

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-patinhagem"		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 tiragem , 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). 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 cidessous, 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

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	ERA	row 9 and 10 of the table: see below* 4.2.5.9 Emergency lighting system in the train 4.2.7.13 4.2.5.10 Switching off of air conditioning in the train 4.2.7.12.1	see below** 4.2.5.9 Emergency lighting system in the train 4.2.7.12 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
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	±0, -10% for the AC curve C	±/- 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 50367:2006, 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
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	2012/464/EU		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	2012/464/EU		12/04/2011

45	HS INF TSI 2008/217/EC	4.2.9.2 and 4.2.9.3.1	CEN, ERA	'<= 160' '>160 and <=200' '>200 and <= 230' '>230 and <= 250' '>250 and <= 280' '>280 and <= 300' '>300' 0,10 (column 2 of table 1) 0,20 (column 2 of table 1)	v ≤ 160' '160 ≤ v ≤ 200' '200 ≤ v ≤ 230' '230 ≤ v ≤ 250' '250 ≤ v ≤ 280' '280 ≤ v ≤ 300' 'v ≥ 300' 0,10 (column 2 in table 1) 0,20	1. Typographical errors and evident translation mistakes	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012	2012/464/EU	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	2012/464/EU	12/04/2011	
47	HS INF TSI 2008/217/EC	4.2.14.1	ERA	<ul style="list-style-type: none"> Load model 71... set out in EN 1991-2:2003 paragraph 6.3.2 (2) Load model SW/0 ... in EN 1991-2:2003 paragraph 6.3.3 (3) ... factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3) and 6.3.3 (5). The load effects ... set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2). <ul style="list-style-type: none"> Load model 71... set out in EN 1991-2:2003 paragraph 6.3.2 (2) Load model SW/0 ... in EN 1991-2:2003 paragraph 6.3.3 (3) ... factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3) and 6.3.3 (5). The load effects ... set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2). 	<ul style="list-style-type: none"> Load model 71... set out in EN 1991-2:2003 paragraph 6.3.2 (2)P Load model SW/0 ... in EN 1991-2:2003 paragraph 6.3.3 (3)P ... factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3)P and 6.3.3 (5)P. The load effects ... set out in EN 1991-2:2003 paragraphs 6.4.3 (1)P and 6.4.5.2 (2)P. <ul style="list-style-type: none"> Load model 71... set out in EN 1991-2:2003 paragraph 6.3.2 (2)P Load model SW/0 ... in EN 1991-2:2003 paragraph 6.3.3 (3)P ... factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3)P and 6.3.3 (5)P. The load effects ... set out in EN 1991-2:2003 paragraphs 6.4.3 (1)P and 6.4.5.2 (2)P. 	1. Typographical errors and evident translation mistakes	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012	2012/464/EU	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	2012/464/EU	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	2012/464/EU	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	2012/464/EU	12/04/2011	
51	HS INF TSI 2008/217/EC	4.7, paragpah 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	2012/464/EU	12/04/2011	
52	HS INF TSI 2008/217/EC	5.3.1.1 a) Railhead profile, plain line	CEN	The railhead profile shall be selected from the range set out in EN 13674-1:2003 annex A or shall be the profile 60 E2 defined in Annex F of this TSI.	The railhead profile shall be selected from the range set out in Annex A of EN 13674-1:2003 + EN 13674-1:2003/A1:2006.	3. Technical deficiencies	ERA/OPI/2011- 07/INT	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
53	HS INF TSI 2008/217/EC	5.3.1.1 b) Railhead profile, Switches and crossings	CEN, ERA	The railhead profile shall be selected from the range set out in EN 13674-1:2003 Annex A or shall be the profile 60E2 defined in Annex F of this TSI.	The railhead profile shall be selected from the range set out in Annex A of EN 13674-1:2003 + EN 13674-1:2003/A1:2006 and Annex A of EN 13674-2:2006 or shall be the profiles 60E2 A1 or 60E2 F1 defined in Annex F to this TSI.	3. Technical deficiencies	ERA/OPI/2011- 07/INT	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
54	HS INF TSI 2008/217/EC	5.3.1.3 b) Steel grade, Switches and crossings	CEN, ERA	The steel grade of the rail shall comply with EN13674-2:2003 Chapter 5.	The steel grade of the rail shall comply with EN 13674-2:2006 Chapter 5.	3. Technical deficiencies	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
55	HS INF TSI 2008/217/EC	5.3.2 d) The rail fastening system	CEN, ERA	the minimum electrical resistance required is 5 kΩ, measured in accordance with EN 13146-5.	the minimum electrical resistance required is 5 kΩ, measured in accordance with EN 13146-5:2002.	3. Technical deficiencies	ERA/OPI/2011- 12/INT	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
56	HS INF TSI 2008/217/EC	7.3.5 Particular features on the Finnish network	CEN, ERA	"<= 160" ">160 and <=200" etc. ">300"	" v ≤ 160" "160 ≤ v ≤ 200" etc. "v ≥ 300"	1. Typographical errors and evident translation mistakes	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	

57	HS INF TSI 2008/217/EC	Annex H List of open points		ERA	Fire safety and safety in railway tunnels (see 4.2.2.1)	To be deleted - as any open point is not mentioned in the text of section 4.2.2.1, where is reference to SRT TSI. Probably old version of Annex H - when SRT TSI not existed- was not corrected while HS TSI was updated with inclusion of the already existing SRT TSI.	3. Technical deficiencies	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2012/464/EU	12/04/2011		
58	HS INF TSI 2008/217/EC	Annex C	EN	UK	Industry Standards Coordination Committee (UK)	Module A: Internal Design Control with Production Verification	Module A1: Internal Design Control with Production Verification	3. Technical deficiencies	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2012/464/EU	12/04/2011	
59	CR OPE TSI 2006/920/EC	4.3.3.3 (Requirements for passenger vehicles)	EN			"passenger stops" is translated as "Verkehrs- und Betriebshalte"	Die Kompatibilität zwischen Reisezugwagen und den Bahnsteigen an den vorgesehenen Haltepunkten für Reisende muss ausreichend sein, um ein sicheres Ein- und Aussteigen zu gewährleisten.	„Compatibility between passenger vehicles and platforms at scheduled passenger stops must be sufficient in order to ensure safe access and egress.“	1. Typographical errors and evident translation mistakes		31/05/2011 2011/314/EU	12/04/2011	
60	CR OPE TSI 2006/920/EC	Annex P.2, Wagons	DE			Die Kennzeichnung ist nach folgenden Vorgaben am Wagen anzubringen: 31 TEN-RIV 80 D-DB 0692 235-2 Tanoos	Die Kennzeichnung ist nach folgenden Vorgaben am Wagen anzubringen: 31 TEN 80 D-DB 0692 235-2 Tanoos	The marking shall be inscribed on the wagon bodywork in the following manner: 31 TEN 80 D-DB 0691 235-2 Tanoos	1. Typographical errors and evident translation mistakes		26/10/2010 2010/640/EU	12/04/2011	
61	CR OPE TSI 2006/920/EC	Annex P.1, definition of the Vehicle Keeper Marking (VKM)	DE			Definition der Fahrzeughalterkennzeichnung (VHK)	Definition der Fahrzeughalterkennzeichnung (FHK)	Definition of Vehicle keeper marking (VKM)	1. Typographical errors and evident translation mistakes		26/10/2010 2010/640/EU	12/04/2011	
62	CR OPE TSI 2006/920/EC	Annex P.4, footnote 4	DE			Der Zeitraum für die Aktualisierung wird anschliessend von den betroffenen Mitgliedsstaaten gemeinsam festgelegt.	Der Zeitraum für die Aktualisierung wird anschliessend gemeinsam mit den betroffenen Mitgliedsstaaten festgelegt.	The period of updating will then be defined together with the concerned Member States.	1. Typographical errors and evident translation mistakes		26/10/2010 2010/640/EU	12/04/2011	
63	CR NOISE TSI 2006/66/EC	4.2	DE	FR	SNCF	Les véhicules de maintenance des infrastructures doivent être considérés comme des locomotives pendant leur déplacement, mais doivent satisfaire aux exigences de la présente STI en fonctionnement		Infrastructure maintenance machines have to be considered as locomotives during transfer travel, but have not to comply with this TSI, when working	2. Substantial linguistic and translation deficiencies			12/04/2011	
64	CR WAG TSI 2006/861/EC	4.2.4.1.2.2	FR		SG Braking	"Caso - freno solo su ruote"	"Caso A - freno solo su ruote"		1. Typographical errors and evident translation mistakes			12/04/2011	
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			A force applied to one end of the wagon body shall be reacted at the corresponding position at the opposite end. 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: "In Bremsstellung G soll nach dem Ansprung 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 2012/464/EU	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 « SS » 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 1.12	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 Up to 40 seconds Goods Setting Up to 10 seconds	- Passenger Setting Up to 10 seconds - Goods Setting Up to 40 seconds		ERA/REC/07-2011/INT	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
76	CR WAG TSI 2006/861/EC	Annex P 3 row 4	EN	Corrigendum	Passenger Setting Up to 25 seconds - Goods Setting Up to 70 60 seconds	Passenger Setting Up to 25 seconds - Goods Setting Up to 60 seconds		ERA/REC/07-2011/INT	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
77	CR WAG TSI 2006/861/EC	Table Q.1	EN	SG Braking	Brake pad and disk Brake blocs (1)	18 M 18 M Brake pad and disk 12 M Brake blocs (1) 12 M Note: as it is in French version		ERA/REC/07-2011/INT	09/09/2011	14/08/2012 2012/464/EU	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 2012/464/EU	12/04/2011
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 2012/464/EU	12/04/2011
80	CR WAG TSI 2006/861/EC	FF 2.2. Valves for vehicles existing before 2005 which are upgraded or renewed 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 2012/464/EU	12/04/2011
81	CR WAG TSI 2006/861/EC	FF 2.2. Valves for vehicles existing before 2005 which are upgraded or renewed 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 2012/464/EU	12/04/2011
82	CR WAG TSI 2006/861/EC	FF 2.2. Valves for vehicles existing before 2005 which are upgraded or renewed 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 2012/464/EU	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 2012/464/EU	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 2012/464/EU	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 2012/464/EU	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 2012/464/EU	12/04/2011
87	SRT TSI 2008/163/EC	Title of the annex to the decision	EN		ERA	DRAFT TECHNICAL SPECIFICATION FOR INTEROPERABILITY	TECHNICAL SPECIFICATION FOR INTEROPERABILITY	2. Substantial linguistic and translation deficiencies	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2012/464/EU	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	09/09/2011	14/08/2012 2012/464/EU	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 2012/464/EU	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“	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)	3. Technical deficiencies	ERA/REC/07- 2011/INT		14/08/2012 2012/464/EU	12/04/2011
91	HS RST TSI 2008/232/EC	Clause 4.2.6.2.2	ES		UNIFE	Condiciones del ensayo: — o bien el solicitante seleccionará la máxima altura del andén por el que vaya a pasar el tren utilizado en la evaluación.	Condiciones del ensayo: — o bien el solicitante seleccionará la minima altura del andén por el que vaya a pasar el tren utilizado en la evaluación.	The english version is : Test conditions... — or the applicant shall select the lowest 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 Duplicates error ID: 87	Annex title			ERA	DRAFT TECHNICAL SPECIFICATION FOR INTEROPERABILITY	TECHNICAL SPECIFICATION FOR INTEROPERABILITY	1. Typographical errors and evident translation mistakes				29/11/2011
93	HS INF TSI 2008/217/EC 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	2012/464/EU	29/11/2011
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	2012/464/EU	29/11/2011
96	HS RST TSI 2008/232/EC	4.2.7.4.2.1 4.2.7.4.2..5		NSA DE / ERA					3. Technical deficiencies	96/48 DV101	ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	29/11/2011
97	HS RST TSI 2008/232/EC	7.1.3 7.1.8.1		UNIFE / ERA					3. Technical deficiencies	96/48 DV103	ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	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 has to receive the requirements transmitted by the control-command and signalling subsystem devices when crossing phase and system separations of the energy subsystem.		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 Hvis nødbelysningen slukkes under normale driftsforhold, skal det være muligt at tænde for den igen på en af følgende måder – manuelt på kontakter, der er placeret for hver 250 m inde i tunnelen – ved hjælp af en fjernbetjening, som tunneloperatøren er i besiddelse af	4.2.2.8 Hvis nødbelysningen slukkes under normale driftsforhold, skal det være muligt at tænde for den igen på begge følgende måder – manuelt på kontakter, der er placeret for hver 250 m inde i tunnelen – 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 - manually from inside the tunnel at intervals of 250 m - 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 Table 3 TSI categories of line IV-F and IV-M train length (m) - 750	4.2.2 Table 3 TSI categories of line IV-F and IV-M train length (m) - 740		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 4.2.2.8.3 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 Zugspitze	4.2.2.7 Driver's cab windscreens		1. Typographical errors and evident translation mistakes	ERA/OPI/2012-02/INT					

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 2015/924
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> 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> 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 (http://www.era.europa.eu).		3. Technical deficiencies		ERA-REC-109-2014-REC	17/06/2015 2015/924
109	SRT TSI 2008/163/EC	4.2.2.4	NL	BE	Tucrail	<i>last sentence:</i> Niet-dragende panelen moeten voldoen aan de eisen van klasse B conform EN 13501-1:2002.	<i>last sentence:</i> Niet-dragende panelen en andere installaties moeten voldoen aan de eisen van klasse B conform EN 13501-1:2002.	<i>last sentence:</i> 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)	

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 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 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 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 Tecnologica Tuneles Pajares	b) Se crearán puntos de lucha contra incendios: 1) fuera de ambas bocas de todos los túneles de menos de 1 km,	b) Se crearán puntos de lucha contra incendios: 1) fuera de ambas bocas de todos los túneles de más de 1 km,	(b) Fire fighting points shall be created (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. 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)	
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... » 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... » 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'. (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. » EC: "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	31/08/2016	27/07/2016 OJ L 201 http://eur-lex.europa.eu/legal-content/FR/TXT/PDF/?uri=CELEX:32014R1302&rid=1
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") 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") 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") 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") 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
126	Appendix C of TSI OPE 2015/995	point 6.2		NL -	EnTRAINable	"Een schriftelijke aanwijzing heeft voorrang op vergelijkbare aanwijzingen van baanseinen 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

130	Appendix B of TSI OPE 2015/995	B.2 last indent	DA	DK	NSA	"[...] afgangstidspunktet er inde, medmindre der er givet afgangstilladelse inden planmæssig afgangstid".	"afgangstidspunktet er inde, med mindre det fremgår af tjenestekøreplan e.lign., at der må afgås før planmæssig afgangstid".	"[...] when it is time to depart, except when allowed to start before the scheduled time".	2. Substantial linguistic and translation deficiencies	29/08/2017	31/08/2017
131	Appendix B of TSI OPE 2015/995	B.8.1	DA	DK	NSA	"Er der svigt i det togmonterede radioudstyr, må toget ikke få kørselstilladelse på strækninger, hvor radio er påkrævet".	The word used in the Danish version "togmonterede radioudstyr" is not equal to the English term "on board radio". Togmonterede radioudstyr means a radio, which is mounted/fixed manually in the train.	"In case of on board radio failure a train shall not be permitted to start a service on lines where a radio is required".	2. Substantial linguistic and translation deficiencies	29/08/2017	31/08/2017