Järnvägsstyrelsen

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Our date
2008-07-17

Our notation
2008-398

Swedish national rules for open points in the HS TSI INF

According to *Article 3.2 a)* in the Commission decision of 20 December 2007 concerning a technical specification for interoperability relating to the 'infrastructure' sub-system of the trans-European high-speed rail system (2008/217/EC) Sweden hereby notify the following applicable technical rules for the open points listed in Annex H in the TSI.

Pending formal national regulation, the principles in the documents described below are applied as national rules. However, the documents themselves have not a status of formal national legislation.

1 Global track stiffness (4.2.15)

Not presently regulated in Sweden.
This parameter has not been applicable to the Swedish conditions with moderate train speeds and moderate track forces and has therefore not been accounted for. The importance of the parameter will be accentuated with increasing speeds on coming new high speed lines and work will be initiated in Sweden to define the parameter within short.

2 Ballast pick-up (4.2.27)

Not presently regulated in Sweden for speeds above 250 km/h.
This parameter has not been applicable in Sweden since no tracks have been built for speeds above 250 km/h. The document BVF 540.15 regulates the profile of the ballast for speeds equal to or above 160 km/h in order to minimize the risk of ballast pick-up as a result of ice build-up under the vehicles. The document BVS 585.52, referring to EN 13450, defines the size of the ballast that shall be used.
An investigation to study the parameter is planned to start during 2008.

3 Usable width of the platform (4.2.20.3)

The document BVF 586.26 regulates the design of platforms in Sweden. One requirement is that speeds above 240 km/h are not permitted when

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passengers are present on the platform.
Regarding the parts referring to people with reduced mobility the point is no longer an open point when the TSI PRM comes into force on 2008-07-01.

Aerodynamic effects are presently studied in order to possibly update existing regulations. Today BVH 585.35 regulates the aspects of aerodynamics when building railway tunnels in Sweden. As an example a "comfort value" of 5 m/s wind speed as a result of a passing train is used when designing platforms, this is though to be confirmed in the ongoing studies.

4 Fire safety and safety in railway tunnels (4.2.21)

No open point, reference is made to the TSI SRT which comes into force on 2008-07-01.

Article 3.2.b) Conformity assessment and checking procedures

The control whether the technical rules are fulfilled is done through a procedure, where the applicant proves the conformity. The applicant shall send a validation report to the Swedish Rail Agency which describes all activities performed in order to prove conformity with the technical rules (e.g. verification or testing), who performed which activity and, if relevant, that the persons involved are certified accordingly.

Other technical solutions than the ones described in the technical rules are allowed only if the applicant can show that the essential requirements are fulfilled. If any deviations would exist from the technical rules or, in the case with other technical solutions, from the essential requirements, the Swedish Rail Agency requires more documents from the applicant until all anomalies have been fully investigated and taken care of.

Article 3.2.c) Body responsible for conformity assessment etc.

The Swedish Rail Agency is responsible for the assessment of whether a subsystem fulfils the technical rules in use instead of the open points in the TSI. The applicant is responsible for carrying out the checking procedures.

Attachments:

1. BVF 540.15
2. BVS 585.52
3. BVF 586.26
4. BVH 585.35