

Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the ‘infrastructure’ subsystem of the rail system in the European Union (Text with EEA relevance) (revoked)

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- (4) For this purpose, major substitution should be interpreted as a...
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Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 1299/2014. (See end of Document for details)

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Appendix A

Assessment of interoperability constituents

The characteristics of the interoperability constituents to be assessed by...

There are no particular assessment procedures required for interoperability constituents...

Appendix B

Assessment of the infrastructure subsystem

The characteristics of the subsystem to be assessed in the...

Where no assessment by a notified body is required, this...

Definition of assessment phases:

(1) 'Design review' it includes checking of correctness of values/ parameters...

Column 3 gives references to point 6.2.4 'Particular assessment procedures...

Appendix C

Technical characteristics of track design and switches and crossings design

Appendix C.1

Technical characteristics of track design

Track design shall be at least defined by the technical...

Rail Profile(s) & grades Continuous welded rail or length of...

Appendix C.2

Technical characteristics of switches and crossings design

Switches and crossings design shall be at least defined by...

Rail Profile(s) & grades (switch rail, stock rail) Continuous welded...

Appendix D

Conditions of use of track design and switches and crossings design

Appendix D.1

Conditions of use of track design

Conditions of use of track design are defined to be...
Maximum axle load [t] Maximum line speed [km/h] Minimum horizontal...

Appendix D.2

Conditions of use of switches and crossings design

Conditions of use of switches and crossings design are defined...
Maximum axle load [t] Maximum line speed [km/h] on through...

Appendix E

Capability requirements for structures according to traffic code

The minimum capability requirements for structures are defined in Table...
EN line category is a function of axle load and...
Notes:

Appendix F

Capability requirements for structures according to traffic code in the United Kingdom of Great Britain and Northern Ireland

The minimum capability requirements for structures are defined in Table...
The Route Availability number is a function of axle load...
Notes:

Appendix G

Speed conversion to miles per hour for Ireland and the United Kingdom of Great Britain and Northern Ireland

Appendix H

Structure gauge for the 1 520 mm track gauge system

Figure 3 Structure gauge S for the 1 520 mm track...
Clarifications for Figure 3:
All horizontal dimensions shall be measured from the centre of...
Application of specific parts of the contour:
1,I — 1, I — contour of structure gauge for...
For nominal track gauge of 1 520 mm $a_1 = 670$ mm and...
For nominal track gauge of 1 524 mm $a_1 = 672$ mm and...
Figure 4 Reference profile of the lower parts on tracks...

Clarification for Figure 4:

The distance of 760 mm is for track gauge 1 520 mm,...

Figure 5 Reference profile of the lower parts on marshalling...

Appendix I

Reverse curves with radii in the range from 150 m up to 300 m

The values in Table 43 are based on a reference...

The values in Table 44 are based on a reference...

Due to local settings it can be necessary to require...

Appendix J

Safety assurance over fixed obtuse crossings

(J.1) The fixed obtuse crossings should be designed in order not...

(J.2) If one or more of the above requirements is not...

(J.3) The design shall be checked for wheels with diameter between...

(J.4) The following graphs allow simple verification of unguided length for...

(J.5) For track gauge systems other than 1 435 mm, specific calculations...
Figure 8 Minimum wheel diameter against crossing angle for 450 m...
1 Minimum wheel diameter [mm] 2 N for crossing angle...
Figure 9 Minimum wheel diameter against crossing angle for straight...
1 Minimum wheel diameter [mm] 2 N for crossing angle...

Appendix K

Basis of minimum requirements for structures for passenger coaches and multiple units

The following mass definitions for passenger carriages and multiple units...

The EN line categories in Appendix E are based upon...

Where checks on the dynamic response of rail bridges are...

.....

Appendix L

Definition of EN line category a12 for traffic code P6

.....

.....

.....

.....

.....

Figure 1 Reference wagon of EN line category a12

Figure 1 Load model of EN line category a12

Appendix M

Specific case on the Estonian network

- (1) Locomotive
- (2) Distributed load: 140 kN/m
- (3) Wagon

Appendix N

Specific cases of the Hellenic network

Deleted

Appendix O

Specific case on the Ireland and United Kingdom of Northern Ireland networks

Rules and drawings related to gauges IRL1, IRL2 and IRL3...

Appendix P

Structure gauge for the lower parts for the 1 668 mm track gauge on the Spanish network

Structures gauges shall be obtained on the basis of the...
Calculations of structure gauge shall be done using the
kinematic...

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 - P.1.2. Kinematic reference profile GEI2
- P.2. ASSOCIATED RULES
- P.3. VERTICAL LOWERING

Appendix Q

National technical rules for UK-GB Specific Cases

The National Technical Rules for UK-GB specific cases referred to...

Appendix R

List of open points

- (1) Immediate action limits for isolated defects in alignment for speeds...
- (2) Immediate action limits for isolated defects in longitudinal level for...
- (3) The minimum allowed value of distance between track centres for...
- (4) EN Line Category — Associated Speed [km/h] for Traffic codes...
- (5) Route Availability Number — Associated Speed [miles/h] for Traffic codes...
- (6) Rules and drawings related to gauges IRL1, IRL2 and IRL3...
- (7) The requirements for mitigating the risk for ballast pick up...

Appendix S

Glossary

Figure 14 Geometry of switches and crossings

- (1) 1 Free wheel passage in switches (2) Fixed nose...

Appendix T

List of referenced standards

Changes to legislation:

There are currently no known outstanding effects for the Commission Regulation (EU) No 1299/2014.