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|----|---------------------------|--|----|----|--------------------------|--|---|---|---|--|---------------------|------------|--|------------|
| 12 | HS RST TSI<br>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<br>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<br>2008/232/EC | Annex L, PT version                          | PT | PT |                          |  | Aptidão à triagem por gravidade: engates, passagem dos cavalos de <b>tiragem</b> , resistência à tamponagem   | Aptidão à triagem por gravidade: engates, passagem dos cavalos de <b>triagem</b> , resistência à tamponagem   |   | 2. Substantial linguistic and translation deficiencies   |                     |            |  | 12/04/2011 |
| 15 | PRM TSI<br>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 <a href="#">2012/464/EU</a> | 12/04/2011 |
| 16 | PRM TSI<br>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 <b>standing centrally on the rails and in service condition</b> 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<br>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<br>2008/164/EC    | 4.1.2.19 Platform width and edge of platform | SE | DK |                          |  | Minimavståndet 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  | Minimavståndet 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<br>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 <a href="#">2012/464/EU</a> | 12/04/2011 |

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| 20 | SRT TSI<br>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<br>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<br>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 | <a href="#">2012/464/EU</a> | 12/04/2011                  |            |
| 23 | SRT TSI<br>2008/163/EC | 4.3.6. Interfaces with the rolling stock subsystem      | ERA | 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 | <a href="#">2012/464/EU</a> | 12/04/2011                  |            |
| 24 | SRT TSI<br>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<br>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<br>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                  | <a href="#">2012/464/EU</a> | 12/04/2011 |
| 27 | SRT TSI<br>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 | <a href="#">2012/464/EU</a> | 12/04/2011                  |            |

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| 28 | SRT TSI<br>2008/163/EC    | 4.2.5.3.1.<br>Running<br>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<br>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<br>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<br>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 | <a href="#">2012/464/EU</a> |  | 12/04/2011 |
| 32 | HS ENE TSI<br>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<br>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<br>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<br>2008/284/EC | 4.2.16.2.4   |    | ERA      | <del>±0, -10%</del> for the AC curve C   | <del>±/- 10%</del> for the AC curve C  |   | <del>1. Typographical errors and evident translation mistakes</del> |                     |            |            |                             |  | 12/04/2011 |
| 36 | HS ENE TSI<br>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 | <a href="#">2012/464/EU</a> |  | 12/04/2011 |
| 37 | HS ENE TSI<br>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 | <a href="#">2012/464/EU</a> |  | 12/04/2011 |
| 38 | HS ENE TSI<br>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 | <a href="#">2012/464/EU</a> |  | 12/04/2011 |
| 39 | HS ENE TSI<br>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<br>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 | <a href="#">2012/464/EU</a> |  | 12/04/2011 |
| 41 | HS ENE TSI<br>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<br>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 | <a href="#">2012/464/EU</a> |  | 12/04/2011 |
| 43 | HS INF TSI<br>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<br>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 |



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| 45 | HS INF TSI<br>2008/217/EC | 4.2.9.2 and<br>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<br>evident translation mistakes | ERA/REC/07-<br>2011/INT | 09/09/2011              | 14/08/2012 | <a href="#">2012/464/EU</a> | 12/04/2011                  |            |
| 46 | HS INF TSI<br>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<br>EN 1990:2002 + EN 1990:2002/A1:2005   | 3. Technical deficiencies                                   | ERA/REC/07-<br>2011/INT | 09/09/2011              | 14/08/2012 | <a href="#">2012/464/EU</a> | 12/04/2011                  |            |
| 47 | HS INF TSI<br>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> </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> </ul> | 1. Typographical errors and<br>evident translation mistakes | ERA/REC/07-<br>2011/INT | 09/09/2011              | 14/08/2012 | <a href="#">2012/464/EU</a> | 12/04/2011                  |            |
| 48 | HS INF TSI<br>2008/217/EC | 4.2.14.2,<br>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-<br>2011/INT | 09/09/2011              | 14/08/2012 | <a href="#">2012/464/EU</a> | 12/04/2011                  |            |
| 49 | HS INF TSI<br>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<br>evident translation mistakes | ERA/REC/07-<br>2011/INT | 09/09/2011              | 14/08/2012 | <a href="#">2012/464/EU</a> | 12/04/2011                  |            |
| 50 | HS INF TSI<br>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<br>evident translation mistakes | ERA/REC/07-<br>2011/INT | 09/09/2011              | 14/08/2012 | <a href="#">2012/464/EU</a> | 12/04/2011                  |            |
| 51 | HS INF TSI<br>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<br>evident translation mistakes | ERA/REC/07-<br>2011/INT | 09/09/2011              | 14/08/2012 | <a href="#">2012/464/EU</a> | 12/04/2011                  |            |
| 52 | HS INF TSI<br>2008/217/EC | 5.3.1.1 a)<br>Railhead profile,<br>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-<br>07/INT | ERA/REC/07-<br>2011/INT | 09/09/2011 | 14/08/2012                  | <a href="#">2012/464/EU</a> | 12/04/2011 |
| 53 | HS INF TSI<br>2008/217/EC | 5.3.1.1 b)<br>Railhead profile,<br>Switches and<br>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-<br>07/INT | ERA/REC/07-<br>2011/INT | 09/09/2011 | 14/08/2012                  | <a href="#">2012/464/EU</a> | 12/04/2011 |
| 54 | HS INF TSI<br>2008/217/EC | 5.3.1.3 b) Steel<br>grade, Switches<br>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-<br>2011/INT | 09/09/2011              | 14/08/2012 | <a href="#">2012/464/EU</a> | 12/04/2011                  |            |
| 55 | HS INF TSI<br>2008/217/EC | 5.3.2 d) The rail<br>fastening<br>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-<br>12/INT | ERA/REC/07-<br>2011/INT | 09/09/2011 | 14/08/2012                  | <a href="#">2012/464/EU</a> | 12/04/2011 |
| 56 | HS INF TSI<br>2008/217/EC | 7.3.5 Particular<br>features on the<br>Finnish network       | CEN, ERA | "<= 160"<br>">160 and <=200" etc.<br>">300"  | " v ≤ 160"<br>"160 ≤ v ≤ 200" etc.<br>"v ≥ 300"  | 1. Typographical errors and<br>evident translation mistakes | ERA/REC/07-<br>2011/INT | 09/09/2011              | 14/08/2012 | <a href="#">2012/464/EU</a> | 12/04/2011                  |            |

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|----|----------------------------|--|----|-----|--|---|--|---|---|--|--|--|------------|
| 57 | HS INF TSI<br>2008/217/EC  | Annex H List of<br>open points                                     |    | ERA | Fire safety and safety in railway<br>tunnels (see 4.2.2.1) | To be deleted - as any open point is not<br>mentioned in the text of section<br>4.2.2.1, where is reference to SRT TSI.<br>Probably old version of Annex H - when<br>SRT TSI not existed- was not corrected<br>while HS TSI was updated with<br>inclusion of the already existing SRT<br>TSI. | 3. Technical deficiencies  | ERA/REC/07-<br>2011/INT   | 09/09/2011  | 14/08/2012 <a href="#">2012/464/EU</a> | 12/04/2011                             |  |            |
| 58 | HS INF TSI<br>2008/217/EC  | Annex C  | EN | UK  | Industry<br>Standards<br>Coordination<br>Committee (UK)    | Module A: Internal Design Control<br>with Production Verification   | Module A1: Internal Design Control<br>with Production Verification   | 3. Technical deficiencies   | ERA/REC/07-<br>2011/INT                                     | 09/09/2011                             | 14/08/2012 <a href="#">2012/464/EU</a> | 12/04/2011                             |            |
| 59 | CR OPE TSI<br>2006/920/EC  | 4.3.3.3<br>(Requirements<br>for passenger<br>vehicles)             | EN |     |  | "passenger stops" is translated as<br>"Verkehrs- und Betriebshalte"   | Die Kompatibilität zwischen<br>Reisezugwagen und den Bahnsteigen<br>an den vorgesehenen Haltepunkten<br>für Reisende muss ausreichend sein,<br>um ein sicheres Ein- und Aussteigen zu<br>gewährleisten.  | „Compatibility between passenger<br>vehicles and platforms at<br>scheduled passenger stops must<br>be sufficient in order to ensure<br>safe access and egress.“ | 1. Typographical errors and<br>evident translation mistakes |  | 31/05/2011 <a href="#">2011/314/EU</a> | 12/04/2011                             |            |
| 60 | CR OPE TSI<br>2006/920/EC  | Annex P.2,<br>Wagons   | DE |     |  | Die Kennzeichnung ist nach<br>folgenden Vorgaben am Wagen<br>anzubringen:<br>31 TEN-RIV<br>80 D-DB<br>0692 235-2<br>Tanoos  | Die Kennzeichnung ist nach folgenden<br>Vorgaben am Wagen anzubringen:<br>31 TEN<br>80 D-DB<br>0692 235-2<br>Tanoos  | The marking shall be inscribed on<br>the wagon bodywork in the<br>following manner:<br>31 TEN<br>80 D-DB<br>0691 235-2<br>Tanoos                                | 1. Typographical errors and<br>evident translation mistakes |  | 26/10/2010 <a href="#">2010/640/EU</a> | 12/04/2011                             |            |
| 61 | CR OPE TSI<br>2006/920/EC  | Annex P.1,<br>definition of the<br>Vehicle Keeper<br>Marking (VKM) | DE |     |  | Definition der<br>Fahrzeughalterkennzeichnung (VHK)   | Definition der<br>Fahrzeughalterkennzeichnung (FHK)  | Definition of Vehicle keeper<br>marking (VKM)   | 1. Typographical errors and<br>evident translation mistakes |  | 26/10/2010 <a href="#">2010/640/EU</a> | 12/04/2011                             |            |
| 62 | CR OPE TSI<br>2006/920/EC  | Annex P.4,<br>footnote 4   | DE |     |  | Der Zeitraum für die Aktualisierung<br>wird anschliessend von den<br>betroffenen Mitgliedsstaaten<br>gemeinsam festgelegt.  | Der Zeitraum für die Aktualisierung<br>wird anschliessend gemeinsam mit<br>den betroffenen Mitgliedsstaaten<br>festgelegt.   | The period of updating will then<br>be defined together with the<br>concerned Member States.  | 1. Typographical errors and<br>evident translation mistakes |  | 26/10/2010 <a href="#">2010/640/EU</a> | 12/04/2011                             |            |
| 63 | CR NOISE TSI<br>2006/66/EC | 4.2  | DE | FR  | SNCF   | Les véhicules de maintenance des<br>infrastructures doivent être<br>considérés comme des locomotives<br>pendant leur déplacement, mais<br>doivent satisfaire aux exigences de<br>la présente STI en fonctionnement  |  | Infrastructure maintenance<br>machines have to be considered<br>as locomotives during transfer<br>travel, but have not to comply<br>with this TSI, when working | 2. Substantial linguistic and<br>translation deficiencies   |  |  | 12/04/2011                             |            |
| 64 | CR WAG TSI<br>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<br>evident translation mistakes |  |  | 12/04/2011                             |            |
| 65 | CR WAG TSI<br>2006/861/EC  | 4.2.4.1.2.2  | IT |     | SG Braking   | Table first line "Case B — other<br>cases: S = 380 m"   | "390 m" have to be changed into "380<br>m"   |   | 1. Typographical errors and<br>evident translation mistakes |  |  | 12/04/2011                             |            |
| 66 | CR WAG TSI<br>2006/861/EC  | 4.2.2.3.2.1.,<br>Note 1:   | GE |     |  | A force applied to one end of the<br>wagon body shall be reacted at the<br>corresponding position<br>at the opposite end.<br><br>Eine Kraft, die auf ein Ende des<br>Wagenkastens aufgebracht wird, ist<br>als Reaktionskraft an der<br>entsprechenden Position am<br>anderen Ende zu messen. | Eine Kraft, die an einem Ende des<br>Wagenkastens aufgebracht wird soll<br>an der entsprechenden Position am<br>gegenüberliegenden Ende abgeleitet<br>werden   | 2. Substantial linguistic and<br>translation deficiencies   |   |  | 12/04/2011                             |  |            |
| 67 | CR WAG TSI<br>2006/861/EC  | 6.2.3.3.2  | GE |     | SG Braking   |   | Misleading German translation,<br>replace "Leistung" by "Funktion"   |   | 2. Substantial linguistic and<br>translation deficiencies   |  |  | 12/04/2011                             |            |
| 68 | CR WAG TSI<br>2006/861/EC  | 6.2.3.3.2  | GE |     | SG Braking   | Notes on Table above in N1.:<br>Following inshot to approximately<br>10 % of the final brake cylinder<br>pressure, the increase in pressure<br>shall be progressive.  | Misleading German translation,<br>according to UIC 540, 1.18 better<br>replace by:<br>"In Bremsstellung G soll nach dem<br>Ansprung die so erzielte<br>Bremsklotzkraft etwa 10 % der<br>endgültigen Bremsklotzkraft betragen<br>und dann kontinuierlich bis zum<br>endgültigen Wert ansteigen" |   | 2. Substantial linguistic and<br>translation deficiencies   |  |  | 12/04/2011                             |            |
| 69 | CR WAG TSI<br>2006/861/EC  | Annex I  | GE |     | SG Braking   | Figure I5   | The legend is not consistent with the<br>figure : in the legend replace<br>"distributor shall react" by<br>"Distributor shall not react" and<br>"distributor shall not react" by<br>"distributor shall react".   |   | 1. Typographical errors and<br>evident translation mistakes | ERA/REC/07-<br>2011/INT                | 09/09/2011                             | 14/08/2012 <a href="#">2012/464/EU</a> | 12/04/2011 |

|    |                           |  |     |  |             |   |  |  |  |                     |            |  |            |
|----|---------------------------|--|-----|--|-------------|---|--|--|--|---------------------|------------|--|------------|
| 70 | CR WAG TSI<br>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<br>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<br>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<br>2006/861/EC | Annex I  | FR  |  | SG Braking  | cast  | cast P 10  |  |  |                     |            |  | 12/04/2011 |
| 74 | CR WAG TSI<br>2006/861/EC | Annex I, I.6,<br>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<br>2006/861/EC | Annex P 3<br>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<br>2006/861/EC | Annex P 3<br>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<br>2006/861/EC | Table Q.1  | EN  |  | SG Braking  | Brake pad and disk<br>18 M<br>Brake blocs (1)<br>18 M   | Brake pad and disk<br>12 M<br>Brake blocs (1)<br>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<br>2006/861/EC | Annex FF 2.1.<br>Distributor<br>Valves for new<br>vehicles,<br>upgraded and<br>renewed<br>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 |
| 79 | CR WAG TSI<br>2006/861/EC | Annex FF 2.1.<br>Distributor<br>Valves for new<br>vehicles,<br>upgraded and<br>renewed<br>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<br>2006/861/EC | FF 2.2. Valves<br>for vehicles<br>existing before<br>2005 which are<br>upgraded or<br>renewed<br>Tabel - Oerlikon<br>brake | EN  |  | Corrigendum | G/P brake<br>with non-universal action where the connected brake cylinder or pre-adjusted volumes are up to 14 l                        | G/P brake<br>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<br>2006/861/EC | FF 2.2. Valves<br>for vehicles<br>existing before<br>2005 which are<br>upgraded or<br>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<br>2006/861/EC | FF 2.2. Valves<br>for vehicles<br>existing before<br>2005 which are<br>upgraded or<br>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<br>2006/861/EC | FF 3. SELF-<br>ADJUSTING<br>LOAD-<br>PROPORTIONAL<br>BRAKING<br>DEVICES<br>APPROVED FOR<br>INTERNATIONAL<br>TRAFFIC        | EN  |  | Corrigendum | Load-proportional valve<br>DAKO-DSS SL1 or SL2  | Load-proportional valve<br>SL1 or SL2<br>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 |

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| 84 | CR WAG TSI<br>2006/861/EC                              | FF 3. SELF-<br>ADJUSTING<br>LOAD-<br>PROPORTIONAL<br>BRAKING<br>DEVICES<br>APPROVED FOR<br>INTERNATIONAL<br>TRAFFIC           | EN  |    | Corrigendum   | Load-proportional valve<br>DAKO-DS SL1 or SL2  | Load-proportional valve SL1 or SL2<br>DAKO-DS  | 1. Typographical errors and<br>evident translation mistakes  | ERA/REC/07-<br>2011/INT                                     | 09/09/2011              | 14/08/2012 <a href="#">2012/464/EU</a> | 12/04/2011 |
| 85 | CR WAG TSI<br>2006/861/EC                              | FF 8. TEST<br>BENCHES<br>ASSESSED UP TO<br>JUNE 2004 AS<br>CAPABLE OF<br>CARRYING OUT<br>ACCEPTANCE<br>TESTS ON<br>BRAKE PADS | EN  |    | Corrigendum   | PKP Poznan   | CNTK Warsaw  |  | ERA/REC/07-<br>2011/INT                                     | 09/09/2011              | 14/08/2012 <a href="#">2012/464/EU</a> | 12/04/2011 |
| 86 | PRM TSI<br>2008/164/EC                                 | 4.2.2.2.2 Priority<br>seats   | EN  | IT | RINA (NoBo IT)  | Error is on drawing n°3 : the<br>distance of 1680 mm is not properly<br>drawn : it should be from the floor<br>to the top of the clear headroom  | Modify drawing n°3 to indicate the<br>1680 mm distance from the floor to<br>the top of the clear headroom  | 1. Typographical errors and<br>evident translation mistakes  | ERA/REC/07-<br>2011/INT                                     | 09/09/2011              | 14/08/2012 <a href="#">2012/464/EU</a> | 12/04/2011 |
| 87 | SRT TSI<br>2008/163/EC                                 | Title of the<br>annex to the<br>decision  | EN  |    | ERA   | <b>DRAFT</b> TECHNICAL SPECIFICATION<br>FOR INTEROPERABILITY   | TECHNICAL SPECIFICATION FOR<br>INTEROPERABILITY  | 2. Substantial linguistic and<br>translation deficiencies  | ERA/REC/07-<br>2011/INT                                     | 09/09/2011              | 14/08/2012 <a href="#">2012/464/EU</a> | 12/04/2011 |
| 88 | PRM TSI<br>2008/164/EC                                 | Annex N.5   | EN  |    | EFHOH<br>European<br>Federation of<br>Hard of Hearing | Not a text : the specified pictogram<br>for inductive loop is not the<br>standard one  | Modify the pictogram for the ETSI (EN)<br>301 462 one  | 3. Technical deficiencies  | ERA/OPI/2011-<br>03/INT                                     | 09/09/2011              | 14/08/2012 <a href="#">2012/464/EU</a> | 12/04/2011 |
| 89 | HS RST TSI<br>2008/232/EC                              | Clause 7.1.3  | EN  |    | ERA   | Rolling stock, whose design is not<br>certified in accordance with the TSIs<br>shall be subject to the conditions<br>described in section 7.1.7  | Rolling stock, whose design is not<br>certified in accordance with the TSIs<br>shall be subject to the conditions<br>described in section 7.1.8  | 1. Typographical errors and<br>evident translation mistakes  | ERA/REC/07-<br>2011/INT                                     | 09/09/2011              | 14/08/2012 <a href="#">2012/464/EU</a> | 12/04/2011 |
| 90 | CR WAG TSI<br>2006/861/EC                              | Clause<br>4.2.4.1.2.8   | all | SE | NSA   | The parking brake shall be designed<br>such that fully loaded wagons shall<br>be held in a gradient of 4,0 % with<br>maximum adhesion of 0,15 with no<br>wind“   | <b>The minimum parking brake<br/>performance, considering no wind,<br/>shall be determined by calculations as<br/>defined in the standard clause 6 of EN<br/>14531-6:2009.<br/>The minimum performance of the<br/>parking brake shall be marked on the<br/>unit. The marking shall comply with<br/>EN 15877-1:2010 (clause 4.5.25)</b> | 3. Technical deficiencies  | ERA/REC/07-<br>2011/INT                                     |                         | 14/08/2012 <a href="#">2012/464/EU</a> | 12/04/2011 |
| 91 | HS RST TSI<br>2008/232/EC                              | Clause 4.2.6.2.2  | ES  |    | UNIFE   | Condiciones del ensayo: ....<br>— o bien el solicitante seleccionará<br>la <b>máxima</b> altura del andén por el<br>que vaya a pasar el tren utilizado en<br>la evaluación.  | Condiciones del ensayo: ....<br>— o bien el solicitante seleccionará la<br><b>minima</b> altura del andén por el que<br>vaya a pasar el tren utilizado en la<br>evaluación.  | The english version is :<br>Test conditions...<br>— or the applicant shall select the<br><b>lowest</b> height of platform passed<br>by the train to be used for the<br>assessment. | 1. Typographical errors and<br>evident translation mistakes |                         |  | 29/11/2011 |
| 92 | SRT TSI:<br>2008/163/EC<br>Duplicates error<br>ID: 87  | Annex title   |     |    | ERA   | <b>DRAFT</b> TECHNICAL SPECIFICATION<br>FOR INTEROPERABILITY   | TECHNICAL SPECIFICATION FOR<br>INTEROPERABILITY  | 1. Typographical errors and<br>evident translation mistakes  |   |                         |  | 29/11/2011 |
| 93 | HS INF TSI<br>2008/217/EC<br>Duplicates error<br>ID:55 | 5.3.2 d) The rail<br>fastening<br>system  |     |    | ERA   | the minimum electrical resistance<br>required is 5 kΩ, measured in<br>accordance with EN 13146-5. It is<br>permissible for the Infrastructure<br>Manager to require a higher<br>resistance where this is required by<br>particular control command and<br>signalling systems | Delete paragraph d)  | 3. Technical deficiencies  | ERA/OPI/2011-<br>12/INT                                     | ERA/REC/07-<br>2011/INT | 09/09/2011                             | 29/11/2011 |



|     |                           |                                   |     |              |   |   |  |   |  |                     |            |            |                             |            |
|-----|---------------------------|-----------------------------------|-----|--------------|---|---|--|---|--|---------------------|------------|------------|-----------------------------|------------|
| 94  | HS INF TSI<br>2008/217/EC | 6.1.6.2<br>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 |
| 95  | HS INF TSI<br>2008/217/EC | 4.2.18,<br>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<br>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<br>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<br>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 energy subsystem.                                    |  | 1. Typographical errors and evident translation mistakes  |  |                     |            |            |                             | 29/11/2011 |
| 99  | SRT TSI<br>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:<br>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<br>2011/275/EU | 4.2.2<br>'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<br>2008/164/EC    | 7.3.2.9<br>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<br>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<br>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<br>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<br>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> 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 ( <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<br>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) |                                     |

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| 111 | HS RST TSI<br>2008/232/EC   | Annex A.3.1<br>Crashworthiness<br>- Reduce the risk<br>of overriding | FR  |    | ERA /<br>Manufacturer                        | A.3.1 Réduire le risque de<br>chevauchement<br>Le critère d'admission pour la<br>limitation du risque de<br>chevauchement est la<br>démonstration, dans le cadre d'une<br>simulation additionnelle du scénario<br>1, que dans le cas du décalage<br>vertical initial de 40 mm, aucun<br>essieu ne se soulève sur aucun<br>bogie, et que les exigences<br>concernant les zones de survie et la<br>décélération sont satisfaites. Le<br>respect de ces critères est impératif<br>pour attester la résistance au<br>chevauchement. | A.3.1 Réduire le risque de<br>chevauchement<br>Le critère d'admission pour la<br>limitation du risque de<br>chevauchement est la démonstration,<br>dans le cadre d'une simulation<br>additionnelle du scénario 1, que, dans<br>le cas du décalage vertical initial de 40<br>mm, aucun soulèvement de tous les<br>essieux d'un bogie ne se produise, et<br>que les exigences concernant les zones<br>de survie et la décélération sont<br>satisfaites. Le respect de ces critères<br>est impératif pour attester la<br>résistance au chevauchement. | A.3.1 Reduce the risk of overriding<br>The acceptance criterion for the<br>overriding limitation are that an<br>additional simulation of scenario 1<br>demonstrates that under the<br>initial vertical offset conditions of<br>40 mm no lifting of all wheel sets<br>of any bogie occurs and that<br>survival space and deceleration<br>limit requirements are<br>maintained. These criteria alone<br>are sufficient for the validation of<br>overriding resistance. | 1. Typographical errors and<br>evident translation mistakes | 19/11/2014 |                     |   |            |
| 112 | WAG<br>(321/2013 as<br>amended by<br>1236/2013)                     |  | All |    | NB Rail                                      | References to ERA Technical<br>Document ERA/TD/2012-04/INT<br>should read 'version 1.3 of<br>2.12.2014' instead of 'version 1.2 of<br>18.1.2013'.   | Correct references to the right version<br>of the TD   |  | 1. Typographical errors and<br>evident translation mistakes | 15/12/2014 |                     | ERA-REC-117-<br>2016-REC (Note:<br>ERA technical<br>document<br>ERA/TD/2012-<br>04/INT is<br>proposed to be<br>replaced by EN<br>16116-2:2013)                                |            |
| 113 | PRM TSI<br>EU 1300/2014   | Appendix G   | DE  | DE | NSA  | die Messanordnung besteht aus acht<br>Mikrofonen, die auf einem Kreis mit<br>einem Durchmesser<br>von 250 mm gleichmäßig verteilt<br>sind.  | die Messanordnung besteht aus acht<br>Mikrofonen, die auf einem Kreis mit<br>einem Radius<br>von 250 mm gleichmäßig verteilt sind.   | the array consists of 8<br>microphones evenly spaced around<br>a circle of radius 250 mm   | 1. Typographical errors and<br>evident translation mistakes | 30/01/2015 |                     |   |            |
| 114 | LOC&PAS TSI EU<br>1302/2014   | 7.1.3.1. point<br>7)   | EN  |    | NB Rail                                      |   | The type or design examination<br>certificate of EC verification for the<br>subsystem is valid for a seven year<br>phase B period after its issue date,<br>even if a revision of this TSI comes<br>into force. During this time, new<br>rolling stock of the same type is<br>permitted to be placed in service on<br>the basis of an EC declaration of<br>verification referring to the type or<br>design examination certificate of EC<br>verification.   | The type examination certificate<br>of EC verification for the<br>subsystem is valid for a seven year<br>phase B period after its issue date,<br>even if a revision of this TSI comes<br>into force. During this time, new<br>rolling stock of the same type is<br>permitted to be placed in service<br>on the basis of an EC declaration<br>of verification referring to the<br>type certificate of verification  | 3. Technical deficiencies                                   | 15/12/2014 | ERA/OPI/2014-<br>11 | 17/04/2015  | 17/04/2015 |
| 115 | LOC&PAS TSI EU<br>1302/2014   | 7.1.3.2. point 1)  | EN  |    | NB Rail                                      |   | This clause concerns an<br>interoperability constituent which is<br>subject, when required, to type<br>examination (module CB) followed by<br>suitability for use (CV) or design<br>examination (module CH1) followed<br>by suitability for use (CV)   | This clause concerns an<br>interoperability constituent which<br>is subject to type examination<br>(module CB) or to suitability for<br>use (module CV).   | 3. Technical deficiencies                                   | 15/12/2014 | ERA/OPI/2014-<br>11 | 17/04/2015  | 17/04/2015 |
| 116 | TSI SRT<br>Reg EU<br>1303/2014                                      | 4,2,1,7 point b)<br>1)   | ES  | ES | Plataforma<br>Tecnologica<br>Tuneles Pajares | b) Se crearán puntos de lucha<br>contra incendios:<br>1) fuera de ambas bocas de todos<br>los túneles de menos de 1 km,   | b) Se crearán puntos de lucha contra<br>incendios:<br>1) fuera de ambas bocas de todos los<br>túneles de más de 1 km,  | (b) Fire fighting points shall be<br>created<br>(1) Outside both portals of every<br>tunnel of > 1 km  | 1. Typographical errors and<br>evident translation mistakes | 18/05/2015 |                     |   |            |
| 117 | WAG TSI<br>(321/2013 as<br>amended by<br>1236/2013 and<br>2015/924) | 6.1.2.5  | All |    | ERA  | In point 6.1.2.5 there is four times<br>reference to ERA technical<br>document ERA/TD/2013-02/INT<br>version 2.0 of XX.XX.2014.<br><br>The same editorial mistake appears<br>once in Appendix D.  | The reference should in each case read<br>as ERA technical document<br>ERA/TD/2013-02/INT version 2.0 of<br>15.12.2014.  |  | 1. Typographical errors and<br>evident translation mistakes | 19/06/2015 |                     | ERA-REC-117-<br>2016-REC (Note:<br>The reference is<br>proposed to be<br>'ERA/TD/2013-<br>02/INT version<br>3.0 of<br>27.11.2015'<br>because of<br>further editorial<br>work) |            |
| 118 | WAG TSI<br>(321/2013 as<br>amended by<br>1236/2013 and<br>2015/924) | 4.2.2.2  | All |    | ERA  | The jacking positions shall be<br>marked on the unit. The marking<br>shall comply with point 4.5.13 of EN<br>15877-1:2012.  | The jacking positions shall be marked<br>on the unit. The marking shall comply<br>with point 4.5.14 of EN 15877-1:2012.  |  | 1. Typographical errors and<br>evident translation mistakes | 23/06/2015 |                     | ERA-REC-117-<br>2016-REC  |            |
| 119 | LOC&PAS TSI EU<br>1302/2014   | 4.2.5.3  | DE  | AT |  | Passenger alarm is translated into<br>german as "Fahrgastnotruf"  | The correct translation is<br>"Fahrgastalarm"  | 4.2.5.3 Passenger alarm  | 1. Typographical errors and<br>evident translation mistakes | 12/08/2015 |                     |   |            |

|     |                                   |                             |    |        |               |   |   |   |  |            |                                 |            |   |
|-----|-----------------------------------|-----------------------------|----|--------|---------------|---|---|---|--|------------|---------------------------------|------------|---|
| 120 | PRM TSI<br>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<br>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<br>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 - <u>pour la position de conduite la plus fréquente</u> - 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 <del>conditions normales</del> 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<br>OJ L 201<br><a href="http://eur-lex.europa.eu/legal-content/FR/TXT/PDF/?uri=CELEX:32014R1302&amp;rid=1">http://eur-lex.europa.eu/legal-content/FR/TXT/PDF/?uri=CELEX:32014R1302&amp;rid=1</a> |
| 123 | LOC & PAS TSI<br>EU 1302/2014     | 7.3.2.6                     | EN | ES     | NSA           | Specific case Spain ("P")   | Specific case Spain ("P") <u>for 1668 mm track gauge</u>  |   | 3. Technical deficiencies                                | 17/11/2015 | ERA-REC-120-2015-REC (point 49) | 31/08/2016 |   |
| 124 | LOC & PAS TSI<br>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<br>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<br>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<br>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<br>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<br>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/fixe 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 |