



| # ID | TSI                    | Section                                      | Language | Identified by Country | Identified by Organisation | Original text   | Proposed Amendment  | Original EN version  | Category of deficiency                                   | Date of input about deficiency was received step 100 | Reference nr of Technical Opinion step 410 | Reference nr of ERA Recommendation to EC step 500 | Date when Technical Opinion was published on ERA website step 700 | Date of publication of legal act in Official Journal step 900 date to step 1010 reference in OJ | Reference nr of legal act published in Official Journal step 1010 | Date when deficiency was published on ERA web |
|------|------------------------|--|----------|-----------------------|----------------------------|---|---|--|--|--|--|---|---|---|---|---|
| 12   | HS RST TSI 2008/232/EC | PT version                                   | PT       | PT                    |                            |   | The term "ressão acústica" must be changed by the term "pressão sonora" in TSI (including annexes)  |  | 2. Substantial linguistic and translation deficiencies   |  |  |   |   |   |   | 12/04/2011                                    |
| 13   | HS RST TSI 2008/232/EC | PT version                                   | PT       | PT                    |                            |   | In the last two sentences of sections 4.2.8.2, the term "anti-patinagem" must be changed by the term "anti-patinagem"   |  | 2. Substantial linguistic and translation deficiencies   |  |  |   |   |   |   | 12/04/2011                                    |
| 14   | HS RST TSI 2008/232/EC | Annex L, PT version                          | PT       | PT                    |                            | Aptidão à triagem por gravidade: engates, passagem dos cavalos de triagem, resistência à tamponagem   | Aptidão à triagem por gravidade: engates, passagem dos cavalos de triagem, resistência à tamponagem   |  | 2. Substantial linguistic and translation deficiencies   |  |  |   |   |   |   | 12/04/2011                                    |
| 15   | PRM TSI 2008/164/EC    | 4.1.2.18.1. Platform Height                  | EN       |                       | European Commission, ERA   | For platforms on the Conventional Rail Network, two nominal values are permissible for platform height: 550 mm and 760 mm above the running surface. The tolerances on these dimensions shall be within -35 mm/+ 0 mm.  | For the platforms on the High Speed network values are set in the HS INS TSI (§ 4.2.20.4).<br>For platforms on the Conventional Rail Network, two nominal values are permissible for platform height: 550 mm and 760 mm above the running surface. The tolerances on these dimensions shall be within -35 mm/+ 0 mm.  |  | 1. Typographical errors and evident translation mistakes |  | ERA/REC/07-2011/INT                        | 09/09/2011  | 14/08/2012  | 2012/464/EU   |   | 12/04/2011                                    |
| 16   | PRM TSI 2008/164/EC    | 4.2.2.12.1. General requirements, first para | FR       |                       | UNIFE                      | Le point situé au centre du nez de la marche (2) de chaque porte d'accès, des deux côtés d'une voiture placée sur les rails et en condition d'exploitation normale, équipée de nouvelles roues mais sans voyageurs à bord, doit être situé à l'intérieur de la surface désignée comme «emplacement de la marche» dans la figure 11 ci-dessous, en respectant les exigences expliquées ci-dessous.                           | Il doit être démontré que le point situé au centre du nez de la marche (2) de chaque porte d'accès, des deux côtés d'une voiture placée de façon centrale sur les rails et en condition d'exploitation normale, équipée de nouvelles roues mais sans voyageurs à bord, doit être situé à l'intérieur de la surface désignée comme «emplacement de la marche» dans la figure 11 ci-dessous, en respectant les exigences expliquées ci-dessous. | EN version: It shall be demonstrated that the point situated in the central position on the nose of the step (2) of each access door on both sides of a vehicle standing centrally on the rails and in service condition with new wheels but without passengers, shall be located inside the surface identified as 'step location' on the figure 11 below, meeting the requirements explained below. | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   | 12/04/2011                                    |
| 17   | PRM TSI 2008/164/EC    | 4.1.2.3.1. General, sixth para               | PL       | PL                    | OPOCE                      | Nowe stacje przyjmujące mniej niż 1 000 pasażerów dziennie (suma pasażerów wsiadających i wysiadających) nie muszą być wyposażone w windy lub podjazdy, które w normalnej sytuacji byłyby wymagane w celu osiągnięcia pełnej zgodności z niniejszym punktem, jeśli na tej samej trasie, w odległości nieprzekraczającej 50 km, znajduje się inna stacja, posiadająca w pełni zgodną z wymaganiami trasę wolną od przeszkód. | Nowe stacje przyjmujące mniej niż 1 000 pasażerów dziennie (suma pasażerów wsiadających i wysiadających) nie muszą być wyposażone w windy lub podjazdy, które w normalnej sytuacji byłyby wymagane w celu osiągnięcia pełnej zgodności z niniejszym punktem, jeśli na tej samej trasie, w odległości nieprzekraczającej 30 km, znajduje się inna stacja, posiadająca w pełni zgodną z wymaganiami trasę wolną od przeszkód.                   | EN version: New stations with a throughput of less than 1 000 passengers per day (combined total of passengers embarking and disembarking) are not required to have lifts or ramps where these would otherwise be necessary to achieve full compliance with this clause if another station within 30 km on the same route provides a fully compliant obstacle-free route.                            | 1. Typographical errors and evident translation mistakes |  |  |   |   |   | 12/04/2011  |   |
| 18   | PRM TSI 2008/164/EC    | 4.1.2.19 Platform width and edge of platform | SE       | DK                    |                            | Minimivståndet från kanten på hinder som väggar, sittplatser, hissar och trappor som har en längd som överskrider 1 000 mm, men er mindre än 1 000 mm, till kanten etc  | Minimivståndet från kanten på hinder som väggar, sittplatser, hissar och trappor som har en längd som överskrider 1 000 mm, men er mindre än 10 000 mm, till kanten etc   | The minimum distance from the edge of obstacles like walls, seating places, lifts and stairs that have a length of more than 1 000 mm but less than 10 000 mm.   | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   | 12/04/2011                                    |
| 19   | PRM TSI 2008/164/EC    | 7.3.2 Rolling stock                          | EN       | CZ                    | NSA                        | This clause of the TSI does not apply to Rolling Stock being renewed or upgraded under the terms of a contract already signed or under final phase of tendering procedure at the date of entry into force of this TSI.  | This TSI does not apply to Rolling Stock being renewed or upgraded under the terms of a contract already signed or under final phase of tendering procedure at the date of entry into force of this TSI.  |  | 2. Substantial linguistic and translation deficiencies   |  | ERA/REC/07-2011/INT                        | 09/09/2011  | 14/08/2012  | 2012/464/EU   |   | 12/04/2011                                    |

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|------|---------------------|---|----------|-----------------------|----------------------------|--|---|--|--|--|--|---|---|---|---|---|------------|
| 20   | SRT TSI 2008/163/EC | 4.2.2.4. Fire safety requirements for building material |          | SE                    | Swedish authorities        | para 2: This specification applies to building material and installations inside tunnels other than structures, which are covered in 4.2.2.3. They shall have low flammability, be non-flammable or protected, depending on the design requirements. The material for tunnel substructure shall fulfil the requirements of classification A2 of EN 13501-1:2002. Non-structural panels and other equipment shall fulfil the requirements of classification B of EN 13501-1:2002. | ERA recommends to keep the reference as it is now and update it at the next revision of the TSI   |  | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   | 12/04/2011                                    |            |
| 21   | SRT TSI 2008/163/EC | 4.2.3.2. Overhead line or conductor rail earthing       |          | SE                    | Swedish authorities        | Earthing devices shall be provided at tunnel access points and close to the separation points between sections (see 4.2.3.1). These shall be either fitted manually or remote controlled fixed installations.  | Earthing devices shall be provided at tunnel access points and close to the separation points between sections (see 4.2.3.1). These shall be either manually controlled or remote controlled fixed installations.   |  | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   | 12/04/2011                                    |            |
| 22   | SRT TSI 2008/163/EC | 4.3.2.1. Escape walkways                                |          | SE                    | Swedish authorities        | The definition of escape walkways is described in the CR SRT TSI 4.2.2.7. The HS INS TSI has referred to this specification. The CR SRT TSI is responsible for it.   | delete 'The CR SRT TSI is responsible for it.'  |  | 1. Typographical errors and evident translation mistakes |  | ERA/REC/07-2011/INT                        | 09/09/2011  | 14/08/2012  | 2012/464/EU   |   | 12/04/2011                                    |            |
| 23   | SRT TSI 2008/163/EC | 4.3.6. Interfaces with the rolling stock subsystem      |          |                       | ERA                        | row 9 and 10 of the table: see below*<br>4.2.5.9 Emergency lighting system in the train 4.2.7.13<br>4.2.5.10 Switching off of air conditioning in the train 4.2.7.12.1   | see below**<br>4.2.5.9 Emergency lighting system in the train 4.2.7.12<br>4.2.5.10 Switching off of air conditioning in the train 4.2.7.11.1  |  | 1. Typographical errors and evident translation mistakes |  | ERA/REC/07-2011/INT                        | 09/09/2011  | 14/08/2012  | 2012/464/EU   |   | 12/04/2011                                    |            |
| 24   | SRT TSI 2008/163/EC | 7. IMPLEMENTATION, first para                           |          | SE                    | Swedish authorities        | This SRT TSI specifies the basic parameters required either in new, renewed and upgraded tunnels (on conventional lines) or new, renewed and upgraded CR rolling stock, in order to harmonise the current level of overall safety in tunnels throughout Europe.  | This SRT TSI specifies the basic parameters required either in new, renewed and upgraded tunnels (on conventional and high-speed lines) or new, renewed and upgraded CR and HS rolling stock, in order to harmonise the current level of overall safety in tunnels throughout Europe. | For HS RST, requirements are expressed in the HS RST TSI; therefore, the implementation has to be applied according to the HS RST TSI. See technical opinion ERA/ADV/02-2009/INT sent to DG-TREN on 07/12/2009 further to a request from France. | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   | 12/04/2011                                    |            |
| 25   | SRT TSI 2008/163/EC | 1.1.3   | NL       |                       | ERA                        | Tot tunnels toegelaten rollend materieel moet tot beide brandveiligheidscategorieën (A en B) behoren (de volgende definities zijn geharmoniseerd met de HS RST TSI 4.2.7.2.1 en prEN45545 deel 1):   | Tot tunnels toegelaten rollend materieel moet tot een van de brandveiligheidscategorieën (A en B) behoren (de volgende definities zijn geharmoniseerd met de HS RST TSI 4.2.7.2.1 en prEN45545 deel 1):   | Rolling stock admitted in tunnels shall belong to either of the following two fire safety categories A and B (the following definitions are harmonised with HS RST TSI 4.2.7.2.1 and prEN45545 part 1):  | 2. Substantial linguistic and translation deficiencies   |  |  |   |   |   |   | 12/04/2011                                    |            |
| 26   | SRT TSI 2008/163/EC | 4.3   | all      |                       | ERA                        | § 4.3.2 first column, 4.3.2.1 twice, 4.3.3 first column, 4.3.4 first column, 4.3.5 first column, 4.3.6 first column, 4.3.7 first column, 6.2.1 last column 29 times : CR SRT TSI   | § 4.3.2 first column, 4.3.2.1 twice, 4.3.3 first column, 4.3.4 first column, 4.3.5 first column, 4.3.6 first column, 4.3.7 first column, 6.2.1 last column 29 times : HS and CR SRT TSI   |  | 1. Typographical errors and evident translation mistakes |  | ERA/ADV/02-2009/INT                        | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | 2012/464/EU   |   | 12/04/2011 |

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|------|------------------------|--|----------|-----------------------|----------------------------|---|---|---|--|--|--|---|---|---|---|---|------------|
| 27   | SRT TSI 2008/163/EC    | 4.2.5.9 Emergency lighting system in the train         | all      |                       | ERA                        | The provisions in clause 4.2.7.13 'Emergency lighting' of HS RST TSI apply also to CR passenger rolling stock, except that an autonomy of 90 minutes after the main energy supply has failed is required  | The provisions in clause 4.2.7.12 'Emergency lighting system' of HS RST TSI apply also to CR passenger rolling stock, except that an autonomy of 90 minutes after the main energy supply has failed is required   |   | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | 2012/464/EU   | 12/04/2011                                    |            |
| 28   | SRT TSI 2008/163/EC    | 4.2.5.3.1. Running capability                          | FR       |                       | UNIFE                      | L'aptitude au roulement lorsqu'un incendie est déclaré à bord est demandée pour les motrices de traction marchandises ou wagons de fret (outre les spécifications de la STI RST RC wagons de fret) même si l'objectif consistant à sortir le train du tunnel s'applique également aux trains de fret. | Aucune aptitude particulière au roulement lorsqu'un incendie est déclaré à bord n'est demandée pour les motrices de traction marchandises ou wagons de fret (outre les spécifications de la STI RST RC wagons de fret) même si l'objectif consistant à sortir le train du tunnel s'applique également aux trains de fret. | No specific running capability with a fire on board is requested for freight traction units or wagons (in addition to the specifications of CR RST TSI freight wagons) although the objective of bringing the train out of the tunnel also applies to freight trains. | 2. Substantial linguistic and translation deficiencies   |  |  |   |   |   |   | 12/04/2011                                    |            |
| 29   | HS ENE TSI 2008/284/EC | 2.2.2  |          |                       | ERA                        | Geometry of Overhead contact line and pantograph  | Geometry of overhead contact line and pantograph  |   | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   |   | 12/04/2011 |
| 30   | HS ENE TSI 2008/284/EC | 4.2.3  |          |                       | ERA                        | with the exception of hotelling trains in yards and sidings for which the specification is given in HS TSI RST (2006), clause 4.2.8.3.3   | with the exception of hotelling trains in yards and sidings for which the specification is given in HS TSI RST (2006), clause 4.2.8.3.3   |   | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   |   | 12/04/2011 |
| 31   | HS ENE TSI 2008/284/EC | 4.2.6  |          |                       | ERA                        | ... with EN 50121-2:1997 to meet ...  | ... with EN 50121-2:2006 to meet ...  |   | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | 2012/464/EU   | 12/04/2011                                    |            |
| 32   | HS ENE TSI 2008/284/EC | 4.2.13   |          |                       | ERA                        | 4.2.13 Not used   |   |   | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   |   | 12/04/2011 |
| 33   | HS ENE TSI 2008/284/EC | 4.2.15 (p.26)  |          |                       | ERA                        | New lines may additionally permit the use of Pantographs ...  | New lines may additionally permit the use of pantographs ...  |   | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   |   | 12/04/2011 |
| 34   | HS ENE TSI 2008/284/EC | 4.2.16.2 (entire)                                      |          |                       | ERA                        | Overhead Contact Line, Pantograph   | overhead contact line, pantograph   |   | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   |   | 12/04/2011 |
| 35   | HS ENE TSI 2008/284/EC | 4.2.16.2.4   |          |                       | ERA                        | -10, -10% for the AC curve C  | -1, -10% for the AC curve C   |   | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   |   | 12/04/2011 |
| 36   | HS ENE TSI 2008/284/EC | 4.2.20   |          |                       | ERA                        | Conformity assessment shall be carried out in accordance with EN 50367:2005, clause 6.2   | Conformity assessment shall be carried out in accordance with EN 50367:2006, Annex A.4.1  |   | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | 2012/464/EU   | 12/04/2011                                    |            |
| 37   | HS ENE TSI 2008/284/EC | 4.2.21 Lines of category II and III (second paragraph) |          |                       | ERA                        | ... the centre section shall be connected to the current return path, the neutral sections (d) may be formed by insulating rods or double section insulators and the dimensions shall be as follows   | ... the centre section shall be connected to the current return path, the neutral sections (d) may be formed by neutral section insulators and the dimensions shall be as follows   |   | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | 2012/464/EU   | 12/04/2011                                    |            |
| 38   | HS ENE TSI 2008/284/EC | 4.2.25   |          |                       | ERA                        | 4.2.25 Harmonics and Dynamic Effects The High Speed Energy subsystem shall withstand overvoltages generated by rolling stock harmonics up to the limits stated in EN 50388:2005 clause 10.4.  | 4.2.25 Harmonics and dynamic effects The High Speed Energy subsystem shall withstand overvoltages generated by rolling stock harmonics up to the limits stated in EN 50388:2005 clause 10.4 for AC supply.  |   | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | 2012/464/EU   | 12/04/2011                                    |            |
| 39   | HS ENE TSI 2008/284/EC | table 4.3.1, 4.3.2, 4.3.4                              |          |                       | ERA                        | capital letters in the title and inside table   |   |   | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   |   | 12/04/2011 |
| 40   | HS ENE TSI 2008/284/EC | 6.2.2.1  |          |                       | ERA                        | - the unit verification procedure (module SG) indicated in Annex A.2 to this TSI, or - the full quality management system with design examination procedure (module SH2) indicated in Annex A.2 to this TSI.  | - the unit verification procedure (module SG) indicated in Annex A.3 to this TSI, or - the full quality management system with design examination procedure (module SH2) indicated in Annex A.3 to this TSI.  |   | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | 2012/464/EU   | 12/04/2011                                    |            |
| 41   | HS ENE TSI 2008/284/EC | Annex A.4  |          |                       | ERA                        | A.4 Assessment of Maintenance Arrangements: Conformity Assessment Procedure This is an open point.  | Delete Annex A.4 Assessment of Maintenance Arrangements: Conformity Assessment Procedure  |   | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   |   | 12/04/2011 |
| 42   | HS INF TSI 2008/217/EC | Annex F, Rail profile 60E2                             |          |                       | ERA                        | Annex F (L 77/99-101) containing rail profiles 60E2, 60E2 A1 and 60E2 F1  | delete page L 77/99 with rail profile 60E2 (due to new amendment A1:2006 to EN 13674-1:2003)  |   | 3. Technical deficiencies                                |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | 2012/464/EU   | 12/04/2011                                    |            |

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| 43   | HS INF TSI 2008/217/EC | 4.2.9.2               |          | CEN, ERA              |  | Design values of track gauge, rail head profile and rail inclination for plain line shall be selected to ensure that the equivalent conicity limits set out in Table 1 are not exceeded when the following wheelsets are modelled passing over the designed track conditions (simulated by calculation according to EN 15302:2006)   | Design values of track gauge, rail head profile and rail inclination for plain line shall be selected to ensure that the equivalent conicity limits set out in Table 1 are not exceeded when the following wheelsets are modelled passing over the designed track conditions (simulated by calculation according to EN 15302:2007) |  | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 44   | HS INF TSI 2008/217/EC | 4.2.9.2               |          | CEN, ERA              | PrEN 13715   |  | EN 13715:2006  |  | 3. Technical deficiencies                                |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 45   | HS INF TSI 2008/217/EC | 4.2.9.2 and 4.2.9.3.1 |          | CEN, ERA              | '<= 160'<br>'>160 and <=200'<br>'>200 and <= 230'<br>'>230 and <= 250'<br>'>250 and <= 280'<br>'>280 and <= 300'<br>'>300'<br>0,10 (column 2 of table 1)<br>0,20 (column 2 of table 1)   | v ≤ 160'<br>'160 ≤ v ≤ 200'<br>'200 ≤ v ≤ 230'<br>'230 ≤ v ≤ 250'<br>'250 ≤ v ≤ 280'<br>'280 ≤ v ≤ 300'<br>'v ≥ 300'<br>0,10 (column 2 in table 1)<br>0,20   |  | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                        | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>   | 12/04/2011  |   |
| 46   | HS INF TSI 2008/217/EC | 4.2.14.1              |          | CEN, ERA              | Annex A2 to EN 1990:2002   |  | paragraph A2.4.4.2.3 of Annex A2 of EN 1990:2002 + EN 1990:2002/A1:2005  |  | 3. Technical deficiencies                                |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 47   | HS INF TSI 2008/217/EC | 4.2.14.1              |          | ERA                   | <ul style="list-style-type: none"> <li>• Load model 71... set out in EN 1991-2:2003 paragraph 6.3.2 (2)</li> <li>• Load model SW/0 ... in EN 1991-2:2003 paragraph 6.3.3 (3)</li> <li>• ... factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3) and 6.3.3 (5).</li> <li>• The load effects ... set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2).</li> <li>• Load model 71... set out in EN 1991-2:2003 paragraph 6.3.2 (2)</li> <li>• Load model SW/0 ... in EN 1991-2:2003 paragraph 6.3.3 (3)</li> <li>• ... factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3) and 6.3.3 (5).</li> <li>• The load effects ... set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2).</li> </ul> | <ul style="list-style-type: none"> <li>• Load model 71... set out in EN 1991-2:2003 paragraph 6.3.2 (2)P</li> <li>• Load model SW/0 ... in EN 1991-2:2003 paragraph 6.3.3 (3)P</li> <li>• ... factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3)P and 6.3.3 (5)P.</li> <li>• The load effects ... set out in EN 1991-2:2003 paragraphs 6.4.3 (1)P and 6.4.5.2 (2)P.</li> <li>• Load model 71... set out in EN 1991-2:2003 paragraph 6.3.2 (2)P</li> <li>• Load model SW/0 ... in EN 1991-2:2003 paragraph 6.3.3 (3)P</li> <li>• ... factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3)P and 6.3.3 (5)P.</li> <li>• The load effects ... set out in EN 1991-2:2003 paragraphs 6.4.3 (1)P and 6.4.5.2 (2)P.</li> </ul> |  | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                        | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>   | 12/04/2011  |   |
| 48   | HS INF TSI 2008/217/EC | 4.2.14.2, paragraph 3 |          | CEN, ERA              | The maximum permitted peak design values of bridge deck acceleration calculated along the line of a track shall not exceed the values set out in Annex A2 to EN 1990:2002  | The maximum permitted peak design values of bridge deck acceleration calculated along the line of a track shall not exceed the values set out in paragraph A2.4.4.2.1 of Annex A2 of EN 1990:2002 + EN 1990:2002/A1:2005   |  |  | 3. Technical deficiencies                                |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 49   | HS INF TSI 2008/217/EC | 4.2.14.4              |          | ERA                   | The nosing force ... as set out in EN 1991-2:2003 paragraphs 6.5.2 (2) and (3).  | The nosing force ... as set out in EN 1991-2:2003 paragraphs 6.5.2 (2)P and (3)P.  |  |  | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 50   | HS INF TSI 2008/217/EC | 4.2.14.5              |          | ERA                   | Traction and braking forces ... as set out in EN 1991-2:2003 paragraphs 6.5.3 (2), (4), (5) and (6).   | Traction and braking forces ... as set out in EN 1991-2:2003 paragraphs 6.5.3 (2)P, (4), (5)P and (6).   |  |  | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 51   | HS INF TSI 2008/217/EC | 4.7, paragraph 3      |          | ERA                   | Staff engaged in the maintenance of the HS INS subsystem, when working on or near the track, shall wear reflective clothes, which bear the EC mark   | Staff engaged in the maintenance of the high speed infrastructure subsystem, when working on or near the track, shall wear reflective clothes, which bear the EC mark.   |  |  | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |



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|------|------------------------|--|----------|-----------------------|----------------------------|--|--|---------------------|--|--|--|---|---|---|---|---|
| 65   | CR WAG TSI 2006/861/EC | 4.2.4.1.2.2  | IT       |                       | SG Braking                 | Table first line "Case B — other cases: S = 380 m"   | "390 m" have to be changed into "380 m"  |                     | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   | 12/04/2011                                    |
| 66   | CR WAG TSI 2006/861/EC | 4.2.2.3.2.1., Note 1:  | GE       |                       | SG Braking                 | A force applied to one end of the wagon body shall be reacted at the corresponding position at the opposite end.<br><br>Eine Kraft, die auf ein Ende des Wagenkastens aufgebracht wird, ist als Reaktionskraft an der entsprechenden Position am anderen Ende zu messen. | Eine Kraft, die an einem Ende des Wagenkastens aufgebracht wird soll an der entsprechenden Position am gegenüberliegenden Ende abgeleitet werden   |                     | 2. Substantial linguistic and translation deficiencies   |  |  |   |   |   |   | 12/04/2011                                    |
| 67   | CR WAG TSI 2006/861/EC | 6.2.3.3.2  | GE       |                       | SG Braking                 |  | Misleading German translation, replace "Leistung" by "Funktion"  |                     | 2. Substantial linguistic and translation deficiencies   |  |  |   |   |   |   | 12/04/2011                                    |
| 68   | CR WAG TSI 2006/861/EC | 6.2.3.3.2  | GE       |                       | SG Braking                 | Notes on Table above in N1.: Following inshot to approximately 10 % of the final brake cylinder pressure, the increase in pressure shall be progressive.   | Misleading German translation, according to UIC 540, 1.18 better replace by:<br>"In Bremsstellung G soll nach dem Ansrung die so erzielte Bremsklotzkraft etwa 10 % der endgültigen Bremsklotzkraft betragen und dann kontinuierlich bis zum endgültigen Wert ansteigen" |                     | 2. Substantial linguistic and translation deficiencies   |  |  |   |   |   |   | 12/04/2011                                    |
| 69   | CR WAG TSI 2006/861/EC | Annex I  | GE       |                       | SG Braking                 | Figure I5  | The legend is not consistent with the figure : in the legend replace "distributor shall react" by "Distributor shall not react" and "distributor shall not react" by "distributor shall react".  |                     | 1. Typographical errors and evident translation mistakes |  | ERA/REC/07-2011/INT                        | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>   |   | 12/04/2011                                    |
| 70   | CR WAG TSI 2006/861/EC | Annex I  | EN       |                       | SG Braking                 | French version only (translation error): page 233  | Figure I92, en haut à droite, il faut « S5 » au lieu de « S »; tableau en bas, à la place de « Régime S », il faut « Régime SS » ; la note (2) doit devenir (3).   |                     | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   | 12/04/2011                                    |
| 71   | CR WAG TSI 2006/861/EC | Annex I  | FR       |                       | SG Braking                 | French version 10-2 replace  | "manutention" by "maintenance".  |                     | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   | 12/04/2011                                    |
| 72   | CR WAG TSI 2006/861/EC | Annex I  | FR       |                       | SG Braking                 | French version 10-2 replace  | "fonte" by "fonte p10". Adapt in the other TSI version   |                     |  |  |  |   |   |   |   | 12/04/2011                                    |
| 73   | CR WAG TSI 2006/861/EC | Annex I  | FR       |                       | SG Braking                 | cast   | cast P 10  |                     |  |  |  |   |   |   |   | 12/04/2011                                    |
| 74   | CR WAG TSI 2006/861/EC | Annex I, I.6, Fig I.12   | All      |                       | SG Braking                 | German version translation error: replace  | "Hauptluftbehälterleitung" by "Hauptluftleitung" in "Abb. 11"  |                     | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   | 12/04/2011                                    |
| 75   | CR WAG TSI 2006/861/EC | Annex P 3 row 3  | GE       |                       | Corrigendum                | Passenger Setting<br>Up to 40 seconds<br>Goods Setting<br>Up to 10 seconds   | - Passenger Setting<br>Up to 10 seconds<br>- Goods Setting<br>Up to 40 seconds   |                     |  |  | ERA/REC/07-2011/INT                        | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>   |   | 12/04/2011                                    |
| 76   | CR WAG TSI 2006/861/EC | Annex P 3 row 4  | EN       |                       | Corrigendum                | Passenger Setting<br>Up to 25 seconds<br>- Goods Setting<br>Up to 70 60 seconds  | Passenger Setting<br>Up to 25 seconds<br>- Goods Setting<br>Up to 60 seconds   |                     |  |  | ERA/REC/07-2011/INT                        | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>   |   | 12/04/2011                                    |
| 77   | CR WAG TSI 2006/861/EC | Table Q.1  | EN       |                       | SG Braking                 | Brake pad and disk 18 M<br>Brake blocs (1) 18 M  | Brake pad and disk 12 M<br>Brake blocs (1) 12 M<br>Note: as it is in French version  |                     |  |  | ERA/REC/07-2011/INT                        | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>   |   | 12/04/2011                                    |
| 78   | CR WAG TSI 2006/861/EC | Annex FF 2.1. Distributor Valves for new vehicles, upgraded and renewed vehicles | EN       |                       | Corrigendum                | (g) No standard function up to 14 l attached brake cylinder or pre-control volumes.  | (g) Standard functions up to a maximum of 14 litres brake cylinder volume or control volume (dummy volume).  |                     | 2. Substantial linguistic and translation deficiencies   |  | ERA/REC/07-2011/INT                        | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>   |   | 12/04/2011                                    |

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|------|------------------------|--|----------|-----------------------|----------------------------|---|--|---------------------|--|--|--|---|---|---|---|---|
| 79   | CR WAG TSI 2006/861/EC | Annex FF 2.1. Distributor Valves for new vehicles, upgraded and renewed vehicles                         | EN       |                       | Corrigendum                | (k) SW 4/3 — with the C3W cut-off valve (filling of control and auxiliary reservoirs almost identical times).                           | (k) SW 4/3 — with the C3W cut-off valve, filling of control and auxiliary reservoirs has to take almost identical times. |                     | 2. Substantial linguistic and translation deficiencies   |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 80   | CR WAG TSI 2006/861/EC | FF 2.2. Valves for vehicles existing before 2005 which are upgraded or renewed<br>Tabel - Oerlikon brake | EN       |                       | Corrigendum                | G/P brake with non-universal action where the connected brake cylinder or pre-adjusted volumes are up to 14 l                           | G/P brake with non-universal action where the connected brake cylinder or pre-adjusted volumes are up to 14 litres       |                     | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 81   | CR WAG TSI 2006/861/EC | FF 2.2. Valves for vehicles existing before 2005 which are upgraded or renewed<br>Note b                 | EN       |                       | Corrigendum                | (b) SW 4C — controlled filling of Auxiliary Reservoir with protection against over control reservoir overcharge when brake is released. | (b) SW 4C — controlled filling of control reservoir with protection against overcharge when brake is released.           |                     | 2. Substantial linguistic and translation deficiencies   |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 82   | CR WAG TSI 2006/861/EC | FF 2.2. Valves for vehicles existing before 2005 which are upgraded or renewed<br>Note d                 | EN       |                       | Corrigendum                | (d) Distributor choke should be adapted in stages to the vehicle's R reservoir volumes.   | (d) Distributor choke should be adapted in stages to the vehicle's auxiliary reservoir volumes.                          |                     | 2. Substantial linguistic and translation deficiencies   |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 83   | CR WAG TSI 2006/861/EC | FF 3. SELF-ADJUSTING LOAD-PROPORTIONAL BRAKING DEVICES APPROVED FOR INTERNATIONAL TRAFFIC                | EN       |                       | Corrigendum                | Load-proportional valve DAKO-DSS SL1 or SL2   | Load-proportional valve SL1 or SL2 DAKO-DSS  |                     | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 84   | CR WAG TSI 2006/861/EC | FF 3. SELF-ADJUSTING LOAD-PROPORTIONAL BRAKING DEVICES APPROVED FOR INTERNATIONAL TRAFFIC                | EN       |                       | Corrigendum                | Load-proportional valve DAKO-DS SL1 or SL2  | Load-proportional valve SL1 or SL2 DAKO-DS   |                     | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 85   | CR WAG TSI 2006/861/EC | FF 8. TEST BENCHES ASSESSED UP TO JUNE 2004 AS CAPABLE OF CARRYING OUT ACCEPTANCE TESTS ON BRAKE PADS    | EN       |                       | Corrigendum                | PKP Poznan  | CNTK Warsaw  |                     |  |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |
| 86   | PRM TSI 2008/164/EC    | 4.2.2.2.2 Priority seats   | EN       | IT                    | RINA (NoBo IT)             | Error is on drawing n°3 : the distance of 1680 mm is not properly drawn : it should be from the floor to the top of the clear headroom  | Modify drawing n°3 to indicate the 1680 mm distance from the floor to the top of the clear headroom                      |                     | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |



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|------|--|------------------------------------|----------|-----------------------|--|---|--|---|--|--|--|---|---|---|---|---|------------|
| 87   | SRT TSI 2008/163/EC                              | Title of the annex to the decision | EN       |                       | ERA  | <b>DRAFT TECHNICAL SPECIFICATION FOR INTEROPERABILITY</b>   | TECHNICAL SPECIFICATION FOR INTEROPERABILITY   |   | 2. Substantial linguistic and translation deficiencies   |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |            |
| 88   | PRM TSI 2008/164/EC                              | Annex N.5                          | EN       |                       | EFHOH European Federation of Hard of Hearing | Not a text : the specified pictogram for inductive loop is not the standard one   | Modify the pictogram for the ETSI (EN) 301 462 one   |   | 3. Technical deficiencies                                |  | ERA/OPI/2011-03/INT                        | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |            |
| 89   | HS RST TSI 2008/232/EC                           | Clause 7.1.3                       | EN       |                       | ERA  | Rolling stock, whose design is not certified in accordance with the TSIs shall be subject to the conditions described in section 7.1.7  | Rolling stock, whose design is not certified in accordance with the TSIs shall be subject to the conditions described in section 7.1.8   |   | 1. Typographical errors and evident translation mistakes |  |  | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |            |
| 90   | CR WAG TSI 2006/861/EC                           | Clause 4.2.4.1.2.8                 | all      | SE                    | NSA  | The parking brake shall be designed such that fully loaded wagons shall be held in a gradient of 4,0 % with maximum adhesion of 0,15 with no wind"  | <b>The minimum parking brake performance, considering no wind, shall be determined by calculations as defined in the standard clause 6 of EN 14531-6:2009. The minimum performance of the parking brake shall be marked on the unit. The marking shall comply with EN 15877-1:2010 (clause 4.5.25)</b> |   | 3. Technical deficiencies                                |  |  | ERA/REC/07-2011/INT                               |   | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 12/04/2011                                    |            |
| 91   | HS RST TSI 2008/232/EC                           | Clause 4.2.6.2.2                   | ES       |                       | UNIFE  | Condiciones del ensayo: ....<br>— o bien el solicitante seleccionará la <b>máxima</b> altura del andén por el que vaya a pasar el tren utilizado en la evaluación.  | Condiciones del ensayo: ....<br>— o bien el solicitante seleccionará la <b>minima</b> altura del andén por el que vaya a pasar el tren utilizado en la evaluación.   | The english version is :<br>Test conditions...<br>— or the applicant shall select the <b>lowest</b> height of platform passed by the train to be used for the assessment. | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   | 29/11/2011                                    |            |
| 92   | SRT TSI: 2008/163/EC<br>Duplicates error ID: 87  | Annex title                        |          |                       | ERA  | <b>DRAFT TECHNICAL SPECIFICATION FOR INTEROPERABILITY</b>   | TECHNICAL SPECIFICATION FOR INTEROPERABILITY   |   | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   |   | 29/11/2011 |
| 93   | HS INF TSI 2008/217/EC<br>Duplicates error ID:55 | 5.3.2 d) The rail fastening system |          |                       | ERA  | the minimum electrical resistance required is 5 kΩ, measured in accordance with EN 13146-5. It is permissible for the Infrastructure Manager to require a higher resistance where this is required by particular control command and signalling systems                   | Delete paragraph d)  |   | 3. Technical deficiencies                                |  | ERA/OPI/2011-12/INT                        | ERA/REC/07-2011/INT                               | 09/09/2011  |   |   | 29/11/2011                                    |            |
| 94   | HS INF TSI 2008/217/EC                           | 6.1.6.2 paragraph 2                |          |                       | ERA  | the actual electrical resistance provided by the fastening system (section 5.3.2 requires a minimum electrical resistance of 5kΩ. However, a higher electrical resistance may be required to ensure compatibility with the chosen control command and signalling system). | Delete this paragraph  |   | 3. Technical deficiencies                                |  | ERA/OPI/2011-12/INT                        | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 29/11/2011                                    |            |

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|------|------------------------|--------------------------------|----------|-----------------------|----------------------------|---|--|--|--|--|--|---|---|---|---|---|
| 95   | HS INF TSI 2008/217/EC | 4.2.18, paragraph 2            |          |                       | ERA                        | The track shall deliver insulation required for the signalling currents used by train detection systems. The minimum electrical resistance required is 3 Ωkm. It is permissible for the Infrastructure Manager to require a higher resistance where this is required by particular control command and signalling systems. When insulation is provided by rail fastening system, this requirement is deemed to be met by compliance with section 5.3.2 of the present TSI | Delete this paragraph  |  | 3. Technical deficiencies                                |  | ERA/OPI/2011-12/INT                        | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 29/11/2011                                    |
| 96   | HS RST TSI 2008/232/EC | 4.2.7.4.2.1<br>4.2.7.4.2...5   |          |                       | NSA DE / ERA               |   |  |  | 3. Technical deficiencies                                |  | <a href="#">96/48 DV101</a>                | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 29/11/2011                                    |
| 97   | HS RST TSI 2008/232/EC | 7.1.3<br>7.1.8.1               |          |                       | UNIFE / ERA                |   |  |  | 3. Technical deficiencies                                |  | <a href="#">96/48 DV103</a>                | ERA/REC/07-2011/INT                               | 09/09/2011  | 14/08/2012  | <a href="#">2012/464/EU</a>                                       | 29/11/2011                                    |
| 98   | HS RST TSI 2008/232/EC | 4.3.4.11                       |          |                       | ERA                        | Clauses 4.2.8.3.6.9 and 4.2.8.3.6.10 of this TSI specifies that on board equipment to the requirements transmitted by the control-command and signalling subsystem devices when crossing phase and system separations of the energy subsystem.  | Clauses 4.2.8.3.6.7 and 4.2.8.3.6.8 of this TSI specify that on board equipment <b>has to receive</b> the requirements transmitted by the control-command and signalling subsystem devices when crossing phase and system separations of the <b>energy subsystem</b> .                                   |  | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   | 29/11/2011                                    |
| 99   | SRT TSI 2008/163/EC    | 4.2.2.8                        | DA       | DK                    | NSA                        | 4.2.2.8<br>Hvis nødbelysningen slukkes under normale driftsforhold, skal det være muligt at tænde for den igen på en af følgende måder<br><br>– manuelt på kontakter, der er placeret for hver 250 m inde i tunnelen<br>– ved hjælp af en fjernbetjening, som tunneloperatøren er i besiddelse af   | 4.2.2.8<br>Hvis nødbelysningen slukkes under normale driftsforhold, skal det være muligt at tænde for den igen på <b>begge</b> følgende måder<br><br>– manuelt på kontakter, der er placeret for hver 250 m inde i tunnelen<br>– ved hjælp af en fjernbetjening, som tunneloperatøren er i besiddelse af | chapter 4.2.2.8, last sub section: If the emergency light is switched off under normal operating conditions, it shall be possible to switch it on by both of the following means<br><br>- manually from inside the tunnel at intervals of 250 m<br>- by the tunnel operator using remote control | 2. Substantial linguistic and translation deficiencies   |  |  |   |   |   |   |   |
| 100  | CR INF TSI 2011/275/EU | 4.2.2 'Performance parameters' | EN       | DE                    | MS                         | 4.2.2<br>Table 3<br>TSI categories of line IV-F and IV-M train length (m) - 750   | 4.2.2<br>Table 3<br>TSI categories of line IV-F and IV-M train length (m) - <b>740</b>   |  | 3. Technical deficiencies                                |  | ERA/OPI/2012-01/INT                        |   |   |   |   |   |
| 101  | PRM TSI 2008/164/EC    | 7.3.2.9 Information            | All      | FR                    | CER                        | Compliance with the requirements of Clause 4.2.2.8.2.2 in respect of route information is not mandatory at renewal or upgrade.  | Compliance with the requirements of Clause <b>4.2.2.8.3</b> in respect of route information is not mandatory at renewal or upgrade.  |  | 1. Typographical errors and evident translation mistakes |  |  |   |   |   |   |   |
| 102  | HS RST TSI 2008/232/EC | 6.1.2 table 22                 | DE       | DE                    | NoBo                       | 4.2.2.7 Windschutzscheibe und <b>Zugspitze</b>  | 4.2.2.7 Driver's cab windscreens   |  | 1. Typographical errors and evident translation mistakes |  | ERA/OPI/2012-02/INT                        |   |   |   |   |   |

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|------|--|--|----------|-----------------------|----------------------------|---|--|---|--|--|--|--|---|---|---|---|
| 103  | PRM TSI 2008/164/EC                    | 6.1.2  | all      |                       | NB Rail                    | "(*) Modules A1 and H1 are allowed for existing solutions only under conditions defined in clause 6.1.3.  | "(*) Modules A1 or H1 may be used only in the case of products manufactured according to a design developed and already used to place products on the market before the entry into force of relevant TSIs applicable to those products, provided that the manufacturer demonstrates to the notified body that design review and type examination were performed for previous applications under comparable conditions, and are in conformity with the requirements of this TSI; this demonstration shall be documented, and is considered as providing the same level of proof as module B or design examination according to module H2. | "(*) Modules A1 and H1 are allowed for existing solutions only under conditions defined in clause 6.1.3.                                  | 3. Technical deficiencies                              | 25/07/2012   |  |  |   |   |   |   |
| 104  | PRM TSI 2008/164/EC                    | 6.1.2 table 16                               | DE       |                       | NB Rail                    | <i>In first row:</i> Modul H2 (*)   | Modul H2   | Module H2   | 2. Substantial linguistic and translation deficiencies | 27/08/2012   |  |  |   |   |   |   |
| 105  | PRM TSI 2008/164/EC                    | 6.1.2 table 16                               | DE       |                       | NB Rail                    | <i>in last row:</i> Die Module A1 und H2 sind für bestehende Lösungen nur dann zulässig, wenn die in Abschnitt 6.1.3 genannten Bedingungen erfüllt sind   | Die Module A1 und H1 sind für bestehende Lösungen nur dann zulässig, wenn die in Abschnitt 6.1.3 genannten Bedingungen erfüllt sind  | Modules A1 and H1 are allowed for existing solutions only under conditions defined in clause 6.1.3.                                       | 2. Substantial linguistic and translation deficiencies | 27/08/2012   |  |  |   |   |   |   |
| 106  | WAG (321/2013)                         | Appendix D - L104/51: Manual coupling system | all      |                       | CEN                        | Reference to standard EN 15551:2009+A1:2010 should read '6.2, 6.2.3.1' instead of '6.2, 6.3.2'.   | Modify the reference as '6.2, 6.2.3.1'   |   | 3. Technical deficiencies                              | 04/10/2013   |  | ERA-REC-109-2014-REC   |   | 17/06/2015  | <a href="#">2015/924</a>  |   |
| 107  | CR LOC&PAS (2011/291)                  | 4.2.10.4 Passenger Evacuation                | FR       | BE                    | NoBo                       | Chaque place d'un espace passagers doit se situer à moins de 16 m d'une issue de secours  | Chaque place d'un couloir de déplacement doit se situer à moins de 16 m d'une issue de secours   | From each place inside a through route, an external door shall be reachable within 16m,   | 2. Substantial linguistic and translation deficiencies | 14/10/2013   |  |  |   |   |   |   |
| 108  | WAG (321/2013 as amended by 1236/2013) | 6.2.2.3 Running dynamic behaviour            | all      |                       | ERA                        | <i>third paragraph:</i><br>As an alternative to perform on-track tests on two different rail inclinations, as set out in clause 5.4.4.4 in EN 14363:2005, it is permitted to perform tests on only one rail inclination if it is demonstrated that the tests cover the range of contact conditions as defined in Appendix B, Section 1.1. | <i>third paragraph:</i><br>As an alternative to perform on-track tests on two different rail inclinations, as set out in clause 5.4.4.4 in EN 14363:2005, it is permitted to perform tests on only one rail inclination if it is demonstrated that the tests cover the range of contact conditions as defined in section 1.1 of ERA technical document ERA/TD/2013/01/INT version 1.0 of 11.2.2013 published on the ERA website ( <a href="http://www.era.europa.eu">http://www.era.europa.eu</a> ).   |   | 3. Technical deficiencies                              |  |  | ERA-REC-109-2014-REC   |   | 17/06/2015  | <a href="#">2015/924</a>  |   |
| 109  | SRT TSI 2008/163/EC                    | 4.2.2.4                                      | NL       | BE                    | Tucrail                    | <i>last sentence :</i><br>Niet-dragende panelen moeten voldoen aan de eisen van klasse B conform EN 13501-1:2002.   | <i>last sentence :</i><br>Niet-dragende panelen en andere installaties moeten voldoen aan de eisen van klasse B conform EN 13501-1:2002.   | <i>last sentence :</i><br>Non-structural panels and other equipment shall fulfil the requirements of classification B of EN 13501-1:2002. | 2. Substantial linguistic and translation deficiencies | 14/03/2014   |  |  |   |   |   |   |
| 110  | WAG (321/2013 as amended by 1236/2013) | 6.2.2.2 Running dynamic behaviour            | all      |                       | ERA                        | <i>last sentence:</i> - the method given in Section 4.2 of EN 15839:2012 by using the pre-calculation for standardised solutions.   | <i>last sentence:</i> - the method given in Section 6 of EN 15839:2012 by using the pre-calculation for standardised solutions.  |   | 3. Technical deficiencies                              | 11/04/2014   |  | ERA-REC-117-2016-REC (Note: The bullet point is proposed to be replaced by reference to EN 14363:2016) |   |   |   |   |

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|------|---|---|----------|-----------------------|--|---|---|---|--|--|--|---|---|---|---|---|
| 111  | HS RST TSI 2008/232/EC                                  | Annex A.3.1 Crashworthiness - Reduce the risk of overriding | FR       |                       | ERA / Manufacturer                     | A.3.1 Réduire le risque de chevauchement<br>Le critère d'admission pour la limitation du risque de chevauchement est la démonstration, dans le cadre d'une simulation additionnelle du scénario 1, que dans le cas du décalage vertical initial de 40 mm, aucun essieu ne se soulève sur aucun bogie, et que les exigences concernant les zones de survie et la décélération sont satisfaites. Le respect de ces critères est impératif pour attester la résistance au chevauchement. | A.3.1 Réduire le risque de chevauchement<br>Le critère d'admission pour la limitation du risque de chevauchement est la démonstration, dans le cadre d'une simulation additionnelle du scénario 1, que, dans le cas du décalage vertical initial de 40 mm, aucun soulèvement de tous les essieux d'un bogie ne se produise, et que les exigences concernant les zones de survie et la décélération sont satisfaites. Le respect de ces critères est impératif pour attester la résistance au chevauchement. | A.3.1 Reduce the risk of overriding<br>The acceptance criterion for the overriding limitation are that an additional simulation of scenario 1 demonstrates that under the initial vertical offset conditions of 40 mm no lifting of all wheel sets of any bogie occurs and that survival space and deceleration limit requirements are maintained. These criteria alone are sufficient for the validation of overriding resistance. | 1. Typographical errors and evident translation mistakes | 19/11/2014   |  |   |   |   |   |   |
| 112  | WAG (321/2013 as amended by 1236/2013)                  |   | All      |                       | NB Rail                                | References to ERA Technical Document ERA/TD/2012-04/INT should read 'version 1.3 of 2.12.2014' instead of 'version 1.2 of 18.1.2013'.   | Correct references to the right version of the TD   |   | 1. Typographical errors and evident translation mistakes | 15/12/2014   |  | ERA-REC-117-2016-REC (Note: ERA technical document ERA/TD/2012-04/INT is proposed to be replaced by EN 16116-2:2013)                          |   |   |   |   |
| 113  | PRM TSI EU 1300/2014                                    | Appendix G  | DE       | DE                    | NSA                                    | die Messanordnung besteht aus acht Mikrofonen, die auf einem Kreis mit einem Durchmesser von 250 mm gleichmäßig verteilt sind.  | die Messanordnung besteht aus acht Mikrofonen, die auf einem Kreis mit einem Radius von 250 mm gleichmäßig verteilt sind.   | the array consists of 8 microphones evenly spaced around a circle of radius 250 mm  | 1. Typographical errors and evident translation mistakes | 30/01/2015   |  |   |   |   |   |   |
| 114  | LOC&PAS TSI EU 1302/2014                                | 7.1.3.1. point 7)   | EN       |                       | NB Rail                                |   | The type or design examination certificate of EC verification for the subsystem is valid for a seven year phase B period after its issue date, even if a revision of this TSI comes into force. During this time, new rolling stock of the same type is permitted to be placed in service on the basis of an EC declaration of verification referring to the type or design examination certificate of EC verification.   | The type examination certificate of EC verification for the subsystem is valid for a seven year phase B period after its issue date, even if a revision of this TSI comes into force. During this time, new rolling stock of the same type is permitted to be placed in service on the basis of an EC declaration of verification referring to the type certificate of verification   | 3. Technical deficiencies                                | 15/12/2014   | ERA/OPI/2014-11                            | 17/04/2015  |   |   | 17/04/2015  |   |
| 115  | LOC&PAS TSI EU 1302/2014                                | 7.1.3.2. point 1)   | EN       |                       | NB Rail                                |   | This clause concerns an interoperability constituent which is subject, when required, to type examination (module CB) followed by suitability for use (CV) or design examination (module CH1) followed by suitability for use (CV).   | This clause concerns an interoperability constituent which is subject to type examination (module CB) or to suitability for use (module CV).  | 3. Technical deficiencies                                | 15/12/2014   | ERA/OPI/2014-11                            | 17/04/2015  |   |   | 17/04/2015  |   |
| 116  | TSI SRT Reg EU 1303/2014                                | 4,2,1,7 point b) 1)   | ES       | ES                    | Plataforma Tecnológica Tüneles Pajares | b) Se crearán puntos de lucha contra incendios:<br>1) fuera de ambas bocas de todos los túneles de menos de 1 km,   | b) Se crearán puntos de lucha contra incendios:<br>1) fuera de ambas bocas de todos los túneles de más de 1 km,   | (b) Fire fighting points shall be created<br>(1) Outside both portals of every tunnel of > 1 km   | 1. Typographical errors and evident translation mistakes | 18/05/2015   |  |   |   |   |   |   |
| 117  | WAG TSI (321/2013 as amended by 1236/2013 and 2015/924) | 6.1.2.5   | All      |                       | ERA                                    | In point 6.1.2.5 there is four times reference to ERA technical document ERA/TD/2013-02/INT version 2.0 of XX.XX.2014.<br><br>The same editorial mistake appears once in Appendix D.  | The reference should in each case read as ERA technical document ERA/TD/2013-02/INT version 2.0 of 15.12.2014.  |   | 1. Typographical errors and evident translation mistakes | 19/06/2015   |  | ERA-REC-117-2016-REC (Note: The reference is proposed to be 'ERA/TD/2013-02/INT version 3.0 of 27.11.2015' because of further editorial work) |   |   |   |   |

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|------|---|-----------------------------|----------|-----------------------|----------------------------|--|---|---|--|--|--|---|---|---|---|---|------------|
| 118  | WAG TSI (321/2013 as amended by 1236/2013 and 2015/924) | 4.2.2.2                     | All      |                       | ERA                        | The jacking positions shall be marked on the unit. The marking shall comply with point 4.5.13 of EN 15877-1:2012.  | The jacking positions shall be marked on the unit. The marking shall comply with point 4.5.14 of EN 15877-1:2012.   |   | 1. Typographical errors and evident translation mistakes | 23/06/2015   |  | ERA-REC-117-2016-REC                              |   |   |   |   |            |
| 119  | LOC&PAS TSI EU 1302/2014                                | 4.2.5.3                     | DE       | AT                    |                            | Passenger alarm is translated into german as "Fahrgastnotruf"  | The correct translation is "Fahrgastalarm"  | 4.2.5.3 Passenger alarm   | 1. Typographical errors and evident translation mistakes | 12/08/2015   |  |   |   |   |   |   |            |
| 120  | PRM TSI EU 1300/2014                                    | 5.3.2.4 (5)                 | FR       | BE                    | Belgorail                  | L'espace à l'intérieur du cabinet de toilettes (...) dans une position permettant de transférer son occupant de manière latérale ou en diagonale jusqu'au siège des toilettes.   | L'espace à l'intérieur du cabinet de toilettes (...) dans une position permettant de transférer son occupant de manière latérale et en diagonale jusqu'au siège des toilettes.  | There shall be sufficient space inside the toilet compartment (...) to a position allowing both a lateral and a diagonal transfer of the wheelchair occupant to the toilet seat.  | 1. Typographical errors and evident translation mistakes | 29/01/2016   |  |   |   |   |   |   |            |
| 121  | STI LOC & PAS 1302/2014                                 | 4.2.5.4, points (3) and (5) | FR       |                       | ERA                        | - Point (3) : « Les exigences relatives à l'emplacement du dispositif de demande d'assistance » sont celles... »<br>Point (5) : « et un signal visuel et sonore doit indiquer que le système d'alarme a été actionné. »  | - Point (3) : « Les exigences relatives à l'emplacement du dispositif de communication sont celles... »<br>Point (5) « et un signal visuel et sonore doit indiquer que le dispositif de communication a été actionné. »   | (3)The requirements to the location of the 'communication device' are the ones applicable for the passenger alarm as defined in clause 4.2.5.3 'Passenger alarm: functional requirements'.<br>(5)The 'communication device' interface to passengers shall be indicated by a harmonised sign, shall include visual and tactile symbols and shall emit a visual and audible indication that it has been operated. These elements shall be in accordance with the PRM TSI. | 2. Substantial linguistic and translation deficiencies   | 13/04/2016   |  |   |   |   |   | 31/08/2016  |            |
| 122  | STI LOC & PAS 1302/2014                                 | 4.2.9.1.6, point (1)        | FR       | BE                    | NSA                        | « ... La disposition du pupitre, de ses équipements de commande et de contrôle doit tenir compte des cotes anthropométriques du conducteur indiquées dans l'appendice E de sorte que celui-ci puisse conduire en conditions normales dans une position adaptée et qui n'entrave pas sa liberté de mouvement... » | NSA BE suggestion for text in red and underlined : « ... La disposition du pupitre, de ses équipements de commande et de contrôle doit tenir compte des cotes anthropométriques du conducteur indiquées dans l'appendice E de sorte que celui-ci puisse conduire - pour la position de conduite la plus fréquente - en conditions normales dans une position adaptée et qui n'entrave pas sa liberté de mouvement. .... »<br>EC:<br>"puisse conduire - pour la position de conduite la plus fréquente - en conditions normales dans une position adaptée [ou: 'normale' ou un autre terme approprié] et qui n'entrave pas sa liberté de mouvement". | « ... The driver's desk and its operating equipment and controls shall be arranged to enable, in the most commonly used driving position, the driver to keep a normal posture, without hampering his freedom of movement, taking into account the anthropometric measurements of the driver as set out in the Appendix E.... »  | 2. Substantial linguistic and translation deficiencies   | 13/04/2016   |  |   |   |   |   | 27/07/2016<br>OJ L 201<br><a href="http://eur-lex.europa.eu/legalex-content/FR/TXT/PDF/?uri=CELEX:32014R1302&amp;rid=1">http://eur-lex.europa.eu/legalex-content/FR/TXT/PDF/?uri=CELEX:32014R1302&amp;rid=1</a> | 31/08/2016 |
| 123  | LOC & PAS TSI EU 1302/2014                              | 7.3.2.6                     | EN       | ES                    | NSA                        | Specific case Spain ("P")  | Specific case Spain ("P") for 1668 mm track gauge   |   | 3. Technical deficiencies                                | 17/11/2015   |  | ERA-REC-120-2015-REC (point 49)                   |   |   |   | 31/08/2016  |            |
| 124  | LOC & PAS TSI EU 1302/2014                              | 7.3.2.10                    | EN       |                       | ERA                        | Clause Specific case United Kingdom (Great Britain) ("P")<br>It is permissible for electric units to be designed only for operation on lines equipped with the electrification system operating at 600/750 V DC as set out in the TSI ENE clause 7.4.2.8.1   | Specific case United Kingdom (Great Britain) ("P")<br>It is permissible for electric units to be designed only for operation on lines equipped with the electrification system operating at 600/750 V DC as set out in the TSI ENE clause 7.4.2.9.1   |   | 3. Technical deficiencies                                | 17/11/2015   |  | ERA-REC-120-2015-REC (point 50)                   |   |   |   | 31/08/2016  |            |
| 125  | LOC & PAS TSI EU 1302/2014                              | 7.3.2.11                    | EN       |                       | ERA                        | Specific case Latvia ("T")<br>Electric units designed to be operated on DC 3,0 kV lines shall be able to operate within the ranges of voltages and frequencies as set out in the TSI ENE clause 7.4.2.3.1.   | Specific case Latvia ("T")<br>Electric units designed to be operated on DC 3,0 kV lines shall be able to operate within the ranges of voltages and frequencies as set out in the TSI ENE clause 7.4.2.4.1.  |   | 3. Technical deficiencies                                | 17/11/2015   |  | ERA-REC-120-2015-REC (point 51)                   |   |   |   | 31/08/2016  |            |

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|------|--------------------------------|-----------|----------|-----------------------|----------------------------|--|--|--|--|--|--|---|---|---|---|---|
| 126  | Appendix C of TSI OPE 2015/995 | point 6.2 |          | NL                    | EnTRAINable                | "Een schriftelijke aanwijzing heeft voorrang op vergelijkbare aanwijzingen van baansein en/of de bestuurdersinterface (DMI) tenzij in de schriftelijke aanwijzing een snelheid of snelheidsbegrenzing wordt opgelegd die lager ligt dan de maximumsnelheid." |  | A written order takes precedence over the related indications provided by the trackside signals and/or DMI except when a lower permitted speed or lower release speed than the maximum speed prescribed in the written order is applicable | 1. Typographical errors and evident translation mistakes | 05/01/2017   |  |   |   |   |   | 10/01/2017                                    |
| 127  | TSI OPE 2015/995               | Whole     | PL       |                       | VDV - Germany              | Polish term "nastawniczy" to be replaced.  | Polish term "dyżurny ruchu" to replace "nastawniczy" | "signaller"  | 1. Typographical errors and evident translation mistakes | 06/02/2017   |  |   |   |   |   | 07/02/2017                                    |
| 128  | Appendix C of TSI OPE 2015/995 | point 1.1 | DE       |                       | VDV - Germany              | "dem Zugfahrten zulassenden Personal des Infrastrukturbetreibers".   | "Fahrdienstleiter"                                   | "signaller"  | 1. Typographical errors and evident translation mistakes | 06/02/2017   |  |   |   |   |   | 07/02/2017                                    |
| 129  | PRM TSI EU 1300/2014           | Whole     | DE       | NSA AT                | PRM TSI WP                 | Bestandsregister   | Bestandsaufnahme                                     | Inventory of Assets  | 2. Substantial linguistic and translation deficiencies   | 30/06/2017   |  |   |   |   |   | 30/06/2017                                    |