

Commission Regulation (EU) No 1303/2014 of 18 November 2014 concerning the technical specification for interoperability relating to ‘safety in railway tunnels’ of the rail system of the European Union (Text with EEA relevance) (revoked)

Article 1	The technical specification for interoperability (TSI) relating to the ‘safety...
Article 2	The TSI shall apply to the control-command and signalling, infrastructure,...
Article 3	The technical and geographical scope of this Regulation is set...
Article 4	(1) With regard to specific cases listed in Section 7.3...
Article 5	(1) Member States shall notify to the Commission the following...
Article 6	In accordance with Article 9(3) of Directive 2008/57/EC, each Member...
Article 7
Article 8	(1) In order to keep pace with technological progress, innovative...
Article 9	Decision 2008/163/EC is repealed with effect from 1 January 2015....
Article 10	This Regulation shall enter into force on the twentieth day... Signature

ANNEX

1. INTRODUCTION
 - 1.1. Technical scope
 - 1.1.1. Scope related to tunnels
 - 1.1.2. Scope related to rolling stock
 - 1.1.3. Scope related to operational aspects
 - 1.1.3.1. Operation of freight trains
 - 1.1.4. Risk scope
 - 1.1.4.1. Risks covered by this TSI
 - 1.1.4.2. Risks not covered by this TSI
 - 1.2. Geographical scope
2. DEFINITION OF ASPECT/SCOPE
 - 2.1. General
 - 2.2. The risk scenarios
 - 2.2.1. ‘Hot’ incidents: Fire, explosion followed by fire, emission of toxic...
 - 2.2.2. ‘Cold’ incidents: collision, derailment
 - 2.2.3. Prolonged stop
 - 2.2.4. Exclusions
 - 2.3. The role of emergency response services
 - 2.4. Definitions
3. ESSENTIAL REQUIREMENTS
 - 3.1. Infrastructure and energy subsystems

3.2 Rolling stock subsystem

4. CHARACTERISATION OF THE SUBSYSTEM

- 4.1. Introduction
- 4.2. Functional and technical specifications of the subsystems
 - 4.2.1. Subsystem Infrastructure
 - 4.2.1.1. Prevent unauthorised access to emergency exits and technical rooms
 - 4.2.1.2. Fire resistance of tunnel structures
 - 4.2.1.3. Fire reaction of building material
 - 4.2.1.4. Fire detection in technical rooms
 - 4.2.1.5. Evacuation facilities
 - 4.2.1.5.1. Safe area
 - 4.2.1.5.2. Access to the safe area
 - 4.2.1.5.3. Communication means in safe areas
 - 4.2.1.5.4. Emergency lighting on escape routes
 - 4.2.1.5.5. Escape signage
 - 4.2.1.6. Escape walkways
 - 4.2.1.7. Evacuation and rescue points
 - 4.2.1.8. Emergency communication
 - 4.2.1.9. Electricity supply for emergency response services
 - 4.2.1.10. Reliability of electrical systems
 - 4.2.1.11. Communication and lighting at switching locations
 - 4.2.2. Subsystem Energy
 - 4.2.2.1. Sectioning of contact line
 - 4.2.2.2. Earthing of contact line
 - 4.2.2.3. Electricity supply
 - 4.2.2.4. Requirements for electrical cables in tunnels
 - 4.2.2.5. Reliability of electrical installations
 - 4.2.3. Subsystem rolling stock
 - 4.2.3.1. Measures to prevent fire
 - 4.2.3.1.1. Material requirements
 - 4.2.3.1.2. Specific measures for flammable liquids
 - 4.2.3.1.3. Hot axle box detection
 - 4.2.3.2. Measures to detect and control fire
 - 4.2.3.2.1. Portable fire extinguishers
 - 4.2.3.2.2. Fire detection systems
 - 4.2.3.2.3. Automatic fire fighting system for freight diesel units
 - 4.2.3.2.4. Fire containment and control systems for passenger rolling stock
 - 4.2.3.2.5. Fire containment and control systems for freight locomotives and freight...
 - 4.2.3.3. Requirements related to emergencies
 - 4.2.3.3.1. Emergency lighting system in the train
 - 4.2.3.3.2. Smoke control
 - 4.2.3.3.3. Passenger alarm and communication means
 - 4.2.3.3.4. Running capability
 - 4.2.3.4. Requirements related to evacuation
 - 4.2.3.4.1. Passenger emergency exits
 - 4.2.3.4.2. Driver's cab emergency exits
- 4.3. Functional and technical specifications of the interfaces
 - 4.3.1. Interfaces with the Control-Command-Signalling subsystem
 - 4.3.2. Interfaces with the Traffic Management and Operation subsystem

- 4.4. Operating rules
 - 4.4.1. Emergency rule
 - 4.4.2. Tunnel emergency plan
 - 4.4.3. Exercises
 - 4.4.4. Switching off and Earthing procedures
 - 4.4.5. Provision of on-train safety and emergency information to passengers
 - 4.4.6. Operational rules related to trains running in tunnels
- 4.5. Maintenance rules
 - 4.5.1. Infrastructure
 - 4.5.2. Maintenance of rolling stock
- 4.6. Professional qualifications
 - 4.6.1. Tunnel specific competence of the train crew and other staff...
- 4.7. Health and safety conditions
 - 4.7.1. Self-rescue device
- 4.8. Infrastructure and Rolling stock registers
 - 4.8.1. Register of infrastructure
 - 4.8.2. Rolling Stock Register
- 5. INTEROPERABILITY CONSTITUENTS
- 6. ASSESSMENT OF CONFORMITY AND/OR SUITABILITY FOR USE OF THE CONSTITUENTS...
 - 6.1. Interoperability constituents
 - 6.2. Subsystems
 - 6.2.1. EC verification (general)
 - 6.2.2. Procedures for EC verification of a subsystem (modules)
 - 6.2.3. Existing solutions
 - 6.2.4. Innovative solutions
 - 6.2.5. Assessment of maintenance
 - 6.2.6. Assessment of conformity to the Safety requirements applying to the...
 - 6.2.7. Additional requirements for assessment of specifications concerning the IM
 - 6.2.7.1.
 - 6.2.7.2. Fire resistance of tunnel structures
 - 6.2.7.3. Fire reaction of building material
 - 6.2.7.4. Facilities for self-rescue, rescue and evacuation in the event of...
 - 6.2.7.5. Emergency lighting in upgraded/renewed tunnels
 - 6.2.7.6. Reliability of electrical systems
 - 6.2.8. Additional requirements for assessment of specifications concerning the RU
 - 6.2.8.1. Self-rescue device
- 7. IMPLEMENTATION
 - 7.1. Application of this TSI to new subsystems
 - 7.1.1. General
 - 7.1.2. New rolling stock
 - 7.1.3. New Infrastructure
 - 7.2. Application of this TSI to subsystems already in service
 - 7.2.1. Upgrade or renewal of rolling stock
 - 7.2.2. Upgrade and renewal measures for tunnels
 - 7.2.2.1. Upgrade or renewal of a tunnel
 - 7.2.2.2. Extension of a tunnel

Changes to legislation: There are currently no known outstanding effects for the
Commission Regulation (EU) No 1303/2014. (See end of Document for details)

- 7.2.3. Operation subsystem
- 7.2.4. Operation of new rolling stock in existing tunnels
- 7.3. Specific cases
 - 7.3.1. General
 - (1) The specific cases, as listed in the following clause, describe...
 - (2) These specific cases are classified as:
 - (3) Any specific case applicable to rolling stock within the scope...
 - 7.3.2. Operational rules related to trains running in tunnels (clause 4.4.6)...
 - 7.3.2.1 Specific case Italy (' T0 ')
 - 7.3.2.2 Specific case Channel Tunnel (' P ')

Appendix A

Standards or Normative Documents Referred to in this TSI

Appendix B

Assessment of the Subsystems

For rolling stock, the sub-system characteristics that must be
assessed...

For infrastructure and energy, the sub-system characteristics that
must be...

Changes to legislation:

There are currently no known outstanding effects for the Commission Regulation (EU) No 1303/2014.