

#	N°	Reference (e.g. Art, §)	Type	Reviewer	Reviewer's Comments, Questions, Proposals	Reply	Proposal for the correction or justification for the rejection
1	1	1.1.1.2.3.3	P	Alstom	It would be necessary to indicate also the maximum distance between first and last pantograph as described in EN 50367:2020 Figure A.2.	NWC	The consultation is limited to the new parameters proposed by the Working Party. The scope of the activities of the WP doesn't go beyond.
2	2	1.1.1.2.3.3	P	Alstom	Type 'A', 'B', or 'C' according to EN 50367:2020 would be useful to check compliance between a rolling stock and infrastructure. Then it's easier to compare defined pantograph positions (described in ERATV 4.10.8 today only with shortest distance between them) and a line, without checking distance, speed, and voltage.	NWC	The consultation is limited to the new parameters proposed by the Working Party. The scope of the activities of the WP doesn't go beyond.
3	3	1.1.1.2.5.2	P	Alstom	Help should indicate if it is static contact force, and/or static contact at standstill (sometimes higher) and/or Fm,max according to EN 50367:2020	NWC	The consultation is limited to the new parameters proposed by the Working Party. The scope of the activities of the WP doesn't go beyond.
11	1		G	FC	As per other comments – proposed changes are indicated but in a non-specific manner. Suggest that consultation should be repeated once more clarity exists about the changes proposed. 1.1.1.2.2.3 – 'TBD for AC Systems' 1.1.1.3.3.1 – 'TSI Compliant radio (RMR)' 1.2.2.0.6.1 - 'TBD for AC Systems'	R	The Recommendation is delivered without deadlines, those are determined by the Commission
21	1	Items for the register of infrastructure (RINF)	M		A new ITEM has been added: "1.1.1.1.3.6 Coding for combined transport for containers as defined in UIC Code (for all freight and mixed-traffic lines)." This number was already present in the document, below in the same page: ITEM "1.1.1.1.3.6 Sequence of gradient values and locations of change in gradient"	A	Final numbering will be discussed with the ERA RIND development team to ensure that the numbers are correct
22	2	Items for the register of infrastructure (RINF)	M		A new ITEM has been added: "1.1.1.1.3.7 Coding for combined transport for roller units as defined in UIC Code (for all freight and mixed-traffic lines)." This number was already present in the document, below in the next page: ITEM "1.1.1.1.3.7 Radius of the smallest horizontal curve of the track in metres."	A	Final numbering will be discussed with the ERA RIND development team to ensure that the numbers are correct
31	1	1.1.1.1.3.4 Standard combined transport profile number for swap bodies	P	CER/EIM	We propose to add TEN in Definition and to delete "TBD for other lines" in Deadline because for not freight line the codification is not needed. <u>New text proposal for definition:</u> Coding for combined transport with swap bodies as defined in UIC Code (for all TEN freight and mixed traffic lines). <u>New text proposal for deadline:</u> In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest if the line belongs to the TEN TBD for other lines	R	The objective isn't to cover only the TEN lines, but the complete network
32	2	1.1.1.1.3.5 Standard combined transport profile number for semi-trailers	P	CER/EIM	We propose to add TEN in Definition and to delete "TBD for other lines" in Deadline because for not freight line the codification is not needed. <u>New text proposal for definition:</u> Coding for combined transport with swap bodies as defined in UIC Code (for all TEN freight and mixed traffic lines). <u>New text proposal for deadline:</u> In accordance with Implementing Decision 2014/880/EU and by 16 March 2019 at the latest if the line belongs to the TEN TBD for other lines	R	The objective isn't to cover only the TEN lines, but the complete network
33	3	1.1.1.1.3.6 Standard combined transport profile number for containers	M	CER/EIM	The number 1.1.1.1.3.6 already exists for an other parameter. We propose 1.1.1.1.3.4.1 or 1.1.1.1.3.8.	A	Final numbering will be attributed by the RINF IT development team
34	4	1.1.1.1.3.7 Standard combined transport profile number for roller units	M	CER/EIM	The number 1.1.1.1.3.7 already exists for an other parameter. We propose 1.1.1.1.3.4.2 or 1.1.1.1.3.9.	A	Final numbering will be attributed by the RINF IT development team
35	5	1.1.1.2.2.1.2.1 Maximum current at standstill per pantograph	P	CER/EIM	This parameter has been added in the RINF Application Guide in July 2019 because not present in the Regulation 777/2019, even if contained in Annex D1 of OPE-TSI. We propose to add this parameter in the Regulation. Title: Energy supply system TSI compliant Data presentation: Single selection from the predefined list: Y/N Definition: indication if the traction supply system (nominal voltage and frequency) is fully compliant with TSI	A	
36	6	1.1.1.3.13.2 ATO communication system version	M	CER/EIM	The number 1.1.1.3.13.2 of parameter 'ATO communication system version' already exists for the previous parameter 'ATO System version', added in this Regulation. We propose 1.1.1.3.13.3 for parameter 'ATO communication system version'.	A	Parameter number changed as proposed.

37	7	1.1.1.2.2.3 Maximum current at standstill per pantograph	G	CER/EIM	Alignment of RINF Regulation needed with ENE TSI and OPE TSI D1 The collection of the maximal current for AC systems seems not compliant with Appendix D1 of OPE TSI (draft of 18/03/2022) where only the check of RINF parameter 1.1.1.2.2.3 towards DC systems is required. It is neither compliant with ENE TSI (draft 18/03/2022) that quotes for standstill to EN 50367:2020 which doesn't require to check towards AC systems (cf. table 5).	R	These remarks are correct, but don't prevent to indicate the value of the maximum current at standstill also for AC systems (as acknowledged in this list on line 14)
38	8	1.1.1.3.13 ATO	G	CER/EIM	RINF Parameters 1.1.1.3.13, as defined, have no value predefined and are then not possible to implement. No opinion in absence of the values of the predefined.	A	The parameter ATO System version could be none or 1.0. The parameter ATO system identifier is a character string to be defined by the supplier. The possible parameters for the ATO communication system are still under internal discussion, but a predefined list will be proposed.
39	9	1.2.2.0.6.1 Maximum current at standstill per pantograph	G	CER/EIM	Alignment of RINF Regulation needed with ENE TSI and OPE TSI D1. The collection of the maximal current for AC systems seems not compliant with Appendix D1 of OPE TSI (draft of 18/03/2022) where only the check of RINF parameter 1.1.1.2.2.3 towards DC systems is required. It is neither compliant with ENE TSI (draft 18/03/2022) that quotes for standstill to EN 50367:2020 which doesn't require to check towards AC systems (cf. table 5). Also, note that the collection of data on siding tracks is complex, especially when it looks useless.	R	These remarks are correct, but don't prevent to indicate the value of the maximum current at standstill also for AC systems
40	10	RINF Application	P	CER/EIM	<ul style="list-style-type: none"> • Existing function to filter/search data from RINF parameters in ERA's applications for RINF application needs to be enhanced: <ul style="list-style-type: none"> o Justification: need to identify section of lines to which special provisions may apply under the national rail service regulations (e.g. for steep downhill gradients, curve radii R<250m) o Current issue is that existing searching function only provides meaningful results so far for parameters populated with a single value. Need to enhanced this function for all complex RINF parameters: e.g. <ul style="list-style-type: none"> - "profiles" (e.g. 1.1.1.1.3.6 'Gradient profile') - "combined values" • Enhancement of existing RINF function to filter/search data to be also implemented in RCC application 	NWC	The scope of the revision is limited to the introduction of new parameters
41	11	All new or modified parameters by the 2022 Package	G	CER/EIM	For new or modified parameters by the 2022 Package, including if the impact is not on the RINF Regulation but only on the data presentation further described in the RINF Application Guide: as a general principle, a 2 years transition period is required between the publication of new RINF Regulation and the population by IMs of these created/amended parameters: Such period of time is justified as follow: <ul style="list-style-type: none"> o 6 months needed to revise the RINF Application Guide o Existing 6 months transition period should be respected between the publication of revised RINF Application Guide, and corresponding release of the .xml software by ERA o Additional transition period of 12 months is required to ensure a sound implementation by IMs populating corresponding RINF parameters 	NWC	The scope of the revision is limited to the introduction of new parameters

42	12	1.1.1.1.3.4 1.1.1.1.3.5 1.1.1.1.3.6 1.1.1.1.3.7 Standard combined transport profile number	P	CER/EIM	<p>* For existing parameters 1.1.1.1.3.4, and 1.1.1.1.3.5, on Standard combined transport profile number for swap bodies, and semi trailers, proposed text for RINF Regulation Table 1 with regards to the 'Deadline to provide the parameter' is as follow: <i>In accordance with Commission Implementing Regulation (EU) 2019/777, and by 16 March 2019 at the latest if the line belongs to the TEN, and</i> <i>upon justified request for all other lines than TEN:</i> <i>- When data available, publication of the codification one month after the request</i> <i>- When data is not available and field measurements are needed, publication of the codification one year after the request</i></p> <p>* For new parameters on Standard combined transport profile number for containers, and roller units, proposed text for RINF Regulation Table 1 with regards to the 'Deadline to provide the parameter' is as follow:: <i>by 30 June 2025 at the latest if the line belongs to the TEN, and</i> <i>upon justified request for all other lines than TEN:</i> <i>- When data available, publication of the codification one month after the request</i> <i>- When data is not available and field measurements are needed, publication of the codification one year after the request</i></p> <p>Note: Definition clarifies that implementation is required for for all freight and mixedtraffic lines only.</p> <p>* As a general principle, a 2 years transition period is required between the publication of new RINF Regulation and the population by IMs of these created/amended parameters:. Such period of time is justified as follow: o 6 months needed to revise the RINF Application Guide o Existing 6 months transition period should be respected between the publication of revised RINF Application Guide, and corresponding release of the .xml software by ERA o Additional transition period of 12 months is required to ensure a sound implementation by IMs populating corresponding RINF parameters</p>	R	The deadline will be defined by the commission
43	13	1.1.1.2.4.1.2 'Information on phase separation'	M	CER/EIM	<p><u>Problem need description:</u></p> <ul style="list-style-type: none"> Better description of the infrastructure characteristics in RINF is expected regarding neutral section of line to allow RUs to know how to go through a separation section. <ul style="list-style-type: none"> o Application Guide and RINF .xml software to be reviewed o RINF Regulation to be also amended introducing a sound transition period (general principle of 2 years) to implement new data as proposed changes have an impact on IMs processes to answer RUs needs Current references: RINF parameters 1.1.1.2.4.1.2 'Information on phase separation' and 1.1.1.2.4.2.2 'Information on system separation' <ul style="list-style-type: none"> o Includes only one value describing the length of a separation section, for phase and system separation sections respectively. o Current data not sufficient for Route Book purposes as separation sections may have many different designs given by sectioning method (overlap or section insulator) and length between first and second sectioning. Overlaps normally also have a length. o Need to indicate in RINF accepted minimum and maximum distance between raised current collectors for separation sections. Multiple types of phase separation sections on one section of line makes impossible to choose one constraint, both of them are necessary e.g.: <ul style="list-style-type: none"> o 2 raised and not electrically connected current collectors are forbidden within certain limits XXX and ZZZ, so XXX = maximum distance for 2 current collectors and ZZZ = minimum distance for 2 current collectors o split neutral section according to EN50367 with a minimum distance of 79m between 2 non-consecutive pantographs <p><u>Solution proposal:</u></p> <ul style="list-style-type: none"> Modification of the RINF Application Guide and RINF .xml software for parameter 1.1.1.2.4.1.2 'Information on phase separation' to accept minimum and maximum distance between raised current collectors. Proposed modification as follow: <ul style="list-style-type: none"> o Predefined Character String: <ul style="list-style-type: none"> + distance type [MIN/MAX] + length [NNN] + switch off breaker [Y/N] + lower pantograph [Y/N] + change supply system [Y/N] + km [NNN.NNN] 	NWC	The scope of the revision is limited to the introduction of new parameters. Also, it isn't necessary to amend the regulatory part for changes affecting the guide and .xml software

44	14	1.1.1.2.2.3 (new) 1.2.1.0.x.y 1.2.2.0.6.1 Maximum current at standstill per pantograph	P	CER/EIM	<p>RINF parameters 1.1.1.2.2.3 and 1.2.2.0.6.1 are extended for AC systems The collection of data (extension of scope) will need effort and time. The deadline dedafined should take account of these constraints. As 2 years transition period is requested.</p> <p>Also, parameter 1.2.2.0.6.1 was added in RINF 2019/777 at "Siding" level (1.2.2) only for "Operational points" (1.2), and it has been overlooked that corresponding parameter is also needed at "Running track" level (1.2.1). Thus new sub level 1.2.1.0.x 'Contact line system' is requested.</p> <p>Proposed tex for "deadline to provide the parameter": 1.1.1.2.2.3 & 1.2.2.0.6.1: In accordance with Commission Implementing Regulation (EU) 2019/777, and - by 16 March 2019 at the latest for DC systems - by xxx (tbd - 2 years from publication) at the latest for AC systems New parameter 1.2.1.0.x.y: xxx (tbd - 2 years from publication) at the latest for AC and DC systems</p>	NWC	The deadline will be defined by the commission
45	15	Charging electric energy storage for traction purposes at standstill	P	CER/EIM	<p>In the light of CR559 two new parameters are being created. The following structure is proposed for the RINF Regulation Table 1:</p> <ul style="list-style-type: none"> - new sub level 1.2.1.0.x 'Contact line system' to be created within 1.2.1 'Running Track' at 'Operational point' level (1.2) - New parameter 1.2.1.0.x.y * Title: Permission for charging electric energy storage for traction purposes at standstill * Data presentation: [Y] or [N] * Definition: Point at which IM authorises charging of electric energy storage for traction purposes at standstill * Deadline to provide the parameter: xxx (tbd – 2 years from publication) at the latest - New parameter 1.2.1.0.x.z: * Title: Permitted conditions for charging electric energy storage for traction purposes at standstill * Data presentation: Reference to IM document * Conditions set by IMs according to standardised document * Deadline to provide the parameter: xxx (tbd – 2 years from publication) at the latest <p>Also, IM document in RINF parameter 1.2.1.0.x.z should be harmonised towards further standardisation of corresponding RCC process. Proposed way forward to create corresponding additional sub parameters (tbd) allowing an automatised RCC e.g.</p> <ul style="list-style-type: none"> o Minimum current o Maximum current 	A	