



campaigning
by the
**Railway Development
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Dear Sirs,

Consultation on preliminary draft version 1.0 of revised TSI on Locomotives and Passenger rolling stock covering the Union railway system (conventional and high speed rail systems, with extension to the non-TEN system)

Railfuture welcomes the opportunity to comment on the Revision of Rolling Stock TSI, and in particular on the section concerning Passenger-related items.

Railfuture is an independent voluntary body for rail users throughout the UK. A large number of local rail users' associations are also affiliated to us.

We have always supported the concept of a fixed link to the Continent and since the opening of the Channel Tunnel have encouraged passenger traffic between Great Britain and the Continent. If more passengers are to be encouraged to make international journeys by rail, a reasonable degree of harmonisation is desirable, so that passengers from one country know what to expect in another and their journeys are thus made easier.

We are also aware of the TSI for PRMs, which dealt with such issues as seating, doors, wheelchair spaces, toilets, clearways, lighting, customer information, floor height changes, handrails, step position for vehicle access and egress and boarding aids.

Most of these facilities also benefit able-bodied passengers and so, of course, we welcome their inclusion in all new and refurbished trains.

We also welcome the references to public address systems, which in the 21st century customers expect to find on trains. It is also important that staff are properly trained and equipped to use the PA system in the vehicle.

We also appreciate the consideration given to passenger alarms and to egress of all passengers from a train in the case of emergency.

The section of the draft TSI concerning "internal air quality" (clause 4.2.5.8) is of interest to us and could, we believe, be enhanced. We support setting of requirements for the quantity and quality of air inside the areas occupied by passengers and/or staff. Technical parameters for CO2 levels and fumes are important.

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However, the TSI should also consider temperature and humidity. European Standard 13129 'Railway applications - air conditioning for mainline rolling stock' deals with these issues in detail and we suggest that it be adopted as a parameter of the TSI.

We trust you will find these comments of help.

Yours faithfully,

T Garrod

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Member, National Board of Directors