

SLOVENSKI STANDARD
SIST EN 16704-1:2017/oprA1:2019
01-februar-2019

Železniške naprave - Zgornji ustroj proge - Zagotavljanje varnosti med delom na progi - 1. del: Tveganje in splošna načela za varovanje stalnih in mobilnih delovnih mest - Dopnilo A1

Railway applications - Track - Safety protection on the track during work - Part 1: Railway risks and common principles for protection of fixed and mobile work sites

Bahnanwendungen - Oberbau - Sicherungsmaßnahmen während Gleisbauarbeiten - Teil 1: Eisenbahngefährdungen und allgemeine Prinzipien zum Schutz ortsfester und ortsveränderlicher Baustellen (standards.iteh.ai)

Applications ferroviaires - Voie - Protection et sécurité durant des travaux sur la voie - Partie 1 : Risques ferroviaires et principes communs de protection des chantiers fixes et mobiles

Ta slovenski standard je istoveten z: EN 16704-1:2016/prA1

ICS:

13.100	Varnost pri delu. Industrijska higiena	Occupational safety. Industrial hygiene
93.100	Gradnja železnic	Construction of railways

SIST EN 16704-1:2017/oprA1:2019 **en,fr,de**

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(standards.iteh.ai)

[SIST EN 16704-1:2017/oprA1:2019](https://standards.iteh.ai/catalog/standards/sist/06dcfb84-a175-4618-b0b0-c15c4b019e20/sist-en-16704-1-2017-opra1-2019)

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EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

DRAFT
EN 16704-1:2016
prA1

November 2018

ICS 93.100

English Version

Railway applications - Track - Safety protection on the track during work - Part 1: Railway risks and common principles for protection of fixed and mobile work sites

Applications ferroviaires - Voie - Protection et sécurité durant des travaux sur la voie - Partie 1 : Risques ferroviaires et principes communs de protection des chantiers fixes et mobiles

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This draft amendment is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 256.

This draft amendment A1, if approved, will modify the European Standard EN 16704-1:2016. If this draft becomes an amendment, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for inclusion of this amendment into the relevant national standard without any alteration.

This draft amendment was established by CEN in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

Warning : This document is not a European Standard. It is distributed for review and comments. It is subject to change without notice and shall not be referred to as a European Standard.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

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European foreword

This document (EN 16704-1:2016/prA1:2018) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

This document is currently submitted to the CEN Enquiry.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive 2008/57/EC.

For relationship with EU Directive, see informative Annex ZA, which is an integral part of this document.

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EN 16704-1:2016/prA1:2018 (E)

1 Addition of a new Annex ZA (informative), Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC

Just after L.3, add the following new Annex ZA (and update accordingly the document's Contents afterwards):

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Annex ZA (informative)

Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC aimed to be covered

This European Standard has been prepared under a Commission's standardization request M/483 to provide one voluntary means of conforming to the essential requirements of the Directive 2008/57/EC on the interoperability of the rail system (recast) and with the associated TSIs.

Once this standard is cited in the Official Journal of the European Union under that Directive 2008/57/EC, compliance with the normative clauses of this standard given in Tables ZA.1 till ZA.5 confers, within the limits of the scope of this standard, a presumption of conformity with the corresponding Essential Requirements of that Directive and associated EFTA regulations and with the TSI requirements.

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EN 16704-1:2016/prA1:2018 (E)

Table ZA.1 — Correspondence between this European Standard, the 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, and Directive 2008/57/EC

Corresponding text, articles/§/annexes of the Directive 2008/57/EC	Chapter/§/annexes of the Technical Specification for Interoperability (TSI)	Clause(s)/subclause(s) of this European Standard	Comments
Chapter 1 – General provisions Article 1 - Purpose and scope – 1) Annex III, Essential requirements 1. General requirements 1.1. Safety 1.1.1., 1.1.4., 1.1.5 1.3. Health 1.3.1., 1.3.2 1.4. Environmental protection 1.4.1 2. Requirements specific to each subsystem 2.1. Infrastructure 2.1.1. Safety 2.2. Energy 2.2.1. Safety	2 Definition and scope of subsystem 2.5 Relation to the safety management system 4 Description of the infrastructure subsystem 4.2 Functional and technical specifications of subsystem 4.2.3 Line layout 4.2.3.1 Structure gauge 4.2.3.2 Distance between track centres 4.2.10. Health, safety and environment 4.2.10.1 Maximum pressure variations in tunnels 4.2.10.2 Effect of cross winds 4.2.10.3 Ballast pick-up 4.4. Operating rules 4.5. Maintenance rules 4.6 Professional qualifications 4.7 Health and safety conditions	6. Hierarchy of Safety Measures and parameters for the 5 five railway risks. 6.2 Risk 1 – Personnel being struck by a train or injured due to wind drag on open working track (safety of the worker) 6.3 Risk 2 – Personnel being struck by a train or injured due to wind drag from a train on adjacent track (safety of the worker) 7. Working in tunnels 8. Designing infrastructure 8.2 Designing new infrastructure 8.3 Designing modifications of the infrastructure	TSI Safety in Railway tunnels (SRT) - Commission Regulation (EU) N° 1303/2014 of 18 November 2014 According 1.1.4 (c)- Risk scope, risks that are not covered by the SRT TSI - Risks not covered by this TSI are as follows: (1) Health and safety of staff involved in maintenance of the fixed installations in tunnels

Table ZA.2 — Correspondence between this European Standard, the Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the ‘rolling stock — locomotives and passenger rolling stock’ subsystem of the rail system in the European Union and Directive 2008/57/EC

Corresponding text, articles/§/annexes of the Directive 2008/57/EC	Chapter/§/annexes of the Technical Specification for Interoperability (TSI)	Clause(s)/subclause(s) of this European Standard	Comments
Chapter 1 – General provisions Article 1 - Purpose and scope - 1) Annex III, Essential requirements 1. General requirements 1.1. Safety 1.1.1., 1.1.2., 1.1.4., 1.1.5 1.3.Health	4. Characterization of the rolling stock subsystem 4.2. Functional and technical specification of the sub-system 4.2.3. Track interaction and gauging 4.2.3.1. Gauging 4.2.6. Environmental conditions and aerodynamic effects 4.2.6.2. Aerodynamic effects 4.2.6.2.1 Slipstream effects on passengers on platforms and on trackside workers 4.2.6.2.2 Head pressure pulse 4.2.6.2.3 Maximum pressure variations in tunnels 4.2.6.2.5 Aerodynamic effect on ballasted tracks	6 Hierarchy of Safety Measures and parameters for the 5 five railway risks 6.2 Risk 1 – Personnel being struck by a train or injured due to wind drag on open working track (safety of the worker) 6.3 Risk 2 – Personnel being struck by a train or injured due to wind drag from a train on adjacent track (safety of the worker) 8. Designing infrastructure 8.2 Designing new infrastructure 8.3 Designing modifications of the infrastructure	