSI and OPE TSI including the review interface with OPE TSI (Appendix A) and marker boards requirements.	
Type:	Enhancement	
Last Modification Date:	Jul 7, 2022 9:36:43 AM	
Documents and References:	Art. 7.2 of Dec (EU) 2017/1474: Coherent deployment of the ERTMS throughout the railway network within the Union.	
Recognised Organisation:	EC	
Submission Date:	Apr 7, 2020 8:49:39 AM	
Submitter Reference Number:	#12	
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
CCS TSI	EU 2019/776	cq.record:TSI/CCS TSIEU 2019%/776@CCM/TSI_C
OPE TSI	EU 2019/773	cq.record:TSI/OPE TSIEU 2019%/773@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	To amend EN 16494 as per CR 1339 and expand its scope to cover further operational situations. To consider moving the reference of EN 16494 from OPE TSI to CCS TSI as a mandatory standard. The additional harmonized marker boards will be integrated in the relevant operational rules of Appendix A to OPE TSI.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	See document presented at the WP17 of 27 Jun 2022: Workdoc-OPE_TSI_v4.3.docx	
Supporting document(s) for agreed solution:	Workdoc-OPE_TSI_v4.3.docx	
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by	Formal remit for the ERTMS Operational Harmonisation (OH)	

assigned WG(s):

workgroup of ERA:

Interface between CCS TSI and OPE TSI including the review interface with OPE TSI (Appendix A) and marker boards requirements [To amend EN 16494 as per CR 1339 and expand its scope to cover further operational situations. To consider moving the reference of EN 16494 from OPE TSI to CCS TSI as a mandatory standard. The additional harmonized marker boards will be integrated in the relevant operational rules of Appendix A to OPE TSI.]

Discussion/Justification for CR 249

This task was broken down in the following sub-tasks:

1. Starting from the existing EN 16494:2015, to establish within OH a list of additional marker boards (MBs) candidate for harmonisation and assign their elaboration to CEN. This includes amending the existing ones under CR 1339; and collaborating with CEN SC3 WG9 on optimising the additional MBs.
2. To introduce EN 16494 as a mandatory specification, replacing document EEIG 06E068 (Stop Marker definition) at index 38 of CCS TSI Annex C, in combination with turning the harmonised MBs into Interoperability Constituents (ICs).
3. To develop a comprehensive set of engineering rules to align the deployment of the harmonised MBs under the revised EN 16494.
4. To integrate the additional harmonised MBs into the relevant operational rules of OPE TSI Appendix A.

[1] The list of additional MBs to be harmonised was elaborated within OH, taking into account the ETCS track conditions as well as additional sector requests. This list was then communicated to CEN as a Standardisation Request. A number of OH meetings were attended by the convenor of CEN SC3 WG9 in order to clarify the exact scope of the remit assigned to CEN and help evaluate the available options and alternatives.  
See documents CR249-1, CR249-2, CR249-3, CR249-4, CR249-5, CR249-6, CR249-7, CR249-8.

[2] Once available from CEN, the revised EN 16494 will replace document EEIG 06E068 at index 38 of CCS Annex A (provisionally replaced by the current version of EN 16494:2015). Basic parameter 4.2.15 has been amended to designate the MBs themselves rather than just their visibility; the new definition also includes the engineering of the MBs as integral part of their implementation on the trackside. The harmonised MBs have been added to the list of CCS ICs, along with appropriate assessment criteria based on their specification under EN 16494, so they can be procured as already certified off-the-shelf products. Specific migration provisions have been developed and agreed at the level of OH to be included in the CCS TSI.  
See documents CR249-1, CR249-4, CR249-5, CR249-7, CR249-8.

[3] This sub-task has been undertaken jointly by OH and the Engineering Support Group of the ERTMS Users' Group (EUG/ESG). For every MB in EN 16494, the operational purpose(s), engineering principles, rules and applicability conditions have been defined and validated by the OH group. The resulting set of engineering rules will be introduced as a separate specification under index 101 of CCS TSI Annex A. This sub-task assumes that CEN will deliver a revised EN 16494 covering the full scope of its remit.  
See documents CR249-1, CR249-2, CR249-3, CR249-4, CR249-5, CR249-6, CR249-7, CR249-8.,  
See also the Excel files Harmonised\_MB\_overview\_table\_V0.15.xls and the associated review comments Review\_Harmonised\_MB\_overview\_table\_V0.15.xls.

[ 4] This sub-task requires a stable draft of the revised EN 16494 to

be available, which is not yet the case. The App. A rules will be complemented once the new MBs are validated and made available (currently some of the requested MBs are missing from the draft EN 16494).

See documents CR249-1, CR249-8.

Adder 2 March 2022: additional activities #5

5. To introduce further changes to the core text as well as to the Appendices B, C and D of OPE TSI to address additional operational needs.

This sub-task addresses a number of needs identified by the OH group and pertaining to the overall OPE TSI. These are:

- Introduction of a clarification into section 4.2.2.6 to reflect the liberty of RUs to select the brake settings on their trains.
- Conversion of Appendix A rule 6.31 into a new generic common operational rule 18 under Appendix B2 and amendment of Appendix B2 rule 14.
- Amendments to Appendix C2, both in the core text and in the harmonised European Instructions to reflect the needs of the sector.
- Addition of two more items into Appendix D2 and introduction of a new Appendix D3 with information on the ERTMS trackside engineering that has an effect on operation.
- Minor editorial changes resulting from the above as well as from the introduction of the harmonised marker boards as interoperability constituents.

See documents CR249-5b, CR249-6b, CR249-7b, CR249-8b.

Supporting document(s) for justification/discussion:

CR249-1\_to\_CR249-8.zip, Harmonised\_MB\_overview\_table\_V0.15.xlsx, Review\_Harmonised\_MB\_overview\_table\_V0.15.xlsx, CR249-5b\_to\_8b.zip, TSI OPE App C2 amendments for enhanced EIs.docx, OH 79\_Current EI-Enhanced EI.pdf

**Economic Evaluation**

Preliminary Assessment of Benefits by submitter:

Supporting document(s) for preliminary assessment of benefits:

Economic Evaluation:

Supporting document(s) for Economic Evaluation:

**Process Management**

Severity: Interoperability related and non safety related

Reason for reclassification

Reason for rejection:

Reason for postponement:

Superseding CR:

Target TSI and Baseline:

TSI_name	Reference_OJ_Publication	
CCS TSI	Main Package 2022	cq.record:TSI/CCS TSIMain Package 2022@CCM/TSI_C
OPE TSI	Main Package 2022	cq.record:TSI/OPE TSIMain Package 2022@CCM/TSI_C

List of assigned Working Party(ies):

name				
ERTMS OH		cq.record:WorkingParty/ERTMS OH@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Apr 7, 2020 8:51:18 AM	defosan	Submit	no_value	Submitted
Apr 7, 2020 11:56:42 AM	defosan	Validate	Submitted	Valid
May 18, 2020 12:13:53 PM	hernaju	Assign	Valid	Assigned
Feb 17, 2022 4:15:29 PM	defosan	Modify	Assigned	Assigned
Feb 17, 2022 4:17:18 PM	defosan	Modify	Assigned	Assigned
Mar 2, 2022 8:52:56 AM	defosan	Modify	Assigned	Assigned
Jul 7, 2022 9:35:11 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 7, 2022 9:36:40 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 7, 2022 9:36:47 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000267 - Record Details

Jul 7, 2022 8:39:48 AM

<b>Main</b>		
State:	Packaged	
Headline:	Equivalent vertical loading for new earthworks and earth pressure effects	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:04:45 AM	
Documents and References:	INF TSI chapter 4.2.7.2 (1)	
Recognised Organisation:	EIM	
Submission Date:	Apr 7, 2020 9:36:53 PM	
Submitter Reference Number:	#17	
Project Information (Project name and starting time):	TWG on return of experience from application of INF TSI	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
CER	cq.record:RecognisedOrganisation/CER@CCM/TSI_C	
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	The application of LM71 for the design of earthworks and the calculation of earth pressure effects may lead to compatibility issues, especially on soils with low bearing capacity. See Solution proposal with added text in red for paragraph 4.2.7.2 (1)	
Consequences of addressed problem:		
Application scope:	Not clear if it can be included in CR 179 (Close the open point relative to the EN Line Category in Appendix E, Tables 38 and 39). To be assessed: <ul style="list-style-type: none"> <li>• If yes (to be included in TWG FI- RST (using the logbook and not creation of CR));</li> <li>• If no (to be postponed)</li> </ul>	
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	Proposal for paragraph 4.2.7.2 (1) Earthworks shall be designed and earth pressure effects shall be specified taking into account the vertical loads produced by the Load Model 71, as set out in EN 1991-2:2003/AC:2010 paragraph 6.3.2(2). As an alternative it is permitted to design earthworks and calculate earth pressure effects using mass per	

meter or axle load based on the Load Model 71 insofar it complies with the minimum capability requirements as set out in Appendix E.

Core Team meeting 17/09: Not clear if it can be included in CR 179 (Close the open point relative to the EN Line Category in Appendix E, Tables 38 and 39).

To be assessed:

- If yes (to be included in TWG FI-RST (using the logbook and not creation of CR));
- If no (to be postponed)

It will be discussed with the TF INF-RST if this CR is part of its scope.

Supporting document(s) for solution proposal:

### Agreed Solution

Agreed Solution:

Solution agreed during the WP17 on 27 June: see CR267\_for\_WP17.pptx in tab 'Justification/discussion for the Solution'

In addition, a reference to the definitions of EN 1997 will be made in the application guide of the INF TSI

Supporting document(s) for agreed solution:

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1 - Bilateral meeting ERA/EIM to clarify the need 29/09/2020 - see presentation provided attached

2 - The text on slide 3 is proposed to the WP for revising the TSI (WP meeting of 19/01/2021), it is copied here below:

4.2.7.2 Vertical loading for new earthworks and geotechnical structures (NOTE revised heading)

(1) Earthworks shall be designed and earth pressure effects shall be specified taking into account the vertical loads produced by the Load Model 71, as set out in EN 1991-2:2003/AC:2010 paragraph 6.3.2(2). As an alternative it is permitted to design earthworks and calculate earth pressure effects using mass per meter or axle load based on the Load Model 71 insofar, it complies with the minimum capability requirements as set out in Appendix E.

NSA CH and NSA DE raised several questions that were discussed bilaterally.

NSA CH agrees with the proposal with the condition that the distance "a" on the schema, which is the distance between the wagons, is later defined in the application guide.

3 - For the WP7 of 20 April 2021, further to the bilateral meeting, additional proposal from EIM to include the following text in the application guide:

"Changes in the INF Application Guide to be further drafted once the INF TSI 2022 is published to:

- Present alternative application as in CR267
- Define the distance "a"
- Adapt the reference of TSI INF to the Eurocode in order not to be more restrictive in TSI than in Eurocode
- Clarify the type of structure and design situation to which proposed alternative load model based on LM71 can be applied."

4 - Extract of the MoM of WP7 dated 20 Apr 2021

Bilateral meetings took place as planned with NSAs CH and DE;

however, new comments have been received that require to postpone the finalisation of the CR.

NSA FI supports the request from EIM.

5 - Meeting on 24 Jun 2021 with the CER/EIM experts and CEN experts (CEN TC250/SC1/WG3 convener in charge of EN 1991-2); EN 1991-2 is in the final state of revision: it should be published in September as prEN 1991-2:2021 for a vote in Feb or Mar 2022 and an entry into force in June 2022. It was agreed that the new version may bring a solution to the problem.

ERA Core Team to follow so as to ensure that the prEN is available, and resume discussions afterwards.

6 - For the WP15 of 25 Apr 2022, and due to the uncertainty on the publication of the EN 1991-2, EIM proposes two alternatives - with or without reference to the EN 1991-2. The final choice between both alternatives can be made as late as Sep/Oct 2022, just before the RISC meeting. Nevertheless, the WP is asked to agree on the alternative proposal already.

See document CR267\_alternative\_for\_WP15

7 - Proposal not accepted during WP15 -see extract of the MoM:  
"WP requested to agree on alternative proposal if revised EN 1991-2 not published

CER: No comments

NSA ES:

For the alternative CR resolution proposal, we believe the best option could be to copy-paste current prEN technical content inside TSI INF, in case EN publication isn't available in due time. We don't support current alternative proposal because it is "undefined":

- The alternative load model based on LM71 remains completely open without defining:
- The type of structure and design situation to which proposed alternative load model based on LM71 can be applied.
- Procedure to justify that the effects are similar to those obtained with the LM 71 load model.
- The alternative load model should be realistic, it is not reasonable to propose load models with unloaded zones, when the reality is that there are loads throughout the whole train.
- Any particular cases that may exist should be considered as national requirements in the EN 1991-2 (national appendix in the Euro code) or as specific cases in the INF TSI.

EIM: Proposal to copy the 7 clauses from the draft EN to the TSI can be done, noting that this may not be the final text.

ERA: will make a request to CEN to see if it is possible to copy the latest version of the relevant text from the prEN in the TSI unless the standard is published before October."

8 - CEN not favourable to copy paste in legislation the content of non-published standard, amongst others because the content can still change - and here for now we are still on the ENQ draft and there can be important change at CRM.

In addition, it is important that the Eurocode 1991-2 and the TSI INF don't differ in their demands, because member states are obliged to use the Eurocodes, as well as IMs are at the same time obliged to use the TSI's.

9 - Revised proposal for the WP17 on 27 June: see CR267\_for\_WP17.pptx

The transitional 'permission' bridging the gap with the future EN 1991-2 is transferred to Appendix T, which should be updated after



	publication of the revised standard.			
Supporting document(s) for justification/discussion:	CR267_WPJanuary2021.pptx, CR267_ alternative_for_WP15.pptx, CR267_for_WP17.pptx			
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:	Performances impact, non interoperability related and non safety related			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
INF TSI	Main Package 2022		cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Javier Moreno		
Contact person E-Mail address:		javier.moreno@eimrail.org		
<b>History</b>				
Date	User	Action	Old State	New State
Apr 7, 2020 9:47:58 PM	JMoreno	Submit	no_value	Submitted
Apr 8, 2020 5:05:02 PM	defosan	Validate	Submitted	Valid
Jul 9, 2020 4:29:02 PM	defosan	Modify	Valid	Valid
Sep 7, 2020 10:52:08 AM	defosan	Modify	Valid	Valid
Sep 17, 2020 2:18:46 PM	defosan	Modify	Valid	Valid

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Sep 30, 2020 4:50:41 PM	defosan	Assign	Valid	Assigned
Oct 2, 2020 3:13:39 PM	JMoreno	Modify	Assigned	Assigned
Nov 3, 2020 9:05:30 AM	defosan	Modify	Assigned	Assigned
Dec 7, 2020 10:52:51 AM	defosan	Modify	Assigned	Assigned
Feb 8, 2021 11:47:26 AM	defosan	Modify	Assigned	Assigned
Mar 24, 2021 11:13:41 AM	defosan	Modify	Assigned	Assigned
Mar 26, 2021 12:16:00 PM	defosan	Modify	Assigned	Assigned
Sep 13, 2021 2:10:13 PM	defosan	Modify	Assigned	Assigned
Sep 16, 2021 9:04:47 AM	defosan	Modify	Assigned	Assigned
Apr 4, 2022 10:00:49 AM	defosan	Modify	Assigned	Assigned
Apr 6, 2022 5:06:25 PM	defosan	Modify	Assigned	Assigned
Apr 7, 2022 8:43:20 AM	defosan	Modify	Assigned	Assigned
Jun 7, 2022 11:38:32 AM	defosan	Modify	Assigned	Assigned
Jun 7, 2022 2:50:02 PM	defosan	Modify	Assigned	Assigned
Jun 27, 2022 4:33:15 PM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:04:46 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000282 - Record Details

Jul 7, 2022 8:40:10 AM

Main		
State:	Packaged	
Headline:	Lengths of intermediate elements to prevent buffer locking	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:04:57 AM	
Documents and References:	Annex N of EN 13803:2017.	
Recognised Organisation:	NSA ES	
Submission Date:	Apr 20, 2020 10:08:25 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):		
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>The error is related to Point 4.2.3.4(2) and Appendix I of INF TSI.</p> <p>The range of radii defined in point 4.2.3.4(2) to be taken into account in order to prevent buffer locking is not correct according to tables 43 and 44 of Appendix I, for the particular case of straight intermediate track elements.</p> <p>Generally speaking we need prevent buffer locking in reverse curves with small radii. In the particular case of straight intermediate track elements the range of radii are defined in tables 43 and 44.</p> <p>The title of the appendix I should be modified taking into account the title included in annex N of EN 13803:2017.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:	<p>Proposal for point 4.2.3.4(2):</p> <p>Reverse curves (other those in marshalling yards where wagons are shunted individually) with small radii for new lines shall be designed to prevent buffer locking. For straight intermediate track elements between the curves, Table 43 and Table 44 of Appendix I shall apply. For non-straight intermediate track elements, a detailed calculation shall be made in order to check the magnitude of the end throw differences.</p>	

	<p>Proposal for the title of Appendix I:</p> <p>Appendix I - Lengths of intermediate elements to prevent buffer locking</p> <p>Core Team meeting 17/09/2020: Core team to further investigate how the configuration considered (the inclusion of non straight intermediate elements) is possible to be included in the target system.</p>
Supporting document(s) for solution proposal:	20200420 RFC TSI INF_NSA SPAIN (1).docx
<b>Agreed Solution</b>	
Agreed Solution:	<p>Solution agreed during the WP15 meeting on 26 Apr 2022:</p> <ul style="list-style-type: none"> <li>• modify section 4.2.3.4(2) as follows: Reverse curves (other than those in marshalling yards where wagons are shunted individually) with small radii for new lines shall be designed to prevent buffer locking. For straight intermediate track elements between the curves, Tables N.1 and N.2 of EN 13803:2017 shall apply, whose values are based on the reference vehicles defined in section N.2 of EN 13803:2017. To prevent buffer locking for existing vehicles that do not fulfil the assumptions of the reference vehicles, it can be necessary to specify more restrictive, longer lengths of the straight intermediate element. For example, table N.1 of EN 13803:2017 can be required as the lower limits for dedicated freight lines. For non-straight intermediate track elements, a detailed calculation shall be made in order to check the magnitude of the end throw differences.</li> <li>• Delete Appendix I</li> <li>• Modify Appendix T of INF TSI adding the new Standard: EN 13803:2017</li> </ul> <p>Possible reference to EN16839 in the application guide to be discussed when drafting the guide.</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - Bilateral meeting ERA / NSA ES in Feb 2022 concluded that CR282 addresses the requirement indicated in point 4.2.3.4 (2) - range of radii to be taken into account in order to prevent buffer locking. It can be considered editorial and dealing with a new Standard to be added in INF TSI. When the INF TSI was adopted the standard EN 13803:2017 was still in the draft stage but the main content was transferred in point 4.2.3.4(2) and Appendix I of INF TSI. The initial Spain proposal deals with small changes to the text taking into account the adoption of EN 13803:2017. Our agreed proposal with Spain is to make direct reference to the annex N of EN 13803:2017, withdraw appendix I and to check the impacts in some Specific cases not currently addressed by the current CR proposal (e.g for Slovak Specific case 7.7.19.2 (1).)</p> <p>2 - Second bilateral meeting ERA / NSA ES in Mar 2022 results in the following proposal. The proposal is submitted to the WP15 of 25 Apr 2022:</p>

	<ul style="list-style-type: none"> <li>modify section 4.2.3.4(2) as follows: Reverse curves (other than those in marshalling yards where wagons are shunted individually) with small radii for new lines shall be designed to prevent buffer locking. For straight intermediate track elements between the curves, Tables N.1 and N.2 of EN 13803:2017 shall apply, whose values are based on the reference vehicles defined in section N.2 of EN 13803:2017. To prevent buffer locking for existing vehicles that do not fulfil the assumptions of the reference vehicles, it can be necessary to specify more restrictive, longer lengths of the straight intermediate element. For example, table N.1 of EN 13803:2017 can be required as the lower limits for dedicated freight lines. For non-straight intermediate track elements, a detailed calculation shall be made in order to check the magnitude of the end throw differences.</li> <li>Delate Appendix I</li> <li>Modify Appendix T of INF TSI adding the new Standard: EN 13803:2017</li> </ul>	
Supporting document(s) for justification/discussion:		
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Others	
Reason for reclassification		
Reason for rejection:	The CR is not clear. The real scope of the CR need to be clarified if it addresses the comparison between INF TSI and the relevant clause in the standard. It is not clear if the issue raised is related only limited tot the title of Appendix I of the TSI.	
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
Application guide	n.a.	cq.record:TSI/Application guiden.a.@CCM/TSI_C
INF TSI	Main Package 2022	cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):		
name		
ERA TSI Core Team	cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C	
TWG EDIT	cq.record:WorkingParty/TWG EDIT@CCM/TSI_C	

Superseded CRs:

id	Headline	
TSI_C00000284	NEW SPECIFIC CASE FOR SPAIN RELATED TO POINT 4.2.3.4(2) OF INF TSI	cq.record:CR/TSI_C00000284@CCM/TSI_

**Contact Person**

Contact person Name:	Antonio Corral Pérez
Contact person E-Mail address:	ancorral@seguridadferroviaria.es

**History**

Date	User	Action	Old State	New State
Apr 20, 2020 10:23:59 AM	ACorralPerez	Submit	no_value	Submitted
Jun 9, 2020 10:27:33 AM	imperga	Reject	Submitted	Rejected
Jun 29, 2020 4:26:19 PM	defosan	Supersede	Rejected	Superseded
Jun 29, 2020 4:29:42 PM	defosan	Validate	Superseded	Valid
Sep 17, 2020 2:39:29 PM	defosan	Modify	Valid	Valid
Sep 17, 2020 2:42:45 PM	defosan	Modify	Valid	Valid
Sep 17, 2020 2:49:24 PM	defosan	Modify	Valid	Valid
Sep 17, 2020 2:49:41 PM	defosan	Modify	Valid	Valid
Nov 19, 2020 3:45:37 PM	defosan	Assign	Valid	Assigned
Mar 18, 2022 4:20:41 PM	defosan	Modify	Assigned	Assigned
Mar 28, 2022 12:14:10 PM	defosan	Modify	Assigned	Assigned
Apr 26, 2022 3:56:28 PM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:04:59 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000351 - Record Details

Jul 7, 2022 8:40:50 AM

Main		
State:	Packaged	
Headline:	Lamp controls (4.2.7.1.4)	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:17:49 AM	
Documents and References:	Chapter 4.2.7.1.4 of TSI LOC&PAS	
Recognised Organisation:	NSA LU	
Submission Date:	Jul 22, 2020 9:31:49 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>The chapter 4.2.7.1.4 of the TSI LOC&amp;PAS includes the following paragraph:</p> <p>Note: where it is intended to use lights to inform of an emergency situation (operating rule, see TSI OPE), this should be done only by means of head lamps in flashing/blinking mode.</p> <p>It is not clear whether this is a technical requirement to fulfill operational conditions or not. So the question is what is the goal of this note?</p>	
Consequences of addressed problem:	Creation of a national technical rule to cover this note.	
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:	Rewording of the note is necessary to explain clearly the scope and the goal of this note.	
Supporting document(s) for solution proposal:		
Agreed Solution		
Agreed Solution:	Solution agreed at WP14 on 10 Mar 2022: see document "WP14_CR351-agreed"	
Supporting document(s) for agreed solution:	WP14_CR351-agreed.docx	
Justification/Discussion for Solution		

Justification/Discussion for Solution by assigned WG(s):	Discussions are summarised in file CR351_Discussions.docx			
Supporting document(s) for justification/discussion:	CR351_history-and-justification.docx, CR351_for-WP12.docx, WP13_Item7_CR351.docx, WP14_Item9_CR351_answers.xlsx, WP14_Item9_CR351_Questionnaires.pptx, CR351_Discussions.docx			
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:	Others			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
LOC&PAS TSI	Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		René Scholtes		
Contact person E-Mail address:		rene.scholtes@acf.etat.lu		
<b>History</b>				
Date	User	Action	Old State	New State
Jul 22, 2020 9:42:08 AM	CBoujong	Submit	no_value	Submitted
Jul 29, 2020 9:55:22 AM	defosan	Validate	Submitted	Valid
Sep 15, 2020 2:52:49 PM	defosan	Assign	Valid	Assigned
Nov 6, 2020 4:15:47 PM	defosan	Modify	Assigned	Assigned
Feb 23, 2021 4:18:35 PM	defosan	Modify	Assigned	Assigned



<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Feb 23, 2021 4:19:37 PM	defosan	Modify	Assigned	Assigned
Mar 19, 2021 10:26:59 AM	defosan	Modify	Assigned	Assigned
Mar 26, 2021 3:15:20 PM	defosan	Modify	Assigned	Assigned
Sep 13, 2021 12:17:06 PM	defosan	Modify	Assigned	Assigned
Sep 30, 2021 9:46:05 AM	defosan	Modify	Assigned	Assigned
Nov 19, 2021 10:45:08 AM	defosan	Modify	Assigned	Assigned
Mar 11, 2022 5:27:03 PM	defosan	Complete	Assigned	Analysis_Completed
Mar 24, 2022 11:34:38 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
May 12, 2022 5:19:20 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:17:53 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000353 - Record Details

Jul 7, 2022 8:41:13 AM

Main		
State:	Packaged	
Headline:	Composite brake blocks not on UIC 541-4 list	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:05:12 AM	
Documents and References:	Chapter 7.1.2(f) and Annex C of TSI WAG	
Recognised Organisation:	NSA LU	
Submission Date:	Jul 22, 2020 9:49:25 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>7.1.2(f) The brake system must be in accordance with the conditions of Appendix C, Sections 9, 14 and 15 when applying the reference case set out in point 4.2.4.2</p> <p>This chapter needs a review, especially for the composite brake blocks (CBBs) because the formulation of item 7.1.2 is in contradiction with the articles 8b and 10 of the WAG TSI and the conditions for interoperability constituents. With the application of this TSI, composite brake blocks can be evaluated by a Nobo and receiving so a EC declaration of conformity. But the actual wording of item 7.1.2 doesn't consider such evaluated CBBs as equivalent and allows only CBBs, listed in the UIC list because of the condition that this IC has to comply expressly to Appendix C section 14. As result, a wagon with conform CBBs with an EC declaration of conformity, but NOT listed on the UIC list (see also Appendix G of the WAG TSI), cannot use the application of item 7.1.2 to be mutually recognized in all the MSs.</p> <p>By this way it could also be discussed if the actual formulation is still in line with the European Directive 2016/797 of 11 May 2016 on the interoperability of the rail system within the European Union legal base and the conditions of acceptance of interoperable components.</p>	
Consequences of addressed problem:	Composite brake blocks not on the UIC list are not mutually recognized by all Member States, chapter 7.1.2 cannot be applied by the applicant.	
Application scope:		
Supporting document(s) for Problem/Need Description:		

<b>Solution Proposal by Submitter</b>	
Solution Proposal by Submitter:	Review the chapter 7.1.2(f) and Annex C of TSI WAG to address this problem.
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	<p>Solution agreed at the WP14 on 10 MAR 2022:</p> <p>Proposal to replace Annex C 9 (I) with the following text:</p> <p>If the brake system requires a 'friction element for wheel tread brakes' interoperability constituent, the interoperability constituent shall, in addition to the requirements of point 6.1.2.5, comply with either UIC leaflet 541-4:2020 or EN 16452:2015+A1:2019.</p> <p>The proposed categorisation is C1</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1- Core Team meeting 10/9/2020: decision to assign the CR to the Core Team who will make a proposal directly to the Working Party</p> <p>2- ERA Core Team proposal for the WP of 9 March 2021:</p> <p>Proposal to replace Annex C 9 (I) with the following text: If the brake system requires a 'friction element for wheel tread brakes' interoperability constituent, the interoperability constituent shall, in addition to the requirements of point 6.1.2.5, comply with either UIC leaflet 541-4:2010 or EN 16452:2015+A1:2019.</p> <p>This requirement is proposed to be categorised X1</p> <p>3- Minutes of the WP6 meeting of 9 Mar 2021: NSA SE can't accept the reference to EN 16542 which misses a test condition that the brake performance is not allowed to deviate more than <math>\pm 15\%</math> from the reference tests. CER considers that the issue raised by this CR isn't clear as the TSI WAG doesn't require that the CBB are on the UIC list. NB-Rail remarks that module CV could be used for the extension to Sweden. ERA answers that module CV is already applicable to friction elements on a voluntary basis. In addition, the EN standard is very similar to the UIC leaflet. NSA SE asks that this CR is put on hold and a real discussion takes place about the different aspects of composite brake blocks. ERA will clarify the request with the CR submitter and come back to the WP.</p> <p>4 - ERA organised an ad hoc meeting on CR 353 on 10 Jan 2022. See Minutes of the meeting in attachment (CR353_MoM_10Jan2022.docx)</p> <p>5 - Further to the detailed analysis of equivalence between UIC 541-4 and EN 16452, it is concluded that both standards can be accepted. In addition, the JNS on broken wheels recommended to update the reference to UIC 541-1 to the newest version 2020. Therefore, ERA Core Team proposal for the WP14 of 10 March 2022 is:</p> <p>Proposal to replace Annex C 9 (I) with the following text: If the brake system requires a 'friction element for wheel tread brakes' interoperability constituent, the interoperability constituent shall, in addition to the requirements of point 6.1.2.5, comply with</p>

		either UIC leaflet 541-4:2020 or EN 16452:2015+A1:2019.		
		The proposed categorisation is C1		
		6 - Extract of the MoM of WP14 of 10 Mar 2022		
		ERA introduces the rationale of the CR 353 and the related proposal that has been made. ERA proposes to accept this CR. No opposition from the participants of the WP. ERA indicates that this CR is therefore approved and will be processed to the next step 'Analysis completed'.		
Supporting document(s) for justification/discussion:		CR353_MoM_10Jan2022.docx		
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Others		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
WAG TSI		Main Package 2022		cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		René Scholtes		
Contact person E-Mail address:		rene.scholtes@acf.etat.lu		
<b>History</b>				
<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Jul 22, 2020 10:00:07 AM	CBoujong	Submit	no_value	Submitted
Jul 29, 2020 9:44:08 AM	lisiefr	Validate	Submitted	Valid

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Sep 10, 2020 3:52:40 PM	defosan	Assign	Valid	Assigned
Feb 11, 2021 2:23:16 PM	defosan	Modify	Assigned	Assigned
Feb 11, 2021 2:56:41 PM	defosan	Modify	Assigned	Assigned
Apr 27, 2021 11:20:08 AM	defosan	Modify	Assigned	Assigned
Feb 3, 2022 2:01:09 PM	defosan	Modify	Assigned	Assigned
Feb 18, 2022 9:24:16 AM	defosan	Modify	Assigned	Assigned
Feb 18, 2022 9:34:54 AM	defosan	Modify	Assigned	Assigned
Mar 11, 2022 5:17:37 PM	defosan	Complete	Assigned	Analysis_Completed
May 12, 2022 5:42:35 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:05:14 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000359 - Record Details

Jul 7, 2022 8:41:32 AM

Main		
State:	Packaged	
Headline:	Design track gauge for track sleepers	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:05:31 AM	
Documents and References:	clauses 5.3.3. (2) and 6.1.5.2 (1) of the INF TSI.	
Recognised Organisation:	EIM	
Submission Date:	Sep 22, 2020 4:27:40 PM	
Submitter Reference Number:	#9	
Project Information (Project name and starting time):	TWG on return of experience from application of INF TSI	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
CER	cq.record:RecognisedOrganisation/CER@CCM/TSI_C	
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>"EIM-CER informed the Agency on 20th June 2018 at the 3rd INF WP about the incompatibility of the requirement to set a design track gauge of 1437 mm for track sleepers on ballasted track with the widenings usually provided on sharp curves to prevent wear and low rail corrugation. The Agency acknowledged that this requirement must not be applied on curves of 300m or less since it is manifestly detrimental on these situations.</p> <p>Additionally, after an internal investigation within its membership, EIM-CER have concluded that there is no current harmonization in this respect. The requirement to set a design track gauge of 1437mm must be reconsidered before the temporal provision of clause 6.1.5.2 (1) expires. It should not be applied for the following reasons:</p> <p>[1] It was conceived as an indirect control of the equivalent conicity. The prescription of specific in-service values of equivalent conicity in INF TSI and Loc&amp;Pas TSI makes unnecessary any indirect control of this parameter and constitutes the only interface with Rolling Stock.</p> <p>[2] It was a hurried proposal to solve the problem explained above that is no longer necessary, and its formulation contains several errors: it is inconsistent with the essential widenings to ensure safe operation on sharp curves as explained above, and only applies to track sleepers on ballasted track of the track gauge system of 1435 mm (leaving out hosts of track constructions for which equivalent conicity is also relevant)</p> <p>[3] It consists more on an action plan than on a requirement. Its application may be beneficial for some IMs and detrimental for others. The provision of some extra mm on track sleepers is an easy way to prevent tight mean values of track gauge on certain cases. But the state-of-the-art allows other solutions that can be equally effective (e.g. stricter dimensional control of track components,</p>	

	<p>preventive grinding). The choice of any specific measure must be up to the IMs, which have the relevant specific information. It should also be noted that this requirement will force all sleepers manufacturers to modify casting moulds, which would create additional costs for a large part of the European rail network. While IMs successfully applying a design track gauge of 1437mm will be allowed to keep this value outside of the scope of the TSI, other IMs would face unpredictable impact on track quality in their respective network.</p> <p>[4] Track gauge does not only depend on the design track gauge of sleepers. It is the result of a complex set of dimensions of components, assembly gaps and construction tolerances. The final tolerance margin of the whole system is quantitatively smaller than the addition of the construction tolerances and assembly gaps for every component taken separately. There is no point in defining the dimensions of a single component regardless of the applied fabrication systems, geometry controls and assembly procedures, which are not the same all over Europe. A holistic approach is essential, and it must be set under the sole responsibility of the IMs. It should be noted that the real interface parameters with L&amp;P TSI are the in-service limits for equivalent conicity and the nominal track gauge, but not the design track gauge. It was conceived as an indirect control of equivalent conicity, but it does not cover the entire subsystem of infrastructure since it only addresses ballasted tracks with a nominal track gauge of 1435mm. "</p>
Consequences of addressed problem:	
Application scope:	
Supporting document(s) for Problem/Need Description:	
<b>Solution Proposal by Submitter</b>	
Solution Proposal by Submitter:	Deletion of clauses 5.3.3. (2) and 6.1.5.2 (1) of the INF TSI.
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	<p>INF TSI</p> <p>(a) In clause 5.3.3 'Track sleepers' section (2) is revised as follow:  "(2) For the nominal track gauge system of 1 435 mm, the design track gauge for track sleepers shall be 1 437 mm."  is replaced by  "(2) For the nominal track gauge system of 1 435 mm, the design track gauge for track sleepers in straight alignments and in horizontal curves with radius greater than 300 m shall be 1 437 mm".</p> <p>(b) In clause 6.1.5.2 'Assessment of sleepers' – section (1) is revised as follow:  "(1) Until 31 May 2021 a design track gauge for track sleepers below 1 437 mm shall be allowed.  is replaced by  "(1) Not used"</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - ERA Core Team proposal (after discussion with CR submitter) submitted to the WP for the meeting of 20/04/2021:</p> <p>INF TSI</p> <p>(a) In clause 5.3.3 'Track sleepers' section (2) is revised as follow:  "(2) For the nominal track gauge system of 1 435 mm, the design track gauge for track sleepers shall be 1 437 mm."</p>

is replaced by  
 "(2) For the nominal track gauge system of 1 435 mm, the design track gauge for track sleepers in straight alignments and in horizontal curves with radius greater than 300 m shall be 1 437 mm".

(b) In clause 6.1.5.2 'Assessment of sleepers' – section (1) is revised as follow:

"(1) Until 31 May 2021 a design track gauge for track sleepers below 1 437 mm shall be allowed.

is replaced by  
 "(1) Not used"

2 - Extract from the MoM of WP7 dated 20 Apr 2021:

ERA presents the proposal agreed with the Core Team and the submitter.

NSA ES and NB-Rail support the initial proposal to delete the complete paragraphs. NB-Rail remarks that it would lead to track sleepers not being ICs any longer. This could impact other TSI clauses.

CER underlines that their initial proposal, also welcomed by NSA ES and NB-Rail, is preferred, the proposal of the ERA Core Team is agreed only as a compromise.

ERA concludes that the CR is agreed as a minimum.

CER highlights that stakeholders would support further actions on that point and a revision of INF TSI Chapter 5. The 6 months delay of the TSIs revision is an opportunity to be taken into account to tackle this issue more extensively..

ERA states that a full revision of ICs would need to be done in the full revision of TSI and not in this limited revision.

Supporting document(s) for justification/discussion:

**Economic Evaluation**

Preliminary Assessment of Benefits by submitter:

Supporting document(s) for preliminary assessment of benefits:

Economic Evaluation:

Supporting document(s) for Economic Evaluation:

**Process Management**

Severity: Interoperability related and non safety related

Reason for reclassification

Reason for rejection:

Reason for postponement:

Superseding CR:

Target TSI and Baseline:

TSI_name	Reference_OJ_Publication	
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C



List of assigned Working Party(ies):

name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Javier Moreno		
Contact person E-Mail address:		javier.moreno@eimrail.org		
<b>History</b>				
Date	User	Action	Old State	New State
Sep 22, 2020 4:31:02 PM	JMoreno	Submit	no_value	Submitted
Jan 20, 2021 10:43:45 AM	defosan	Validate	Submitted	Valid
Feb 22, 2021 1:43:04 PM	defosan	Assign	Valid	Assigned
Feb 23, 2021 5:13:59 PM	defosan	Modify	Assigned	Assigned
Sep 13, 2021 2:07:39 PM	defosan	Modify	Assigned	Assigned
Sep 13, 2021 2:08:24 PM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:24:10 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:05:32 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000360 - Record Details

Jul 7, 2022 8:41:56 AM

<b>Main</b>		
State:	Packaged	
Headline:	sector inputs to CR TSI_C00000184 on the return of experience from the existing provisions of L&P TSI	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:05:45 AM	
Documents and References:	LOC&PAS TSI (EU) 1302/2014	
Recognised Organisation:	CER	
Submission Date:	Sep 22, 2020 9:11:03 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
UNIFE	cq.record:RecognisedOrganisation/UNIFE@CCM/TSI_C	
<b>Problem/Need</b>		
Operational scope:	The objective is to improve the quality of the L&P TSI on the basis of the return of experience from stakeholders, taking into account the evolution of practices, and without compromising the stability of the TSI.	
Problem/Need Description:	The L&P TSI needs to be maintained or corrected on the basis of the experience of the stakeholders that apply it. Stakeholders having now many years of experience with the L&P TSI and consolidated suggestions for improvement and clarification of the TSI. A list of Change Requests was discussed and documented in 2017-18 within the former ERA L&P WPs in order to improve the L&P TSI on the basis of the return of experience of stakeholders	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	See documents attached as sector inputs	
Supporting document(s) for solution proposal:	CER-UNIFE LP inputs on CR184 (22.09.2020).xlsx	
<b>Agreed Solution</b>		
Agreed Solution:	Extract of the Minutes of WP6 meeting on 9 Mar 2021: "ERA indicates that the CR are mostly editorial and that conformity with the previous version of the TSI ensures in all cases the conformity with the new version. NSA SE wonders what the proposal is for the 2nd line: either replace	

"train formation" and "train composition" by "reference train" or mention in the Application Guide which passages in the TSI are addressed by the expression "reference train"?

ERA answers that the first proposal is retained. NSA SE acknowledges and asks that this should be made clearer in the proposal which option is proposed.

WP members don't oppose to the solution, the CR is accepted and will be processed to the next step."

Agreed solution:

1 - In clause 4.2.4.10 (5), the text  
 "This requirement does not apply to units which are operated in a train formation of less than 200 tons (load condition 'design mass in working order')."

Is replaced by

"The requirement in 4.2.4.10 (4) does not apply to units which are operated in a train formation of less than 200 tons (load condition 'design mass in working order')."

2 - In clauses 4.2.6.2.1 (3) and 4.2.6.2.3 (2), the terms "train formation" are replaced by "reference train"

In clauses 4.2.6.2.3 (2) and 6.2.3.15 (3) the terms "train composition" are replaced by "reference train"

In clause 6.2.3.15 (4) the term "train" is replaced by "reference train"

3 - In clause 4.2.8.2.8.1 (4), the text

"This system is suitable for billing purposes;"

Is replaced by

"The On-board energy measurement system is suitable for billing purposes;"

4 - In clause 4.2.8.2.8.1 (7), in the sentence

"An on-board location function providing location data originated from an external source to the DHS shall be provided in networks where such function is necessary for billing purposes only."

The word "only" is deleted

Supporting document(s) for agreed solution:

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

Core Team meeting 25/09: the proposal to the WP for the meeting of 21/10/2020 are in the attached file 'CER-UNIFE LP inputs on CR184-CTreply.xlsx'

Core Team 22/01: in order to close the CR, only the proposed changes that are accepted by ERA Core Team and didn't raise objection from the WP during the meeting of 21/10/2020 are included in the proposed file 'CR 360-after WP#4 21.10.2020.xlsx'. Specific CRs are created for the other proposed changes.

Core Team proposal for the meeting WP6 of 9 Mar 2021: The changes included in the file 'CR 360-after WP#4 21.10.2020.xlsx' are accepted

Conformity with the previous version of the TSI ensures in all cases the conformity with the new version

Supporting document(s) for justification/discussion:

CER-UNIFE LP inputs on CR184-CTreply.xlsx, CR 360-after WP#4 21.10.2020.xlsx

### Economic Evaluation

Preliminary Assessment of Benefits by

submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Others		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C		
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Yann Seimandi		
Contact person E-Mail address:		yann.seimandi@cer.be		
<b>History</b>				
Date	User	Action	Old State	New State
Sep 22, 2020 9:24:54 PM	YSeimandi	Submit	no_value	Submitted
Sep 22, 2020 9:26:35 PM	YSeimandi	Modify	Submitted	Submitted
Sep 24, 2020 9:44:55 AM	defosan	Validate	Submitted	Valid
Sep 25, 2020 1:50:11 PM	defosan	Assign	Valid	Assigned
Jan 22, 2021 10:04:52 AM	defosan	Modify	Assigned	Assigned
Feb 2, 2021 4:55:20 PM	defosan	Modify	Assigned	Assigned
Mar 9, 2021 2:20:32 PM	defosan	Modify	Assigned	Assigned
Mar 18, 2021 3:33:43 PM	defosan	Modify	Assigned	Assigned
Mar 18, 2021 3:33:59 PM	defosan	Complete	Assigned	Analysis_Completed

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Apr 27, 2021 11:17:09 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Nov 29, 2021 3:24:28 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:05:47 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000361 - Record Details

Jul 7, 2022 8:42:20 AM

Main		
State:	Packaged	
Headline:	(UPDATED) replacing CR 268 - minimum radii of horizontal curves	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:06:03 AM	
Documents and References:	TSI 1299/2014	
Recognised Organisation:	EIM	
Submission Date:	Sep 29, 2020 4:12:07 PM	
Submitter Reference Number:	#29	
Project Information (Project name and starting time):	Please see the original CR submitted 268	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
CER	cq.record:RecognisedOrganisation/CER@CCM/TSI_C	
Problem/Need		
Operational scope:		
Problem/Need Description:	It makes no sense to assess the design value of minimum radii of horizontal curves at assembly before putting into service. Construction tolerances do not have a significant impact on this parameter. Modification of radii entail a new line layout for which a new design is needed. Minimum radius of horizontal curve is a design parameter that should be assessed at design review only.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:	Proposal: "n.a." instead of "X" for Assembly before putting into service in table 37	
Supporting document(s) for solution proposal:		
Agreed Solution		
Agreed Solution:	In TSI INF 6.2.4.4 'Assessment of track layout' - A new clause is added as follows: (3) At assembly before putting into service, for the review of the minimum horizontal curve the measurement values provided by the applicant or infrastructure manager shall be assessed. Rules for acceptance of works defined by the infrastructure manager shall be taken into account.	

Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1- Text after discussion between ERA CT and the submitter and proposed to the WP for the meeting of 18 May 2021:</p> <p>TSI INF 6.2.4.4 'Assessment of track layout' - A new clause is added as follows: (3) At assembly before putting into service, for the review of the minimum horizontal curve the measurement values provided by the applicant or infrastructure manager shall be assessed. Rules for acceptance of works defined by the infrastructure manager shall be taken into account.</p> <p>2- Comment from NSA ES: Our proposal is the evaluation of the requirement only in design phase. In this sense it would be necessary to include "n.a" instead of "X" for assembly before putting into service in table 37 (note from ERA: as originally proposed by the submitter).</p> <p>We don't agree with new paragraph (3). Radius of horizontal elements isn't a parameter with defined tolerances in the IM rules for acceptance of infrastructure works. Parameters with defined installation tolerances, according to standard EN 13231-1:2013 "Railway applications - Track - Acceptance of works - Part 1: Works on ballasted track - Plain line, switches and crossings" are:</p> <ul style="list-style-type: none"> <li>• Track gauge and cross level</li> <li>• Longitudinal level and alignment</li> <li>• Track twist</li> <li>• Vertical position</li> <li>• Lateral position</li> </ul> <p>Radius isn't a parameter to consider in relation with these acceptance rules. A modification of the value of the radius should be reassessed and considered again in design phase.</p> <p>3 - Extract from the MoM of the WP9 of 6 Jul 2021:</p> <p>CR 361 on minimum curve radius: NSA CH and NSA ES support the initial proposal to delete the 'X' in Assembly before putting into service in table 37. NB rail opposes to the simple amendment of table 37 for the parameter in subject. ERA expects information on what is really assessed during that phase for that parameter, as the 'X' was decided by a previous Working Party. The ERA Core Team proposal will be accepted and the CR will be processed to the step step on that basis. In a future revision this point could be discussed again.</p>
Supporting document(s) for justification/discussion:	
<b>Economic Evaluation</b>	
Preliminary Assessment of Benefits by submitter:	
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	
<b>Process Management</b>	

Severity:	Interoperability related and non safety related			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:	Not part of the scope of TWG RST/FI (CRs 169, 170, 171, 172 and 179) - Scope outside the planned TSI revision package 2022. In any case Table 37 of Appendix B maybe be fully revised as similar parameters may have the same issue. (Parameter only relevant to be assessed at design stage with requirements to be assessed Assembly before putting into service)			
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
INF TSI	Main Package 2022		cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Javier Moreno		
Contact person E-Mail address:		javier.moreno@eimrail.org		
<b>History</b>				
Date	User	Action	Old State	New State
Sep 29, 2020 4:19:18 PM	JMoreno	Submit	no_value	Submitted
Sep 29, 2020 4:22:12 PM	imperga	Validate	Submitted	Valid
Sep 29, 2020 4:26:14 PM	imperga	Postpone	Valid	Postponed
Jan 26, 2021 4:38:10 PM	defosan	Assign	Postponed	Assigned
Apr 28, 2021 3:22:27 PM	defosan	Modify	Assigned	Assigned
May 31, 2021 11:11:46 AM	defosan	Modify	Assigned	Assigned
Sep 13, 2021 2:50:38 PM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:24:42 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:06:05 AM	defosan	Incorporate	Analysis_Completed	Packaged



# CR TSI\_C00000362 - Record Details

Jul 7, 2022 8:42:39 AM

Main		
State:	Packaged	
Headline:	Design track gauge	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:06:19 AM	
Documents and References:	Appendix C2 (c)	
Recognised Organisation:	EIM	
Submission Date:	Oct 6, 2020 3:51:51 PM	
Submitter Reference Number:	#30	
Project Information (Project name and starting time):	TWG on return of experience from application of INF TSI	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
CER	cq.record:RecognisedOrganisation/CER@CCM/TSI_C	
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>Appendix C2 collects parameters to describe existing well proof track systems.</p> <p>The return of experience with clauses 6.2.5.1 (1) and 6.2.5.2 (1) shows that it is not necessary to perform an EC verification for every project using the same existing track design system. For bearers of switches and crossings, the text need to be clarified accordingly.</p> <p>For bearers of switches and crossing, design track gauge does not apply, but only nominal track gauge.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:	Proposal: Nominal track gauge	
Supporting document(s) for solution proposal:	Item_10_CR362_design-track-gauge.pptx	
Agreed Solution		
Agreed Solution:	<p>In Appendix C.2 of the INF TSI, the following point</p> <p>(c) Bearer</p> <p>...</p> <p>— Nominal and design track gauge</p>	

	is replaced by (c) Bearer ... — Nominal track gauge
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>Proposal discussed and agreed during the Working Party meeting n°5 on 19 January 2021</p> <p>NB-Rail remarked that when the proposal is accepted, then an ISV could be used to transfer the previous result from a project to the next project. An ISV emitted by a Notified Body is accepted by all other Notified Bodies.</p> <p>EIM supported the idea.</p>
Supporting document(s) for justification/discussion:	
<b>Economic Evaluation</b>	
Preliminary Assessment of Benefits by submitter:	
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	
<b>Process Management</b>	
Severity:	Others
Reason for reclassification	
Reason for rejection:	
Reason for postponement:	
Superseding CR:	
Target TSI and Baseline:	
TSI_name	Reference_OJ_Publication
INF TSI	Main Package 2022
	cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):	
name	
ERA TSI Core Team	cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C
TWG EDIT	cq.record:WorkingParty/TWG EDIT@CCM/TSI_C
Superseded CRs:	
id	Headline
<b>Contact Person</b>	
Contact person Name:	Javier Moreno
Contact person E-Mail address:	javier.moreno@eimrail.org
<b>History</b>	

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Oct 6, 2020 4:00:38 PM	JMoreno	Submit	no_value	Submitted
Nov 19, 2020 4:44:55 PM	defosan	Validate	Submitted	Valid
Nov 19, 2020 4:45:25 PM	defosan	Assign	Valid	Assigned
Jan 20, 2021 9:09:32 AM	defosan	Modify	Assigned	Assigned
Jan 20, 2021 9:09:53 AM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:24:57 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:06:21 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000369 - Record Details

Jul 7, 2022 8:42:58 AM

Main		
State:	Packaged	
Headline:	Magnetic track brake in TSI Loc & Pass 2014	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:06:30 AM	
Documents and References:	EN16207 : 2014 (Magnetic Track Brake) UIC leaflet 541-06 1st edition (1992) (Magnetic Track Brake)	
Recognised Organisation:	NSA FR	
Submission Date:	Oct 20, 2020 1:46:12 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	<p>Acquisition of new rolling stock :</p> <ul style="list-style-type: none"><li>- RER NG : Contract signed in January 2017 for 371 trainsets, operation planned for end 2021, for mass transit in Paris area.</li><li>- Régiolis France-Germany (30 trainsets, 2024)</li><li>- AMLD (Automotrice Moyenne et Longue Distance – Mid- and Long-Distance EMU), 28 to 100 trainsets, end 2023</li></ul> <p>CR endorsed by following organisations: SNCF, Alstom FR, Bombardier FR</p>	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:	Compatibility of end elements of Magnetic Track Brake with axle counters	
Problem/Need Description:	<p>The TSI Loc &amp; Pas 2014 amended 2019 makes now a reference to Annex C of EN 16207:2014 standard, instead of Appendix 3 of UIC leaflet 541-06:jan 1992 through the requirement 4.2.4.8.2. Paragraph 4.2.4.8.2 of TSI Loc&amp;Pas now requires:</p> <p>“(3) The geometrical characteristics of the end elements of the magnet in contact with the rail shall be as specified for one of the types described in the specification referenced in Appendix J-1, index 31.”</p> <p>This index 31 is Annex C of EN 16207:2014, which defines six designs of end elements for magnetic track brake (MTB). This annex is a copy of the Appendix 3 of UIC leaflet 541-06:jan1992. The problem is that, according to TSI, it is mandatory to use end elements with a design defined 30 years ago. At that time there were few vehicles fitted with magnetic track brake on the French railway network, and the first version of the Infrastructure Manager test reference frame of compatibility of end elements of MTB with axle counters is dated from 16/11/2007.</p> <p>The provisions of paragraph 2.1.2 of aforementioned UIC 541-06 gave possibility of using other end elements than those mentioned “approved”, provided that compatibility with the switches and crossing was demonstrated. This possibility to introduce new design</p>	

	<p>for end elements is neither allowed in the EN 16207 standard, nor in the present TSI as a consequence.</p> <p>These imposed end elements shapes, resulting from applying Annex C of the EN 16207 standard, bring now problems of technical compatibility with the axle counters already implemented on the French railway network.</p>
Consequences of addressed problem:	Therefore, the current application of the TSI Loc & Pas 2014, amended 2019, will lead to strong restrictions on the area of use of next generations of vehicles put in service on the French railway system, with a large impact on route compatibility, and therefore on the operation of those vehicles (route and speed restrictions).
Application scope:	Rolling stock with Magnetic Track Brake
Supporting document(s) for Problem/Need Description:	
<b>Solution Proposal by Submitter</b>	
Solution Proposal by Submitter:	<p>Replace</p> <p>“(3) The geometrical characteristics of the end elements of the magnet in contact with the rail shall be as specified for one of the types described in the specification referenced in Appendix J-1, index 31.”</p> <p>By</p> <p>“(3) The geometrical characteristics of the end elements of the magnet in contact with the rail shall be:</p> <ul style="list-style-type: none"> <li>- either as specified for one of the types described in the specification referenced in Appendix J-1, index 31, or</li> <li>- defined in such a way that the technical compatibility with the network shall be demonstrated.</li> </ul>
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	<p>WP agreed with the proposal of ERA CT for the WP9 of 6 July 2021 (see sheet Justification/Discussion for Solution)</p> <p>TSG EDIT 8 Feb 2022: editorial changes in 4.2.4.8.2. Magnetic track brake:</p> <p>(3) It is permissible to use geometries of end elements of the magnet that are not listed in Appendix J-1, index 31 provided that the compatibility with switches and crossings is demonstrated in accordance with the procedure referred to in Appendix K of this TSI.</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>Proposal of ERA CT for the WP9 of 6 July 2021, based on ERA TO 2021-1 (<a href="https://www.era.europa.eu/library/opinions-and-technical-advice_en#opinion1344">https://www.era.europa.eu/library/opinions-and-technical-advice_en#opinion1344</a>):</p> <p>Clause 4.2.4.8.2(3) of LOC&amp;PAS TSI should be replaced by:</p> <p>(3) The geometrical characteristics of the end elements of the magnet in contact with the rail shall be as specified for one of the types described in the specification referenced in Appendix J-1, index 31. It is permitted to use other geometry of end elements of the magnet not included in Appendix J-1, index 31 provided that the compatibility with switches and crossings is demonstrated in accordance with the procedure referred in Appendix K of this TSI.</p> <p>Appendix K created in LOC&amp;PAS TSI (see attachment below)</p>

Supporting document(s) for justification/discussion:		CR369_Appendix_K.docx		
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:		None		
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Denis Garnier		
Contact person E-Mail address:		Denis.GARNIER@securite-ferroviaire.fr		
<b>History</b>				
Date	User	Action	Old State	New State
Oct 20, 2020 1:57:20 PM	DGarnier	Submit	no_value	Submitted
Dec 2, 2020 11:51:45 AM	defosan	Validate	Submitted	Valid
Jan 20, 2021 9:30:36 AM	defosan	Assign	Valid	Assigned
Jun 10, 2021 10:50:03 AM	defosan	Modify	Assigned	Assigned
Jul 13, 2021 10:31:34 AM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:25:18 PM	defosan	Modify	Analysis_Completed	Analysis_Completed

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Feb 8, 2022 1:49:54 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:06:32 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000379 - Record Details

Jul 7, 2022 8:43:17 AM

<b>Main</b>		
State:	Packaged	
Headline:	Improve the existing provisions of the TSI on the basis of the return of experience from stakeholders (Ex-post EIM CER CRs agreed at the ENE WP meeting in 2018)	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:06:42 AM	
Documents and References:	TSI ENE clause 4.2.1 TSI ENE clause 4.2.3 TSI ENE clause 4.2.4 TSI ENE clause 6.2.4 TSI ENE clause 4.2.5	
Recognised Organisation:	EIM	
Submission Date:	Nov 26, 2020 1:31:10 PM	
Submitter Reference Number:	#1	
Project Information (Project name and starting time):	Return of experience from application of ENE TSI	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
ENE TSI	EU 1301/2014	cq.record:TSI/ENE TSIEU 1301%/2014@CCM/TSI_C
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
CER	cq.record:RecognisedOrganisation/CER@CCM/TSI_C	
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	In the light of the pasts ENE WPs, a list of Change Requests was agreed in 2018 within the ERA WPs in order to improve the ENE TSI on the basis of return of experience of stakeholders (Ex-post EIM CER CRs agreed at the ENE WP meeting in 2018 and input for the CR 186)	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:	EIM CER input CR 186.pdf, ENE EIM CER CR379.xlsx	
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	Extract of the MoM of WP7 of 20 April 2021:  ERA introduces the CR that compiles a series of changes agreed	



during the ENE WP revision in 2017/2018.

UNIFE remarks that there is a TWG also working on ENE/RST interfaces and that this CR should also go to this TWG. ERA doesn't agree to have this change processed again.

NSA DE remarks that the TWG outputs may impact the changes and this point should be considered.

ERA agrees and concludes that the CR is accepted pending the conclusions of the activities of the TWG FI/RST which will prevail on this CR in case of divergence.

11 Jan 2022: the following corrections were made by the TWG EDIT:  
1 - "6.2.4.2. Assessment of traction power supply performance" was changed to "6.2.4.1.a Assessment of traction power supply performance"

2 - "(1) a quality index as defined in the clause 4.2.3" was changed to "(1) a quality index as defined in the clause 4.2.4"

Supporting document(s) for agreed solution:

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1 - ERA Core Team proposal for WP6 meeting of 9 March 2021: support the proposal from the submitter.

CR not discussed during WP6 due to time constraints. Discussion is postponed.

In the ENE TSI:

a - Deletion of clause 4.2.1

b - In clause 4.2.3, point (1) is changed to:  
"The nominal voltage and nominal frequency of the traction power supply system shall be one of the four systems, specified in accordance with Section 7:"  
Deletion of point 4.2.3 (2)

c - Deletion of current clauses 4.2.4, 4.2.4.1. and 4.2.4.2 replaced by:

"4.2.4. Traction power supply performance  
For newly built subsystems, or in the case the traction power supply system is changed (e.g. migration from DC to AC), the quality index for the subsystem shall be according to clause 8.2 of EN 50388-1:2022 that enable every trainset to meet the design timetable."

d - Addition of a new clauses 6.2.4.1. and 6.2.4.2

"6.2.4.1. Assessment of voltage and frequency  
The applicant shall declare in the technical file which nominal voltage is chosen for the traction power supply for a newly built energy subsystem or in the case the traction power supply system is changed (e.g. migration from DC to AC).  
The selected traction power supply system shall be assessed by a document review in the design phase. Assessment is required only for a newly built sub-systems or in the case the traction power supply system will be changed (e.g. migration from DC to AC).

6.2.4.2. Assessment of traction power supply performance

The applicant shall declare:

(1) a quality index as defined in the clause 4.2.3 for the subsystem  
(2) that the output of the design study complies with clause 8.3 of EN 50388-1:2022.

The assessment shall be carried out by verifying only the existence of the declaration."

	<p>In the LOC&amp;PAS TSI</p> <p>a - In clause 4.2.8.2.5, point (2) is replaced by: "Limit values are specified in table 5 of clause 7.2 of EN 50367"</p> <p>For LOC&amp;PAS TSI, conformity with the current version would lead to conformity with the proposed change</p> <p>2 - MoM of the WP7 meeting of 20 Apr 2021 ERA introduces the CR that compiles a series of changes agreed during the ENE WP revision in 2017/2018. UNIFE remarks that there is a TWG also working on ENE/RST interfaces and that this CR should also go to this TWG. ERA doesn't agree to have this change processed again. NSA DE remarks that the TWG outputs may impact the changes and this point should be considered. ERA agrees and concludes that the CR is accepted pending the conclusions of the activities of the TWG FI/RST which will prevail on this CR in case of divergence.</p>	
Supporting document(s) for justification/discussion:		
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Performances impact, non interoperability related and non safety related	
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
ENE TSI	Main Package 2022	cq.record:TSI/ENE TSIMain Package 2022@CCM/TSI_C
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):		
name		
ERA TSI Core Team	cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C	
TWG EDIT	cq.record:WorkingParty/TWG EDIT@CCM/TSI_C	
Superseded CRs:		

id		Headline		
<b>Contact Person</b>				
Contact person Name:		Javier Moreno		
Contact person E-Mail address:		javier.moreno@eimrail.org		
<b>History</b>				
Date	User	Action	Old State	New State
Nov 26, 2020 1:33:49 PM	JMoreno	Submit	no_value	Submitted
Feb 11, 2021 3:17:30 PM	defosan	Modify	Submitted	Submitted
Feb 11, 2021 4:14:44 PM	defosan	Validate	Submitted	Valid
Feb 11, 2021 4:15:12 PM	defosan	Assign	Valid	Assigned
Feb 11, 2021 4:57:31 PM	defosan	Modify	Assigned	Assigned
Feb 11, 2021 5:12:52 PM	defosan	Modify	Assigned	Assigned
Mar 26, 2021 3:17:33 PM	defosan	Modify	Assigned	Assigned
Apr 23, 2021 3:21:02 PM	defosan	Modify	Assigned	Assigned
May 27, 2021 3:08:48 PM	defosan	Modify	Assigned	Assigned
May 31, 2021 10:48:58 AM	defosan	Complete	Assigned	Analysis_Completed
Sep 13, 2021 12:22:28 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Nov 29, 2021 3:25:33 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jan 17, 2022 9:06:18 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jan 17, 2022 9:15:46 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:06:44 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000384 - Record Details

Jul 7, 2022 8:43:37 AM

<b>Main</b>		
State:	Packaged	
Headline:	UNIFE input to CR237 (Improve definitions and add definitions when necessary) for Special Vehicles	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:06:50 AM	
Documents and References:	See "problem/need" and "solution proposal"	
Recognised Organisation:	UNIFE	
Submission Date:	Dec 7, 2020 3:46:11 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	UNIFE input to existing CR237 assigned to the ERA Core Team with regards to 'Special Vehicles' for improving TSI LOC&PAS definitions and text consistency.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	The wording, definitions and types of the Special Vehicles given in the TSI today is not clear and rather limited. This UNIFE proposal aims to make the wording, definitions and types of special vehicles clearer and more consistent between the TSI, Interoperability Directive (following changes in 2016) and the EN14033 series.	
Consequences of addressed problem:	The overall goal of the clarification is to make the application of the TSI clearer and therefore facilitate its use for special vehicles.	
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	See document attached 'UNIFE Input CR237 Special Vehicles v251120'.  nb. UNIFE proposal reviewed by GRB members in advance.	
Supporting document(s) for solution proposal:	UNIFE Input CR237 Special Vehicles v251120.docx, NVR Part 11_SVs.pdf	
<b>Agreed Solution</b>		
Agreed Solution:	1 - Solution agreed during the WP15 meeting on 25 Apr: see documents "CR 384 Special Vehicles-for_WP15" and amendment of ERATV Annex III in the tab Justification/Discussion for Solution  2 - TWG EDIT 16 May 2022:	

According to the approved text for CR484, the following clarification should be written in the AG  
"Those modes are defined in EN 14033-1:2017 and further explained in CEN TR 17498:2020"

3 - Complement according to point 4 of the tab  
'Justification/Discussion for Solution' approved by WP17 of 27 Jun 2022

Supporting document(s) for agreed solution:

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1 - Meeting ERA/UNIFE on 6 Dec 2021: decision to assign the CR to the Core Team with a limited revision of clauses 7.1.1.3 and 2.2/2.3 of the LOC&PAS TSI to clarify the definitions

2 - Core Team proposal for the WP14 meeting on 10 Mar 2022 - see attached document "CR 384 Special Vehicles-for\_WP14" - A question is addressed to the WP (highlighted in yellow in the text)

Comments received before the meeting:

UNIFE: support CR and 'stand-alone' IIVs being able to apply the OTM exceptions. Propose final finetuning of 7.1.1.3 (see separate UNIFE document).

NSA ES: We propose some refinement in the text:

Road-Rail vehicles are self-propelled or hauled machines able to move on rails and on the ground. (EN 15954 also includes hauled road-rail vehicles)

Special vehicles can be used in one or more of the following modes: working mode, travelling mode and running mode, as self-propelled or as hauled vehicles. (if we keep or instead of and, it seems as travelling mode is equal to running mode).

Also, for clarification we propose to include both definitions in TSI application guide text: travelling mode, running mode (copy – paste EN 14033-1 point 3.8 and 3.9).

CER: ERA proposal for CR384 is appreciated and may require further fine tuning:

Reference to EN14033-1:2017 chapter 3 should be added in the TSI defining "working mode", "travelling mode", and "running mode". Topic is assessed as important as it contributes to define what is in the scope of the TSI, thus corresponding reference in the AG only would not be sufficient.

Further adaptation of the text is needed with regards to stand alone IIVs for which working mode is also associated to running mode, and for which corresponding requirements would be inside the TSI's scope. For those stand alone IIV's, e.g. EMU running into the traffic at nominal line speed, working mode, actually needs to be inside the TSI's Scope

"OTM" is currently used in chapter 4 of the L&P TSI. It should be carefully assessed if/ where "OTM" should be replaced more generally by "Special Vehicles", or completed by "IIVs" in corresponding requirements.

Extract of the MoM of WP14:

ERA gives details overview of the CR and the general approach that is proposed.

NSA LU questions that generic requirements should be mandatory also for an infrastructure inspection vehicle integrated into a train whereas for other inspection vehicles it would not be.

ERA points out that for an infrastructure inspection vehicle integrated into a train, it has to be considered similarly to a passenger vehicle as it is incorporated in a train as any other individual vehicle, whereas for other inspection vehicles they are viewed as standalone vehicles for which the question of which requirements to be applied is to be reviewed.

CER flagged comments provided in writing in preparation of follow up discussion.

WP members are invited to further assess this CR and provide opinions about the type of requirements that would apply for the "other inspection vehicles", either specific requirements applying for OTM or generic requirements. An adhoc meeting with contributing WP members on CR384 will be convened shortly in preparation for next WP in April.

3 - Meeting ERA/CER/UNIFE/NSA ES on 4 Apr 2022: review of the commented proposal for WP14, and finalisation of a revised proposal proposed to the WP for WP15 on 25 Apr 2022: see attached document "CR 384 Special Vehicles-for\_WP15" and amendment of ERATV Annex III in accordance with the new proposed definitions.

4 - Additional proposal resulting from the consultation:

Add in the LOC&PAS TSI appendix C the following clause

C.4 Acceleration at the maximum speed

No residual acceleration, as described in 4.2.8.1.2 (5), is required for Special vehicles

Explanation: special vehicles are not submitted to timetable as passengers train. Though this is important they are able to slot into the overall traffic, their speed, acceleration and power are always relatively limited. These limitations are well known and are handled by Infrastructure Managers. If necessary, Special Vehicles must already now give way to the passenger trains.

The strict application of a residual acceleration to Special Vehicles would require much more powerful engines without solving most potential slot problems, due to their limited speed. In addition, engines that are more powerful would require an unnecessary higher fuel/energy consumption

Supporting document(s) for justification/discussion:

CR 384 Special Vehicles-for\_WP14 28022022.docx, CR 384 Special Vehicles-for\_WP15.docx, ERATV\_annexIII.docx

### Economic Evaluation

Preliminary Assessment of Benefits by submitter:

Supporting document(s) for preliminary assessment of benefits:

Economic Evaluation:

Supporting document(s) for Economic Evaluation:

### Process Management

Severity:	Interoperability related and non safety related			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:	<p>ERA CT meeting 17/11/2021:  We understand that special vehicles include more than just OTMs and infrastructure inspection vehicles. However, we don't agree that all those types of special vehicles should be treated the same. Consequently, we can't accept to simply replace 'OTMs' with 'special vehicles' in all clauses of section 4.2 where a specific point currently excludes OTMs or gives different requirements. An analysis should be done for each parameter and for each type of special vehicle, and we don't have the time and resources to perform this analysis in the course of the current revision.</p> <p>For the same reason, we don't agree to replace 'mobile railway infrastructure construction and maintenance equipment' by 'special vehicles' in clause 7.1.1.3.</p> <p>We believe that the discussion should take place once the comparative analysis of the TSIs vs EN 14033 has been performed by the manufacturers. When the TSI eventually becomes mandatory for these special vehicles, we can carry out the assessment case by case for each type of special vehicle. We should also take care not to create TSI-specific categories but to stay aligned with existing definitions (f.i. in EN 17343 a category 'service vehicle' combines the proposed 'environment vehicles' and 'rescue vehicles').</p>			
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
Application guide	n.a.		cq.record:TSI/Application guiden.a.@CCM/TSI_C	
CCS TSI	Main Package 2022		cq.record:TSI/CCS TSIMain Package 2022@CCM/TSI_C	
LOC&PAS TSI	Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C	
NOI TSI	Main Package 2022		cq.record:TSI/NOI TSIMain Package 2022@CCM/TSI_C	
WAG TSI	Main Package 2022		cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Nicholas SHRIMPTON		
Contact person E-Mail address:		Nicholas.SHRIMPTON@unife.org		
<b>History</b>				
<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Dec 7, 2020 4:09:47 PM	NSHRIMPTON	Submit	no_value	Submitted
Mar 18, 2021 2:28:28 PM	defosan	Validate	Submitted	Valid
Mar 18, 2021 2:28:57 PM	defosan	Assign	Valid	Assigned
Nov 18, 2021 10:49:09 AM	defosan	Postpone	Assigned	Postponed
Dec 15, 2021 10:13:37 AM	defosan	Assign	Postponed	Assigned
Feb 16, 2022 4:44:58 PM	defosan	Modify	Assigned	Assigned
Feb 24, 2022 2:47:19 PM	defosan	Modify	Assigned	Assigned
Feb 28, 2022 5:51:41 PM	defosan	Modify	Assigned	Assigned
Apr 5, 2022 9:15:52 AM	defosan	Modify	Assigned	Assigned
Apr 6, 2022 4:05:34 PM	defosan	Modify	Assigned	Assigned
Apr 6, 2022 5:36:18 PM	defosan	Modify	Assigned	Assigned
Apr 25, 2022 5:21:12 PM	defosan	Complete	Assigned	Analysis_Completed
Apr 26, 2022 3:18:03 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Apr 26, 2022 3:39:45 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
May 12, 2022 5:41:40 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
May 16, 2022 11:27:55 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jun 24, 2022 8:58:05 AM	defosan	Assign	Analysis_Completed	Assigned
Jul 4, 2022 11:25:51 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:06:51 AM	defosan	Incorporate	Analysis_Completed	Packaged



# CR TSI\_C00000392 - Record Details

Jul 7, 2022 8:44:03 AM

Main		
State:	Packaged	
Headline:	Possible conflict between the TSI and Directive 98/83/EC on drinkable water	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:07:31 AM	
Documents and References:	TSI LOC&PAS clause 4.2.5.1 (1)	
Recognised Organisation:	CER	
Submission Date:	Jan 22, 2021 10:09:07 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
UNIFE	cq.record:RecognisedOrganisation/UNIFE@CCM/TSI_C	
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>TSI Text 4.2.5.1 (1) requires: "If a water tap is provided in a unit and unless the water is provided from the tap in accordance with Council Directive 98/83/EC (1), a visual sign shall clearly indicate that the water provided at the tap is not drinkable."</p> <p>Problem statement An RU is not able to guarantee that drinkable water remains drinkable in a tank after parked between two commercial/operated trains. And service provider on the infrastructure side cannot guarantee for older facilities that the water is drinkable.</p> <p>But: At least the German law which brought into force the Directive 98/83/EC defines that water to wash hands is water for domestic purposes - which is intended to be water for human consumption in the Directive. That leads to a conflict with the TSI requirement.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:		

Supporting document(s) for solution proposal:	CER-UNIFE LP inputs on CR184-Sanitary-systems.xlsx
<b>Agreed Solution</b>	
Agreed Solution:	See attached document CR392-final_after_WP10.docx
Supporting document(s) for agreed solution:	CR392-final_after_WP10.docx
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - Core Team proposal for the WP7 meeting of 20/04/2021 is attached (CR392-proposal-WP20210420.docx)</p> <p>2 - Extract of the MoM of WP7 of 20 April 2021: ERA presents the background of the change which originates in different transpositions of the drinking water Directive. NSA DE comments that discussions are still ongoing between the Federal Ministry of Health and the DG Environment. The proposal is accepted in principle but there could be a few amendments in point (1a). This shouldn't delay the adoption of the CR. ERA concludes that the CR is considered accepted pending the changes to be proposed by NSA DE.</p> <p>3 - Revised proposal agreed with German NSA and reviewed by experts for the WP10 meeting of 07/09/2021 is attached (CR392-proposal-WP20210907_final.docx)</p> <p>4 - Extract of the MoM of the WP10 of 7/09/2021 CR 392 on sanitary systems - Second review, WP requested to confirm acceptance of the final proposal</p> <p>Comments submitted on the WP Extranet: * WP10_Item8_CR392-proposal_comment DE_CER (06.09).doc * WP10_Item8_CR392-proposal-WP20210907_final_comment DE.docx</p> <p>Final text based on the last changes from Germany and CER are proposed for approval. The text "tap for water intended for human consumption" is kept as it is in line with the drinking water Directive. "Any material" versus "sewage": propose change is accepted.</p> <p>UNIFE comments that this content could be covered by standards and by the drinking water Directive, without going through specification in the TSIs. This is an example where the TSIs could be reduced in the future and content covered by standardisation, all CRs should consider this.</p> <p>NSA DE &amp; CER answer that the simplification is also removing room for interpretation and contradicting requirements.</p> <p>ERA: Proposed solution, included agreed changes, are approved by the WP. CR status to be changed to "Analysis Completed".</p>
Supporting document(s) for justification/discussion:	CR392-proposal-WP20210420.docx, CR392-proposal-WP20210907_final.docx, CR392-proposal-WP20210907_final_comment DE.docx, WP10_Item8_CR392_comment DE_CER.docx
<b>Economic Evaluation</b>	
Preliminary Assessment of Benefits by submitter:	
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	

Process Management				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
INF TSI		Main Package 2022		cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
Contact Person				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
History				
Date	User	Action	Old State	New State
Jan 22, 2021 10:14:22 AM	defosan	Submit	no_value	Submitted
Jan 22, 2021 10:14:48 AM	defosan	Validate	Submitted	Valid
Jan 22, 2021 10:16:02 AM	defosan	Assign	Valid	Assigned
Mar 24, 2021 9:24:57 AM	defosan	Modify	Assigned	Assigned
Jun 30, 2021 11:48:20 AM	defosan	Modify	Assigned	Assigned
Jul 28, 2021 9:37:09 AM	defosan	Modify	Assigned	Assigned
Oct 11, 2021 2:25:53 PM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:25:51 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jan 17, 2022 9:20:29 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:07:32 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000394 - Record Details

Jul 7, 2022 8:44:35 AM

<b>Main</b>		
State:	Packaged	
Headline:	communication device for operation in a train without staff on-board	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:08:02 AM	
Documents and References:	L&P TSI clause 4.2.5.4 (2) and 4.2.12	
Recognised Organisation:	CER	
Submission Date:	Jan 22, 2021 10:25:31 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
UNIFE	cq.record:RecognisedOrganisation/UNIFE@CCM/TSI_C	
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	<p>"TSI Text clause 4.2.5.4 (2) Units designed for operation without staff on- board (other than driver) shall be equipped with a `communication device` for passengers to inform a person who can take appropriate action.</p> <p>Problem Statement If the rolling stock is intended for operation with train staff, a communication device is not obligatory. In practice however, if it is possible to couple trainsets to each other, NoBo's demands this communication device because in that case it is possible that train staff is not present in all sets of the train. "</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	<p>Add a new item (17) to clause 4.2.12.2: ""Fitment of communication devices as required in clause 4.2.5.4 of this TSI.""</p> <p>Add a new item (7) to clause 4.2.5.4 : ""The fitment of communication devices shall be recorded in technical documentation described in clause 4.2.12.2 of this TSI.""</p>	
Supporting document(s) for solution proposal:	CER-UNIFE inputs CR184-Comm-device.xlsx	

<b>Agreed Solution</b>		
Agreed Solution:	<p>Extract of the Minutes of meeting of WP6 of 9 March 2021:</p> <p>ERA explains that the CR only affects only the technical documentation delivered with a RST, which should indicate if a communication device is present or not. ERA mentions that conformity with the previous version of the TSI doesn't ensure the conformity with the proposal.</p> <p>WP members don't oppose to the solution, the CR is accepted and will be processed to the next step.</p> <p>The agreed solution is the Core Team proposal in tab "Justification/Discussion for solution"</p>	
Supporting document(s) for agreed solution:		
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by assigned WG(s):	<p>CT proposal for the meeting WP6 of 9 Mar 2021:</p> <p>In the LOC&amp;PAS TSI</p> <p>In clause 4.2.5.4 Communication devices for passengers, a new point is added :</p> <p>"(7) The existence or not of communication devices shall be recorded in the technical documentation described in clause 4.2.12.2 of this TSI."</p> <p>In clause 4.2.12.2 General documentation, a new point is added:</p> <p>"(17) Existence of communication devices as required in clause 4.2.5.4 for units designed for operation without staff on-board (other than driver)."</p> <p>Conformity with the previous version of the TSI doesn't ensure the conformity with the new version</p>	
Supporting document(s) for justification/discussion:		
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Interoperability related and non safety related	
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):		

name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id	Headline			
TSI_C00000415	Communication device for operation in a train without staff on-board - follow-up to CR 360		cq.record:CR/TSI_C00000415@CCM/TSI_C	
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jan 22, 2021 10:27:53 AM	defosan	Submit	no_value	Submitted
Jan 22, 2021 10:28:25 AM	defosan	Validate	Submitted	Valid
Jan 22, 2021 10:28:54 AM	defosan	Assign	Valid	Assigned
Feb 2, 2021 4:48:56 PM	defosan	Modify	Assigned	Assigned
Mar 9, 2021 2:15:42 PM	defosan	Modify	Assigned	Assigned
Mar 18, 2021 2:36:14 PM	defosan	Modify	Assigned	Assigned
Mar 18, 2021 2:36:25 PM	defosan	Complete	Assigned	Analysis_Completed
Apr 27, 2021 11:16:32 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Nov 29, 2021 3:26:06 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:08:04 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000395 - Record Details

Jul 7, 2022 8:45:07 AM

Main		
State:	Packaged	
Headline:	extension of fire certificate for unchanged product characteristics and manufacturing process	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:09:29 AM	
Documents and References:	L&P TSI clause 4.2.10.2.1 (3)	
Recognised Organisation:	CER	
Submission Date:	Jan 22, 2021 10:31:32 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
UNIFE	cq.record:RecognisedOrganisation/UNIFE@CCM/TSI_C	
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>The sentence ""the certificate needs only to be updated regarding its date of issue"" is not applicable in practice. The laboratories for fire tests have to be accredited according to ISO/IEC 17025 (required in EN 45545-1 plus EN 45545-2 ""conformity assessment""). The accreditation prohibits prolonging a certificate without repeating the complete test procedure for the material.</p> <p>Only the OEM can make a statement on the product characteristics and manufacturing process. When these are not changed the OEM usually makes a declaration according to UNIFE Manufacturer Declaration: <a href="https://www.unife.org/topics/41.html?parent=31">https://www.unife.org/topics/41.html?parent=31</a> This practice is accepted by NoBos."</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:	See attached file 'CER-UNIFE inputs CR184-Fire-certificate.xlsx'	
Supporting document(s) for solution proposal:	CER-UNIFE inputs CR184-Fire-certificate.xlsx	
Agreed Solution		
Agreed Solution:	Core Team proposal agreed by the WP during WP9 meeting of 6 July 2021	

	<p>In the LOC&amp;PAS TSI clause 4.2.10.2.1 Material requirements          In point (3):</p> <ul style="list-style-type: none"> <li>- the sentence "the certificates to prove compliance of a material (...)" is replaced by "the test reports to prove compliance of a material (...)"</li> <li>- the sentence "in case there is no change in (...) the requirements (TSI)" is replaced by "in case there is no change in (...) the related requirements (TSI)"</li> <li>- the sentence "the certificate needs only to be updated regarding its date of issue" is replaced by "expired test reports shall be accepted provided they are accompanied with a statement from the original equipment manufacturer that there has been no change in the product characteristics and in the manufacturing process, covering the complete supply chain involved, since the fire behavior properties of the product were tested. This statement shall be reviewed every 5 years"</li> </ul>	
Supporting document(s) for agreed solution:		
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by assigned WG(s):	<p>1 - WP members are asked to comment the final proposal in the attached file "CR395_Resolution-history". In case no comment is made the CR will be adopted during the WP9 meeting on 6 July 2021</p> <p>2 - MoM of the WP9 of 6 Jul 2021:          Latest inputs discussed with CER / UNIFE are presented and agreed by the WP. NSA IT considers relevant the involvement of the NoBo. ERA explains that NoBo is by default checking the technical file and chapter 4 of TSI. The CR will be processed to the next step.</p>	
Supporting document(s) for justification/discussion:	CR395_Resolution-history.docx	
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Interoperability related and non safety related	
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
Application guide	n.a.	cq.record:TSI/Application guiden.a.@CCM/TSI_C
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):		
name		



name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jan 22, 2021 10:35:10 AM	defosan	Submit	no_value	Submitted
Jan 22, 2021 10:35:33 AM	defosan	Validate	Submitted	Valid
Jan 22, 2021 10:35:53 AM	defosan	Assign	Valid	Assigned
Feb 2, 2021 4:18:03 PM	defosan	Modify	Assigned	Assigned
Feb 2, 2021 4:18:49 PM	defosan	Modify	Assigned	Assigned
Mar 9, 2021 2:11:20 PM	defosan	Modify	Assigned	Assigned
Apr 27, 2021 10:35:40 AM	defosan	Modify	Assigned	Assigned
Apr 27, 2021 10:59:09 AM	defosan	Modify	Assigned	Assigned
Apr 27, 2021 11:02:11 AM	defosan	Modify	Assigned	Assigned
May 28, 2021 2:00:19 PM	defosan	Modify	Assigned	Assigned
May 28, 2021 2:03:01 PM	defosan	Modify	Assigned	Assigned
Jul 13, 2021 4:40:06 PM	defosan	Complete	Assigned	Analysis_Completed
Sep 13, 2021 2:38:27 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Nov 29, 2021 3:26:24 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jun 2, 2022 9:32:23 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:09:31 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000400 - Record Details

Jul 7, 2022 8:47:25 AM

<b>Main</b>		
State:	Packaged	
Headline:	Multiple activations of passenger alarm for one single event	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:09:41 AM	
Documents and References:	L&P TSI clause 4.2.5.3.2	
Recognised Organisation:	CER	
Submission Date:	Feb 8, 2021 4:34:06 PM	
Submitter Reference Number:	CER L&P-23	
Project Information (Project name and starting time):	2022 Package EC action #63 on the return of experience from stakeholders to improve the existing provisions of the L&P TSI ERA CR TSI_C00000184	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
EPTTOLA	cq.record:RecognisedOrganisation/EPTTOLA@CCM/TSI_C	
NBRAIL	cq.record:RecognisedOrganisation/NBRAIL@CCM/TSI_C	
<b>Problem/Need</b>		
Operational scope:	Safety improvement	
Problem/Need Description:	An incident occurred on a main line where a driver experienced a loss of control of the train as a result of too many activations of passenger alarm devices in response to a single event. This is a real case of an emergency fire situation. The system became overwhelmed by the number of activations and the driver could not acknowledge any of them. The train passed through a tunnel as it was braking and stopped only just beyond it.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	L&P TSI clause 4.2.5.3.2  Current text in clause 4.2.5.3.2 (4) A device in the cab shall allow the driver to acknowledge his awareness of the alarm. The driver's acknowledgement shall be perceivable at the place where the passenger alarm was triggered and shall stop the acoustic signal in the cab.  Proposal to add in clause 4.2.5.3.2 (4):	

The driver's acknowledgement of the first activated passenger alarm device should acknowledge all further activated devices, when there are multiple activations, in order to reduce driver workload and to ensure that the driver retains control of the train. Further activations shall be automatically acknowledged by the driver's initial acknowledgement, until such time as all the activated devices have been reset. All activated devices shall be made available through the DMI (if a DMI is present) but not generate a new alarm requiring acknowledgement by the driver.

Preliminary assessment of benefits: safety improvement

Supporting document(s) for solution proposal:

### Agreed Solution

Agreed Solution:

Solution agreed during the WP13 on 26 Jan 2026

1 - Add the following text in 4.2.5.3.2 (4a) in the LOC&PAS TSI

(4a) In case of multiple activations , the driver's acknowledgement of the passenger alarm for the first activated passenger alarm device shall initiate the automatic acknowledgement for all further activated devices without generating a new passenger alarm, until all the activated devices have been reset.

2 - Add the following text in § 2.4.37 of the application guide of the LOC&PAS TSI:

"generating a new passenger alarm" covers "visual and acoustic signs indicated to the driver" (clause 4.2.5.3.2(3)) and acknowledgement that service brake shall not be initiated (clause 4.2.5.3.3(2))

Supporting document(s) for agreed solution:

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1 - ERA CT proposal for the WP13 on 26 Jan 2026 (See file CR400\_WP13\_20220126)

Add the following text in 4.2.5.3.2 (4a) in the LOC&PAS TSI

(4a) In case of multiple activations , the driver's acknowledgement of the passenger alarm for the first activated passenger alarm device shall initiate the automatic acknowledgement for all further activated devices without generating a new passenger alarm, until all the activated devices have been reset.

Add the following text in § 2.4.37 of the application guide of the LOC&PAS TSI:

"generating a new passenger alarm" covers "visual and acoustic signs indicated to the driver" (clause 4.2.5.3.2(3)) and acknowledgement that service brake shall not be initiated (clause 4.2.5.3.3(2))

2 - Extract of the MoM of WP13 on 26 Jan 2022

NSA CH agrees

CER: Improved wording of ERA based on CER proposal is very much appreciated

<p>UNIFE: can accept, although note this is in line with EN16334 and we question why the standard is not enough and need for this to be in the regulation? C1 or C2? Is the multiple alarms due to multiple events covered by this change?  NB-Rail: don't you need a full-stop of the train in order to reset the system completely?  NSA-IT: does it cover activation from multiple coaches of the same train?  ERA: questions on detailed behaviour such as if there a timeout, if the same signal is raised from a different unit shall be answered in the application guide (too much information in the TSI) and/or in the standard. The convener of TC256/SC3/WG36 will be contacted to ensure a coordinate approach.  NSA FR: asking about the reference to the standard EN 16334, a potential solution is to have the reference in the application guide.  NSA IT ask if it can be argued that this change could be categorized as C3 given the safety aspect.  ERA position is that the current TSI text does not pose a safety issue as such. This change is seen rather as a C2 change.  CER &amp; UNIFE support this classification.  CR400 is approved and will be processed to the next step.</p>		
Supporting document(s) for justification/discussion:		
CR400_WP13_20220126.pdf		
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:		
safety related		
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
Application guide	n.a.	cq.record:TSI/Application guiden.a.@CCM/TSI_C
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):		
name		
ERA TSI Core Team		
cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		
cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:		
id		
Headline		
<b>Contact Person</b>		

Contact person Name:	Yann Seimandi			
Contact person E-Mail address:	yann.seimandi@cer.be			
History				
Date	User	Action	Old State	New State
Feb 8, 2021 4:43:00 PM	YSeimandi	Submit	no_value	Submitted
Feb 8, 2021 4:49:09 PM	YSeimandi	Modify	Submitted	Submitted
Feb 8, 2021 5:34:46 PM	YSeimandi	Modify	Submitted	Submitted
Feb 8, 2021 6:08:21 PM	YSeimandi	Modify	Submitted	Submitted
Mar 18, 2021 4:42:09 PM	defosan	Validate	Submitted	Valid
Apr 26, 2021 3:44:52 PM	defosan	Assign	Valid	Assigned
Jan 28, 2022 10:46:58 AM	defosan	Complete	Assigned	Analysis_Completed
Mar 24, 2022 10:18:52 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:09:43 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000402 - Record Details

Jul 7, 2022 8:48:05 AM

<b>Main</b>		
State:	Packaged	
Headline:	Full cross-section partitions	
Type:	Enhancement	
Last Modification Date:	Jul 7, 2022 8:47:55 AM	
Documents and References:	L&P TSI clause 4.2.10.3.4 (3)	
Recognised Organisation:	CER	
Submission Date:	Feb 8, 2021 4:54:24 PM	
Submitter Reference Number:	CER L&P-45	
Project Information (Project name and starting time):	2022 Package EC action #63 on the return of experience from stakeholders to improve the existing provisions of the L&P TSI ERA CR TSI_C00000184	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
NBRAIL	cq.record:RecognisedOrganisation/NBRAIL@CCM/TSI_C	
<b>Problem/Need</b>		
Operational scope:	Not a direct problem of operation but a problem of requirements for authorization of subsystem rolling stock	
Problem/Need Description:	<p>Current L&amp;P TSI Text clause 4.2.10.3.4 (3) (1st dash): "The unit shall be equipped with full cross-section partitions within passenger/staff areas of each vehicle, with a maximum separation of 30 meters [...]"</p> <p>Problem/need description: The original description of the requirement could be misunderstood like "full cross-section partitions ONLY within passenger/staff areas", so areas below the floor of the passenger/staff areas couldn't be part of full cross-section partitions. This interpretation would be wrong.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	<p>Current L&amp;P TSI Text clause 4.2.10.3.4 (3) (1st dash): "The unit shall be equipped with full cross-section partitions within passenger/staff areas of each vehicle, with a maximum separation of 30 meters [...]"</p> <p>Revised TSI text proposed for clause 4.2.10.3.4 (3) (1st dash):</p>	

	"The unit shall be equipped with full cross-section partitions of each vehicle body, with a maximum separation of 30 meters [...]"
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	<p>Extract of the Minutes of the WP meeting n°6 on 9/3/2021:</p> <p>ERA indicates that its preference for the CR is a clarification in the L&amp;P application guide, as the CR doesn't really change the content of the TSI.</p> <p>NSA SE prepared a presentation that is displayed, showing several possible solutions to comply with the requirement. UNIFE supports the proposal from NSA SE: in some cases where big equipment are located it may be necessary to split the cross-section partition.</p> <p>ERA will upload the NSA SE presentation in Clearquest and the clarification will be made in the L&amp;P application guide. No change will be made in the TSI.</p> <p>WP members don't oppose to the solution, the CR is accepted will be processed to the next step.</p>
Supporting document(s) for agreed solution:	WP6_C402 Full cross-section partitions-NSA-SE.pptx
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>ERA Core Team proposal for the WP meeting on 9 March 2021:</p> <p>1 - Either accept the proposal from the submitter:</p> <p>Current L&amp;P TSI Text clause 4.2.10.3.4 (3) (1st dash): "The unit shall be equipped with full cross-section partitions within passenger/staff areas of each vehicle, with a maximum separation of 30 meters [...]"</p> <p>Revised TSI text proposed for clause 4.2.10.3.4 (3) (1st dash): "The unit shall be equipped with full cross-section partitions of each vehicle body, with a maximum separation of 30 meters [...]"</p> <p>The proposed categorisation for this change would be X1</p> <p>2 - Or add a clarification in the application guide that the "cross-section" should be understood as the cross-section of the complete car body and not just of the passenger or staff area.</p>
Supporting document(s) for justification/discussion:	
<b>Economic Evaluation</b>	
Preliminary Assessment of Benefits by submitter:	
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	
<b>Process Management</b>	
Severity:	Others
Reason for reclassification	
Reason for rejection:	
Reason for postponement:	

Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
Application guide		n.a.	cq.record:TSI/Application guiden.a.@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Yann Seimandi		
Contact person E-Mail address:		yann.seimandi@cer.be		
<b>History</b>				
Date	User	Action	Old State	New State
Feb 8, 2021 4:58:55 PM	YSeimandi	Submit	no_value	Submitted
Feb 8, 2021 4:59:37 PM	YSeimandi	Modify	Submitted	Submitted
Feb 11, 2021 11:45:27 AM	defosan	Validate	Submitted	Valid
Feb 11, 2021 11:46:02 AM	defosan	Assign	Valid	Assigned
Feb 11, 2021 11:53:13 AM	defosan	Modify	Assigned	Assigned
Mar 11, 2021 2:02:25 PM	defosan	Modify	Assigned	Assigned
Mar 18, 2021 3:48:11 PM	defosan	Complete	Assigned	Analysis_Completed
Apr 27, 2021 11:18:31 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Feb 4, 2022 2:01:51 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 7, 2022 8:47:59 AM	defosan	Incorporate	Analysis_Completed	Packaged



# CR TSI\_C00000403 - Record Details

Jul 7, 2022 8:48:30 AM

<b>Main</b>		
State:	Packaged	
Headline:	Use of the regenerative brake	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:10:07 AM	
Documents and References:	L&P TSI clause 4.2.8.2.3	
Recognised Organisation:	CER	
Submission Date:	Feb 8, 2021 5:00:06 PM	
Submitter Reference Number:	CER L&P-50	
Project Information (Project name and starting time):	2022 Package EC action #63 on the return of experience from stakeholders to improve the existing provisions of the L&P TSI ERA CR TSI_C00000184	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
NBRAIL	cq.record:RecognisedOrganisation/NBRAIL@CCM/TSI_C	
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	Clause 4.2.8.2.3 requires to control the use of the regenerative brake. "  From this requirement, it could be concluded that "control" means the possibility to disable regenerative braking by the driver.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	Add in clause 4.2.8.2.3 (2) a reference to clause 4.2.4.4.4. Dynamic braking command.  Proposed revised text for clause 4.2.8.2.3(2): add the following clarification [...] "See also clause 4.2.4.4.4. Dynamic braking command."  Preliminary assessment of benefits: Clarity about requirements	
Supporting document(s) for solution proposal:		

<b>Agreed Solution</b>	
Agreed Solution:	<p>WP agreed with the ERA Core Team proposal for the WP meeting of 18 May 2021:</p> <p>In clause 4.2.8.2.3 Regenerative brake with energy to the overhead contact line</p> <p>The point (2) It shall be possible to control the use of the regenerative brake. is deleted</p> <p>Conformity with the previous TSI leads in all cases to conformity to the proposal.</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>ERA Core Team proposal for the WP meeting of 18 May 2021:</p> <p>In clause 4.2.8.2.3 Regenerative brake with energy to the overhead contact line</p> <p>The point (2) It shall be possible to control the use of the regenerative brake. is deleted</p> <p>Justification: as expressed by the CR submitter, "Control" is not further specified in the TSI, although additional requirements regarding the regenerative brake can be found in clause 4.2.4.4.4 ("It shall be possible to prevent the use of regenerative braking on electric units...")</p> <p>There are also requirements in 4.2.8.2.3 (1) which refers via Appendix J-1, index 42 to the clause 12.1.1 of EN 50388:2012 on the general conditions on the use of regenerative braking.</p> <p>The point (2) is therefore redundant.</p> <p>Conformity with the previous TSI leads in all cases to conformity to the proposal.</p>
Supporting document(s) for justification/discussion:	
<b>Economic Evaluation</b>	
Preliminary Assessment of Benefits by submitter:	
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	
<b>Process Management</b>	
Severity:	Performances impact, non interoperability related and non safety related
Reason for reclassification	
Reason for rejection:	
Reason for postponement:	
Superseding CR:	

Target TSI and Baseline:

TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSI Main Package 2022@CCM/TSI_C

List of assigned Working Party(ies):

name	
ERA TSI Core Team	cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C
TWG EDIT	cq.record:WorkingParty/TWG EDIT@CCM/TSI_C

Superseded CRs:

id	Headline
----	----------

**Contact Person**

Contact person Name:	Yann Seimandi
Contact person E-Mail address:	yann.seimandi@cer.be

**History**

Date	User	Action	Old State	New State
Feb 8, 2021 5:03:42 PM	YSeimandi	Submit	no_value	Submitted
Feb 8, 2021 5:33:45 PM	YSeimandi	Modify	Submitted	Submitted
Mar 18, 2021 5:42:11 PM	defosan	Validate	Submitted	Valid
Apr 26, 2021 3:14:07 PM	defosan	Assign	Valid	Assigned
Jul 13, 2021 10:37:52 AM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:26:39 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:10:09 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000407 - Record Details

Jul 7, 2022 8:48:50 AM

<b>Main</b>		
State:	Packaged	
Headline:	Driver alarm in the case of a malfunction of the braking system.	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:10:15 AM	
Documents and References:	L&P TSI clause 4.2.4.9	
Recognised Organisation:	CER	
Submission Date:	Feb 8, 2021 5:14:42 PM	
Submitter Reference Number:	CER L&P-15	
Project Information (Project name and starting time):	2022 Package EC action #63 on the return of experience from stakeholders to improve the existing provisions of the L&P TSI ERA CR TSI_C00000184	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
NBRAIL	cq.record:RecognisedOrganisation/NBRAIL@CCM/TSI_C	
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	<p>Current text in L&amp;P TSI clause 4.2.4.9: Information available to train staff shall allow the identification of degraded conditions concerning the rolling stock (brake performance lower than the performance required), for which specific operating rules apply. To that end, it shall be possible at certain phases during operation for the train staff to identify the status (applied or released or isolated) of the main (emergency and service) and parking brake systems, and the status of each part (including one or several actuators) of these systems that can be controlled and/or isolated independently.</p> <p>“Degraded condition” suggests (according to the definition in clause 4.2.4.5.2) incorrectly that there must be an alarm when the adhesion between the braking components is lowered due to bad weather conditions. The term “degraded condition” is confusing since it is not meant as a degraded condition of the wheel-rail contact as is defined in clause 4.2.4.5.2.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		

Solution Proposal by Submitter:	<p>Proposed revised text for L&amp;P TSI clause 4.2.4.9:  Information available to train staff shall allow the identification of a degradation of the brake system which results in a brake performance lower, or possibly lower, than the performance required, This means that information available to train staff shall indicate the status (applied or released, fault, isolated) of the main (emergency and service) and parking brake systems (including their control devices), and the status of each part (including one or several actuators) of these systems that can be controlled and/or isolated independently.</p> <p>Preliminary assessment of benefits: Clarity about requirements</p>
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	<p>Solution agreed during the WP15 meeting on 25 Apr 2022: see attached file CR407_final_afterWP15</p> <p>(removal of the word 'internal' from the terms 'internal failures' in the definition of the degraded modes)</p> <p>TWG EDIT 16 May 2022: editorial improvement.  corresponding to the failures of brake systems considered in clause 4.2.4.2.2, hazard no. 3, and nominal value of the friction coefficients used by friction brake equipment. The degraded mode shall consider possible single failures; for this purpose, the emergency braking performance shall be determined for the case of single point(s) failure(s) leading to the longest stopping distance, and the associated single failure shall be clearly identified (component involved and failure mode, failure rate if available).</p>
Supporting document(s) for agreed solution:	CR407_final_afterWP15.docx
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - ERA Core Team proposal for the WP meeting of 18 May 2021:</p> <p>In case only the terms 'degraded conditions' are a problem, the change should be limited to these terms. Therefore, the proposal is limited to replacing:</p> <p>Information available to train staff shall allow the identification of degraded conditions concerning the rolling stock (brake performance lower than the performance required), for which specific operating rules apply</p> <p>by</p> <p>Information available to train staff shall allow the identification of a degradation of the brake system which results in a brake performance lower, or possibly lower, than the performance required</p> <p>In particular, changing 'To that end, it shall be possible at certain phases during operation for the train staff to identify the status' to 'This means that information available to train staff shall indicate the status (...)' could be interpreted as a change requiring continuous information where information at certain phases was required in the previous version.</p> <p>Conformity with the previous version of the TSI would lead in all cases to conformity with the proposal.</p> <p>2 - Extract of the MoM of WP9 on 6 Jul 2021:</p>

CR 407 Driver alarm braking system  
CER presents a slide with an alternative proposal. UNIFE is lost in the justification of the CR, more time is needed to explain the problem behind, probably an improved wording could help. ERA will clarify and resubmit the CR.

The slide presented by CER is attached below: CR 407\_CER\_proposal

3 - ERA Core Team revised proposal for the WP13 on 26 Jan 2022:  
see attached file CR407\_WP13\_20220126

4 - Extract of the MoM of WP13 on 26 Jan 2022

CR 407 on degraded braking mode/condition of the braking system:  
RFU-RST-302 presented.

The WP is requested to give opinion on the solution proposal for CR407.

NSA CH agrees

UNIFE: Neither 'Degraded Condition' or 'Degraded mode' from 4.2.4.5.2 are applicable here. UNIFE cannot accept ERA's proposal. UNIFE proposes the following formulation:

"Information available to train staff shall allow the identification of a degradation of the brake system which results in a brake performance lower, or possibly lower, than the performance required. To that end, it shall be possible at certain phases during operation for the train staff to identify the status (applied or released, fault, isolated) of the main (emergency and service) and parking brake systems, and the status of each part (including one or several actuators) of these systems that can be controlled and/or isolated independently."

UNIFE is this a C1 or C2 change?

NSA IT asks to keep in original meaning of the terms when clarifying wording: modes are train specific, conditions are train environment specific.

NB-Rail favorable in using degraded braking mode (in opposition to nominal braking performance) as term.

CER: objective of the CR is to clarify what is relevant for the train staff. In light of the appreciated comment of UNIFE, CER would like to revise the wording. Maybe refer to the "state of the brake system". Could a meeting be organized together with UNIFE for a combined proposal?

NSA IT: proposes to use the term "degraded performance"

ERA will organise an ad-hoc meeting to revise the proposal.

Participants: NSA IT, CER, UNIFE, NB-rail, ERA(NB)

5 - Meeting on 30 Mar 2022 organised by ERA with CER, UNIFE, NB-Rail and NSA IT

See CER/UNIFE joint proposal in file CR407 CER-UNIFE 02.02.22 and NB-Rail add-on below.

The proposal is discussed and accepted as per document:

CR407\_final\_WP15 which will be submitted to the WP15 meeting on 25 Apr 2022 for approval

Supporting document(s) for justification/discussion:

CR 407\_CER\_proposal.pptx, CR407\_WP13\_20220126.pdf, CR407 CER-UNIFE 02.02.22.docx, RFU-RST-302.pdf, CR407 CER-UNIFE 02.02.22\_NB-RAIL add-on.docx, CR407\_final\_WP15.docx

<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Performances impact, non interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Yann Seimandi		
Contact person E-Mail address:		yann.seimandi@cer.be		
<b>History</b>				
Date	User	Action	Old State	New State
Feb 8, 2021 5:18:47 PM	YSeimandi	Submit	no_value	Submitted
Feb 8, 2021 5:31:14 PM	YSeimandi	Modify	Submitted	Submitted
Mar 18, 2021 6:16:00 PM	defosan	Validate	Submitted	Valid
Apr 26, 2021 4:03:43 PM	defosan	Assign	Valid	Assigned
Nov 9, 2021 3:27:08 PM	defosan	Modify	Assigned	Assigned
Mar 24, 2022 8:00:28 AM	defosan	Modify	Assigned	Assigned
Mar 30, 2022 5:06:06 PM	defosan	Modify	Assigned	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Mar 31, 2022 8:53:51 AM	defosan	Modify	Assigned	Assigned
Apr 4, 2022 10:02:57 AM	defosan	Modify	Assigned	Assigned
Apr 25, 2022 5:13:40 PM	defosan	Complete	Assigned	Analysis_Completed
Apr 25, 2022 5:14:52 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
May 16, 2022 11:19:25 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:10:17 AM	defosan	Incorporate	Analysis_Completed	Packaged



# CR TSI\_C00000410 - Record Details

Jul 7, 2022 8:49:08 AM

<b>Main</b>		
State:	Packaged	
Headline:	Revision according to chapter "Aspects that have to be considered in the revision process or in other activities of the Agency"	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:10:28 AM	
Documents and References:	L&P TSI clauses 7.5.1, 7.5.2, 7.5.3 WAG TSI clause 7.6	
Recognised Organisation:	CER	
Submission Date:	Feb 8, 2021 5:27:57 PM	
Submitter Reference Number:	CER L&P-55	
Project Information (Project name and starting time):	2022 Package EC action #63 on the return of experience from stakeholders to improve the existing provisions of the L&P TSI ERA CR TSI_C00000184	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
NBRAIL	cq.record:RecognisedOrganisation/NBRAIL@CCM/TSI_C	
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	L&P TSI clause 7.5 will be outdated with the 2022 package considering the state of the art of L&P issues (e.g. 2020 & 2022 revision, research projects)	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	<p>- clauses 7.5.1 &amp; 7.5.2: to be reviewed and revised considering the last delivery from the 2020 revision as well as from research projects</p> <p>- clause 7.5.3 "Aspects relevant for the EU railway system but out of the scope of TSI's": Guidance from EC is expected</p> <p>Preliminary assessment of benefits: Editorial improvements</p>	

Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	Solutions according to tab 'Justification/Discussion for Solution' for both LOC&PAS TSI and WAG TSI approved by WP17 of 27 Jun 2022
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - ERA CT proposal for WP17: see L&amp;P_chapter 7.5_WP17.docx</p> <p>2 - Document updated on 22 June 2022 based on the consultation outputs</p> <p>3 - In WAG TSI the following text is proposed to be deleted:</p> <p>7.6.1. Rules for implementation  On 24 January 2020 the Commission sent a request to the European Union Agency for Railways for the preparation of the Digital rail and Green freight TSI revision package (2022 revision). Pursuant to Commission Delegated Decision (EU) 2017/1474, the Digital rail and Green freight TSI revision package shall include provisions reviewing and if possible simplifying the strategy for the application of the TSIs in a way ensuring a gradual, but timely reduction of the divergences from the target system while providing the predictability and legal certainty necessary to the sector. These provisions shall cover future transition periods as well as the issue of the validity period of the certificates for interoperability constituents and subsystems.  Furthermore, with the same objective of ensuring a gradual, but timely reduction of the divergences from the target system while providing the predictability and legal certainty necessary to the sector, provisions providing flexibility in the application of updated versions of standards shall be considered, including for those introduced in Annex I (WAG 2019 TSI) to Commission Implementing Regulation (EU) 2019/776 .</p>
Supporting document(s) for justification/discussion:	L&P_chapter 7.5_WP17-update_22JUNE.docx
<b>Economic Evaluation</b>	
Preliminary Assessment of Benefits by submitter:	
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	
<b>Process Management</b>	
Severity:	Others
Reason for reclassification	
Reason for rejection:	
Reason for postponement:	
Superseding CR:	
Target TSI and Baseline:	
TSI_name	Reference_OJ_Publication

TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
WAG TSI	Main Package 2022	cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C

List of assigned Working Party(ies):

name	
ERA TSI Core Team	cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C

Superseded CRs:

id	Headline
----	----------

#### Contact Person

Contact person Name:	Yann Seimandi
Contact person E-Mail address:	yann.seimandi@cer.be

#### History

Date	User	Action	Old State	New State
Feb 8, 2021 5:30:41 PM	YSeimandi	Submit	no_value	Submitted
Feb 8, 2021 6:07:12 PM	YSeimandi	Modify	Submitted	Submitted
Feb 11, 2021 9:56:28 AM	defosan	Validate	Submitted	Valid
Apr 26, 2021 11:13:08 AM	defosan	Assign	Valid	Assigned
Nov 9, 2021 3:54:10 PM	defosan	Modify	Assigned	Assigned
May 5, 2022 9:50:55 AM	defosan	Modify	Assigned	Assigned
Jun 7, 2022 2:21:02 PM	defosan	Modify	Assigned	Assigned
Jun 22, 2022 10:42:03 AM	defosan	Modify	Assigned	Assigned
Jun 24, 2022 5:54:07 PM	defosan	Modify	Assigned	Assigned
Jul 4, 2022 11:32:23 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:10:29 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000414 - Record Details

Jul 7, 2022 8:49:32 AM

<b>Main</b>		
State:	Packaged	
Headline:	ENE TSI clause 4.3.4. Interface with Control — Command and Signalling subsystems	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:10:39 AM	
Documents and References:	ENE TSI clause 4.3.4	
Recognised Organisation:	CER	
Submission Date:	Feb 8, 2021 6:26:55 PM	
Submitter Reference Number:	ENE-CCS interface	
Project Information (Project name and starting time):	2022 Package EC action #63 on the return of experience from stakeholders to improve the existing provisions of the L&P TSI ERA CR TSI_C00000186	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
ENE TSI	Main Package 2022	cq.record:TSI/ENE TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
EIM	cq.record:RecognisedOrganisation/EIM@CCM/TSI_C	
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	<p>The semantic used in the ENE TSI clause 4.3.4 in reference to the interface with the CCS subsystems is not accurate and should be clarified considering the following issues:</p> <ul style="list-style-type: none"> <li>- ENE TSI clause 4.3.4 (2): it should be clarified that the "information" transmitted are both those between ETCS trackside and ETCS onboard sub-systems as well as between ETCS onboard and vehicle power system;</li> <li>- ENE TSI clause 4.3.4 (3): "ERTMS" is the combination of ETCS and GSM-R components while it is here about "ETCS" only. Only the ETCS onboard system is connected with the vehicle power control system (TCMCS). Moreover, the information from ETCS is available also in the case of ETCS L1 applications, without a GSM-R radio link.</li> </ul>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	<p>Proposed revised text for ENE TSI clause 4.3.4</p> <p>(2) However, the information is transmitted between ETCS trackside</p>	

	<p>and ETCS onboard sub-systems as well as between ETCS onboard and vehicle power system. Consequently, the transmission interface is specified in the CCS TSI and the LOC &amp; PAS TSI.</p> <p>(3) The relevant information to perform the switching of the circuit breaker, change of maximum train current, change of the power supply system, and pantograph management shall be transmitted via ETCS when the line is equipped with ETCS.</p>
Supporting document(s) for solution proposal:	ENE-CCS interface_CER-EIM Jan.2021.pdf
<b>Agreed Solution</b>	
Agreed Solution:	<p>Solution agreed during the WP11 meeting of 26 Oct 2021</p> <p>Proposed revised text for ENE TSI clause 4.3.4</p> <p>(2) However, the information is transmitted between ETCS trackside and ETCS onboard sub-systems as well as between ETCS onboard and vehicle power system. Consequently, the transmission interface is specified in the CCS TSI and the LOC &amp; PAS TSI.</p> <p>(3) The relevant information to perform the switching of the circuit breaker, change of maximum train current, change of the power supply system, and pantograph management shall be transmitted via ETCS when the line is equipped with ETCS and these trackside functionalities are implemented.</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1- ERA Core Team proposal for the WP meeting of 9 March 2021 (discussion postponed to the WP meeting of 20 April 2021 due to lack of time): support the proposal of the submitter</p> <p>Proposed revised text for ENE TSI clause 4.3.4</p> <p>(2) However, the information is transmitted between ETCS trackside and ETCS onboard sub-systems as well as between ETCS onboard and vehicle power system. Consequently, the transmission interface is specified in the CCS TSI and the LOC &amp; PAS TSI.</p> <p>(3) The relevant information to perform the switching of the circuit breaker, change of maximum train current, change of the power supply system, and pantograph management shall be transmitted via ETCS when the line is equipped with ETCS.</p> <p>2- Extract of the minutes of the WP meeting of 20 April 2021: NB-Rail remarks that this CR impacts clause 4.3.4 of the TSI which is about interfaces. It is generally inappropriate to have a requirement (with "shall") in the paragraphs on interfaces.</p> <p>3- Revised ERA Core Team proposal for the WP meeting of 18 May 2021</p> <p>Proposed revised text for ENE TSI clause 4.3.4</p> <p>(2) However, the information is transmitted between ETCS trackside and ETCS onboard sub-systems as well as between ETCS onboard and vehicle power system. Consequently, the transmission interface is specified in the CCS TSI and the LOC &amp; PAS TSI.</p> <p>(3) Deleted</p> <p>The reason for proposing to delete the sentence is that the</p>

	<p>requirements applicable between ETCS Trackside and ETCS on-board aren't supposed to be specified in the section of the ENE TSI on Interfaces. In addition this statement is in contradiction with the CCS TSI where these functions are not mandatory.</p> <p>4- Extract of the minutes of the WP9 meeting of 6 July 2021: ERA proposal is to delete the clause 4.3.4 (3) from the ENE TSI as it isn't the place for such requirements and the clause is contradictory to the CCS TSI where the required functions are not mandatory for trackside. CER is opposed to deletion as long as there is no equivalent requirement in the CCS TSI. ERA will reformulate the clause so that it is in line with the CCS TSI and resubmit the CR.</p> <p>5- Revised ERA Core Team proposal for the WP11 meeting of 26 Oct 2021</p> <p>Proposed revised text for ENE TSI clause 4.3.4</p> <p>(2) However, the information is transmitted between ETCS trackside and ETCS onboard sub-systems as well as between ETCS onboard and vehicle power system. Consequently, the transmission interface is specified in the CCS TSI and the LOC &amp; PAS TSI.</p> <p>(3) The relevant information to perform the switching of the circuit breaker, change of maximum train current, change of the power supply system, and pantograph management shall be transmitted via ETCS when the line is equipped with ETCS and these trackside functionalities are implemented.</p> <p>6 - Extract of the MoM of WP11 on 26 October 2021: CR 414 on interface ENE with CCS (clause 4.3.4.) Approved. The CR will be processed to the next stage, Analysis Completed.</p>	
Supporting document(s) for justification/discussion:		
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Performances impact, non interoperability related and non safety related	
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
ENE TSI	Main Package 2022	cq.record:TSI/ENE TSIMain Package 2022@CCM/TSI_C

List of assigned Working Party(ies):

name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Yann Seimandi		
Contact person E-Mail address:		yann.seimandi@cer.be		
<b>History</b>				
Date	User	Action	Old State	New State
Feb 8, 2021 6:32:15 PM	YSeimandi	Submit	no_value	Submitted
Feb 8, 2021 6:33:42 PM	YSeimandi	Modify	Submitted	Submitted
Feb 11, 2021 3:49:53 PM	defosan	Validate	Submitted	Valid
Feb 11, 2021 4:14:11 PM	defosan	Assign	Valid	Assigned
Apr 26, 2021 2:20:26 PM	defosan	Modify	Assigned	Assigned
Apr 26, 2021 2:24:28 PM	defosan	Modify	Assigned	Assigned
Jul 13, 2021 10:10:13 AM	defosan	Modify	Assigned	Assigned
Sep 13, 2021 2:02:13 PM	defosan	Modify	Assigned	Assigned
Oct 1, 2021 3:02:51 PM	defosan	Modify	Assigned	Assigned
Nov 4, 2021 9:11:24 AM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:26:57 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Dec 15, 2021 11:04:42 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:10:40 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000417 - Record Details

Jul 7, 2022 8:49:52 AM

Main		
State:	Packaged	
Headline:	reference to EN12082 in TSI loc&Pas and TSI Wag.	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:11:02 AM	
Documents and References:	EN 12082: 2007+A1:2010 EN 12082 : 2017	
Recognised Organisation:	ERA	
Submission Date:	Feb 19, 2021 2:25:45 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	TSI PACKAGE 2022	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
WAG TSI	Main Package 2022	cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>this change is in the scope of Change request : ClearQuest: CR/TSI_C00000191</p> <p>changes in the standard : Clause 7 of the new 2017 version of the EN consists in an improvement of the Clause 6 of the previous version and is therefore equivalent except for the value of some physicchemical criteria of the grease after test which were required in the previous version of the EN</p> <p>changes in the temperature calculation and in the criterion (7.4 in the 2017 version. 6.4 in the 2007+A1:2010)</p> <p>changes in the temperature criterion must be approved by the wp before processing.</p> <p>the change is proposed to be categorised X1.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	current version quoted :	



	<p>TSI loc&amp;pas : index J1- 90 § 6.2.3.7 EN 12082:2007+A1:2010 : §6</p> <p>TSI Wag : §6.2.2.4. : 12082:2007+A1:2010 : §6</p> <p>proposal : to quote both version of the standard</p> <p>TSI loc&amp;pas : index J1- 90 § 6.2.3.7 EN 12082:2007+A1:2010 : §6 or 12082 : 2017 §7</p> <p>TSI Wag : §6.2.2.4. : 12082:2007+A1:2010 : §6 or 12082 : 2017 §7</p> <p>changes in the standard :  Clause 7 of the new 2017 version of the EN consists in an improvement of the Clause 6 of the previous version and is therefore equivalent except for the value of some physicchemical criteria of the grease after test which were required in the previous version of the EN</p> <p>changes in the temperature calculation and in the criterion (7.4 in the 2017 version. 6.4 in the 2007+A1:2010)</p> <p>Resolution proposed by TWG-STA for WP7 of 20 April 2021: after review in WP, assignation of the CR to TWG-STA to quote both versions of the standard. IN TSI package 2022.</p>
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	<p>Solution agreed without comment at the WP14 on 10 Mar 2022 after the decision not to quote several versions of a same standard:</p> <p>Changes in the TSI :</p> <p>TSI loc&amp;pas : Appendix J1 - index 90  § 6.2.3.7 - EN 12082:2017+A1:2021 - §7</p> <p>TSI Wag : §6.2.2.4. : EN 12082:2017+A1:2021 §7</p> <p>categorie C1.</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>changes in the standard EN 12082 : 2017 Railway applications - Axleboxes - Performance testing compared to EN 12082: 2007+A1:2010: Clause 7 of the new 2017 version of the EN consists in an improvement of the Clause 6 of the previous version and is therefore equivalent except for the value of some physicchemical criteria of the grease after test which were required in the previous version of the EN changes in the temperature calculation and in the criterion (7.4 in the 2017 version. 6.4 in the 2007+A1:2010)</p> <p>for further explanation of the change between v see slides 23-24 of presentation :<a href="https://extranet.era.europa.eu/STD/_layouts/15/DocIdRedir.aspx?ID=ERAEXT-1242238315-64">https://extranet.era.europa.eu/STD/_layouts/15/DocIdRedir.aspx?ID=ERAEXT-1242238315-64</a>)</p> <p>the change was approved by the TWG-STA during meeting held on 13/09/2021 (see page 4 of report : <a href="https://extranet.era.europa.eu/STD/_layouts/15/DocIdRedir.aspx?ID=ERAEXT-1242238315-76">https://extranet.era.europa.eu/STD/_layouts/15/DocIdRedir.aspx?ID=ERAEXT-1242238315-76</a>)</p> <p>changes in the TSI :</p>

		TSI loc&pas : index J1- 90 § 6.2.3.7 EN 12082:2007+A1:2010 : §6 or 12082 : 2017 §7 or 12082 : 2017+A1:2021 §7  TSI Wag : §6.2.2.4. : 12082:2007+A1:2010 : §6 12082 : 2017 §7 or 12082 : 2017+A1:2021 §7  categorie C1.		
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
WAG TSI		Main Package 2022		cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
TWG Standards		cq.record:WorkingParty/TWG Standards@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Valery GENIN		
Contact person E-Mail address:		Valery.GENIN@era.europa.eu		
<b>History</b>				
<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Feb 19, 2021 2:56:36 PM	geninva	Submit	no_value	Submitted

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Feb 19, 2021 3:02:50 PM	geninva	Modify	Submitted	Submitted
Feb 19, 2021 4:34:25 PM	geninva	Modify	Submitted	Submitted
Mar 26, 2021 10:40:07 AM	geninva	Modify	Submitted	Submitted
Mar 26, 2021 2:06:15 PM	geninva	Validate	Submitted	Valid
Mar 26, 2021 2:07:49 PM	geninva	Assign	Valid	Assigned
Mar 26, 2021 2:11:27 PM	defosan	Modify	Assigned	Assigned
Mar 26, 2021 2:11:51 PM	defosan	Modify	Assigned	Assigned
Mar 26, 2021 2:12:27 PM	defosan	Modify	Assigned	Assigned
Nov 23, 2021 3:05:05 PM	geninva	Modify	Assigned	Assigned
Nov 23, 2021 3:09:42 PM	geninva	Modify	Assigned	Assigned
Mar 11, 2022 5:20:22 PM	defosan	Complete	Assigned	Analysis_Completed
May 12, 2022 4:55:02 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:11:04 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000418 - Record Details

Jul 7, 2022 8:50:15 AM

Main		
State:	Packaged	
Headline:	update reference of EN 13262 & EN 13979-1 in TSI loc&Pas and Wag	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:11:15 AM	
Documents and References:	N/A	
Recognised Organisation:	ERA	
Submission Date:	Feb 22, 2021 4:33:40 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	TSI update	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
WAG TSI	Main Package 2022	cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>EN 13979-1 has been completely revised and an expert working group has to acknowledge the changes in order to quote the latest version in TSI loc&amp;pas and Wag. the standard is closely linked to EN 13260, so the two standards have to be assessed together.</p> <p>Versions : "EN 13262 Railway applications - Wheelsets and bogies - Wheels - Product requirements" to version 2020 (current version "2004+A2:2011 (WAG TSI (inc Appendix C)) ; " "EN 13979-1 Railway applications - Wheelsets and bogies - Monobloc wheels - Technical approval procedure - Part 1: Forged and rolled wheels" to version 2020 (current version "2003+A2:2011 (TSI Loc&amp;Pas) ; 2011 (TSI NOI) ; 2003+A1:2009+A2:2011 (WAG TSI (inc Appendix C)) ; "</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	Resolution proposed by TWG-STA : Approval in WP then adhoc	

	meetings with experts then back to TWG-STA
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	Agreed during WP16 as proposed in tab 'Justification/discussion for Solution'
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>This change request was handled by JPC-R/ SFR in order to propose a resolution to TWG-STA.  the outcome of JPC-R/SFR is attached to the CR - the TSI modification shall not be based on the attached file but on the text below :</p> <p>The proposal is reviewed in TWG-STA N°12 06/04/2022 and after review the proposal is accepted by TWG-STA 13 :</p> <p>Change in TSI loc&amp;pas</p> <p>§6.1.3.1 (1) : remove clauses 7.2.1 and 7.2.2.(no clauses to be quoted in the core text of the TSI)  §6.1.3.1 (2) : remove clause 7.2.3 and 7.3 (no clauses to be quoted in the core text of the TSI)  §6.1.3.1 (5) : remove Clause 6</p> <p>Appendix J index 71 :  Wheels – verification method / Mechanical behaviour  / 6.1.3.1 EN 13979-1:2020 / clause 8  Wheels – verification method / Thermomechanical behaviour  / 6.1.3.1 EN 13979-1:2020 / Clause 7</p> <p>Change in TSI WAG</p> <p>6.1.2.3 (a) Forged and rolled wheels: The mechanical characteristics shall be proven following the procedure as specified in clause 7 of EN 13979-1:2003+A1:2009+A2:2011.  If the wheel is intended to be used with brake blocks acting on the wheel running surface, the wheel shall be thermo mechanically proven by taking into account the maximum braking energy foreseen. A type test, as described in clause 6.2 of EN 13979-1:2003+A1:2009+A2:2011 shall be performed in order to check that the lateral displacement of the rim during braking and the residual stress are within the specified tolerance limits.  The decision criteria of residual stresses for forged and rolled wheels are set out in of EN 13979-1:2003+A1:2009+A2:2011.</p> <p>replaced by  6.1.2.3 (a) Forged and rolled wheels: The mechanical characteristics shall be proven following the procedure described in the specification referenced in appendix D index XX1 (index to be defined during resolution of CR 526)  If the wheel is intended to be used with brake blocks acting on the wheel running surface, the wheel shall be thermo mechanically proven by taking into account the maximum braking energy foreseen. A type test, as described in the specification referenced in appendix D</p>

index XX1 (index to be defined during resolution of CR 526) shall be performed in order to check that the lateral displacement of the rim during braking and the residual stress are within the specified tolerance limits.

The decision criteria of residual stresses for forged and rolled wheels are set out in the specification referenced in appendix D index XX1 (index to be defined during resolution of CR 526)

Appendix C.15 replaced by :

The wheels shall be in accordance with the specification referenced in appendix D index XX2 (index to be defined during resolution of CR 526) . The thermal mechanical type test required in point 6.1.2.3 shall be carried out in accordance with the specification referenced in appendix D index XX3 (index to be defined during resolution of CR 526) when the complete brake system is acting directly on the wheel tread.

table C.4 removed.

Appendix D :

Index XX1 (relevant for 6.1.2.3)

Characteristics of wheels / 6.1.2.3 / The mechanical characteristics / EN 13979-1:2020 / Clauses 8

Characteristics of wheels / 6.1.2.3 / Thermomechanical behaviour / EN 13979-1:2020 / Clauses 7

Characteristics of wheels / 6.1.2.3 / residual stresses / EN 13979-1:2020 / Clauses 7

Index XX2 (relevant for C.15)

Specific product properties concerning the wheel / C.15 / EN 13262:2020 / Clauses 4, 5 and 6

Index XX3 (relevant for C.15)

Specific product properties concerning the wheel / C.15 / EN 13979-1:2020 / Clauses 7

Specific product properties concerning the wheel / C.15 / Thermomechanical type test EN 13979-1:2020 / table A.1

Supporting document(s) for justification/discussion:

WAG\_321\_2013\_CR418.pdf, Finalisation of CR 418 wheelsets.msg, LOCPAS\_1302\_2014\_CR418.pdf

### Economic Evaluation

Preliminary Assessment of Benefits by submitter:

Supporting document(s) for preliminary assessment of benefits:

Economic Evaluation:

Supporting document(s) for Economic Evaluation:

### Process Management

Severity:

Interoperability related and non safety related

Reason for reclassification

Reason for rejection:

Reason for postponement:

Lack of resource to resolve the CR for the TSI package 2022

Superseding CR:

Target TSI and Baseline:

TSI\_name

Reference\_OJ\_Publication

TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
WAG TSI	Main Package 2022	cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C

List of assigned Working Party(ies):

name	
TWG Standards	cq.record:WorkingParty/TWG Standards@CCM/TSI_C

Superseded CRs:

id	Headline
----	----------

#### Contact Person

Contact person Name:	Valery GENIN
Contact person E-Mail address:	Valery.GENIN@era.europa.eu

#### History

Date	User	Action	Old State	New State
Feb 22, 2021 4:41:04 PM	geninva	Submit	no_value	Submitted
Feb 22, 2021 5:15:06 PM	geninva	Validate	Submitted	Valid
Mar 26, 2021 12:10:38 PM	defosan	Modify	Valid	Valid
Mar 26, 2021 12:11:44 PM	defosan	Modify	Valid	Valid
Mar 26, 2021 2:14:44 PM	defosan	Postpone	Valid	Postponed
Jun 9, 2021 3:59:41 PM	defosan	Assign	Postponed	Assigned
Jun 9, 2021 5:15:36 PM	defosan	Modify	Assigned	Assigned
Mar 23, 2022 3:57:41 PM	geninva	Modify	Assigned	Assigned
Mar 23, 2022 4:26:57 PM	geninva	Modify	Assigned	Assigned
May 18, 2022 9:09:08 AM	geninva	Modify	Assigned	Assigned
May 18, 2022 9:10:19 AM	geninva	Modify	Assigned	Assigned
May 19, 2022 9:04:12 AM	defosan	Modify	Assigned	Assigned
Jun 15, 2022 11:48:25 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:11:17 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000419 - Record Details

Jul 7, 2022 8:50:36 AM

<b>Main</b>		
State:	Packaged	
Headline:	Update the TSI ENE to align to the latest version of relevant standards (see problem/need) update the resulting interface with Rolling stock subsystem	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:13:24 AM	
Documents and References:	N/A	
Recognised Organisation:	ERA	
Submission Date:	Feb 22, 2021 4:47:44 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	Global need of TSI ENE update	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
ENE TSI	EU 1301/2014	cq.record:TSI/ENE TSIEU 1301%/2014@CCM/TSI_C
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:	TSI ENE and interface with RST	
Problem/Need Description:	<p>Standards quoted in TSI ENE (and in TSI loc&amp;pas for interface between ENE &amp; RST) :</p> <p>EN 50119:2020 Railway applications - Fixed installations - Electric traction overhead contact lines</p> <p>EN 50122-1:2011/A4:2017 Railway applications - Fixed installations - Electrical safety, earthing and the return circuit - Part 1: Protective provisions against electric shock</p> <p>EN 50163:2004/A2:2020 Railway applications - Supply voltages of traction systems</p> <p>EN 50318:2018 Railway applications - Current collection systems - Validation of simulation of the dynamic interaction between pantograph and overhead contact line</p> <p>EN 50367:2020 Railway applications - Current collection systems - Technical criteria for the interaction between pantograph and overhead line (to achieve free access)</p> <p>some additional standards will be updated in 2021 (EN 50122-1,EN 50149,EN 50163,EN 50317,EN 50318,EN 50367,EN 50388,EN 50463-3,EN 50463-4)</p> <p>EN 15273-3 Railway applications - Gauges - Part 3: Structure gauges :TSI ENE:2014 4.2.10 &amp; Annex D: Calculation rules for pantograph structure gauge in TSI ENE needs to be deleted and replaced by reference to EN 15273-3.</p> <p>New version currently in progress (EN 15273 parts 1 to 5) and basically no technical features are in conflict.</p>	



	the TSI ENE text needs to be deeply modified in order to update to the state of the art. The update requires a cost / benefit analysis (e.g. EN50122:202x)
Consequences of addressed problem:	
Application scope:	
Supporting document(s) for Problem/Need Description:	
<b>Solution Proposal by Submitter</b>	
Solution Proposal by Submitter:	after review in WP, assignation of the CR to a new TWG in order to launch a global update of TSI ENE
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	See tab 'Justification/discussion for solution'
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - ERA Core Team proposed to postpone the CR during the WP7 meeting of 20 Apr 2021 due to a lack of resources.</p> <p>2 - Extract of the MoM of WP7 on 20 Apr 2021:</p> <p>In the chat CRs 419, 420, 422, and 426 should not be postponed "after 2022". CER volunteers to draft solution proposal for these CRs in the context of the 2022 Package.</p> <p>Solution proposal is drafted by the Sector Forum Rail</p> <p>3 - the solution described in the attached files was agreed by TWG STA during meeting N°13. remaining standard not dealt with this solution are grouped in CR 568</p> <p>23/06 after clarification meeting ERA/SFR file ERA Standard ENE_ECG nmeeting 22-06-2022.doc added</p>
Supporting document(s) for justification/discussion:	CR 419 ENE_2022_v1_20220201.docx, CR419 LOCPAS_2022_v1_20220201.docx, ERA Standard ENE_ECG nmeeting 22-06-2022.docx
<b>Economic Evaluation</b>	
Preliminary Assessment of Benefits by submitter:	
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	
<b>Process Management</b>	
Severity:	Interoperability related and non safety related

Reason for reclassification				
Reason for rejection:				
Reason for postponement:		Lack of resource to resolve the CR for the TSI package 2022		
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
-		After 2022		cq.record:TSI/-After 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
TWG Standards		cq.record:WorkingParty/TWG Standards@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Valery GENIN		
Contact person E-Mail address:		Valery.GENIN@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Feb 22, 2021 5:02:10 PM	geninva	Submit	no_value	Submitted
Mar 26, 2021 10:49:25 AM	geninva	Modify	Submitted	Submitted
Mar 26, 2021 10:49:56 AM	geninva	Modify	Submitted	Submitted
Mar 26, 2021 2:40:39 PM	defosan	Validate	Submitted	Valid
Mar 26, 2021 2:41:01 PM	defosan	Postpone	Valid	Postponed
Apr 21, 2021 4:30:24 PM	defosan	Modify	Postponed	Postponed
Apr 26, 2021 4:11:02 PM	defosan	Assign	Postponed	Assigned
Jun 9, 2021 4:00:00 PM	defosan	Modify	Assigned	Assigned
Sep 13, 2021 2:14:18 PM	defosan	Modify	Assigned	Assigned
May 18, 2022 9:17:57 AM	geninva	Modify	Assigned	Assigned
May 18, 2022 10:27:49 AM	geninva	Modify	Assigned	Assigned
May 19, 2022 9:06:31 AM	defosan	Modify	Assigned	Assigned
Jun 23, 2022 11:58:58 AM	geninva	Modify	Assigned	Assigned
Jun 23, 2022 12:01:10 PM	geninva	Modify	Assigned	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Jul 1, 2022 10:34:50 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:13:25 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000420 - Record Details

Jul 7, 2022 8:50:57 AM

Main		
State:	Packaged	
Headline:	Update the references of Fire&Safety standards EN 45545 in TSI loc&Pas and Wag.	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:13:30 AM	
Documents and References:	EN 45545-2 : 2020	
Recognised Organisation:	ERA	
Submission Date:	Feb 22, 2021 5:36:09 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	TBD	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:	TSI loc&Pas and Wag	
Problem/Need Description:	<p>Standard EN45545-2 has been updated to 2020 version (current version quoted : 2013+A1:2015) this new version requires a review by a experts working group in order to assess the relevance of quoting the new version and the associated cost / benefit.</p> <p>The main changes from EN 45545-2:2013+A1:2015 are:</p> <ul style="list-style-type: none"><li>— integration of the new test standards;</li><li>— deletion of Annexes A and B and reference to EN 16989;</li><li>— now, EN 16989 is given in Clause 2, Normative references;</li><li>— in Table 2, EN 16989 appears for F1 product;</li><li>— in Table 5, modification of R18 requirement to be in accordance with EN 16989;</li><li>— in Table 5, adding of footnote d to be in accordance with EN 16989;</li><li>— deletion of Annex C and reference to EN 17084;</li><li>— now, EN 17084 is given in Clause 2, Normative references;</li><li>— in Table 5, EN 17084 is now the reference instead of EN ISO 5659-2 : 50 kWm-2 for the parameter CITG;</li><li>— in Clause 2, Normative references, new standards appear:</li><li>— EN 16989, Railway applications — Fire protection on railway vehicles — Fire behaviour test for a complete seat;</li><li>— EN 17084, Railway applications — Fire protection on railway vehicles — Toxicity test of materials and components;</li></ul>	

- EN 60695-1-40, Fire hazard testing — Part 1-40: Guidance for assessing the fire hazard of electrotechnical products — Insulating liquids (IEC 60695-1-40);
- and standards were deleted:
- EN 60584-1, Thermocouples — Part 1: Reference tables;
- EN ISO 6507-3, Metallic materials — Vickers hardness test — Part 3: Calibration of reference blocks (ISO 6507-3);
- ISO/TR 9705-2, Reaction-to-fire tests — Full-scale room tests for surface products — Part 2: Technical background and guidance;
- ISO 11054, Cutting tools — Designation of high-speed steel groups;
- ISO 19702, Toxicity testing of fire effluents — Guidance for analysis of gases and vapours in fire effluents using FTIR gas analysis;
- NF X70-100-1, Fire tests — Analysis of gaseous effluents — Part 1: methods for analysing gases stemming from thermal degradation;
- NF X70-100-2, Fire tests — Analysis of gaseous effluents — Part 2: tubular furnace thermal degradation method;
- in Clause 3, Terms and definitions, adding of :
  - ISO and IEC maintain terminological databases for use in standardization at the following addresses:
    - IEC Electropedia: available at <http://www.electropedia.org/>
    - ISO Online browsing platform: available at <http://www.iso.org/obp>
- some initial changes based on the return of experience:
  - 4.2.a, adding of « laminated glass where the internal organic layers are not exposed and the percentage mass of organic material is less than or equal to 6 %. »;
  - 4.2.e, modification « a product, other than an electric cable:
    - meeting a requirement at two different thicknesses with identical formulation and density (of each layer), shall be considered to comply with the requirement at all intermediate thicknesses. A product meeting a requirement at the maximum testable thickness shall be considered to comply with the requirement at greater thicknesses;
    - meeting a requirement at two different densities, shall be considered to comply with the requirement at all intermediate densities. The material with a differing density shall have identical formulation and thickness. »;
  - 4.2.g, adding of « or with substrates representative of the end use condition in accordance with 5.3 »;
  - 4.2.h, adding of two new bullet points:
    - the technical cabinet contains only mechanical or low power electrical equipment. The cabinet sheets are closed and made of aluminium, steel or glass. The enclosed volume is < 0,1 m<sup>3</sup>. Covered openings (e.g. by connectors or switches) are acceptable;
    - the technical cabinet sheet material is made of aluminium or steel and the enclosed volume is < 0,5 m<sup>3</sup>. For any individual surface of the cabinet, the total area of all openings in that surface shall be less than 1/1000 of the nominal surface area;
  - 4.2.j, modification « for organic coatings applied to non-metallic surfaces, the full specified test requirements of chapters 4.3 till 4.5 are mandatory; »
  - 4.2.k, modification « for organic coatings applied to products conforming to 4.2 a), ISO 5658-2 or

EN ISO 9239-1 flame spread tests shall be carried out, but other test requirements such as heat release, smoke emission and toxic gas emission tests are not required if the nominal coating thickness, including any surfacing filler for exterior products is < 0,3 mm, or for interior products the nominal thickness of organic coating is < 0,15 mm; »

— 4.3 : modifications:

#### 4.3.1 General

Products compliant to Table 2 or Table 3 are excluded from the grouping assessment.

No requirements apply to products with a combustible mass of < 10g in touching contact only

with a product compliant to Table 2 and Table 3.

To assess products within the grouping rules the following parameters have to be considered.

Products shall be assessed within the grouping rules if:

- the exposed area of each product is < 0,2 m<sup>2</sup>; and
- the combustible mass of each product is > 10 g or they are in touching contact with another unclassified combustible product; and
- the horizontal distance is < 20 mm and the vertical distance is < 200 mm to a combustible product not assessed to Table 2, Table 3 or R24 according to rule 2; and
- they are not fully separated by a product compliant with the fire integrity requirement of 5.3.7.

The combustible masses of the products in this group shall be summed. The assessment process described in 4.3.2 to 4.3.4 is visualized in the flow chart in Figure 1.

#### 4.3.2 Rule 1

If the total combustible mass of the grouped products is

- < 100 g for interior grouped products;
- or

- < 400 g for exterior grouped products;

no requirements apply to the products of this group.

This principle also applies to single products that meet the requirements of 4.3.1.

#### 4.3.3 Rule 2

If the total combustible mass of the grouped products exceeds the limits stated in Rule 1, but

- < 500 g for interior grouped products;

or

- < 2000 g for exterior grouped products;

one combustible product of this group has to be tested according to R24.

If this product is compliant to R24 it shall not be considered for further assessment of this group.

The remaining products in this group shall be assessed starting with 4.3.1 again.

This principle also applies to single products that exceed the mass limits of Rule 1.

#### 4.3.4 Rule 3

If the combustible mass of the grouped products exceed the limits stated in Rule 2, one product

of the group shall be tested according to the requirements of non-listed products given in 4.5,

Table 3.

If this product is compliant to the requirements of Table 3 it shall not be considered for further

assessment of this group. The remaining products in this group shall be assessed starting with

4.3.1.

This principle also applies to single products that exceed the mass

- limits of Rule 2;
- the flow chart given in Figure 1 is modified to be consistent with the text of 4.3;
- 4.4: listed products is now containing 28 requirements;
- in Table 5, requirement R27 is new and applied for EX13 products (new category defined in Table 2);
- in Table 5, requirement R28 is new and applied with 5.3.1.2;
- in Table 5, new requirement is given for EL9 products : R24 or R25 or R26;
- in Table 2, EL10 products are now named « low power electro technical and electronic products »;
- in Table 5, add of footnotes b, c and d;
- adding of a note below Table 5 to introduce new Annex B;
- in Table 6, modification of standards references as explained in Clause 2, Normative references, in particular :
  - in Table 6, modification of T06.01 to be in accordance with EN 16989;
  - in Table 6, add of T06.02 to be in accordance with EN 16989;
  - in Table 6, add of T06.03 to be in accordance with EN 16989;
  - in Table 6, modification of T11.01 to be in accordance with EN 17084;
  - in Table 6, modification of T11.02 to be in accordance with EN 17084;
  - in Table 6, modification of T12 to be in accordance with EN 17084;
- 5.2.2 modification to be in accordance with EN 16989;
- 5.3.2 modification of the paragraph;
- 5.3.3 adding of this paragraph;
- 5.3.4 adding of this paragraph;
- Annex A is the previous Annex D;
- Annex B is new and presents a product classification guidance;
- editorial changes due to the revision:
  - Introduction;
  - European Foreword;
  - Annex ZA;
  - Bibliography.

Consequences of addressed problem:	
Application scope:	
Supporting document(s) for Problem/Need Description:	
<b>Solution Proposal by Submitter</b>	
Solution Proposal by Submitter:	Approval in WP then adhoc meetings with experts then back to TWG-STA
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	See tab Justification/Discussion for Solution
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - ERA Core Team proposed to postpone the CR during the WP7 meeting of 20 Apr 2021 due to a lack of resources.</p> <p>2 - Extract of the MoM of WP7 on 20 Apr 2021:</p> <p>In the chat CRs 419, 420, 422, and 426 should not be postponed "after 2022". CER volunteers to draft solution proposal for these CRs in the context of the 2022 Package.</p> <p>Solution proposal is drafted by the Sector Forum Rail</p>

3 - Proposal agreed during TWG-STA meeting N°13 on 17/05/2022 see attached file.				
4- Extract of the MoM WP16 of 13 Jun 2022: NSA FR enquire how this could be categorized as C2 change given the transition period proposed is less than 7 years. ERA explains that the proposed additional transition measure in the LOC&PAS 7.1.1.5 is to support refurbishment projects applying previous version of the standard. It provides more flexibility than a C2 without additional transition. NSA FR ask ERA to ensure the formulation proposed is not open to interpretation. UNIFE follows the approach proposed by ERA: C3 is not justified, would even prefer to qualify the change as C1. ERA explains that this cannot be a C1 as conformity to the previous version of the standard does not lead to conformity with the new version of the standard. CR adopted.				
Supporting document(s) for justification/discussion:		fire safety standards - proposal.pptx		
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:		Lack of resource to resolve the CR for the TSI package 2022		
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
TWG Standards		cq.record:WorkingParty/TWG Standards@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Valery GENIN		
Contact person E-Mail address:		Valery.GENIN@era.europa.eu		
<b>History</b>				
<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>



<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Feb 22, 2021 6:04:19 PM	geninva	Submit	no_value	Submitted
Mar 26, 2021 10:57:26 AM	geninva	Modify	Submitted	Submitted
Mar 26, 2021 2:42:06 PM	defosan	Validate	Submitted	Valid
Mar 26, 2021 2:42:47 PM	defosan	Postpone	Valid	Postponed
Apr 26, 2021 4:11:21 PM	defosan	Assign	Postponed	Assigned
Apr 26, 2021 4:11:59 PM	defosan	Modify	Assigned	Assigned
Jun 9, 2021 4:00:21 PM	defosan	Modify	Assigned	Assigned
Sep 13, 2021 2:14:38 PM	defosan	Modify	Assigned	Assigned
Nov 16, 2021 3:16:59 PM	defosan	Postpone	Assigned	Postponed
Feb 15, 2022 12:24:50 PM	defosan	Assign	Postponed	Assigned
May 18, 2022 8:50:53 AM	geninva	Modify	Assigned	Assigned
May 19, 2022 9:05:10 AM	defosan	Modify	Assigned	Assigned
Jul 1, 2022 10:37:14 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:13:32 AM	defosan	Incorporate	Analysis_Completed	Packaged

## CR TSI\_C00000423 - Record Details

Jul 7, 2022 8:51:16 AM

<b>Main</b>		
State:	Packaged	
Headline:	update of standards in TSI INF requiring an approval by the WP review the possibility to refer to EN 13232 series instead of specific TSI requirements / appendixes	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:14:18 AM	
Documents and References:	<p>EN 13674-1 Railway applications - Track - Rail - Part 1: Vignole railway rails 46 kg/m and above latest version : 2011+A1:2017 version quoted in TSI : 2011 (TSI INF) ; 2011 (TSI Loc&amp;Pas) ;</p> <p>EN 13674-4 Railway applications - Track - Rail - Part 4: Vignole railway rails from 27 kg/m to, but excluding 46 kg/m latest version :2019 version quoted in TSI :2006 (TSI INF) ;</p> <p>EN 13848-5 Railway applications - Track - Track geometry quality - Part 5: Geometric quality levels - Plain line, switches and crossings latest version :2017 version quoted in TSI :2008+A1:2010 (TSI INF) ;</p> <p>EN 13230 series :2016 Railway applications - Track - Concrete sleepers and bearers EN 13803:2017 Railway applications — Track — Track alignment design parameters — Track gauges 1 435 mm and wider</p> <p>EN 13232 serie : CR 265 : The terminology "Movable point of Crossing" is not aligned with the EN 13232. Proposal: (h) Type of locking (switch pannel, swing nose movable point of crossing) ERA feedback to CER/EIM CRs submitted for the ERA INF WP on 24.01.2018: 20180116_EIM-CER_ERA.docx</p> <p>ERA comment : EN 13232 serie not yet published</p>	
Recognised Organisation:	ERA	
Submission Date:	Feb 24, 2021 9:28:27 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	Package 2022	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	<p>EN 13674-1 : chapter 9.1.8 The HBW value for heat threaded rails has changed. need an approval by the WP.</p> <p>EN 13674-4 : changes in profiles In appendix A quoted in TSI INF :</p> <p style="padding-left: 40px;">Addition of a rail profile 45E3 change in profiles :</p> <p style="padding-left: 80px;">41E1( 40E1 in previous version) 43E1(41E1 in previous version) 45E1 (43E1 in previous version) 45E2 ( 45E1 in previous version)</p> <p style="padding-left: 40px;">change in transitions points : 27E1 30E1</p>	

	<p>33E1 (30E2 in previous version)  35E1 (33E1 in previous version)  36E1( 35E1 in previous version)  36E2 ( 36E1 in previous version)  39E1 ( 36E2 in previous version)  40E1 ( 39E1 in previous version)  41E1 ( 40E1 in previous version)  43E1 ( 41E1 in previous version)  45E1 ( 43E1 in previous version)</p> <p>the changes identified may lead to a confusion between the rail profiles in the 2 standards versions. In any case from the point of view of the TSI INF application, ERA does not see big constraints, taking into account that this EN has the scope limited to rails &lt; 46kg/m. Nevertheless, the sector may find this aspect not so much straight forward. Therefore, this update needs to be submitted to the WP, to be discussed.</p> <p>EN 13848-5 : for the change in table (4) and (5) and closure of the open points in TSI INF §4.2.8.1.(2) and §4.2.8.2.(2) needs a approval by the WP  the latest version added the switches and crossings  added informative very high speed criterias (&gt;300 &lt;360kph) that is an open point of the TSI INF.  change from &lt;&lt;mean to peak value to &lt;&lt;zero to peak value&gt;&gt;  change in D2 values in 8.5 (not called by TSI)</p> <p>EN13230 series : Railway applications - Track - Concrete sleepers and bearers - : check the possibility to refer to this series in the INF TSI</p> <p>EN 13803 Railway applications — Track — Track alignment design parameters — Track gauges 1 435 mm and wider : resolve the inconsistency between the standard and the TSI (according to WG the standard is right and the TSI should be modified)</p>
Consequences of addressed problem:	
Application scope:	
Supporting document(s) for Problem/Need Description:	
<b>Solution Proposal by Submitter</b>	
Solution Proposal by Submitter:	after review in WP, assignation of the CR to a new TWG in order to launch a global update of TSI INF
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	See tabl Justification/Discussion for Solution
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - the attached solution has been agreed during TWG-STA meeting N°13</p> <p>following change has been made following NSA Spain proposal :</p> <p>4.2.8.3(6). There should be considered the Annex C of EN 13848-5 to define the track twist limit for 1668 mm track gauge system. The proposal is as follows:  Instead of point (2), for the 1668 mm track gauge system, the track twist limit is a function of the measurement base applied according to EN 13848-5:2017, Annex C.</p> <p>2- Extract of the MOM of WP16 of 13 June 2022</p> <p>NSA ES comments:  4.2.8.1. It is proposed to modify the title to take into account the application of the requirements to plain line and switches and crossings: The immediate action limit for alignment for plain line and switches and crossings  Section 4.2.8.1(1) should refer to table 5 instead of table 4.  4.2.8.2. It is proposed to modify the title to take into account the application of the requirements to plain line and switches and crossings: The immediate action</p>

limit for longitudinal level for plain line and switches and crossings  
 Section 4.2.8.2(1) should refer to table 4 instead of table 5.  
 4.2.8.3. It is proposed to modify the title to take into account the application of the requirements to plain line and switches and crossings: The immediate action limit for track twist for plain line and switches and crossings  
 4.2.8.3(6). There should be considered the Annex C of EN 13848-5 to define the track twist limit for 1668 mm track gauge system. The proposal is as follows:  
 Instead of point (2), for the 1668 mm track gauge system, the track twist limit is a function of the measurement base applied according to EN 13848-5:2017, Annex C.  
 ERA: the proposal on Annex C is accepted but changes to the titles will not be implemented because there is a specific clause for switches and crossings.

NSA CH comments:  
 Is figure 4 in EN 13232-3:2022 the same as figure 2 in TSI-INF point 4.2.8.6? If this is the case, no objection to deleting figure 2 in TSI-INF point 4.2.8.6 and referencing EN13232-3:2022.  
 ERA: EN13232-3:2022 is not yet released, so we cannot refer to it. The CR is updated to clearly document that Figure 2 in TSI-INF point 4.2.8.6 shouldn't be removed until publication of EN13232-3:2022.

Supporting document(s) for justification/discussion: CR423 INF\_1299\_2014 TWGSTA13 (2).docx

**Economic Evaluation**

Preliminary Assessment of Benefits by submitter:

Supporting document(s) for preliminary assessment of benefits:

Economic Evaluation:

Supporting document(s) for Economic Evaluation:

**Process Management**

Severity: Interoperability related and non safety related

Reason for reclassification:

Reason for rejection:

Reason for postponement: Lack of resource to resolve the CR for the TSI package 2022

Superseding CR:

Target TSI and Baseline:

TSI_name	Reference_OJ_Publication	
INF TSI	Main Package 2022	cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C

List of assigned Working Party(ies):

name

TWG Standards cq.record:WorkingParty/TWG Standards@CCM/TSI\_C

Superseded CRs:

id	Headline	
TSI_C00000265	Update references to standards, incorporate new standards as appropriate within INF TSI	cq.record:CR/TSI_C00000265@CCM/TSI_C

**Contact Person**

Contact person Name: Valery GENIN

Contact person E-Mail address: Valery.GENIN@era.europa.eu

**History**

Date	User	Action	Old State	New State
Feb 24, 2021 9:55:39 AM	geninva	Submit	no_value	Submitted
Feb 24, 2021 9:59:37 AM	geninva	Modify	Submitted	Submitted

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Mar 11, 2021 11:30:05 AM	geninva	Modify	Submitted	Submitted
Mar 26, 2021 10:50:53 AM	geninva	Modify	Submitted	Submitted
Mar 26, 2021 10:55:21 AM	geninva	Modify	Submitted	Submitted
Mar 26, 2021 10:59:43 AM	geninva	Modify	Submitted	Submitted
Mar 26, 2021 2:47:12 PM	defosan	Validate	Submitted	Valid
Mar 26, 2021 2:48:03 PM	defosan	Postpone	Valid	Postponed
Apr 21, 2021 2:23:36 PM	defosan	Modify	Postponed	Postponed
Jun 9, 2021 4:01:17 PM	defosan	Assign	Postponed	Assigned
Jun 9, 2021 5:15:04 PM	defosan	Modify	Assigned	Assigned
May 18, 2022 9:27:38 AM	geninva	Modify	Assigned	Assigned
May 19, 2022 9:08:12 AM	defosan	Modify	Assigned	Assigned
Jun 10, 2022 2:30:45 PM	geninva	Modify	Assigned	Assigned
Jun 13, 2022 10:41:35 AM	defosan	Modify	Assigned	Assigned
Jul 1, 2022 10:41:57 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:14:24 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000424 - Record Details

Jul 7, 2022 8:51:34 AM

Main		
State:	Packaged	
Headline:	Define the interoperability requirements applicable at the interface between the Control-Command and Signalling Subsystem and other subsystems (mainly, but not exclusively, rolling stock).	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:14:38 AM	
Documents and References:	ERA/ERTMS/033281	
Recognised Organisation:	ERA	
Submission Date:	Feb 24, 2021 11:03:53 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
CCS TSI	EU 2019/776	cq.record:TSI/CCS TSIEU 2019%/776@CCM/TSI_C
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>It is necessary to ensure that all interfaces between ETCS onboard and other subsystems, in particular rolling stock are identified and specified end to end and that guidance is provided on:</p> <ul style="list-style-type: none"><li>- possible conditions and restrictions of use and</li><li>- which Notified Body (NoBo for rolling stock or NoBo for CCS) is in charge of EC verification.</li></ul> <p>References to Annex A Index 7 of the CCS TSI should be replaced by a single reference to the document once agreed.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:	See the document below	
Supporting document(s) for solution proposal:	WP6_AOB_interface-ETCS_RST.doc	
Agreed Solution		
Agreed Solution:	TWG EDIT 16 May 2022: title of clause 6.2.10 changed for readability to: 6.2.10. EC verification when ETCS is installed onboard rolling stock/rolling stock type	

TWG EDIT 23 June 2022:  
 'Tilting health status' changed to 'status of the tilting system'

Clause 6.2.10 changed as follows to clarify which NoBo (subsystem CCS, subsystem RST) has to check what:  
 This case applies when ETCS on-board is installed into:  
 "Compliance of the rolling stock with train interface functions requirements of each basic parameter that refers to Index 7 of TSI CCS (see column 1 and 2 of Table 9 of this TSI) can be assessed only when ETCS is installed.  
 (2) The assessment of the interface functions for installation of ETCS in the vehicle is part of the EC verification for the CCS on-board subsystem in accordance with clause 6.3.3 of TSI CCS.  
 Note: Other requirements defined in this TSI applicable to Rolling stock are part of EC verification for the rolling stock subsystem."

Supporting document(s) for agreed solution:

**Justification/Discussion for Solution**

Justification/Discussion for Solution by assigned WG(s):

1 - Output of the discussions within TWG ARCHI proposed for WP approval during the WP15 meeting on 25 Apr 2022: see document ETCS\_RST interface V1.3.rtf

This document covers :

- Interface RST and ETCS (subset 34): see chapter 4, 6: part already reviewed by TWG ARCHI members
- New paragraphs never submitted for comments by TWG ARCHI:
  - o ETCS pre-fitment requirements : see proposal in clause 7.1.6 and 4.2.12.2 (17),
  - o RST configuration on automatic/manual command for DMI configuration: see chapter 4 and 4.2.12.2(18)

This documents will allow to close also the following CRs :

- CR220 : non leading
- CR221 : Sleeping input signal with multiple-unit control
- CR223 : Moving a vehicle via a manual radio remote control only if on-board is in 'Shunting' mode (voir conclusions CR 1346)

2 - Additional changes proposed for the WP16 of 13 June 2022: see document "Addition\_ETCS\_RST interface WP16"

- References to Annex A of CCS TSI changed to references to Appendix A of CCS TSI
- Addition of reference to 'Tilting Health status' in clause 4.2.3.4.2 and corresponding line in Table 9
- Change of wording in clause 6.2.10
- Addition of the categorisation of changes in Appendix L tables 1 and 2

- Update 1 June 2022: clause 7.1.6 updated for consistency in the wording with other clauses/other TSIs

3 - Extract of MoM of WP16 of 13 June 2022:  
 CER's comments:  
 ERA "additions" on 01.06 are very much appreciated:

- "newly developed vehicle designs" concept according to Art.14 of PA VA Regulation is fully supported
- transition regime introduced in Appendix L Table 2 triggers a C3 case. Reference made to transition regime defined in CCS TSI Appendix B Table B1 brings consistency across TSIs and is appreciated. Corresponding transition regime being defined by ERA CCS WP, sufficient attention shall be given to the overall consistency of the approved transitions.
- All references to CCS TSI Appendixes in all TSIs, as in L&P TSI, should be corrected: "Appendix" (and not "Annex").

NSA DE Question / Proposal:

4.2.3.4.2 d)

- "Tilting health status" / "tilting status" still under discussion in EECT. Is it only the name, or does it also touch the requirements? Proposal of DE experts was "status of tilting system", as it is only an information on the status of the tilting system, no details of problems or failures.

6.2.10

- Is it sufficiently clear, what is meant by "newly developed vehicle designs"? In the headline of 6.2.10, it is "new rolling stock/rolling stock type".

- Is it sufficiently clear, which NoBo (subsystem CCS, subsystem RST) has to check what? Are assessment of compliance and assessment of integration two different processes?

- 6.2.10 (1) assessment of compliance with interface functions => ?,

- 6.2.10 (2) assessment of integration of interface functions => CCS,

- Note: Other requirements => RST

ERA confirms that the term "tilting status" shall be used consistently across the documents. This is aligned with the CCS WP.

ERA informs participants that the definition of "newly developed vehicle designs" will be clarified, most probably in the VA implementation guideline. This term is used in the CCS TSI.

ERA: integration of ETCS and interface functions shall be covered by the CCS NoBo as mentioned by the TSI CCS 6.6.3.

NSA DE: the paragraph 1) of TSI LOC&PAS draft may lead to misunderstanding about which NoBo covers the integration. Point taken by ERA, to be addressed by the TWG Edit.

UNIFE asks for more time to provide feedback on the proposal. Request rejected by ERA as time for review was already provided.

CR adopted.

Supporting document(s) for justification/discussion:

ETCS\_RST interface V1.3.rtf, Addition\_ETCS\_RST interface WP16.docx

### Economic Evaluation

Preliminary Assessment of Benefits by submitter:

Supporting document(s) for preliminary assessment of benefits:

Economic Evaluation:

Supporting document(s) for Economic Evaluation:

### Process Management

Severity:

Interoperability related and non safety related

Reason for reclassification

Reason for rejection:

Reason for postponement:

Superseding CR:

Target TSI and Baseline:

TSI\_name

Reference\_OJ\_Publication

CCS TSI

Main Package 2022

cq.record:TSI/CCS TSIMain Package 2022@CCM/TSI\_C

LOC&PAS TSI

Main Package 2022

cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI\_C



List of assigned Working Party(ies):

name		
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C
Superseded CRs:		
id	Headline	
TSI_C00000220	Non Leading	cq.record:CR/TSI_C00000220@CCM/TSI_
TSI_C00000221	Sleeping input signal with multiple-unit control	cq.record:CR/TSI_C00000221@CCM/TSI_
TSI_C00000223	Moving a vehicle via a manual radio remote control only if on-board is in 'Shunting' mode	cq.record:CR/TSI_C00000223@CCM/TSI_

**Contact Person**

Contact person Name:	Antoine Defossez
Contact person E-Mail address:	antoine.defossez@era.europa.eu

**History**

Date	User	Action	Old State	New State
Feb 24, 2021 11:12:44 AM	defosan	Submit	no_value	Submitted
Mar 22, 2021 11:56:45 AM	defosan	Modify	Submitted	Submitted
Mar 22, 2021 11:57:16 AM	defosan	Modify	Submitted	Submitted
Mar 22, 2021 11:57:44 AM	defosan	Validate	Submitted	Valid
Mar 22, 2021 11:58:09 AM	defosan	Assign	Valid	Assigned
Mar 25, 2021 4:56:18 PM	defosan	Modify	Assigned	Assigned
Apr 5, 2022 4:33:38 PM	defosan	Modify	Assigned	Assigned
Apr 5, 2022 5:04:44 PM	defosan	Modify	Assigned	Assigned
May 16, 2022 12:03:12 PM	defosan	Modify	Assigned	Assigned
May 24, 2022 3:02:16 PM	defosan	Modify	Assigned	Assigned
Jun 1, 2022 4:57:31 PM	defosan	Modify	Assigned	Assigned
Jul 1, 2022 12:06:01 PM	defosan	Complete	Assigned	Analysis_Completed
Jul 4, 2022 9:06:14 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 4, 2022 9:10:23 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:14:39 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000425 - Record Details

Jul 7, 2022 8:51:54 AM

<b>Main</b>		
State:	Packaged	
Headline:	reference EN EN 14067-6: Railway applications - Aerodynamics - Part 6: Requirements and test procedures for cross wind assessment in the TSI loc and pass : defininition of the applicable CWC and adapt the TSI text needs an expert review	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:14:52 AM	
Documents and References:	EN 14067-6:2018	
Recognised Organisation:	ERA	
Submission Date:	Feb 24, 2021 3:19:32 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	TSI package 2022	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:	Cross wind assessment 4.2.6.2.4	
Problem/Need Description:	<p>CER proposal (CR381) :                      Problem statement:                      Cross wind requires for vehicles with maximum design speed <math>\geq</math> 250 km/h only the application of an assessment method (EN 14067-6:2010) but does not have a common cross wind stability requirement to ensure minimum cross wind stability of trains, as this was the case in TSI HS RST 2008.</p> <p>With EN 14067-6:2018, a reference characteristic wind curve (CWC) is provided in 5.6.1. This ref-CWC has different values compared to the one in TSI HS RST 2008 due to changed method, but was derived using the same trains as reference (TGV, ICE3, ETR500). The criteria in TSI HS RST 2008 and EN145067-6:2018 5.2.1. are thus equivalent in meaning. The new ref-CWC should be installed in TSI LOC PAS.</p> <p>Current TSI text L&amp;P TSI clause 4.2.6.2.4:                      (3) For units of maximum design speed equal to or higher than 250 km/h the crosswind effects shall be evaluated according to one of the following methods:                      [...]                      b) determined by the assessment method of the specification referenced in Appendix J-1, index 37. The resulting characteristic wind curve of the most sensitive vehicle of the unit under assessment shall be recorded in the technical documentation as per clause 4.2.12.</p>	

	<p>Proposal:</p> <p>Replace 4.2.6.2.4. (3b) by:  "determined and documented by the assessment method of the specification referenced in Appendix J-1, index 37. The resulting characteristic wind curve of the most sensitive vehicle of the unit under assessment shall be recorded in the technical documentation as per clause 4.2.12 and comply to the requirements stated in chapter 5.6.1 in EN14067-6:2018."</p> <p>In Appendix J-1 Index 37, update EN14067-6, including a reference of EN14067-6:2018 Chapters 5 and 9 "Required Documentation"</p>
Consequences of addressed problem:	
Application scope:	
Supporting document(s) for Problem/Need Description:	
<b>Solution Proposal by Submitter</b>	
Solution Proposal by Submitter:	Resolution proposed by TWG-STA : after review in WP, assignation of the CR to TWG-STA to run one adhoc meeting in order to chose the right CWC and reference the standard in TSI. IN TSI package 2022
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	Solution agreed during the WP12 on 14 Dec 2021:  For TSI Loc&pas 1302/2014 : <ul style="list-style-type: none"> <li>- Replace 4.2.6.2.4. (3) by  "for units of maximum design speed equal or higher than 250 km/h the crosswind effect shall be determined and complying with the specification referenced in Appendix J-1, index 37. The resulting characteristic wind curve of the most sensitive vehicle of the unit under assessment shall be recorded in the technical documentation as per clause 4.2.12"</li> <li>- Appendix J-1 Index 37, update EN14067-6, including a reference of EN14067-6:2018 Chapter 5</li> <li>- Delete 7.1.1.7</li> <li>- Delete 7.5.1.2</li> </ul> Classification C2. => 7 years transition for running projects at the date of publication
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	1 - Specific meeting with experts held on 13/09/2021 (see below 'CR425_Meeting-files.zip')  2 - Proposal from the TWG STA to the WP12 on 14 Dec 2021 based on the conclusions of the meeting:  For TSI Loc&pas 1302/2014 : <ul style="list-style-type: none"> <li>- Replace 4.2.6.2.4. (3) by  For units of maximum design speed equal or higher than 250 km/h</li> </ul>

the crosswind effect shall be determined and complying with the specification referenced in Appendix J-1, index 37.  
 The resulting characteristic wind curve of the most sensitive vehicle of the unit under assessment shall be recorded in the technical documentation as per clause 4.2.12"

- Appendix J-1 Index 37, update EN14067-6, including a reference of EN14067-6:2018 Chapters 5
- Replace 7.1.1.7 by: "intentionally deleted"
- Replace 7.5.1.2 by: "intentionally deleted"
- Agree on the classification C2. => 7 years transition for running projects at the date of publication

3 - Extract of the MoM of WP12

Approval of CR 425 on aerodynamics – cross wind assessment  
 NSA CH: CR 425: We agree with this CR on all aspects.  
 "For units of maximum design speed equal or higher than 250 km/h the crosswind effect shall be determined and complying with the specification referenced in Appendix J-1, index 37."  
 It is essential that for vehicles with design speed below 250 km/h this is not mandatory.  
 UNIFE: Accepted  
 CER: Proposal is accepted for EN 14067 Part 6 and its impact on L&P TSI at stake in CR425. Impact of Part 5 of EN 14067 on TSIs is also to be analysed for the 2022 TSIs package. New CR is to be submitted by the ERA TWG Standard.  
 ERA: Analysis of the impact of EN14067 Part 5 will be subject to a distinct CR to be submitted by the TWG STA. The change request 425 is approved and will be processed to the next step: Analysis Completed

Supporting document(s) for justification/discussion:

CR425\_Meeting-files.zip

**Economic Evaluation**

Preliminary Assessment of Benefits by submitter:

Supporting document(s) for preliminary assessment of benefits:

Economic Evaluation:

Supporting document(s) for Economic Evaluation:

**Process Management**

Severity: Interoperability related and non safety related

Reason for reclassification

Reason for rejection:

Reason for postponement:

Superseding CR:

Target TSI and Baseline:

TSI\_name

Reference\_OJ\_Publication

LOC&PAS TSI

EU 1302/2014

cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI\_C

List of assigned Working Party(ies):

name				
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
TWG Standards		cq.record:WorkingParty/TWG Standards@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Valery GENIN		
Contact person E-Mail address:		Valery.GENIN@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Feb 24, 2021 3:27:59 PM	geninva	Submit	no_value	Submitted
Mar 26, 2021 10:44:34 AM	geninva	Modify	Submitted	Submitted
Mar 26, 2021 2:48:55 PM	defosan	Validate	Submitted	Valid
Mar 26, 2021 2:49:29 PM	defosan	Assign	Valid	Assigned
Nov 18, 2021 11:16:31 AM	geninva	Modify	Assigned	Assigned
Nov 22, 2021 8:50:48 AM	defosan	Modify	Assigned	Assigned
Nov 22, 2021 8:54:36 AM	defosan	Modify	Assigned	Assigned
Dec 15, 2021 9:45:19 AM	defosan	Complete	Assigned	Analysis_Completed
Jan 27, 2022 9:51:24 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:14:54 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000426 - Record Details

Jul 7, 2022 8:52:16 AM

<b>Main</b>		
State:	Packaged	
Headline:	reference to EN 15152: 2019 and EN 16186-12014+A1:2018, EN 15152 : some deviation regarding TSI requirements have to be accepted EN 16186 : to replace some requirements (in TSI loc&pas core text and in annex F) by some reference to this standard.	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:15:02 AM	
Documents and References:	EN 15152: 2019 EN 16186-12014+A1:2018, UIC 651 : 2002	
Recognised Organisation:	ERA	
Submission Date:	Feb 24, 2021 3:40:55 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	TSI package 2022	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	<p>EN 16186-1 : analyse the possibility to replace TSI requirement by references to the standard : eg TSI clause 4.2.9.2.3 and annex E and F</p> <p>EN 15152 : requirements in standard chapter 5.2.2 (optical distortion) are wider than the one in the previous version, need to be accepted by the WP before referencing the new standard need additional explanation for chapter in 5.2.5 : chromacity to make sur the change in the standard doesn't affect the driving conditions.</p> <p>UIC 651 : Problem Statement The TSI refers to UIC 651 from 2002 and mention a standard being under development. EN 16186 series and EN 14033 for OTMs have been published and should now be the basis for the reference of the TSI. The sitting position The standing position is regulated in Appendix F.4 via the distance between floor and top edge of the front window. The EN 16186-1, clause 5.3 contains this requirement.</p> <p>See also CR #L&amp;P-35, 36 and 38 all dealing with EN 16186</p> <p>Proposal Replace 4.2.9.1.3.1 (1) + (2) by:</p>	

	"(1)The driver's cab shall be designed to allow the driver at his seated driving position a clear and unobstructed line of sight in order to distinguish fixed signals set to both the left and right of a track, and shall be in accordance to the specification referenced in Appendix J-1, index = EN 16186-1, 5.1 and 5.2. The minimum distance between floor and top edge of the front window to allow standing driving position shall be in accordance with Appendix J-1, index = EN 16186-1, 5.3. (2) not used
Consequences of addressed problem:	
Application scope:	
Supporting document(s) for Problem/Need Description:	
<b>Solution Proposal by Submitter</b>	
Solution Proposal by Submitter:	Approval in WP then adhoc meetings with experts then back to TWG-STA
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	CR approved during WP16 on 13 June 2022 according to tab Justification/Discussion for solution
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	1 - ERA Core Team proposed to postpone the CR during the WP7 meeting of 20 Apr 2021 due to a lack of resources.  2 - Extract of the MoM of WP7 on 20 Apr 2021:  In the chat CRs 419, 420, 422, and 426 should not be postponed "after 2022". CER volunteers to draft solution proposal for these CRs in the context of the 2022 Package.  Solution proposal is drafted by the Sector Forum Rail  3 - the attached solution has been agreed during TWG-STA meeting N°13
Supporting document(s) for justification/discussion:	CR 426proposal TWGSTA13.docx
<b>Economic Evaluation</b>	
Preliminary Assessment of Benefits by submitter:	
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	
<b>Process Management</b>	
Severity:	Interoperability related and non safety related
Reason for reclassification	
Reason for rejection:	
Reason for postponement:	Lack of resource to resolve the CR for the TSI package 2022

Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
-		After 2022		cq.record:TSI/-After 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
TWG Standards		cq.record:WorkingParty/TWG Standards@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Valery GENIN		
Contact person E-Mail address:		Valery.GENIN@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Feb 24, 2021 4:01:30 PM	geninva	Submit	no_value	Submitted
Mar 17, 2021 3:10:08 PM	geninva	Modify	Submitted	Submitted
Mar 26, 2021 10:57:08 AM	geninva	Modify	Submitted	Submitted
Mar 26, 2021 2:50:10 PM	defosan	Validate	Submitted	Valid
Mar 26, 2021 2:50:38 PM	defosan	Postpone	Valid	Postponed
Apr 26, 2021 4:12:34 PM	defosan	Assign	Postponed	Assigned
Jun 9, 2021 4:01:06 PM	defosan	Modify	Assigned	Assigned
Sep 13, 2021 2:15:15 PM	defosan	Modify	Assigned	Assigned
May 18, 2022 9:24:48 AM	geninva	Modify	Assigned	Assigned
May 19, 2022 9:09:08 AM	defosan	Modify	Assigned	Assigned
Jul 1, 2022 11:06:39 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:15:04 AM	defosan	Incorporate	Analysis_Completed	Packaged



# CR TSI\_C00000427 - Record Details

Jul 7, 2022 8:52:40 AM

Main		
State:	Packaged	
Headline:	Sector input to CR 251 "Review the dispositions of the TSIs on energy measurement systems with a view to facilitating the retrofitting of trains with EMS"	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:15:09 AM	
Documents and References:	LOC&PAS TSI clauses 4.2.8.2.8.1 and 7.1.1.4a	
Recognised Organisation:	CER	
Submission Date:	Mar 5, 2021 7:43:17 AM	
Submitter Reference Number:	CR 251	
Project Information (Project name and starting time):	Proposed assignment to the ERA CT fo further analysis of sector inputs to the CR 251	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
EIM	cq.record:RecognisedOrganisation/EIM@CCM/TSI_C	
EPTTOLA	cq.record:RecognisedOrganisation/EPTTOLA@CCM/TSI_C	
ERFA	cq.record:RecognisedOrganisation/ERFA@CCM/TSI_C	
NBRAIL	cq.record:RecognisedOrganisation/NBRAIL@CCM/TSI_C	
Problem/Need		
Operational scope:	<p>EU RAIL SECTOR DECLARATION ON TRACTION ENERGY METERING AND SETTLEMENT:                      The requirements of EN 50463 became mandatory by including references to them in the LOC&amp;PAS TSI.                      The IRS 90930 (published on 20th October 2020) is a voluntary standard, describing how Member States can become compliant with the EC-requirements (of EC/2018/868).                      Sector Declaration defines how the sector commits to being compliant with European Regulation. It has 4 commitments for Railway Undertakings and 5 commitments for Infrastructure Managers.                      Published on 10th November 2020.  <a href="http://www.cer.be/publications/latest-public-ations/eu-rail-sector-declaration-traction-energy-metering-and-settlement">http://www.cer.be/publications/latest-public-ations/eu-rail-sector-declaration-traction-energy-metering-and-settlement</a></p> <p>COMMITMENTS OF RUs                      1) RU will install EMS on all traction units where this is technically and economically feasible. This should result in 60% of traction units equipped with an EMS in 2025 and 90% in 2030.                      2) All EMS on new traction units shall by fully compliant with LOC&amp;PAS TSI:2018. Non-compliances on retrofitted EMS shall be stated in the Conformity Assessment documentation.                      3) All new EMS shall send data to DCS at least every 4 hours and before intentional powering down. This also applies to renewed EMS.                      4) RU shall be able to deliver to the IM train compositions (including EVNs of all traction units) by 2023. This shall be done preferably at the</p>	

departure of train-run and latest 48 hours later.

#### COMMITMENTS OF IMs

- 1) IM shall provide DCS in accordance with ENE TSI:2018 latest in January 2022.
- 2) IM shall process data fast in DCS and exchange-function of Settlement and forward data without further delay in accordance with clause 5.4 of IRS 90930:2020.
- 3) International data exchanges will be in accordance with IRS 90930:2020.
- 4) IM enables a pragmatic approach to increase the possibilities of the RUs in the electricity purchasing strategy. As a first step, the possibilities and obstacles will be identified by 2022. Implementation of the agreed choices is recommended by 2025.
- 5) All relevant information is publicly available.

#### Problem/Need Description:

#### ISSUES WITH RETROFITTING

Many traction units already have sensors that were not tested in accordance with EN 50463, like inductive measurement transformers, hall effect sensors, new sensors having too high rated current/voltage. Under what conditions can they be kept? Is it permitted to only add an ECF and DHS? What certification should be given? Will data from such EMS be accepted in Settlement? Likely many of the existing transformers are compliant, but it is not possible to get full approval. Some NoBo gives an accuracy class, but this depends on how likely they consider compliance. Certainly, the accuracy of the full temperature range can't be fully proven.

There are many cases with existing voltage and current transformers of class 0,5 (according to energy market regulation). It is not clear if voltage transformer can be regarded to have 0,5R and current transformer 0,75R. It has never been certified for it. They might not be designed to operate in the full temperature range. Accuracy at higher temperatures can't be proven. It is hard to find sufficient information. This applies in most countries and on many series of traction units. Other RUs replied that for many train series the test reports for existing transformers on existing vehicles were no longer available. In the first years following the publication of EN 50463 in 2012, it was not possible to find sensors tested in accordance with the standard and already having an accuracy class 0,5R. Also for all EMS installed before 2012, sensors are normally not replaced. Overall accuracy according to EN 50463 can't be defined. Is replacing a meter with an ECF and DHS a retrofitting? It is not possible to define the overall accuracy.

#### ISSUES WITH TRANSITIONAL MEASURES REGARDING IMPLEMENTATION:

See "LOC&PAS TSI clause 7.1.1.4a Transitional measure for on-board energy measurement system requirement"

It was not possible to install EMS compliant to LOC&PAS TSI:2018 until June 2020. No EMS has been approved before May 2020. Ongoing contracts for new rolling stock won't be ended in 3,5 years. We understand that there should be a maximum, but propose to extend to 5,5 years. There might also be delays on contracts due to the actual pandemic. RUs might request a delay (due to budget constraints). Manufacturers might also have problems in delivering components and trains to the market.

A contract for the new rolling stock was concluded in March 2018. As EMS compliant to EN 50463:2017 or a future TSI only became available in June 2020, and EMS compliant to the 2014-version of TSI will be installed. The power packs including the EMS are already fully

	<p>tested. It is difficult to replace EMS in this stage of the production of a new train series. Deliveries will start at end of 2021. NoBo now requires EMS to be compliant with the 2018-version of TSI. Some IMs also have concluded a contract for a longer period for EMS on-board of trains and a DCS on the ground. When these contracts were signed, it was not clear that they would only have a limited validity. Changing the contract can result in higher costs without having any added value. EMS according to this contract respect the accuracy requirements (no significant changes between first drafts of EN 50463-2 in 2007 and the actual TSI published in 2018) and data from these EMS can be used for billing everywhere in Europe. Even exchange to countries not yet having a settlement system can be in accordance with the format of IRS 90930 (using the format of EN 50463-4:2017). IRS 90930 gives guidance on how to adjust all data elements. A sufficiently long period in order to be able to fulfill the contractual requirements is essential.</p>
<p>Consequences of addressed problem:</p>	<p>Clauses in LOC&amp;PAS TSI that might not be fulfilled:</p> <p>4.2.8.2.8 'Onboard energy measurement system' section (5)  4.2.8.2.8.2 'Energy measurement function (EMF)' section (3)  6.2.3.19a 'On-board energy measurement system' section (1)</p>
<p>Application scope:</p>	
<p>Supporting document(s) for Problem/Need Description:</p>	
<p><b>Solution Proposal by Submitter</b></p>	
<p>Solution Proposal by Submitter:</p>	<p>PROPOSAL FOR LOC&amp;PAS TSI clause 4.2.8.2.8 'On-board energy measurement system'  Create a new section (10) in clause 4.2.8.2.8.1 - proposed text below:</p> <p>The use of existing components of a vehicle as part of the EMS is allowed under the following conditions:</p> <ul style="list-style-type: none"> <li>- The accuracy requirements of EMF for active energy measurement as defined in 4.2.8.2.8.2 (3) only apply to rated current, rated voltage, and rated temperature.</li> <li>- The technical documentation described in clause 4.2.12.2 of this TSI shall record these components, the possible non-compliance of these components to the accuracy requirements (e.g. at lower currents, lower or higher temperatures, etc.), the probability of these non-compliance, and the conditions for use of these components.</li> <li>- This information shall be made available to parties using the CEBD for billing purposes.</li> </ul> <p>CORRESPONDING PROPOSAL FOR THE LOC&amp;PAS APPLICATION GUIDE L&amp;P AG related to clause 4.2.8.2.8.1 (10)  Notified Bodies are permitted to consider to have sufficient proof regarding full compliancy of the accuracy requirements, also in case existing components are integrated into the EMS. This can be based on test results of a few devices of the series on e.g. lower currents and higher temperatures. In that case, CEBD should be used for billing purposes without any uncertainty factor applied in Settlement.  When Notified Bodies consider it proven that the EMS is not able to fulfill the accuracy requirements for e.g. lower currents than this shall be stated in the technical documentation. It is recommended to still use the CEBD for billing purposes. It is permitted to add an uncertainty factor in settlement. It is also permitted to use estimated consumptions in settlement e.g. during stabling (long period with such lower currents).  The Notified Bodies should also assess if these unconformities might be sensible for aging. Conditions on how to keep on using these components and when replacement is needed should be included in the</p>

maintenance documentation.

**PROPOSAL REGARDING TRANSITIONAL MEASURES**

LOC&PAS TSI clause 7.1.1.4a Transitional measure for on-board energy measurement system requirement to be amended as follow (i.e. "2022" replaced by "2026", and "2018" replaced by "2020")

Requirements set out in 4.2.8.2.8 are not mandatory during a transition period ending on 1 January 2026 for projects which, on 14 June 2020, are projected at an advanced stage of development, contracts in course of performance, and rolling stock of an existing design as set out in point 7.1.1.2 of this TSI.

Note: All representative bodies that have approved Sector Declaration agree that is preferred to install EMS, compliant to LOC&PAS TSI:2018, whenever this is already possible and economically more suitable.

Supporting document(s) for solution proposal:

**Agreed Solution**

Agreed Solution:

Solution agreed during WP13 on 26 Jan 2022:

1 - The following point is added at the end of clause 4.2.8.2.8.2 of the LOC&PAS TSI

(6) In cases where:

- an EMS is intended to equip an existing vehicle, or
- an existing EMS (or parts of it) is upgraded,

and existing components of a vehicle are used, requirements (1) to (5) apply to current and voltage measurements considering the temperature influence factor at rated temperature only and may be verified only for the range of 20% to 120% of rated current. The technical documentation described in clause 4.2.12.2 shall record the characteristic of the compliance of components of the on-board energy measurement system with this limited set of requirements and the conditions for use of these components.

2 - The following paragraph is added in clause 4.2.12.2, point (14) of the LOC&PAS TSI

When clause 4.2.8.2.8.2 (6) applies, the characteristics of the compliance of components of the on-board energy measurement system with the limited set of requirements and the conditions for use of these components shall be described.

3 - The following paragraph is added with point 4.2.8.2.8.2 (6) in clause 2.4.55 of the LOC&PAS Application Guide:

Technical documentation will mention when parts of an EMS are only tested according to a limited set of requirements and thus might not fulfil the full requirements of 4.2.8.2.8.2. Settlement can differentiate between EMS compliant to full set of requirements and to EMS only compliant to limited set of requirements.

4 - Complement agreed during WP17 of 27 Jun 2022: see point 11 in tab 'Justification/Discussion for Solution'

Supporting document(s) for agreed solution:

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1- Meeting organised between ERA Core Team and experts on 8 April 2021 - MoM in attachment

2- ERA proposal to the WP for the meeting n°10 on 7 September 2021:

We will recommend to the Commission to amend the article 3 (4) of the enacting part of the LOC&PAS TSI as follows:

"The fitment of the on-board energy measurement system defined in clause 4.2.8.2.8 of the Annex is mandatory for new vehicles intended to be operated on networks equipped with the on-ground energy data collecting system (DCS) defined in point 4.2.17 of Commission Regulation (EU) No 1301/2014. When upgraded and renewed vehicles are equipped with an on-board energy measurement system, only clause 4.2.8.2.8.4 of the Annex is mandatory."

See the document "CR251-CR427\_Explanation\_of\_proposal" for justification

3- Extract of the MoM of WP10 of 7 Sep 2021

On clause 7.1.1.4a, the installation of Energy Measurement System in time (January 2022) seen as unrealistic by UNIFE and CER; Given the timeline, ERA recommends to send a letter to the Commission to ask them to launch the process for the publication of a technical opinion based on TSI deficiency: there need to be argument to explain why the date of 1 January 2022 is considered a deficiency.

On the retrofit of EMS on existing rolling stock, CER present their proposal for Article 3 (4) :

"The fitment of the on-board energy measurement system defined in clause 4.2.8.2.8 of the Annex is mandatory for new vehicles intended to be operated on networks equipped with the on-ground energy data collecting system (DCS) defined in point 4.2.17 of Commission Regulation (EU) No 1301/2014 (5). When upgraded and renewed existing vehicles are equipped with an on-board energy measurement system, only clause 4.2.8.2.8.4 of the Annex is mandatory. When a change is made to an on-board energy measurement system clause 7.1.2.2(1) of the Annex applies."

ERA answers that this needs to be analysed and explains its position that the Interoperability is about the data transfer protocol and not about the level of accuracy of the data that are transferred: this is a contractual issue between the energy provider and consumer that shouldn't be solved by regulation. Rewording of the proposal will be produced in preparation for the next WP in October.

4- ERA proposal to the WP11 of 26 Oct 2021:

We will recommend to the Commission to amend the article 3 (4) of the enacting part of the LOC&PAS TSI as follows:

"The fitment of the on-board energy measurement system defined in clause 4.2.8.2.8 of the Annex is mandatory for new vehicles intended to be operated on networks equipped with the on-ground energy data collecting system (DCS) defined in point 4.2.17 of Commission Regulation (EU) No 1301/2014. For upgraded and renewed vehicles , only clause 4.2.8.2.8.4 of the Annex is mandatory."

Being an article of the enacting part, it should be kept synthetic. The proposal addresses new, upgraded and renewed rolling stock, i.e. the full scope of the TSI LOC&PAS, in a simple way. No need to make reference to 7.1.2.2 in this legal part of the TSI as 7.1.2.2 applies. The Commission will have the final say on this article anyway.

5- The ERA proposal was further discussed and an alternative proposal was sent and agreed with CER & EIM for being presented to the WP11 on 26 Oct 2021: see document WP11\_Item8\_CR427\_EMS\_CER\_EIM\_Final

6 - MoM of WP11 on 26 Oct 2021:  
CR427 retrofitting of trains with EMS:  
Comments submitted by CER & EIM:  
Compromise solution identified and agreed as follow in preparation of the meeting: Document: WP11\_Item8\_CR427\_EMS\_CER\_EIM\_final (2).pptx  
Comments submitted by UNIFE:  
Adequate sensor and meter accuracy requirement needed also for renewed trains. Text proposal to be elaborated by UNIFE.  
ERA will convene a meeting with experts to finalise the proposal.

7 - Extract of MoM of WP12 on 14 Dec 2021  
ERA explains that a common proposal from sector organisations was received: CR427 CER-EIM-NBRail-UNIFE (26.11)\_final.pptx  
Therefore, a dedicated meeting isn't necessary any longer. The sector proposal will be submitted to the approval of the WP in January.

8 - ERA CT proposed a transfer of the sector proposal from the legal part to the technical part of the TSI - proposal submitted to the WP13 on 26 Jan 2022 (see WP13\_Item7\_CR427-based-on-Sectorproposal.docx)

9 - Extract of MoM of WP13 on 26 Jan 2022  
WP requested to give opinion on the proposal  
NSA CH agrees  
UNIFE: Accepted  
CER: Improved wording of ERA based on CER/sector proposal is very much appreciated  
AERLL: does not have its feedback ready yet.  
ERA: the CR is approved and will be processed to the next step. In case of any AERLL comment, it should be sent directly to the Agency.

10 - Approval by AERLL by mail on 3 Feb 2022

11 - Comment received during TSI consultation (Infrabel):

-The draft version of LOC&PAS TSI has a new clause 4.2.8.2.8.2 (6) added in order to facilitate adding EMS on existing trains. But the tests required in clause 6.2.3.19a are based on test methods based on new standards. The existing components having sufficient accuracy will have test reports based on other standards or on older versions of EN 50463.

-It should be possible to update the software of an EMS compliant to LOC&PAS TSI 2014 to be able to communicate with the protocol added in LOC&PAS TSI 2018 without replacing multiple other components of the EMS.

In order to answer these comments, the following changes are proposed:

- In clause 6.2.3.19a point (1) the following is added:  
In cases where point 4.2.8.2.8.2 (6) applies, the conformity of the existing components to that point may be assessed according to another standard than the specification referenced in Appendix J-1, index [56] (= EN 50463-2) or according to a previous version of that specification.

- A clarification will be added in the application guide to state the following:  
As per clause 7.1.2.2 point (1) of the TSI, in cases where only a part of

	an EMS is upgraded, no conformity assessment is mandatory for the other parts, e.g. in case of upgrading the communication protocol of an EMS to the one required in clause 4.2.8.2.8.4, only this communication shall be assessed	
Supporting document(s) for justification/discussion:	CR251-CR427_MoM_20210408_Commented.docx, CR251-CR427_Explanation_of_proposal.docx, WP11_Item8_CR427_EMS_CER_EIM_final (2).pptx, CR427 CER-EIM-NBRail-UNIFE (26.11)_final.pptx, WP13_Item7_CR427-based-on-Sectorproposal.docx	
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Interoperability related and non safety related	
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
Application guide	n.a.	cq.record:TSI/Application guiden.a.@CCM/TSI_C
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):		
name		
ERA TSI Core Team	cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C	
TWG EDIT	cq.record:WorkingParty/TWG EDIT@CCM/TSI_C	
Superseded CRs:		
id	Headline	
TSI_C00000251	Review the dispositions of the TSIs on energy measurement systems with a view to facilitate the retrofitting of trains with EMS	cq.record:CR/TSI_C00000251@CCM/TSI_
<b>Contact Person</b>		
Contact person Name:	Yann Seimandi	
Contact person E-Mail address:	yann.seimandi@cer.be	
<b>History</b>		

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Mar 5, 2021 7:57:08 AM	YSeimandi	Submit	no_value	Submitted
Mar 5, 2021 8:01:25 AM	YSeimandi	Modify	Submitted	Submitted
Mar 5, 2021 8:02:55 AM	YSeimandi	Modify	Submitted	Submitted
Mar 5, 2021 10:03:49 AM	YSeimandi	Modify	Submitted	Submitted
Mar 18, 2021 2:30:00 PM	defosan	Validate	Submitted	Valid
Mar 18, 2021 2:30:26 PM	defosan	Assign	Valid	Assigned
May 10, 2021 11:24:44 AM	defosan	Modify	Assigned	Assigned
Jul 28, 2021 9:19:21 AM	defosan	Modify	Assigned	Assigned
Oct 1, 2021 4:31:22 PM	defosan	Modify	Assigned	Assigned
Nov 9, 2021 2:17:17 PM	defosan	Modify	Assigned	Assigned
Dec 15, 2021 10:58:20 AM	defosan	Modify	Assigned	Assigned
Jan 27, 2022 10:22:32 AM	defosan	Complete	Assigned	Analysis_Completed
Jan 27, 2022 2:30:51 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Mar 24, 2022 10:11:20 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jun 22, 2022 10:31:29 AM	defosan	Assign	Analysis_Completed	Assigned
Jun 27, 2022 6:23:42 PM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:15:11 AM	defosan	Incorporate	Analysis_Completed	Packaged



# CR TSI\_C00000435 - Record Details

Jul 7, 2022 8:53:03 AM

<b>Main</b>		
State:	Packaged	
Headline:	Compatibility with train detection system based on axle counters	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:15:29 AM	
Documents and References:	L&P TSI clause 4.2.3.3.1.2 (4)	
Recognised Organisation:	CER	
Submission Date:	Apr 29, 2021 4:16:23 PM	
Submitter Reference Number:	L&P-57	
Project Information (Project name and starting time):	2022 Package	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	Editorial mistake: L&P TSI clause 4.2.3.3.1.2 (4) refer to Appendix J-2, index 1 (=ERA/ERTMS/03328), clause 3.1.2.5 & 6. ERA/ERTMS/033281 does not contain clauses 3.1.2.6. The correct clauses to refer to would be 3.1.2.4 & 5.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	Reference to Appendix J-2, index 1 to be amended as follow: = ERA/ERTMS/03328 clause "3.1.2.4 & 5" (instead of "3.1.2.5 & 6"	
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	WP agreed with the CT proposal for WP9 on 6 July 2021:  Correct the references in L&P TSI clause 4.2.3.3.1.2 (4) to Appendix J-2, index 1 (=ERA/ERTMS/03328), clause 3.1.2.4 & 5.	
Supporting document(s) for agreed solution:		
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by assigned WG(s):	CT proposal for WP9 on 6 July 2021:	

		Correct the references in L&P TSI clause 4.2.3.3.1.2 (4) to Appendix J-2, index 1 (=ERA/ERTMS/03328), clause 3.1.2.4 & 5.		
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Others		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Yann Seimandi		
Contact person E-Mail address:		yann.seimandi@cer.be		
<b>History</b>				
Date	User	Action	Old State	New State
Apr 29, 2021 4:19:34 PM	YSeimandi	Submit	no_value	Submitted
May 5, 2021 6:06:29 PM	defosan	Validate	Submitted	Valid
May 5, 2021 6:09:57 PM	defosan	Assign	Valid	Assigned
Jun 11, 2021 3:39:00 PM	defosan	Modify	Assigned	Assigned
Jul 13, 2021 10:33:28 AM	defosan	Complete	Assigned	Analysis_Completed

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Nov 29, 2021 3:27:13 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:15:31 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000436 - Record Details

Jul 7, 2022 8:53:25 AM

<b>Main</b>		
State:	Packaged	
Headline:	Assessment of documentation requested for operation and maintenance - L&P TSI revision	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:15:42 AM	
Documents and References:	LOC&PAS TSI clause 6.2.6(1)	
Recognised Organisation:	CER	
Submission Date:	Apr 29, 2021 4:21:42 PM	
Submitter Reference Number:	L&P-59	
Project Information (Project name and starting time):	2022 Package	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	<p>Highlights:</p> <ul style="list-style-type: none"> <li>- Article 15(4) of Directive 2016/797 (correctly) identifies the applicant being responsible for compiling the technical file that is to accompany the 'EC' declaration of verification.</li> <li>- Responsibility of the applicant established in article 28(a) of Regulation 2018/545</li> <li>- It is not the responsibility of the Notified Body as referred to in L&amp;P TSI clause 6.2.6(1) based on article 18(3) of Directive 2008/57/EC</li> <li>- Directive 2008/57/EC repealed by Directive (EU) 2016/797 and Directive (EU) 2016/798 although, error in L&amp;P TSI clause 6.2.6(1) remained</li> </ul> <p>Prior to the 16/6/2019 TSI revision, clause 6.2.6(1) read: According to Article 18 (3) of Directive 2008/57/EC, a Notified Body shall be responsible for compiling the technical file, containing the documentation requested for operation and maintenance.</p> <p>Article 18(3) ) of Directive 2008/57/EC: The notified body shall be responsible for compiling the technical file that has to accompany the 'EC' declaration of verification....</p> <p>With Directive 2014/106/EU, amending Directive 2008/57/EC, the NoBo is no longer responsible for the compilation of the technical file accompanying the 'EC' declaration of verification. Although Directive</p>	

2014/106/EU did amend this in ANNEX VI 'EC' VERIFICATION PROCEDURE FOR SUBSYSTEMS (point 2.4), it did not amend article 18(3) of Directive 2008/57/EC, which still read that the NoBo was responsible for this.

Article 15(4) of the 4th RWP Directive 2016/797 (correctly) identifies the applicant being responsible for this:  
The applicant shall be responsible for compiling the technical file that is to accompany the 'EC' declaration of verification.....

This responsibility of the applicant is further established in article 28(a) of Regulation 2018/545:  
The applicant for a vehicle type authorisation and/or a vehicle authorisation for placing on the market shall establish the evidence for the application by:  
(a) putting together the EC declarations of verification for the subsystems composing the vehicle and providing the evidence, in the technical file accompanying the EC declarations, of the conclusions of the conformity assessments done following the identification carried out pursuant to Article 21;

RFU-STR-011 is aligned with this change in responsibility for the compilation of the technical file, and provides further explanation.

In the current (consolidated) TSI L&P version, article 6.2.6(1) has been amended as follows:  
According to Article 15(4) of Directive (EU) 2016/797, a Notified Body shall be responsible for compiling the technical file, containing the documentation requested for operation and maintenance.

So in fact, a correct amendment has been made to refer the relevant article 15(4) in the 4th RWP IOD, but it was overlooked to replace 'a Notified Body' by 'the applicant' in L&P TSI clause 6.2.6(1).

In addition, (distinct dedicated CR to be submitted) Module Decision 2010/13/EU should be revised

Consequences of addressed problem:

Application scope:

Supporting document(s) for Problem/Need Description:

**Solution Proposal by Submitter**

Solution Proposal by Submitter:

L&P TSI clause 6.2.6(1): "Notified Body" to be replaced by "the applicant"

Current TSI text:  
According to Article 15(4) of Directive (EU) 2016/797, a Notified Body shall be responsible for compiling the technical file, containing the documentation requested for operation and maintenance.

Revised text proposal:  
According to Article 15(4) of Directive (EU) 2016/797, the applicant shall be responsible for compiling the technical file, containing the documentation requested for operation and maintenance.

Supporting document(s) for solution proposal:

**Agreed Solution**

Agreed Solution:

WP9 of 6 July 2021 agreed with the solution proposal by the submitter:

L&P TSI clause 6.2.6(1): "Notified Body" to be replaced by "the applicant"

	<p>Current TSI text: According to Article 15(4) of Directive (EU) 2016/797, a Notified Body shall be responsible for compiling the technical file, containing the documentation requested for operation and maintenance.</p> <p>Revised text proposal: According to Article 15(4) of Directive (EU) 2016/797, the applicant shall be responsible for compiling the technical file, containing the documentation requested for operation and maintenance.</p>			
Supporting document(s) for agreed solution:				
<b>Justification/Discussion for Solution</b>				
Justification/Discussion for Solution by assigned WG(s):				
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Others		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Yann Seimandi		
Contact person E-Mail address:		yann.seimandi@cer.be		
<b>History</b>				
<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Apr 29, 2021 4:23:36 PM	YSeimandi	Submit	no_value	Submitted
Apr 29, 2021 4:33:33 PM	YSeimandi	Modify	Submitted	Submitted
May 5, 2021 6:04:43 PM	defosan	Validate	Submitted	Valid
May 5, 2021 6:10:14 PM	defosan	Assign	Valid	Assigned
Jul 13, 2021 10:36:11 AM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:27:32 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:15:44 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000437 - Record Details

Jul 7, 2022 8:53:45 AM

Main		
State:	Packaged	
Headline:	Wagon marking parking brake	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:15:49 AM	
Documents and References:	WAG TSI clauses: 4.2.4.3.2.2. Parking brake 4.8. Parameters to be recorded in the technical file and European register of authorised types of vehicles 7.1.2. Mutual recognition of the first authorization of placing on the market  ERATV parameter 4.7.3 'Parking brake'	
Recognised Organisation:	CER	
Submission Date:	Apr 29, 2021 4:47:39 PM	
Submitter Reference Number:	WAG-1	
Project Information (Project name and starting time):	2022 Package	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
UIP	cq.record:RecognisedOrganisation/UIP@CCM/TSI_C	
Problem/Need		
Operational scope:		
Problem/Need Description:	See "CR 437 CER-UIP problem description.pptx"	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:	CR 437 CER-UIP problem description.PPTX	
Solution Proposal by Submitter		
Solution Proposal by Submitter:	See "CR 437 CER-UIP text proposal.pptx"	
Supporting document(s) for solution proposal:	CR 437 CER-UIP text proposal.pptx	
Agreed Solution		
Agreed Solution:	1 - Solution agreed by the WP12 on 14 Dec 2021:  See file 'CR437parking brake' in tab 'Justification/Discussion for Solution'  2 - Modified solution agreed by the WP15 on 25 Apr 2022:	



a - Removal of the additional ERATV parameters

b - in clause 4.2.4.3.2.2, the clause "If the parking brake force is dependent on the loading condition, the calculations as defined in Clause 5 of EN 14531-1:2019 shall determine" is replaced by "Where relevant, the calculations as defined in Clause 5 of EN 14531-1:2019 shall determine"

See file CR437parking brake\_afterWP15

3 - Complement approved during WP17 of 27 Jun 2022: see point 5 of tab 'Justification/Discussion for Solution' (categorisation C2 of the change)

Supporting document(s) for agreed solution:

CR437parking brake-afterWP15.docx

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1 - Proposal discussed during a meeting of the Combined Transport TWG + brake experts on 13 Oct 2021 and subsequent exchange of mails. See file 'CR437-history' in attachment.

2 - On that basis, the ERA CT proposal for the WP12 on 14 Dec 2021 is as per file 'CR437parking brake'

3 - Extract of the MoM of the WP12 meeting on 14 Dec 2021 CR 437 on marking of parking brake. ERA summarizes the activities leading to the proposal and details the changes proposed.  
NSA CH: Ok, we agree with the proposal  
UNIFE: Accepted  
CER: No comment  
No further comment from the WP members: the CR is accepted and will be processed to the next step: analysis completed.

4 - Reopening of the CR after ERA internal review - discussion on the parking brake characteristics registered in ERATV:

We should not create a Basic Design Characteristic / ERATV parameter for the parking brake force for the following reasons. First, parking brake for wagons is an option (a wagon with no parking brake is acceptable). Second, wagons being vehicles intended for general operation, the train composition is dealt with after the authorization and under the SMS of the RU. Therefore, it makes no sense to create a BDC 'minimum/maximum parking brake force' which may be triggering the creation of versions/variants as the total parking brake force of the train composition will not depend of the parking brake force of a given wagon.

ERA proposes for the WP15 on 25 Apr 2022 to remove the proposed 'additional ERATV parameters' from the agreed solution

5 - Addition for WP17 of 27 Jun 2022:

The proposed categorisation of the change is C2

Supporting document(s) for justification/discussion:		CR437-history.docx, CR437parking brake.docx		
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:		Postpone due to the lack of resources and the complexity of the change request.		
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
WAG TSI		Main Package 2022		cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Yann Seimandi		
Contact person E-Mail address:		yann.seimandi@cer.be		
<b>History</b>				
Date	User	Action	Old State	New State
Apr 29, 2021 4:52:19 PM	YSeimandi	Submit	no_value	Submitted
Jun 2, 2021 3:30:43 PM	defosan	Validate	Submitted	Valid
Jun 8, 2021 3:30:38 PM	defosan	Postpone	Valid	Postponed
Sep 13, 2021 11:43:56 AM	defosan	Assign	Postponed	Assigned
Nov 18, 2021 6:17:29 PM	defosan	Modify	Assigned	Assigned
Nov 19, 2021 6:12:03 PM	defosan	Modify	Assigned	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Dec 15, 2021 9:53:18 AM	defosan	Complete	Assigned	Analysis_Completed
Jan 27, 2022 10:06:27 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Apr 5, 2022 9:10:29 AM	defosan	Assign	Analysis_Completed	Assigned
Apr 25, 2022 4:55:46 PM	defosan	Complete	Assigned	Analysis_Completed
Jun 24, 2022 8:51:29 AM	defosan	Assign	Analysis_Completed	Assigned
Jul 4, 2022 11:27:52 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:15:51 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000457 - Record Details

Jul 7, 2022 8:54:07 AM

Main		
State:	Packaged	
Headline:	Expired transition period in clause 4.2.3.1	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:15:57 AM	
Documents and References:	<p>4.2.3.1 Gauging (3) The compliance of a unit with this intended reference profile shall be established by one of the methods set out in the specification referenced in Appendix J-1, index 14.</p> <p>During a transitional period ending 3 years after the date of application of this TSI, for technical compatibility with the existing national network it is permissible for the reference profile of the unit to alternatively be established in accordance with the national technical rules notified for this purpose.</p> <p>This shall not prevent the access of TSI compliant rolling stock to the national network.</p>	
Recognised Organisation:	ERA	
Submission Date:	Jun 1, 2021 2:40:55 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):		
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>The following sentences in clause 4.2.3.1 (3) are obsolete since 1 Jan 2018 and need to be deleted:</p> <p>"During a transitional period ending 3 years after the date of application of this TSI, for technical compatibility with the existing national network it is permissible for the reference profile of the unit to alternatively be established in accordance with the national technical rules notified for this purpose.</p> <p>This shall not prevent the access of TSI compliant rolling stock to the national network."</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		

<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:		<p>WP9 of 6 July 2021 agreed to delete the following sentences in clause 4.2.3.1 (3)</p> <p>"During a transitional period ending 3 years after the date of application of this TSI, for technical compatibility with the existing national network it is permissible for the reference profile of the unit to alternatively be established in accordance with the national technical rules notified for this purpose.</p> <p>This shall not prevent the access of TSI compliant rolling stock to the national network."</p>
Supporting document(s) for agreed solution:		
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by assigned WG(s):		<p>Proposal for WP9 of 6 July 2021: delete the following sentences in clause 4.2.3.1 (3)</p> <p>"During a transitional period ending 3 years after the date of application of this TSI, for technical compatibility with the existing national network it is permissible for the reference profile of the unit to alternatively be established in accordance with the national technical rules notified for this purpose.</p> <p>This shall not prevent the access of TSI compliant rolling stock to the national network."</p>
Supporting document(s) for justification/discussion:		
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:		Interoperability related and non safety related
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):		

name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jun 1, 2021 2:45:56 PM	defosan	Submit	no_value	Submitted
Jun 1, 2021 2:52:37 PM	defosan	Modify	Submitted	Submitted
Jun 2, 2021 4:10:52 PM	defosan	Validate	Submitted	Valid
Jun 7, 2021 3:00:28 PM	defosan	Assign	Valid	Assigned
Jul 13, 2021 10:13:37 AM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:27:48 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:15:58 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000458 - Record Details

Jul 7, 2022 8:54:26 AM

Main		
State:	Packaged	
Headline:	Expired transition period 7.1.1.4	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:16:02 AM	
Documents and References:	<p>7.1.1.4. Application to vehicles designed to be operated solely on the 1 520 mm system</p> <p>(1) The application of this TSI to vehicles designed to be operated solely on the 1 520 mm system is not mandatory during a transition period ending six years after the date of application of this TSI.</p> <p>(2) The conformity assessment process as described in the clause 6.2.1 may be used by applicants on a voluntary basis in order to establish an EC declaration of verification against this TSI; this EC declaration of verification shall be recognised as such by Member States.</p> <p>(3) In case the applicant chooses not to apply this TSI, the vehicle may be authorised in accordance with Article 21 of Directive (EU) 2016/797 against national rules as regards the basic parameters of this TSI.</p>	
Recognised Organisation:	ERA	
Submission Date:	Jun 1, 2021 2:48:46 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):		
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	The clause 7.1.1.4 is obsolete since 1 Jan 2021 and needs to be deleted	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
Agreed Solution		

Agreed Solution:	WP9 of 6 July 2021 agreed to delete clause 7.1.1.4			
Supporting document(s) for agreed solution:				
<b>Justification/Discussion for Solution</b>				
Justification/Discussion for Solution by assigned WG(s):	Core Team proposal for the WP9 of 6 July 2021: delete clause 7.1.1.4			
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:	Interoperability related and non safety related			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C		
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jun 1, 2021 2:51:02 PM	defosan	Submit	no_value	Submitted
Jun 2, 2021 4:11:33 PM	defosan	Validate	Submitted	Valid
Jun 7, 2021 3:01:45 PM	defosan	Assign	Valid	Assigned



<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Jul 13, 2021 10:15:09 AM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:28:08 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:16:04 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000459 - Record Details

Jul 7, 2022 8:54:44 AM

Main		
State:	Packaged	
Headline:	Expired transition period in clause 7.1.1.5	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:16:09 AM	
Documents and References:	7.1.1.5. Transitional measure for fire safety requirement (1) During a transitional period ending on 1 January 2018, it is permitted, as an alternative to material requirements specified in clause 4.2.10.2.1 of the present TSI, to apply the verification of conformity to the material fire safety requirements of the notified national rules (using the appropriate operation category) from one of the following sets of standards: (2) The British standards BS6853, GM/RT2130 issue 3. (3) The French standards NF F 16-101:1988 and NF F 16-102/1992. (4) The German standard DIN 5510-2:2009 including toxicity measurements. (5) The Italian standards UNI CEI 11170-1:2005 and UNI CEI 11170-3:2005. (6) The Polish standards PN-K-02511:2000 and PN- K-02502:1992. (7)The Spanish standard DT-PCI/5A.	
Recognised Organisation:	ERA	
Submission Date:	Jun 1, 2021 2:53:57 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):		
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	The clause 7.1.1.5 is obsolete since 1 Jan 2018 and needs to be deleted	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	WP9 of 6 July 2021 agreed to delete clause 7.1.1.5	

Supporting document(s) for agreed solution:				
<b>Justification/Discussion for Solution</b>				
Justification/Discussion for Solution by assigned WG(s):		Core Team proposal for the WP9 of 6 July 2021: delete clause 7.1.1.5		
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jun 1, 2021 2:55:27 PM	defosan	Submit	no_value	Submitted
Jun 2, 2021 4:11:58 PM	defosan	Validate	Submitted	Valid
Jun 7, 2021 3:02:33 PM	defosan	Assign	Valid	Assigned
Jul 13, 2021 10:16:31 AM	defosan	Complete	Assigned	Analysis_Completed

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Nov 29, 2021 3:28:22 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:16:11 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000460 - Record Details

Jul 7, 2022 8:55:05 AM

<b>Main</b>		
State:	Packaged	
Headline:	Expired transition period in clause 7.1.1.6	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:16:15 AM	
Documents and References:	<p>7.1.1.6. Transitional measure for noise requirements specified in the HS RST TSI 2008</p> <p>(1) For units of maximum design speed higher than or equal to 190 km/h intended to be operated on the High Speed TEN network, requirements defined in clause 4.2.6.5 'Exterior noise' and in clause 4.2.7.6 'Interior noise' of the HS RST TSI 2008 shall apply.</p> <p>(2) This transitional measure is applicable until a revised TSI Noise covering all types of rolling stock is applicable.</p>	
Recognised Organisation:	ERA	
Submission Date:	Jun 1, 2021 2:57:13 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):		
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	Clause 7.1.1.6 is obsolete since the entry into force of the NOI TSI on 1 Jan 2015 and needs to be deleted	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	WP9 of 6 July 2021 agreed to delete clause 7.1.1.6	
Supporting document(s) for agreed solution:		
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by assigned WG(s):	Core Team proposal for the WP9 of 6 July 2021: delete clause 7.1.1.6	
Supporting document(s) for		

justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jun 1, 2021 2:59:50 PM	defosan	Submit	no_value	Submitted
Jun 2, 2021 4:12:22 PM	defosan	Validate	Submitted	Valid
Jun 7, 2021 3:03:23 PM	defosan	Assign	Valid	Assigned
Jul 6, 2021 4:12:52 PM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:28:45 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:16:16 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000461 - Record Details

Jul 7, 2022 8:55:22 AM

<b>Main</b>		
State:	Packaged	
Headline:	Expired transition period in clause 7.1.1.8	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:16:22 AM	
Documents and References:	<p>7.1.1.8. Transitional measure for passive safety requirement Requirements set out in 4.2.2.5(6) shall not be mandatory during a transition period ending on 1 January 2022 for locomotives with a single 'central cab' which, on 27 May 2019, are projects at an advanced stage of development, contracts in course of performance and rolling stock of an existing design as set out in point 7.1.1.2 of this TSI.</p> <p>When the requirements set out in 4.2.2.5(6) are not applied, it is permitted as an alternative method, to demonstrate compliance against the requirement of scenario 3 of 4.2.2.5(5) by demonstrating compliance with following criteria:</p> <ul style="list-style-type: none"> <li>— the frame of the locomotive is designed according to the specification referenced in Appendix J-1, index 7 cat L (as already specified in clause 4.2.2.4 of this TSI),</li> <li>— the distance between the buffers and the cab wind screen is at least 2,5 m.</li> </ul>	
Recognised Organisation:	ERA	
Submission Date:	Jun 1, 2021 3:00:39 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):		
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	Clause 7.1.1.8 will be obsolete as of 1 Jan 2022 and will need to be deleted	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		

Agreed Solution:	WP9 of 6 July 2021 agreed to delete clause 7.1.1.8			
Supporting document(s) for agreed solution:				
<b>Justification/Discussion for Solution</b>				
Justification/Discussion for Solution by assigned WG(s):	Core Team proposal for the WP9 of 6 July 2021: delete clause 7.1.1.8			
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:	Interoperability related and non safety related			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
LOC&PAS TSI	Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jun 1, 2021 3:08:34 PM	defosan	Submit	no_value	Submitted
Jun 2, 2021 4:12:52 PM	defosan	Validate	Submitted	Valid
Jun 7, 2021 3:04:52 PM	defosan	Assign	Valid	Assigned
Jul 6, 2021 4:11:29 PM	defosan	Complete	Assigned	Analysis_Completed



<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Nov 29, 2021 3:28:56 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:16:23 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000462 - Record Details

Jul 7, 2022 8:55:45 AM

Main		
State:	Packaged	
Headline:	Meaningless transition defined in clause 7.1.1.7	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:16:29 AM	
Documents and References:	7.1.1.7.Transitional measure for cross wind requirements specified in the HS RST TSI 2008 (1) For units of maximum design speed higher than or equal to 250 km/h intended to be operated on the High Speed TEN network, it is permitted to apply requirements defined in clause 4.2.6.3 'Crosswind' of the HS RST TSI 2008, as specified in clause 4.2.6.2.4 of the present TSI. (2) This transitional measure is applicable until revision of the clause 4.2.6.2.4 of the present TSI.	
Recognised Organisation:	ERA	
Submission Date:	Jun 1, 2021 3:02:55 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):		
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	Clause 7.1.1.7 copies the requirement of clause 4.2.6.2.4 and specifies in addition that it is applicable until it is revised: this is useless.  The clause needs to be deleted and the requirement in clause 4.2.6.2.4 may be revised on the basis of CR 425.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	WP9 of 6 July 2021 agreed to delete the clause.	

	Requirement in clause 4.2.6.2.4 may be revised on the basis of CR 425.			
Supporting document(s) for agreed solution:				
<b>Justification/Discussion for Solution</b>				
Justification/Discussion for Solution by assigned WG(s):		Core Team proposal for the WP9 of 6 July 2021: delete clause 7.1.1.7		
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team			cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C	
TWG EDIT			cq.record:WorkingParty/TWG EDIT@CCM/TSI_C	
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jun 1, 2021 3:05:59 PM	defosan	Submit	no_value	Submitted
Jun 2, 2021 4:13:18 PM	defosan	Validate	Submitted	Valid
Jun 7, 2021 3:04:04 PM	defosan	Assign	Valid	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Jun 11, 2021 1:51:05 PM	defosan	Modify	Assigned	Assigned
Jul 6, 2021 4:10:10 PM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:29:12 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:16:30 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000463 - Record Details

Jul 7, 2022 8:56:08 AM

Main		
State:	Packaged	
Headline:	Expired transition period in clause 6.3	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:16:35 AM	
Documents and References:	6.3. Subsystem containing Interoperability constituents not holding an EC declaration 6.3.1. Conditions 6.3.2. Documentation 6.3.3. Maintenance of the subsystems certified according to clause 6.3.1	
Recognised Organisation:	ERA	
Submission Date:	Jun 1, 2021 3:11:34 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	Clauses 6.3.1 and 6.3.2 are obsolete since 1 June 2017 and need to be deleted. Clause 6.3.3 needs to be reworded to take into account the deletion of 6.3.1 and 6.3.2	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
Agreed Solution		
Agreed Solution:	Extract of the MoM of WP9 on 6 July 2021: The rewording of clause 6.3.3 proposed by CER is presented and agreed. The CR will be processed to the next step.  The agreed text is in the attachment.  TWG EDIT 8 Feb 2022: Point (3) of section 6.3 is changed as follows:	

	(3) Points (1) and (2) are applicable until the components in question are part of an upgrade or renewal of the subsystem according to clause 7.1.2.			
Supporting document(s) for agreed solution:	CR463_CT-proposal_WP9.docx			
<b>Justification/Discussion for Solution</b>				
Justification/Discussion for Solution by assigned WG(s):	CT Proposal for the WP9 of 6 July 2021: see document CR463_CT-proposal.docx			
Supporting document(s) for justification/discussion:	CR463_CT-proposal.docx			
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:	Interoperability related and non safety related			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C		
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jun 1, 2021 3:16:27 PM	defosan	Submit	no_value	Submitted
Jun 2, 2021 4:13:52 PM	defosan	Validate	Submitted	Valid
Jun 7, 2021 3:29:04 PM	defosan	Assign	Valid	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Jul 13, 2021 10:28:25 AM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:29:22 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Feb 8, 2022 2:08:54 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:16:36 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000471 - Record Details

Jul 7, 2022 8:56:54 AM

Main		
State:	Packaged	
Headline:	correction of WAG TSI:2019 regarding changes to (new) IOD 2016/797	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:16:42 AM	
Documents and References:	Clause 1.3, 3, 4.1, 4.2, 5.1, 6.1.2.3(b), 7.2.1	
Recognised Organisation:	CER	
Submission Date:	Jun 25, 2021 8:15:12 AM	
Submitter Reference Number:	WAG-1	
Project Information (Project name and starting time):	Main Package 2022	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
WAG TSI	Main Package 2022	cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	In the amendments from 2019 (called "M3" in the consolidated versions) where the references from the old to the new Interoperability Directive have been changed the full context consistency have not been checked in the TSI WAG. The amendment only changed the name of the directive but not the related Articles.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:	WAG TSI clause 1: "A Technical Specification for Interoperability (TSI) is a specification that covers a subsystem (or part of it) as described in Article 2(i) of Directive (EU) 2016/797." > should be replaced by "A Technical Specification for Interoperability (TSI) is a specification that covers a subsystem (or part of it) as described in Article 2(11) of Directive (EU) 2016/797."  WAG TSI clause 1.3: "In accordance with Article 5(3) of Directive (EU) 2016/797, this TSI..." > Should be replaced by "In accordance with Article 4(3) of Directive (EU) 2016/797, this TSI..."	



WAG TSI clause 3:

"Article 4(1) of Directive (EU) 2016/797 states, that the rail system its subsystems and their interoperability constituents shall meet the relevant essential requirements..."

> Should be replaced by "Article 3(1) of Directive (EU) 2016/797 states, that the rail system its subsystems and their interoperability constituents shall meet the relevant essential requirements..."

WAG TSI clause 4.1:

"The technical file, as set out in Article 18(3) and Annex VI to Directive (EU) 2016/797 (Section 4.8), shall contain in particular design related values concerning the compatibility with the network".

> should be replaced by: "The technical file, as set out in Article 15(4) and Annex VI to Directive (EU) 2016/797 (Section 2.4), shall contain in particular design related values concerning the compatibility with the network".

WAG TSI clause 4.2:

"When the functional and technical specifications that are necessary in order to achieve interoperability and to meet the essential requirements, have not been developed concerning a particular technical aspect, this aspect is identified as an open point in the relevant point. As required in Article 5(6) of Directive (EU) 2016/797 all open points are listed in Appendix A."

> should be replaced by: " When the functional and technical specifications that are necessary in order to achieve interoperability and to meet the essential requirements, have not been developed concerning a particular technical aspect, this aspect is identified as an open point in the relevant point. As required in Article 4(6) of Directive (EU) 2016/797 all open points are listed in Appendix A."  
> Or alternatively to be deleted, because Appendix A is not used (no open points in the TSI).

"In accordance with Article 5(5) of Directive (EU) 2016/797, provision may be made for specific cases for each TSI. Such provisions are indicated in Chapter 7."

> should be replaced by "In accordance with Article 4(5) of Directive (EU) 2016/797, provision may be made for specific cases for each TSI. Such provisions are indicated in Chapter 7."

WAG TSI clause 5.1:

"Interoperability constituents (ICs), as defined in Article 2(f) of Directive (EU) 2016/797, are listed in Section 5.3 together with:..."

> should be replaced by "Interoperability constituents (ICs), as defined in Article 2(7) of Directive (EU) 2016/797, are listed in Section 5.3 together with:..."

WAG TSI clause 6.1.2.3 (b):

"...Those national rules shall be notified by Member States in accordance with Article 17(3) of Directive (EU) 2016/797."

> should be replaced by "...Those national rules shall be notified by Member States in accordance with Article 14 of Directive (EU) 2016/797."

WAG TSI clause 7.2.1:

"This section deals with substitutions of constituents as referred to in Article 2 of Directive (EU) 2016/797."

> Should be replaced by "This section deals with substitutions of

	constituents components as referred to in Article 2 (17) of Directive (EU) 2016/797.
Supporting document(s) for solution proposal:	CR 471 WAG TSI - ref to IOD (error).docx
<b>Agreed Solution</b>	
Agreed Solution:	<p>The following changes are made to the WAG TSI:</p> <p>WAG TSI clause 1:  "A Technical Specification for Interoperability (TSI) is a specification that covers a subsystem (or part of it) as described in Article 2(i) of Directive (EU) 2016/797."  &gt; should be replaced by "A Technical Specification for Interoperability (TSI) is a specification that covers a subsystem (or part of it) as described in Article 2(11) of Directive (EU) 2016/797."</p> <p>WAG TSI clause 1.3:  "In accordance with Article 5(3) of Directive (EU) 2016/797, this TSI..."  &gt; Should be replaced by "In accordance with Article 4(3) of Directive (EU) 2016/797, this TSI..."</p> <p>WAG TSI clause 3:  "Article 4(1) of Directive (EU) 2016/797 states, that the rail system its subsystems and their interoperability constituents shall meet the relevant essential requirements..."  &gt; Should be replaced by "Article 3(1) of Directive (EU) 2016/797 states, that the rail system its subsystems and their interoperability constituents shall meet the relevant essential requirements..."</p> <p>WAG TSI clause 4.1:  "The technical file, as set out in Article 18(3) and Annex VI to Directive (EU) 2016/797 (Section 4.8), shall contain in particular design related values concerning the compatibility with the network".  &gt; should be replaced by: "The technical file, as set out in Article 15(4) and Annex VI to Directive (EU) 2016/797 (Section 2.4), shall contain in particular design related values concerning the compatibility with the network".</p> <p>WAG TSI clause 4.1:  "This consistency shall be checked in particular with regard to the specifications of the rolling stock subsystem and the compatibility with the network (Section 4.2), its interfaces in relation to the other subsystems of the rail system in which it is integrated (Sections 4.2 and 4.3), as well as the initial operating and maintenance rules (Sections 4.4 and 4.5) as requested by Article 18(3) of Directive (EU) 2016/797"  &gt; should be replaced by:  "This consistency shall be checked in particular with regard to the specifications of the rolling stock subsystem and the compatibility with the network (Section 4.2), its interfaces in relation to the other subsystems of the rail system in which it is integrated (Sections 4.2 and 4.3), as well as the initial operating and maintenance rules (Sections 4.4 and 4.5) as requested by Article 15(4) of Directive (EU) 2016/797"</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	ERA CT proposal for the WP meeting n°10 of 7 September 2021: support the solution proposal from the submitter + one additional correction below:

		<p>WAG TSI clause 4.1:          "This consistency shall be checked in particular with regard to the specifications of the rolling stock subsystem and the compatibility with the network (Section 4.2), its interfaces in relation to the other subsystems of the rail system in which it is integrated (Sections 4.2 and 4.3), as well as the initial operating and maintenance rules (Sections 4.4 and 4.5) as requested by Article 18(3) of Directive (EU) 2016/797"          &gt; should be replaced by:          "This consistency shall be checked in particular with regard to the specifications of the rolling stock subsystem and the compatibility with the network (Section 4.2), its interfaces in relation to the other subsystems of the rail system in which it is integrated (Sections 4.2 and 4.3), as well as the initial operating and maintenance rules (Sections 4.4 and 4.5) as requested by Article 15(4) of Directive (EU) 2016/797"</p> <p>Extract of the MoM of WP10 of 7/09/2021:          On WAG TSI : CR 471 on wrong references to the IOD 2016/797.          ERA: No comments, proposal is approved by the WP. CR status to be changed to "Analysis Completed".</p>
Supporting document(s) for justification/discussion:		
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Others	
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
WAG TSI	Main Package 2022	cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):		
name		
ERA TSI Core Team	cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C	
TWG EDIT	cq.record:WorkingParty/TWG EDIT@CCM/TSI_C	
Superseded CRs:		
id	Headline	
<b>Contact Person</b>		

Contact person Name:	Yann Seimandi			
Contact person E-Mail address:	yann.seimandi@cer.be			
History				
Date	User	Action	Old State	New State
Jun 25, 2021 8:22:19 AM	YSeimandi	Submit	no_value	Submitted
Jun 25, 2021 8:29:39 AM	YSeimandi	Modify	Submitted	Submitted
Jun 29, 2021 2:01:36 PM	defosan	Validate	Submitted	Valid
Jul 28, 2021 2:59:44 PM	defosan	Assign	Valid	Assigned
Jul 28, 2021 3:19:20 PM	defosan	Modify	Assigned	Assigned
Oct 11, 2021 11:39:25 AM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:29:38 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:16:43 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000472 - Record Details

Jul 7, 2022 8:57:22 AM

<b>Main</b>		
State:	Packaged	
Headline:	Dispensation from running tests for wagons	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:18:14 AM	
Documents and References:	WAG TSI clause 6.1.2.1	
Recognised Organisation:	CER	
Submission Date:	Jun 25, 2021 8:31:19 AM	
Submitter Reference Number:	WAG-3	
Project Information (Project name and starting time):	Main Package 2022	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:	<p>Potential TSI deficiency due to an error in EN 16235 referenced in the WAG TSI to achieve a dispensation from expensive and project time-consuming on-track tests.</p> <p>Corresponding error in the WAG TSI could be compensated by an ERA TO considered as an acceptable mean of compliance until a further revision of the EN Standard.</p>	
Problem/Need Description:	<p>The EN 16235 chapter 6 describes the conditions for the dispensation for different established running gears (e.g. Y25). The conditions for dispensation contain operational restrictions (e.g. max. speed 120km/h) and design restrictions for the vehicle body (e.g. max. axle load, mass of wagon in tare condition).</p> <p>There are new wagon designs with masses in tare condition lower than the tare masses required in the standard. In operation, these wagons need to be ballasted (e.g. empty container, removable racks) to achieve the condition for dispensation. But formally the EN does not consider this case because it is only written "mass of wagon in tare condition".</p> <p>The condition which should be required by the standard is "minimum axle load". By this condition of use (e.g. ballasting) could be defined to achieve the minimum axle load. Neither the EN nor the TSI should restrict this.</p>	
Consequences of addressed problem:	Revision/correction of WAG TSI clause 6.1.2.1 is needed	
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	Current text - WAG TSI clause 6.1.2.1	

#### 6.1.2.1. Running gear

The demonstration of conformity for running dynamic behaviour is set out in EN 16235:2013.

Units equipped with an established running gear as described in chapter 6 of EN 16235:2013 are presumed to be in conformity with the relevant requirement provided that the running gears are operated within their established area of use.

The assessment of the bogie frame strength shall be based on clause 6.2 of EN 13749:2011.

Text proposal - WAG TSI clause 6.1.2.1  
2nd paragraph to be completed by the following note

Note:

The parameter 'Mass of wagon in tare conditions' of the vehicle body used for vehicle dispensation of on track test described in chapter 6 of EN 16235:2013 may be substituted by 'Minimum axle load', and may be achieved by mean of "non-coded restrictions for use" in ERATV imposing a loading configuration with additional ballast representing the minimum necessary weight.

Supporting document(s) for solution proposal:

#### Agreed Solution

Agreed Solution:

Solution agreed during the WP11 on 26 October 2021:

In clause 3.1.7.1 of ERA/ERTMS/033281 rev. 5.0, the following is added:

In case the minimum axle load is not achieved by the mass of the vehicle in tare condition, conditions for use can be applied to the wagon requiring to operate it always with a minimum payload or a ballast (for example with an empty loading device). This shall be reported in the Technical File as a condition for use.

In clause 6.1.2.1 of the WAG TSI, the following is added under the 2nd paragraph:

The minimum axle load and maximum axle load during operation of a wagon equipped with an established running gear shall be compliant with the loading conditions between tare and loaded specified for the established running gear, as in EN 16235: 2013.

In case the minimum axle load is not achieved by the mass of the vehicle in tare condition, conditions for use can be applied to the wagon requiring to operate it always with a minimum payload or a ballast (for example with an empty loading device), to be compliant with the parameters specified in Table 7, Table 8, Table 10, Table 13, Table 16 and Table 19, in chapter 6 of EN 16235:2013. In such case, the parameter 'Mass of wagon in tare conditions' used for dispensation of on track tests can be substituted by 'Minimum axle load'. This shall be reported in the Technical File as a condition for use.

Supporting document(s) for agreed solution:

#### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

- 1 - The change impacts two aspects:
  - Compatibility with track circuits, where a minimum axle load is required (4.2.3.3 referring to ERA/ERTMS/033281);
  - Running dynamic behaviour for wagons equipped with established

running gear, (6.1.2.1 referring to EN 16235:2013).

Consequently, ERA CORE Team proposal for the WP11 meeting of 26/10/2021:

In clause 3.1.7.1 of ERA/ERTMS/033281 rev. 5.0, the following is added:

In case the minimum axle load is not achieved by the mass of the vehicle in tare condition, conditions for use can be applied to the wagon requiring to operate it always with a minimum payload or a ballast (for example with an empty loading device). This shall be reported as a condition for use by the Notified Body.

In clause 6.1.2.1 of the WAG TSI, the following is added under the 2nd paragraph:

The minimum axle load and maximum axle load during operation of a wagon equipped with an established running gear shall be compliant with the loading conditions between tare and loaded specified for the established running gear, as in EN 16235: 2013.

In case the minimum axle load is not achieved by the mass of the vehicle in tare condition, conditions for use can be applied to the wagon requiring to operate it always with a minimum payload or a ballast (for example with an empty loading device), to be compliant with the parameters specified in Table 7, Table 8, Table 10, Table 13, Table 16 and Table 19, in chapter 6 of EN 16235:2013. In such case, the parameter 'Mass of wagon in tare conditions' used for dispensation of on track tests can be substituted by 'Minimum axle load'. This shall be reported as a condition for use by the Notified Body,

Note (not for the TSI): EN 16235 is under revision and the terms 'Mass of wagons in tare conditions' should be changed to 'Minimum axle load'. When this is the case and the new standard is approved, the proposed addition will need to be revised.

2 - Extract of the MoM of WP11 meeting on 26 Oct 2021:

CR 472 on dispensation of running tests

Comments submitted by NSA ES: Agree with the final proposal. The only comment is to add the new condition for use (i.e. to add a dead load of X ton) in the "List of harmonised and national restriction codes" document (ERA/TD/2011-09/INT) as a new harmonised restriction code.

Comments submitted by UNIFE:

Not supported - not a topic for the TSI but the standard (which is being updated according to CR).

ERA doesn't support to create a new coded restriction, the TSI already allows to add a specific non coded restriction where necessary for compliance. As underlined by UNIFE, the standard is being updated and the TSI will probably be amended once the revised standard is available. The restrictions may then become unnecessary.

WP approved solution proposal for CR472. The CR will be processed to the next stage, Analysis Completed.

Supporting document(s) for justification/discussion:

## Economic Evaluation

Preliminary Assessment of Benefits by submitter:

Supporting document(s) for preliminary assessment of benefits:

Economic Evaluation:

Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Performances impact, non interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
WAG TSI		Main Package 2022		cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Yann Seimandi		
Contact person E-Mail address:		yann.seimandi@cer.be		
<b>History</b>				
Date	User	Action	Old State	New State
Jun 25, 2021 8:52:55 AM	YSeimandi	Submit	no_value	Submitted
Jul 16, 2021 11:36:03 AM	defosan	Validate	Submitted	Valid
Jul 28, 2021 1:16:01 PM	defosan	Assign	Valid	Assigned
Sep 30, 2021 3:17:40 PM	defosan	Modify	Assigned	Assigned
Oct 1, 2021 10:16:06 AM	defosan	Modify	Assigned	Assigned
Oct 1, 2021 12:31:13 PM	defosan	Modify	Assigned	Assigned
Oct 1, 2021 3:52:07 PM	defosan	Modify	Assigned	Assigned
Nov 4, 2021 9:28:37 AM	defosan	Complete	Assigned	Analysis_Completed
Nov 4, 2021 2:59:23 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Nov 29, 2021 3:29:59 PM	defosan	Modify	Analysis_Completed	Analysis_Completed



<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Dec 15, 2021 11:13:54 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:18:16 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000481 - Record Details

Jul 7, 2022 9:01:33 AM

Main		
State:	Packaged	
Headline:	Emergency plans	
Type:	Error	
Last Modification Date:	Jul 7, 2022 9:01:25 AM	
Documents and References:	SRT TSI 4.4.2 (a)	
Recognised Organisation:	CER	
Submission Date:	Jul 13, 2021 4:59:37 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	Main Package 2022	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
SRT TSI	Main Package 2022	cq.record:TSI/SRT TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>Involvement of RUs in issuing emergency plans: A change of the existing TSI clause is proposed as:</p> <ul style="list-style-type: none"><li>- the principles of the procedure after an incident in a tunnel are defined in the Network Statement, the RU has to comply with (self-rescue). The employees of RUs have to be trained to undertake the respective emergency measures in tunnels,</li><li>- the local equipment of tunnels has been installed in accordance with the European minimum requirements (e.g. escape signs and walkways, handrails, emergency lighting, etc.),</li><li>- the most relevant information for the RUs is the position of evacuation and rescue points which has to be done in accordance with what is specified in 4.2.1.7 c) (2),</li><li>- a distinction between new and existing tunnels is not appropriate,</li><li>- the coordination with all RUs is disproportionate and not assessable.</li></ul>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:	<p>Proposal and justification: The involvement of RUs is not required, as the principles of rescuing people (self-rescue before third-party rescue) are regulated in the same way throughout Europe. Furthermore, the minimum requirements in interoperable tunnels are precisely defined and can therefore be assumed (in the event of a necessary evacuation) by the RUs. Therefore, point 4.4.2. (a) sentences 2 and 3 entirely shall be deleted.</p>	

	<p>Current text of SRT TSI 4.4.2. Tunnel emergency plan</p> <p>These rules apply to tunnels of more than 1 km in length</p> <p>(a) An emergency plan shall be developed under the direction of the Infrastructure Manager(s), in cooperation with the emergency response services and the relevant authorities for each tunnel. Station managers shall be equally involved if one or more stations are used as a safe area or an evacuation and rescue point. In case the emergency plan concerns an existing tunnel, Railway Undertakings already operating in the tunnel must be consulted. In case the emergency plan concerns a new tunnel, Railway Undertakings planning to operate in the tunnel may be consulted.</p> <p>(b) The emergency plan shall be consistent with the self-rescue, evacuation, fire-fighting and rescue facilities available.</p> <p>(c) Detailed tunnel-specific incident scenarios adapted to the local tunnel conditions shall be developed for the emergency plan.</p> <p>(d) Once developed, the emergency plan shall be communicated to Railway Undertakings intending to use the tunnel.</p> <p>Text proposal: following text in clause 4.4.2(a) should be deleted In case the emergency plan concerns an existing tunnel, Railway Undertakings already operating in the tunnel must be consulted. In case the emergency plan concerns a new tunnel, Railway Undertakings planning to operate in the tunnel may be consulted.</p>
Supporting document(s) for solution proposal:	CR 481 Emergency plan.pptx
<b>Agreed Solution</b>	
Agreed Solution:	<p>Proposal to add the following text in the application guide of the SRT TSI to clarify what is meant with 'consultation'. Text agreed during the WP11 meeting on 26 Oct 2021:</p> <p>The consultation of railway undertakings required in those paragraphs is intended to inform them on the content of the emergency plans and to take note of their questions and remarks and to manage them.</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - The CR was rejected by the Core Team on 16 Jul 2021: in attachment the requirement history to explain the rejection of the proposal</p> <p>2 - After discussion during the WP10 meeting on 7 Sep 2021, it is proposed to add the following text in the application guide of the SRT TSI to clarify what is meant with 'consultation':</p> <p>The consultation of railway undertakings required in those paragraphs is intended to inform them on the content of the emergency plans and to take note of their questions and remarks.</p> <p>3 - Proposal for WP11 meeting on 26 Oct 2021:</p> <p>The consultation of railway undertakings required in those paragraphs is intended to inform them on the content of the emergency plans and to take note of their questions and remarks.</p> <p>4 - Extract of the MoM of WP11 on 26 Oct 2021:</p>

CR 481 on emergency plans  
 Comments submitted by NSA ES: Agree with the aim of the proposal, but it would be better to add the proposal in the TSI text and not in the application guide. The use of the verb "consult" is not very clear if the final intention is only to "inform"  
 Comments submitted by NSA CH: Agree with the proposal. Art. 4.4.2 applies to tunnels longer than 1 km. The two sentences should be deleted. Otherwise, the Infrastructure Manager(s) always has to consult all Railway Undertakings operating in the tunnel, after modifications in the emergency plan, which means a considerable effort. The relevant information for Railway Undertaking has to be part of the network statement. The network statement includes the reference to the emergency plan.  
 ERA provides background to the rejection of the proposal made by NSA ES & CH: initial proposal to remove the clause requesting all RU to be involved was rejected. That clause was the outcome of a discussion and agreement in a previous WP in 2018. The CR set back to assigned status, and a proposal has been made to clarify the clause.  
 NSA CH proposal: "(d) Once developed or modified, the emergency plan shall be communicated as a reference in the Network Statement to Railway Undertakings intending to use the tunnel."  
  
 Comments submitted by NSA IT: Believe that the actual TSI may be a bit unclear on the consultation, but anyway consider relevant that to share of opinions and risk between the operators in order that the Infra manager may adapt its SMS in case the comments by the RUs are relevant. Proposal: the consultation of railway undertakings required in those paragraphs is intended to inform them on the content of the emergency plans to take note of their questions and remarks and to manage them.  
 NSA IT and ERA do not see a risk of overloading the infrastructure manager, and that the formulation does not need to be so specific. The communication does not have to be done through the network statement.  
 NB-Rail: the change of emergency plan falls under the CSM regulation.  
 ERA takes note that the re-formulation is adopted. The CR will be processed to the next stage, Analysis Completed.

Supporting document(s) for justification/discussion:	CR481_requirement-history.docx
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**Economic Evaluation**

Preliminary Assessment of Benefits by submitter:	
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	

**Process Management**

Severity:	Others
Reason for reclassification	
Reason for rejection:	The text has been discussed and agreed by the previous WP on the SRT TSI revision. See the detailed information provided in the tab "Justification/Discussion for Solution"
Reason for postponement:	
Superseding CR:	

Target TSI and Baseline:

TSI_name	Reference_OJ_Publication	
Application guide	n.a.	cq.record:TSI/Application guiden.a.@CCM/TSI_C

List of assigned Working Party(ies):

name	
ERA TSI Core Team	cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C
TWG EDIT	cq.record:WorkingParty/TWG EDIT@CCM/TSI_C

Superseded CRs:

id	Headline
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**Contact Person**

Contact person Name:	Yann Seimandi
Contact person E-Mail address:	yann.seimandi@cer.be

**History**

Date	User	Action	Old State	New State
Jul 13, 2021 5:11:37 PM	YSeimandi	Submit	no_value	Submitted
Jul 13, 2021 5:12:35 PM	YSeimandi	Modify	Submitted	Submitted
Jul 13, 2021 5:30:29 PM	YSeimandi	Modify	Submitted	Submitted
Jul 16, 2021 11:38:16 AM	defosan	Validate	Submitted	Valid
Jul 16, 2021 11:42:33 AM	defosan	Reject	Valid	Rejected
Sep 13, 2021 11:33:26 AM	defosan	Supersede	Rejected	Superseded
Sep 13, 2021 11:33:57 AM	defosan	Validate	Superseded	Valid
Sep 13, 2021 11:37:04 AM	defosan	Assign	Valid	Assigned
Sep 13, 2021 11:42:00 AM	defosan	Modify	Assigned	Assigned
Oct 26, 2021 2:10:46 PM	defosan	Modify	Assigned	Assigned
Oct 26, 2021 3:27:24 PM	defosan	Modify	Assigned	Assigned
Nov 4, 2021 9:16:46 AM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:30:10 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Dec 15, 2021 11:06:33 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jan 27, 2022 3:19:18 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 7, 2022 9:01:26 AM	defosan	Incorporate	Analysis_Completed	Packaged



# CR TSI\_C00000497 - Record Details

Jul 7, 2022 9:02:12 AM

Main		
State:	Packaged	
Headline:	Impact of the new "Rail passenger rights Regulation" on the LOC&PAS TSI: bicycle spaces	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:18:35 AM	
Documents and References:	Regulation (EU) 2021/782 of the European Parliament and of the Council of 29 April 2021 on rail passengers' rights and obligations	
Recognised Organisation:	ERA	
Submission Date:	Sep 16, 2021 2:12:24 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>Article 6 of the PRR specifies:</p> <p>"4. When initiating procurement procedures for new rolling stock, or when performing a major upgrade of existing rolling stock resulting in the need for a new vehicle authorisation for placing on the market pursuant to Article 21(12) of Directive (EU) 2016/797 of the European Parliament and of the Council, railway undertakings shall ensure that train compositions, in which that rolling stock is used, are equipped with an adequate number of places for bicycles. This subparagraph shall not apply in relation to restaurant cars, sleeping cars or couchette cars."</p> <p>Article 6(4) shall apply 7 June 2025.</p> <p>It can be understood from that paragraph that the fitment of an adequate number of places for bicycles is mandatory in case of any upgrade of a rolling stock. This is contradictory to the principles of the TSIs according to which the parts of a rolling stock that are not affected by an upgrade don't need to be modified. The LOC&amp;PAS TSI should be revised to explain how to understand the Article 6 (4) of the PRR.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		

## Solution Proposal by Submitter

Solution Proposal by Submitter:

Supporting document(s) for solution proposal:

### Agreed Solution

Agreed Solution:

Solution proposed by CER approved during WP13 on 26 Jan 2022:

1 - The following clause 7.5.3.2 is added in the LOC&PAS TSI

7.5.3.2. Equipment of a rolling stock with places for bicycles - Impact of the Passenger Rights Regulation

Regulation (EU) 2021/782 Article 6(4)\* specifies the impact on equipment of a rolling stock with places for bicycles.

This TSI doesn't specify the characteristics of places for bicycles nor what can be considered an adequate number because these parameters aren't related to the essential requirements in Annex III of the Interoperability Directive. In addition, these parameters may depend on national or local criteria.

Such places for bicycles only need to be realised in case of:

- a major change of the layout and furnishing of the passenger area, and
- when this major upgrade of existing rolling stock results in the need for a new vehicle authorisation for placing on the market.

According to the principle specified in point 7.1.2.2. (1) of this TSI, major upgrades affecting other parts and basic parameters than the layout and furnishing of the passenger area shall not entail the equipment of the rolling stock with places for bicycles.

When rolling stock is supplied as individual units intended to be used in general operation (as defined in clause 2.2.1 (h) of this TSI), not every such unit need to be equipped with such places.

2 - The following paragraph clause 2.7.6 is added in the LOC&PAS

Application guide together with the text of new clause 7.3.5.2:  
The Regulation (EU) 2021/782 of the European Parliament and of the Council of 29 April 2021 on rail passengers' rights and obligations (Passenger Rights Regulation - PRR) entered into force on 6 June 2021.

The article 6 (4) of the PRR will apply on 7 June 2025; it specifies that "when initiating procurement procedures for new rolling stock, or when performing a major upgrade of existing rolling stock resulting in the need for a new vehicle authorisation for placing on the market pursuant to Article 21(12) of Directive (EU) 2016/797 of the European Parliament and of the Council, railway undertakings shall ensure that train compositions, in which that rolling stock is used, are equipped with an adequate number of places for bicycles. This subparagraph shall not apply in relation to restaurant cars, sleeping cars or couchette cars."

Being not related to the essential requirements in Annex III of the Interoperability Directive, the characteristics and number of places for bicycles are out of the scope of the TSI and therefore not assessed by a Notified Body or by a Designated Body.

When rolling stock is supplied as individual units intended to be used in general operation (as defined in clause 2.2.1 (h) of this TSI), it is the responsibility of the railway undertakings to ensure that train compositions, in which those units are used, are equipped with an adequate number of places for bicycles as defined in Regulation (EU)



	2021/782 Article 6(4).	
Supporting document(s) for agreed solution:		
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by assigned WG(s):	1 - ERA CT proposal for WP13 on 26 Jan 2022: see file CR497-for-WP13 below  2- Proposal received from CER and presented as an alternative to the WP13 on 26 Jan 2022: see file CR497 rail PRR - L&P TSI_CER (18.01)	
Supporting document(s) for justification/discussion:	CR497-for-WP13.docx, CR497 rail PRR - L&P TSI_CER (18.01).docx	
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Others	
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
Application guide	n.a.	cq.record:TSI/Application guiden.a.@CCM/TSI_C
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):		
name		
ERA TSI Core Team	cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C	
TWG EDIT	cq.record:WorkingParty/TWG EDIT@CCM/TSI_C	
Superseded CRs:		
id	Headline	
<b>Contact Person</b>		
Contact person Name:	Antoine Defossez	
Contact person E-Mail address:	antoine.defossez@era.europa.eu	
<b>History</b>		

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Sep 16, 2021 2:26:01 PM	defosan	Submit	no_value	Submitted
Sep 16, 2021 2:30:48 PM	defosan	Modify	Submitted	Submitted
Nov 16, 2021 2:18:23 PM	defosan	Validate	Submitted	Valid
Nov 16, 2021 2:18:55 PM	defosan	Assign	Valid	Assigned
Jan 27, 2022 11:45:09 AM	defosan	Complete	Assigned	Analysis_Completed
Jan 27, 2022 11:46:04 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jan 27, 2022 2:45:16 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:18:37 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000500 - Record Details

Jul 7, 2022 9:02:36 AM

Main		
State:	Packaged	
Headline:	Update Recommendation ERA-REC-128-2 on the PRM TSI in order to categorize the TSI changes	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:18:44 AM	
Documents and References:	ERA-REC-128_2 available on ERA Website <a href="https://www.era.europa.eu/sites/default/files/library/docs/recommendation/era_rec128-2_recommendation_en.pdf">https://www.era.europa.eu/sites/default/files/library/docs/recommendation/era_rec128-2_recommendation_en.pdf</a>	
Recognised Organisation:	ERA	
Submission Date:	Sep 23, 2021 2:52:35 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
PRM TSI	EU 1300/2014	cq.record:TSI/PRM TSIEU 1300%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>The Recommendation ERA-REC-128-2 on the revision of the PRM TSI was delivered in 2020. It includes a certain number of changes that haven't been categorised according to the proposed new transition regime.</p> <p>Being included in the TSI Package 2022, the changes that apply to the rolling stock subsystem need to be categorised to enable a consistent and uniform transition.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:	Recommendation.pdf	
Solution Proposal by Submitter		
Solution Proposal by Submitter:	<p>See supporting documents below:</p> <p>(Evolution_PRM-TSI_working-document-v1.2. docx: showing in track changes the TSI evolutions proposed in ERA-REC-128-2 and their proposed categories.</p>	

	CR500_PRM_TSI-REC-128-2-categorisation1.docx: showing the new Appendix P listing the C2 changes of the Recommendation
Supporting document(s) for solution proposal:	CR500_PRM_TSI-REC-128-2-categorisation1.docx, Evolution_PRM-TSI_working-document-v1.2.docx
<b>Agreed Solution</b>	
Agreed Solution:	See attached file CR500_REC-128-2-afterWP12
Supporting document(s) for agreed solution:	CR500_REC-128-2-afterWP12.docx
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - Presentation of the proposal during the WP11 on 26 Oct 2021.</p> <p>Several comments were received in advance (document "CR500-comments_before_WP11")</p> <p>2 - Extract of the MoM of WP11:  CR500 on the categorisation of changes in the REC 128-2 relative to the PRM TSI  Comments submitted by NSA DE:  Discrepancies between the two documents provided:  - Document "Evolution_PRM_TSI...docx" still contains the deletion of the DE specific case in 7.3.2.6 for platforms &lt; 550 mm, which "CR500...docx" correctly does not contain. Remember that DE needs to keep this specific case, including a clarification note in the TSI PRM application guide.  - The update of the reference to ISO 7001 in Appendix A is only displayed in Document "CR500...docx", not in the other document.  Comments submitted by NSA ES:  For the new SP specific case (7.3.2.6. Step position for vehicle access and egress), the categorisation should be the following: C1 for 1435/1668 mm variable track gauge vehicles / C2 for 1668 mm track gauge vehicles.  Comments submitted by UNIFE:  Supported; Specific question on display (not an IC anymore), requirements of the IC (§5.3.2.7) are integrated in new points (10), (11), (12), and (13). This modification is categorised as C1. If within a project compliant to TSI PRM 2019, we have a EC certificate as an IC that is valid for 5 years (e.g. until 2026). What will you do in 2026 when the certificate will be expired? If the requirement is C1, I was compliant to the requirement 2019 and I am still compliant to TSI PRM 2022 because the requirements are at vehicle level, so you don't need to renew my IC's EC certificate. Is this interpretation correct?  Comments submitted by CER on categorisations of changes:  TS 16635:2014 and EN 16585-1:2017 chapter 6 were checked. No differences found in the assessment methods of both standards.  Change should only be a C1 case – to be clarified Missing recommendation Following change (48) not integrated in the TSI PRM draft v1.2 attached to CR500</p> <p>Important change as the current text leads to misunderstanding and misinterpretation. This need to be clarified.  Comments submitted by NSA CH:  Basically agree with the document, but have comments on the following topics: "Dynamic displays":  NSA CH understands that it is practically impossible to have the dynamic displays assessed as interoperability constituents. However, NSA CH assumes that the functional requirements for the dynamic displays will not be changed and the fact that such displays will not be interoperability constituents in the future will have no impact on the accessibility of these devices.  ERA confirms the comments will be integrated and the proposal submitted for approval in the next WP.</p>

3 - ERA CT proposal for WP12 on 14 Dec 2021: see attached files modified according to the comments received (documents "Evolution\_PRM-TSI-v1.2-after\_WP11" and "CR500\_REC-128-2-afterWP11")

Extract of the MoM of WP12 on 14 Dec 2021

CR 500 on the categorisation of changes in the REC 128-2 relative to the PRM TSI

NSA CH: we agree with the revised proposal

UNIFE: Accepted and support combination of PRM recommendation to 2022 Package.

CER: Proposed transition regimes are agreed, although the following 2 points could be considered as C1:

4.2.2.2 point (8): the requirement has been reworded to avoid the interpretation that could be made. This should no longer allow this confusion to continue during the transitional period offered.

4.2.2.11.1 point (3): the new requirement covers an oversight in the current PRM TSI. What is required in the case of a step higher than the platform also applies in the opposite case = height and offset of the theoretical platform = height 550 or/and 760 as specified in tables 7 to 9 + offset = Appendix A, index 8 with the correct reference H.2.2

ERA answers that the first point is a clarification but that it should remain a C2 because several rolling stocks aren't compliant due to the current wording being misinterpreted. Making it a C2 will ensure the assessment is done according to the new revision. Regarding the second point, it is a clear C2 because it requires something that wasn't required in the previous revision.

CER: In the "Evolution\_PRM-TSI\_v1.2", the changes implemented for Appendix A index 9 'Assessment of the Universal Toilet Module' are assessed as C2 by ERA.

Such change is eventually not listed in Table 1 of Appendix P of PRM TSI. Is it confirmed as a C1 change?

ERA confirms it is a C1

CER: Additionally, in Appendix P it is assessed as necessary to:

- Replace 4.2.2.11.2 point (3) by 4.2.2.11.1 point (3)
- Replace 6.2.3.5 by 6.2.3.3

ERA agrees and will correct in the Master document

No further comment from the WP members: the CR is accepted and will be processed to the next step: analysis completed.

4 - TWG EDIT 8 Feb 2022: References to

4.2.2.11.2 indicated by mistake in CR solution replaced by reference to 4.2.2.11.1

6.2.3.5 indicated by mistake in CR solution replaced by reference to 6.2.3.3

Supporting document(s) for justification/discussion:

CR500-comments\_before\_WP11.docx, CR500\_REC-128-2-afterWP11.docx, Evolution\_PRM-TSI\_v1.2-after\_WP11.docx

### Economic Evaluation

Preliminary Assessment of Benefits by submitter:

Supporting document(s) for preliminary assessment of benefits:

Economic Evaluation:

Supporting document(s) for Economic Evaluation:

### Process Management

Severity:

Interoperability related and non safety related

Reason for reclassification

Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
PRM TSI		Main Package 2022		cq.record:TSI/PRM TSI Main Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Sep 23, 2021 3:00:52 PM	defosan	Submit	no_value	Submitted
Sep 27, 2021 4:27:13 PM	defosan	Modify	Submitted	Submitted
Sep 27, 2021 4:27:36 PM	defosan	Validate	Submitted	Valid
Sep 30, 2021 11:52:24 AM	defosan	Modify	Valid	Valid
Sep 30, 2021 11:52:38 AM	defosan	Assign	Valid	Assigned
Sep 30, 2021 11:52:56 AM	defosan	Modify	Assigned	Assigned
Oct 1, 2021 12:33:40 PM	defosan	Modify	Assigned	Assigned
Nov 4, 2021 1:52:44 PM	defosan	Modify	Assigned	Assigned
Nov 19, 2021 12:36:32 PM	defosan	Modify	Assigned	Assigned
Dec 15, 2021 11:11:22 AM	defosan	Modify	Assigned	Assigned
Jan 27, 2022 9:59:17 AM	defosan	Modify	Assigned	Assigned
Jan 27, 2022 10:04:32 AM	defosan	Complete	Assigned	Analysis_Completed
Jan 27, 2022 10:11:34 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Feb 8, 2022 10:56:29 AM	defosan	Modify	Analysis_Completed	Analysis_Completed

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Feb 8, 2022 11:05:04 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:18:46 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000503 - Record Details

Jul 7, 2022 9:03:11 AM

Main		
State:	Packaged	
Headline:	References to the Directive (EU) 2016/797 in PRM TSI	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:18:51 AM	
Documents and References:	ERA-REC-128-2, Annex, point (3)	
Recognised Organisation:	CER	
Submission Date:	Sep 30, 2021 3:21:06 PM	
Submitter Reference Number:	PRM #9	
Project Information (Project name and starting time):		
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
PRM TSI	Main Package 2022	cq.record:TSI/PRM TSI Main Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
CER	cq.record:RecognisedOrganisation/CER@CCM/TSI_C	
EIM	cq.record:RecognisedOrganisation/EIM@CCM/TSI_C	
Problem/Need		
Operational scope:		
Problem/Need Description:	ERA-REC-128-2 to change the TSI PRM contains in its Annex point (3) for several clauses solely the replacement of references to the Directive 2008/57/EC by references to the Directive (EU) 2016/797. This is not sufficient for clauses 5.1, 6.1.1, 6.1.2 and 6.2.5.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:	<p>1/ TSI PRM, clause 5.1 contains a reference to "Article 2(f)" of the (old) Directive which needs to be replaced by "Article 2(7)"</p> <p>2/ TSI PRM, clause 6.1.1 contains a reference to "Article 13(1) and Annex IV" of the (old) Directive which needs to be replaced by "Articles 9(2) and 10(1)"</p> <p>3/ TSI PRM, clause 6.2.1 contains a reference to "Article 18 and Annex VI" of the (old) Directive which needs to be replaced by "Article 15 and Annex IV"</p> <p>4/ TSI PRM clause 6.2.5 contains a reference to "Article 18(3)" of the (old) Directive which needs to be replaced by "Article 15(4)". Furthermore in the first sentence "a notified body" needs to be</p>	



	replaced by "the applicant" as requested by Article 15(4) of Directive (EU) 2016/797.
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	<p>Agreed solution during WP11 on 26 Oct 2021 is as proposed by the submitter</p> <p>1/ TSI PRM, clause 5.1 contains a reference to "Article 2(f)" of the (old) Directive which needs to be replaced by "Article 2(7)"</p> <p>2/ TSI PRM, clause 6.1.1 contains a reference to "Article 13(1) and Annex IV" of the (old) Directive which needs to be replaced by "Articles 9(2) and 10(1)"</p> <p>3/ TSI PRM, clause 6.2.1 contains a reference to "Article 18 and Annex VI" of the (old) Directive which needs to be replaced by "Article 15 and Annex IV"</p> <p>4/ TSI PRM clause 6.2.5 contains a reference to "Article 18(3)" of the (old) Directive which needs to be replaced by "Article 15(4)". Furthermore in the first sentence "a notified body" needs to be replaced by "the applicant" as requested by Article 15(4) of Directive (EU) 2016/797.</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - Core Team proposal for the WP11 of 26 Oct 2021: accept the solution from the submitter.</p> <p>Note: the solution impacts the ERA Recommendation ERA-REC-128-2 and not the current PRM TSI</p> <p>2 - Extract of MoM of WP11 on 26 Oct 2021: CR 503 on errors in the references to the 4th RP in ERA-REC-128-2 Approved. The CR will be processed to the next stage, Analysis Completed.</p>
Supporting document(s) for justification/discussion:	
<b>Economic Evaluation</b>	
Preliminary Assessment of Benefits by submitter:	Error corrections, legal certainty for concerned entities
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	
<b>Process Management</b>	
Severity:	Interoperability related and non safety related
Reason for reclassification	
Reason for rejection:	
Reason for postponement:	
Superseding CR:	
Target TSI and Baseline:	

TSI_name	Reference_OJ_Publication			
PRM TSI	Main Package 2022	cq.record:TSI/PRM TSIMain Package 2022@CCM/TSI_C		
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Yann Seimandi		
Contact person E-Mail address:		yann.seimandi@cer.be		
<b>History</b>				
Date	User	Action	Old State	New State
Sep 30, 2021 3:23:09 PM	YSeimandi	Submit	no_value	Submitted
Oct 1, 2021 1:47:15 PM	defosan	Validate	Submitted	Valid
Oct 1, 2021 1:49:11 PM	defosan	Assign	Valid	Assigned
Nov 4, 2021 9:19:28 AM	defosan	Complete	Assigned	Analysis_Completed
Nov 29, 2021 3:30:28 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Dec 15, 2021 11:07:28 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:18:52 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000504 - Record Details

Jul 7, 2022 9:03:33 AM

Main		
State:	Packaged	
Headline:	Alignment of INF TSI with the IOD (EU) 2016/797	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:19:29 AM	
Documents and References:	INF TSI clause 6.4.(3)	
Recognised Organisation:	CER	
Submission Date:	Oct 6, 2021 3:04:32 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):		
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
CER	cq.record:RecognisedOrganisation/CER@CCM/TSI_C	
EIM	cq.record:RecognisedOrganisation/EIM@CCM/TSI_C	
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>Background information:</p> <ul style="list-style-type: none"><li>- 4th RP TP clarifies the role of the NoBo vs Applicant who is now responsible for compiling the technical file</li><li>- INF TSI clause 6.4.(3) has been identified as an inaccurate reference compared to the legal framework in place, as it still identifies the NoBo as being responsible for compiling the technical file, instead of the applicant</li><li>- INF TSI clause 6.4.(3) of INF TSI should be clarified instead that the NoBo is not involved in setting up the technical file</li></ul>	
Consequences of addressed problem:	<p>The current text of INF TSI clause 6.4.(3) could be read as if the NoBo shall include a reference in the technical file, leading to the misconception that the NoBo would be responsible for compiling the technical file. Although, the intention of the requirement should be that the NoBo makes reference to something (i.e. the maintenance file) which is part of the technical file.</p>	
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:	<p>Current text - INF TSI clause 6.4(3): The notified body shall include a reference to the maintenance file required by point 4.5.1 of this TSI in the technical file referred to in</p>	

Article 15(4) of Directive (EU) 2016/797.

Proposal for a revised INF TSI clause 6.4(3):  
The notified body shall include a reference to the maintenance file which is part of the technical file as required by point 4.5.1 of this TSI.

Supporting document(s) for solution proposal:

### Agreed Solution

Agreed Solution:

solution agreed during WP12 on 14 Dec 2021:

Replace the content of section "6.4. Assessment of maintenance file" of INF TSI EU/1299/2014 by the following 2 points:

(1) According to Article 15(4) of Directive (EU) 2016/797, the applicant shall be responsible for compiling the technical file, containing the documentation requested for maintenance.

(2) The Notified Body shall verify only that the documentation requested for maintenance, as defined in clause 4.5.1 of this TSI, is provided. The Notified Body is not required to verify the information contained in the documentation provided.

Supporting document(s) for agreed solution:

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1 - ERA CT proposal for the WP12 on 14 Dec 2021: for consistency with other TSIs we propose to replace the complete clause in line with other TSIs (for instance, the SRT TSI clause 6.2.5, LOC&PAS TSI clause 6.2.6, PRM TSI clause 6.2.5)

Replace:  
6.4. Assessment of maintenance file

(1) Point 4.5 requires the infrastructure manager to have for each interoperable line a maintenance file for the infrastructure subsystem.

(2) The notified body shall confirm that the maintenance file exists and contains the items listed in point 4.5.1. The notified body is not responsible for assessing the suitability of the detailed requirements set out in the maintenance file.

(3) The notified body shall include a reference to the maintenance file required by point 4.5.1 of this TSI in the technical file referred to in Article 15(4) of Directive (EU) 2016/797.

By:  
6.4. Assessment of maintenance file

(1) According to Article 15(4) of Directive (EU) 2016/797, the applicant shall be responsible for compiling the technical file, containing the documentation requested for maintenance.

(2) The Notified Body shall verify only that the documentation requested for maintenance, as defined in clause 4.5.1 of this TSI, is provided. The Notified Body is not required to verify the information contained in the documentation provided.

2 - Extract of the MoM of WP12 on 14 Dec 2021  
CR 504 on assessment of maintenance file  
NSA CH: this CR concerns the work of the NoBo. From the point of view of NSA CH, CR 504 can be approved.

		UNIFE: no comment CER: no comment NSA FR: is this valid also for CCS TSI. ERA will inform the CCS group that they should consider this change for their scope as well. No further comment from the WP members: the CR is accepted and will be processed to the next step.		
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Others		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
INF TSI		Main Package 2022		cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Yann Seimandi		
Contact person E-Mail address:		yann.seimandi@cer.be		
<b>History</b>				
Date	User	Action	Old State	New State
Oct 6, 2021 3:24:28 PM	YSeimandi	Submit	no_value	Submitted
Nov 10, 2021 4:55:58 PM	defosan	Validate	Submitted	Valid
Nov 10, 2021 5:03:30 PM	defosan	Assign	Valid	Assigned
Nov 11, 2021 3:58:44 PM	defosan	Modify	Assigned	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Nov 19, 2021 11:52:11 AM	defosan	Modify	Assigned	Assigned
Dec 15, 2021 9:49:19 AM	defosan	Complete	Assigned	Analysis_Completed
Jan 27, 2022 9:57:31 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:19:31 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000510 - Record Details

Jul 7, 2022 9:03:54 AM

<b>Main</b>		
State:	Packaged	
Headline:	Specific cases DE in TSI INF	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:19:37 AM	
Documents and References:	Reference to ERA NNTR cleaning up process, no specific document reference.	
Recognised Organisation:	NSA DE	
Submission Date:	Nov 8, 2021 5:42:04 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	ERA NNTR cleaning up process	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	<p>ERA activity on cleaning up NNTR identified two existing DE NTR not justified by open points or specific cases. Deleting these NTR would lead to negative impact on safety and capacity on DE infrastructure.</p> <p>The NTR concern the following clauses of TSI INF:            4.2.3.2 Distance between track centres            4.2.8.4 Immediate action limit of track gauge as isolated defect</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	<p>Define two additional specific cases in TSI INF, under 7.7.8. Particular features on the German network:</p> <p>"7.7.8.2 Distance between track centres (4.2.3.2)            P-case            Instead of point 4.2.3.2 (2), the minimum distance between track centres shall not be smaller than 4,00 m for all tracks with a maximum speed up to 200 km/h. For tracks only for S-Bahn services with a maximum speed of 120 km/h, the minimum distance between track centres shall not be smaller than 3,80 m.</p> <p>7.7.8.3 Immediate action limits of track gauge as an isolated defect (4.2.8.4)</p>	

	<p>P-case Instead of point 4.2.8.4 (1), the minimum track gauge for all speeds is 1430 mm."</p> <p>[For justification and explanation, see also attached document.]</p>
Supporting document(s) for solution proposal:	20211108_DE specific cases TSI INF.xlsx
<b>Agreed Solution</b>	
Agreed Solution:	<p>Solution agreed during WP13 on 26 Jan 2022 as proposed by the submitter:</p> <p>Define two additional specific cases in TSI INF, under 7.7.8. Particular features on the German network:</p> <p>"7.7.8.2 Distance between track centres (4.2.3.2) P-case Instead of point 4.2.3.2 (2), the minimum distance between track centres shall not be smaller than 4,00 m for all tracks with a maximum speed up to 200 km/h. For tracks only for S-Bahn services with a maximum speed of 120 km/h, the minimum distance between track centres shall not be smaller than 3,80 m.</p> <p>7.7.8.3 Immediate action limits of track gauge as an isolated defect (4.2.8.4) P-case Instead of point 4.2.8.4 (1), the minimum track gauge for all speeds is 1430 mm."</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - Solution proposed by the submitter presented by ERA CT to the WP13 meeting on 26 Jan 2022</p> <p>2 - Extract of the MoM of WP13 on 26 Jan 2022 Slides INF TSI CR 510 on specific cases for Germany, presented by NSA DE NSA CH supports this CR. DG-Move position, independently of the specific case at hand, is that this type of specific case is not wanted from the Commission and emphasises that TSIs are not design guides. UNIFE voices its concerns over the NNTR clean-up action if it leads to a significant increase in the number of specific cases in the TSIs. Challenging TSI requirements with new specific cases must not impact rolling stock interoperability. ERA replies that this specific case has been accepted by ERA as a result of the cleaning-up of NTR process. This process may result in additional specific cases and shouldn't be rediscussed in the WP. There is no formal objection from the WP, the CR is approved and will be processed to the next step.</p>
Supporting document(s) for justification/discussion:	CR510_WP13_20220126.pdf
<b>Economic Evaluation</b>	
Preliminary Assessment of Benefits by submitter:	See also Justificaiton provided in Supporting document for solution proposal.
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	



Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
INF TSI		Main Package 2022		cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Heiko Heid		
Contact person E-Mail address:		heidh@eba.bund.de		
<b>History</b>				
Date	User	Action	Old State	New State
Nov 8, 2021 5:48:44 PM	HHeid	Submit	no_value	Submitted
Nov 9, 2021 11:51:23 AM	defosan	Validate	Submitted	Valid
Nov 19, 2021 8:39:47 AM	defosan	Assign	Valid	Assigned
Jan 27, 2022 10:10:10 AM	defosan	Modify	Assigned	Assigned
Jan 27, 2022 10:10:33 AM	defosan	Complete	Assigned	Analysis_Completed
Mar 24, 2022 10:01:51 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:19:38 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000515 - Record Details

Jul 7, 2022 9:04:14 AM

<b>Main</b>		
State:	Packaged	
Headline:	Implement the conclusions of the JNS on Broken Wheels	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:19:44 AM	
Documents and References:	Conclusions of the Joint Network Secretariat Task Force "Broken wheels"- normal procedure: <a href="https://www.era.europa.eu/sites/default/files/agency/docs/jns_np_tf_broken_wheels_final_output_en.pdf">https://www.era.europa.eu/sites/default/files/agency/docs/jns_np_tf_broken_wheels_final_output_en.pdf</a>	
Recognised Organisation:	ERA	
Submission Date:	Nov 19, 2021 10:10:00 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	Joint Network Secretariat Task Force "Broken wheels"- normal procedure	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	<p>In 2016/2017 broken and cracked wheels BA 314 / ZDB29 (with a slope under the wheel flange) and BA004 in some applications in the European rail freight business occurred. To mitigate the risk on 28th July 2017 short term measures in operation, wagon maintenance and off vehicle wheelset maintenance were disseminated.</p> <p>In the second phase the Joint Network Secretariat Task Force "Broken wheels"- normal procedure performed in-depth analysis. The outputs of this analysis include proposals for updating the regulation</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	See attached file	
Supporting document(s) for solution proposal:	JNS-Broken-wheels-proposal-brake-20210726.pdf	
<b>Agreed Solution</b>		
Agreed Solution:	solution agreed during WP15 on 25 Apr 2022: see file CR515_afterWP15	
Supporting document(s) for agreed solution:	CR515_afterWP15.rtf	

<b>Justification/Discussion for Solution</b>				
Justification/Discussion for Solution by assigned WG(s):		1 - Text agreed within the Joint Network Secretariat and supported by ERA is submitted to the WP for approval at WP15 on 25 Apr 2022: see file CR515_JNS_broken-wheels_WAG-TSI.rtf		
Supporting document(s) for justification/discussion:		CR515_JNS_broken-wheels_WAG-TSI.rtf		
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
WAG TSI		Main Package 2022		cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Nov 19, 2021 10:19:30 AM	defosan	Submit	no_value	Submitted
Apr 4, 2022 8:57:44 AM	defosan	Validate	Submitted	Valid
Apr 4, 2022 8:58:18 AM	defosan	Assign	Valid	Assigned
Apr 5, 2022 2:46:29 PM	defosan	Modify	Assigned	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Apr 7, 2022 12:04:31 PM	defosan	Modify	Assigned	Assigned
Apr 26, 2022 3:46:07 PM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:19:45 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000517 - Record Details

Jul 7, 2022 9:04:32 AM

<b>Main</b>		
State:	Packaged	
Headline:	Review the use of standards (mandatory vs harmonised, number of standards to be referenced,...), update references to standards, incorporate new standards as appropriate.	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:19:52 AM	
Documents and References:	Related article in Decision (EU) 2017/1474 : 3.5.f : Integrate references to standards and to other technical documents evolving regularly in a way which allows their updating in a timely manner	
Recognised Organisation:	EC	
Submission Date:	Nov 24, 2021 2:35:41 PM	
Submitter Reference Number:	#70	
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
ENE TSI	EU 1301/2014	cq.record:TSI/ENE TSIEU 1301%/2014@CCM/TSI_C
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
NOI TSI	EU 1304/2014	cq.record:TSI/NOI TSIEU 1304%/2014@CCM/TSI_C
OPE TSI	EU 2019/773	cq.record:TSI/OPE TSIEU 2019%/773@CCM/TSI_C
PRM TSI	EU 1300/2014	cq.record:TSI/PRM TSIEU 1300%/2014@CCM/TSI_C
SRT TSI	EU 1303/2014	cq.record:TSI/SRT TSIEU 1303%/2014@CCM/TSI_C
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	In the context of the development of the TSI revision package on the topic of <<TSI maintenance>>  This CR is equivalent to CR 191 for TSIs on Fixed Installations, Rolling Stock and Operation	
Consequences of addressed problem:		
Application scope:		

Supporting document(s) for Problem/Need Description:	
<b>Solution Proposal by Submitter</b>	
Solution Proposal by Submitter:	
Supporting document(s) for solution proposal:	
<b>Agreed Solution</b>	
Agreed Solution:	<p>Solution agreed at WP14 on 10 Mar 2022:</p> <p>See file WP14_Item-8_CR 517_final</p> <p>NOTE: the Agency decided not to quote several versions of a standard. This shall be considered when implementing the changes in the Master documents</p>
Supporting document(s) for agreed solution:	WP14_Item-8_CR 517_final.xlsx
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>49 standards approved by TWG-STA are proposed to the WP for approval on 2021-12-14. Initially Part of CR 191, a new change request (CR 517) created to validate the first batch proposed to the WP.</p> <p>2 - Proposal made during WP14 on 10 Mar 2022: comments received before the meeting</p> <p>UNIFE support. UNIFE ask UIC648 update to EN16839 to reference 2022 version once available in 2022, if not available TSI text should be directly amended. 2017 version contains errors, as such propose to take out line 50 from CR517 for time being for second batch and further TWG STA discussion.</p> <p>NSA ES: As mentioned before, we don't support two standards. It's quite complex to manage the proposal as it is written today, and will be even worst in the future when the standards continue evolving. Additionally, find attached 5 comments to the Excel file (rows 7, 8, 12, 13, 25).</p> <p>CER: Solution proposal for CR 517 is supported except proposed changes for EN45545-7. CER is concerns that impact of EN 45545-7 was not consistently analysed and taken into account in CR517, and was limited to an update of the version of the EN standard. Impact of EN 45545-7 on the TSIs text is to be analysed further. Issue also supported by TC 256 according to the comments received in ERA TWG STA. CR517 is supported (EN45545-7 excluded) given that scope of CR420 can be extended to EN 45545 (all parts), and in particular EN 45545-7.</p> <p>3 - Extract of the MoM of WP14</p> <p>CER welcomed ERA text proposals in CR517 except proposed changes for EN 45545-7 for which a dedicated CR will be created by ERA to analyse its impact beyond the update of its version.</p> <p>ERA proposes to accept this CR including some inputs received in advance from CER, UNIFE and NSA ES for which ERA provided an answer in the final document. ERA points out that this CR will be adapted in order to keep only the latest version of standards, as discussed on the item CR527.</p> <p>No further remark from the participants. The CR 517 is approved</p>

	taking into account comments received from WP members and will be processed to the next step 'Analysis completed'.	
Supporting document(s) for justification/discussion:	TWG STA-WP20220310.pptx, CR 517_final.xlsx	
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Interoperability related and non safety related	
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
ENE TSI	Main Package 2022	cq.record:TSI/ENE TSIMain Package 2022@CCM/TSI_C
INF TSI	Main Package 2022	cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
NOI TSI	Main Package 2022	cq.record:TSI/NOI TSIMain Package 2022@CCM/TSI_C
OPE TSI	Main Package 2022	cq.record:TSI/OPE TSIMain Package 2022@CCM/TSI_C
PRM TSI	Main Package 2022	cq.record:TSI/PRM TSIMain Package 2022@CCM/TSI_C
SRT TSI	Main Package 2022	cq.record:TSI/SRT TSIMain Package 2022@CCM/TSI_C
WAG TSI	Main Package 2022	cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):		
name		
TWG EDIT	cq.record:WorkingParty/TWG EDIT@CCM/TSI_C	
TWG Standards	cq.record:WorkingParty/TWG Standards@CCM/TSI_C	
Superseded CRs:		
id	Headline	
<b>Contact Person</b>		
Contact person Name:	Antoine Defosse	
Contact person E-Mail address:	antoine.defosse@era.europa.eu	

<b>History</b>				
<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Nov 24, 2021 2:39:39 PM	defosan	Submit	no_value	Submitted
Nov 24, 2021 2:42:33 PM	defosan	Validate	Submitted	Valid
Nov 24, 2021 2:43:13 PM	defosan	Assign	Valid	Assigned
Nov 24, 2021 2:50:50 PM	geninva	Modify	Assigned	Assigned
Feb 18, 2022 1:53:10 PM	geninva	Modify	Assigned	Assigned
Mar 11, 2022 6:04:55 PM	defosan	Complete	Assigned	Analysis_Completed
May 12, 2022 5:01:15 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:19:54 AM	defosan	Incorporate	Analysis_Completed	Packaged



# CR TSI\_C00000521 - Record Details

Jul 7, 2022 9:05:19 AM

Main		
State:	Packaged	
Headline:	Additional editorial changes	
Type:	Error	
Last Modification Date:	Jul 6, 2022 3:00:27 PM	
Documents and References:	All TSI LOC&PAS	
Recognised Organisation:	ERA	
Submission Date:	Jan 19, 2022 8:53:13 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):		
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
ENE TSI	EU 1301/2014	cq.record:TSI/ENE TSIEU 1301%/2014@CCM/TSI_C
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
NOI TSI	EU 1304/2014	cq.record:TSI/NOI TSIEU 1304%/2014@CCM/TSI_C
PRM TSI	EU 1300/2014	cq.record:TSI/PRM TSIEU 1300%/2014@CCM/TSI_C
SRT TSI	EU 1303/2014	cq.record:TSI/SRT TSIEU 1303%/2014@CCM/TSI_C
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	This change request includes editorial and other simple changes resulting from: - the table of TSI deficiencies published on ERA website - the review of the LOC&PAS master document by the TWG EDIT - the outputs of the consultation	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	Various editorial changes:	

	<p>References to Annex A of CCS TSI should be replaced by references to Appendix A of CCS TSI</p> <p>For consistency throughout TSIs, the term 'on-board' should be preferred to 'onboard'</p> <p>- Implement consistently the recommendations of the 'guide for drafting TSIs' about the naming of the subdivisions of the text:</p> <p style="padding-left: 40px;">N. – chapter (according to the model structure) – the first level</p> <p style="padding-left: 80px;">N.N. – section – the second level</p> <p style="padding-left: 80px;">N.N.N. – section or clause (with the particular requirement) – the third level</p> <p style="padding-left: 80px;">N.N.N.N. – clause (with the particular requirement) – the fourth level if necessary,</p> <p style="padding-left: 80px;">N.N.N.N.N. – clause (with the particular requirement) – the fifth level if necessary.</p> <p style="padding-left: 80px;">N.N (n) to N.N.N.N.N. (n) – point (the particular requirement)</p> <p>Review the footnotes and replace them by notes in the text, specially when the footnotes relative to text in a table</p> <p>Other changes, see attached documents:</p> <p>CR521-EDIT-LOC&amp;PAS.docx - comments from the TWG EDIT</p> <p>WP13_Item6_TSI deficiencies.xlsx - table of TSI deficiencies as approved during WP13</p> <p>CR521_Comments_NSA ES.docx - comments from NSA ES for WP15</p> <p>23-EG_ES_EDIT.docx - comments from Spain for Expert Group meeting 23</p> <p>ER_EIM_Intermediate.xlsx - Intermediate comments from CER/EIM during the consultation</p> <p>CR521_Appendix_I.docx - L&amp;P</p> <p>ENE-TSI-consultation-comments-afterWP17.docx</p>
Supporting document(s) for solution proposal:	WP13_Item6_TSI deficiencies.xlsx, CR521_Comments_NSA ES.docx, 23-EG_ES_EDIT.docx, CER_EIM_Intermediate.xlsx, CR521_Appendix_I.docx, CR521-EDIT-LOC&PAS (4).docx, ENE-TSI-consultation-comments-afterWP17.docx
<b>Agreed Solution</b>	
Agreed Solution:	See tab 'Solution proposal by Submitter'
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	This CR will be approved during the last WP meeting on 27 June 2022
Supporting document(s) for justification/discussion:	
<b>Economic Evaluation</b>	
Preliminary Assessment of Benefits by submitter:	
Supporting document(s) for preliminary assessment of benefits:	
Economic Evaluation:	
Supporting document(s) for Economic Evaluation:	

Process Management				
Severity:		Others		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
All		Main Package 2022		cq.record:TSI/AllMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
Contact Person				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
History				
Date	User	Action	Old State	New State
Jan 19, 2022 8:55:40 AM	defosan	Submit	no_value	Submitted
Jan 19, 2022 8:56:12 AM	defosan	Validate	Submitted	Valid
Jan 19, 2022 8:57:16 AM	defosan	Assign	Valid	Assigned
Jan 19, 2022 9:26:32 AM	defosan	Modify	Assigned	Assigned
Mar 23, 2022 10:01:17 AM	defosan	Modify	Assigned	Assigned
May 5, 2022 9:12:50 AM	defosan	Modify	Assigned	Assigned
May 5, 2022 9:14:23 AM	defosan	Modify	Assigned	Assigned
May 19, 2022 9:00:13 AM	defosan	Modify	Assigned	Assigned
Jun 2, 2022 10:01:12 AM	defosan	Modify	Assigned	Assigned
Jun 2, 2022 4:15:42 PM	defosan	Modify	Assigned	Assigned
Jun 8, 2022 2:15:17 PM	defosan	Modify	Assigned	Assigned
Jun 9, 2022 8:45:16 AM	defosan	Modify	Assigned	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Jun 9, 2022 3:37:22 PM	defosan	Modify	Assigned	Assigned
Jun 10, 2022 2:11:01 PM	defosan	Modify	Assigned	Assigned
Jun 10, 2022 3:13:16 PM	defosan	Modify	Assigned	Assigned
Jun 14, 2022 8:28:24 AM	defosan	Modify	Assigned	Assigned
Jun 14, 2022 8:29:02 AM	defosan	Modify	Assigned	Assigned
Jun 14, 2022 10:02:19 AM	defosan	Modify	Assigned	Assigned
Jun 23, 2022 5:07:37 PM	defosan	Modify	Assigned	Assigned
Jul 6, 2022 2:56:18 PM	defosan	Modify	Assigned	Assigned
Jul 6, 2022 2:57:01 PM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 3:00:29 PM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000525 - Record Details

Jul 7, 2022 9:05:44 AM

Main		
State:	Packaged	
Headline:	Amend the TSI INF and the TSI WAG according to the discussions in the Topical Working Group on Combined Transport	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:20:17 AM	
Documents and References:	New clauses created in both impacted TSIs	
Recognised Organisation:	ERA	
Submission Date:	Feb 2, 2022 3:33:24 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	In order to improve and harmonise the codification system used for combined transport, amendments are proposed to the INF TSI and the WAG TSI.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	<p>1 - The following amendment is proposed in the INF TSI: creation of a section 2.6</p> <p>"2.6 Relation to the codification of Combined Transport</p> <p>(1) The provisions for structure gauge are given in clause 4.2.3.1</p> <p>(2) The codification system used for the conveyance of intermodal loading units in combined transport can be based:</p> <p>a. on the characteristics of the line and the exact position of the obstacles,</p> <p>b. on the reference profile of the structure gauge of that line,</p> <p>c. or on a combination of both methods."</p> <p>2 - The following amendments are proposed in the WAG TSI:</p> <p>In clause 4.2.2.3, the following point is added after the first sentence:</p>	

"Units intended to be used for combined transport and requiring a wagon compatibility code shall be equipped with devices for securing the Intermodal Loading Unit."

Appendix H is created as follows:

"Appendix H Codification of units intended to be used in combined transport

The following requirements are applicable to units intended to be used in combined transport and requiring a Wagon Compatibility Code.

#### H.1 Wagon Compatibility Code

(1) The Wagon Compatibility Code (WCC) specifies the type of Intermodal Loading Unit that can be loaded on the unit.

(2) The WCC shall be determined for all units and assessed by a Notified Body.

#### H.2 Wagon Correction Digit

(1) The Wagon Correction Digit (WCD) is the result of a comparison between the geometric characteristics of the unit under assessment and the characteristics of the reference wagons defined in point H.3.

(2) This comparison shall be performed for all units and assessed by a Notified Body. The result of the assessment shall be included in the report of the Notified Body.

(3) On the basis of the assessment:

For units having equivalent or more favourable geometric characteristics than the reference wagon, the WCD may be calculated if requested by the applicant.

For units having less favourable geometric characteristics than the reference wagon, the calculation of the WCD is not required by this TSI.

#### H.3 Characteristics of the reference wagons

The combined transport 'P' profiles are calculated on the basis of the characteristics of the reference recess wagon defined as:

- Distance between bogie pivots (a) 11200mm
- Bogie wheelbase (p) 1800mm
- Height of semi-trailer (ST) loading plane 330mm
- Maximum overhang (na) 2000mm
- Load tolerance 10mm
- Dissymmetry 1°
- Height of ST + wagon roll centre (Hc) 1000mm
- q+w play 11.5mm
- Play in side bearers (J) 12mm
- Half-distance between side bearers (bG) 850mm
- ST + wagon flexibility (s) 0.3

The combined transport 'C' and ISO profiles are calculated on the basis of the characteristics of the reference wagon defined as:

- Distance between bogie pivots (a) 13500mm
- Bogie wheelbase (p) 1800mm
- Height of swap body loading plane 1175mm
- Maximum overhang (na) 2000mm
- Load tolerance 10mm
- Dissymmetry 1°
- Height of wagon roll centre (Hc) 500mm
- q+w play 11.5mm
- Play in side bearers (J) 12mm
- Half-distance between side bearers (bG) 850mm
- Wagon flexibility (s) 0.15"

Supporting document(s) for solution proposal:

**Agreed Solution**

Agreed Solution:

Solution agreed at WP14 on 10 Mar 2022:

1 - The following amendment is proposed in the INF TSI: creation of a section 2.6

"2.6 Relation to the codification of Combined Transport

(1) The provisions for structure gauge are given in clause 4.2.3.1

(2) The codification system used for the conveyance of intermodal loading units in combined transport can be based:

- a. on the characteristics of the line and the exact position of the obstacles,
- b. on the reference profile of the structure gauge of that line,
- c. or on a combination of both methods."

2 - The following amendments are proposed in the WAG TSI:

In clause 4.2.2.3, the following point is added after the first sentence:

"Units intended to be used for combined transport and requiring a wagon compatibility code shall be equipped with devices for securing the Intermodal Loading Unit."

Appendix H is created as follows:

"Appendix H Codification of units intended to be used in combined transport

The following requirements are applicable to units intended to be used in combined transport and requiring a Wagon Compatibility Code.

H.1 Wagon Compatibility Code

(1) The Wagon Compatibility Code (WCC) specifies the type of Intermodal Loading Unit that can be loaded on the unit.

(2) The WCC shall be determined for all units and assessed by a Notified Body.

H.2 Wagon Correction Digit

(1) The Wagon Correction Digit (WCD) is the result of a comparison between the geometric characteristics of the unit under assessment and the characteristics of the reference wagons defined in point H.3.

(2) This comparison shall be performed for all units and assessed by a Notified Body. The result of the assessment shall be included in the report of the Notified Body.

(3) On the basis of the assessment:

For units having equivalent or more favourable geometric characteristics than the reference wagon, the WCD may be calculated if requested by the applicant.

For units having less favourable geometric characteristics than the reference wagon, the calculation of the WCD is not required by this TSI.

H.3 Characteristics of the reference wagons

The combined transport 'P' profiles are calculated on the basis of the characteristics of the reference recess wagon defined as:

- Distance between bogie pivots (a) 11200mm
- Bogie wheelbase (p) 1800mm
- Height of semi-trailer (ST) loading plane 330mm
- Maximum overhang (na) 2000mm
- Load tolerance 10mm
- Dissymmetry 1°
- Height of ST + wagon roll centre (Hc) 1000mm
- q+w play 11.5mm
- Play in side bearers (J) 12mm

- Half-distance between side bearers (bG) 850mm
- ST + wagon flexibility (s) 0.3

The combined transport 'C' and ISO profiles are calculated on the basis of the characteristics of the reference wagon defined as:

- Distance between bogie pivots (a) 13500mm
- Bogie wheelbase (p) 1800mm
- Height of swap body loading plane 1175mm
- Maximum overhang (na) 2000mm
- Load tolerance 10mm
- Dissymmetry 1°
- Height of wagon roll centre (Hc) 500mm
- q+w play 11.5mm
- Play in side bearers (J) 12mm
- Half-distance between side bearers (bG) 850mm
- Wagon flexibility (s) 0.15"

Complement added during the WP15 meeting on 25 Apr 2022: the following sentence is added at the end of the clause 4.2.3.1. Gauging:

Units intended to be used for combined transport shall be codified according to the requirements of Appendix H.

Supporting document(s) for agreed solution:

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1 - TWG FCT proposal for WP14 on 10 Mar 2022: see 'solution proposal'

Extract of the MoM of WP14:

NSA ES proposes to correct the Appendix H in the following way:  
H.2 Wagon Correction Digit

(3) ...For units having less favourable geometric characteristics (high values of distance between bogie pivots) than the reference wagon, ... ERA explains that a specific guide is under development to cover the codification for combined transport, and would prefer to have this type of clarification in the guide. NSA ES agrees to include the proposal in the guide.

CER underlined the quality of ERA work on the FCT Guide. CER highlights that the timeline with regards to OPE TSI amendments is assessed as critical and suggests to anticipate the related amendments to the TSI OPE in the ERA OPE WG.

ERA recognises the need for the direct involvement of OPE experts.

NSA SE asks what is meant by devices for securing intermodal loading unit. ERA replies that the application guide, which is under development, will provide acceptable means of compliance to this high-level requirement in the form or references to IRS documents.

NSA DK reminds that conclusions of the JNS are expected soon and the locking force of 85kN could be validated after the release of the JNS conclusions. ERA remarks that the proposal was discussed during the latest TWG Combined Transport meeting, and that participants consider that it is too early to have something in the TSI. ERA highlights the need for having a clear requirement and assessment for inclusion in the TSI.

The CR 525 is approved and will be processed to the next step 'Analysis completed'. NSA DK recalls the preference to await for the JNS conclusions on the possible inclusion of a minimum locking force requirement in TSI wagon in CR 525.



		2 - During the TWG EDIT on 16 Mar 2022, it was noticed that there is no reference to the new Appendix H of TSI WAG in the TSI core text. A proposal was discussed with the TWG FCT on 1 Apr 2022 and results in the attached file submitted to the WP for the meeting 15 on 25 Apr 2022: WAG_TSI_ref_to_Appenx-H		
Supporting document(s) for justification/discussion:		WAG_TSI_ref_to_Appenx-H.docx		
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
INF TSI	Main Package 2022	cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C		
WAG TSI	Main Package 2022	cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C		
List of assigned Working Party(ies):				
name				
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
TWG on Combined Transport		cq.record:WorkingParty/TWG on Combined Transport@CCM/TSI_C		
Superseded CRs:				
id	Headline			
TSI_C00000449	Creation of an appendix H in the WAG TSI for freight wagons used for combined transport	cq.record:CR/TSI_C00000449@CCM/TSI_C		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Feb 2, 2022 4:00:16 PM	defosan	Submit	no_value	Submitted

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Feb 2, 2022 4:01:57 PM	defosan	Validate	Submitted	Valid
Feb 2, 2022 4:09:11 PM	defosan	Assign	Valid	Assigned
Feb 2, 2022 4:11:37 PM	defosan	Modify	Assigned	Assigned
Feb 2, 2022 4:15:56 PM	defosan	Modify	Assigned	Assigned
Feb 18, 2022 4:56:39 PM	defosan	Modify	Assigned	Assigned
Feb 23, 2022 9:44:44 AM	YSeimandi	Modify	Assigned	Assigned
Feb 23, 2022 9:44:57 AM	YSeimandi	Modify	Assigned	Assigned
Feb 25, 2022 8:29:31 AM	defosan	Modify	Assigned	Assigned
Feb 25, 2022 12:28:41 PM	defosan	Modify	Assigned	Assigned
Mar 11, 2022 5:22:28 PM	defosan	Complete	Assigned	Analysis_Completed
Apr 4, 2022 9:39:00 AM	defosan	Assign	Analysis_Completed	Assigned
Apr 25, 2022 4:43:27 PM	defosan	Modify	Assigned	Assigned
Apr 25, 2022 4:43:35 PM	defosan	Complete	Assigned	Analysis_Completed
May 12, 2022 4:44:18 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:20:19 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000526 - Record Details

Jul 7, 2022 9:06:13 AM

<b>Main</b>		
State:	Packaged	
Headline:	Create an indexed table of standards with detailed references	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:20:29 AM	
Documents and References:	Related article in Decision (EU) 2017/1474 : 3.5.f : Integrate references to standards and to other technical documents evolving regularly in a way which allows their updating in a timely manner	
Recognised Organisation:	ERA	
Submission Date:	Feb 7, 2022 10:43:54 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
ENE TSI	EU 1301/2014	cq.record:TSI/ENE TSIEU 1301%/2014@CCM/TSI_C
INF TSI	EU 1299/2014	cq.record:TSI/INF TSIEU 1299%/2014@CCM/TSI_C
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	To ensure a clear referencing of the standard clause(s) relevant to a basic parameter and to facilitate future updates, all detailed references should be in the dedicated appendix and not in the TSI core text.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	According to the MoM of WP16 of 13 Jun in tab 'Justification/Discussion for Solution'	
Supporting document(s) for agreed solution:		

## Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1 - Core Team proposal on 7 Feb 2022: the CR is assigned to the TWG EDIT to perform only the editorial changes. They consist in: copying the references in the TSI core text / pasting in the table of standards. No standard update will be performed by the TWG EDIT.

2 - CR proposed to the WP14 meeting on 10 Mar 2022.

Comments received before the meeting:

UNIFE: fully supported, needed for future regular maintenance of reference standards, agreed in TWG STA.

CER: ERA's approach for CR526 is hardly supported by CER.

Main issue:

The necessary timely update of reference to standards mandated by the Decision (EU) 2017/1474 clause 3.5.f is acknowledged.

Nevertheless, and without repeating the discussion and justifications given in the TWG, it is important to acknowledge that ERA mandate is also to make the railway sector more interoperable.

Also, fostering the user friendliness of the TSIs which admittedly contributes to boost TSIs implementation shall not be opposed to the revision friendliness of EN references, and we believe a compromise solution should and could be found.

Additionally, administrative burden for ERA is understood and acknowledged, although the administrative burden for the applicants and more generally for the railway sector is far more important which current ERA's approach.

Alternative and compromise short term option for TSIs:2022:

EN references in TSIs core text are given via indexes, with added in bracket corresponding EN standard without its version, version which would be specified in the Appendix (Document: CR526\_CER.pptx)

Long term alternative option:

- To be reflected with the support of EC legal services and DG Digit,
- Objective to boost digitalisation in establishing regulations e.g. TSIs,

- Index in TSI core text would be kept, while consolidated TSIs version could automatically display corresponding references from the Appendix by mean of digital tool/ mapping.

Other issues:

As corrected by ERA (slide 11), CR 526 shall apply to all TSIs, and is about adapting existing Appendixes, and not to create new ones. This is to be consistently corrected in ClearQuest too.

Finally, the revision of existing Appendixes as currently specified in the CR526 is not assessed as sufficient, and focus shall rather be given on the content/ presentation of such Appendix. The model given by the WAG TSI is assessed as the way forward.

Proposed way forward to process CR526:

Suggestion is to address further follow up and implementation of CR526, including corresponding alternative and compromise short term option proposed by CER, in the ERA TWG Edit also dealing with the formatting of the TSIs.

Extract of the MoM:

CER supports the efforts to facilitate the process of updating TSIs with revised standards but suggests an alternative short term option for TSIs 2022. This consists in EN references in TSIs core text given via indexes, with added in bracket corresponding EN standard without its version, version which would be specified in the Appendix. CER notes that this shouldn't only apply to ENE and INF, but to all TSIs.

ERA reminds that the proposal targets also the need to avoid

confusion on the application of parts of standards. Each corresponding TSI Appendix aims to bring better clarity on this.

EIM supports ERA approach but also supports the alternative proposal from CER for short term revision 2022.

UNIFE fully supports this CR aiming at alignment with the model of TSI Loc&Pas. Regarding the proposal of CER, UNIFE underlines that also mentioning the standard in the text may lead to reopen also the core text when updating the TSI to include new version of standards, reducing the efficiency when updating the references to standards, and also bring confusion between dated and precise references in the Appendix and non-dated and unprecise references in the core text.

The assignment of CR526 to the TWG EDIT is agreed. CR526 will be extended to all TSIs.

3 - MoM of WP16 of 13 Jun 2022:

CER's comments:

Importance to implement one single index per standard is to be underlined.

Proposal taken into account concerns raised by TWG stakeholders:

- Multiple index entries for the same standard should be grouped into one single entry [n].
- Allowing to ensure a smooth implementation of CR526, remaining indexes could be left empty as "not used (due to renumbering of indexes)" or similar wording explaining the meaning of "not used".

Index entry in the core text should be referenced as "[n]" (and not "n") to ensure an easy search within TSIs documents.

NSA ES comments:

Maybe it could be a better idea to sort standards in Appendix D by type and by incremental number of the standard. i.e (numbers as an example – not real ones):

[1]...[41] EN 2xx – 5xxxx,

[42] ... [43] ISO 5658 – 5660,

[44] ... [58] UIC 5xx

This way of organisation in Appendix D would facilitate the analysis of the final application of a particular standard to the TSI. It would be very easy to check where to apply the standard (what TSI clause is affected), and what clauses of the standard are applicable. The number of the reference index to Appendix D in main TSI text is secondary. It doesn't matter if the indexes don't appear in order along the TSI text, because requirements are usually dealt/picked one by one in normal projects.

The current proposal for Appendix D doesn't have added value in this sense, since the listing order of the standards does not facilitate the search for a particular standard.

UNIFE comments: can accept update to LOC&PAS and PRM to match new format, however second index level needed where multiple TSI clauses under single standard index (i.e. index 1.1, 1.2, 1.3, 1.4)  
NB-Rail & CER support request from UNIFE.

ERA Confirms request will be adopted for the implementation

ERA on NSA ES comment: request of ordering by number should be avoided as it would lead to regular re-numbering. View shared by CER.

CR adopted (including change requested by UNIFE)

<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Others		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
ENE TSI	Main Package 2022	cq.record:TSI/ENE TSIMain Package 2022@CCM/TSI_C		
INF TSI	Main Package 2022	cq.record:TSI/INF TSIMain Package 2022@CCM/TSI_C		
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C		
WAG TSI	Main Package 2022	cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C		
List of assigned Working Party(ies):				
name				
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Feb 7, 2022 10:51:06 AM	defosan	Submit	no_value	Submitted
Feb 7, 2022 10:51:56 AM	defosan	Validate	Submitted	Valid
Feb 7, 2022 10:55:18 AM	defosan	Assign	Valid	Assigned
Feb 8, 2022 9:38:29 AM	defosan	Modify	Assigned	Assigned
Feb 9, 2022 3:21:06 PM	geninva	Modify	Assigned	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Mar 30, 2022 10:14:42 AM	defosan	Modify	Assigned	Assigned
May 12, 2022 4:45:45 PM	defosan	Modify	Assigned	Assigned
May 12, 2022 5:07:54 PM	defosan	Modify	Assigned	Assigned
Jul 4, 2022 9:59:23 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:20:31 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000543 - Record Details

Jul 7, 2022 9:06:38 AM

Main		
State:	Packaged	
Headline:	WHEELSET ELECTRICAL RESISTANCE	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:20:46 AM	
Documents and References:	WAG TSI clause 4.2.3.3 (a) "If the unit is intended to be compatible with one or more of the following train detection systems, this compatibility shall be established according to the provisions of the ERA/ERTMS/033281 rev. 4.0: (a) train detection systems based on track circuit..."	
Recognised Organisation:	NBRAIL	
Submission Date:	Mar 30, 2022 8:45:34 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	RFU-RST-311	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	WAG TSI clause 4.2.3.3 (a) requires trains to be detected based on track circuits. However, the verification of the parameter electrical resistance of the wheelset is unfeasible or impractical in many cases at subsystem level. See NB-Rail document RFU-RST-311-ERA including comments from ERA.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:	RFU-RST-311_ERA.docx	
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	Solution agreed during the second day of WP15 on 26 Apr 2022 further to the question from NSA FR (the wheelset isn't an IC in the LOC&PAS TSI)  In WAG TSI, clause 4.2.3.3. compatibility with train detection	



systems

Point (a) is modified as follows:

(a) train detection systems based on track circuits; the electrical resistance of the wheelset can be assessed at IC level or at vehicle level.

In LOC&PAS TSI Application Guide, clause 2.4.13, the following is added:

TSI text:

(5) The electrical resistance between the running surfaces of the opposite wheels of a wheelset is specified in the specification referenced in Appendix J-2, index 1, clause 3.1.9 and the method to measure is specified in the same clause.

AG text:

The electrical resistance of the wheelset is generally assessed at the level of the component 'wheelset' and not at the level of the subsystem. When doing so, the Notified body delivers an ISV.

TWG EDIT 16 May 2022: in the above text, "Appendix J-2 index 1" shall be replaced by "Appendix A index 77 of CCS TSI"

Supporting document(s) for agreed solution:

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1 - ERA Core Team proposal for the WP15 of 25 Apr 2022:

In WAG TSI, clause 4.2.3.3. compatibility with train detection systems

Point (a) is modified as follows:

(a) train detection systems based on track circuits; the electrical resistance of the wheelset can be assessed at IC or at vehicle level.

In LOC&PAS TSI, point 4.2.3.3.1.1 (5) is modified as follows:

The electrical resistance between the running surfaces of the opposite wheels of a wheelset is specified in the specification referenced in Appendix J-2, index 1, clause 3.1.9 and the method to measure is specified in the same clause. The electrical resistance of the wheelset can be assessed at IC or at vehicle level.

2 - Revised proposal for LOC&PAS TSI during the second day of WP15 on 26 Apr 2022 further to the question from NSA FR (the wheelset isn't an IC in the LOC&PAS TSI) and the comment from CER (remove 'or at vehicle level').

In WAG TSI, clause 4.2.3.3. compatibility with train detection systems

Point (a) is modified as follows:

(a) train detection systems based on track circuits; the electrical resistance of the wheelset can be assessed at IC level or at vehicle level.

In LOC&PAS TSI, point 4.2.3.3.1.1 (5) is modified as follows:

The electrical resistance between the running surfaces of the opposite wheels of a wheelset is specified in the specification referenced in Appendix J-2, index 1, clause 3.1.9 and the method to measure is specified in the same clause.

	LOC & PAS AG: The electrical resistance of the wheelset can be assessed at the level of the component and the Notified body shall deliver an ISV.			
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:	Performances impact, non interoperability related and non safety related			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
Application guide	n.a.		cq.record:TSI/Application guiden.a.@CCM/TSI_C	
LOC&PAS TSI	Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C	
WAG TSI	Main Package 2022		cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Mar 30, 2022 8:50:32 AM	defosan	Submit	no_value	Submitted
Mar 30, 2022 8:51:32 AM	defosan	Validate	Submitted	Valid

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Mar 30, 2022 8:52:18 AM	defosan	Assign	Valid	Assigned
Apr 5, 2022 9:53:29 AM	defosan	Modify	Assigned	Assigned
Apr 26, 2022 8:41:06 AM	defosan	Modify	Assigned	Assigned
Apr 26, 2022 12:00:10 PM	defosan	Modify	Assigned	Assigned
Apr 26, 2022 3:20:24 PM	defosan	Complete	Assigned	Analysis_Completed
Apr 27, 2022 10:53:38 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
May 16, 2022 11:19:21 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:20:48 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000544 - Record Details

Jul 7, 2022 9:06:58 AM

Main		
State:	Packaged	
Headline:	Amend the TSI OPE according to the discussions in the Topical Working Group on Combined Transport	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:21:03 AM	
Documents and References:	New clauses created in the TSI	
Recognised Organisation:	ERA	
Submission Date:	Apr 4, 2022 9:03:33 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	Output of the TWG FCT	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
OPE TSI	EU 2019/773	cq.record:TSI/OPE TSIEU 2019%/773@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	In order to clarify and harmonise the operational consequences of the specific route compatibility check applicable to combined transport as a result of the codification, amendments are proposed to the TSI OPE.  These amendments impact: - clause 4.2.2.5.1 and appendix D1 of the TSI OPE for route compatibility, - appendix I, with a new open point covering the rules for combined transport as a transport with specific requirements, - appendix J, with the new definition of combined transport	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
Agreed Solution		
Agreed Solution:	Solution agreed at the WP15 on 25 Apr 2022: see file OPE_TSI-FCT13_output_afterWP15	
Supporting document(s) for agreed solution:	OPE_TSI-FCT13_output_afterWP15.docx	
Justification/Discussion for Solution		

Justification/Discussion for Solution by assigned WG(s):		<p>1 - The topic was discussed during the meetings of the Topical Working Group on combined transport. Based on the input from the Joint Sector Group provided prior to the meeting n°13 on 1 Apr 2022 (see doc OPE-JSG-FCT13), a proposal was developed to be presented to the Working Party.</p> <p>2 - The proposal resulting from the discussions is presented for approval to the Working Party during meeting n°15 on 25 Apr 2022: see document OPE_TSI-FCT13_output</p>		
Supporting document(s) for justification/discussion:		OPE_JSG-FCT13.docx, OPE_TSI-FCT13_output.docx		
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
OPE TSI		Main Package 2022		cq.record:TSI/OPE TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
TWG on Combined Transport		cq.record:WorkingParty/TWG on Combined Transport@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Apr 4, 2022 9:11:05 AM	defosan	Submit	no_value	Submitted
Apr 4, 2022 9:11:29 AM	defosan	Validate	Submitted	Valid

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Apr 4, 2022 9:35:01 AM	defosan	Assign	Valid	Assigned
Apr 26, 2022 3:12:44 PM	defosan	Complete	Assigned	Analysis_Completed
Apr 26, 2022 3:16:09 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:21:04 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000545 - Record Details

Jul 7, 2022 9:07:18 AM

Main		
State:	Packaged	
Headline:	New Specific Case for Finland concerning brake system safety requirements (point 4.2.4.2)	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:21:14 AM	
Documents and References:	7.3.2.x Brake safety requirements (point 4.2.4.2)	
Recognised Organisation:	NSA FI	
Submission Date:	Apr 5, 2022 12:01:05 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	N/A	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
WAG TSI	EU 321/2013	cq.record:TSI/WAG TSIEU 321%/2013@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>The reference case for thermal capacity is not mandatory according to 4.2.4.3.3, but it becomes mandatory in practice via 4.2.4.2. (by reference to C14 and C15) unless applicant makes full risk assessment of the whole brake system. For Finnish 1524 mm network with very minor slopes this is seen as overkill and this specific case deals with this problem.</p> <p>This problem has already been discussed with ERA with positive feedback. Please find enclosed some additional information and correspondence with ERA.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:	WAG TSI clauses.pdf, Wagons thermal load Finland_11.3.2019_en.pdf, RE Disagreement about wheel thermal capacity.msg, RE Finnish national technical rules.msg	
Solution Proposal by Submitter		
Solution Proposal by Submitter:	<p>Add new Finnish specific case:</p> <p>"7.3.2.x Brake safety requirements (point 4.2.4.2)</p> <p>For freight wagon intended for operation on 1524 mm network only, the safety requirement defined in clause 4.2.4.2 is deemed fulfilled if the unit complies with conditions defined in clause C9 of appendix C with the following modifications:</p>	

- point (d) is replaced by the following text:  
"Braking performance shall be determined based on the minimum distance of 1 200 m between signals on the Finnish network. Minimum braked weight percentage is 55 % for 100 km/h and 85 % for 120 km/h."

- point (I):is replaced by the following text:  
"If the brake system requires a 'friction element for wheel tread brakes' interoperability constituent, the interoperability constituent shall be according to requirements of point 6.1.2.5 or made of cast iron." "

Change can be categorized as C1, as it is more permissive than current TSI text.

Supporting document(s) for solution proposal:

### Agreed Solution

Agreed Solution:

Solution agreed at WP15 meeting on 26 Apr 2022:

Add new Finnish specific case:

"7.3.2.x Brake safety requirements (point 4.2.4.2)

For freight wagon intended for operation on 1524 mm network only, the safety requirement defined in clause 4.2.4.2 is deemed fulfilled if the unit complies with conditions defined in clause C9 of appendix C with the following modifications:

- point (d) is replaced by the following text:  
"Braking performance shall be determined based on the minimum distance of 1 200 m between signals on the Finnish network. Minimum braked weight percentage is 55 % for 100 km/h and 85 % for 120 km/h."

- point (I):is replaced by the following text:  
"If the brake system requires a 'friction element for wheel tread brakes' interoperability constituent, the interoperability constituent shall be according to requirements of point 6.1.2.5 or made of cast iron." "

Change can be categorized as C1, as it is more permissive than current TSI text.

TWG EDIT of 16 May 2022 - editorial changes:

For freight wagon intended to operate only on 1524 mm network, the safety requirement defined in clause 4.2.4.2 is deemed fulfilled if the unit complies with conditions defined in clause C9 of appendix C with the following modifications:

(d) the braking performance shall be determined on the basis of the minimum distance of 1 200 m between signals on the Finnish network. The minimum percentage of braked weight is 55 % for 100 km/h and 85 % for 120 km/h.

(I) If the brake system requires an interoperability constituent 'friction element for wheel tread brakes', the interoperability constituent shall comply with the requirements of point 6.1.2.5 or be made of cast iron.

Supporting document(s) for agreed solution:



<b>Justification/Discussion for Solution</b>				
Justification/Discussion for Solution by assigned WG(s):		1 - This CR is proposed as a a result of the activities of cleaning-up the national rules. It is therefore submitted in agreement with ERA and accepted.  ERA CT proposal for the WP15 on 25 Apr 2022: see the tab "Solution proposal by Submitter"		
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
WAG TSI		Main Package 2022		cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Une Tyynilä		
Contact person E-Mail address:		une.tyynila@traficom.fi		
<b>History</b>				
Date	User	Action	Old State	New State
Apr 5, 2022 12:40:01 PM	uelinatyyynila	Submit	no_value	Submitted
Apr 5, 2022 3:05:04 PM	defosan	Validate	Submitted	Valid
Apr 5, 2022 3:08:40 PM	defosan	Assign	Valid	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Apr 26, 2022 3:50:03 PM	defosan	Complete	Assigned	Analysis_Completed
May 16, 2022 1:33:34 PM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:21:16 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000546 - Record Details

Jul 7, 2022 9:07:38 AM

<b>Main</b>		
State:	Packaged	
Headline:	Standard references to be update in TSIs following TWG-STA 12	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:24:29 AM	
Documents and References:	EN 13260 EN 13749 EN 50463-2	
Recognised Organisation:	ERA	
Submission Date:	Apr 6, 2022 5:49:55 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	Main Package 2022	cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
WAG TSI	Main Package 2022	cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:	update the TSI according to the proposal attached	
Problem/Need Description:	standard has been updated and TSI needs to be updated to quote the appropriate version	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:	standards to be reviewed twg sta 12 for CRxxx.xlsx	
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	solution agreed during the WP15 meeting on 25 Apr 2022: see document CR546_Standards_WP15 in the Tab 'Justification/Discussion for solution'	
Supporting document(s) for agreed solution:		
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by assigned WG(s):	1 - proposal from the TWG Standard for the WP15 meeting on 25 Apr 2022: see document CR546_Standards_WP15	
Supporting document(s) for	CR546_Standards_WP15.xlsx	

justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
WAG TSI		Main Package 2022		cq.record:TSI/WAG TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
TWG Standards		cq.record:WorkingParty/TWG Standards@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Valery GENIN		
Contact person E-Mail address:		Valery.GENIN@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Apr 6, 2022 5:54:03 PM	geninva	Submit	no_value	Submitted
Apr 7, 2022 11:31:15 AM	defosan	Validate	Submitted	Valid
Apr 7, 2022 11:32:51 AM	defosan	Assign	Valid	Assigned
Apr 26, 2022 9:20:27 AM	geninva	Modify	Assigned	Assigned
Apr 26, 2022 3:52:02 PM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:24:30 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000552 - Record Details

Jul 7, 2022 9:08:01 AM

<b>Main</b>		
State:	Packaged	
Headline:	Luminous intensity of vehicle headlamps	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:24:36 AM	
Documents and References:	Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system Current consolidated version: 05/01/2022 4.2.2.1.2. Front-end	
Recognised Organisation:	CER	
Submission Date:	May 2, 2022 4:55:35 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	Front-end & rear end interface in railway operations Vehicle related topic Permissive driving	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
OPE TSI	Main Package 2022	cq.record:TSI/OPE TSIMain Package 2022@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
CER	cq.record:RecognisedOrganisation/CER@CCM/TSI_C	
<b>Problem/Need</b>		
Operational scope:	Areas of operation with permissive driving	
Problem/Need Description:	<p>Loc&amp;Pas TSI 4.2.7.1.1 (5) specifies the values required for the luminous intensity of both 'dimmed headlamp' and 'full-beam headlamp'.</p> <p>In order to access the lines where permissive driving is used, OPE TSI 4.2.2.1.2 requires the luminous intensity of vehicle headlamps to be in accordance with Loc&amp;Pas TSI 4.2.7.1.1 (5) without further specification either it is required for 'full-beam headlamp' and/or 'dimmed headlamp'.</p> <p>While compliance with 4.2.7.1.1 (5) of Loc&amp;Pas TSI for 'full-beam headlamp' only would ensure access to the lines where permissive driving is used, the luminous intensity required for 'dimmed headlamp' leads for existing rolling stock/ rolling stock type to a very costly retrofit and creates an unnecessary capacity issue in workshops.</p>	
Consequences of addressed problem:	Cost increase & hampering the timely retrofit of existing vehicles. Impeding the Union wide application of rear end signals according to OPE TSI (4.2.2.1.3.2. Freight trains) whilst allowing the operational concept of permissive driving in all areas of operation.	
Application scope:		
Supporting document(s) for Problem/Need		

Description:	
<b>Solution Proposal by Submitter</b>	
Solution Proposal by Submitter:	<p>In OPE TSI 4.2.2.1.2, it is proposed to refer only to the intensity level for the "full-beam headlamps" of Loc&amp;Pas TSI 4.2.7.1.1 (5) in order to access the lines where permissive driving is used.</p> <p>OPE TSI clause 4.2.2.1.2 should be amended as follow:</p> <p><b>4.2.2.1.2. Front-end</b> The railway undertaking shall ensure that an approaching train is clearly visible and recognisable as such, by the presence and layout of its lit white front-end lights.</p> <p>The forward facing front-end of the leading vehicle of a train shall be fitted with three lights in an isosceles triangle, as shown below. These lights shall always be lit when the train is being driven from that end.</p> <p>The front-end lights shall optimise train detectability (marker lights), provide sufficient visibility for the train driver (head lights) by night and during low light conditions and shall not dazzle the drivers of oncoming trains.</p> <p>The spacing, the height above rails, the diameter, the intensity of the lights, the dimensions and shape of the emitted beam in both day and night time operation are defined in the 'rolling stock — locomotives and passenger rolling stock' TSI ('LOC&amp;PAS TSI').</p> <p>By the dates mentioned below for the harmonisation of the rear end signal as per section 4.2.2.1.3.2, the luminous intensity of vehicle headlamps shall be in accordance with the level defined for the full-beam headlamps in the point (5) of section 4.2.7.1.1 of the Annex to Commission Regulation (EU) No 1302/2014 ( 4 ) (Loc&amp;Pas TSI) in order to access the lines identified in RINF where permissive driving is used.</p>
Supporting document(s) for solution proposal:	CRTSI_C00000552_Front end.docx
<b>Agreed Solution</b>	
Agreed Solution:	<p>According to tab 'Justification/discussion for Solution', the last paragraph of clause 4.2.2.1.2 of OPE TSI is amended as follows: "In order to access lines identified in RINF where permissive driving is used, by the dates mentioned below for the harmonisation of the rear end signal as per section 4.2.2.1.3.2, the luminous intensity of vehicle headlamps shall be in accordance with the level defined for the full-beam headlamps in the point (5) of section 4.2.7.1.1 of the Annex to Commission Regulation (EU) No 1302/2014 (4) (Loc&amp;Pas TSI)."</p>
Supporting document(s) for agreed solution:	
<b>Justification/Discussion for Solution</b>	
Justification/Discussion for Solution by assigned WG(s):	<p>1 - ERA CT proposal for the WP16 on 13 June 2022: support the solution proposal by the submitter (see tab Solution Proposal by Submitter)</p> <p>2 - Extract of MoM of WP16 of 13 Jun 2022: CR552 submitted by CER with the intension to close the issue of a European harmonised rear end signal taking into account constraints of lines where permissive driving is used.</p>

	<p>Editorial improvement (reversal of sentences) required to ease and anticipate a consistent translation into German:</p> <ul style="list-style-type: none"> <li>“In order to access lines identified in RINF where permissive driving is used, by the dates mentioned below for the harmonisation of the rear end signal as per section 4.2.2.1.3.2, the luminous intensity of vehicle headlamps shall be in accordance with the level defined for the full-beam headlamps in the point (5) of section 4.2.7.1.1 of the Annex to Commission Regulation (EU) No 1302/2014 (4) (Loc&amp;Pas TSI).”</li> </ul> <p>ERA: Editorial change accepted. CR adopted.</p>			
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:	Important cost saving and timely retrofit of existing vehicles. Ensuring the use of rear end signals according to OPE TSI (4.2.2.1.3.2. Freight trains) whilst allowing the operational concept of permissive driving in the area of operation.			
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:	Performances impact, non interoperability related and non safety related			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
OPE TSI	Main Package 2022		cq.record:TSI/OPE TSIMain Package 2022@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Enno Wiebe		
Contact person E-Mail address:		Enno.Wiebe@cer.be		
<b>History</b>				
<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
May 2, 2022 5:25:13 PM	EWiebe	Submit	no_value	Submitted

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
May 2, 2022 5:30:19 PM	EWiebe	Modify	Submitted	Submitted
May 3, 2022 11:19:14 AM	defosan	Validate	Submitted	Valid
May 4, 2022 4:16:53 PM	defosan	Assign	Valid	Assigned
May 4, 2022 4:18:02 PM	defosan	Modify	Assigned	Assigned
Jul 4, 2022 9:52:20 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:24:37 AM	defosan	Incorporate	Analysis_Completed	Packaged



# CR TSI\_C00000554 - Record Details

Jul 7, 2022 9:08:25 AM

<b>Main</b>		
State:	Packaged	
Headline:	standard reference to be updated following TWG-STA 13	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:24:43 AM	
Documents and References:	see attached file	
Recognised Organisation:	ERA	
Submission Date:	May 2, 2022 5:21:04 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
All	N/A	cq.record:TSI/AlIN%/A@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:	update the TSI according to the proposal attached	
Problem/Need Description:	standard has been updated and TSI needs to be updated to quote the appropriate version	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	the solution agreed during TWG STA 13 is attached	
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	See document CR554 after TWG_STA meeting 24062022 (1).xlsx in tab Justification/Discussion for Solution	
Supporting document(s) for agreed solution:		
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by assigned WG(s):	<p>1 - The changes detailed in the following file were agreed during TWG STA meeting N°13 and are proposed for approval to the WP16 of 13 Jun 2022: see CR554 after TWG_STA meeting</p> <p>2 - Extract of the MoM of WP16 on 13 June 2022:            CER's comments:            EN 15227:2020 (passive safety)</p> <ul style="list-style-type: none"> <li>• Proposed text for index 8 Appendix J requires further complements</li> <li>• Proposed text for L&amp;P TSI 4.2.2.5(7) and 4.2.2.5(8) requires</li> </ul>	

further adaptation to align with ERA proposal in CR554 and with the principles approved for CR526

Document: CR554\_EN15227 2020\_CER (03.06).docx

EN 15302:2021 (equivalent conicity in service)

- Reference to chapter 7 of EN15302:2021 is not necessary in 4.2.4.5.(4), 6.2.4.6, 7.7.10.2, 7.7.17.3bis

Justification:

Chapter 7 "Plausibility check and processing of measured wheel and rail profiles" of EN15302:2021 is not relevant for evaluations of the fulfilment of INF parameters which are related to the equivalent conicity of theoretical wheel-rail profile combinations.

- All sections of TSI INF where EN 15302 is currently referenced are 4.2.11.2: EN15302:2021 chapters 6,7,8,9,12,13

Justification:

INF TSI clause 4.2.11.2 (equivalent conicity in service) does not refer to EN 15302. This should still be added, whereby chapters 7 and 13 of EN 15302 are additionally relevant here because of the use of measured rail profiles.

NSA ES Comments:

It seems there is an error in the Excel file. For EN 12464-1 standard the change proposal refers to point 61.1.2. Please, review the reference including the right one.

UNIFE comments:

EN15227 – ask to remove/postpone and discuss further in TWG STA – errors raised by UNIFE experts in proposal to be provided.

EN15302 – aware of disagreements over extent of standard to be referenced, ask to postpone and check by TWG STA.

ERA: CER comments will be brought to the TWG standard on the 21st of June and hopefully the CR will be presented in the next WP. CR will be split: Standards other than EN15227 and 15302 will be implemented.

ERA proposes to proceed with the standards of the list except EN 15227 and EN 15302 which will be discussed in the TWG STA.

3 - update after TWG STA 14 :

EN 15302 : chapter 7 and 13 of the EN are about measured values, TSI requirement is for design values (so : theoretical) , clauses 7 and 13 of the EN will not be quoted in the updated version of CR 554  
UNIFE will comment on 23/06 latest, in between CR554 is updated with this proposal :

TSI INF :

§ 4.2.4.5.(4) :EN15302:2021 clauses 6,8,9,12

6.2.4.6 : EN15302:2021 clauses 6,8,9,12

7.7.10.2 : EN15302:2021 : clauses 6,8,9,12

7.7.17.3bis : EN15302:2021 clause clauses 6,8,9,12

Appendix T.8 : EN15302:2021 railway applications - wheel-rail contact geometry parameters - Definitions and methods for evaluation

EN 15527 :

Annex A of the standard contradicts the TSI, therefore the precision that the annex A of the standard shall not be used will remain in appendix J

For lifeguard, only clause 6.6.1 of the standard will be quoted.

CR 554 is updated with the following proposal :

TSI loc&pas clause 4.2.2.5 subsections (5);(6);(8) (category C1):  
remove the all references to the clauses of Standard quoted in appendix J-1 index 8

Clause 4.2.3.7. Life guards to be replaced by ; (category C2)

(1) This requirement applies to units fitted with a driving cab.

(2) The wheels shall be protected against damages caused by minor items on the rails by life guards in front of the wheels of the leading axle.

(3) Life guards shall comply with the requirements of the specification referenced in Appendix J-1, index 8

4.2.2.5 (7) to be replaced by : (category C2)

The present TSI specifies crashworthiness requirements applicable within its scope; therefore, the Annex A of the specification referenced in Appendix J-1, index 8 shall not apply. The requirements of the specification referenced in Appendix J-1, index 8 section 6 shall be applied in relation to the above given reference collision scenarios.

7.1.1.8 : to be removed because the clause is obsolete (transition period ends on 01/01/2022)

Appendix D : replace the appendix by : Not Used (category C1)

Appendix J-1 index 8 (category C2)

8

Passive safety – general

4.2.2.5

EN 15227: 2020

4,5,6,7 and annexes B;C;D (Annex A shall not apply)

Passive safety – categorisation

4.2.2.5 (5)

5.1 5-table 1

Passive safety – scenarios

4.2.2.5 (6)

5.2 ; 5.3 ; 5.4 (Annex A shall not apply)

4.2.2.5 (7)

6.1 ; 6.2 ; 6.3 ; 6.4 (Annex A shall not apply)

Passive safety – obstacle deflector

4.2.2.5 (8)

6.5.1 ;

Life guard

4.2.3.7

6.6.1

24/06/2022

editorial changes :

4.2.2.5 (7) to be replaced by : (category C2) OK, but please remove reference to 'section 6'. =>ERA one

The present TSI specifies crashworthiness requirements applicable within its scope; therefore, the Annex A of the specification referenced in Appendix J-1, index 8 shall not apply. The requirements of the specification referenced in Appendix J-1, index 8 section 6 shall be applied in relation to the above given reference collision scenarios.

		appendix J : 5.1 5-table 1 Mistyping ? Shouldn't it be 5.1-Table 1 ?		
		4 - The CR is approved during WP17		
Supporting document(s) for justification/discussion:		CR554 after TWG_STA meeting 24062022 (1).xlsx		
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
All		Main Package 2022		cq.record:TSI/AllMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
TWG Standards		cq.record:WorkingParty/TWG Standards@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Valery GENIN		
Contact person E-Mail address:		Valery.GENIN@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
May 2, 2022 5:23:37 PM	geninva	Submit	no_value	Submitted
May 18, 2022 9:32:57 AM	geninva	Modify	Submitted	Submitted
May 18, 2022 9:33:13 AM	geninva	Validate	Submitted	Valid
May 18, 2022 9:33:39 AM	geninva	Assign	Valid	Assigned
May 18, 2022 10:18:49 AM	defosan	Modify	Assigned	Assigned

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
May 18, 2022 10:41:54 AM	geninva	Modify	Assigned	Assigned
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Jun 10, 2022 4:55:25 PM	geninva	Modify	Assigned	Assigned
Jun 10, 2022 5:01:29 PM	geninva	Modify	Assigned	Assigned
Jun 21, 2022 4:02:03 PM	geninva	Modify	Assigned	Assigned
Jun 24, 2022 11:43:11 AM	geninva	Modify	Assigned	Assigned
Jul 1, 2022 11:56:49 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:24:45 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000558 - Record Details

Jul 7, 2022 9:08:47 AM

Main		
State:	Packaged	
Headline:	Define the interface requirements applicable to units equipped with ETCS onboard and to be fitted with Automatic Train Operation onboard up to Grade of Automation 2.	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:24:56 AM	
Documents and References:	Annex A of TSI CCS index 84 and index 88	
Recognised Organisation:	ERA	
Submission Date:	May 5, 2022 5:10:02 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	There is a need to define the interface requirements applicable to units equipped with ETCS onboard and to be fitted with Automatic Train Operation onboard up to Grade of Automation 2 in order to ensure that all functionalities needed to operate a train up to GoA2 as defined in TSI CCS are identified at rolling stock level.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
Agreed Solution		
Agreed Solution:	Clauses 4.2.13 and 6.2.11 are agreed as follows:  4.2.13. Interface requirements with Automatic Train Operation on-board (1) This basic parameter describes the interface requirements applicable to units equipped with ETCS on-board and intended to be fitted with Automatic Train Operation on-board up to Grade of Automation 2. The requirements relate to the functionality needed to operate a train up to Grade of Automation 2 as defined in TSI CCS. (2) Requirements applicable to units with regards to their interface	

with ETCS on-board and related to the train interface function 'Automatic Driving', when ATO is installed, are defined in the specification referenced in Appendix J.2, index [B].  
 (3) Where ATO on-board GoA1/2 functionality is implemented in newly developed vehicle designs, the index 84 and index 88 of Appendix A of TSI CCS shall be applied.  
 (4) Where ATO onboard GoA1/2 functionality is implemented in existing vehicle types and rolling stock in operation, the index 84 shall be applied, whereas index 88 may be used on a voluntary basis.

6.2.11. EC verification for rolling stock/rolling stock type when ATO on-board is installed  
 (1) Context: this clause applies to units equipped with ETCS on-board and intended to be fitted with Automatic Train Operation on-board up to Grade of Automation 2.  
 (2) The compliance of the rolling stock with interface requirements specified in Index 84 and Index 88 of Appendix A of TSI CCS can be assessed only when ATO is installed.  
 (3) The assessment of the interface requirements for integration of the ATO on-board in the vehicle is part of the EC verification for the CCS on-board subsystem in accordance with clause 6.3.3 of TSI CCS.

Supporting document(s) for agreed solution:

**Justification/Discussion for Solution**

Justification/Discussion for Solution by assigned WG(s):

1 - proposal for the WP16 meeting on 13 June 2022:  
 See document CR558\_impact\_LOC&PAS

2 - Extract of the MoM of WP16 of 13 Jun 2022:  
 CR 558 – Interfaces RST / ATO GoA2 including change categorisation  
 CER's comments:

- ERA's proposal is appreciated although it can't be considered as "resulting from TWG Train Architecture" as it has not been discussed there
- CER's comments intend to fine tune the proposed wording and corresponding references to CCS SubSets
- Document: CR558\_impact\_LOC&PAS (24.05)\_CER (03.06).docx

NSA DE Question / Proposal:  
 Note: Subsets index 84 and index 88 to TSI CCS are not finalized yet. So requirements for readiness are not yet defined.

- As in CR 424, question if it is sufficiently clear, which NoBo (subsystem CCS, subsystem RST) has to check what?
- 6.2.11 (2) assessment of compliance => ?
- 6.2.11 (3) assessment of integration => CCS
- Proposal for 6.2.11 (3)

(3) The assessment of the integration of the ATO on-board in the vehicle is part of the EC verification for the CCS on-board subsystem in accordance with clause 6.3.3 of TSI CCS.

UNIFE comments (CR424/CR558):

- Proposal not clear enough to support, recent documents not available when agenda first provided.
  - o "Newly developed vehicle designs" needs to be defined – related to new type receiving first authorisation? Definition previously requested in TWG ARCHI.
- Need to understand and check proposal on categorisation before possibility to approve in WP.
  - Postpone to WP#17 after clarification on proposal

Request rejected by ERA as time for review was already provided.

ERA to CER: About interfaces, we refer only to chapter 4 and not 6 or 7. ERA rejects the CER proposal to provide more detailed interfaces;

		given the timeline, this is seen as unrealistic for this package. ERA to NSA DE: Changes will be handled similarly to CR424. CR adopted.		
Supporting document(s) for justification/discussion:		CR558_impact_LOC&PAS.docx		
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
TWG Train Architecture		cq.record:WorkingParty/TWG Train Architecture@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
May 5, 2022 5:17:13 PM	defosan	Submit	no_value	Submitted
May 5, 2022 5:17:44 PM	defosan	Validate	Submitted	Valid
May 5, 2022 5:18:23 PM	defosan	Assign	Valid	Assigned
May 5, 2022 6:14:04 PM	defosan	Modify	Assigned	Assigned
May 24, 2022 3:52:27 PM	defosan	Modify	Assigned	Assigned



<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Jul 4, 2022 9:20:36 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:24:57 AM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000559 - Record Details

Jul 7, 2022 9:09:07 AM

Main		
State:	Packaged	
Headline:	Higher current at standstill for charging energy storage systems for traction	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:25:09 AM	
Documents and References:	COMMISSION DELEGATED DECISION (EU) 2017/1474 Article 3 (5) (b)	
Recognised Organisation:	ERA	
Submission Date:	May 10, 2022 9:14:38 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	More and more vehicles are equipped with electric energy storage systems for traction purpose, such as batteries. With the current limit at standstill specified in the LOC&PAS TSI clause 4.2.8.2.5 the charging time for these systems is very long which represents a significant operational hindrance. It should be possible to exceed the limits specified in the LOC&PAS TSI clause 4.2.8.2.5 in areas dedicated to the charging of electric energy storage systems for traction.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:		
Supporting document(s) for solution proposal:		
Agreed Solution		
Agreed Solution:	Note: final text changed by TWG EDIT on 23 June 2022:  In clause 4.2.8.2.5 (3), the point  The maximum current per pantograph at vehicle standstill in DC systems can be exceeded only for charging electric energy storage	

for traction, in allowed locations and under the specific conditions defined in the register of infrastructure. In that case, it shall be possible to disable the capacity of the unit to exceed the maximum current at standstill.

is changed to:

The maximum current per pantograph at vehicle standstill in DC systems can be exceeded only for charging electric energy storage for traction, in allowed locations and under the specific conditions defined in the register of infrastructure. Only in that case it shall be possible for a unit to enable the capacity to exceed the maximum current at standstill.

In section 4.2.12.2 (25) the terms "when applicable" are added

Supporting document(s) for agreed solution:

### Justification/Discussion for Solution

Justification/Discussion for Solution by assigned WG(s):

1 - ERA Core Team proposal for the WP16 of 13 Jun 2022: see doc CR559\_for\_WP16

2 - Extract of MoM of WP16 of 13 Jun 2022:

CER's comments:

ERA's text proposal is appreciated as it solves the problem of "battery trains" on DC networks

Fine tuning of the structure of proposed RINF parameters is necessary to align with the framework of RINF Regulation and its Table 1

Document: CR559\_for\_WP16\_CER-EIM (03.06).docx

RINF Parameter "yyyyy" 'Permitted conditions for charging electric energy storage for traction purposes at standstill' (value: reference to IM document):

- Proposed description may not be sufficient to further set up the appropriate level of details for an automatised RCC
- Additional sub parameters (as e.g. "zzzzz" on 'Maximum current at standstill when charging batteries for traction purposes (A)') would further be required.
- Currently subject to field testing, RINF should further be enhanced in the context of CR350 when detailed inputs (i.e. agreed list of sub parameters) are available.

UNIFE comments:

Support, however "(3)... In that case, it shall be possible to disable the capacity of the unit to exceed the maximum current at standstill." Not understood, needs to be reworded.

ERA: CER proposal for registers is in line with the CR.

ERA confirms UNIFE comment, sentence will need to be rephrased.

EIM worked with and supports the proposal voiced by CER.

ERA confirms CR350 shall include the parameter for battery charging based on returns of experience. Open point(s) raised in CR559 should be closed by CR350.

CER (via chat):

waiting for the return of experience is indeed CER/EIM position before detailing sub parameters, proposal as it is (with detailed proposal for table 1) to be simply recorded in ERA report, please, for further TSIs activity on improvement of the RCC framework as soon as return of experience is available (future/ ongoing work in the context of CR350).

CR adopted (with rephrased sentence – intent is clear).

Supporting document(s) for justification/discussion:	CR559_for_WP16.docx			
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:	Performances impact, non interoperability related and non safety related			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
LOC&PAS TSI	Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C	
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
May 10, 2022 9:23:00 AM	defosan	Submit	no_value	Submitted
May 11, 2022 2:57:52 PM	defosan	Validate	Submitted	Valid
May 11, 2022 2:58:18 PM	defosan	Assign	Valid	Assigned
May 16, 2022 8:47:37 AM	defosan	Modify	Assigned	Assigned
Jun 23, 2022 4:42:25 PM	defosan	Complete	Assigned	Analysis_Completed
Jul 4, 2022 9:56:46 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 10:25:11 AM	defosan	Incorporate	Analysis_Completed	Packaged



# CR TSI\_C00000567 - Record Details

Jul 7, 2022 9:23:23 AM

<b>Main</b>		
State:	Packaged	
Headline:	update the TSI loc&pas to 2019 version of EN 15152	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 10:25:16 AM	
Documents and References:	EN 15152 Railway applications - Windscreens for trains	
Recognised Organisation:	ERA	
Submission Date:	May 18, 2022 10:03:13 AM	
Submitter Reference Number:		
Project Information (Project name and starting time):	.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
<b>Problem/Need</b>		
Operational scope:		
Problem/Need Description:	2019 version of EN 15152 bring changes in chromacity and other parameters related to visibility in order to make sure that this new version will not jeopardize the visibility of trackside signal, some questions have been raised to the sector.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
<b>Solution Proposal by Submitter</b>		
Solution Proposal by Submitter:	<p>1 - in order to refer to the new version CEN may answer the concerns detailed in the attached file CR567.docx</p> <p>2 - answers provided: see attached presentation "Chromaticity comparison_11022015.pptx"</p> <p>Slide 2 of the presentation, associated with the tolerances provided in table 9 of EN 15152:2019, show that there is no risk of overlapping, meaning that there will be no confusion between colors of the different trackside signals (including purple) by the driver. Color confusion was the main issue for this standard.</p> <p>The answer to the two other concerns are the following.</p> <p>4.2.9.2.2 (3) : in version 2019 the requirements are wider than the one from the 2007 version, can you ask the WG what is the impact of the wider requirements on the optical distortion? =&gt; Values for</p>	

	optical distortion was modified to be the same as TSI	
	4.2.9.2.2 (5) : in 2019 version are additionnals requirements for separated colors, full spectrum in line with TSI. => what is the impact on light transmittance ? => no impact on the visible spectrum, the idea of these additional requirements is to ensure that for each color we reach the maximum light transmittance value.	
Supporting document(s) for solution proposal:	CR567.docx, Chromaticity comparison_11022015.pptx	
<b>Agreed Solution</b>		
Agreed Solution:	Solution proposed in tab 'Justification/Discussion for Solution' agreed during WP17 of 27 Jun 2022	
Supporting document(s) for agreed solution:		
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by assigned WG(s):	1 - TWG STA proposal for WP17 on 27 June 2022: see document CR567 TSI update proposal.docx  Category of the change: C2	
Supporting document(s) for justification/discussion:	CR567 TSI update proposal.docx	
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Interoperability related and non safety related	
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	To be determined	cq.record:TSI/LOC&PAS TSITo be determined@CCM/TSI_C
List of assigned Working Party(ies):		
name		
TWG Standards	cq.record:WorkingParty/TWG Standards@CCM/TSI_C	
Superseded CRs:		
id	Headline	

**Contact Person**

Contact person Name:	Valery GENIN
Contact person E-Mail address:	Valery.GENIN@era.europa.eu

**History**

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
May 18, 2022 10:12:55 AM	geninva	Submit	no_value	Submitted
May 20, 2022 8:44:18 AM	defosan	Validate	Submitted	Valid
May 31, 2022 4:18:14 PM	defosan	Assign	Valid	Assigned
May 31, 2022 4:32:42 PM	defosan	Modify	Assigned	Assigned
Jun 7, 2022 11:52:34 AM	defosan	Modify	Assigned	Assigned
Jul 6, 2022 9:26:29 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:25:17 AM	defosan	Incorporate	Analysis_Completed	Packaged



# CR TSI\_C00000570 - Record Details

Jul 7, 2022 9:23:53 AM

Main		
State:	Packaged	
Headline:	Rephrasing section 2.1 of the OPE TSI to clarify the scope	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 2:40:00 PM	
Documents and References:	OPE TSI Section 2.1	
Recognised Organisation:	ERA	
Submission Date:	Jun 3, 2022 2:22:58 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	n.a.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
OPE TSI	EU 2019/773	cq.record:TSI/OPE TSIEU 2019%/773@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	See file: OPE-TSI-section-2.1_prob-desc	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:	OPE-TSI-section-2.1_prob-desc.docx	
Solution Proposal by Submitter		
Solution Proposal by Submitter:	See file: OPE-TSI-2022-CR-section-2.1	
Supporting document(s) for solution proposal:	OPE-TSI-2022-CR-section-2.1.docx	
Agreed Solution		
Agreed Solution:	To be completed with MoM of WP17 of 27 June 2022  Solution agreed except from NSA FR not supporting it.  According to comment from CER, the sentence between brackets in clause 4.2.1.1 (2) (, for the staff as defined in point 2.1,) is removed	
Supporting document(s) for agreed solution:		
Justification/Discussion for Solution		
Justification/Discussion for Solution by assigned WG(s):	CR discussed during WP17 of 27 Jun 2022. Comments received from CER prior to the meeting:	
Supporting document(s) for justification/discussion:	OPE-TSI-2022-CR-section-2.1_CER (24.06).docx	
Economic Evaluation		

Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:	Others			
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name	Reference_OJ_Publication			
OPE TSI	Main Package 2022	cq.record:TSI/OPE TSIMain Package 2022@CCM/TSI_C		
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Antoine Defossez		
Contact person E-Mail address:		antoine.defossez@era.europa.eu		
<b>History</b>				
Date	User	Action	Old State	New State
Jun 3, 2022 2:28:29 PM	defosan	Submit	no_value	Submitted
Jun 3, 2022 2:29:07 PM	defosan	Validate	Submitted	Valid
Jun 3, 2022 2:29:44 PM	defosan	Assign	Valid	Assigned
Jul 6, 2022 9:19:02 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 9:24:17 AM	defosan	Modify	Analysis_Completed	Analysis_Completed
Jul 6, 2022 2:40:02 PM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000572 - Record Details

Jul 7, 2022 9:24:17 AM

Main		
State:	Packaged	
Headline:	Update standard reference: EN14752:2019 should be replaced by EN14752:2019+A1:2021 in TSI PRM and TSI loc&pas	
Type:	Enhancement	
Last Modification Date:	Jul 6, 2022 2:40:10 PM	
Documents and References:	EN14752:2019+A1:2021	
Recognised Organisation:	ERA	
Submission Date:	Jun 8, 2022 3:50:04 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):	.	
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
LOC&PAS TSI	EU 1302/2014	cq.record:TSI/LOC&PAS TSIEU 1302%/2014@CCM/TSI_C
PRM TSI	EU 1300/2014	cq.record:TSI/PRM TSIEU 1300%/2014@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	CR517 approved update of EN14752 to version 2019. Although EN14752:2019+A1:2021 has been published in December 2021 and was overlooked in CR517.	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:	CR517 approved update of EN14752 to version 2019. Although EN14752:2019+A1:2021 has been published in December 2021 and was overlooked in CR517. The following changes are proposed to the TWG-STA Proposal: Update standard reference: EN14752:2019 should be replaced by EN14752:2019+A1:2021 in TSI PRM and TSI loc&pas TSI loc&pas : appendix J index 32 and 33 EN 14752:2019+A1:2021 TSI PRM : Appendix A index 11 EN 14752:2019+A1:2021  Category C1	

Supporting document(s) for solution proposal:				
<b>Agreed Solution</b>				
Agreed Solution:		Solution proposed in tab 'Solution Proposal by Submitter' agreed during WP17 of 27 Jun 2022		
Supporting document(s) for agreed solution:				
<b>Justification/Discussion for Solution</b>				
Justification/Discussion for Solution by assigned WG(s):				
Supporting document(s) for justification/discussion:				
<b>Economic Evaluation</b>				
Preliminary Assessment of Benefits by submitter:				
Supporting document(s) for preliminary assessment of benefits:				
Economic Evaluation:				
Supporting document(s) for Economic Evaluation:				
<b>Process Management</b>				
Severity:		Performances impact, non interoperability related and non safety related		
Reason for reclassification				
Reason for rejection:				
Reason for postponement:				
Superseding CR:				
Target TSI and Baseline:				
TSI_name		Reference_OJ_Publication		
LOC&PAS TSI		Main Package 2022		cq.record:TSI/LOC&PAS TSIMain Package 2022@CCM/TSI_C
PRM TSI		Main Package 2022		cq.record:TSI/PRM TSIMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):				
name				
ERA TSI Core Team		cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C		
TWG EDIT		cq.record:WorkingParty/TWG EDIT@CCM/TSI_C		
TWG Standards		cq.record:WorkingParty/TWG Standards@CCM/TSI_C		
Superseded CRs:				
id		Headline		
<b>Contact Person</b>				
Contact person Name:		Valery GENIN		
Contact person E-Mail address:		Valery.GENIN@era.europa.eu		
<b>History</b>				
<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Jun 8, 2022 3:52:14 PM	geninva	Submit	no_value	Submitted
Jun 9, 2022 11:06:24 AM	geninva	Modify	Submitted	Submitted
Jun 10, 2022 4:14:00 PM	defosan	Validate	Submitted	Valid
Jul 6, 2022 9:30:03 AM	defosan	Complete	Valid	Analysis_Completed
Jul 6, 2022 2:40:11 PM	defosan	Incorporate	Analysis_Completed	Packaged

# CR TSI\_C00000579 - Record Details

Jul 7, 2022 9:24:41 AM

Main		
State:	Packaged	
Headline:	Removal of the specific cases that apply to Great Britain	
Type:	Error	
Last Modification Date:	Jul 6, 2022 10:32:35 AM	
Documents and References:	EU-UK Withdrawal Agreement (specifically, the Protocol on Ireland and Northern Ireland)	
Recognised Organisation:	ERA	
Submission Date:	Jun 22, 2022 5:23:52 PM	
Submitter Reference Number:		
Project Information (Project name and starting time):		
Impacted TSI(s) and OJ publication		
TSI_name	Reference_OJ_Publication	
All	N/A	cq.record:TSI/AllN%/A@CCM/TSI_C
Endorsed by the following Recognised Organisation(s):		
Name		
Problem/Need		
Operational scope:		
Problem/Need Description:	<p>Due to Brexit, there should be no more specific cases for UK in the TSIs.</p> <p>However, the Protocol on Ireland and Northern Ireland provides for the continued application of TSIs in Northern Ireland. It is, therefore, important that any UK specific cases in the TSIs that apply in Northern Ireland are retained to avoid issues occurring in relation to Northern Ireland's ability to comply with the relevant requirements.</p>	
Consequences of addressed problem:		
Application scope:		
Supporting document(s) for Problem/Need Description:		
Solution Proposal by Submitter		
Solution Proposal by Submitter:	<p>Remove all cases applicable to UK except those applicable to Northern Ireland from the TSIs.</p> <p>In detail:</p> <p>delete all points entitled or mentioning "the United Kingdom (Great Britain)", "UK for Great Britain", "the United Kingdom of Great Britain and Northern Ireland, applying only to the mainline network in Great Britain", "the UK network for Great Britain" "UK for Great Britain" "the United Kingdom national network in Great Britain"</p>	

	change points mentioning: "the United Kingdom of Great Britain and Northern Ireland" "the United Kingdom in respect of Northern Ireland" "United Kingdom of Northern Ireland" "UK for Northern Ireland" "United Kingdom"  to "UK for Northern Ireland"	
Supporting document(s) for solution proposal:		
<b>Agreed Solution</b>		
Agreed Solution:	Solution presented to WP17 of 27 June, no approval required.  Specific cases for UK deleted or amended as per tab 'Solution Proposal by Submitter'	
Supporting document(s) for agreed solution:		
<b>Justification/Discussion for Solution</b>		
Justification/Discussion for Solution by assigned WG(s):		
Supporting document(s) for justification/discussion:		
<b>Economic Evaluation</b>		
Preliminary Assessment of Benefits by submitter:		
Supporting document(s) for preliminary assessment of benefits:		
Economic Evaluation:		
Supporting document(s) for Economic Evaluation:		
<b>Process Management</b>		
Severity:	Performances impact, non interoperability related and non safety related	
Reason for reclassification		
Reason for rejection:		
Reason for postponement:		
Superseding CR:		
Target TSI and Baseline:		
TSI_name	Reference_OJ_Publication	
All	Main Package 2022	cq.record:TSI/AllMain Package 2022@CCM/TSI_C
List of assigned Working Party(ies):		
name		
ERA TSI Core Team	cq.record:WorkingParty/ERA TSI Core Team@CCM/TSI_C	
Superseded CRs:		
id	Headline	

**Contact Person**

Contact person Name:	Antoine Defossez
Contact person E-Mail address:	antoine.defossez@era.europa.eu

**History**

<b>Date</b>	<b>User</b>	<b>Action</b>	<b>Old State</b>	<b>New State</b>
Jun 22, 2022 5:50:13 PM	defosan	Submit	no_value	Submitted
Jun 24, 2022 9:10:42 AM	defosan	Modify	Submitted	Submitted
Jun 24, 2022 9:21:57 AM	defosan	Validate	Submitted	Valid
Jun 24, 2022 9:22:30 AM	defosan	Assign	Valid	Assigned
Jul 4, 2022 10:51:52 AM	defosan	Complete	Assigned	Analysis_Completed
Jul 6, 2022 10:32:37 AM	defosan	Incorporate	Analysis_Completed	Packaged