DECISION OF THE COUNCIL NO 3 OF 2015

(Adopted by written procedure on 25 August 2015)

AMENDMENT TO THE APPENDIX TO ANNEX P TO THE CONVENTION

LAND TRANSPORT

THE COUNCIL,

Having regard to the Member States’ endeavour to regularly update the Convention in order to take account of developments under the Agreement on the European Economic Area and the bilateral Agreements of 21 June 1999 between the Swiss Confederation on the one hand and the European Community and its Member States on the other,

Having regard to Article 53(3) of the Convention, empowering the Council to amend the Appendix to Annex P to the Convention,

Having regard to the recommendation of the Committee on Land Transport in its report to the Council to amend the Appendix to Annex P (Land transport) to the Convention, ref. 14-131389,

DECIDES:

1. The Appendix to Annex P to the Convention shall be amended as follows:

   a) The following shall be inserted in Section 2 after the reference to Regulation (EC) No 561/2006:


      - Commission Regulation (EU) No 581/2010 of 1 July 2010 on the maximum periods for the downloading of relevant data from vehicle units and from driver cards (OJ L 168, 2.7.2010, p. 16).’
b) The following shall be inserted in Section 3 after the reference to Directive 2008/68/EC:


The provisions of the Directive shall be read with the following adaptation:

In Annex II, the following shall be added to point 4.2:

"IS for Iceland
FL for Liechtenstein
16 for Norway"


The provisions of the Regulation shall be read with the following adaptation:

In Annex I point 3.2.1 and Annex XI point 3.2, the following shall be added:

“IS Iceland
FL Liechtenstein
16 Norway”

c) The following shall be inserted in Section 4 after the reference to Directive 91/440/EEC:


The provisions of the Decision shall be read with the following adaptation:

The following shall be added at the end of section 7.4.1.2 (Platform offset) of the Annex:

\[
Nordland \ 'P' \quad b_{q0(inside)} = 1670 + \frac{41000}{R} \\

b_{q0(outside)} = 1670 + \frac{31000}{R}
\]

- Commission Decision 2008/232/EC of 21 February 2008 concerning a technical specification for interoperability relating to the “rolling stock” sub-system of the
The provisions of the Decision shall be read with the following adaptation:
In point 7.7.2.4 of the Annex to the Decision the words "and Norway" shall be added after the word "Lithuania".


The provisions of the Decision shall be read with the following adaptations:

(a) The following shall be added in Section 7.3.2.3 of the Annex to the Decision:

**Specific case Norway**

(“P”) For unrestricted access to the Norwegian network units shall remain within the kinematic gauge NO1. Lines accepting larger gauges are specified in the Network Statement.

This does not prevent the access of TSI compliant rolling stock to the national network.”

(b) The following section shall be inserted after Section 7.3.2.13 of the Annex to the Decision:

**7.3.2.13 bis Powerfactor (4.2.8.2.6)**

**Specific case Norway**

(“P”) For unrestricted operation on the Norwegian network, the following applies to electric traction units:

- The capacitive power factor shall not be less than 0.95 at contact line voltages of more than 16.5 kV when the traction unit is actively consuming power.

- The capacitive power shall not exceed 60 kVAr when the traction unit regenerates power.

- The inductive power factor shall not be less than 0.95 at contact line voltages below 16.5 kV when the traction unit regenerates power.”

(c) The following shall be added in Section 7.3.2.16 of the Annex to the Decision:

**Specific case Norway**

(“T”) This specific case is applicable for units operated on lines with non-upgraded catenary system. Lines with TSI compliant catenary system are indicated in the network statement.

The pantograph head geometry shall be according to EN 50367:2011 Figure B.6 (1800 mm).”

(d) The following section shall be inserted after Section 7.3.2.16 of the Annex to the Decision:

**7.3.2.16 bis Pantograph static contact force (4.2.8.2.9.5)**

**Specific case Norway**

(“P”) This specific case is applicable for units operated on lines with non-upgraded catenary system. Lines with TSI
compliant catenary system are indicated in the network statement.

At standstill, pantographs should have a static contact force of 55 N.”

(e) The following shall be added in Section 7.3.2.17 of the Annex to the Decision:

“Specific case Norway

(“P”) This specific case is applicable for units operated on lines with non-upgraded catenary system. Lines with TSI compliant catenary system are indicated in the network statement.

In addition to the TSI requirements, pantographs must comply with a curve based on the following formula: $F_m = 0.00097v^2 + 55$, with a tolerance of ± 10%.”

(f) The following shall be added in Section 7.4 of the Annex to the Decision:

“Specific conditions Norway

(“P”) For unrestricted access of rolling stock on the Norwegian network under winter conditions, it shall be demonstrated that the rolling stock meets the following requirements:

- Temperature zone T2 as specified in clause 4.2.6.1.2 shall be selected.
- Snow, ice and hail severe conditions as specified in clause 4.2.6.1.5 shall be selected.”


The provisions of the Regulation shall be read with the following adaptation:

In point 7.4. of the Annex to the Regulation, the words “and Norway” shall be added after the word “Sweden” and the words “and Norwegian” shall be added after the word “Swedish”.

d) The following shall be inserted in Section 5 after the reference to Directive 2004/54/EC:


2. The above amendments shall enter into force immediately.

3. The Secretary-General of the European Free Trade Association shall deposit the text of this Decision with the Depositary.