TSI	Section	Language	Identified b Country	oy Identified by Organisation	Original text	Proposed Amendment	Original EN version	Category of deficiency	Date of input abo deficiency was received step 100	Technical Opinion step 410	ERA	of Date when Technical atio Opinion was published on ERA website step 700	publication of legal act in p Official Journal O	Reference nr of egal act published in Offical Journal tep 1010	deficiency was published on ERA web
HS RST TSI 2008/232/EC	4.2.8.3.6.2. Arrangement of pantographs, third para	FR f		UNIFE	Lorsque plus de deux pantographes sont simultanément en contact avec la ligne de contact aérienne, l'espacement (L2) entre n'importe quel pantographe et le troisième suivant ne doit pas dépasser 143 m	Lorsque plus de deux pantographes sont simultanément en contact avec la ligne de contact aérienne, l'espacement (L2) entre n'importe que pantographe et le troisième suivant doit être supérieur a 143 m	EN version:Where more than two pantographs are simultaneously in contact with the overhead contact line, the spacing between any pantograph and the third consecutive one marked as (L2) shall be more than 143 m	evident translation mistakes							12/04/2011
HS RST TSI 2008/232/EC	4.2.7.2.2. Measures to prevent fire, third para	all		UNIFE	The conformity requirements are addressed in Clause 7.1.6	The conformity requirements are addressed in Clause 7.1.7		1. Typographical errors and evident translation mistakes			ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2	2012/464/EU	12/04/2011
HS RST TSI 2008/232/EC	Annex P.1 Introduction, first para	all	PT		This annex describes the procedure that shall be followed to determine the deceleration ai (m/s2) for the speed range [vi-1, vi] in the degraded conditions of case B in table 6 of clause 4.2.4.1 of this TSI and the corresponding maximum stopping distances in Table 7 of clause 4.2.4.7 of this TSI.			1. Typographical errors and evident translation mistakes			ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2	2012/464/EU	12/04/2011
HS RST TSI	Annex L	all				Traction/Energy add a new line: Energy		1. Typographical errors and							12/04/2011
2008/232/EC HS RST TSI 2008/232/EC	Annex G, Section G.5.3.3, Figure G1	all	PT			consumption measuring devices (4.2.8.3.5) In figure G1 T5 - 17 seconds should be added and T5 should be replaced with T6		evident translation mistakes 1. Typographical errors and evident translation mistakes							12/04/2011
HS RST TSI 2008/232/EC	Annex N, section N.2.1. last sentence before fig. N4; PT version	PT	PT		As medições no campo distante utilizam pontos de aplicação dos impulsos a partir do espaço entre travessas a contar da posição do acelerómetro e são feitas nos espaços entre travessas com os índices 10, 12, 16, 20, 24, 30, 36, 42, 48, 54, 66, etc. como indicado na Figura N4.	As medições no campo distante utilizam pontos de aplicação dos impulsos a partir do 8º espaço entre travessas a contar da posição do acelerómetro e são feitas nos espaços entre travessas com os índices 10, 12, 16, 20, 24, 30, 36, 42, 48, 54, 66, etc. como indicado na Figura N4.	EN version: The far-field measurement use impulse locations from a distance of sleeper bay 8 from the accelerometer position outwards at the inter-sleeper positions, with the indices: 10, 12, 16, 20, 24, 30, 36, 42, 48, 54, 66, etc. As shown in Figure MA	1. Typographical errors and evident translation mistakes							12/04/2011
HS RST TSI 2008/232/EC	Annex L , PT version	PT	PT		Protecção eléctrica do comboio: localização do disjuntor, avarias a montante do disjuntor do comboio	Protecção eléctrica do comboio: localização do disjuntor, avarias a jusante do disjuntor do comboio	EN version: Electrical protection of the train: circuit breaker location, damages downstream from the circuit breaker of the train	1. Typographical errors and evident translation mistakes							12/04/2011
HS RST TSI 2008/232/EC	4.2.3.4.7. Design values for whee profiles, in Table 4: test condition No. 5 and 6 (last 2 rows)	el e n		ERA	rail section 60 E 2 defined in Annex F of HS INS TSI 2006	rail section 60 E 2 defined in EN 13674-1:2003/A1:2007		3. Technical deficiencies			ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2	2012/464/EU	12/04/2011
HS RST TSI 2008/232/EC	4.2.3.4.7. Design values for whee profiles, in Table 4: test condition No. 5 and 6 (last 2 rows)	el e 1		ERA	rail section 60 E 2 defined in Annex F of HS INS TSI 2006	rail section 60 E 2 defined in EN 13674-1:2003/A1:2006		3. Technical deficiencies			ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2	2012/464/EU	12/04/2011
HS RST TSI	Figure N1, p 368	3 all		European	(x-axe: the last two values are 0,003; 0,002)	(replace them with 0,004 and 0,003 to keep consistency with CR TSI NOI,		3. Technical deficiencies			ERA/REC/07	09/09/2011	14/08/2012 2	2012/464/EU	12/04/2011
2008/232/EC HS RST TSI 2008/232/EC	PT version	PT	PT	Commission		Fugure F1, p. 25) The term "estribo" must be changed by the term "degrau" in TSI (including annexes)		2. Substantial linguistic and translation deficiencies			2011/INT				12/04/2011
HS RST TSI 2008/232/EC	PT version	PT	PT			The term "ressão acústica" must be changed by the term "pressão sonora" in TSI (including annexes)		2. Substantial linguistic and translation deficiencies							12/04/2011
HS RST TSI 2008/232/EC	PT version	РТ	РТ			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
HS RST TSI 2008/232/EC	Annex L , PT version	РТ	РТ		Aptidão à triagem por gravidade: engates, passagem dos cavalos de tiragem, resistência à tamponagem	Aptidão à triagem por gravidade: engates, passagem dos cavalos de triagem, resistência à tamponagem		2. Substantial linguistic and translation deficiencies							12/04/2011
PRM TSI 2008/164/EC	4.1.2.18.1. Platform Height	EN :		European Commission, ERA	For platforms on the Conventional Rail Network, two nominal values are permissible for platform height: 550 mm and 760 mm above the running surface. The tolerances on these dimensions shall be within –35 mm/+ 0 mm.	TSI (§ 4.2.20.4). For platforms on the Conventional Rail Network, two nominal values are permissible for platform height: 550 mm and 760 mm above the running surface. The tolerances on these dimensions shall be within		Typographical errors and evident translation mistakes			ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2	2012/464/EU	12/04/2011
PRM TSI 2008/164/EC	4.2.2.12.1. General requirements, first para	FR		UNIFE	Le point situé au centre du nez de la marche (2) de chaque porte d'accès, des deux côtés d'une voiture placée sur les rails et en condition d'exploitation normale, équipée de nouvelles roues mais sans voyageurs à bord, doit être situé à l'intérieur de la surface désignée comme «emplacement de la marche» dans la figure 11 cidessous, en respectant les exigences expliquées ci-dessous.	de chaque porte d'accès, des deux côtés d'une voiture placée de façon	point situated in the central position on the nose of the step (2) of each access door on both sides of a vehicle standing centrally on the rails and in	Typographical errors and evident translation mistakes							12/04/2011

TSI	Section	Language	Country	Identified by Organisation	Original text	Proposed Amendment	Original EN version	Category of deficiency	Date of input abo deficiency was received step 100	out Reference nr Technical Opinion step 410	of Reference nr o ERA Recommenda n to EC step 500	of Date when Technical tio Opinion was published on ERA website step 700	publication of legal act in Official Journal	Reference nr of legal act published in Offical Journal step 1010	deficiency was published on ERA web
PRM TSI 2008/164/EC	4.1.2.3.1. General, sixth para	PL	PL	OPOCE	Nowe stacje przyjmujące mniej niż 1 000 pasażerów dziennie (suma pasażerów wsiadających i wysiadających) nie muszą być wyposażone w windy lub podjazdy, które w normalnej sytuacji byłyby wymagane w celu osiągnięcia pełnej zgodności z niniejszym punktem, jeśli na tej samej trasie, w odległości nieprzekraczającej 50 km, znajduje się inna stacja, posiadająca w pełni zgodną z wymaganiami trasę wolną od przeszkód.	Nowe stacje przyjmujące mniej niż 1 000 pasażerów dziennie (suma pasażerów wsiadających i wysiadających) nie muszą być wyposażone w windy lub podjazdy, które w normalnej sytuacji byłyby wymagane w celu osiągnięcia pełnej zgodności z niniejszym punktem, jeśli na tej samej trasie, w odległości nieprzekraczającej 30 km, znajduje się inna stacja, posiadająca w pełni zgodną z wymaganiami trasę wolną od przeszkód.	less than 1 000 passengers per day (combined	1. Typographical errors and evident translation mistakes							12/04/2011
PRM TSI 2008/164/EC	4.1.2.19 Platform width and edge of platform	SE	DK			Minimiavståndet från kanten på hinder som väggar, sittplatesr, 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,	Typographical errors and evident translation mistakes							12/04/2011
PRM TSI 2008/164/EC	7.3.2 Rolling stock	EN	CZ	NSA	This clause of the TSI does not apply to Rolling Stock being renewed or upgraded under the terms of a contract already signed or under final phase of tendering procedure at the date of entry into force of this TSI.	This TSI does not apply to Rolling Stock being renewed or upgraded under the terms of a contract already signed or under final phase of tendering procedure at the date of entry into force of this TSI.	r	2. Substantial linguistic and translation deficiencies			ERA/REC/07- 2011/INT	09/09/201	14/08/2012	2012/464/EU	12/04/2011
SRT TSI 2008/163/EC	4.2.2.4. Fire safety requirements for building material		SE	Swedish authorities		ERA recommends to keep the reference as it is now and update it at the next revision of the TSI		Typographical errors and evident translation mistakes							12/04/2011
SRT TSI 2008/163/EC	4.2.3.2. Overhead line or conductor rail	il	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
SRT TSI 2008/163/EC	4.3.2.1. Escape walkways		SE	Swedish authorities	The definition of escape walkways is described in the CR SRT TSI 4.2.2.7. The HS INS TSI has referred to this			1. Typographical errors and evident translation mistakes			ERA/REC/07- 2011/INT	09/09/201	14/08/2012	2012/464/EU	12/04/2011
SRT TSI 2008/163/EC	4.3.6. Interfaces with the rolling stock subsystem			ERA	specification. The CR SRT TSI is responsible for it. row 9 and 10 of the table: see below* 4.2.5.9 Emergency lighting system in the train 4.2.7.13 4.2.5.10 Switching off of air conditioning in the train 4.2.7.12.1	see below** 4.2.5.9 Emergency lighting system in the train 4.2.7.12 4.2.5.10 Switching off of air conditioning in the train 4.2.7.11.1		1. Typographical errors and evident translation mistakes			ERA/REC/07- 2011/INT	09/09/201:	14/08/2012	2012/464/EU	12/04/2011
SRT TSI 2008/163/EC	7. IMPLEMENTATI ON, 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.									12/04/2011
SRT TSI 2008/163/EC	1.1.3	NL		ERA	Tot tunnels toegelaten rollend materieel moet tot beide brandveiligheidscategorieën (A en B) behoren (de volgende definities zijn geharmoniseerd met de HS RST TSI 4.2.7.2.1 en prEN45545 deel 1):	Tot tunnels toegelaten rollend materieel moet tot een van de brandveiligheidscategorieën (A en B) behoren (de volgende definities zijn geharmoniseerd met de HS RST TSI 4.2.7.2.1 en prEN45545 deel 1):	Rolling stock admitted in tunnels shall belong to either of the following two fire safety categories A and B (the following definitions are harmonised with HS RST TSI 4.2.7.2.1 and orEN45545 part 1):								12/04/2011
SRT TSI 2008/163/EC	4.3	all		ERA	§ 4.3.2 first column, 4.3.2.1 twice, 4.3.3 first column, 4.3.4 first column, 4.3.5 first column, 4.3.5 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	09/09/201:	14/08/2012	2012/464/EU	12/04/2011
SRT TSI 2008/163/EC	4.2.5.9 Emergency lighting system in the train	all		ERA	The provisions in clause 4.2.7.13 'Emergency lighting' of HS RST TSI apply also to CR passenger rolling stock, except that an autonomy of 90 minutes after the main energy supply has failed is required	The provisions in clause 4.2.7.12 'Emergency lighting system' of HS RSTTS 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	09/09/201:	14/08/2012	2012/464/EU	12/04/2011
SRT TSI 2008/163/EC	4.2.5.3.1. Running capability	FR		UNIFE	L'aptitude au roulement lorsqu'un incendie est déclaré à bord est demandée pour les motrices de traction marchandises ou wagons de fret (outre les pécifications 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 pécifications 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.	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	2. Substantial linguistic and translation deficiencies							12/04/2011
HS ENE TSI 2008/284/EC	2.2.2			ERA	Geometry of Overhead contact line and pantograph	Geometry of overhead contact line and pantograph	tunnol also annlios to froight trains	1. Typographical errors and evident translation mistakes							12/04/2011
HS ENE TSI 2008/284/EC HS ENE TSI	4.2.3 4.2.6			ERA 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 EN 50121-2:1997 to meet	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 EN 50121-2:2006 to meet		Typographical errors and evident translation mistakes Typographical errors and			ERA/REC/07-	09/09/201	14/08/2012	2012/464/FU	12/04/2011
2008/284/EC HS ENE TSI	4.2.13			ERA	4.2.13 Not used			evident translation mistakes 1. Typographical errors and			2011/INT	, 55, 201	,,,		12/04/2011
2008/284/EC HS ENE TSI	4.2.15 (p.26)			ERA	New lines may additionally permit the use of Pantographs	New lines may additionally permit the use of pantographs		evident translation mistakes 1. Typographical errors and							12/04/2011
2008/284/EC HS ENE TSI	4.2.15 (p.20)	1		ERA	Overhead Contact Line, Pantograph	overhead contact line, pantograph		evident translation mistakes 1. Typographical errors and							12/04/2011
2008/284/EC	4.2.16.2.4	-		ERA	→+0, 10% for the AC curve €			evident translation mistakes 1. Typographical errors and							12/04/2011

TSI	Section Languag	e Identified by Identified b	y Original text	Proposed Amendment	Original EN version Category of deficiency	Date of input abo	out Reference nr of Re	ference nr of Date	e when	Date of Reference nr o	f Date when
		Country Organisation	n			deficiency was received		A Tecl commendatio Opin	nnical nion was	publication of legal act legal act in published in	deficiency was published on
						step 100	step 410 n t	o EC pub	lished on	Official Journal Offical Journal	
							sto	•	website 700	step 900 step 1010 date to step	
HS ENE TSI	4.2.20	ERA	Conformity assessment shall be carried out in accordance with	Conformity assessment shall be carried out in accordance with	1. Typographical errors and		ER	A/REC/07-	09/09/2011	1010 reference in Ol 14/08/2012 2012/464/EU	12/04/2011
2008/284/EC HS ENE TSI	4.2.21 Lines of	ERA	EN 50367:2006, clause 6.2 the centre section shall be connected to the current return path, the	EN 50367:2006, Annex A.4.1	evident translation mistakes 1. Typographical errors and		20	11/INT	09/09/2011		12/04/2011
2008/284/EC	category II and	ENA	neutral sections (d) may be formed by insulating rods or double section	neutral sections (d) may be formed by neutral section insulators and the	evident translation mistakes			11/INT	09/09/2011	14/06/2012 2012/404/20	12/04/2011
	III (second paragraph)		insulators and the dimensions shall be as follows	dimensions shall be as follows							
HS ENE TSI 2008/284/EC	4.2.25	ERA	4.2.25 Harmonics and Dynamic Effects The High Speed Energy subsystem shall withstand overvoltages generated by rolling stock	4.2.25 Harmonics and dynamic effects The High Speed Energy subsystem shall withstand overvoltages generated by rolling stock	 Typographical errors and evident translation mistakes 			A/REC/07- 11/INT	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
			harmonics up to the limits stated in EN 50388:2005 clause 10.4.	harmonics up to the limits stated in EN 50388:2005 clause 10.4 for AC				,			
HS ENE TSI	table 4.3.1,	ERA	capital letters in the title and inside table	sunnly.	1. Typographical errors and						12/04/2011
2008/284/EC HS ENE TSI	4.3.2, 4.3.4 6.2.2.1	ERA	`- the unit verification procedure (module SG) indicated in Annex A.2 to	`- the unit verification procedure (module SG) indicated in Annex A.3 to	evident translation mistakes 1. Typographical errors and		ER	A/REC/07-	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2008/284/EC			this TSI, or - the full quality management system with design examination procedure (module SH2) indicated in Annex A.2 to this TSI.	this TSI, or - the full quality management system with design examination procedure (module SH2) indicated in Annex A.3 to this TSI.	evident translation mistakes		20	11/INT			
LIC ENIE TO					4. To a complete la company						42/04/2044
HS ENE TSI 2008/284/EC	Annex A.4	ERA	Procedure This is an open point.	t Delete Annex A.4 Assessment of Maintenance Arrangements: Conformity Assessment Procedure	 Typographical errors and evident translation mistakes 						12/04/2011
HS INF TSI 2008/217/EC	Annex F, Rail profile 60E2	ERA	Annex F (L 77/99-101) containing rail profiles 60E2, 60E2 A1 and 60E2 F	I delete page L 77/99 with rail profile 60E2 (due to new amendment A1:2006 to EN 13674-1:2003)	3. Technical deficiencies			A/REC/07- 11/INT	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	4.2.9.2	CEN, ERA	Design values of track gauge, rail head profile and rail inclination for plain line shall be selected to ensure that	Design values of track gauge, rail head profile and rail inclination for plai line shall be selected to ensure that	n 1. Typographical errors and evident translation mistakes			A/REC/07- 11/INT	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2008/21//EC				e the equivalent conicity limits set out in Table 1 are not exceeded when	evident translation mistakes		20	11/11/1			
			following wheelsets are modelled passing over the designed track conditions (simulated by calculation	the following wheelsets are modelled passing over the designed track conditions (simulated by calculation							
HS INF TSI	4.2.9.2	CEN, ERA	according to FN 15302-2006) PrEN 13715	according to EN 15302-2007 EN 13715:2006	3. Technical deficiencies		FR	A/REC/07-	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2008/217/EC							20	11/INT			
HS INF TSI 2008/217/EC	4.2.9.2 and 4.2.9.3.1	CEN, ERA	'<= 160' '>160 and <=200' '>200 and ≤ 230' '>230 and ≤ 250'	v ≤ 160' '160 ≤ v ≤ 200' '200 ≤ v ≤ 230' '230 ≤ v ≤ 250'	 Typographical errors and evident translation mistakes 			A/REC/07- 11/INT	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
			'>250 and ≤ 280' '>280 and ≤ 300' '>300'	'250 ≤ v ≤ 280'							
HS INF TSI	4.2.14.1	CEN, ERA	0.10 (column 2 of table 1) 0.20 (column 2 of table 1) Annex A2 to EN 1990:2002	0.10 (column 2 in table 1) 0.20 paragraph A2.4.4.2.3 of Annex A2 of EN 1990:2002 + EN	3. Technical deficiencies		ED	A/REC/07-	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2008/217/EC				1990:2002/A1:2005			20	11/INT			
HS INF TSI 2008/217/EC	4.2.14.1	ERA	 Load model 71 set out in EN 1991-2:2003 paragraph 6.3.2 (2) Load model SW/0 in EN 1991-2:2003 paragraph 6.3.3 (3) 	 Load model 71 set out in EN 1991-2:2003 paragraph 6.3.2 (2)P Load model SW/0 in EN 1991-2:2003 paragraph 6.3.3 (3)P 	1. Typographical errors and evident translation mistakes			A/REC/07- 11/INT	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
			 factor alpha (B) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3) and 6.3.3 (5). 	 factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3)P an 6.3.3 (5)P. 	d						
			• The load effects set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and	• The load effects set out in EN 1991-2:2003 paragraphs 6.4.3 (1)P and							
			6.4.5.2 (2). • Load model 71 set o	6.4.5.2 (2)P. It • Load model 71 set out in EN 1991-2:2003 paragraph 6.3.2 (2)P							
			in EN 1991-2:2003 paragraph 6.3.2 (2)	 Load model SW/0 in EN 1991-2:2003 paragraph 6.3.3 (3)P 							
			 Load model SW/0 in EN 1991-2:2003 paragraph 6.3.3 (3) factor alpha (2) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3) 	 factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3)P an 6.3.3 (5)P. 	u						
			and 6.3.3 (5). • The load effects set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and	 The load effects set out in EN 1991-2:2003 paragraphs 6.4.3 (1)P and 6.4.5.2 (2)P. 							
			6.4.5.2 (2).								
HS INF TSI 2008/217/EC	4.2.14.2, paragraph 3	CEN, ERA	The maximum permitted peak design values of bridge deck acceleration calculated along the line of a track shall	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	3. Technical deficiencies			A/REC/07- 11/INT	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2000, 217, 20	paragraph 5		not exceed the values set out in Annex A2 to EN 1990:2002	paragraph A2.4.4.2.1 of Annex A2 of EN 1990:2002 + EN				,			
HS INF TSI	4.2.14.4	ERA	The nosing force as set out in EN 1991-2:2003 paragraphs 6.5.2 (2) an	1990:2002/A1:2005 d The nosing force as set out in EN 1991-2:2003 paragraphs 6.5.2 (2)P	1. Typographical errors and		ER	A/REC/07-	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2008/217/EC HS INF TSI	4.2.14.5	ERA	(3). Traction and braking forces as set out in EN 1991-2:2003 paragraphs	and (3)P. Traction and braking forces as set out in EN 1991-2:2003 paragraphs	evident translation mistakes 1. Typographical errors and			11/INT A/REC/07-	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2008/217/EC HS INF TSI	4.7, paragpah 3	ERA	6.5.3 (2), (4), (5) and (6). Staff engaged in the maintenance of the HS INS subsystem, when working	6.5.3 (2)P, (4), (5)P and (6).	evident translation mistakes 1. Typographical errors and			11/INT A/REC/07-	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2008/217/EC	, paragpan o	2.0.	on or near the track, shall wear	subsystem, when working on or near the track, shall wear reflective	evident translation mistakes			11/INT	05, 05, 2022	11,00,1011 <u>1011/101/10</u>	12,0.,1011
HS INF TSI	5.3.1.1 a)	CEN	reflective clothes, which bear the EC mark The railhead profile shall be selected from the range set out in EN 13674-	clothes, which bear the EC mark. The railhead profile shall be selected from the range set out in Annex A c	of 3. Technical deficiencies		ERA/OPI/2011- ER	A/REC/07-	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2008/217/EC	Railhead profile, plain line		1:2003 annex A or shall be the profile 60 E2 defined in Annex F of this TSI	. EN 13674-1:2003 + EN 13674-1:2003/A1:2006.			07/INT 20	11/INT			
HS INF TSI	5.3.1.1 b)	CEN, ERA	The railhead profile shall be selected from the range set out in EN 12574	The railhead profile shall be selected from the range set out in Annex A of	of 3. Technical deficiencies		ERA/OPI/2011- ER	A /DEC /07	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2008/217/EC	Railhead profile,	CEN, EKA	,	EN 13674-1:2003 + EN 13674-1:2003/A1:2006 and Annex A of EN 13674-	3. Technical deficiencies			A/REC/U/- 11/INT	J2/ U2/ 2011	1-700/2012 <u>2012/404/EU</u>	12/04/2011
	Switches and crossings			2:2006 or shall be the profiles 60E2 A1 or 60E2 F1 defined in Annex F to this TSI.							
HS INF TSI	5.3.1.3 b) Steel	CEN, ERA	The steel grade of the rail shall comply with FN13674-2:2003 Chapter 5	The steel grade of the rail shall comply with EN 13674-2:2006 Chapter 5.	3. Technical deficiencies		FR	A/REC/07-	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2008/217/EC	grade, Switches		5	and the second s	J. Communication			11/INT	.,,		-, - ·, -
HS INF TSI	and crossings 5.3.2 d) The rail	CEN, ERA	the minimum electrical resistance required is 5 k Ω , measured in	the minimum electrical resistance required is 5 k Ω , measured in	3. Technical deficiencies		ERA/OPI/2011- ER		09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2008/217/EC	fastening system		accordance with EN 13146-5.	accordance with EN 13146-5:2002.			12/INT 20	11/INT			
HS INF TSI 2008/217/EC	7.3.5 Particular features on the	CEN, ERA	"<= 160"	" v ≤ 160" "160 ≤ v ≤ 200" <u>etc.</u> "v ≥ 300"	1. Typographical errors and evident translation mistakes			A/REC/07- 11/INT	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2000/21//EC	Finnish network		200		evident translation mistakes		20	±±/ IIV I			
HS INF TSI	Annex H List of	ERA	Fire safety and safety in railway tunnels (see 4.2.2.1)	To be deleted - as any open point is not mentioned in the text of section	3. Technical deficiencies		ER	A/REC/07-	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
2008/217/EC	open points			4.2.2.1, where is reference to SRT TSI. Probably old version of Annex H - when SRT TSI not existed- was not corrected while HS TSI was updated			20	11/INT			
LIC INIT TO	Annov C 521	IIV Indicate	Modulo At Internal Decise Control with Participation Visit and	with inclusion of the already existing SRT TSI.	a walanda daga.			A /DEC /07	00/00/2011	14/09/2012 2012/454/51	13/04/3044
HS INF TSI 2008/217/EC	Annex C EN	UK Industry Standards	Module A: Internal Design Control with Production Verification	Module A1: Internal Design Control with Production Verification	3. Technical deficiencies			A/REC/07- 11/INT	09/09/2011	14/08/2012 2012/464/EU	12/04/2011
		Coordinatio Committee									
		Committee	1- F								

TSI	Section	Language	Identified by Identified by	Original text	Proposed Amendment	Original EN version	Category of deficiency	Date of input abo	out Reference or	of Reference nr o	of Date when	Date of F	Reference nr of	Date when
	500000	zuguuge	Country Organisation		- Coposed American	Griginal 21 Colson	category or activities	deficiency was	Technical	ERA	Technical		legal act	deficiency was
								received	Opinion		tio Opinion was		published in	published on
								step 100	step 410	n to EC step 500	published on ERA website		Offical Journal step 1010	ERA web
										3tcp 300	step 700	date to step	3tcp 1010	
												1010 reference		
CR OPE TSI	4.3.3.3	EN		"passenger stops" is translated as "Verkehrs- und Betriebshalte"	Die Kompatibilität zwischen Reisezugwagen und den Bahnsteigen an den	"Compatibility between passenger vehicles and	1. Typographical errors and					31/05/2011 2	2011/314/EU	12/04/2011
2006/920/EC	(Requirements	s			vorgesehenen Haltepunkten für Reisende muss ausreichend sein, um ein		evident translation mistakes							
	for passenger vehicles)				sicheres Ein- und Aussteigen zu gewährleisten.	sufficient in order to ensure safe access and egress."								
CR OPE TSI	Annex P.2,	DE			: Die Kennzeichnng ist nach folgenden Vorgaben am Wagen anzubringen:		1. Typographical errors and					26/10/2010 2	2010/640/EU	12/04/2011
2006/920/EC	Wagons			31 TEN-RIV 80 D-DB	31 TEN 80 D-DB	bodywork in the following manner: 31 TEN	evident translation mistakes							
				0692 235-2	0692 235-2	80 D-DB								
				Tanoos	Tanoos	0691 235-2 Tangos								
CR OPE TSI	Annex P.1,	DE		Definition der Fahrzeughalterkennzeichnung (VHK)	Definition der Fahrzeughalterkennzeichnung (FHK)		1. Typographical errors and					26/10/2010 2	2010/640/EU	12/04/2011
2006/920/EC	definition of the Vehicle Keepe						evident translation mistakes							
	Marking (VKM													
CR OPE TSI	Annex P.4,	DE		Der Zeitraum für die Aktualisierung wird anschliessend von den	Der Zeitraum für die Aktualisierung wird anschliessend gemeinsam mit	The period of updating will then be defined	1. Typographical errors and					26/10/2010 2	2010/640/FII	12/04/2011
2006/920/EC	footnote 4	DL		betroffenen Mitgliedsstaaten gemeinsam festgelegt.	den betroffenen Mitgliedsstaaten festgelegt.	together with the concerned Member States.	evident translation mistakes					20/10/2010 2	2010/040/10	12/04/2011
CR NOISE TSI	4.2	DE	FR SNCF	Les véhicules de maintenance des infrastructures doivent être		Infrastructure maintenance machines have to be	2. Substantial linguistic and							12/04/2011
2006/66/EC				considérés comme des locomotives pendant leur déplacement, mais		considered as locomotives during transfer travel,								
				doivent satisfaire aux exigences de la présente STI en fonctionnement		but have not to comply with this TSI, when working								
CR WAG TSI	4.2.4.1.2.2	FR	SG Braking	"Caso - freno solo su ruote"	"Caso A - freno solo su ruote"		1. Typographical errors and							12/04/2011
2006/861/EC CR WAG TSI	4.2.4.1.2.2	IT	SG Braking	Table first line "Case B — other cases: S = 380 m"	"390 m" have to be changed into "380 m"		evident translation mistakes							12/04/2011
2006/861/EC	4.2.4.1.2.2	"	3G Blakilig	Table first fille Case B — Other Cases. 3 – 300 fil	330 III Have to be changed into 360 III		1. Typographical errors and evident translation mistakes							12/04/2011
CR WAG TSI	4.2.2.3.2.1.,	GE		A force applied to one end of the wagon body shall be reacted at the	Eine Kraft, die an einem Ende des Wagenkastens aufgebracht wird soll ar	1	2. Substantial linguistic and							12/04/2011
2006/861/EC	Note 1:			corresponding position at the opposite end.	der entsprechenden Position am gegenüberliegenden Ende abgeleitet werden		translation deficiencies							
				at the opposite chair										
				Eine Kraft, die auf ein Ende des Wagenkastens aufgebracht wird, ist als										
				Reaktionskraft an der entsprechenden Position am anderen Ende zu messen.										
CR WAG TSI	6.2.3.3.2	GE	SG Braking		Misleading German translation,		2. Substantial linguistic and							12/04/2011
2006/861/EC					replace "Leistung" by "Funktion"		translation deficiencies							40/04/0044
CR WAG TSI 2006/861/EC	6.2.3.3.2	GE	SG Braking	Notes on Table above in N1.: Following inshot to approximately 10 % of the final brake cylinder pressure, the increase in pressure shall be	Misleading German translation, according to UIC 540, 1.18 better replace by:	1	2. Substantial linguistic and translation deficiencies							12/04/2011
				progressive.	"In Bremsstellung G soll nach dem Ansrung die so erzielte									
					Bremsklotzkraft etwa 10 % der endgültigen Bremsklotzkraft betragen									
CR WAG TSI	Annex I	GE	SG Braking	Figure I5	und dann kontinuierlich his zum endgültigen Wert ansteigen" The legend is not consistent with the figure : in the legend replace		1. Typographical errors and			ERA/REC/07-	09/09/201	1 14/08/2012 2	2012/464/EU	12/04/2011
2006/861/EC					"distributor shall react" by "Distributor shall not react" and "distributor		evident translation mistakes			2011/INT				
CR WAG TSI	Annex I	EN	SG Braking	French version only (translation error): page 233	shall not react" by "distributor shall react". Figure 192, en haut à droite, il faut « SS » au lieu de « S»; tableau en bas,		1. Typographical errors and							12/04/2011
2006/861/EC					à la place de « Régime S », il faut « Régime SS » ; la note (2) doit devenir		evident translation mistakes							
CR WAG TSI	Annex I	FR	SG Braking	French version 10-2 replace	"manutention" by "maintenance".		1. Typographical errors and							12/04/2011
2006/861/EC				·			evident translation mistakes							
CR WAG TSI 2006/861/EC	Annex I	FR	SG Braking	French version 10-2 replace	"fonte" by "fonte p10". Adapt in the other TSI version									12/04/2011
CR WAG TSI	Annex I	FR	SG Braking	cast	cast P 10									12/04/2011
2006/861/EC CR WAG TSI	Annex I, I.6,	All	SG Braking	German version translation error: replace	"Hauptluftbehälterleitung" by "Hauptluftleitung" in "Abb. 11"		1. Typographical errors and							12/04/2011
2006/861/EC	Fig 1.12			<u> </u>			evident translation mistakes							
CR WAG TSI	Annex P 3	GE	Corrigendum	Passenger Setting Up to 40 seconds	- Passenger Setting Up to 10 seconds					ERA/REC/07- 2011/INT	09/09/201	1 14/08/2012 2	2012/464/EU	12/04/2011
2006/861/EC	row 3			Up to 40 seconds Goods Setting	- Goods Setting					2011/11/1				
				Up to 10 seconds	Up to 40 seconds									
CR WAG TSI	Annex P 3	EN	Corrigendum	Passenger Setting	Passenger Setting					ERA/REC/07-	09/09/201	1 14/08/2012 2	2012/464/EU	12/04/2011
2006/861/EC	row 4			Up to 25 seconds	Up to 25 seconds					2011/INT	,			
				- Goods Setting Up to 70 60 seconds	- Goods Setting Up to 60 seconds									
CR WAG TSI 2006/861/EC	Table Q.1	EN	SG Braking	Brake pad and disk 18 M Brake blocs (1) 18 M	Brake pad and disk 12 M Brake blocs (1) 12 M					ERA/REC/07- 2011/INT	09/09/201	1 14/08/2012 2	2012/464/EU	12/04/2011
2000/801/10				Diake Diocs (1) 10 W	Note: as it is in French version					2011/1141				
CR WAG TSI	Annex FF 2.1.	EN	Corrigendum	(g) No standard function up to 14 I attached brake cylinder or pre-contro	(g) Standard functions up to a maximum of 14 litres brake cylinder		2. Substantial linguistic and			ERA/REC/07-	09/09/201	1 14/08/2012 2	2012/464/EU	12/04/2011
2006/861/EC	Distributor Valves for new	v		volumes.	volume or control volume (dummy volume).		translation deficiencies			2011/INT				
	vehicles,													
	upgraded and													
	renewed													
CR WAG TSI	Annex FF 2.1.	EN	Corrigendum		(k) SW 4/3 — with the C3W cut-off valve, filling of control and auxiliary		2. Substantial linguistic and			ERA/REC/07-	09/09/201	1 14/08/2012 2	2012/464/EU	12/04/2011
2006/861/EC	Distributor Valves for new	v		reservoirs almost identical times).	reservoirs has to take almost identical times.		translation deficiencies			2011/INT				
	vehicles,	-												
	upgraded and													
	renewed													

TSI	Section	Language		Identified by Organisation	Original text	Proposed Amendment	Original EN version	Category of deficiency	Date of input abou	ut Reference nr of Technical	Reference nr o	of Date when Technical		Reference nr of	Date when deficiency was
			,	•					received step 100	Opinion step 410		tio Opinion was published on ERA website step 700	legal act in p Official Journal 0	published in	published on ERA web
CR WAG TSI 2006/861/EC	FF 2.2. Valves for vehicles existing before 2005 which are upgraded or renewed Tabel - Oerlikon			Corrigendum	G/P brake with non-universal action where the connected brake cylinder or pre- adjusted volumes are up to 14 I	G/P brake with non-universal action where the connected brake cylinder or pre- adjusted volumes are up to 14 litres		Typographical errors and evident translation mistakes			ERA/REC/07- 2011/INT		14/08/2012 <u>2</u>	2012/464/EU	12/04/2011
CR WAG TSI 2006/861/EC	FF 2.2. Valves for vehicles existing before 2005 which are upgraded or renewed	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 2	<u>2012/464/EU</u>	12/04/2011
CR WAG TSI 2006/861/EC	FF 2.2. Valves for vehicles existing before 2005 which are upgraded or renewed	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 2	2012/464/EU	12/04/2011
CR WAG TSI 2006/861/EC	FF 3. SELF- ADJUSTING LOAD- PROPORTIONAL BRAKING DEVICES APPROVED FOR INTERNATIONAL			Corrigendum	Load-proportional valve DAKO-DSS SL1 or SL2	Load-proportional valve SL1 or SL2 DAKO-DSS		Typographical errors and evident translation mistakes			ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 <u>2</u>	2012/464/EU	12/04/2011
CR WAG TSI 2006/861/EC				Corrigendum	Load-proportional valve DAKO-DS SL1 or SL2	Load-proportional valve SL1 or SL2 DAKO-DS		Typographical errors and evident translation mistakes			ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2	2012/464/EU	12/04/2011
CR WAG TSI 2006/861/EC	FF 8. TEST BENCHES ASSESSED UP TO JUNE 2004 AS CAPABLE OF CARRYING OUT ACCEPTANCE TESTS ON	EN)		Corrigendum	PKP Poznan	CNTK Warsaw					ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2	2012/464/EU	12/04/2011
PRM TSI	4.2.2.2.2 Priority	/ EN	IT		Error is on drawing n°3: the distance of 1680 mm is not properly drawn			1. Typographical errors and			ERA/REC/07-	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
2008/164/EC SRT TSI 2008/163/EC	seats Title of the annex to the decision	EN		ERA	it should be from the floor to the top of the clear headroom DRAFT TECHNICAL SPECIFICATION FOR INTEROPERABILITY	the top of the clear headroom TECHNICAL SPECIFICATION FOR INTEROPERABILITY		evident translation mistakes 2. Substantial linguistic and translation deficiencies			2011/INT ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2	2012/464/EU	12/04/2011
PRM TSI 2008/164/EC	Annex N.5	EN		EFHOH European Federation of	Not a text : the specified pictogram for inductive loop is not the standard one	d Modify the pictogram for the ETSI (EN) 301 462 one		3. Technical deficiencies		ERA/OPI/2011- 03/INT	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2	2012/464/EU	12/04/2011
HS RST TSI	Clause 7.1.3	EN		Hard of Hearing ERA		Rolling stock, whose design is not certified in accordance with the TSIs		Typographical errors and Suident translation microkes			ERA/REC/07-	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
2008/232/EC CR WAG TSI 2006/861/EC	Clause 4.2.4.1.2.8	all	SE	NSA	shall be subject to the conditions described in section 7.1.7 The parking brake shall be designed such that fully loaded wagons shall be held in a gradient of 4,0 % with maximum adhesion of 0,15 with no wind"	shall be subject to the conditions described in section 7.1.8 The minimum parking brake performance, considering no wind, shall be determined by calculations as defined in the standard clause 6 of EN 14531-6:2009. The minimum performance of the parking brake shall be marked on the unit. The marking shall comply with EN 15877-1:2010 (clause 4.5.25)		evident translation mistakes 3. Technical deficiencies			2011/INT ERA/REC/07- 2011/INT		14/08/2012 2	2012/464/EU	12/04/2011
HS RST TSI 2008/232/EC	Clause 4.2.6.2.2	ES		UNIFE	Condiciones del ensayo: — o bien el solicitante seleccionará la máxima altura del andén por el que vaya a pasar el tren utilizado en la evaluación.	Condiciones del ensayo: — o bien el solicitante seleccionará la minima altura del andén por el que vaya a pasar el tren utilizado en la evaluación.	The english version is: Test conditions — or the applicant shall select the lowest height of platform passed by the train to be used for the assessment.	1. Typographical errors and evident translation mistakes							29/11/2011
SRT TSI: 2008/163/EC Duplicates error ID: 87	Annex tiltle			ERA	DRAFT TECHNICAL SPECIFICATION FOR INTEROPERABILITY	TECHNICAL SPECIFICATION FOR INTEROPERABILITY		Typographical errors and evident translation mistakes							29/11/2011
HS INF TSI 2008/217/EC Duplicates error ID:55	5.3.2 d) The rail fastening system			ERA	the minimum electrical resistance required is $5~k\Omega$, measured in accordance with EN 13146-5. It is permissible for the Infrastructure Manager to require a higher resistance where this is required by particular control command and signalling systems	Delete paragraph d)		3. Technical deficiencies		ERA/OPI/2011- 12/INT	ERA/REC/07- 2011/INT	09/09/2011			29/11/2011

TSI	Section	Language	Identified b	y Identified by	Original text	Proposed Amendment	Original EN version	Category of deficiency	Date of input abou	t Reference or of	Reference or of	f Date when	Date of Reference n	of Date when
131	Section	Language	Country	Organisation	Original text	Proposed Amendment	Original EN Version	Category of deficiency	deficiency was received step 100	Technical Opinion step 410	ERA	Technical io Opinion was published on ERA website step 700	publication of legal act legal act in published in Official Journal step 900 step 1010 date to step 1010 reference	deficiency was published on
HS INF TSI 2008/217/EC	6.1.6.2 paragraph 2			ERA	the actual electrical resistance provided by the fastening system (section 5.3.2 requires a minimum electrical rsistance of $5k\Omega$. However, a higher electrical resistance may be required to ensure compatibility with the chosen control command and signalling system).	Delete this paragraph		3. Technical deficiencies		ERA/OPI/2011- 12/INT	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2012/464/EU	29/11/2011
HS INF TSI 2008/217/EC	4.2.18, paragraph 2			ERA	The track shall deliver insulation required for the signalling currents used by train detection systems. The minimum electrical resistance required is 3 Ωkm. It is permissible for the Infrastructure Manager to require a higher resistance where this is required by particular control command and signalling systems. When insulation is provided by rail fastening system, this requirement is deemed to be met by compliance with	Delete this paragraph		3. Technical deficiencies		ERA/OPI/2011- 12/INT	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2012/464/EU	29/11/2011
HS RST TSI 2008/232/EC	4.2.7.4.2.1 4.2.7.4.25			NSA DE / ERA				3. Technical deficiencies		96/48 DV101	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2012/464/E	29/11/2011
HS RST TSI 2008/232/EC	7.1.3 7.1.8.1			UNIFE / ERA				3. Technical deficiencies		96/48 DV103	ERA/REC/07- 2011/INT	09/09/2011	14/08/2012 2012/464/EU	29/11/2011
HS RST TSI 2008/232/EC	4.3.4.11			ERA	Clauses 4.2.8.3.6.9 and 4.2.8.3.6.10 of this TSI specifies that on board equipment to the requirements transmitted by the control-command and signalling subsystem devices when crossing phase and system separations of the energy subsystem.	Clauses 4.2.8.3.6.7 and 4.2.8.3.6.8 of this TSI specify that on board equipment has to receive the requirements transmitted by the control-command and signalling subsystem devices when crossing phase and system seprations of the energy subsystem.		1. Typographical errors and evident translation mistakes		<u> </u>	·			29/11/2011
SRT TSI 2008/163/EC	4.2.2.8	DA	DK	NSA	4.2.2.8 Hvis nødbelysningen slukkes under normale driftsforhold, skal det være muligt at tænde for den igen på en af følgende måder – manuelt på kontakter, der er placeret for hver 250 m inde i tunnelen – ved hjælp af en fjernbetjening, som tunneloperatøren er i besiddelse	4.2.2.8	chapter 4.2.2.8, last sub section: If the emergency light is switched off under normal operating condi-tions, it shall be possible to switch it on by both of the following means - manually from inside the tunnel at intervals of	2. Substantial linguistic and translation deficiencies						
					af	af	250 m - by the tunnel operator using remote control							
CR INF TSI 2011/275/EU	4.2.2 'Performance parameters'	EN	DE	MS	Table 3 TSI categories of line IV-F and IV-M	4.2.2 Table 3 TSI categories of line IV-F and IV-M		3. Technical deficiencies		ERA/OPI/2012- 01/INT				
PRM TSI 2008/164/EC	7.3.2.9 Information	All	FR	CER	train length (m) - 750 Compliance with the requirements of Clause 4.2.2.8.2.2 in respect of route information is not mandatory at renewal or upgrade.	train length (m) - 740 Compliance with the requirements of Clause 4.2.2.8.3 in respect of route information is not mandatory at renewal or upgrade.		1. Typographical errors and evident translation mistakes						
HS RST TSI 2008/232/EC		DE	DE	NoBo	A.2.2.7 Windschutzscheibe und Zusspitze	information is not manuatory at renewal or upgrade.	4.2.2.7 Driver's cab windscreens	Typographical errors and evident translation mistakes		ERA/OPI/2012- 02/INT				
PRM TSI 2008/164/EC	6.1.2	all		NB Rail	"(*) Modules A1 and H1 are allowed for existing solutions only under conditions defined in clause 6.1.3.	"(*) Modules A1 or H1 may be used only in the case of products manufactured according to a design developed and already used to place products on the market before the entry into force of relevant TSIs applicable to those products, provided that the manufacturer demonstrates to the notified body that design review and type examination were performed for previous applications under comparable conditions, and are in conformity with the requirements of this TSI; this demonstration shall be documented, and is considered as providing the same level of proof as module B or design examination according to	6.1.3.		25/07/201					
PRM TSI 2008/164/EC	6.1.2 table 16	DE		NB Rail	In first row: Modul H2 (*)	Modul H2	Module H2	2. Substantial linguistic and translation deficiencies	27/08/201	2				
PRM TSI 2008/164/EC	6.1.2 table 16	DE		NB Rail	in last row: 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		2. Substantial linguistic and	27/08/201	2				
WAG TSI EU 321/2013	Appendix D - L104/51: Manual couplin system			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	04/10/201	3	ERA-REC-109- 2014-REC		17/06/2015 <u>2015/924</u>	
CR LOC&PAS (2011/291)	4.2.10.4 Passenger Evacuation	FR	BE	NoBo	Chaque place d'un <i>espace passagers</i> doit se situer à moins de 16 m d'une issue de secours	Chaque place d'un <i>couloir de déplacement</i> 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	14/10/201	3				
WAG TSI EU 321/2013	6.2.2.3 Running dynamic behaviour	; all		ERA	third paragraph: 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.	· · · · · · · · · · · · · · · · · · ·		3. Technical deficiencies			ERA-REC-109- 2014-REC		17/06/2015 <u>2015/924</u>	
SRT TSI 2008/163/EC	4.2.2.4	NL	BE	Tucrail	last sentence: Niet-dragende panelen moeten voldoen aan de eisen van klasse B conform EN 13501-1:2002.	last sentence: Niet-dragende panelen en andere installaties moeten voldoen aan de eisen van klasse B conform EN 13501-1:2002.	last sentence: Non-structural panels and other equipment shall fulfil the requirements of classification B of EN 13501-1:2002.	2. Substantial linguistic and translation deficiencies	14/03/201	4				
WAG TSI EU 321/2013	6.2.2.2 Running dynamic behaviour	; all		ERA	last sentence: - the method given in Section 4.2 of EN 15839:2012 by using the pre-calculation for standardised solutions.	last sentence: - the method given in Section 6 of EN 15839:2012 by using the pre-calculation for standardised solutions.		3. Technical deficiencies	11/04/201	4	ERA-REC-117- 2016-REC (Note The bullet poin is proposed to be replaced by reference to EN 14363:2016)	t		

TSI	Section	Language	Identified by Country	y Identified by Organisation	Original text	Proposed Amendment	Original EN version	Category of deficiency	deficiency was received step 100	Technical Opinion step 410	Recommendatio n to EC step 500	Technical	publication of legal act in Official Journal	Reference nr of legal act published in Offical Journal step 1010	deficiency was published on
HS RST TSI 2008/232/EC	Annex A.3.1 Crashworthines - Reduce the risk of overriding	FR S		ERA / Manufacturer	A.3.1 Réduire le risque de chevauchement Le critère d'admission pour la limitation du risque de chevauchement es la démonstration, dans le cadre d'une simulation additionnelle du scénario 1, que dans le cas du décalage vertical initial de 40 mm, aucun essieu ne se soulève sur aucun bogie, et que les exigences concernant les zones de survie et la décélération sont satisfaites. Le respect de ces critères est impératif pour attester la résistance au chevauchement.	A.3.1 Réduire le risque de chevauchement t Le critère d'admission pour la limitation du risque de chevauchement est la démonstration, dans le cadre d'une simulation additionnelle du scénario 1, que, dans le cas du décalage vertical initial de 40 mm, aucun soulevement de tous les essieux d'un bogie ne se produise, et que les exigences concernant les zones de survie et la décélération sont satisfaites. Le respect de ces critères est impératif pour attester la résistance au chevauchement.	A.3.1 Reduce the risk of overriding t The acceptance criterion for the overriding limitation are that an additional simulation of scenario 1 demonstrates that under the initial vertical offset conditions of 40 mm no lifting of all wheel sets of any bogie occurs and that survival space and deceleration limit requirements are maintained. These criteria alone are sufficient for the validation of overriding resistance.	1. Typographical errors and evident translation mistakes	19/11/201	4					
WAG TSI EU 321/2013		All		NB Rail	References to ERA Technical Document ERA/TD/2012-04/INT should read 'version 1.3 of 2.12.2014' instead of 'version 1.2 of 18.1.2013'.	Correct references to the right version of the TD		1. Typographical errors and evident translation mistakes	15/12/201	4	ERA-REC-117- 2016-REC (Note: ERA technical document ERA/TD/2012- 04/INT is proposed to be replaced by EN 16116-2:2013)				
PRM TSI EU 1300/2014	Appendix G	DE	DE	NSA	die Messanordnung besteht aus acht Mikrofonen, die auf einem Kreis mit einem Durchmesser	die Messanordnung besteht aus acht Mikrofonen, die auf einem Kreis mit einem Radius	the array consists of 8 microphones evenly spaced around a circle of radius 250 mm	Typographical errors and evident translation mistakes	30/01/201	5					
LOC&PAS TSI EU 1302/2014	7.1.3.1. point 7)	EN		NB Rail	von 250 mm gleichmäßig verteilt sind.	von 250 mm gleichmäßig verteilt sind. The type or design examination certificate of EC verification for the subsystem is valid for a seven year phase B period after its issue date, even if a revision of this TSI comes into force. During this time, new rolling stock of the same type is permitted to be placed in service on the basis of an EC declaration of verification referring to the type or design examination certificate of EC verification.	The type examination certificate of EC verification for the subsystem is valid for a sever year phase B period after its issue date, even if a revision of this TSI comes into force. During this time, new rolling stock of the same type is permitted to be placed in service on the basis of an EC declaration of verification referring to the type certificate of verification.		15/12/201	4	ERA/OPI/2014- 11	17/04/2015	5		17/04/2015
LOC&PAS TSI EU 1302/2014	7.1.3.2. point 1) EN		NB Rail		This clause concerns an interoperability constituent which is subject, when required, to type examination (module CB) followed by suitability for use (CV) or design examination (module CH1) followed by suitability	This clause concerns an interoperability constituent which is subject to type examination (module CB) or to suitability for use (module CV)		15/12/201	4	ERA/OPI/2014- 11	17/04/2015	5		17/04/2015
TSI SRT Reg EU 1303/201	4,2,1,7 point b) 4 1)	ES	ES	Plataforma Tecnologica Tuneles Pajares	b) Se crearán puntos de lucha contra incendios: 1) fuera de ambas bocas de todos los túneles de menos de 1 km,	for use (CV) b) Se crearán puntos de lucha contra incendios: 1) fuera de ambas bocas de todos los túneles de màs de 1 km,	(b) Fire fighting points shall be created (1) Outside both portals of every tunnel of > 1 km	Typographical errors and evident translation mistakes	18/05/201	15					
WAG TSI EU 321/2013	6.1.2.5	All		ERA	In point 6.1.2.5 there is four times reference to ERA technical document ERA/TD/2013-02/INT version 2.0 of XX.XX.2014. The same editorail mistake appears once in Appendix D.	The reference should in each case read as ERA technical document ERA/TD/2013-02/INT version 2.0 of 15.12.2014.		1. Typographical errors and evident translation mistakes	19/06/201	.5	ERA-REC-117- 2016-REC (Note: The reference is proposed to be 'ERA/TD/2013- 02/INT version 3.0 of 27.11.2015' because of further editorial work)				
WAG TSI EU 321/2013	4.2.2.2	All		ERA	The jacking positions shall be marked on the unit. The marking shall comply with point 4.5.13 of EN 15877-1:2012.	The jacking positions shall be marked on the unit. The marking shall comply with point 4.5.14 of EN 15877-1:2012.		Typographical errors and evident translation mistakes	23/06/201	.5	ERA-REC-117- 2016-REC				
LOC&PAS TSI EU 1302/2014	4.2.5.3	DE	AT		Passenger alarm is translated into german as "Fahrgastnotruf"	The correct translation is "Fahrgastalarm"	4.2.5.3 Passenger alarm	Typographical errors and evident translation mistakes	12/08/201	.5	2010-REC				
PRM TSI EU 1300/2014	5.3.2.4 (5)	FR	BE	Belgorail	L'espace à l'intérieur du cabinet de toilettes () dans une position permettant de transférer son occupant de manière latérale ou en diagonale jusqu'au siège des toilettes.	L'espace à l'intérieur du cabinet de toilettes () dans une position permettant de transférer son occupant de manière latérale et en diagonale jusqu'au siège des toilettes.	There shall be sufficient space inside the toilet compartment () to a position allowing both a lateral and a diagonal transfer of the wheelchair occupant to the toilet seat.	1. Typographical errors and evident translation mistakes	29/01/201						
LOC&PAS TSI EU 1302/2014	4.2.5.4, points (3) and (5)	FR		ERA	- Point (3) : « Les exigences relatives à l'emplacement du dispositif de « demande d'assistance » sont celles» '- Point (5) : «et un signal visuel et sonore doit indiquer que le système d'alarme a été actionné.»	 - Point (3): « Les exigences relatives à l'emplacement du dispositif de communication sont celles » '- Point (5) « et un signal visuel et sonore doit indiquer que le dispositif de communication a été actionné. » 	(3)The requirements to the location of the		13/04/201	6					31/08/2016
LOC&PAS TSI EU 1302/2014	4.2.9.1.6, point (1)	FR	BE	NSA	« La disposition du pupitre, de ses équipements de commande et de contrôle doit tenir compte des cotes anthropométriques du conducteur indiquées dans l'appendice E de sorte que celui-ci puisse conduire en conditions normales dans une position adaptée et qui n'entrave pas sa liberté de mouvement »	NSA BE suggestion for text in red and underlined: « La disposition du pupitre, de ses équipements de commande et de contrôle doit tenir compte des cotes anthropométriques du conducteur indiquées dans l'appendice E de sorte que celui-ci puisse conduire - pour la position de conduite la plus fréquente - en conditions normales dans une position adaptée et qui n'entrave pas sa liberté de mouvement » EC: "puisse conduire - pour la position de conduite la plus fréquente - enconditions normales dans une position adaptée [ou: 'normale' ou un autre terme approprié] et qui n'entrave pas sa liberté de mouvement".	« The driver's desk and its operating equipment and controls shall be arranged to enable, in the most commonly used driving position, the driver to keep a normal posture, without hampering his freedom of movement, taking into account the anthropometric measurements of the driver as set out in the Appendix E »	2. Substantial linguistic and translation deficiencies	13/04/201	.6			27/07/2016 OJ L 201 http://eur- lex.europa.eu/le gal- content/FR/TXT/ PDF/?uri=CELEX: 32014R1302&ri d=1		31/08/2016

TSI	Section	Language	Identified b	/ Identified by Organisation	Original text	Proposed Amendment	Original EN version	Category of deficiency	Date of input abou deficiency was received step 100	t Reference nr of Technical Opinion step 410	Reference nr of Date wh Technicz Recommendatio Opinion nt o EC publishe step 500 ERA wel step 700	publication of was legal act in od on Official Journal osite step 900	step 1010	deficiency was published on
LOC&PAS TSI EU 1302/2014	7.3.2.6	EN	ES	NSA	Specific case Spain ("P")	Specific case Spain ("P") for 1668 mm track gauge		3. Technical deficiencies	17/11/201	5	ERA-REC-120- 2015-REC (point	is 01		31/08/2016
LOC&PAS TSI EU 1302/2014	7.3.2.10	EN		ERA	permissible for electric units to be designed only for operation on lines	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	17/11/201	5	49) ERA-REC-120- 2015-REC (point 50)			31/082016
LOC&PAS TSI EU 1302/2014	7.3.2.11	EN		ERA		operated on DC 3,0 kV lines shall be able to operate within the ranges of		3. Technical deficiencies	17/11/201		ERA-REC-120- 2015-REC (point			31/08/2016
Appendix C of TS OPE 2015/995	I point 6.2		NL - EnTRAINabl	e	voltages and frequencies as set out in the TSI ENE clause 7.4.2.3.1. "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."	voltages and frequencies as set out in the TSI ENE clause 7.4.2.4.1.	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	1. Typographical errors and evident translation mistakes	05/01/201	7	51)			10/01/2017
TSI OPE 2015/995	Whole	PL		VDV - Germany	Polish term "nastawniczy" to be replaced.	Polish term "dyżurny ruchu" to replace "nastawniczy"	is applicable "signaller"	1. Typographical errors and	06/02/201	7				07/02/2017
Appendix C of TS	I point 1.1	DE		VDV - Germany	"dem Zugfahrten zulassenden Personal des Infrastrukturbetreibers".	"Fahrdienstleiter"	"signaller"	1. Typographical errors and	06/02/201	7				07/02/2017
OPE 2015/995 PRM TSI	Whole	DE	NSA AT	PRM TSI WP	Bestandsregister	Bestandsaufnahme	Inventory of Assets	evident translation mistakes 2. Substantial linguistic and	30/06/201	7				30/06/2017
EU 1300/2014 Appendix B of TSI	B.2 last indent	DA	DK	NSA	"[] afgangstidspunktet er inde, medmindre der er givet	"afgangstidspunktet er inde, med mindre det fremgår af	"[] when it is time to depart, except when	translation deficiencies 2. Substantial linguistic and	29/08/201	7				31/08/2017
OPE 2015/995 Appendix B of TSI	B.8.1	DA	DK	NSA	<u>afgangstilladelse</u> inden planmæssig afgangstid". "Er der svigt i det togmonterede radioudstyr, må toget ikke få	tjenestekøreplan e.lign., at der må afgås før planmæssig afgangstid". The word used in the Danish version "togmonterede radioudstyr" is not	allowed to start before the scheduled time". " In case of on board radio failure a train shall	translation deficiencies 2. Substantial linguistic and	29/08/201	7				31/08/2017
OPE 2015/995					kørselstilladelse på strækninger, hvor radio er påkrævet".	equal to the English term "on board radio". Togmonterede radioudstyr means a radio, which is mounted/fixed manually in the train.	not be permitted to start a service on lines where a radio is required".	translation deficiencies						
PRM TSI EU 1300/2014	4.2.1 table 3	All		NB Rail	Unprecise references in several rows of the table 3	Clarification of the unprecise references - see Technical Opinion ERA/OPI/2017-1		3. Technical deficiencies	30/08/201	7 ERA/OPI/2017-1	20/	09/2017		07/11/2017
TSI Noise 2011/229/EC	6.2.4.	FR	DE	Siemens AG	"Véhicules soumis à l'homologation CE dans le cadre de la STI «matériel roulant» pour le réseau conventionnel et de la présente STI"		"Units requiring EC certification against the HS RST TSI and against this TSI"	1. Typographical errors and evident translation mistakes	07/09/201	7				07/11/2017
PRM TSI EU 1300/2014	2.3. step-free route, Table 3, 4.2.1.2.2. (3) & (5), 7.2.2., Appendix A, Index 1, Appendix B		CZ	NoBo	"[], případné nutné změny úrovně jsou řešeny rampami a zdvihacími plošinami." "Typ zdvihací plošiny." "Nejsou-li nainstalovány zdvihací plošiny,[]" "[], musí být k dispozici zdvihací plošiny,[]. Použití zdvihacích plošin []" "[] a to včetně dveří, zdvihacích plošin []" "Rozměry zdvihací plošiny" "[] nemusí být tyto stanice vybaveny zdvihacími plošinami [], aby v budoucnu umožňovaly umístění zdvihací plošiny []"	"[], případné nutné změny úrovně jsou řešeny rampami a výtahy." "Typ výtahu." "Nejsou-li nainstalovány výtahy,[]" "[], musí být k dispozici výtahy,[]. Použití výtahů []" "[] a to včetně dveří, výtahů []" "Rozměry výtahů" "[] nemusí být tyto stanice vybaveny výtahy [], aby v budoucnu umožňovaly umístění výtahu []"	"[], they are bridged via ramps or lifts." "Type of lift" "[] where lifts are not provided." "Lifts shall be provided []. Type 1 lifts are allowed []" "[] including doors, lifts []" "Dimensions of the lifts" "[] are not required to have lifts [] for the future installation of a lift []"	Typographical errors and evident translation mistakes	30/10/201	7				07/11/2017
TSI SRT Reg EU 1303/201	4.2.1.5.1 Safe 4 area & 4.2.1.7 Fire fighting	FR	FR	ERFA	L'agencement () doit tenir compte de la nécessité de lutter contre les fumées	L'agencement () doit tenir compte de la nécessité de garder la fumée sous contrôle	The layout () shall take into account the control of smoke	1. Typographical errors and evident translation mistakes	13/04/201	8				21/06/2018
PRM TSI EU 1300/2014	points 4.2.1.15 (3)	FR	FR	NSA FR	(3) Si les traversées à niveau font partie de cheminements libres d'obstacles et représentent la seule solution pour tous les voyageurs, elles doivent : — () — être supervisées ou, conformément à la réglementation nationale, ()	(3) Si les traversées à niveau font partie de cheminements libres d'obstacles et représentent la seule solution pour tous les voyageurs, elles doivent : — () — être sous la surveillance du personnel ou, conformément à la réglementation nationale, ()	(3) If level track crossings are used as parts of obstacles free routes, unique solution for all passengers, they shall - () - be supervised, or, on the basis of national rules, ()	Typographical errors and evident translation mistakes	29/05/201	8				21/06/2018
PRM TSI EU 1300/2014	4.2.2.7.2. (6)	FR	FR	NSA FR		(6) Si une voiture comporte des sièges réservés, le numéro ou la lettre attribué(e) à la voiture (et utilisé(e) dans le système de réservation) doit être affiché(e) à l'extérieur, sur ou à côté de toutes ses portes d'accès.		evident translation mistakes	29/05/201	8				21/06/2018
PRM TSI EU 1300/2014	4.2.2.11.1 (1)	FR	FR	NSA FR	(1) Le point situé au centre du nez de la marche d'accès de chaque porte d'accès des voyageurs, des deux côtés d'une voiture en état de fonctionnement, équipée de nouvelles roues et placée de manière centrale sur les rails doit être situé à l'intérieur de la surface désignée comme «emplacement de la marche» dans la figure 1 ci-dessous.	(1) Le point situé au centre du nez de la marche d'accès de chaque porte d'accès des voyageurs, des deux côtés d'une voiture en ordre de marche équipée de nouvelles roues et placée de manière centrale sur les rails doit être situé à l'intérieur de la surface désignée comme «emplacement de la marche» dans la figure 1 ci-dessous.	(1) It shall be demonstrated that the point , situated in the central position on the nose of the access step of each passenger access door	Typographical errors and evident translation mistakes	29/05/201	8				21/06/2018
PRM TSI EU 1300/2014	5.3.1.2. (8)	FR	FR	NSA FR	La rampe doit être équipée d'un mécanisme permettant de fixer le dispositif en toute sécurité afin d'éviter tout déplacement pendant l'embarquement ou le débarquement.	La rampe doit être équipée d'un mécanisme permettant d'installer le dispositif en toute sécurité afin d'éviter tout déplacement pendant l'embarquement ou le débarquement.	The ramp shall be equipped with mechanism to securely locate the ramp so that it is not subject to displacement when in use for boarding or alighting		29/05/201	8				21/06/2018

TSI	Section	Language	Identified by Identified by		Proposed Amendment	Original EN version	Category of deficiency		bout Reference nr		nr of Date when	Date of	Reference nr of	
			Country Organisation	1				deficiency was received	Technical Opinion	ERA Recommer	Technical ndatio Opinion was	publication of legal act in	legal act published in	deficiency was published on
								step 100	step 410	n to EC	published on	Official Journal		
										step 500	ERA website	step 900	step 1010	
											step 700	date to step 1010 reference		
PRM TSI	5.3.1.3. (5)	FR	FR NSA FR	(5) Au niveau de la surface, la plateforme a une largeur libre minimale	(5) Au niveau de la surface, la plateforme a une largeur libre minimale d	e (5) At surface level, the lift platform shall have	1. Typographical errors and	29/05/	2018			in OI		21/06/2018
EU 1300/2014	51512151 (5)	•••			800 mm et une longueur de 1 200 mm. Conformément à l'appendice M,									22,00,2020
				M, une longueur supplémentaire de 50 mm doit être disponible quand la		of 1 200 mm. According to appendix M, an								
					pieds, à partir d'une hauteur de 100 mm mesurée à partir de la surface de l'élévateur, en tenant compte d'une orientation aussi bien vers l'avar	additional length of 50 mm shall be available for	r							
				vers l'avant que vers l'arrière de l'utilisateur de fauteuil roulant.	que vers l'arrière de l'utilisateur de fauteuil roulant.	platform, considering both inboard and outboard	d							
PRM TSI	5.3.2.10. (2)	FR	FR NSA FR	(2) La surface de la plateforme de l'élévateur est antidérapante. Au	(2) La surface de la plateforme de l'élévateur est antidérapante. Au	(2) The lift platform surface shall be slip	1. Typographical errors and	29/05/	2018					21/06/2018
EU 1300/2014	515121201 (2)	•••		niveau de la surface, la plateforme a une largeur libre minimale de 760	niveau de la surface, la plateforme a une largeur libre minimale de 760	resistant. At surface level, the lift platform shall								22,00,2020
				mm et une longueur de 1 200 mm. Conformément à l'appendice M, une	• • • • • • • • • • • • • • • • • • • •									
				longueur supplémentaire de 50 mm doit être disponible quand la distance entre les pieds et la surface de la plateforme est supérieure à	longueur supplémentaire de 50 mm doit être disponible pour les pieds, a partir d'une hauteur de 100 mm mesurée à partir de la surface de	an additional length of 50 mm shall be available								
					l'élévateur, en tenant compte d'une orientation aussi bien vers l'avant	for feet above a height of 100 mm above the lift								
				vers l'avant que vers l'arrière de l'utilisateur de fauteuil roulant.	que vers l'arrière de l'utilisateur de fauteuil roulant.	platform, considering both inboard and outboard orientations of the wheelchair user.	d							
						orientations of the wheelchair user.								
PRM TSI	6.2.5.	FR	FR NSA FR	Conformément à l'article 18, paragraphe 3, de la directive 2008/57/CE,	Conformément à l'article 18, paragraphe 3, de la directive 2008/57/CE,	According to Article 18(3) of Directive	1. Typographical errors and	29/05/	2018					21/06/2018
EU 1300/2014				un organisme notifié doit être responsable du dossier technique,	un organisme notifié doit être responsable de la constitution du dossier	2008/57/EC, a notified body shall be responsible								
				contenant la documentation nécessaire à l'exploitation et à la maintenance.	technique, contenant la documentation nécessaire à l'exploitation et à le maintenance.	a for compiling the technical file, containing the documentation requested for operation and								
						maintenance.								
Appendix B of TS OPE 2015/995	SI 10 (3)	SV	SV NSA SE	blocksträckan	sträckan	section	 Typographical errors and evident translation mistakes 	04/07/	2018					04/07/2018
SRT TSI	4.2.2.4	All	EIM	In case of fire, exposed cables shall have the characteristics of low	Exposed cables shall have the characteristics of low flammability, low fire	re	3. Technical deficiencies		2018 ERA/OPI/201	8-2	09/07/201	.8		25/10/2018
EU 1303/2014				flammability, low fire spread, low toxicity and low smoke density. These	spread, low toxicity and low smoke density.				https://www					
				requirements are fulfilled when the cables fulfil as a minimum the requirements of classification B2CA, s1a, a1, as per Commission Decision	n				a.europa.eu/ es/default/fi					
				2006/751/EC.					/library/docs					
									pinion-					
									advice/opinio era-opi-2018					
									2_en.pdf					
ENE TSI (EU)	2.1.(3)	All		() on-ground energy data collection system,()	() on-ground energy data collecting system, ()		1. Typographical errors and					14/06/2018		25/10/2018
1301/2014 ENE TSI (EU)	4.2.5	All		Current capacity, DC systems, trains at standstill	Current at standstill (DC systems only)		evident translation mistakes 1. Typographical errors and					14/06/201		25/10/2018
1301/2014 ENE TSI (EU)	4.2.13	All		The overhead contact line shall be designed for a minimum of two	The overhead contact line shall be designed for a minimum of two		evident translation mistakes 1. Typographical errors and					14/06/2018	2018/868 R Reg (FU)	25/10/2018
1301/2014				pantographs operating adjacently, in such a way that minimum spacing	pantographs operating adjacently. The design spacing of the two adjacen	t	evident translation mistakes					21,00,202	2018/868	25, 15, 2010
				centre line to centre line of adjacent pantographs heads is equal or	pantographs heads, centre line to centre line, shall be equal or lower									
				lower than values set out in one column "A", "B", or "C" selected from Table 4.2.13:	than values set out in one column "A", "B", or "C" selected from Table 4.2.13:									
ENE TSI (EU)	Table 4.2.13	All			Remove the word 'Minimum' in the titles of columns		1. Typographical errors and					14/06/201		25/10/2018
1301/2014 ENE TSI (EU)	4.2.17	All		(1) Point 4.2.8.2.8 of LOC & PAS TSI contains the requirements for	(1) Point 4.2.8.2.8 of LOC & PAS TSI contains the requirements for o	n-	evident translation mistakes 3. Technical deficiencies	i				14/06/201	2018/868 8 Reg (EU)	25/10/2018
1301/2014				on-board Energy Measuring Systems (EMS) intended to produce and	board Energy Measuring Systems (EMS) intended to produce and								2018/868	
				transmit the Compiled Energy Billing Data (CEBD) to an on-ground energy data collecting system. (2) The on-ground energy	transmit the Compiled Energy Billing Data (CEBD) to an on-ground energ data collecting system. (2) The on-ground energy data	у								
				data collecting system (DCS) shall receive, store and export CEBD	collecting system (DCS) shall receive, store and export CEBD without									
				without corrupting it. (3) The specification related to	corrupting it, in accordance with the requirements quoted in clause 4.12									
				interface protocols between EMS and DCS and transferred data format are an open point, which, in any case, shall be closed within 2 years afte	of EN 50463-3:2017. (3) The on-ground energy DCS shall									
				the entry into force of this Regulation.	4.2.8.2.8.4 of the LOC&PAS TSI and requirements set out in clauses 4.3.6									
ENE TSI (EU)	5.2.1.6	All		Current capacity, DC systems, trains at standstill	Current at standstill (DC systems only)		1. Typographical errors and					14/06/2018	8 Reg (EU)	25/10/2018
1301/2014	6.1.4.2	All		Assessment of current at standstill	Assessment of current at standstill (DC systems only)		evident translation mistakes	i				14/06/201	2018/868	
ENE TSI (EU) 1301/2014				Assessment of current at standstill	Assessment of current at standstill (DC systems only)		1. Typographical errors and evident translation mistakes	1					2018/868	25/10/2018
ENE TSI (EU) 1301/2014	6.1.5 (c)	All		nominal current rating	continuous current rating		 Typographical errors and evident translation mistakes 					14/06/2018	8 Reg (EU) 2018/868	25/10/2018
ENE TSI (EU)	7.2.4	All		Within 2 years after the 'open point' mentioned in point 4.2.17 is closed	, By 1 January 2022, Member States shall ensure that an on-ground energ	у	3. Technical deficiencies					14/06/201		25/10/2018
1301/2014				Member States shall ensure that an on-ground energy data collecting	data collecting system capable to exchange compiled energy billing data								2018/868	
				system capable to exchange compiled energy billing data will be implemented.	in accordance with point 4.2.17 of this TSI will be implemented.									
ENE TSI (EU)	7.3.1 (d)	All		An existing subsystem may allow the circulation of TSI-compliant	An existing subsystem may allow the circulation of TSI-compliant vehicle	es	1. Typographical errors and					14/06/201		25/10/2018
1301/2014				vehicles whilst meeting the essential requirements of Directive 2008/57/EC. The procedure to be used for the demonstration of the	whilst meeting the essential requirements of Directive 2008/57/EC. The procedure to be used for the demonstration of the level of compliance		evident translation mistakes						2018/868	
				level of compliance with the basic parameters of the TSI shall be in	with the basic parameters of the TSI shall be in accordance with									
				accordance with Commission Recommendation [updated	Commission Recommendation 2014/881/EU.									
ENE TSI (EU)	7.3.4	All		Recommendation 2011/6221 The procedure to be used for the demonstration of the level of	The procedure to be used for the demonstration of the level of		1. Typographical errors and					14/06/2018	8 Reg (EU)	25/10/2018
1301/2014					e compliance of existing lines with the basic parameters of this TSI shall be	2	evident translation mistakes						2018/868	
				in accordance with Commission Recommendation [updated Recommendation 2011/622].	in accordance with Recommendation 2014/881/EU.									
ENE TSI (EU)	7.4.2.11	All			to be deleted		Typographical errors and wident translation mistakes					14/06/2018		25/10/2018
1301/2014 ENE TSI (EU)	Fig.D.1	All			modification of Fig.D.1		evident translation mistakes 1. Typographical errors and					14/06/201	2018/868 8 Reg (EU)	25/10/2018
1301/2014 ENE TSI (EU)	Table E.1				to be added row 9 and 10 for EN 50463- 3:2017 and EN 50463-4:2017		evident translation mistakes					14/06/2018	2018/868 R Pag (FU)	25/10/2018
1301/2014	iable E.1				to be added fow 9 and 10 for EN 30403- 3.2017 and EN 30403-4:2017		 Typographical errors and evident translation mistakes 	<u> </u>				14/00/2018	2018/868	23/ 10/ 2018
ENE TSI (EU)	Annex F				to be deleted		1. Typographical errors and					14/06/2018	8 Reg (EU)	25/10/2018
1301/2014							evident translation mistakes	i					2018/868	

TSI	Section	Language	Identified by Identi Country Organ		Proposed Amendment	Original EN version	Category of deficiency	Date of input about deficiency was received step 100	ut Reference nr Technical Opinion step 410	of Reference nr of ERA Recommendation n to EC step 500	Technical	Date of publication of legal act in Official Journal step 900 date to step	Reference nr of legal act published in Offical Journal step 1010	deficiency was published on
											31ep 700	1010 reference		
ENE TSI (EU) 1301/2014	Table G.1			Neutral section insulator	to be deleted		1. Typographical errors and evident translation mistakes					14/06/2018	8 Reg (EU) 2018/868	25/10/2018
LOC&PAS TSI EU 1302/2014	4.2.8.2.9.2	EN	DE TUV S	system, at least one of the pantograph(s) to be installed shall have a head geometry type compliant with one of the three specifications a	system, at least one of the pantograph(s) to be installed shall have a iven head geometry type compliant with one of the three specifications give	n	Typographical errors and evident translation mistakes	201	18				====	25/10/2018
LOC&PAS TSI EU 1302/2014	4.2.8.2.9.2	DE	DE TUV S	Spurweiten als 1 520 mm ausgelegt sind, muss mindestens einer der	in the clauses 4.2.8.2.9.2.1. 2 and 3 below. (2) Bei elektrischen Einheiten, die ausschließlich für den Betrieb auf 1 5.2 in mm Spurweite ausgelegt sind, muss mindestens einer der in eine	(2) For electric units designed to be operated solely on the 1 520 mm system, at least one of	1. Typographical errors and evident translation mistakes	201	18					25/10/2018
				eine elektrische Einheit einzubauenden Stromabnehmer über eine Stromabnehmerwippe verfügen, deren Geometrie eine der drei in d nachstehenden Abschnitten 4.2.8.9.2.1, 4.2.8.9.2.2 und 4.2.8.9.2.3 genannten Spezifikationen erfüllt	elektrische Einheit einzubauenden Stromabnehmer über eine Stromabnehmerwippe verfügen, deren Geometrie eine der drei in den nachstehenden Abschnitten 4.2.8.2.9.2.1, 4.2.8.2.9.2.2 und 4.2.8.2.9.2.3 senannten Snezifikationen erfüllt	the pantograph(s) to be installed shall have a head geometry type compliant with one of the three specifications given in the clauses								
LOC&PAS TSI EU	4.2.8.2.9.2.2	DE	DE TUV S	D (2) Für die Signalhörner können sowohl isolierte als auch nicht isolie	te (2) Für die Auflaufhörner können sowohl isolierte als auch nicht isolierte	e (2) Insulated or non-insulated materials for the		201	18					25/10/2018
1302/2014 LOC&PAS TSI EU 1302/2014	5.3.11	DE	DE TUV S	Materialien verwendet werden. D Stromabnehmer	Materialien verwendet werden. Schleifleiste	horns are both permitted. Contact strips	evident translation mistakes 1. Typographical errors and evident translation mistakes	201	18					25/10/2018
LOC&PAS TSI EU 1302/2014	6.2.3.18	DE	DE TUV S	D (1) Die Konformität der Luftabsperrhähne ist gemäß der in Anlage Ziffer 98 genannten Spezifikation zu bewerten.	-1 (1) Die Konformität der Luftabsperrhähne ist gemäß der in Anlage J-1 Ziffer 98 genannten Spezifikation zu bewerten.	(1) Conformity assessment shall be carried out in accordance with the specification referenced in Appendix J-1, index 98.	1. Typographical errors and evident translation mistakes	201	18					25/10/2018
LOC&PAS TSI EU 1302/2014	7.1.3.1	DE	DE TUV S	D Änderungen an Fahrzeugbaumustern oder Fahrzeugkonstruktionen, bereits über eine EG-Prüferklärung verfügen	die Änderungen an Fahrzeugbaumustern oder Fahrzeugkonstruktionen, die bereits über eine EG-Prüferklärung verfügen		g 1. Typographical errors and evident translation mistakes	201	18					25/10/2018
				(1) Bei Änderungen an einem Fahrzeugbaumuster, das bereits über e Baumuster- oder Konstruktionsprüfbescheinigung verfügt, gelten die folgenden Regeln: — Bei Änderungen ist es zulässig, lediglich die Änderungen neu zu bewerten, die die Eckwerte der letzten, zum betreffenden Zeitpunkt geltenden Fassung dieser TSI beeinflussen. — Zur Ausstellung der EG-Prüferklärung kann die benannte Stelle die folgenden Bescheinigungen verwenden: — die ursprüngliche Baumuster- oder Konstruktionsprüfbescheinigu für unveränderte Teile der Konstruktion, sofern diese noch gültig ist (während der sieben Jeder Phase B); — weitere Baumuster- oder Konstruktionsprüfbescheinigungen (als Ergänzung der Originalbescheinigung) für geänderte Teile der Konstruktion, die die Eckwerte der zu dem	Baumuster- oder Konstruktionsprüfbescheinigung verfügt, gelten die folgenden Regeln: — Bei Änderungen ist es zulässig, lediglich die Änderungen neu zu bewerten, die die Eckwerte der letzten, zum betreffenden Zeitpunkt geltenden Fassung dieser TSI beeinflussen. — Zur Ausstellung der EG-Prüfbescheinigung kann die benannte Stelle d folgenden Bescheinigungen verwenden:	already bearing a type or design examination certificate of verification, the following rules apply: — The changes are permitted to be dealt with boolly re-assessing those modifications which influence the basic parameters of the latest revision of thie TSI in force at that time. — In order to establish the certificate of EC verification, the notified body is permitted to refer to: — The original type or design examination								
				Zeitpunkt geltenden Fassung dieser TSI beeinflussen.	Zeitpunkt geltenden Fassung dieser TSI beeinflussen.	certificate (amending the original certificate) for modified parts of the design which influence the basic parameters of the latest revision of this TSI								
SRT TSI Amendment EU 2019/776	3.1	All	NSA E	N/A	In the table of section 3.1, the reference to clause 4.2.1.11 is missing. The table should be updated with reference to the Essential Requirements 2.1.1 on Safety	e N/A	3. Technical deficiencies	08/05/202	20					
SRT TSI Amendment EU 2019/776	Appendix B	All	NB-Ra	N/A	In the table of Appendix B, the reference to clause 4.2.1.11 is missing. The table should be updated with reference to the clause 4.2.1.11 and 's in the columns "design review" and "assembly before putting into service"	N/A	3. Technical deficiencies	05/12/207	20					
LOC&PAS TSI Regulation (EU) 2019/776	4.2.2.10	All	UNIFE	The following load conditions defined in the specification references Appendix J-1, index 13, clause 4.5 shall be determined	l in The following load conditions defined in the specification referenced in Appendix J-1, index 13, clause 2.1 shall be determined	The following load conditions defined in the specification referenced in Appendix J-1, index 13, clause 4.5 shall be determined	3. Technical deficiencies	06/04/202	20					

Reference nr of Date when

TSI	Section	Language	Identified by Identified by Country Organisation		Proposed Amendment	Original EN version	Category of deficiency	deficiency was received step 100	Technical Opinion step 410	Reference nr of ERA Techn Recommendatio Opinic n to EC publis step 500 ERA w step 7	cal publicat n was legal act ed on Official a ebsite step 900	on of legal act in published in ournal Offical Journa step 1010	of Date when deficiency was published on I ERA web
LOC&PAS TSI Regulation (EU) 2019/776	7.1.2.2.a (2)	All	NSA SE	of the TSI defined performance and the entity managing the change demonstrates that the corresponding essential requirements are met and the safety level is maintained and, where reasonably practicable, improved. The entity managing the change shall in this case justify the	deemed established when a basic parameter is improved in the direction of the TSI defined performance and the entity managing the change demonstrates that the corresponding essential requirements are met and the safety level is maintained and, where reasonably practicable, improved. The entity managing the change shall in this case justify the reasons for which the TSI defined performance was not met, taking into account paragraph 5 of section 7.1.2.2. This justification shall be included	when a basic parameter is improved in the d direction of the TSI defined performance and the entity managing the change demonstrates that the corresponding essential requirements are met and the safety level is maintained and,		01/10/2020					
LOC&PAS TSI Regulation (EU) 2019/776	7.1.2.2.a (1)	SE	NSA SE	s o minte o mfattas a v e n E G - k o n tro l l för k l a ring m e d e ttförstag o d k ännand e för i bruktag and e för e d e n 1 j a n u ar i 2 0 1 5 (1) Följande regler ska tillämpas, förutom avsnitt 7.1.2.2, i fråga om befintligt rullande materiel med ett förstagodkännande för	7.1.2.2 a S ärskild a best ämmelserförbefintligtrullande materiels om inteom fattas aven EG-kontrollförklaring med ett förstag od kännandeföribruktag ande föred en 1 januari 2015 (1) Följande regler ska tillämpas, förutom avsnitt 7.1.2.2, i fråga om befintligt rullande materiel med ett första godkännande för ibruktagande föreden 1 januari 2015, om ändringens omfattning har en inverkan på grundläggande parametrar som inte omfattas av EG-kontrollförklaring (i förekommande fall).	not covered by an EC declaration of verification with a first authorisation for placing in service before 1 January 2015 (1) The following rules apply, in addition to clause 7.1.2.2, to existing rolling stock with a first authorisation for placing in service before 1	translation deficiencies	30/11/2020					
LOC&PAS TSI Regulation (EU) 2020/387	7.1.4	All	NSA SE	The applicant shall provide an 'EC declaration of verification' accompanied by technical files giving evidence of compliance with the requirements set out in this TSI, or with provisions having equivalent effect, for each basic parameter referred to in column 1 of Tables 17a and 17b and with the following clauses of this TSI: — 4.2.4.2.2, 4.2.5.5.8, 4.2.5.5.9, 4.2.6.2.3, 4.2.6.2.4, 4.2.6.2.5, 4.2.8.2.7, 4.2.8.2.9.8 (when running through phase or system separation sections is managed automatically), 4.2.9.3.1, 4.2.9.6, 4.2.12 and 4.2.12.6	The applicant shall provide an 'EC declaration of verification' accompanied by technical files giving evidence of compliance with the requirements set out in this TSI, or with provisions having equivalent effect, for each basic parameter referred to in column 1 of Tables 17a and 17b and with the following clauses of this TSI: - 4.2.4.2.2, 4.2.5.5.8, 4.2.5.5.9, 4.2.6.2.3, 4.2.6.2.4, 4.2.6.2.5, 4.2.8.2.7, 4.2.8.2.9.8 (when running through phase or system separation sections is managed automatically), 4.2.9.3.1, 4.2.9.6, 4.2.12 and 4.2.12.6	The applicant shall provide an 'EC declaration of verification' accompanied by technical files giving evidence of compliance with the requirements set out in this TSI, or with provisions having equivalent effect, for each basic parameter referred to in column 1 of Tables 17a and 17b and with the following clauses of this TSI: — 4.2.4.2.2, 4.2.5.5.8, 4.2.5.5.9, 4.2.6.2.3, 4.2.6.2.4, 4.2.6.2.5, 4.2.8.2.7, 4.2.8.2.9.8 (when running through phase or system separation sections is managed automatically), 4.2.9.3.1, 4.2.9.6, 4.2.12 and 4.2.12.6	Typographical errors and evident translation mistakes	28/01/2021	I				
NOITSI (Regulation (EU) No 1304/2014 amended by Regulation (EU) 2019/774)	4.3	All		Interface with subsystems of points (a), (b), (c) and (e) of chapter 2 (dealt with in Regulation (EU) No 1302/2014) with regard to: — stationary noise, — starting noise (not applicable to coaches), — pass-by noise, — interior noise within the driver's cab, where applicable. Interface with subsystems of point (d) of chapter 2 (dealt with in Regulation (EU) No 321/2013) with regard to: — pass-by noise, — stationary noise.	Not yet decided upon. The problem is that there are no points (d) and (e) in chapter 2.		Typographical errors and evident translation mistakes	23/09/2020					
LOC&PAS TSI EU 1302/2014		DE DE	Manufacturer DE NSA DE	Ein Bahnräumer muss so ausgelegt sein, dass bei einer bleibenden Verformung das Gleis oder das Fahrwerk nicht verschmutzt wird und der Kontakt mit den Laufflächen, sofern vorhanden, keine Enteleisungsgefahr darstellt 4.2.3.7 Bahnraumer	Ein Schienenräumer muss so ausgelegt sein, dass er während der plastischen Verformung das Gleis oder das Fahrwerk nicht beschädigt und dass ein eventueller Kontakt mit der Radlauffläche keine Gefahr des Enteleisens verursacht. Replace DE translation of:	plastic deformation, it does not foul the track or running gear and that contact with the wheel tread if it occurs, does not pose a risk of	Typographical errors and evident translation mistakes Typographical errors and	12/03/2021					
1302/2014	4.2.2.5 4.2.3.7 and all concerned sections	DE	DE NOA DE	T.E.S. Deliniquine	Replace Ut translation of : - life guard" in to "Schienenräumer" and the translation of "obstacle deflector" in to "Bahnräumer"	Life guard Obstacle deflector	Typographical errors and evident translation mistakes	19/03/2021	•				

TSI	Section	Language	Identified by Country	y Identified by Organisation	Original text	Proposed Amendment	Original EN version	Category of deficiency	Date of input about Reference n deficiency was Technical received Opinion step 100 step 410	ERA T Recommendatio C n to EC p step 500 E	echnical Opinion was oublished on ERA website	legal act in Official Journal step 900	Reference nr of legal act published in Offical Journal step 1010	Date when deficiency was published on ERA web
LOC&PAS TSI EU 1302/2014	4.2.3.5.2.2 (2) figure 2:	, DE		Manufacturer	To St. Abulangang Gast Gagas Angung Makanan & Komille	Schriggang Gree Kogshirmal	St. Charles here between a sept of the sep	Typographical errors and evident translation mistakes	30/04/2021	s	tep 700	date to step 1010 reference		
WAG TSI EU 321/2013	,	4.1 All		ERA	The rail system, to which Directive (EU) 2016/797 applies () maintenance rules (Sections 4.4 and 4.5) as requested by Article 18(3) of Directive (EU) 2016/797. The technical file, as set out in Article 18(3) and Annex VI to Directive	The rail system, to which Directive (EU) 2016/797 applies () maintenance rules (Sections 4.4 and 4.5) as requested by Article 15(4) of Directive (EU) 2016/797.		3. Technical deficiencies	06/05/2021					
LOC&PAS TSI EU 1302/2014	4.2.3.3.1.2 (4) referring to Appendix J-2,	All		CER	(EU) 2016/797 (Section 4.8), shall contain in particular design related	The technical file, as set out in Article 15(4) and Annex IV to Directive (EU) 2016/797 (Section 4.8), shall contain in particular design related values concerning the compatibility with the natwork (4) The maximum distance between end and first axle is specified in the specification referenced in Appendix J-2, index 1, clause 3.1.2.4 & 5 (distance b1 in Figure 1).		2. Substantial linguistic and translation deficiencies	06/05/2021					
LOC&PAS TSI EU 1302/2014	index 1 6.2.6 (1)	All		CER	According to Article 15(4) of Directive (EU) 2016/797, a Notified Body shall be responsible for compiling the technical file, containing the	According to Article 15(4) of Directive (EU) 2016/797, the applicant shall be responsible for compiling the technical file, containing the		3. Technical deficiencies	06/05/2021					
PRM TSI EU 1300/2014	2.3.	PL	PL	NB-Rail	documentation requested for operation and maintenance. Trasa pozbawiona schodów [] Należy unikać zmian poziomu lub, gdy nie da się ich uniknąć, łączyć poziomy za pomocą podjazdów lub podnośników.	documentation requested for operation and maintenance. Trasa pozbawiona schodów [] Należy unikać zmian poziomu lub, gdy nie da się ich uniknąć, łączyć poziomy za pomocą podjazdów lub wind / dźwigów [osobowych].	Step-free route [] Changes in level are avoided or, when they cannot be avoided, they are bridged via ramps or		28/06/2021					
PRM TSI EU 1300/2014	Table 3	PL	PL	NB-Rail	Rodzaj podnośnika	Typ windy / dźwigu [osobowego]	lifts. Type of lift	2. Substantial linguistic and translation deficiencies	28/06/2021					
PRM TSI EU 1300/2014	4.2.1.2.2. (3)	PL	PL	NB-Rail	Tam gdzie nie zapewniono podnośników, należy zainstalować podjazdy dla osób niepełnosprawnych i osób o ograniczonej możliwości poruszania się, które nie mogą korzystać ze schodów. []	Tam gdzie nie zapewniono wind / dźwigów [osobowych], należy zainstalować podjazdy dla osób niepełnosprawnych i osób o ograniczonej możliwości poruszania się, które nie mogą korzystać ze schodów. []	Ramps shall be installed for persons with disabilities and persons with reduced mobility unable to use stairs where lifts are not provided.	2. Substantial linguistic and translation deficiencies	28/06/2021					
PRM TSI EU 1300/2014	4.2.1.2.2. (5)	PL	PL	NB-Rail	Podnośniki zapewnia się tam, gdzie nie udostępniono podjazdów; muszą być one co najmniej typu 2, zgodnie ze specyfikacjami, o których mowa w dodatku A, indeks 1. Podnośniki typu 1 są dozwolone jedynie w przypadku stacji, które są odnawiane lub modernizowane.	Windy / Dźwigi [osobowe] zapewnia się tam, gdzie nie udostępniono podjazdów; muszą być one co najmniej typu 2, zgodnie ze specyfikacjami o których mowa w dodatku A, indeks 1. Windy / Dźwigi [osobowe] typu 3 są dozwolone jedynie w przypadku stacji, które są odnawiane lub modernizowane.			28/06/2021					
PRM TSI EU 1300/2014	4.2.1.10. (7)	PL	PL	NB-Rail		[] — na windach / dźwigach osobowych zgodnie ze specyfikacją wzmiankowana w dodatku A, indeks 1	[] - Lifts in accordance with the specification referenced in Appendix A, index 1.	2. Substantial linguistic and translation deficiencies	28/06/2021					
PRM TSI EU 1300/2014	4.2.1.10. (9)	PL	PL	NB-Rail		Symbole mogą być łączone z innymi symbolami (np. winda / dźwig [osobowy], toaleta itd.).	The symbols are permitted to be combined with other symbols (for example: lift, toilet, etc.).	2. Substantial linguistic and translation deficiencies	28/06/2021					
PRM TSI EU 1300/2014	4.2.1.2.3. (2)	PL	PL	NB-Rail	Osobom niedowidzącym informacje o trasie pozbawionej przeszkód muszą być przekazywane przynajmniej za pomocą oznakowania dotykowego i kontrastującej powierzchni, po której przemieszczają się osoby. []	Osobom niedowidzącym informacje o trasie pozbawionej przeszkód muszą być przekazywane przynajmniej za pomocą dotykowego i kontrastowego oznakowania nawierzchni. []	Information on the obstacle-free route shall be given to visually impaired people by tactile and contrasting walking surface indicators as a minimum. []	-	28/06/2021					
PRM TSI EU 1300/2014	4.2.1.4. (2)	PL	PL	NB-Rail	Na terenie stacji, w żadnym punkcie powierzchni, po których przemieszczają się osoby, nie może być nierówności większych niż 0,5	W budynkach stacji, w żadnym punkcie posadzki, nie może być nierówności większych niż 0,5 cm, poza progami, kanałami odwodnieniowymi i dotykowym oznakowaniem nawierzchni.	Within the station buildings there shall be no irregularities in excess of 0,5 cm at any given point in floor walking surface areas, except for thresholds, drainage channels and tactile	2. Substantial linguistic and translation deficiencies	28/06/2021					
PRM TSI EU 1300/2014	4.2.1.8. (5)	PL	PL	NB-Rail	Tam, gdzie zamontowano automaty do kontroli biletów, przynajmniej jeden taki automat musi być wyposażony w swobodne przejście o szerokości minimalnej 90 cm i musi przepuszczać wózki inwalidzkie z użytkownikiem, o długości do 1 250 mm. []	Tam, gdzie zamontowano automaty do kontroli biletów, przynajmniej jeden taki automat musi mieć swobodne przejście o szerokości minimalnej 90 cm i musi się w nim zmieścić wózek inwalidzki z użytkownikiem, o długości do 1 250 mm. []	If ticket control machines are fitted, a minimum of one of the machines shall have a free passageway with a minimum width of 90 cm and shall be able to accommodate an occupied wheelchair up to 1 250 mm in length. []	translation deficiencies	28/06/2021					
PRM TSI EU 1300/2014	4.2.1.10. (12)	PL	PL	NB-Rail	W jednym punkcie dozwolone jest użycie maksymalnie pięciu piktogramów, razem ze strzałką kierunkową, wskazujących jeden kierunek i umieszczonych obok siebie.	W jednym punkcie dozwolone jest użycie maksymalnie pięciu piktogramów oraz strzałki kierunkowej, wskazujących jeden kierunek i umieszczonych obok siebie.	There shall be no more than five pictograms, together with a directional arrow, indicating a single direction placed adjacent to each other at a single location.	2. Substantial linguistic and translation deficiencies	28/06/2021					
PRM TSI EU 1300/2014	4.2.1.11. (1)	PL	PL	NB-Rail	Informacje mówione muszą posiadać we wszystkich strefach wartość STI PA przynajmniej 0,45; zgodnie ze specyfikacją wzmiankowaną w dodatku A, indeks 5.	- Informacje mówione muszą posiadać [deleted] wartość STI-PA przynajmniej 0,45[deleted] zgodnie ze specyfikacją wzmiankowaną w dodatku A, indeks 5.	The spoken information shall have a minimum STI-PA level of 0,45, in accordance with the specification referenced in Appendix A, index 5.	2. Substantial linguistic and translation deficiencies	28/06/2021					
PRM TSI EU 1300/2014	4.2.1.15. (3)	PL	PL	NB-Rail	 być nadzorowane lub, na podstawie przepisów krajowych, musi być zapewnione wyposażenie umożliwiające bezpieczne przejście osobom niewidomym lub niedowidzącym, lub jednopoziomowe przejście przez 	[] — być strzeżone lub, na podstawie przepisów krajowych, musi być zapewnione wyposażenie umożliwiające bezpieczne przejście osobom niewidomym lub niedowidzącym, lub jednopoziomowe przejście przez tory musi być obsługiwane w celu bezpiecznego przechodzenia osób	[] — be supervised, or, on the basis of national rules, equipment for a safe crossing of blind or visually impaired people shall be provided and/or the level crossing shall be operated for a safe crossing of visually impaired people	2. Substantial linguistic and translation deficiencies	28/06/2021					
LOC&PAS EU 1302/2014	4.2.5.3.3(1)	SE	SE	Manufacturer	När tåget har stannat vid en plattform eller avgår från en plattform ska aktivering av passagerarlarmet leda till en direkt ansättning av driftbromsen och resultera i ett fullständigt stopp. I detta fall, endast efter att tåget stannat helt, ska systemet göra det möjligt för föraren att återkalla automatiska bromsåtgårder som initierats av passagerarlarmet.	När tåget har stannat vid en plattform eller avgår från en plattform ska aktivering av passagerarlarmet leda till en direkt ansättning av driftbromsen eller nödbromsen och resultera i ett fullständigt stopp. I detta fall, endast efter att tåget stannat helt, ska systemet göra det möjligt för föraren att återkalla automatiska bromsåtgärder som initierats av passagerarlarmet.	When the train is stopped at a platform or departing from a platform, activation of a passenger alarm shall lead to a direct application of the service brake or the emergency brake, resulting in a complete stop. In this case, only after the train has come to a complete stop, a system shall allow the driver to cancel any automatic braking action initiated by the		15/07/2021					
SRT TSI EU 1303/2014	4.6.1	DK	DK	Website reque	er en del af det ovenfor definerede togpersonale, skal ud over deres	 e) Hjælpepersonalet (f.eks. catering- og rengøringspersonale), der ikke er en del af det ovenfor definerede togpersonale, skal ud over deres grundlæggende uddannelse også være indøvet i, hvordan de kan assistere togpersonalet i dets arbejde. 	 (e) Auxiliary train staff (e.g. catering, cleaning), who do not form part of the train crew as defined above shall, in addition to their basic instruction, be trained to support the actions of the train crew. 	translation deficiencies	06/09/2021					

TSI Section	Language	Identified by Iden	tified by Original text		Proposed Amendment	Original EN version	Category of deficiency	Date of input abou	ut Reference nr of	Reference nr of	Date when	Date of	Reference nr o	of Date when
		Country Org	anisation					deficiency was	Technical	ERA	Technical	publication of	legal act	deficiency was
								received	Opinion	Recommendation	Opinion was	legal act in	published in	published on
								step 100	step 410	n to EC	published on	Official Journal	Offical Journal	ERA web
										step 500	ERA website	step 900	step 1010	
											step 700	date to step		
												1010 reference		
												in OI		
OPE TSI 2019/773 4.2.3.5.2(4)	DE	DE NSA	DE Jede Abschaltmögli	chkeit oder Außerkraftsetzen von fahrzeugseitigen	Jede Isolation oder Abschalten von fahrzeugseitigen Zugsteuerungs-	any isolation or overriding of the on-board train	1. Typographical errors and	09/12/202	21					
			Zugsteuerungs-/Zu	sicherungssystemen bzw. der	/Zugsicherungssystemen bzw. der Führerstandssignalisierung	control (signalling) systems;	evident translation mistakes							
			Führerstandssignali	sierung										