

INTEGRATION ENGINEERING SAFETY MANAGEMENT

Adoption of New Technical Specifications for Interoperability

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1 Purpose

The purpose of this paper is to capture the response of the Crossrail project to the latest published Technical Specifications for Interoperability which are applicable to the Crossrail central section railway, valid at the time of achieving Final Design Output (Gate 3 – 90% review). This milestone is scheduled differently for each contract, with the latest being in June 2016.

In the process of reaching the conclusions, cognisance is taken of the appropriate provisions in the Commission Acts (Regulations on SRT, ENE, INF, PRM TSIs sited in this document) to allow Project Entities at an advanced stage of development which are delivering Infrastructure changes to continue to comply with requirements of previous versions of the TSIs.

2 Scope

Applies to the delivery of the Crossrail central section works provided by Crossrail Limited, however excludes the South East Section to Abbey Wood delivered by Network Rail (except where indicated) and the Crossrail rolling stock delivered by Bombardier.

3 Definitions

CRL	Crossrail Limited
COS	Central Operating Section
DfT	Department for Transport
EC DG Move	European Commission, Directorate-General for Mobility and Transport
ENE (TSI)	Energy TSI
INF (TSI)	Infrastructure TSI
ORR	Office of Rail and Road
PRM (TSI)	Persons with reduced Mobility TSI
RIR 2011	Railway (Interoperability) Regulations 2011
RAB (C)	Rail Approval Board (Crossrail)
SRT (TSI)	Safety in Railway Tunnels TSI
TSI	Technical Specification for Interoperability
TBA	To Be Advised

4 Background

The process for managing the introduction of new versions of TSIs is explained in Crossrail Process for Managing Technical Specifications for Interoperability and Notified National Technical Rules (Ref 1).

A number of new versions of TSIs, which affect the Crossrail railway, have been published since the last update of the December 2012 Crossrail New Works Standards Baseline (Ref 2), which has a date effective of 23rd April 2013. A new revision of the Crossrail New works Standards Baseline will be issued shortly to capture the new TSi's amongst other documents onto the Standards Baseline.

Following earlier correspondence on the subject (see Appendix B), it is understood each new version of TSIs contains the following Article similar to Article 7 of the latest published CCS TSI (2012/88/EU):

Article [e.g. 11 of Commission Regulation (EU) No 1300/2014]

Decision [e.g. 2008/164/EC] is hereby repealed with effect from 1 January 2015.

It shall however continue to apply to:

- (a) Subsystems authorised in accordance with that Decision;*
- (b) Projects for new, renewed or upgraded subsystems which, at the date of publication of this Regulations, are at an advanced stage of development or are the subject of an ongoing contract;*
- (c) Projects for new rolling stock of an existing design, as referred to in point [e.g. 7.1.2 of the Annex] to this Regulation.*

Accordingly, since Crossrail is on the list of railway projects in UK "in an advanced stage of development" as submitted to EC DG Move on 22 December 2015 in accordance with article 9 (3) of the Interoperability Directive, the project is to continue to comply with requirements of the previous TSI version, provided the essential requirements of the new TSI enforced from 1 January 2015 are not compromised. This may be done without recourse to apply for derogations where to continue to comply with the previous requirement may be contrary to the equivalent requirement of the new version of the TSI.

This paper aims to define how CRL has accounted for the above clause.

5 Application of New TSIs

So far as is reasonably practicable, the Crossrail central section will adopt the new versions of the TSIs as listed below. However, CRL propose to retain specific requirements of the previous versions of TSIs in preference to the adoption of the equivalent requirement in new versions of the TSIs where:

- this would result in a technical non-compliance against the new version of the TSI;
- the requirement of the previous version of the TSI has already been fully implemented;
- there would be unacceptable implication to cost and programme from back fitting the equivalent requirements of the new version of the TSIs.

A series of workshops was held in February 2016, at which each TSI requirements were analysed for applicability with the respective Heads of the Discipline and the Chief Engineer before a decision was reached on the applicability.

The four sets of requirements were logged in eB and referenced in this document, for traceability (ref. 3,4,5,6).

Note, the Control-Command and Signalling TSI was not included in the discussions as no update was available at the time.

5.1 Infrastructure TSI

Previous TSI:

2011/275/EU, Infrastructure Subsystem for Conventional Rail

Newly Published TSI:

2014/1299/EU, Infrastructure Subsystem

Crossrail can confirm that they will be adopting the Infrastructure TSI (1299/2014/EU) in its entirety, except for where it is agreed that UK is a 'specific case'. The following clauses come under this category:

2014/1299/EU 2011/275/EU

INF(1299/2014) 4.2.3.1.R1	INF.4.2.4.1.R1
INF(1299/2014) 4.2.3.1.R2	
INF(1299/2014) 4.2.3.1.R3	INF.4.2.4.1.R2

CRL will comply with the specific case requirements listed under clause 7.7.17.2 by producing its own lower structure gauge standard as an NTR for maintaining infrastructure clearances, Evidence is contained within Crossrail NNTR - Central Operating Section Requirements for Maintaining Infrastructure Clearances, CRL1-XRL-O6-STD-CR001-50005 refer to Sections 7.1.3 & 7.3 and shown on CRL Structure Gauge Drawings C122-OVE-R4-DDD-CR001_Z-73086, C122-OVE-R4-DDD-CR001_Z-73087 & C122-OVE-R4-DDD-CR001_Z-73088.

DfT is requested to confirm that this is an acceptable way to meet the requirements 4.2.3.1.R1 to R3 of 2014/1299/EU.

In addition, the following clarification is sought from DfT and ORR:

- Clause 4.2.4.1.R1 of 2014/1299/EU – Since the specific case is no longer applicable to this requirement, CRL's interpretation is that CEN56 rail in S&C 1432mm gauge is within the 'nominal range'. Unless further guidance is issued by DfT, CRL will proceed with this understanding.

- Clause INF(1299/2014) 4.2.4.2.R3 – CRL proposes that Crossrail is classed as ‘P4’. Can DfT/ORR please confirm in writing?
- Clause INF(1299/2014) 4.2.6.2.2.R2 – There is no proposal to use Eddy Current Brakes on Crossrail. Noting that the compatibility requirement is still an open point in the TSI, CRL proposes that the entries in RINF are populated as ‘none’, while Crossrail will continue to support RSSB with any emerging requirements for their proposed new NNTR for the use of magnetic and ECB in UK. DfT/ORR are kindly requested to confirm that this is an acceptable way forward.

The requirements of the newly published TSI will be adopted in full.

5.2 Energy TSI

Previous TSI:

2011/274/EU, Energy Subsystem for Conventional Rail

Newly Published TSI:

2014/1301/EU, Energy Subsystem

The requirements of the newly published TSI will be adopted in full.

DfT is requested to note the close correlation with the INF TSI re the following clause:

- ENE(1301/2014) 4.3.3.R1

Reference in the ENE TSI		Reference in the INF TSI	
Parameter	Point	Parameter	Point
Pantographs gauge	4.2.10	Structure gauge	4.2.3.1

DfT and ORR are requested to note the dependence on the new standard being produced by CRL, ref. Crossrail NNTR - Central Operating Section Requirements for Maintaining Infrastructure Clearances, CRL1-XRL-O6-STD-CR001-50005.

5.3 Control Command and Signalling TSI

Previous TSI:

- 2006/679/EC, Control, Command and Signalling Subsystem for Conventional Rail (published 28/09/2006)

Existing TSI:

- 2012/88/EU, 24/01/2012, Control, Command and Signalling Subsystem for Conventional Rail (published 23/02/2012), as amended by Commission decisions 2011/696/EU of 6 November 2012 and (EU) 2015/14 of 5 January 2015 laid down the technical specification for interoperability (TSI) relating to the ‘control-command and signalling’ (CCS) subsystems

New TSI:

- Following the 75th meeting in Brussels of the Railway Interoperability and Safety Committee (RISC) on 9-10 February 2016 the new Control Command and Signalling TSI with the proposed change requests was agreed. The Commission indicated that a new consolidated text should be made available shortly.

The requirements of the existing TSI will be adopted until such time as the new TSI is published and the new requirements have been reviewed.

Noting the conditions of the derogation from the CCS TSI issued by DfT to the Crossrail project on 17 February 2012 and further clarified in a letter dated 6 November 2015, CRL is producing the following documents, required to be submitted to the Department of Transport before the APIS is granted by ORR:

- C620-SIC-R2-STP-CR001-50062 ERTMS Migration Plan V5_3 – already approved by DfT, ref. 151119 ERTMS Migration Plan - DfT Approval
- C620-SIC-R2-STD-CR001-50001_F_A6Z00034758417_Func CBTC Syst Req CCS TSICBTC_V7 – proposed new NTR, currently being revised to v.8
- C620-SIC-R2-RSP-CR001-50016_E_A6Z00034758429_Specific_Custom_Interf_Requ_CBTC-ETCS_V6

Condition No 2 from the original derogation letter of 17 February 2012 requires that a communication bearer capable of supporting ETCS level 3 is installed as part of the initial installation. Crossrail is preparing a position paper on the interpretation of Condition 2 to ORR re the demonstration of readiness of COS GSM-R to support ETCS on Day 1.

CRL has received the indicative cost for the provision of a GSM-R-upgrade for the South East Area from NRIL, following a feasibility study (ref.XMA1A-MAN-COT-NCA-000010 AO2 of 7 July 2015). It should be noted that the national NR programme is only for ETCS Level 2 and there is an underlying assumption in the study that there is no impact to GSM-R requirements to support the change from ETCS Level 2 to Level 3.

For the COS at the boundaries of the Central Section with On-Network sections, the GSM-R Radio System with the PMR Radiating Infrastructure shall provide coverage levels to support ETCS level 2/3 as prescribed by the requirements of EIRENE Systems Requirements Specification, Version 15 - PSA167D006.

5.4 Persons with Reduced Mobility TSI

Previous TSI:

- 2008/164/EC, 07/03/2008, Persons with Reduced Mobility, (published 01/07/2008)

Newly Published TSI:

- 2014/1300/EC, Persons with Reduced Mobility

Although the requirements of the newly published TSI will be adopted by CRL in full, it should be noted that the status of the following requirements from the previous TSI 2008/164/EC is maintained as 'not adopted', following an earlier agreement with DfT, ref. letter from Ian Jones to Jignesh Patel, dated 26 May 2015.

Persons of Reduced Mobility (PRM) TSI (1300/2014)

1300/2014/EU Not adopting	Maintaining requirement
4.2.1.2.3.R3 (2)	4.1.2.3.2.R2
4.2.1.2.3.R3 (3)	No equivalent
4.2.1.9.R1	4.1.2.10.R1
4.2.1.10.R4	4.1.2.11.1.R11

Clause 4.1.2.3.2.R2 of 2008/164/EC affects Crossrail as a whole. Coordinated guidance is being prepared by CRL and the outcome will be advised in due course.

5.5 Safety in Railway Tunnels TSI

Previous TSI:

2008/163/EC, Safety in Railway Tunnels

Newly Published TSI:

2014/1303/EU, Safety in Railway Tunnels

The requirements of the newly published TSI will be adopted with the exception of the requirements listed in the table below and presented to the DfT in Appendix A of the previous issue of this report and kept here for traceability, compliance with which will be retained from the previous TSI:

Safety in Railway Tunnels (SRT) TSI

1303/2014/EU Not adopting	Maintaining requirement
4.2.1.2.R1	4.2.2.3.R1
No equivalent	4.2.2.3.R2
4.2.1.2.R2	No equivalent
4.2.1.5.2.R1	4.2.2.6.5
4.2.1.5.2.C3	No equivalent
4.2.1.5.2.R2	No equivalent
4.2.1.5.2.R3	4.2.2.6.5
4.2.1.5.2.R4	4.2.2.6.5
No equivalent	4.2.2.11.R1
No equivalent	4.2.2.11.R2
No equivalent	4.2.2.11.R3
4.2.2.4.R1	4.2.3.4.R1

Specifically, DfT and ORR are requested to note the following details:

SRT(1303/2014) 4.2.1.5.2.R5	(c) Doors giving access from the escape walkway to the safe area shall have a minimum clear opening of 1,4m wide and 2,0m high. Alternatively it is permitted to use multiple doors next to each other which are less wide as long as the flow capacity of people is demonstrated to be equivalent or higher.	SRT (2008/163/EC) 4.2.2.6.5 .R1	It is interpreted that the above dimensions relate to doorways that are parallel to the tunnel wall where evacuating passengers may come from two directions in the tunnel. Crossrail are installing platform end doors from the tunnel walkway to the station platforms, which are considered as safe areas. The minimum width of the walkway is 800mm and the platform end doors will be 1000mm wide. This is deemed
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			acceptable because unlike for doors parallel to tunnel walls, evacuation will be single file and from a single direction.
SRT(1303/2014) 4.2.1.2.R1	(a) In the event of fire, the integrity of the tunnel lining shall be maintained for a period of time that is sufficiently long to permit self-rescue, evacuation of passengers and staff and intervention of the emergency response services. That period of time shall be in accordance with the evacuation scenarios considered and reported in the emergency plan.	SRT(2008/163/EC).4.2.2.3.R1	The integrity of the structure shall be maintained, in the event of fire, for a period of time sufficiently long to permit self-rescue and evacuation of passengers and staff and the intervention of rescue services without the risk of structural collapse.
SRT.4.2.2.3.R2	The fire performance of the finished tunnel surface, whether in situ rock or concrete lining, has to be assessed. It shall withstand the temperature of the fire for a particular duration of time. The specified 'temperature-time curve' (EUREKA-curve) is given in the following figure. It is to be used for the design of concrete structures only.	SRT(2008/163/EC).4.2.2.3.R2	The fire performance of the finished tunnel surface, whether in situ rock or concrete lining, has to be assessed. It shall withstand the temperature of the fire for a particular duration of time. The specified 'temperature-time curve' (EUREKA-curve) is given in the following figure. It is to be used for the design of concrete structures only.

In addition, following previous conversations with DfT reference agreement on seeking exemption under Regulation 13 for the upgrading works in Connaught Tunnel, CRL is in a process of updating the report, ref. CRL1-XRL-O8-RGN-CR001-50026 in line with comments received from DfT on the first draft, with the intention to apply for an exemption for this structure. The report will identify the alternative measures in place to satisfy the essential requirements for safety.

5.6 Safe Integration with RST

This section has been included in this document for information.

The applicable list of legislation and standards has been agreed between Bombardier (acting as the Project Entity for the rolling stock) and Rail for London, this has been endorsed by the NoBo and DeBo. No derogations against the TSIs are being sought by Bombardier Transportation. A number of deviations against NTRs have been identified and will be reviewed by the relevant RSSB standards committee. MTR has reviewed and accepted the deviation application forms.

Bombardier Transportation (BT), with the assistance of the Rail for London's rolling stock team, will manage the process for obtaining route acceptance in the Central Operating Section according to a GE/RT8270 equivalent process. The compatibility forum will be RAB-C, to which BT will provide the necessary documentation to demonstrate compatibility with the Central Operating Section.

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6 Derogations

Crossrail has secured the following TSI derogations:

- 17th February 2012, Chris Carr (DfT on behalf of Secretary of State) to David Hughes (Director Crossrail Joint Sponsor), Derogation from the Control, Command & Signalling TSI (version 2006/679/EC) for the Crossrail Core Section;
- 10th September 2012, RGEN 39 039\004\0008\2, Chris Carr (DfT on behalf of Secretary of State) to David Hughes (Director Crossrail Joint Sponsor), Derogation from the Infrastructure TSI (version 2011/275/EU) for the Crossrail Central Section.

It is considered these derogations made against the previous versions of the TSIs remain valid, and do not require Crossrail to reapply for additional derogations relating to equivalent requirements in the newly published TSIs.

7 Way Forward

By way of this paper the relevant TSI requirements applicable to the Crossrail central section railway are advised to the:

- Office of Rail and Road – to be endorsed;
- DfT, as a Competent Authority for Interoperability – to be endorsed;
- CRL Notified Body (Ricardo) – for the purpose of conformity assessment;
- CRL Standards Manager - for inclusion in the Crossrail Standards Baseline;
- RfL as the Infrastructure Manager of the central section railway.

8 Reference Documents

Ref:	Document Title	Document Number:
1.	Crossrail Process for Managing Technical Specifications for Interoperability	CRL1-XRL-O8-GPS-CR001-50011
2.	December 2012 Crossrail New Works Standards Baseline	CRL1-XRL-O6-RGN-CR001-00002/ CRL1-XRL-O6-RGN-CR001-00003
3.	Current Energy TSI Requirements Spreadsheet	CRL1-XRL-O6-STD-CR001-50012
4.	Current Safety in Railway Tunnels TSI Requirements Spreadsheet	CRL1-XRL-O6-STD-CR001-50013
5.	Current Infrastructure TSI Requirements Spreadsheet	CRL1-XRL-O6-STD-CR001-50014
6.	Current People with Reduced Mobility TSI Requirements Spreadsheet	CRL1-XRL-O6-STD-CR001-50015 Draft No

9 Standard Forms / Templates

Ref:	Document Title	Document Number:
A.	none	
B.		

10 Appendices

Appendix A: Implementation of Newly Published SRT TSI

Appendix B: Letter dated 14/10/13 Sian Prout (European Commission) to Robin Groth (DfT)

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Appendix A

Ref Previous TSI	Clause/Req Previous SRT TSI	Ref New TSI	Draft SRT TSI clause 08/57-ST21 Version EN03 RISC 69 19/12/2013	Justification to Continue Previous Version of TSI
4.2.2.3 (R1)	The integrity of the structure shall be maintained, in the event of fire, for a period of time sufficiently long to permit self-rescue and evacuation of passengers and staff and the intervention of rescue services without the risk of structural collapse.	4.1.1.2	4.2.1.2. Fire resistance of tunnel structures This specification applies to all tunnels. (a) In the event of fire, the integrity of the tunnel lining shall be maintained for a period of time that is sufficiently long to permit self-rescue, evacuation of passengers and staff and intervention of the emergency response services. That period of time shall be in accordance with the evacuation scenarios considered and reported in the emergency plan. (b) In the cases of immersed tunnels and tunnels which can cause the collapse of important neighbouring structures, the main structure of the tunnel shall withstand the temperature of the fire for a period of time that is sufficient to allow evacuation of the endangered tunnel zones and neighbouring structures. This period of time shall be reported in the emergency plan.	<p>CRL has integrated compliance to the EUREKA-curve into their Civil Engineering Design Standards affecting tunnel design.</p> <p>At the time the new TSI is published all tunnelling works are complete and evidence of compliance with the previous TSI reviewed and accepted by the Notified Body. The requirement of the previous version of the TSI has already been fully implemented.</p> <p>The design base fire for a Crossrail train is 8 MW whilst for the equivalent for the EUREKA-curve is 50 MW (based on HGV fire loading). Comparatively, it may be judged compliance with the previous TSI is representatively more onerous.</p> <p>On the basis of compliance with the previous TSI it is considered the essential requirements of the newly published TSI are met.</p>
4.2.2.3 (R2)	The fire performance of the finished tunnel surface, whether in situ rock or concrete lining, has to be assessed. It shall withstand the temperature of the fire for a particular duration of time. The specified 'temperature-time curve' (EUREKA-curve) is given in the following figure. It is to be used for the design of concrete structures only.			
4.2.2.6.5 (R1)	Alternative technical solutions providing a safe area with a minimum equivalent safety level are permitted. A technical study shall be undertaken to justify the alternative solution which must be agreed by the Relevant National Authority.	4.2.1.5.2	4.2.1.5.2 Access to the safe area (b) (3) Alternative technical solutions providing a safe area with a minimum equivalent safety level are permitted. The equivalent level of safety for passengers and staff shall be demonstrated using the Common Safety Method on risk assessment.	<p>CRL has been in liaison with LFEPa (UK relevant national Authority) since the early project stages. Fire Safety Strategies have been prepared for the tunnels and sub-surface station designs which are formally reviewed during Qualitative Design Review attended by LFEPa. On the basis of this consultation process, LFEPa have provided "Approval in Principle" to the affected Fires Safety Strategies.</p> <p>At the time the new TSI is published the Notified Body has assessed the National Authority consultation process and found this to be robust regards compliance against the previous TSI. The requirement of the previous version of the TSI has already been fully implemented.</p> <p>On the basis of compliance with the previous TSI it is considered the essential requirements of the newly published TSI are met.</p>

Ref Previous TSI	Clause/Req Previous SRT TSI	Ref New TSI	Draft SRT TSI clause 08/57-ST21 Version EN03 RISC 69 19/12/2013	Justification to Continue Previous Version of TSI
4.2.2.11 (R1)	Rescue services shall be able to enter the tunnel in the case of an incident, via the tunnel portals and/or appropriate emergency exits (see 4.2.2.6.3). These access routes shall be at least 2,25 m wide and 2,25 m high.	4.2.1.5.2	4.2.1.5.2 Access to the safe area This specification applies to all tunnels of more than 1 km in length. (a) Safe areas shall be accessible for people who commence self-evacuation from the train as well as for the emergency response services.	The previous TSI makes allowance for rescue services to enter "via tunnel portals and /or appropriate emergency exists" which does not feature in the newly published TSI.
4.2.2.11 (R2)	The IM shall describe in the emergency plan those facilities dedicated as access routes.		(b) One of the following solutions shall be selected for access points from a train to the safe area: (1) Lateral and/or vertical emergency exits to the surface. These exits shall be provided at least every 1 000 m.	The CRL Emergency Plan allows for rescue services to enter tunnels using trolleys from the tunnel portal, a rescue train or utilising the station Platform Screen Doors (on the platform edge) which would meet the requirement "These access routes shall be at least 2,25 m wide and 2,25 m high."
4.2.2.11 (R3)	If road accessibility is required in the emergency plan, it should be as close as possible to the planned rescue area. Alternative means of access shall be described in the emergency plan.		(2) Cross-passages between adjacent independent tunnel tubes, which enable the adjacent tunnel tube to be employed as a safe area. Cross-passages shall be provided at least every 500 m. (3) Alternative technical solutions providing a safe area with a minimum equivalent safety level are permitted. The equivalent level of safety for passengers and staff shall be demonstrated using the Common Safety Method on risk assessment. (c) Doors giving access from the escape walkway to the safe area shall have a minimum clear opening of 1,4m wide and 2,0m high. Alternatively it is permitted to use multiple doors next to each other which are less wide as long as the flow capacity of people is demonstrated to be equivalent or higher. (d) After passing the doors, the clear width shall continue to be at least 1,5m wide and 2,25m high. (e) The way in which the emergency response services access the safe area shall be described in the emergency plan.	However, the newly published TSI introduces a new requirement 4.2.1.5.2 (c) requiring doors from the tunnel escape walkway into a safe area to be minimum 1.4m wide. Crossrail sub-surface stations will be defined as safe areas and are segregated from the tunnel by full height Platform Screen Doors. The width of the platform end doors leading to the tunnel are restricted by the width of the walkway (1.0m wide). It is not feasible to re-engineer the tunnels to provide 1.4m wide doors. Since the door is an equivalent width to the walkway it will not hinder the evacuation rate in to the safe area of the station. Adopting the newly published TSI would introduce a technical non-compliance. On the basis of compliance with the previous TSI it is considered the essential requirements of the newly published TSI are met.

Appendix B

Ref. Ares(2013)3184216 - 04/10/2013



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT
Directorate B - European mobility network
B.2 - Single European rail area

Brussels,
DG MOVE B2/AG/fz (Ares 2013)

Robin Groth
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Subject: Reply to your letter of 17 September 2013

Dear *Robin*

Thank you for message of 17 September 2013 concerning rail projects at an advanced stage of development or subject to contract in course of performance.

We acknowledge the importance of allowing those projects, particularly in case of infrastructure changes involving long procedures, to continue complying with previous versions of the TSIs.

For this reason, and to ensure consistency between TSIs, we have included appropriate provisions in the draft Commission acts (Regulations on Loc&Pas, SRT, ENE, INF, PRM TSIs) which will soon be submitted for vote to the RISC Committee.

Sian PROUT

CC: Ian JONES (DfT), Simon ARGYLE (UKREP),
Patrizio GRILLO, Anna GIGANTINO (DG MOVE.B2)

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