In the event that the UK leaves the EU without a deal, a new domestic railway technical standards regime is required to replace the EU’s Technical Specifications for Interoperability (TSIs). The no deal interoperability regulations enable a new system of UK National Technical Specification Notices (NTSNs) that will replace TSIs, but preserve their technical content. In the event the no deal interoperability regulations come into force, these NTSNs will be published by the Secretary of State for exit day.

The purpose of this document is to illustrate the approach that has been taken to revise the NTSNs to reflect the TSI changes that came into force in June 2019. It accompanies the revised draft NTSNs that have been published on the RSSB website.

This document is for guidance purposes only. The content of the NTSNs is not affected by this document. Projects must conform with the content of the final NTSNs, to be published by the Secretary of State, in order to comply with the Railways (Interoperability) Regulations 2011 (RIR 2011), as amended by the Railways (Interoperability) (Amendment) (EU Exit) Regulations 2019.

**Updates to TSIs in June 2019**

The EU revised the 11 TSIs in June 2019 to prepare for the implementation of the Technical Pillar of the Fourth Railway Package. The TSIs were amended by the following regulations:

- **Implementing Regulation (EU) 2019/776 – suite of TSI changes for Technical Pillar**
  - Locomotive and Passenger (LOCPAS)
  - Wagon (WAG)
  - Infrastructure (INF)
  - Energy (ENE)
  - Control Command and Signalling (CCS)
  - Safety in Railway Tunnels (SRT)

- **Implementing Regulation (EU) 2019/775 and 2019/778 – minor changes to change control management**
  - Telematics Application for Passenger Services (TAP)
  - Telematics Application for Freight Services (TAF)

- **Implementing Regulation (EU) 2019/774 – application of NOI TSI to existing freight wagons in the framework of ‘quieter routes’**
Implementing Regulation (EU) 2019/772 – minor amendments to inventory of assets

Implementing Regulation (EU) 2019/773 – demonstrating route compatibility (not operable in UK at the point of exit)

The NTSNs have been updated to reflect the changes made to the TSIs in June 2019. These changes are highlighted in yellow in the NTSNs. The DfT and RSSB have identified a number of inoperabilities as a result of the TSI changes. These provisions have been deleted in the NTSNs and include:

- References to procedures that link with transposition of Directive 2016/797 recast Interoperability Directive
- Practical arrangements regulations for the implementation of the Directive
- Identification of changes to basic design characteristics type, version, variants etc (not operative in the UK at point of exit)
- Demonstrating route compatibility (not operative in the UK at point of exit)
- TSI change management process

The provisions contained within the latest revision to the Operation and Traffic Management TSI are not applicable at the point of exit, except for sections 4.2.2.1.3.2 and 4.4 of the Annex to Implementing Regulation (EU) 2019/773 (see Article 6 of this Regulation below). Only the sections of the revised OPE TSI that apply at the point of exit have been incorporated into the OPE NTSN.

Article 6

This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

It shall apply from 16 June 2021.

However, Sections 4.2.2.1.3.2 and 4.4 of the Annex shall apply from 16 June 2019.

Section 4.2.2.5 and Appendix D1 of the Annex to this Regulation shall apply from 16 June 2019 in the Member States that have not notified the Agency and the Commission in accordance with Article 57(2) of Directive (EU) 2016/797.

Section 4.2.2.5 and Appendix D1 of the Annex to this Regulation shall apply from 16 June 2020 in the Member States that have notified the Agency and the Commission in accordance with Article 57(2) of Directive (EU) 2016/797.

Appendix A and C of the Annex to this regulation shall apply from 16 June 2024 at the latest.