

**OPINION ERA/OPI/2012-05/INT**  
**OF THE EUROPEAN RAILWAY AGENCY**  
OF 28 June 2012

FOR

Ms Sian PROUT – DG MOVE B2

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REGARDING

Question and clarification from NB-Rail of a dissimilarity between the HS RST TSI and the CR LOC&PAS RST TSI concerning the requirements on “passenger alarm – emergency brake override” (QC-RST-014)

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## 1. General Context

1. In a note to JC Pichant dated 30 May 2012 and referenced D (2012)643.673, Ms Sian PROUT (DG-MOVE B2) has requested the Agency to issue a technical opinion regarding the question/clarification by NB RAIL.

This note is attached in Annex 1.

2. The technical scope of this technical opinion relates to the QC-014-RST clause 4.2.5.3 "Passenger alarm" of the CR LOC&PAS RST TSI (Commission Decision 2011/291/EC).

## 2. Legal Background

1. Article 28(5) of Directive 2008/57/EC of the European Parliament and of the Council of June 2008 on the interoperability of the rail system within the Community<sup>1</sup> (Interoperability Directive).

*"The Commission, when appropriate, will propose the measures needed to remedy the problems."*

2. Section 2.3.4 of Framework mandate to the European Railway Agency adopted on 13 July 2007 – C(2007)3371.

*"..the Agency shall analyse the issue raised by the Commission or by the Committee under the format I.Q (interpretative question, Q.C (questions / clarifications) or similar, and provide answers to them."*

## 3. Analysis

1. The functional requirement on passenger alarm override is not identical between the two TSIs HS and CR LOC & PAS TSIs.

2. The requirement in the HS RST TSI :

*"Activating the alarm shall:*

*– Initiate braking*

*– Cause a visual (flashing or continuous light) and acoustic (buzzer/klaxon or spoken message) alarm to be triggered in the driver's cab;*

*– Transmit a message (acoustic or visual signal or radio message by mobile phone) by the driver or an automatic system to the train crew working among the passengers.*

*– Transmit an acknowledgement, recognisable by the person who triggered the signal (acoustic signal in the vehicle, braking application, etc.)*

The requirement in the CR LOC&PAS RST TSI :

*The passenger alarm shall comply either:*

*(a) with the HS RST TSI 2008 clause 4.2.5.3;*

*(b) or alternatively, with the provisions described below, which then replace the provisions of the HS RST TSI 2008 for application to units in the scope of this CR LOC & PAS TSI.*

*Alternative provisions for the passenger alarm:*

*Requirements for information interfaces:*

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<sup>1</sup> OJ L 191, 18.7.2008, p. 1–45, as last amended by Directive 2009/131/EC (OJ L 273, 17.10.2009, p. 12–13).

- *With the exception of toilets and gangways, each compartment, each entrance vestibule and all other separated areas intended for passengers shall be equipped with at least one clearly visible and indicated alarm device to inform the driver in the event of a danger.*
- *The alarm device shall be designed so that once activated it cannot be cancelled by passengers.*
- *At the triggering of the passenger alarm, both visual and acoustic signs shall indicate to the driver that one or more passenger alarms have been activated.*
- *A device in the cab shall allow the driver to acknowledge his awareness of the alarm. The driver's acknowledgement shall be perceivable at the place where the passenger alarm was triggered and shall stop the acoustic signal in the cab.*
- *On the driver's initiative, the system shall allow a communication link to be established between the driver's cab and the place where the alarm(s) was/were triggered. The system shall allow the driver to cancel this communication link on his initiative.*
- *A device shall enable the crew to reset the passenger alarm.*

The CR LOC & PAS TSI allows for an alternative solution in addition to the requirement of the HS RST TSI.

3. When the CR LOC & PAS TSI was drafted this alternative method was not consider to represent state of the art but was more an innovative solution. This was the reason for keeping the requirement of the HS RST TSI in the CR LOC & PAS TSI.

Therefore the HS RST TSI is still relevant and shall apply.

4. In case the HS RST TSI can not be applied on a particular project the applicant should request a derogation.

5. Regarding the future revision of RST TSIs:

The current proposal of the working party revising both HS and CR TSIs (including their merging), related to the passenger alarm is to keep as sole requirement the alternative (b) specified in the CR LOC & PAS TSI.

#### 4. The opinion

1. The Agency cannot endorse NB-Rail proposal to modify retrospectively TSIs already in force following new findings or developments.

2. In the framework of the on-going revision of the TSI, the proposal made by NB Rail will be taken into account.

Valenciennes, 28 / 06 / 2012

Jean-Charles PICHANT

Head of Interoperability Unit



## **ANNEX 1**

Note from DG-MOVE B2 referenced D (2012) 643.673 – 30/05/2012





EUROPEAN COMMISSION  
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate B - European Mobility Network  
B.2 - Single European Rail Area  
The Head of Unit

Brussels, 30 MAI 2012  
MOVE/B.2/KV/jt D(2012)

Mr  
Jean-Charles Pichant  
European Railway Agency  
120, rue Marc Lefrancq  
F - 59300 Valenciennes

**Subject: Question and clarification NB Rail - QC-INF-009, QC-INF-010, QC-RST-012, QC-RST-013, QC-RST-014**

Dear Mr Pichant,

Please find enclosed a request form for technical opinions regarding questions of NB-Rail QC-INF-009 concerning SRT TSI; QC-INF-010 concerning PRM TSI; QC-RST-012 concerning HS RST TSI; QC-RST-013 concerning CR WAG TSI; QC-RST-014 concerning HS RST TSI and SRT TSI.

In accordance with section 2.3.4. of the framework mandate to the European Railway Agency adopted on 13 July 2007 - C (2007) 3371 - could you please give your technical opinion on these questions within the 2 months from the date of this note.

Yours sincerely,

Sian Prout

cc: Mr Grillo, Mrs Gigantino (MOVE), Mr Verslype (ERA)  
ERA (via "EU.TO.request@era.europa.eu" functional mailbox) D(2012) 643.673