# DECISION OF THE EEA JOINT COMMITTEE

## No 176/2012

## of 28 September 2012

## amending Annex XIII (Transport) to the EEA Agreement

THE EEA JOINT COMMITTEE,

Having regard to the Agreement on the European Economic Area, as amended by the Protocol adjusting the Agreement on the European Economic Area, hereinafter referred to as 'the Agreement', and in particular Article 98 thereof,

Whereas:

(1) Annex XIII to the Agreement was amended by Decision of the EEA Joint Committee No 135/2012 of 13 July 2012 [1].

(2) Commission Decision 2011/291/EU of 26 April 2011 concerning a technical specification for interoperability relating to the rolling stock subsystem — 'Locomotives and passenger rolling stock' of the trans-European conventional rail system [2] is to be incorporated into the Agreement,

HAS ADOPTED THIS DECISION:

*Article 1*

Annex XIII to the Agreement shall be amended as follows:

(1) the following shall be added in point 37db (Commission Decision 2008/163/EC):

', as amended by:

— **32011 D 0291**: Commission Decision 2011/291/EU of 26 April 2011 (OJ L 139, 26.5.2011, p. 1).';

(2) the following shall be inserted after point 37dh (Commission Decision 2011/274/EU):

'37di. **32011 D 0291**: Commission Decision 2011/291/EU of 26 April 2011 concerning a technical specification for interoperability relating to the rolling stock subsystem — "Locomotives and passenger rolling stock" of the trans-European conventional rail system (OJ L 139, 26.5.2011, p. 1).

The provisions of the Decision shall, for the purposes of this Agreement, 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.

[1] OJ L 309, 8.11.2012, p. 16.
[2] OJ L 139, 26.5.2011, p. 1.

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: $Fm = 0{,}00097v^2 + 55$, 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." '

*Article 2*

The text of Decision 2011/291/EU in the Icelandic and Norwegian languages, to be published in the EEA Supplement to the *Official Journal of the European Union*, shall be authentic.

*Article 3*

This Decision shall enter into force on 29 September 2012, provided that all the notifications under Article 103(1) of the Agreement have been made to the EEA Joint Committee (*).

*Article 4*

This Decision shall be published in the EEA Section of, and in the EEA Supplement to, the *Official Journal of the European Union*.

Done at Brussels, 28 September 2012.

*For the EEA Joint Committee*

*The President*

Atle LEIKVOLL

(*) No constitutional requirements indicated.