А	B C D E	F	G H I	J	K	L	М	AB	AC	AD	AE	AF	AG
1	RVAR and PRI	M TSI C	compliance		ce achieved	Compliance achieved  Non-compliance accepted							
3 Class	150 213			Complianc		Compliance expected							
4 Operate 5 Date	or ATW 14-Nov-08			Complianc	ce expected	existing scope of works Some non-compliance accepted but not all							
6 ROSCO	) Porterbrook			Complianc	ce expected								
	The DfT conducted the Class it detailed above. However, th		geted compliance survey on the ed compliance requirements	N	/A	Not applicable DfT to confirm compliance requirement							
9	detailed in column 'M' are ge	eneric ac	cross all Class 150 units.		?	Unclear - to be checked							
10				Class : 150-	-2 DMII								
12 13 14	Accessibi RVAR	lity Stan	ndards PRM TSI		Arriva Train	s Wales	DfT expectations of	Angel Trains F	Fleets				Dispensation Requirements
15 Regulation		Clause No.		Compliant	Compliant	Comments	compliance by 1 Jan 2020	Compliance w	rill be achieved?	Class 150/2	Supporting commentary	Yes/No	
Doors													
17	Each passenger doorway in the side of a regulated rail vehicle shall be indicated clearly by doors (excluding any window in or control device on the doors) rendered to contrast with the exterior of the		External doors shall be painted or marked on the outside in a way that gives a contrast to the rest of the vehicle body-side.	Υ	Υ	Ensure livery is compliant							
	vehicle to each side of that doorway.												
4(1)		4.2.2.4.2.1 para 3					Compliance achieved	Yes	Yes	Yes	Livery is not being changes during PRM modifications and is complaint.	No	
											modifications and to complaint.		
40													
	Each passenger doorway in the side of a regulated rail vehicle shall be fitted with an audible warning device which shall emit warning sounds in accordance with paragraph (3) inside and outside the vehicle in the proximity of each control device for that doorway or, if		When a door is enabled for opening a signal shall be given that is clearly audible to persons inside and outside the train. This alert signal shall sound for a minimum of five seconds unless the door is operated, in which case it may cease after 3 seconds. This requirement is not applicable for	N	N	No external sounders fitted No release sound. Audible door closure warning given.					An EAO supplier sounder is incorporated within the external door control panel.		
4(2)	there is no such control device, adjacent to that doorway.	4.2.2.4.2.1 paras 7-10	external audible signals on high speed Class 1 and Class 2 trains.  When a door is automatically or remotely opened by the driver or other				Compliance expected	Yes	Yes	Yes	The sounder emits a compliant audible warning for five seconds once the door	No	
19 20 <b>4(3)</b>	The audible warning device shall:-		member of the traincrew, the alert signal shall sound for a minimum 3 seconds from the moment that the door starts to open.								control had been enabled.		
20 4(3)	(a) emit a distinct sound for a period of not less than 3 seconds commencing when the door becomes openable by a passenger;		When a door is enabled for opening a signal shall be given that is clearly audible to persons inside and outside the train. This alert signal shall sound for a minimum of five seconds unless the door is operated, in which	N	N	No sound on release					An EAO supplier sounder is incorporated within the external door control panel.		
4(3)(a)		4.2.2.4.2.1 paras 7 & 8	case it may cease after 3 seconds. This requirement is not applicable for external audible signals on high speed Class 1 and Class 2 trains.  When a door is automatically or remotely opened by the driver or other				Compliance expected	Yes	Yes	Yes	The sounder emits a compliant audible warning for five seconds once the door	No	
21	(b) if the door is operated by a member of the operator's staff, emit a	1	member of the traincrew, the alert signal shall sound for a minimum 3 seconds from the moment that the door starts to open.  When a door that is automatically or remotely closed, is about to operate.	V		Hustle alarm fitted, (but does not					control had been enabled.		
	different distinct sound commencing not less than 3 seconds before the door starts to close.		an audible alarm shall be given to persons inside and outside the train. The alarm shall sound for a minimum of 2 seconds before the door starts to close and shall be different in tone to that used when the door is released. The alarm shall continue to sound while the door is closing.	Y	N	continue to sound while doors close).					EAO sounder to provide a compliant tone for a minimum period of 3 seconds (see ESG-R-R063(01)). Door close tone		
4(3)(b)		4.2.2.4.2.1 para 9	and the second of the second o				Compliance achieved	Yes	Yes	Yes	ceases once door starts to move. The installation of a timer relay at each door	No	
22											would be required to enable the signal to continue whilst the doors close.		
4(4)	In this regulation "sound" includes the spoken word.	4.2.2.4.2.1	Passenger door audible warnings - Door enabled for opening  • Characteristic  - A slow pulse multi tone ( 0-2 pulses per second) of 2 combined tones	Noted	N		Non-compliance accepted	Yes	Yes	Yes	An EAO ambient sensing MTSM sounder compliant to the PRM 2015 to be fitted.	No	
23 N/A	No equivalent requirement	4.2.2.4.2.1	Frequencies     External passenger access, automatic and semi-automatic, doors shall incorporate devices that detect if they close on a passenger where a passenger is detected the doors shall automatically stop and remain free	N/A	N		Non-compliance	Yes	Yes	Yes	An EAO ambient sensing MTSM sounder compliant to the PRM 2015 to be fitted.	No	
24 N/A	No equivalent requirement	para 1 4.2.2.4.2.1	passenger is detected the doors shall automaticatly stop and remain free for a limited period of time.  All exterior passenger doorways shall have a minimum clear useable width of 800mm when open.	N/A	Y	Double leaf doors - minimum width of 1050mm. (Single leaf door non-	accepted  Compliance	Yes	Yes	Yes	The state of the s	No	
25 Door Contr		para 2				1050mm. (Single leaf door non- compliance accepted)	achieved	105	162	168		NO	
5(1)	No control device to enable a passenger to open or close a power- operated door other than a device to which paragraph (3) below applies, shall be fitted to a regulated rail vehicle unless:												
27 <b>5(1)(a)</b>	(a) the centre of the control device is not less than 700mm and not		The centre of exterior door controls, operable from the platform, shall be	N	N	Internal Close 1370mm					Dispensation to be sought due to the		Dispensation sought for non-compliance of
	more than 1200mm vertically above an imaginary horizontal line extended from the door sill of the relevant doorway;	4.2.2.4.2.1 last para	not less than 800 mm and not more than 1200 mm measured vertically above platforms, for all platforms at which the train will stop. The centre of internal door controls for the exterior door shall be not less than 800mm and not more than 1200mm measured vertically above the vehicle floor	.,		Internal Open 1250mm External Open 975mm	Non-compliance accepted	No	No	No	excessive costs associated with achieving compliance.	Yes	internal controls.
28 5(1)(b)	(b) the control device is operable by the palm of the hand exerting a force not exceeding 15 Newtons;	4.2.2.4.2.2 1st para	levet.  If pushbuttons are provided for operation of doors then each pushbutton shall have visual indication, on or around the push button, when enabled and shall be operable by a force not greater than 15 Newtons.	Υ	Υ	EAO Series 56	Compliance already achieved	Yes	Yes	Yes		No	
29 5(1)(c)	(c) the control device or its immediate surround is illuminated continuously whenever it is operable;	4.2.2.4.2.2 1st para	If pushbuttons are provided for operation of doors then each pushbutton shall have visual indication, on or around the push button, when enabled and shall be operable by a force not greater than 15 Newtons.	Υ	Υ	Illuminated while operable	Compliance already achieved	Yes	Yes	Yes		No	
30 5(1)(d)	(d) the control device contrasts with the surface on which it is mounted; and	4.2.2.4.1 2nd para	Door controls, whether manual or pushbuttons, shall contrast with the surface on which they are mounted.	Υ	Υ	Yellow bezels	Compliance already achieved	Yes	Yes	Yes		No	
5(1)(e) 32	(e) the control device is identifiable by touch.	4.2.2.4.2.2 2nd para	Such pushbuttons shall be identifiable by touch (for example:- tactile markings) and shall indicate the functionality.	Y	Y		Compliance already achieved	Yes	Yes	Yes		No	
5(2)	When power-operated doors are closed by a member of the operator's staff, the illumination of each such control device shall cease not less than 3 seconds before the doors start to close.	4.2.2.4.2.2	If the door closure is remotely activated by traincrew, the visual indication shall cease not less than 2 seconds before the door starts to close.	N	N	Illumination ceases at start of door closure	Non-compliance accepted	No	No	No	An additional timer relay would be necessary to enable the illumination to	Yes	Dispensation sought for non-compliance.
33 <b>5(3)</b>	Subject to paragraph (4) below, no control device which opens a	1st para					accepted				cease 2 seconds before the doors start to close.		
34 5(3)(a)	door automatically as a passenger approaches that door shall be fitted to a regulated rail vehicle unless: (a) the door starts to open before any part of a passenger reaches a distance of less than 500 mm, measured horizontally, from the	N/A	No equivalent requirement	N/A	N/A		N/A						
5(3)(b) 36 5(3)(c)	(b) the door, once opened, remains open for a period of not less than 5 seconds before it closes; and (c) if, after the door starts to close, the edge of the door comes in to	N/A	No equivalent requirement  No equivalent requirement	N/A	N/A		N/A N/A						
37	contact with any part of a passenger the door opens again.  If a control device, to which paragraph (3) above applies,	N/A		N/A	N/A								
38	if a control device, to which paragraph (3) above applies, incorporates a photocell device positioned above the door, the requirement imposed by paragraph (3)(a) above will be complied with if the distance from the vertical centre line of the door is	N/A	No equivalent requirement	N/A	N/A		N/A						
N/A	No equivalent requirement	4.2.2.4.1 1st para	To latch or unlatch a manually operated door, for use by the public, the control device shall be operable by the palm of the hand exerting a force not exceeding 20 Newtons.	N/A	?	End vehicle door latch - not tested. Lever handles to be fitted where necessary in order to aid operation and provide leverage	Compliance expected	Yes	Yes	Yes	New compliant handle to be fitted which is the same as that fitted to Class 455 & 456	No	
39 N/A	No equivalent requirement	4.2.2.4.1	If both open and closed pushbuttons are fitted one above the other, the top button shall always be the open control.	N/A	N	Open is lower	Non-compliance	No	No	No	vehicles during PRM modifications.  Compliance with this clause would raise the 'open' button further from a compliant	Yes	Dispensation sought for non-compliance.
40 41 Steps		4th para					accepted				height.	. 33	
6(1)	Steps for use by passengers at any external doorway of a regulated rail vehicle shall comply with the following requirements:  (a) the surface of each tread shall be covered in sinuseistant.		All stone for process and excess shall be all residents			Treadplate design					No and different		
6(1)(a) 43	(a) the surface of each tread shall be covered in slip-resistant material;  (b) across the front edge of each tread there shall be a band of	4.2.2.12.2 1st para	All steps for access and egress shall be slip resistant  The first and the last step shall be indicated by a contrasting band with a	Y	Y	Treadplate design  Colour band required across	Compliance achieved	Yes	Yes	Yes	No modification required.	No	
6(1)(b) 44 6(1)(c)	colour which shall be not less than 45mm and not more than 50mm deep and shall contrast with the remainder of the tread; (c) the rear of each step shall be closed by a vertical riser fixed to	4.2.2.12.2 2nd para	The first and the last step shall be indicated by a contrasting band with a depth of 48mm to 50mm extending the full width of the steps on both the front and the top surfaces of the step nosing.  No equivalent requirement	N/A	N N/A	doorway.	Compliance expected N/A	Yes	Yes	Yes	The inner and outer treadplates are finished to provide a contrast strip with a	No	
45 6(1)(d)	the rear of the tread and the front edge of the tread above or of the floor of the vehicle; (d) each step shall be illuminated by a light placed within or immediately adjacent to the step;	N/A	Vehicle access steps shall be illuminated to a minimum of 75 Lux, measured across 80% of the width of the step by a light placed within or	N/A N	N/A N	Light required next to door, to illuminate threshold	Non-compliance	Ne	No	No	Non-compliance accepted (since August	Yes	Dispensation sought for non-compliance.
46 6(1)(e)	(e) each step shall be not more than 200mm high measured vertically from the surface of the tread to an imaginary line extended	4.2.2.5	measured across 80% of the width of the step by a light placed within or immediately adjacent to it. Internal steps for external access shall have a maximum height of 200mm and a minimum depth of 240mm (going) between the vertical edges of the step. The rising height of each step shall be equal. The list and the last	N/A	N/A	illuminate threshold  No internal steps	accepted N/A	No	No	No	2010)	res	
	horizontally from the surface of the next tread or floor of the vehicle and not less than 300mm deep measured from the front of the tread to its rear; and	4.2.2.12.2 paras 2 - 4	step. The rising height of each step shall be equal. The first and the last step shall be indicated by a contrasting band with a depth of 45mm to 50mm extending the full width of the steps on both the front and the top surfaces of the step nosing. The height of each step may be increased to a maximum of 230mm if it can										
47		par do 2 * 4	be demonstrated that this achieves a reduction of one in the total number of steps required. (For example, if a vertical distance of 460mm is to be traversed, it can be demonstrated that using steps of up to 230mm reduces.)										
6(1)(f)	(f) the surface of each tread shall be not less than 455mm wide.	4.2.2.12.2	the number of stens required from 3 in 2.1 All steps for access and egress shall have an effective clear width as large as the doorway width.	N/A	N/A		N/A						
48		4.2.2.12.2 para 1											
6(2)	Paragraph (1)(e) and (f) do not apply if there is not more than one step outside an external doorway.	4.2.2.12.2	If a step board is fitted and it is an extension of a door sill outside the vehicle, and there is no change in level between the step board and the floor of the vehicle, this shall not be considered to be a step for the ourspose of this specification. A minimal drop in level, with a maximum of	N/A	Noted		N/A						
49 <b>6(3)</b>	Subject to paragraph (4), inside a regulated rail vehicle there shall	para 4	purposes of this Specilication. A minimal crop in rever, with a maximum or 60 mm, between the floor surface of the vestibule and that of the exterior of the vehicle, used to guide and seal the door is also permissible and shall not be considered as a stee. No equivalent requirement	V	B1/4	No internal steps	Compliance already				No modification required		
6(3) 50 6(4)	subject to paragraph (4), riside a regulared rail venture treer shall be no step between an external passenger doorway and that part of the passenger saleon to one side of that doorway for as far as and Paragraph (3) shall not apply to stairs leading to any upper passenger saleon of a regulated rail vehicle.	N/A	No equivalent requirement	Y N/A	N/A N/A	No internal steps  No upper saloon	achieved  N/A	Yes	Yes	Yes	No modification required.	No	
	pussenger saloon of a regulated rail vehicle.	N/A		144	11/7								
51 N/A	No equivalent requirement		Internal steps (other than those for external access) shall have a maximum height of 200mm and a minimum depth of 280 mm. measured at the	N/A	N/A	No internal steps	N/A						
			central axis of the stairs. The first and the last step shall be indicated by a contrasting band with a depth of 45mm to 50mm extending the full width of the steps on both the front and the top surfaces of the step nosing. For										
		4.2.2.9 para	double deck trains it is permitted to reduce this value to 270mm for the stairs accessing the upper deck.										
52 N/A	No equivalent requirement	42242	7.4.1.3.2 Specific case for Rolling Stock operating in Great Britain "P"			Stepping distance					Ctopping distance in the		Disconnetion a suplify
53 N/A	No equivalent requirement  No equivalent requirement	4.2.2.12.1 (as amended	7.4.1.3.2 Specific case for Rolling Stock operating in Great Britain "P" As need to be removed when operating on GB lines. Under these circumstances the first useable step on GB lines GB shall comply with the Access to the vestbule of the vehicle shall be achieved with a maximum of	N/A	?	Stepping distances dependent upon platform positions	accepted	No	No	No	Stepping distance is dependent on the infrastructure.	Yes	Dispensation sought for non-compliance.
54 Floors		4.2.2.12.2 para 5	Access to the vestibule of the vehicle shall be achieved with a maximum of 4 steps of which one may be external.	N/A	Y	No steps therefore less than 4	Compliance already achieved	Yes	Yes	Yes	No modification required.	No	
7 56	The floors of areas used by passengers in a regulated rail vehicle shall comply with the following requirements:  (a) all floors shall be stip-resistant:		No activistical requirement			Line is all a series					No. of the control of		
<b>7(a)</b>	(a) all floors shall be slip-resistant;	N/A	No equivalent requirement	Y	N/A	Lino is slip resistant	Compliance already achieved	Yes	Yes	Yes	No modification required.	No	
7(b)	<ul> <li>(b) the floor of a vestibule adjoining a docway in the side of a vehicle shall contrast with the adjacent floor in the passenger saloon of that vehicle;</li> </ul>	4.2.4.2.2.1	From the inside of the vehicle the position of external doorways shall clearly be marked by use of contrast on the flooring adjacent to the doorway, as compared with the rest of the flooring of the vehicle.	Y	Y	Refreshed floor is compliant	Compliance already	Yes	Yes	Yes	No modification required.	No	
58		para 6					achieved	105	165	162		140	
59 7(c) Seats		N/A	No equivalent requirement	N/A	N/A	Newstebs	N/A						
8(1)	Not less than 10% of the seats in a regulated rail vehicle or 8 seats (whichever is the lesser number) shall be designated by signs complying with paragraph (6) as priority seats for the use of disabled persons.	4	Not less than 10 percent of the seats by fixed trainset or individual vehicle, and by class shall be designated as priority seats for the use of PRM.	N	N	None labelled. 6 needed per vehicle. Two centre seats of 2 bays nearest cab and 2 facing side mounted tip-up beside vestibule acceptable in DMS.					Seating arrangement revised to provide in excess of 10% of seating designated for priority use		
		4.2.2.2.2.1 para 1				594mm apart - acceptable - in DMSL. Possible to move 2 fixed seats closer to header tank and	Compliance expected	Yes	Yes	Yes	priority use.	No	
						improve on 560mm clearance between them and deployed tip ups. Still two more needed in current configuration of DMSL							
61													

40	Α	B C D E	F	G H I		K rriva Train	L c Walos	М	AB	AC	AD	AE	AF	AG
13	Regulation	RVAR		PRM TSI	Operator : A	rriva Train		DfT expectations of compliance by 1 Jan	Angel Trains F	Fleets ill be achieved?				Dispensation Requirements
10		Requirement(s)  No priority seat may be capable of being tipped up or folded whilst the regulated rail vehicle is used for carriage.	Clause No.	Requirement(s) Priority seats shall not be tip-up seats.	Compliant Y	Compliant	Comments For suggested positions	2020 Compliance already achieved				No modification required.		
			4.2.2.2.2.1 para 5						Yes	Yes	Yes		No	
-00														
62	0(0)	Each priority seat and the space available to its user shall comply with the specifications shown in diagram B1 and in diagram B2, B3 or B4 in the Schedule.	4.2.2.2.1	Each priority seat and the space available to its user shall comply with the diagrams shown in the figures 1 to 4.	N	N	Seat height, width & headroom all compliant. Gap between	Compliance				No modification required.		
63			para 6				facing seats proposed, range from 600 to 594 to 560 (to be improved)	expected	Yes	Yes	Yes		No	
	8(4)	Any armrest fitted to a priority seat shall be movable to the extent required to permit unrestricted access by a disabled person to that seat or any other priority seat to which access may be gained past that seat.	4.2.2.2.2.1 para 4	When seats are fitted with armrests, priority seats shall be fitted with movable armrests, this excludes armrests placed along the vehicle bodyside. The movable armrest shall move into a position in line with the seat back cushion to enable unrestricted access to the seat or to any	Υ	Y		Compliance already achieved	Yes	Yes	Yes	No modification required.	No	
64	8(5)	that seat.  If tables or trays (whether fixed or folding) are fitted for the use of passengers at not less than 10% of the seats (other than priority	para 4	seat back custion to enable unrestricted access to the seat or to any adjacent priority seats.  No equivalent requirement	Y	Y		Compliance already				No modification required.		
65	8(6)	seats) in a regulated rail vehicle a similar table or tray shall be fitted for the use of persons in each priority seat.  There shall be a sign on or near to a priority seat indicating that	N/A 4.2.2.2.2.1	The priority seats and vehicles containing them shall be identified by signs			No signs fitted	achieved  Compliance	Yes	Yes	Yes	Compliant diagram to be fitted.	No	
66	Tramcar Rec	disabled persons have priority for the use of that seat.	para 2	complying with Annex N Clauses N.3 and N.8 and shall state that other nassenners should make such seats available to those who are eligible to	N	N	The signs rived	expected	Yes	Yes	Yes	Compilant diagram to be fitted.	No	
68	Interior Tran 10(1)	sparent Surfaces  Subject to paragraph (2) any transparent surface in the interior of a regulated rail vehicle shall:												
69	40(4)(-)	(a) be separated from an area in which a disabled person can walk,		No equivalent requirement										
70	10(1)(a)	or go in a wheelchair, by a seat, table or other fitting; or	N/A	to administrations	N/A	N/A		N/A						
71	10(1)(b)	(b) bear a coloured marking which shall be not less than 140mm and not more than 160mm high and extend horizontally across the whole width of the panel at a height of 1,500mm measured vertically	N/A	No equivalent requirement	N/A	N/A		N/A						
	10(1)(c)	(c) be bounded on any side which is not attached to the floor, wall or ceiling of the vehicle by a handrail which shall comply with Regulation 11(2).	N/A	No equivalent requirement	Υ	N/A		Compliance already	Yes	Yes	Yes	No modification required.	No	
72		Where such a surface is a door it shall comply with paragraph		Name that 700 of a decision of a second of a terror and a fine sec				achieved	163	165	163		140	
	10(2)	(1)(b).	4.2.2.4.3.1 para 8	If more than 75% of a door's surface is made of a transparent material, it shall be marked with a minimum of two prominent bands made of signs, logos, emblems or decorative features. They shall be at a height between 1500mm and 2000mm for the upper band, and between 850mm and	N	Y	Window in vehicle end door less than 75% of area	Compliance already achieved	Yes	Yes	Yes	No modification required.	No	
73	Handrails an	d Handholds	<b>,</b>	1000mm for the lower band, contrasting with the background over the entire width of the door. These bands shall be a minimum of 100mm high.										
75	(.,	A handrail shall be fitted in the following positions:  (a) in every regulated rail vehicle as close as practicable on either		A vertical handrail shall also be provided for stepping on and off the train.			Handrail fitted in doorway but					New compliant handrails to be fitted as		
	11(1)(a)	side of the interior of an external doorway extending vertically from a point not more than 700mm above the floor to a point not less than 1200mm above the floor; and	4.2.2.10 para 4	Doorways with up to two entrance steps shall be provided with vertical handrails on both sides of the doorway, fitted internally as close as practicable to the vehicle outer wall. They shall extend from 700mm to 1200mm above the threshold of the first step.	N	N	low (660 - 1035mm)	Non-compliance accepted	Yes	Yes	Yes	part of PRM modifications	No	
76	11(1)(b)	(b) in a tramcar at intervals of not more than 1050mm in the longitudinal plane of the vehicle.	N/A	No equivalent requirement.	N/A	N/A	Not a tramcar	N/A						
77 78	(=)	Any handrail in a regulated rail vehicle shall comply with the following requirements:		All handers for a second secon										
	11(2)(a)	<ul> <li>(a) a handrail shall have a circular cross section with a diameter of not less than 30mm and not more than 40mm;</li> </ul>	4.2.2.10	All handrails fitted to a vehicle shall be round in section with an outside diameter of 30mm to 40mm	Y/N	Y/N	All internal handrails compliant. External handrails for crew at cab ends may be used by	Non-compliance accepted	Yes	Yes	Yes	New compliant handrails to be fitted as part of PRM modifications	No	
79	11(2)(b)	(b) if a handrail is curved, the radius of the surface of the handrail	para 1	If a handrall is curved, the radius to the inside face of the curve shall be a	v	B1/A	passengers - not compliant  Handrails curved to large radii					New compliant handrails to be fitted as		
80		inside the curve shall not be less than 50mm; (c) there shall be a clear space of not less than 45mm between any	4.2.2.10 para 1	If a manural is curved, the radius to the inside race of the curve shall be a minimum of 50mm.  All handrails fitted to a vehicle shall have a minimum clear distance of	Y	N/A		Compliance already	Yes	Yes	Yes	part of PRM modifications	No	
81	11(2)(c) 11(2)(d)	(c) there shall be a clear space of not less than 45mm between any part of the regulated rail vehicle and all parts of the handrail other than its mountings; (d) a handrail shall have a slip-resistant surface;	4.2.2.10 para 1	All handrails fitted to a vehicle shall have a minimum clear distance of 45mm to any adjacent surface.  No equivalent requirement.	Y	Y N/A	45mm clearance provided  Handrails powder coated	Compliance already achieved	Yes	Yes	Yes	New compliant handrails to be fitted as part of PRM modifications  New compliant handrails to be fitted as	No	
82			N/A		'	IV/A		Compliance already achieved	Yes	Yes	Yes	part of PRM modifications	No	
П	11(2)(e)	<ul> <li>(e) a handrail shall contrast with the parts of the regulated rail vehicle adjacent to that handrail.</li> </ul>	4.2.2.10 para 2	All handrails shall contrast with their background.	Y	Y		Compliance already achieved	Yes	Yes	Yes	New compliant handrails to be fitted as part of PRM modifications	No	
83	11(3)	Subject to paragraph (4) a handhold shall be fitted to the top of the back of each seat which faces towards an end of a regulated rail		Handholds or vertical handrails or other items that can be used for personal stability, whilst using the aisle, shall be provided on seat backs of	Υ	Y						No modification required.		
84		vehicle and which is next to a gangway in a passenger saloon and shall comply with the following requirements:	4.2.2.2.1 para 1	all aisle-side seats unless the seat touches the back of another seat facing in the opposite direction which is fitted with a handhold or touches a partition.				Compliance already achieved	Yes	Yes	Yes		No	
П	11(3)(a)	(a) the surface of a handhold (excluding the mountings to the seat) shall be rounded;	4.2.2.2.1 para 4	The handholds or other items shall not have sharp edges.	Υ	Y		Compliance already achieved	Yes	Yes	Yes	No modification required.	No	
85	11(3)(b)	(b) a handhold shall contrast with the seat to which the handhold is attached;	4.2.2.2.1	Handholds or other items that can be used for personal stability shallcontrast with the seat.	Y	Y		Compliance already	Yes	Yes	Yes	No modification required.	No	
86	11(3)(c)	(c) a handhold shall have a slip-resistant surface;	para 2	No equivalent requirement.	Υ	N/A		Compliance already	Yes	Yes	Yes	No modification required.	No	
87	11(3)(d)	(d) There shall be no gap less than 150mm wide measured in any direction in a handhold or between a handhold and the seat to	N/A	No equivalent requirement.	Υ	N/A		achieved	163	165	163	No modification required.	140	
88		which it is attached.	N/A		-			Compliance already achieved	Yes	Yes	Yes		No	
89	11(4)	Paragraph (3) does not apply to a seat the back of which touches a partition, to a seat the back of which touches the back of another seat which faces in the opposite direction and is fitted with a bandhold, or to a seat to which a bandroil is attached.	4.2.2.2.1 para 1	Handholds or vertical handrails or other items that can be used for personal stability, whilst using the aisle, shall be provided on seat backs of all aisle-side seats unless the seat touches the back of another seat facing to the operating direction which is fitted with a handhold or touches.				Compliance already achieved	Yes	Yes	Yes	No modification required.	No	
П	N/A	No equivalent requirement	4.2.2.2.1	in the conceils direction, which is fitted with a handhold or touches a Handholds or other items that can be used for personal stability shall be positioned at a height of between 800 mm and 1200 mm above the floor, shall not protrude into the clearway and shall contrast with the seat.	N/A	N	1233mm to top of handhold	Non-compliance	No	No	No	Existing arrangement has been passed as acceptable by DfT.	Yes	Dispensation sought for non-compliance.
90	N/A	No equivalent requirement	para 2 4.2.2.2.1	In seating areas with fixed longitudinal seats, handrails shall be used for	N/A	N/A		N/A						
91	Door Handle	S	para 4	personal stability. These handrails shall be at a maximum distance of 2000 mm apart, shall be positioned at a height of between 800 mm and 1200	19/4	14/4								
92	12	A door handle fitted for the use of passengers shall be operable by the exertion of a force not exceeding 15 Newtons.	4.2.2.4.1 para 1	To latch or unlatch a manually operated door, for use by the public, the control device shall be operable by the palm of the hand exerting a force not exceeding 20 Newtons.	?	?	Not tested - lever handles to replace finger grip handles	Compliance				New compliant handle to be fitted which is the same as that fitted to Class 455 & 456		
93			4.2.2.4.3.1 para 5	The force required to open or close a manual door shall not exceed 60 Newtons (applies to interior doors only.			where needed	expected	Yes	Yes	Yes	vehicles during PRM modifications.	No	
-	N/A	No equivalent requirement	4.2.2.4.3.1 para 6	The centre of interior door controls shall be not less than 800mm and not more than 1200mm measured vertically above the vehicle floor level.	N/A	Y	Veh end door 965mm, 1200mm to toilet	Compliance already achieved	Yes	Yes	Yes	Compliance maintained as the new handle is installed as a direct replacement.	No	
94 95	Passenger Ir							acineved						
96	13(1)	A regulated rail vehicle shall be fitted with public address systems for audible and visual announcements inside the passenger saloon and for visual announcements on the exterior of the vehicle.	4.2.2.8.3 para 13	The train shall be fitted with a public address system which shall be used either for routine or emergency announcements by the driver or by another crewmember who has specific responsibility for passengers.	N	Y	Audible PA fitted, but not audio- visual PIS	Compliance expected	Yes	Yes	Yes	New visual information system (Train FX) to be installed.	No	
97	13(2)	The system for visual announcements on the exterior of the vehicle shall be fitted, if the vehicle is not hauled by a locomotive:	4.2.2.8.3 para 1	The final destination or route shall be displayed outside of the train on the platform side adjacent to at least one of the passenger access doors on a minimum of alternate vehicles of the train.	Υ	N	No bodyside displays fitted	Compliance already achieved	Yes	Yes	Yes		No	
98	13(2)(a)	(a) on the front of a single vehicle;	4.2.2.8.3 para 1	The final destination or route shall be displayed outside of the train on the platform side adjacent to at least one of the passenger access doors on a minimum of alternate vehicles of the train.	N/A	N	No bodyside displays fitted	Compliance already achieved	Yes	Yes	Yes		No	
99		(b) where two or more vehicles are coupled together, on the front of the leading vehicle; or	para 1	The final destination or route shall be displayed outside of the train on the platform side adjacent to at least one of the passenger access doors on a minimum of alternate vehicles of the train.	Υ	N	No bodyside displays fitted	Compliance already achieved	No	No	No	No bodyside displays fitted	No	Dispensation sought for non-compliance.
100	13(2)(c) 13(3)	(c) where five or more vehicles are coupled together, on each side of each vehicle, unless such a system is fitted to the front of the leading wehicle. The system for visual announcements on the exterior of a vehicle.	4.2.2.8.3 para 1 4.2.2.8.3	The final destination or route shall be displayed outside of the train on the platform side adjacent to at least one of the passenger access doors on a minimum of alternate velicle. of the train. The final destination or route shall be displayed outside of the train on the	N/A? N/A	N N/A	No bodyside displays fitted  Not loco hauled	Non-compliance accepted N/A	No	No	No	No bodyside displays fitted	No	Dispensation sought for non-compliance.
101	13(4)	which is hauled by one or more locomotives shall be fitted to each side of each such unbide, unless such a sustem is fitted to the foot. Whilst the vehicle is stationary at a station or a tram stop, the	para 1 4.2.2.8.1	platform side adjacent to at least one of the passenger access doors on a minimum of atternate valueles of the train. It shall be possible to give information (both audible and visual) in more than one language. (The choice and number of languages shall be the	N	N	No internal visual PIS fitted					New visual information system (Train FX)		
		systems inside the passenger saloon and on the exterior of the vehicle shall be used to announce the destination of the vehicle, or if the vehicle is following a circular route, the name or number of the route, and, in the case of systems inside the passenger saloon only, to announce the next stop.	para /	responsibility of the Railway Undertaking having regard to the clientele of an individual train service.) The following information shall be provided: Information concerning the route of the train				Compliance	Yes	Yes	Yes	to be installed.	No	
			4.2.2.8.3 paras 3 &	The final destination or route of the train shall be displayed inside each vehicle.				expected	163	165	165		NO	
102	13(5)	Subject to paragraph (6) the systems inside the passenger saloon shall be used:	14	The system shall be used to announce the destination and next stop of the										
	13(5)(a)	(a) to announce the next station, or tram stop, at which the vehicle will be stopping, not less than once during the period beginning five minutes before the vehicle is expected by the operator's staff to stop		The next stop of the train shall be displayed such that it can be read from a minimum of 51% of passenger seats inside each wehicle. This information shall be displayed at least two minutes before arrival at the station concerned. If the next station is less than two minutes planned journey	N	N	Audible PA fitted, but not audio- visual PIS	Compliance expected		Yes	Yes	New visual/audio information system (Train FX) to be installed.	No	
104	13(5)(b)	at that station or tram stop; (b) to announce any delay exceeding ten minutes to the scheduled timing for that journey;	16 N/A	concerned. If the next station is less than two minutes planned journey time away, the next station shall be displayed immediately following. No equivalent requirement.	N	N/A		Compliance expected		Yes	Yes	New visual/audio information system	No	
105	13(5)(c)	(c) to announce any diversions from the route shown in the published timetable for that journey; and	N/A	No equivalent requirement.	N	N/A		Compliance	Yes	Yes	Yes	(Train FX) to be installed.  New visual/audio information system (Train FX) to be installed.	No	
106	13(5)(d)	(d) to make emergency announcements.	4.2.2.8.1 para 7	It shall be possible to give information (both audible and visual) in more than one language. (The choice and number of languages shall be the responsibility of the Railway Undertaking having regard to the clientele of	N	Y	Relies on Driver using PA system. ATW staff may give	Compliance	Yes	Yes	Yes	New visual/audio information system (Train FX) to be installed.	No	
107	13(6)	Paragraph (5)(a) does not apply if the timesabled journey time	4.2.2.8.3	an individual train service.) The following information shall be provided: The next stop of the train shall be displayed such that it can be read from a	Noted	N		expected	703	100	103	New visual information system (Train FX)	.,,	
		between stations or tram stops is less than two minutes.	paras 4 & 16	minimum of 51% of passenger seats inside each vehicle. This information shall be displayed at least two minutes before arrival at the station concerned. If the next station is less than two minutes planned journey time away, the next station shall be displayed immediately following	Noted	14		Compliance	Yes	Yes	Yes	to be installed.	No	
				time away, the next station shall be displayed immediately following departure from the previous station.  The (audible public address) system shall be used to announce the next stop of the train at least two minutes before the arrival of the train at that				expected	168	162	168		140	
108	13(7)		4.2.2.8.1 para 4,	stop of the train at least two minutes before the arrival of the train at that stop. If the next station is leaves taken two minutes of the train at that Visual information shall contrast with its background.  Upper Case Letters and numbers used in front external displays shall have	Y/N	Y/N	External PIS generally 80mm	Compliance				New visual information system (Train FX)		
109		other systems, and all letters and numbers shall contrast with their background.	4.2.2.8.4 paras 2 - 4	a minimum height of 70mm and on side displays 35mm on bodyside and internal indicators.			high	expected		Yes	Yes	to be installed.	No	
440	13(8)	A word on a visual system shall not be written in capital letters only.	N/A	No equivalent requirement.	N	N/A		Compliance expected	Yes	Yes	Yes	New visual information system (Train FX) to be installed.	No	
110	13(9)	Visual announcements inside the passenger saloon shall be visible from the majority of passenger seats (including priority seats) in that saloon.	para 4, 1st	The next stop of the train shall be displayed such that it can be read from a minimum of 51% of passenger seats inside each vehicle.	N	N		Compliance				New visual information system (Train FX) to be installed. Internal displays to be		
111			sentence					expected	Yes	Yes	Yes	positioned to ensure that it is visible by the majority of passengers.	No	
112	N/A	No equivalent requirement	4.2.2.8.1. para 1	All information shall be of a consistent nature and in accordance with European or National Rules.	N/A	Noted	Depends on corporate compliance between train and stations and rules	N/A						
113	N/A	No equivalent requirement	4.2.2.8.1. para 2	All information shall be coherent with the general routeing and information system especially colour and contrast in trains, platforms and entrances.	N/A	Noted	Depends on corporate compliance between train and	N/A						
	N/A	No equivalent requirement	4.2.2.8.1. para 3	Visual information shall be legible in all lighting conditions when the vehicle or station is operational.	N	N	No internal visual PIS fitted	Compliance expected	Yes	Yes	Yes	New visual information system (Train FX) to be installed.	No	
114	N/A	No equivalent requirement	4.2.2.8.1. para 5	Descenders in Roman script shall be clearly recognisable and have a minimum size ratio of 20% to the upper case characters.	N/A	N	No internal visual PIS fitted	Compliance				New visual information system (Train FX)		
115								expected	Yes	Yes	Yes	to be installed.	No	
116	N/A	No equivalent requirement	4.2.2.8.1. para 6	Compressed descenders and ascenders shall not be used.	N/A	Y/N	text	Compliance expected		Yes	Yes	New visual information system (Train FX) to be installed.	No	
	N/A	No equivalent requirement	4.2.2.8.1. para 7	It shall be possible to give information (both audible and visual) in more than one language. (The choice and number of languages shall be the responsibility of the Railway Undertaking having regard to the clientele of an individual train region.	N	N	No internal visual PIS fitted					New visual information system (Train FX) to be installed.		
				an individual train service.) It shall be possible to give the following information:  - Safety Information and Safety Instructions in accordance with European or National Rules				Compliance	Yes	Yes	Yes		No	
				National rules     Audible safety instructions in case of emergency     Warning, prohibition and mandatory actions signs in accordance with European or National Rules.     Information concerning the route of the train				expected	162	162	168		140	
117	N/A	No equivalent requirement	4000	Information concerning the location of on-board facilities	****		DET co							Dispersation
	N/A	No equivalent requirement	4.2.2.8.2.1 para 1	All safety, warning, mandatory action and prohibition signs shall include pictograms and shall be designed according to ISO 3864-1.	N/A	N	DfT accept non-compliance can remain, provided ORR/HMRI happy. No need to	Non-compliance accepted					Yes	Dispensation sought for non-compliance.
118	N/A	No equivalent requirement	4.2.2.8.2.1 para 2	There shall be no more than five pictograms, together with a directional arrow, indicating a single direction placed adjacent to each other at a single loration.	N/A	?	fit green TSI signs	Non-compliance accepted	Yes	Yes	Yes	All labels have fewer than five pictograms.	No	
119	N/A	No equivalent requirement	4.2.2.8.2.1 para 3	single location.  Tacile information signage shall be fitted in:  * Toilets, for functional information and emergency call if appropriate  * Trains, for door open/close button and emergency call	N/A	N		Compliance expected	Yes	Yes	Yes	Tactile labels to be installed to achieve compliance	No	
120	N/A	No equivalent requirement	4.2.2.8.2.2 para 1	Where inductive loops are fitted these shall be indicated by a sign complying with Annex N Clauses N.3 and N.5.	N/A	N/A	Noted	N/A				- April 100		
П	N/A	No equivalent requirement	4.2.2.8.2.2 para 2	Where the facility is provided, a graphic symbol shall indicate a storage place for heavy luggage and bulky goods.	N/A	N/A	No specific luggage space	N/A						
122	N/A	No equivalent requirement	4.2.2.8.2.2	If there is a call for assistance or call for information facility, this shall be	NI/A	NI.	No call for aid system fitted.					Train FX Call for Assistance device to be		
			para 3	indicated by a sign complying with Annex N Clauses N.3 and N.6. and shall have:  A visual and audible indication that the device has been operated;  Additional operating information if necessary	N/A	N		Compliance expected	Yes	Yes	Yes	installed.	No	
123	L:\Live\117	*11 - ATL - Class 150 PRM Modifications\4 TEC - Engineering\PRM Co	ompliance\11711-			1	<u>i</u>							2 of 4

A	B C D E	F	G H I	J	K	L	M	AB	AC	AD	AE	AF	AG
13 14	RVAR	,	PRM TSI	Operator : A RVAR	Arriva Train PRM	s Wales	DfT expectations of	Angel Trains F	Fleets				Dispensation Requirements
15 Regulatio	Requirement(s)  No equivalent requirement	Clause No.	Requirement(s) If there is an Emergency call device it shall comply with Annex N Clauses	Compliant N/A	Compliant	Comments	compliance by 1 Jan 2020	Compliance w	ill be achieved?		Train FX Call for Assistance device to be		
		para 4	N.3 and N.7. And shall have:  •visual and tactile symbols,  A visual and audible indication that the device has been operated  • Additional operating information if necessary.	IN/A	IN		Compliance expected	Yes	Yes	Yes	installed.	No	
124 N/A	No equivalent requirement	4.2.2.8.3		NIZA	NI/A		N/A						
		para 2	Where trains operate in a system, in which dynamic visual information is given on the station platforms within a distance of 50 meters, and destination or route information is also provided on the front of the train, it is not mandatory to provide information on the sides of each vehicle.	N/A	N/A								
125 N/A	No equivalent requirement	4.2.2.8.3	The requirement to make the destination and 'next stop' displays visible to	N/A	N/A		N/A						
		para 5	61% from passenger seats need not be met if the train is partly or wholly divided into compartments of not more than 8 seats, which are serviced by a corridor. However, a display shall be visible to a person standing in a corridor outside a compartment and shall be visible to a passenger	IVA	N/A								
126 N/A		4.2.2.8.3	Composition a Companient and arrange value to a passenger occupying a wheelchair space.  Details of the Route or Network on which the train operates shall be available (the Railway Undertaking shall decide the manner in which this	N/A	N/A		N/A						
127 N/A	No equivalent requirement	para 6 4.2.2.8.3	information is provided).  The information about the next stop may be shown on the same display as			No visual PIS fitted					New visual information system (Train FX)		
128		para 7	the final destination. However, it shall revert to show the final destination as soon as the train has stopped.	N/A	N	No visual P15 litted	Compliance expected	Yes	Yes	Yes	to be installed.	No	
N/A		4.2.2.8.3 para 8	The (visual passenger information) system shall be capable of giving announcements in more than one language. (The choice and number of languages shall be the responsibility of the Railway Undertaking having regard to the clientele of an individual train service.)	N/A	N	No visual PIS fitted	Compliance expected	Yes	Yes	Yes	New visual information system (Train FX) to be installed.	No	
129 N/A	No equivalent requirement	4.2.2.8.3	regard to the clientele of an individual train service.)  If the (visual passenger information) system is automated, it shall be possible to suppress, or correct, incorrect or misleading information.	N/A	N	No visual PIS fitted	Compliance		Yes		New visual information system (Train FX)	No	
130 N/A	No equivalent requirement	para 9 4.2.2.8.3	If the vehicle provides reserved seats then the number or letter of the vehicle (as used in the reservation system) shall be displayed on or	N/A	N/A	No reserved seats	expected N/A	Yes	Tes	Yes	to be installed.	NO	
131 N/A	No equivalent requirement	para 10	adjacent to every door in characters not less than 70mm high.  If seats are identified by numbers or letters, the number or letter of the seat			No cost sumboro	N/A						
132 N/A		4.2.2.8.3 para 11 4.2.2.8.3	shall be displayed on or adjacent to every seat in characters not less than 12 mm high. Such numbers and letters shall contrast with their The (audible public address) system may operate on a manual, an	N/A	N/A	No seat numbers  Driver can modify by giving out	Compliance already				New development of the section of th		
N/A		4.2.2.8.3 para 13	automated or pre-programmed basis. If the system is automated, it shall be possible to suppress, or correct, incorrect or misleading information.	N/A	Y	PA announcement	achieved	Yes	Yes	Yes	New visual/audio information system (Train FX) to be installed.	No	
N/A	No equivalent requirement	4.2.2.8.3 para 16	The spoken information shall have a minimum RASTI level of 0,5, in accordance with IEC 60268-16 part 16, in all areas. The system shall meet the requirement at each seat location and wheelchair space.	N/A	?	PIS Rasti level to be checked	Non-compliance						Dispensation sought for non-compliance.
134							accepted	No	No	No		Yes	
N/A		4.2.2.8.3 para 17	The (audible public address) system shall be capable of giving announcements in more than one language. (The choice and number of languages shall be the responsibility of the Railway Undertaking having	N/A	Y	Relies on Driver using PA system. ATW staff may make bi-lingual announcements	Compliance already achieved	Yes	Yes	Yes	New visual/audio information system (Train FX) to be installed.	No	
135 N/A		4.2.2.8.3	regard to the clientele of an individual train service.)  If the (audible public address) system is automated, it shall be possible to suppress, or correct, incorrect or misleading information.	N/A	N/A	Compliance necessary once					New visual/audio information system		
		para 18				fitted	Compliance expected	Yes	Yes	Yes	(Train FX) to be installed.	No	
136 N/A	No equivalent requirement	4.2.2.8.4	Each station name (which may be abbreviated), or words of messages, shall be displayed for a minimum of 2 seconds. If a scrolling display is	N/A	N	No internal visual PIS fitted					New visual/audio information system		
		para 1	used (either horizontal or vertical), each complete word shall be displayed for a minimum of 2 seconds and the horizontal scrolling speed shall not exceed 6 characters per second. Sans Serif fonts, in mixed case, shall be				Compliance expected	Yes	Yes	Yes	(Train FX) to be installed.	No	
137 Toilets			used for all written information. (i.e. not in capital letters only).										
138	If a toilet is fitted in a regulated rail vehicle that vehicle shall comply with the following requirements:					No toilet fitted	N/A						
139 14(a)	(a) the centre of any door control device on the exterior or the interior of the toilet cubicle shall be not less than 800 millimetres and not	4.2.2.6.2	The centre of any door handle, lock or door control device on the exterior or interior of the toilet compartment shall be located at a minimum of 800mm	Υ	Y		Compliance already achieved				The toilet module is the 'Comfort Zone'		
140	more than 1,200 millimetres vertically above the floor;	para 3	and a maximum of 1200mm above the floor.			Florida 1	ucineved.	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
14(b)		4.2.2.6.2 para 5	Any control device, including flushing system, shall be provided in a contrasting colour and/or tone to the background surface, and shall be identifiable by touch.	N	N	Flush handle contrasts, lock and door handle do not. Water control button on floor does not	Compliance	Yes	Yes	Yes	The toilet module is the 'Comfort Zone' manufactured by PCC.eu and has an ISV	No	
141	(c) the seat and any lid on the toilet and any handholds in the toilet	42262	The toilet seat and lid, and any handrals shall be in a contrasting colour	.,		control button on floor does not contrast	expected				demonstrating compliance.	,	
14(c)		4.2.2.6.2 para 10	The tolet seat and lid, and any handrails shall be in a contrasting colour and/or tone to the background.	N	N		Compliance expected	Yes	Yes	Yes	The toilet module is the 'Comfort Zone' manufactured by PCC.eu and has an ISV	No	
142 14(d)	shall be coloured to contrast with that control device and with the	4.2.2.6.2 paras 6 & 7	Any control device, including flushing system, shall be provided in a contrasting colour and/or tone to the background surface, and shall be identifiable by tourch	N	N	Flush handle contrasts, lock and door handle do not. Water					The toilet module is the 'Comfort Zone'		
	part of the toilet cubicle on which it is mounted;	0 & /	identifiable by touch.  Clear, precise information for the operation of any control device shall be provided, making use of pictograms and shall be tactile.			control button on floor does not contrast	Compliance expected	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
143 14(e)	(e) a control device inside a toilet cubicle shall be so constructed as to be identifiable by touch.	4.2.2.6.2 paras 6 & 7	provided, making use of pictograms and shall be tactife.  Any control device, including flushing system, shall be identifiable by touch.	N	N	Lock, water and soap not identifiable by touch					The toilet module is the 'Comfort Zone'		
		p.a. do 0 & 7	Clear, precise information for the operation of any control device shall be provided, making use of pictograms and shall be tactile.				Compliance expected	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
144 N/A	No equivalent requirement	4.2.2.6.2	The minimum door useable width shall be 500mm	N/A	N	400mm clearway on existing toilet	Non-compliance				The toilet module is the 'Comfort Zone'		
145		para 2					accepted	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
N/A	No equivalent requirement	4.2.2.6.2 para 8	A fixed vertical and/or horizontal handrall shall be provided adjacent to the toilet pan and the wash basin.	N/A	Y/N	Horizontal handrail opposite toilet	Non-compliance accepted	Yes	Yes	Yes	The toilet module is the 'Comfort Zone' manufactured by PCC.eu and has an ISV	No	
146 Wheelchai	· Spaces						иссериси				demonstrating compliance.		
15(1) 148	which does not form part of a train shall contain not less than one wheelchair space.	4.2.2.3 para 1	See below.	N/A	N/A		N/A						
15(2)	A tramcar with accommodation for 100 or more persons shall contain not less than two wheelchair spaces.			N/A	N/A		N/A						
149													
15(3)	not less than the number of wheelchair spaces shown in column B	4.2.2.3 para 1	According to the length of the train, excluding the locomotive or power head, there shall be in that train not less than the number of wheelchair	Υ	Υ						The revised interior layout provide two		
11			spaces shown in the following table:								compliant wheelchair spaces in the		
	opposite that number of vehicle;  A B		Train length Number of wheelchair spaces by train Less than 205 m 2 wheelchair spaces				Compliance already achieved	Yes	Yes	Yes	compliant wheelchair spaces in the DMS(A) vehicle.	No	
150	2 h 2 to 7 vehicles 2 wheelchair spaces 8 to 11 vehicles 3 wheelchair spaces 12 or more vehicles 4 wheelchair specs		Train length Number of wheelchair spaces by train Less than 205 m 2 wheelchair spaces 205 - 300 m 3 wheelchair spaces More than 300 m 4 wheelchair spaces				achieved	Yes	Yes	Yes		No	
150 15(4)	A B 2 to 7 vehicles 2 wheelchair spaces 3 to 11 vehicles 2 wheelchair spaces 12 or more vehicles 4 wheelchair spaces 12 or more vehicles 4 wheelchair spaces 4 wheelchair spaces a different class or more regulated rail vehicles in a train are provided for a different class of passenger accommodation from another regulated rail vehicle in that train, there shall be not less than one	N/A	Train length Number of wheelchair spaces by train Less than 205 m 2 wheelchair spaces 205 - 300 m 3 wheelchair spaces	N/A	N/A			Yes	Yes	Yes		No	
151 152 Wheelchai	A 2 to 7 whickes 2 wheelchair spaces 3 to 11 whickes 3 wheelchair spaces 3 to 11 whickes 3 wheelchair spaces 3 wheelchair spaces 3 wheelchair spaces 3 wheelchair spaces 3 which spaces 3	N/A	Train length Number of wheelchair spaces by train Less than 205 m 2 wheelchair spaces 205 - 300 m 3 wheelchair spaces More than 300 m 4 wheelchair spaces	N/A	N/A		achieved	Yes	Yes	Yes		No	
151	A by Technicies 3 wheelicher apaces 4 to 1 wholese 2 wheelicher apaces 5 to 1 wholese 3 wheelicher apaces 2 or more windings and 4 wheelicher apaces 2 or more vehicles and 4 wheelicher apaces 3 wheelings and a whole and 4	4.2.2.3	Train length Number of wheelchair spaces by train Loss have 205 m 2 wheelchair spaces More than 205 m 4 wheelchair spaces No equivalent requirement.	N/A			achieved	Yes	Yes	Yes		No	
151 152 Wheelchai 153 16(1)	A by Technicies 3 wheelicher apaces 4 to 1 wholese 2 wheelicher apaces 5 to 1 wholese 3 wheelicher apaces 2 or more windings and 4 wheelicher apaces 2 or more vehicles and 4 wheelicher apaces 3 wheelings and a whole and 4		Trais length Nember of wheelchair spaces by train 2 week that 20 m 3 wheelchair spaces by train 2 wheelchair spaces 205 - 300 m 3 wheelchair spaces 3 wheelchair spaces 3 wheelchair spaces 1 wheelchair spaces 1 wheelchair spaces 1 wheelchair spaces 1 wheelchair spaces 2 wheelchair spaces 3 wheelchair space		N/A Y		achieved	Yes	Yes Yes		DMS(A) vehicle.	No	
151 152 Wheelchai 153 16(1) 16(1)(a)	A by T-vehicles 3 - Americhan repaces 3 to 1 wholese 2 - Americhan repaces 3 to 1 wholese 3 wheelthan repaces 4 wheelthchan spaces 4 wheelthchan spaces 4 wheelthchan spaces 1 will be a state of the special space of the space 4 wholese in a train are provided for a different class of spaces are accommodation from worther ownership of the space of the spac	4.2.2.3 paras 2, 6, 7 & 8	Train length Number of wheelchair spaces by train Loss han 205 m 2 wheelchair spaces More han 205 m 4 wheelchair spaces More shan 205 m 4 wheelchair spaces No equivalent requirement.  To ensure stability, the wheelchair spaces shall be designed for the wheelchair to be positioned either failing or back to the direction of travel. The minimum distance in the longitudinal plane between the wheelchair capace and a frost stability of the shall be designed for the wheelchair space shall be designed for the wheelchair space and a forth stability of the shall be designed for the wheelchair space and a forth stability of the shall be designed for the wheelchair spaces and a forth stability of the shall be designed for the wheelchair spaces and a forth stability of the shall be designed for the wheelchair spaces and shall be designed for the wheelchair spaces.	Y	Y		achieved  N/A  Compliance already				DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.		
151 152 Wheelchai 153 16(1)	A by T-vehicles 3 - Americhan repaces 3 to 1 wholese 2 - Americhan repaces 3 to 1 wholese 3 wheelthan repaces 4 wheelthchan spaces 4 wheelthchan spaces 4 wheelthchan spaces 1 will be a state of the special space of the space 4 wholese in a train are provided for a different class of spaces are accommodation from worther ownership of the space of the spac	4.2.2.3 paras 2, 6, 7 & 8	Trais length Nember of wheelchair spaces by train 2 week that 20 m 3 wheelchair spaces by train 2 wheelchair spaces 205 - 300 m 3 wheelchair spaces 3 wheelchair spaces 3 wheelchair spaces 1 wheelchair spaces 1 wheelchair spaces 1 wheelchair spaces 1 wheelchair spaces 2 wheelchair spaces 3 wheelchair space				achieved  N/A  Compliance already				DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the		
151 152 Wheelchai 153 16(1) 16(1)(a)	A by relations 2 shared-rain spaces 5 to 1 vehicles 2 shared-rain spaces 5 to 1 vehicles 2 shared-rain spaces 5 to 1 vehicles 2 vehicles 2 vehicles 2 vehicles 2 vehicles 3 vehicles 3 vehicles spaces 2 vehicles 3 vehicles 4 vehicles 5 vehicles	4.2.2.3 paras 2, 6, 7 & 8	Train length of wheelchair spaces by train search and the search of the	Y	Y	One support structure only 685mm wide.	N/A  N/A  Compliance already achieved  Compliance already achieved	Yes	Yes	Yes	The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.	No	
151 152 Wheelchai 153 16(1) 16(1)(a) 154 16(1)(b)	A by relicions 3 methods repaired as a fine of the method	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 para 5	Task length   Number of wheelchair spaces by train   24 wheel of the 25 wheelchair spaces   265 - 300 m   3 wheelchair spaces   No oppivalent requirement.   No oppivalent.   No oppivalen	Y	Y	One support structure only 685mm wide.	achieved  N/A  Compliance already achieved  Compliance already	Yes	Yes	Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.	No	
151 152 Wheelchai 153 16(1) 16(1)(a) 154 16(1)(b)	A by Trelicions 2 mentioner apaces 3 networkers apaces 3 networkers 4 mentioner apaces 3 networkers 4 mentioner apaces 4 mentioner apaces 4 mentioner apaces 4 mentioner apaces 5 mentioner apaces 4 mentioner 4	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 para 5	Train length  Tr	Y	Y	685mm wide.  Part of design of wheelchair	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance	Yes Yes Yes	Yes Yes Yes	Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two	No No	
151 Wheelchai 152 Hotel 153 16(1) 16(1)(a) 16(1)(b) 155 16(1)(c) 156 16(1)(d) 157	A by Trelicions 3 sheetichair appaces 3 to Trelicions 3 sheetichair appaces 3 to Trelicions 3 sheetichair appaces 3 to Trelicions 4 sheetichair appaces 4	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 para 5	Train length   Number of wheelchair spaces by train   2 miles than 20 miles   2 miles and 20 miles   2	Y	Y	685mm wide.	Compliance already achieved  Compliance already achieved  Non-compliance accepted	Yes Yes	Yes	Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.	No No	
151 Wheelchal 152 Wheelchal 153 16(1) 16(1)(a) 154 16(1)(b) 155 16(1)(c)	A by relicions 3 sheetichair spaces 4 sheetichair spaces 5 is 1 st value of the space 5 sheetichair spaces 5 is 1 st value 5 sheetichair spaces 5 is 1 st value 5 sheetichair spaces 6 sheetichair spa	4.2.2.3 paras 2, 6, 7 & 8  4.2.2.3 para 5 5  4.2.2.3 para 10	Train length  Tr	Y	Y	685mm wide.  Part of design of wheelchair	Compliance already achieved  Non-compliance already achieved  Compliance already achieved  Compliance already achieved	Yes Yes Yes	Yes Yes Yes	Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a	No No	
151 Wheelchai 152 Hotel 153 16(1) 16(1)(a) 16(1)(b) 155 16(1)(c) 156 16(1)(d) 157	A by relicions 3 sheetichair spaces 4 sheetichair spaces 5 is 1 st value of the space 5 sheetichair spaces 5 is 1 st value 5 sheetichair spaces 5 is 1 st value 5 sheetichair spaces 6 sheetichair spa	4.2.2.3 paras 2, 6, 7 & 8  4.2.2.3 paras 5  4.2.2.3 para 10	Task length  American dependency of wheelchair spaces by train  265 - 300 m  3 wheelchair spaces  More than 300 m  3 wheelchair spaces  No orgulvalent requirement.  To ensure stability, the wheelchair spaces  No orgulvalent requirement.  To ensure stability, the wheelchair spaces  No orgulvalent requirement.  To ensure stability, the wheelchair space shall be designed for the wheelchair to be positioned either barrieg or back to the direction of travel.  The minimum distance in the longulating large between the wheelchair space and a force surface 2 that be na exceedance with liquid to the property to a fooder by or officiable seat, or a particular, and the stability of the surface 2 that the same and the college of the wheelch of the surface 2 that the same and the college of the whelch of the surface 2 that the same and the college of the whelch of the surface 2 that the same and the college of the whelch of the surface 2 that the same and the college of the whelch of the surface 2 that the same acceptable filling promous wide (as a thousand in gas a structure or other acceptable filling promous wide (as a thousand in gas a structure or other acceptable filling promous wide (as a thousand in gas a structure or other acceptable filling promous wide (as a thousand in gas and gas and gas a structure or other acceptable filling promous wide (as a thousand gas and gas an	Y Y N	Y Y N	685mm wide.  Part of design of wheelchair spaces	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance already	Yes Yes Yes	Yes Yes Yes	Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force	No No No	
151 Wheelchai 152 Hotel 153 16(1) 16(1)(a) 16(1)(b) 155 16(1)(c) 156 16(1)(d) 157	A by relicions 3 sheetichair spaces 4 sheetichair spaces 5 is 1 st value of the space 5 sheetichair spaces 5 is 1 st value 5 sheetichair spaces 5 is 1 st value 5 sheetichair spaces 6 sheetichair spa	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 10 4.2.2.3 para 10 N/A 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 14, 15, 15, 15, 15, 15, 15, 15, 15, 15, 15	Trais incised in the committee of wheelchair spaces by train 244-88 May 200 m. 3 wheelchair spaces 3 wheelchair space 3 wheelchai	Y Y N	Y Y N	685mm wide.  Part of design of wheelchair spaces	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance already achieved  Compliance already achieved	Yes Yes Yes Yes	Yes Yes Yes Yes	Yes Yes Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a	No No No	
151 Wheelchai 152 Hotel 153 16(1) 16(1)(a) 16(1)(b) 155 16(1)(c) 156 16(1)(d) 157	A by Trebicion 3 sheekichair graces 4 sheekichair graces 4 sheekichair graces 4 sheekichair graces 4 sheekichair graces 5 sheekichair graces 5 sheekichair graces 6 sheekichair 6 sheekichair 6 sheekichair 6 sheekichair 6 sheekichair 6 sheeki	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 10 4.2.2.3 para 10 N/A 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 1st centence 4.2.2.3 para 12, 1st centence 4.2.2.3 para 12, 2nd sentence	Trais Inergia  Trais	Y Y N N	Y  Y  N  N/A	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance already achieved	Yes Yes Yes Yes	Yes Yes Yes Yes	Yes Yes Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.	No No No No	
151 Wheelchai 152 Hotel 153 16(1) 16(1)(a) 16(1)(b) 155 16(1)(c) 156 16(1)(d) 157	A by Trebicion 3 sheekichair graces 4 sheekichair graces 4 sheekichair graces 4 sheekichair graces 4 sheekichair graces 5 sheekichair graces 5 sheekichair graces 6 sheekichair 6 sheekichair 6 sheekichair 6 sheekichair 6 sheekichair 6 sheeki	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 10 4.2.2.3 para 10 N/A 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 1st centence 4.2.2.3 para 12, 1st centence 4.2.2.3 para 12, 2nd sentence	Trais incise 2 minutes of wheelchair spaces by train 2 minutes that 20 m 2 minutes of any 20 m 20	Y Y N N	Y  Y  N  N/A	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance already achieved  Compliance accepted  Compliance accepted  Compliance accepted  Compliance accepted  Compliance	Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which	No No No No	
151 Wheelchai 152 Hotel 153 16(1) 16(1)(a) 16(1)(b) 155 16(1)(c) 156 16(1)(d) 157	A by Trelicions 3 sheeticher repaces 3 sensitivities and the sensitivities 4 sheeticher repaces 3 sensitivities 4 sheeticher spaces 4 sheeticher spaces 5 sheeticher spaces 5 sheeticher spaces 6 sheeticher 5 sheeticher spaces 6 sheeticher 6 sheeticher 5 sheeticher 6 sheetic	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 10 4.2.2.3 para 10 N/A 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 1st centence 4.2.2.3 para 12, 1st centence 4.2.2.3 para 12, 2nd sentence	Trais length 20 m is a second or wheelchair spaces by train 24 method that spaces by train 24 method that spaces 30 m is wheelchair to be positioned either facing or back to the direction of travel. The minimum distance in the longitudinal place between the wheelchair space and a front surface 2 halfs be in accordance with figure 5 surface 1 may be a closed by or foldable seat, or a partition.  There shall be no delitudation of the designated space between the following the state of the surface 2 minimum of the state of the state of the state of the surface 3 minimum of the state of the state of the state of the surface 3 minimum of the state of t	Y N N N	Y N N/A N	Part of design of wheelchair spaces  No call for aid fitted  No call for aid fitted  No call for aid fitted	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance already achieved  Compliance aready achieved  Compliance aready achieved	Yes Yes Yes Yes	Yes Yes Yes Yes	Yes Yes Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.	No No No No	
151 Wheelchai 152 Hotel 153 16(1) 16(1)(a) 16(1)(b) 155 16(1)(c) 156 16(1)(d) 157	A by Trelicions 3 sheeticher repaces 3 sensitivities and the sensitivities 4 sheeticher repaces 3 sensitivities 4 sheeticher spaces 4 sheeticher spaces 5 sheeticher spaces 5 sheeticher spaces 6 sheeticher 5 sheeticher spaces 6 sheeticher 6 sheeticher 5 sheeticher 6 sheetic	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 10 4.2.2.3 para 10 N/A 4.2.2.3 para 10 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 2nd sentence 4.2.2.3 para 14	Trais length 20 m sometimes of wheelchair spaces by train 24 m sometimes of a wheelchair spaces by train 25 m 50 m 3 wheelchair spaces 3 m 50 m	Y N N N	Y N N/A N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  No call for aid fitted	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance already achieved  Compliance aready achieved  Compliance expected  Compliance expected  Compliance expected	Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force Each wheelchair space is equipped with a Train FX call for aid device which	No No No No	
151 152 Wheelchai 153 16(1) 16(1)(a) 154 16(1)(b) 155 16(1)(c) 156 16(1)(d) 157 16(1)(e) 159 16(1)(e) 159 16(1)(e)	A by Twincises 3 sheetichair appaces as 1 of 1 whichies 2 sheetichair appaces 3 sheetichair appaces 3 sheetichair appaces 4 wheetichair appaces 5 white 4 which a sheetichair appaces 4 white 4 which a sheetichair appace 5 white 4 which a sheetichair appace 5 wheetichair appace 5 wheetichair appace 5 wheetichair appace 6 wheetichair appace 6 wheetichair appace 6 wheetichair appace 6 white 4 whichies 1 which a consideration 3 white 4 whichies 1 which a consideration 3 white 4 whichies 1 which a consideration 3 white 4 whichies 1 which a wh	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 10 4.2.2.3 para 10 N/A 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 1st centence 4.2.2.3 para 12, 1st centence 4.2.2.3 para 12, 2nd sentence	Task length of the value of wheelchair spaces by train 24x March 250 m 3 wheelchair spaces 1 wheelchair spaces 20x - 300 m 3 wheelchair spaces 3 wheelchair space 3 wheelchair spaces 3 wheelchair space 3	Y N N N N N	Y N N/A N N N	Part of design of wheelchair spaces  No call for aid fitted	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance already achieved  Compliance accepted  Compliance accepted  Compliance accepted  Compliance accepted  Compliance accepted	Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.	No No No No	
151 Wheelchai 152 Hotel 153 16(1) 16(1)(a) 16(1)(b) 155 16(1)(c) 156 16(1)(d) 157	A by Trelicions 3 sheeticher repaces 3 sensitivities and the sensitivities 4 sheeticher repaces 3 sensitivities 4 sheeticher spaces 4 sheeticher spaces 5 sheeticher spaces 5 sheeticher spaces 6 sheeticher 5 sheeticher spaces 6 sheeticher 6 sheeticher 5 sheeticher 6 sheetic	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 10 4.2.2.3 para 10 N/A 4.2.2.3 para 10 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 2nd sentence 4.2.2.3 para 14	Trais length of the committee of wheelchair spaces by train 26x 500 m 3 wheelchair spaces 3 wheelchair space 3	Y N N N N	Y N N/A N N	Part of design of wheelchair spaces  No call for aid fitted  No call for aid fitted  No call for aid fitted	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance already achieved  Compliance accepted  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Compliance expected	Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force least han 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which	No No No No No	
151 Wheelchai 152 Wheelchai 153 16(1)(a) 16(1)(b) 155 16(1)(d) 155 16(1)(d) 155 16(1)(d) 156 16(1)(d) 157 158 16(1)(e) 159 16(1)(e) 161 162 N/A	A by Technicise 3 Amenicinary spaces 3 to 1 wheeling a process 3 to 1 wheeling a process 3 to 1 wheeling a process 3 wheeling a process 4 wheeling 4 which a process 5 wheeling 4 which a process 4 which a process 4 which a process 4 which a process 6 which a process 6 wheeling 4 which a whoeling 4 which a process 4 which a process 6 which a process 6 wheeling 4 which a which a process 6 which a process 6 wheeling 4 which a which a process 6 which a process 6 wheeling 4 which a process 6 which a process 6 wheeling 4 which a process 6 which a process 6 wheeling 4 which a process 6 which a process 6 wheeling 4 which a process 6 which a process 6 which a process 6 wheeling 4 which a process 6 which	4.2.2.3 paras 2, 6, 7 & 8  4.2.2.3 paras 2, 6, 7 & 8  4.2.2.3 para 10  N/A  4.2.2.3 para 10  N/A  4.2.2.3 para 12, 1st sentence 4.2.2.3 para 14  5.4.2.2 para 14  4.2.2.3 para 14	Trais length or makes the second of the designed by train 265-300 m 3 wheelichair spaces 365-300 m 3	Y N N N N N	Y N N/A N N N N	Part of design of wheelchair spaces  No call for aid fitted	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance already achieved  Compliance accepted  Compliance expected  Compliance expected  Compliance expected	Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force least wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force least wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.	No No No No No	
151 152 Wheelchai 153 16(1) 16(1)(a) 154 16(1)(b) 155 16(1)(c) 156 16(1)(d) 157 16(1)(e) 159 16(1)(e) 159 16(1)(e)	A by Technicise 3 Amenicinary spaces 3 to 1 wheeling a process 3 to 1 wheeling a process 3 to 1 wheeling a process 3 wheeling a process 4 wheeling 4 which a process 5 wheeling 4 which a process 4 which a process 4 which a process 4 which a process 6 which a process 6 wheeling 4 which a whoeling 4 which a process 4 which a process 6 which a process 6 wheeling 4 which a which a process 6 which a process 6 wheeling 4 which a which a process 6 which a process 6 wheeling 4 which a process 6 which a process 6 wheeling 4 which a process 6 which a process 6 wheeling 4 which a process 6 which a process 6 wheeling 4 which a process 6 which a process 6 which a process 6 wheeling 4 which a process 6 which	4.2.2.3 paras 2, 6, 7 & 8  4.2.2.3 paras 2, 6, 7 & 8  4.2.2.3 para 10  N/A  4.2.2.3 para 10  N/A  4.2.2.3 para 12, 1st sentence 4.2.2.3 para 14  5.4.2.2 para 14  4.2.2.3 para 14	Trais length of the committee of wheelchair spaces by train 26x 500 m 3 wheelchair spaces 3 wheelchair space 3	Y N N N N N	Y N N/A N N N	Part of design of wheelchair spaces  No call for aid fitted	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance already achieved  Compliance accepted  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Compliance expected	Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.	No No No No No	
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151   Wheelchai   152   Wheelchai   153   16(1)(a)   16(1)(b)   155   16(1)(c)   155   16(1)(d)   157   16(1)(e)   159   16(1)(e)   150   16(1)(e)   150   16(1)(e)   150   16(1)(e)   150   16(1)(e)   160   161   162   N/A   163   16(1)(f)   164   163   16(1)(f)   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164   164	A by Technicise 3 abendicinar spaces 3 to 1 withortion of paces 3 to 1 withortion 4 wheelth are paces 3 to 1 withortion 4 wheelth are paces 4 wheelth are paces 4 wheelth are paces 4 wheelth are paces 5 wheelth are paces 5 wheelth are paces 5 wheelth are paces 5 wheelth are paces 6 whee	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 10 4.2.2.3 para 10 N/A 4.2.2.3 para 110 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 14 4.2.2.3 para 14 4.2.2.3 para 15 4.2.2.3 para 16 4.2.2.3 para 16 4.2.2.3 para 16	Trais length of the value of value of the value of v	Y N N N N N N	Y N N N N N N N N N	Part of design of wheelchair spaces  No call for aid fitted	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance already achieved  Compliance already achieved  Compliance expected	Yes Yes Yes Yes Yes Yes Yes Yes	Yes	Yes Yes Yes Yes Yes Yes Yes Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.	No No No No No No	
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151 152 Wheelchai 153 16(1)(a) 154 16(1)(b) 155 16(1)(c) 156 16(1)(d) 157 16(1)(d) 158 16(1)(d) 157 160 160 161 162 N/A 163 16(2)(a) 164 165 16(2)(a) 166 166 N/A 167 168 Sleeping A 167 168 Tables 16(1) 170	A by Trelicios 3 abendicions appaces 3 a therefore appaces 3 to 1 twindles 2 to 1 twindles 3 a therefore appaces 3 and the service 3 and t	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 para 10 N/A 4.2.2.3 para 10  A.2.2.3 para 11  4.2.2.3 para 12, 2nd sentence 4.2.2.3 para 14  5.42 4.2.2.3 para 14  4.2.2.3 para 19 4.2.2.3 para 19	Task length of the value of the	Y N N N N N N N N N N N N N N N N N N N	Y N N/A N N N N N N N N N N N N N N N N N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In call for aid fitted	Compliance already achieved  N/A  Compliance already achieved  Non-compliance already achieved  Compliance already achieved  Compliance expected	Yes	Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes	The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid fevice which provides easy access and required a force less than 30 N to operate.  Compilant sign will be fitted on the partition of each wheelchair space.	No No No No No No No	
151   Wheelchail   152   Wheelchail   153   16(1)(a)   155   16(1)(b)   155   16(1)(d)   155   16(1)(d)   157   158   16(1)(e)   150   16(1)(e)   150   16(1)(e)   160   16(1)(e)   160   16(1)(e)	A by Technicise 3 a Mentichaire spaces 3 to 1 wholese 3 a Mentichaire spaces 3 to 1 wholese 3 a Mentichaire spaces 3 to 1 wholese 4 wheelchaire spaces 4 wholese 4 wholese 4 wheelchaire spaces 4 wholese	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 10 4.2.2.3 para 10 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 2nd sentence 4.2.2.3 para 14 4.2.2.3 para 16 4.2.2.3 para 16 4.2.2.3 para 19 4.2.2.3 para 19	Trais length 200 m  Sheet Shae 200 m  A wheelichair spaces  No organisation requirements.  To ensure stability, the wheelichair space shall be designed for the wheelichair to be positioned either learning or back to the derection of treat, the wheelichair space shall be designed for the wheelichair to be positioned either learning or back to the derection of treat, the wheelichair space and a force surface 2 that be in accordance with large and a force surface 2 that be in accordance with large to 5 surface 1 may be a docade for or officiable seat, or a partners.  A shade that has been been been been been been shaded luggage mich, a horizontal handral attached to the will or ceiling of the whelice or a table in accordance with the requirement of classes of 2 that handral attached to the will or ceiling of the whelice or a table in accordance with the requirement of classes of 2 that handral attached to the will or ceiling of the whelice or a table in accordance with the requirement of the stable and the stable of the whelice on the time and one of the whelice and partners. The height of the stable is the stable of the	Y N N N N N N N N N N N N N N N N N N N	Y N N/A N N N N N N N N N N N N N N N N N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In call for aid fitted	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance already achieved  Compliance accepted  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Compliance expected	Yes	Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes	The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Compliant sign will be fitted on the partition of each wheelchair space.  A seat adjacent to each wheelchair space is to be designated as a companion seat.	No	
151 152 Wheelchai 153 16(1)(a) 154 16(1)(b) 155 16(1)(c) 156 16(1)(d) 157 16(1)(d) 158 16(1)(d) 157 160 160 161 162 N/A 163 16(2)(a) 164 165 16(2)(a) 166 166 N/A 167 168 Sleeping A 167 168 Tables 16(1) 170	A by Technicies 3 wheeliches gasces 3 wheeliches gasces 3 to 1 wholese 3 wheeliches gasces 3 wheeliches gasces 4 wheeliches gasces 6 wheeliches ga	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 para 10  N/A  4.2.2.3 para 10  N/A  4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 2nd sentence 4.2.2.3 para 14  4.2.2.3 para 15 4.2.2.3 para 16	Task length of the value of the	Y N N N N N N N N N N N N N N N N N N N	Y N N/A N N N N N N N N N N N N N N N N N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In call for aid fitted	Compliance already achieved  N/A  Compliance already achieved  Non-compliance already achieved  Compliance already achieved  Compliance expected	Yes	Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes	The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Compliant sign will be fitted on the partition of each wheelchair space.  A seat adjacent to each wheelchair space is to be designated as a companion seat.	No	
151 Wheelchail 152 Wheelchail 153 16(1)(a) 15(1)(b) 155 16(1)(c) 155 16(1)(d) 157 158 16(1)(e) 159 16(1)(e) 159 16(1)(e) 159 16(1)(e) 160 16(2)(a) 165 16(2)(b) 166 N/A 167 Steeping # 160 16(2)(b) 170 170 18(2) 171 170 18(2) 171 18(2) 172 173 18(3) 172	A by Tyelscision  3 to 1 vehiclion  3 to 1 vehiclion  3 wheelschare appaces 3 to 1 vehiclion 3 to 1 vehiclion 3 wheelschare paces 4 wheelschare paces When one one more regulated rail vehicles in a train are provided for adherent skeep seepeng excharendation from another consideration and the seepenger active provided for wheelschare spaces in each class of passenger accommodation in that 1 says.  Space Specifications  A wheelschare space shall comply with the following specifications:  (a) the space shall be not less than 1300mm long measured in the englishcaling plane for the englishcal shall what are to see that 700mm wide measured in the transverse plane of that vehicle;  (b) subject to regulation 18 there shall be no obstraction of the other than an overhead loggage rack or an operation wheels of the shall have a minimum width of 700mm and shall be capable of the shall have a minimum width of 700mm and shall be capable of the shall have a minimum width of 700mm and shall be capable of the shall have a minimum width of 700mm and shall be capable of the shall have a minimum width of 700mm and shall be capable of the shall have a minimum width of 700mm and shall be capable of the shall have a minimum width of 700mm and shall be capable of the shall have a minimum width of 700mm and shall be capable of the shall have a minimum width of 700mm and shall be capable of the shall be accessible on whether or not that movement or tip. (3) a one end of the space have been been shall be than an overhead on the shall be shall be provided as at whether any one (3) he spaces shall be first whether or not that movement or tip. (4) he spaces shall be first whether or not that movement or tip. (5) he spaces shall be first when the one of the passenger shall be accessible through the stages, of the shall be placed spaces as an whether that of the shall be placed spaces as an interface of the shall be placed spaces as a whether or the ordinary that the ordinary that the spectrum with the shall be shall be placed spaces as an in	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 5 5 4.2.2.3 para 10 N/A 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 14, 2.2.3 para 14 5.42 4.2.2.3 para 15 6 4.2.2.3 para 17 18 4.2.2.3 para 19 4.2.2.3 para 19 9 4.2.2.3 para 11 N/A N/A N/A N/A	Trais length of the committee of wheelchair spaces by train 205-300 m 3 wheelchair spaces 3 wheelchair space 3	Y N N N N N N N N N N N N N N N N N N N	Y N N/A N N N N N N N N N N N N N N N N N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In call for aid fitted	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance accepted  Non-compliance accepted	Yes	Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes	The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Compliant sign will be fitted on the partition of each wheelchair space.  A seat adjacent to each wheelchair space is to be designated as a companion seat.	No	
151   Wheelchail   152   Wheelchail   153   16(1)(a)   155   16(1)(b)   155   16(1)(c)   156   16(1)(d)   157   158   16(1)(f)   158   16(1)(f)   158   16(1)(f)   166   16(2)(a)   167   168   16(1)(f)   170   18(3)   172   18(3)   172   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   18(4)   18(4)   18(4)   18(4)   18(4)   18(4)   18(4)	A by Twincises 3 wheelchair agroces 3 to 1 wholeses 3 wheelchair agroces 3 to 1 wholeses 4 wheelchair agroces 6 wheelchair 6 wheelchair agroces 6 wheelchair	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 5 5 4.2.2.3 para 10 N/A 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 14, 2.2.3 para 14 5.42 4.2.2.3 para 15 6 4.2.2.3 para 17 18 4.2.2.3 para 19 4.2.2.3 para 19 9 4.2.2.3 para 11 N/A N/A N/A N/A	Task length of the committee of wheelchair spaces by train 260 - 300 m 3 wheelchair spaces 300 m 30 m 30 wheelchair spaces 300 m 30 m 30 wheelchair spaces 300 m 30	Y N N N N N N N N N N N N N N N N N N N	Y N N/A N N N N N N N N N N N N N N N N N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In call for aid fitted	Compliance aiready achieved  Non-compliance aiready achieved  Non-compliance aiready achieved  Compliance aiready achieved  Compliance aiready achieved  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Non-compliance expected	Yes	Yes	Yes Yes Yes Yes Yes Yes Yes Yes Yes	The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Compliant sign will be fitted on the partition of each wheelchair space.  A seat adjacent to each wheelchair space is to be designated as a companion seat.	No	
151   Wheelchail   152   Wheelchail   153   16(1)(a)   155   16(1)(b)   155   16(1)(c)   156   16(1)(d)   157   158   16(1)(f)   158   16(1)(f)   158   16(1)(f)   166   16(2)(a)   167   168   16(1)(f)   170   18(3)   172   18(3)   172   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   173   18(4)   18(4)   18(4)   18(4)   18(4)   18(4)   18(4)   18(4)	A by Technicies 3 sheetichair spaces 3 to 1 which can be a serious of the control	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 10 4.2.2.3 para 10 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 2nd 4.2.2.3 para 14 4.2.2.3 para 15 4.2.2.3 para 16 4.2.2.3 para 16 4.2.2.3 para 17 18 4.2.2.3 para 18 4.2.2.3 para 19 4.2.2.3 para 19 4.2.2.3 para 19 4.2.2.3 para 19 4.2.2.3 para 10 4.2.2.3 para 11 4.2.3 para 11 4.3 para 11 4	Task length of the committee of wheelchair spaces by train 260 - 300 m 3 wheelchair spaces 300 m 30 m 30 wheelchair spaces 300 m 30 m 30 wheelchair spaces 300 m 30	Y N N N N N N N N N N N N N N N N N N N	Y N N/A N N N N N N N N N N N N N N N N N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In call for aid fitted	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance accepted  Compliance accepted  Compliance accepted  Compliance accepted  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Non-compliance expected  Non-compliance expected	Yes	Yes	Yes	The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Compliant sign will be fitted on the partition of each wheelchair space.  A seat adjacent to each wheelchair space is to be designated as a companion seat.	No N	
151   Wheelchail   152   Wheelchail   153   16(1)(a)   155   16(1)(d)   155   16(1)(d)   157   158   16(1)(e)   159   16(1)(e)   159   16(1)(e)   165   16(2)(a)   165   16(2)(a)   165   16(2)(a)   165   16(2)(a)   165   16(2)(a)   165   16(2)(a)   167   168   16(2)(a)   177   178   177   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178	A by Trelicions 3 wheelicher agreement for the which and the provided of a wheelicher agreement of the which and the which and the which are provided for a wheelicher agreement of the which and the which are provided for a different (sade of passenger accommodation from another consideration and the which are provided for a different (sade of passenger accommodation from another consideration and the same	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 10 4.2.2.3 para 10 N/A 4.2.2.3 para 11 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 14 4.2.2.3 para 14 4.2.2.3 para 15 4.2.2.3 para 16 4.2.2.3 para 17 4.2.2.3 para 18 4.2.2.3 para 19 4.2.2.3 para 11 11 N/A	Task length 200 m  All wheelshare spaces by train 205 - 300 m  A wheelshare spaces  No equivalent requirement.  To ensure stability, the wheelshare space shall be designed for the wheelshare to be postioned either barring or back to the direction of travel. The minimum distance in the Inorgitation space is because of the wheelshare space shall be designed for the wheelshare space shall be stated to the designed for the wheelshare space shall be stated to the wall or ceiling of the whelch are shallown in space space of shallown and or spartners.  A wheelshare spaces shall be stated with an alatern device a table in accordance with the greaterment of claims of 2.15 to.  There shall be a structure or other acceptable fitting 700mm wide (as attached to the wall or ceiling of the whelch are spaced to the state of the shallown in space space of the whelch or space shall be stated with an alatern device a table in accordance with the greaterment of claims of 2.15 to.  The wheelshare space shall be stated with an alatern device that shall, in the event of dainyor, remains a wheelshare space shall be stated with an alatern device shall and spaced within reach of the shall be placed within a nature recess or any other term of absiding which prevents immediate space space shall be stated with an alatern devices shall be spaced within a nature recess or any other term of absiding which prevents immediate space so as to closely the space of the wheelshare space so as to device shall not expected any space so as to closely the space of the stated or the administration of the wheelshare space so as to expect the stated or the opposition, while not exceptable devices shall be spaced with the wheelshare space but, when the sta	Y N N N N N N N N N N N N N N N N N N N	Y N N N N N N N N N N N N N N N N N N N	Part of design of wheelchair spaces  No call for aid fitted  In current configuration  Cup holder in only one space  Adjacent door is the accessible doorway  Clearways 1020mm between	Compliance already achieved  N/A  Compliance already achieved  Non-compliance already achieved  Compliance already achieved  Compliance arready achieved  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Non-compliance expected  Compliance expected  Non-compliance expected  Compliance expected	Yes	Yes	Yes	The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid fevice which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid sevice which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid sevice which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid sevice which provides easy access and required a force less than 30 N to operate.  A seat adjacent to each wheelchair space.	NO N	
151   Wheelchail   152   Wheelchail   153   16(1)(a)   155   16(1)(d)   155   16(1)(d)   157   158   16(1)(d)   157   16(2)(a)   161   16(2)(a)   165   16(2)(a)   165   16(2)(b)   166   N/A   167   168   16(2)(b)   166   16(2)(b)   170   171   18(4)   172   18(4)   173   18(4)   174   18(4)   174   18(4)   175   18(4)   175   18(4)   175   18(4)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   18(2)   18(2)   18(2)   18(2)   18(2)   18(2)   18(2)   18(2)   18(2)	A by Technicies 3 wheeliches graces 3 to 1 wholese 3 a hereiches graces 3 to 1 wholese 3 wheeliches graces 3 to 1 wholese 4 wheeliches proces 4 wheeliches 2 wholese 4 wholese 6 wheeling 4 the regulated and which will have a minimum width of 700mm and shall be capable of processing 4 wholese 3 wholese 4 wh	4.2.2.3 paras 2, 6, 7 & 8 4.2.2.3 paras 10 4.2.2.3 para 10 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 2nd 4.2.2.3 para 14 4.2.2.3 para 15 4.2.2.3 para 16 4.2.2.3 para 16 4.2.2.3 para 17 18 4.2.2.3 para 18 4.2.2.3 para 19 4.2.2.3 para 19 4.2.2.3 para 19 4.2.2.3 para 19 4.2.2.3 para 10 4.2.2.3 para 11 4.2.3 para 11 4.3 para 11 4	Task length 200 m  All whellothair spaces by train  205 - 300 m  A whelchair spaces  A whelchair spaces  A whelchair spaces  No orgunialent requirement.  To ensure stability, the wheelchair spaces  A whelchair spaces  No orgunialent requirement.  The minimum distance in the longitudinal purpose to the wheelchair spaces  The minimum distance in the longitudinal purpose the wheelchair space shall be designed for the wheelchair space and a force surface 2 shall be already at leak to the decision of traction of traction of the space of	Y  Y  N  N  N  N  N  N  N  N  N  Y  Y  Y	Y N N N N N N N N N N N N N N N N N N N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In current configuration  Cup holder in only one space  Adjacent door is the accessible doorway  Clearways 1020mm between handrails - doorway is	achieved  N/A  Compliance already achieved  Non-compliance already achieved  Compliance already achieved  Compliance already achieved  Compliance expected	Yes	Yes	Yes	The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  A seat adjacent to each wheelchair space is to be designated as a companion seat.  Tables are not provided at more than 10% of seating.  No modification required.	No N	
155	A by Tyelscision  3 herelicitate graces  3 to 1 stehdises  3 herelicitate graces  3 to 1 stehdises  3 herelicitate graces  3 herelicitate graces  4 wheelichar graces  4 wheelich graces  5 wheelich graces  6 wheelich graces  7 wheelich graces  8 wheelic	4.2.2.3 para 5. 6, 7. 8. 8. 4.2.2.3 para 5. 6, 7. 8. 8. 4.2.2.3 para 10. 8. 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 2nd sentence 4.2.2.3 para 13. 4.2.2.3 para 13. 4.2.2.3 para 13. 4.2.2.3 para 13. 4.2.2.3 para 14. 4.2.2.3 para 15. 4.2.2.4 para 2. 4.2.2.4.2 para 2. 4.2.2.4.2	Task length 200 m  All wheelshare spaces by train 205 - 300 m  A wheelshare spaces  No equivalent requirement.  To ensure stability, the wheelshare space shall be designed for the wheelshare to be postioned either barring or back to the direction of travel. The minimum distance in the Inorgitation space is because of the wheelshare space shall be designed for the wheelshare space shall be stated to the designed for the wheelshare space shall be stated to the wall or ceiling of the whelch are shallown in space space of shallown and or spartners.  A wheelshare spaces shall be stated with an alatern device a table in accordance with the greaterment of claims of 2.15 to.  There shall be a structure or other acceptable fitting 700mm wide (as attached to the wall or ceiling of the whelch are spaced to the state of the shallown in space space of the whelch or space shall be stated with an alatern device a table in accordance with the greaterment of claims of 2.15 to.  The wheelshare space shall be stated with an alatern device that shall, in the event of dainyor, remains a wheelshare space shall be stated with an alatern device shall and spaced within reach of the shall be placed within a nature recess or any other term of absiding which prevents immediate space space shall be stated with an alatern devices shall be spaced within a nature recess or any other term of absiding which prevents immediate space so as to closely the space of the wheelshare space so as to device shall not expected any space so as to closely the space of the stated or the administration of the wheelshare space so as to expect the stated or the opposition, while not exceptable devices shall be spaced with the wheelshare space but, when the sta	Y N N N N N N N N N N N N N N N N N N N	Y N N N N N N N N N N N N N N N N N N N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  Cup holder in only one space  Adjacent door is the accessible doorway  Clearways 1020mm between handralis - doorway is	Compliance aiready achieved  Compliance aiready achieved  Non-compliance accepted  Compliance accepted  Compliance expected  Compliance expected	Yes	Yes	Yes	The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  A seat adjacent to each wheelchair space is to be designated as a companion seat.  Tables are not provided at more than 10% of seating.  No modification required.	NO N	
151	A by Technicies 3 wheeliches graces 3 to 1 wholeses 3 wheeliches graces 3 to 1 wholese 3 wheeliches graces 3 wheeliches graces 4 wheeliches appears 4 wheeliches appears 4 wheeliches appears 4 wheeliches appears 4 wheeliches 3	4.2.2.3 para 2, 6, 7 & 8 4.2.2.3 para 10 4.2.2.3 para 10 4.2.2.3 para 11 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 14, 2.2.3 para 14, 2.2.3 para 15 4.2.2.3 para 16 4.2.2.3 para 16 4.2.2.3 para 17 4.2.2.3 para 18 4.2.2.3 para 19 4.2.2.3 para 19 4.2.2.3 para 19 4.2.2.3 para 10 4.2.2.3 p	Trais integral 200 m.  Where than 300 m.  A wheelichair spaces  A wheelichair spaces  A wheelichair spaces  A wheelichair spaces  No opposite requirement.  To ensure stability, the wheelichair spaces  No opposite requirement.  To ensure stability, the wheelichair spaces  A wheelichair spaces  The minimum distance in the longitudinal place better the effection of travel. The minimum distance in the longitudinal place better the wheelichair space and a front surface 2 hash be in accordance with large. Surface 1 may be a closed by on officiable seat, or a particle.  **Advantage of the surface 2 hash be in accordance with large to Surface 1 may be a closed by on officiable seat, or a particle.  **Advantage of the surface 2 hash be in accordance with large in Surface 2 hash be in accordance with large and the surface 2 hash be in accordance with large and the surface 2 hash be in accordance with large and the surface 2 hash be in accordance with large and the surface 2 hash be in accordance with large and the surface 2 hash be in accordance with large experted to surface 2 hash be indicated to the will or ceiling of the wheel or a stable in accordance with large experted to displace and the surface 2 hash be indicated to the will or ceiling of the wheel or a stable in accordance with large experted by a surface 2 hash be indicated by the surface 3 hash be placed within an animal device that shall, in the experience of clange, complete a wheelchair user to inform a person who can take appropriate action.  The salarm device shall be operated with an animal device that shall, in the experience of the surface of the surfac	Y  Y  N  N  N  N  N  N  N  N  N  N  N  N	Y N N N N N N N N N N N N N N N N N N N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In call for aid fitted  Cup holder in only one space  Adjacent door is the accessible doorway  Clearways 1020mm between handrails - doorway is 1105mm wide  Small signs fitted 75 x 105mm	achieved  N/A  Compliance already achieved  Non-compliance already achieved  Compliance already achieved  Compliance expected	Yes	Yes	Yes	DMS(A) vehicle.  The revised interior layout provides two compiliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compiliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compiliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid fevice which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  A seat adjacent to each wheelchair space.	NO N	
151   Wheelchail   152   Wheelchail   153   16(1)(a)   155   16(1)(d)   155   16(1)(d)   157   158   16(1)(d)   157   16(2)(a)   161   16(2)(a)   165   16(2)(a)   165   16(2)(b)   166   N/A   167   168   16(2)(b)   166   16(2)(b)   170   171   18(4)   172   18(4)   173   18(4)   174   18(4)   174   18(4)   175   18(4)   175   18(4)   175   18(4)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   175   18(2)   18(2)   18(2)   18(2)   18(2)   18(2)   18(2)   18(2)   18(2)   18(2)	A by Technicies  3 wherelother spaces 3 to 1 wherelother spaces 3 to 1 wherelother spaces 3 to 1 wherelother spaces 4 wherelother spaces 4 wherelother spaces 4 wherelother spaces 5 wherelother spaces 4 wherelother spaces 4 wherelother spaces 5 wherelother spaces 6 wherelother spaces 7 wherelother space	4.2.2.3 para 5 4.2.2.3 para 10 4.2.2.3 para 10 4.2.2.3 para 10 4.2.2.3 para 12, 1st sentence 4.2.2.3 para 14 4.2.2.3 para 14 4.2.2.3 para 15 4.2.2.3 para 17 18 4.2.2.3 para 18 4.2.2.3 para 19 4.2.2.3 para 19 4.2.2.3 para 19 4.2.2.3 para 10 4.2.2.3 para 10 4.2.2.3 para 10 4.2.2.3 para 11 4 4.2.3 para 11 4 4.3 para 11 4 4 4 4.3 para 11 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Trais integral 200 m.  More than 300 m.  A wheelichair spaces  Where than 300 m.  Wheelichair spaces  Where than 300 m.  Wheelichair spaces  Wheelichair spaces  Wheelichair spaces  Wheelichair space shall be designed for the wheelichair space so and a form surface 2 hashe form or be positioned either forming or back to the derection of travel. The minimum distantion in the longitudinal gives a fooder that you or foldable seat or apartition.  Wheelichair space and a front surface 2 hashe be in accordance with largue 8. Surface 1 may be a doned by or foldable seat or apartition.  Wheelichair space and a front surface 2 hashe be in accordance with largue 6. Surface 1 may be a doned by or foldable seat or apartition.  Wheelichair space shall be a description of the wheelichair hashe in a concordance with the requirements of classes 42.2 fo.  There shall be a structure or other acceptable fitting priorm wide (as a horizontal handral attached to the will or ceiling of the wheelich are handral structure or other acceptable fitting priorm wide (as the concordance with the surface 2 hashe in accordance with the surface 3 hashe shall be a structure or other acceptable fitting priorm wide (as the concordance with the surface 3 hashe shall be structure or other acceptable fitting priorm wide (as the concordance with the surface 3 hashes and a structure or other acceptable fitting priorm wide (as the surface 3 hashes a structure or other acceptable fitting priorm wide (as the surface 3 hashes a structure or other acceptable fitting priorm wide (as the surface 3 hashes and a structure or other acceptable fitting priorm wide (as the surface 3 hashes and a structure or other shall be surface 3 hashes and a structure or structure or other shall be surface 3 hashes and a structure or structure or other shall be surface 3 hashes and a structure or structure or structure or structure or structure or structure	Y  Y  N  N  N  N  N  N  N  N  N  Y  Y  Y	Y N N N N N N N N N N N N N N N N N N N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In current configuration  Cup holder in only one space  Adjacent door is the accessible doorway  Clearways 1020mm between handrails - doorway is	Compliance aiready achieved  Compliance aiready achieved  Non-compliance accepted  Compliance accepted  Compliance expected  Compliance expected	Yes	Yes	Yes	The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  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151	A by Trebricion  3 the existing agreement  4 to Trebricion  3 whereinlose gracers  3 whereinlose gracers  4 whereinlose gracers  5 whereinlose gracers  4 whereinlose gracers  4 whereinlose gracers  5 whereinlose gracers  4 whereinlose gracers  4 whereinlose gracers  5 whereinlose gracers  4 whereinlose gracers  4 whereinlose gracers  5 whereinlose gracers  6 whereinlose gracers  7 whereinlose gracers  7 whereinlose gracers  8 whereinlose gracers  8 whereinlose gracers  9 wherei	4.2.2.3 para 2, 6, 7 & 8 4.2.2.3 para 10 4.2.2.3 para 10 4.2.2.3 para 11, 11 12, 12, 12, 12, 12, 12, 12, 12,	Trais length 200 m  All wheelchair spaces  205 - 300 m  A wheelchair spaces  No orgunialent requirement.  To ensure stability, the wheelchair spaces  No orgunialent requirement.  The minimum distance in the longitudinal place between the wheelchair space while the same or the wheelchair space and a force surface 2 shall be designed for the wheelchair space and a force surface 2 shall be a minimum stability the same of the same or the same or the same or the same of the same or the sam	Y  Y  N  N  N  N  N  N  N  N  N  N  N  N	Y N N N N N N N N N N N N N N N N N N N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In call for aid fitted  Cup holder in only one space  Adjacent door is the accessible doorway  Clearways 1020mm between handrails - doorway is 1105mm wide  Small signs fitted 75 x 105mm	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance expected	Yes	Yes	Yes	DMS(A) vehicle.  The revised interior layout provides two compiliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compiliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compiliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid fevice which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  A seat adjacent to each wheelchair space.	NO N	
151	A by Tyelvicine 3 to 1 whereither spaces 4 whereither spaces 5 whereither spaces 6 whereither spaces 7 whereith	4.2.2.3 para 10  4.2.2.3 para 2, 6, 7 & 8  4.2.2.3 para 10  N/A  4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 2nd sentence 4.2.2.3 para 13  4.2.2.3 para 14  5.4.2.2 para 15  4.2.2.3 para 15  4.2.2.3 para 16  4.2.2.3 para 17  4.2.2.3 para 18  4.2.2.3 para 19  4.2.2.4 para 2	Trais length 200 m  All whell of his regions by train 200 - 300 m  A whell of his regions and his regions of hi	Y  Y  N  N  N  N  N  N  N  N  N  N  N  N	Y N N N N N N N N N N N N N N N N N N N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In call for aid fitted  Cup holder in only one space  Adjacent door is the accessible doorway  Clearways 1020mm between handrails - doorway is 1105mm wide  Small signs fitted 75 x 105mm	achieved  N/A  Compliance already achieved  Compliance already achieved  Compliance already achieved  Compliance aready achieved  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Compliance expected  Non-compliance expected  Compliance expected	Yes	Yes	Yes	DMS(A) vehicle.  The revised interior layout provides two compiliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compiliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compiliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid fevice which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  A seat adjacent to each wheelchair space.	NO N	
150   Wheelchal   150   Whee	A by Tyelocitics  3 herelicitate spaces 3 to 1 televisions 4 wheelichair spaces 3 to 1 televisions 5 to 1 televisions 4 wheelichair spaces are successful to 1 the	4.2.2.3 para 10  4.2.2.3 para 2, 6, 7 & 8  4.2.2.3 para 10  N/A  4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 2nd sentence 4.2.2.3 para 13  4.2.2.3 para 14  5.4.2.2 para 15  4.2.2.3 para 15  4.2.2.3 para 16  4.2.2.3 para 17  4.2.2.3 para 18  4.2.2.3 para 19  4.2.2.4 para 2	Trais length 200 m  All wheel chair spaces  We orgunial ent requirement.  To ensure stability, the wheelchair spaces  A wheel chair spaces  A wheel chair spaces  We orgunial ent requirement.  To ensure stability, the wheelchair spaces  A wheel chair spaces  We orgunial ent requirement.  The minimum distance in the longs of back to the direction of travel.  The minimum distance in the longs of back to the direction of travel.  The minimum distance in the longs of back to the direction of travel.  The minimum distance in the longs of back to the direction of travel.  The minimum distance in the longs of back to the direction of travel.  The minimum distance in the longs of back to the direction of travel.  The stability of the selection of the se	Y  Y  N  N  N  N  N  N  N  N  N  Y  Y  Y	Y  Y  N  N/A  N  N  N  N  N  N  N  N  N  N  Y  Y  Y	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In current configuration  Cup holder in only one space  Adjacent door is the accessible doorway  Clearways 1020mm between handrails - doorway is 1105mm wide  Small signs fitted 75 x 105mm  No slopes	achieved  N/A  Compliance already achieved  Compliance already achieved  Non-compliance accepted  Compliance expected	Yes	Yes	Yes	The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compilant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  A seat adjacent to each wheelchair space.	NO N	
155	A by Tyelscision  3 to 1 whereither spaces 3 to 1 whereither spaces 3 to 1 whereither spaces 4 to 1 whereither spaces 4 to 1 whereither spaces 5 whereither spaces 4 whereither spaces 4 whereither spaces 5 whereither spaces 6 whereither spaces 7 w	4.2.2.3 para 10  4.2.2.3 para 2, 6, 7 & 8  4.2.2.3 para 10  N/A  4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 2nd sentence 4.2.2.3 para 13  4.2.2.3 para 14  5.4.2.2 para 15  4.2.2.3 para 15  4.2.2.3 para 16  4.2.2.3 para 17  4.2.2.3 para 18  4.2.2.3 para 19  4.2.2.4 para 2	Trais length 200 m  All wheel of his regions and spaces by train 200 m  A wheel of his regions and the spaces and spaces	Y  Y  N  N  N  N  N  N  N  N  N  N  Y  Y	Y  Y  N  N  N  N  N  N  N  N  N  N  N  Y  Y	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In current configuration  Cup holder in only one space  Adjacent door is the accessible doorway  Clearways 1020mm between handrails - doorway is 1105mm wide  Small signs fitted 75 x 105mm  No slopes	achieved  N/A  Compliance already achieved  Non-compliance accepted  Compliance accepted  Compliance expected	Yes	Yes	Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  No modification required.  No modification required.	NO N	
150   Wheelchail   150   Wheel	A by Technicies  3 to 1 vehicles 4 wheelchair appaces 4 vehicles appose 4 vehicles appose 4 vehicles appose 5 vehicles appose 4 vehicles appose 5 vehicles appose 6 vehicles 8 pace of passenger accommodation in that 1 vehicles 7 pace of passenger accommodation in that 1 vehicles 6	4.2.2.3 para 10  4.2.2.3 para 2, 6, 7 & 8  4.2.2.3 para 10  N/A  4.2.2.3 para 12, 1st sentence 4.2.2.3 para 12, 2nd sentence 4.2.2.3 para 13  4.2.2.3 para 14  5.4.2.2 para 15  4.2.2.3 para 15  4.2.2.3 para 16  4.2.2.3 para 17  4.2.2.3 para 18  4.2.2.3 para 19  4.2.2.4 para 2	Trais length 200 m  All wheel of his regions and spaces by train 200 m  A wheel of his regions and the spaces and spaces	Y  Y  N  N  N  N  N  N  N  N  N  Y  Y  Y	Y  Y  N  N/A  N  N  N  N  N  N  N  N  N  N  Y  Y  Y	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In current configuration  Cup holder in only one space  Adjacent door is the accessible doorway  Clearways 1020mm between handrails - doorway is 1105mm wide  Small signs fitted 75 x 105mm  No slopes	achieved  N/A  Compliance already achieved  Non-compliance accepted  Compliance accepted  Compliance expected	Yes	Yes	Yes	DMS(A) vehicle.  The revised interior layout provides two compiliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compiliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compiliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  A seat adjacent to each wheelchair space.  The livery drawing is to be updated to detail of the provide of the pr	NO N	
155	A by Technicies  3 herelicher spaces 3 to 1 wherelicher spaces 3 to 1 wherelicher spaces 4 to 1 wherelicher spaces 4 to 1 wherelicher spaces 4 wherelicher spaces 5 wherelicher spaces 4 wherelicher spaces 4 wherelicher spaces 5 wherelicher spaces 4 wherelicher spaces 6 wherelicher s	4.2.2.3 para 2, 6, 8 4.2.2.3 para 10 4.2.2.3 para 10 4.2.2.3 para 11, 11 11 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 12, 11 13, 11 14, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11 15, 11	Trais integral 200 m.  When the 200 m.  She whetch are spaces  When the 200 m.  When the 20	Y  Y  N  N  N  N  N  N  N  N  N  N  Y  Y	Y  Y  N  N  N  N  N  N  N  N  N  N  N  Y  Y	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In current configuration  Cup holder in only one space  Adjacent door is the accessible doorway  Clearways 1020mm between handrails - doorway is 1105mm wide  Small signs fitted 75 x 105mm  No slopes	achieved  N/A  Compliance already achieved  Non-compliance already achieved  Compliance already achieved  Compliance already achieved  Compliance expected	Yes	Yes	Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  A seat adjacent to each wheelchair space.  Tables are not provided at more than 10% of seating.  No modification required.  No modification required.  No modification required.  No modification required.	NO N	
155	A by Technicies  3 herelicibies graces 3 to 1 wherelicibies graces 3 to 1 wherelicibies 3 to 1 wherelicibies 3 herelicibies graces 3 wherelicibies graces 4 wherelicibies graces in each disease of passenger accommendation in that 1 wherelicibies graces in each disease of passenger accommendation in that 1 wherelicibies graces that one passenger accommendation in that 1 wherelicibies graces that one passenger accommendation of the 4 herelicibies graces that one passenger accommendation of the 4 herelicibies graces that one passenger accommendation from the passenger 4 herelicibies 4 herelicibies 4 herelicibies 4 herelicibies 5 herelicibies 5 herelicibies 5 herelicibies 5 herelicibies 5 herelicibies 6	4.2.2.3 para 4.2.2.3 para 10  N/A  4.2.2.3 para 10  N/A  4.2.2.3 para 12, 1st sentence  4.2.2.3 para 12, 1st sentence  4.2.2.3 para 14, 1st sentence  4.2.2.3 para 15  4.2.2.3 para 16  4.2.2.3 para 17  4.2.2.3 para 18  4.2.2.3 para 19  4.2.2.3 para 19  4.2.2.3 para 19  4.2.2.3 para 19  4.2.2.3 para 11  N/A  N/A  N/A  N/A  N/A  N/A  N/A  A.2.2.4.2	Task length 200 m.  All whellothar spaces  A whellothar spaces  A whellothar spaces  A whellothar spaces  A whellothar spaces  No equivalent requirement.  To ensure stability, the wheelchair space shall be designed for the whellothar to be positioned with a fairng or back to the deriction of struct. The minimum distance in the longitudinal place is the designed for the whellothar to be positioned with a fairng or back to the deriction of struct. The minimum distance in the longitudinal place between the wheelchair space and a force surface 2 that be an accordance with lighter 6. Surface 1 may be a decided by or infoliable seat, or application.  A surface of the surface 2 that be an accordance with lighter 6. Surface 1 may be a decided by or infoliable seat, or particular, and the surface 2 that be an accordance with large and, a horizontal handral attached to the will or ceiling of the whellothar space and a force surface 2 that be expected or provided by the particular or control or the surface and the carried of the surface of the surface of the surface of the surface or the surface of the surface or surface or the surface or	Y Y N N N N N N N N N N N T N N N N N N	Y  Y  N  N  N  N  N  N  N  N  N  N  N  N	685mm wide.  Part of design of wheelchair spaces  No call for aid fitted  In current configuration  Cup holder in only one space  Adjacent door is the accessible doorway  Clearways 1020mm between handrails - doorway is 1105mm wide  Small signs fitted 75 x 105mm  No slopes	achieved  N/A  Compliance already achieved  Non-compliance accepted  Compliance accepted  Compliance accepted  Compliance expected  Compliance already achieved  Compliance expected  Compliance expected	Yes	Yes	Yes	DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  The revised interior layout provides a partition at one end of the each wheelchair space.  The revised interior layout provides two compliant wheelchair spaces in the DMS(A) vehicle.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  Each wheelchair space is equipped with a Train FX call for aid device which provides easy access and required a force less than 30 N to operate.  A seat adjacent to each wheelchair space is to be designated as a companion seat.  Tables are not provided at more than 10% of seating.  No modification required.  No modification required.  No modification required.	NO N	

												AF	
13	B C D E	, F	G H I		K Arriva Train	s Wales	M	AB	AC	AD	AE	AF	AG
14 Regulatio		Clause No.	Requirement(s)	RVAR Compliant	PRM	Comments	DfT expectations of compliance by 1 Jan 2020	Compliance w	leets ill be achieved?				Dispensation Requirements
N/A	No equivalent requirement	4.2.2.6.3.1	A visual and tactile (or audible) indication shall be given to indicate when a door has been locked.	N	N	Odrimonio	Compliance	Yes	Yes	Yes	The toilet module is the 'Comfort Zone' manufactured by PCC.eu and has an ISV	No	
183 20(1)(b)	(b) the width of the doorway shall be not less than 850mm;	para 4	The toilet access door shall provide a minimum clear useable width of				expected	163	163	163	demonstrating compliance.	140	
20(1)(0)	,	4.2.2.6.3.1 para 1	800mm.	N	N		Compliance expected	Yes	Yes	Yes	The toilet module is the 'Comfort Zone' manufactured by PCC.eu and has an ISV	No	
20(1)(c)	(c) the surface of the toilet seat when lowered shall be not less than 475mm and not more than 485mm vertically above the floor of the	4.2.2.6.3.1	The surface of the toilet seat, when lowered shall be at a height of 450mm to 500mm above the floor level.	N	N		Compliance	Vaa	Van	V	demonstrating compliance.  The toilet module is the 'Comfort Zone'	Na	
185	toilet cubicle;	para 9	All amorbies (such book area discourse when such discourse and				expected	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
20(1)(d)	<ul> <li>(d) the toilet shall be equipped with facilities to enable a disabled person in a wheelchair to wash and dry his hands without moving from the seat of the toilet;</li> </ul>	4.2.2.6.3.1 para 10	All amenities (wash basin, soap dispenser, mirror, water dispenser and hand dryer.) shall be readily accessible to a person in a wheelchair.	N	N		Compliance expected	Yes	Yes	Yes	The toilet module is the 'Comfort Zone' manufactured by PCC.eu and has an ISV	No	
186 20(1)(e)	(e) there shall be sufficient space inside the toilet cubicle for a reference wheelchair to be positioned in front of the toilet and to be positioned at one side of the toilet so that it is possible for a disabled		There shall be sufficient space inside the toilet compartment to enable a wheelchair as defined in Annex M to be manoeuved to a position adjacent	N	N						demonstrating compliance.  The toilet module is the 'Comfort Zone'		
	positioned at one side of the toilet so that it is possible for a disabled person to move from a reference wheelchair on to the toilet seat from the front or the side of the toilet;	4.2.2.6.3.1 paras 6 & 7	to the toilet seat and to the front of the toilet seat, see figure 8a.  In front of the toilet seat there shall be a minimum clear space of 700 mm				Compliance expected	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
187 20(1)(f)	(f) there shall be hinged handrail beside the toilet which shall:		as shown in figure 8b.  A horizontal handrail that complies with the dimensional requirements in the clause above shall be provided at each side of the toilet seat. The	N	N		Compliance				The toilet module is the 'Comfort Zone'		
188			handrail on the wheelchair accessible side shall be hinged in such a way so as to enable an unobstructed transfer for the wheelchair user to and from the toilet seat, see figures 9 and 10.				expected	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
	(i) be on the same side of the toilet as the space for the reference wheelchair;	4.2.2.6.3.1		N	N		Compliance expected	Yes	Yes	Yes	The toilet module is the 'Comfort Zone' manufactured by PCC.eu and has an ISV	No	
189	(ii) comply with the requirements in paragraph (2) (a), (c), (d) and (e) of Regulation 11; and (iii) comply with the specifications in diagrams	para 8		N	N		Compliance	Yes	Yes	Yes	demonstrating compliance. The toilet module is the 'Comfort Zone'	No	
190 20(1)(g)	D1 and D2 in the Schedule.  (g) beside the toilet and on the opposite side to the space for the reference wheelchair there shall be a horizontal handrail which shall			N	N	-	Compliance				manufactured by PCC.eu and has an ISV The toilet module is the 'Comfort Zone'		
191	comply with the requirements in paragraph (2) of regulation 11;						expected	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
20(1)(h)	(h) the toilet cubicle shall be fitted with not less than two devices to enable a disabled person to communicate in an emergency with a person who is in a position to take appropriate action, one to be placed not more than 450mm above the floor measured vertically		The toilet cubicle shall be fitted with not less than two alarm devices that shall, in the event of danger enable, a PRM to inform a person who can take appropriate action. One shall be placed not more than 450mm above	N	N		Compliance expected	Yes	Yes	Yes	The toilet module is the 'Comfort Zone' manufactured by PCC.eu and has an ISV	No	
192	from the surface of the floor to the top of the control device and the other to be not less than 800 millimetres and not more than 1200 millimetres above the floor measured vertically to the top of the		the floor, measured vertically from the surface of the floor to the top of the control. The other shall be not less than 800mm and not more than 1200mm above the floor measured, vertically to the top of the control.	N	N		Compliance	Yes	Yes	Yes	demonstrating compliance. The toilet module is the 'Comfort Zone'	No	
193	control;	42000	The lower alarm device shall be positioned so that the control can be reached by a person lying on the floor. These two devices shall be located on different vertical surfaces of the cubicle so that they can be reached	N	N	-	Compliance				manufactured by PCC.eu and has an ISV The toilet module is the 'Comfort Zone'		
194		4.2.2.6.3.1 paras 11 - 15	from a range of positions.  The alarm control shall be distinct from any other control within the toilet and be coloured differently from other control desires.				Compliance expected	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
П			and be coloured differently from other control devices.  A sign in accordance with Annex N Clauses N.3 and N.7 shall be placed immediately next to each alarm device. The sign shall describe the function	N	N		Compliance expected	Yes	Yes	Yes	The toilet module is the 'Comfort Zone' manufactured by PCC.eu and has an ISV	No	
195			and required actions and shall contrast with the background and give clear visual and tactile information.	N	N						demonstrating compliance. The toilet module is the 'Comfort Zone'		
196			A visual and audible indication that the alarm system has been operated shall be provided within the toilet.		"		Compliance expected	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
20(1)(i)	(i) each such control shall be operable by the palm of a person's hand exerting a force not greater than 30 Newtons.	5.42	The alarm devices shall be operable by the palm of a person's hand and shall not require a force exceeding 30N to operate.	N	N		Compliance expected	Yes	Yes	Yes	The toilet module is the 'Comfort Zone' manufactured by PCC.eu and has an ISV	No	
197 <b>20(2)</b>	The passageway between the wheelchair space or wheelchair-	4.2.2.7 para	Access to and from wheelchair spaces, wheelchair accessible areas and wheelchair accessible doors shall have a minimum clearway width of	N	N		expected				demonstrating compliance. The toilet module is the 'Comfort Zone'		
	compatible sleeping compartment and that toilet cubicle, shall be not less than 850mm wide at any point and provide a space adjacent to that toilet cubicle for the disabled person in the reference wheelchair to turn the wheelchair around through one	3	wheelchair accessible doors shall have a minimum clearway width of 800mm wide up to a minimum height of 1450mm at any point. The clearway shall be arranged to permit unobstructed movement of the reference wheelchair as detailed in Annex M.				Compliance expected	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
198 N/A	hundred and eighty degrees.  No equivalent requirement	4.2.2.6.3.2	If separate nursery facilities are not provided a facility to enable the changing of babies' nappies shall be incorporated within the universal	N/A	N						The toilet module is the 'Comfort Zone'		
		para 1	changing or babies happies shall be incorporated within the universal toilet. In the lowered position, the changing facility shall be between 800mm and 1000mm above floor level. It shall be a minimum of 500mm wide and 700mm long.				Compliance expected	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
199 N/A	No equivalent requirement	4.2.2.6.3.2	It shall be designed to prevent a baby from inadvertently sliding off, shall have no sharp edges and shall be able to take a minimum weight of 80 Kg.	N/A	N		0				The toilet module is the 'Comfort Zone'		
200		para 2	many to start to go and small be able to take a minimum weight or to reg.				Compliance expected	Yes	Yes	Yes	manufactured by PCC.eu and has an ISV demonstrating compliance.	No	
N/A	No equivalent requirement	4.2.2.6.3.2 para 3	If the baby-change table protrudes into the accessible toilet space, it shall be possible to put it into the stowed position using a force not exceeding 25 Newtons.	N/A	N		Compliance expected	Yes	Yes	Yes	The toilet module is the 'Comfort Zone' manufactured by PCC.eu and has an ISV	No	
201 202 Telephone	s - Reg 21 - N/A						охроской				demonstrating compliance.		
203 Internal De 22(1)	A doorway (other than an external doorway in the side or the end of		Door openings that are made available for wheelchair users shall have a	NIA	N/A	No internal doorways for	N/A						
	a regulated rail vehicle) through which a disabled person in wheelchair must pass to reach a wheelchair space, a wheelchair- compatible sleeping compartment, or the nearest toilet or telephone to that space or compartment shall be not less than 860 millimetres	4.2.2.4.3.1 para 3	minimum clear useable width of 800mm.	N/A	N/A	wheelchair users							
204	A doorway in the end of a vehicle through which a disabled person in a wheelchair must pass to reach a wheelchair space, a wheelchair	4.2.2.4.3.1	Door openings that are made available for wheelchair users shall have a minimum clear useable width of 800mm.	N/A	N/A		N/A						
205	compatible sleeping compartment, or the nearest toilet or telephone to that compartment or space shall be not less than 750 millimetres wide.												
N/A	No equivalent requirement	4.2.2.4.3.1 para 7	Automatic inter-vehicle and consecutive connecting doors shall operate either synchronously as a pair, or the second door shall automatically detect the person moving towards it and open.	N/A	N/A	Manual doors	N/A						
206 207 Boarding   23(1)	Devices  When a wheelchair-compatible doorway in a regulated rail vehicle is		When a wheelchair-compatible doorway in a train is intended to be open, in								No modification required		
25(.)	open at a platform or a tram stop a boarding device must be fitted between that doorway and the platform or stop if a disabled person in a wheelchair wishes to use that doorway, unless the gap between the edge of the door sill of that doorway and the edge of the	4.2.2.12.3.2	normal operation, at a platform at a station that has obstacle free access routes in accordance with 4.12.3.1, a boarding aid shall be provided to be used between that doorway and the platform to allow a passenger in a wheelchair to board or alight, unless it is demonstrated that the gap	Y	Y		Compliance already	Yes	Yes	Yes	No modification required.	No	
	the edge of the door still of that doorway and the edge of the platform or stop is not more than 75 millimetres measured horizontally and not more than 50 millimetres measured vertically	para 1	wheelchair to board or alight, unless it is demonstrated that the gap between the edge of the door sill of that doorway and the edge of the platform is not more than 75mm measured horizontally and not more than 50mm measured vertically.				achieved	162	165	165		NO	
208 23(2)	The surface of a boarding device shall be stip-resistant.	4.2.2.12.3.3 para 4	-	Υ	Υ		Compliance already achieved	Yes	Yes	Yes	No modification required.	No	
23(3)	No boarding device other than a lift or a ramp shall be used.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Boarding aids shall comply with requirements as per the following table: Use of the Not accessible Both wheelchair & Only accessible boarding aid to wheelchair user other user to wheelchair	N/A	N/A		N/A						
		4.2.2.12.3.1	accessible user  Boarding aid Moveable step/ Ramp/bridging Lift/other devices										
		4.2.2.12.3.1 para 1	category other devices plate/other devices										
210			General Category A Category B Category B requirements acc. to:										
210 23(4)	If a regulated rail vehicle is fitted with a lift it shall comply with the following requirements:												
23(5) 23(6)	If the regulated rail vehicle is fitted with a power-operated ramp:  If the regulated rail vehicle is not fitted with a lift or a power-operated ramp, the operator of the vehicle shall provide assistance in	4.2.2.12.3.6	An access ramp shall be either positioned manually by staff whether stored on the station platform or on board, or deployed semi-automatically by	Υ	Y		Compliance already	V	V	V	No modification required.	A1.	
213	deploying and using a separate ramp.  A ramp (whether power-operated or not) shall when in use:	para 3	on the station platform or on board, or deployed semi-automatically by mechanical means, operated by staff or by the passenger.	•	<u> </u>		achieved	Yes	Yes	Yes		No	
23(7)(a)	(a) be fixed securely to the regulated rail vehicle;	4.2.2.12.3.6	When in use for boarding or alighting, the ramp shall be secured in use so that it is not subject to displacement when loading or unloading.	N	N		Compliance	Var	Vac	V	The Portaramp 60 PRR will incorporate	Al.	
215	(b) be not less than 800mm wide and not wider than the opening of	para 7	The ramp surface shall be slip resistant and shall have an effective clear			_	Compliance expected	Yes	Yes	Yes	two location lugs that will interface with two holes in the vehicle footstep.	No	
23(7)(b) 216	the wheelchair-compatible doorway;	4.2.2.12.3.6 para 4	width of a minimum of 760mm.	Y	Υ	1	Compliance already achieved	Yes	Yes	Yes	The Portaramp 60 PRR has a slip resistant surface.	No	
23(7)(c)	<ul> <li>(c) have along each side which is not to be crossed by the wheelchair a protective rim standing at least 50mm higher than the surface of the ramp;</li> </ul>	4.2.2.12.3.6 para 5	Ramps shall have raised edges on both sides to prevent mobility aid wheels from slipping off.	Υ	Y		Compliance already achieved	Yes	Yes	Yes	The Portaramp 60 PRR has a raised sides and has an IC confirming compliance.	No	
217 23(7)(d)	(d) be capable of supporting a weight of not less than 300kg (excluding its own weight);	4.2.2.12.3.3	The device shall be capable of withstanding a concentrated downward vertical load of 2 kN this shall be applied on an surface area of 100 mm *	?	?		Compliance	Yes	Yes	Yes	The Portaramp 60 PRR has a safe	No	
218 23(7)(e)	(e) rest its outer edge securely on the surface of the platform of the station or tram stop; and	para 1 & 2	200 mm at any position on the exposed step surface without causing  When in use for boarding or alighting, the ramp shall be secured in use so that it is not subject to displacement when loading or unloading.	Y	N		expected	103	103	103	working load of 300 kg. The Portaramp 60 PRR will incorporate	,13	
219		4.2.2.12.3.6 para 7					Compliance expected	Yes	Yes	Yes	two location lugs that will interface with two holes in the vehicle footstep.	No	
23(7)(f) 220	(f) be marked on its upper surface by a strip of colour, which shall abut the edge of that surface shall be not less than 50mm wide and shall contrast with the remainder of that surface, and be coloured on		The upstands at both ends of the ramp shall be bevelled and shall not be higher than 20mm. They shall have contrasting hazard warning bands.	?	?		Compliance expected	Yes	Yes	Yes	The Portaramp 60 PRR has an IC confirming compliance.	No	
23(8)	A boarding device which is power-operated shall also be operable manually, and the operator shall provide assistance for such manual operation if the power-operation fails.	4.Z.Z.1Z.3.3		N/A	N/A		N/A				, and the second		
221 <b>23(9)</b>	A boarding device which is power-operated shall not be capable of being deployed unless the vehicle to which it is fitted is stationary.	4224226	In the case of the moving step extending beyond that permitted by the gauging rules, the train shall be immobilised whilst the step is extended.	N/A	N/A		N/A						
222	a manufacture of the second sec	4.2.2.12.3.5 para 3	The state of the s										
23(10)	A boarding device which is carried by a rail vehicle and which is not in use shall be fixed securely to that vehicle so that it does not endanger the safety of persons in that vehicle.	4.2.2.12.3.6 para 10	A secure compartment shall be provided to ensure that stowed ramps, including portable ramps, do not implinge on a passenger's wheelchair or mobility aid or pose any hazard to passengers in the event of a sudden	Y	Y		Compliance already achieved	Yes	Yes	Yes	No modification required.	No	
223 224 Catering	# catering facilities are provided in a regulated rail vehicle or on a	para 10	stop.	_	_	Compliance comested if					No Condendado de Maio		
24	train but there is no passageway for a reference wheelchair from a	N/A		?	?	Compliance expected if catering provided	Compliance	Yes	Yes	Yes	No fixed catering facilities provided. Some services may have a trolley service,	No	
1 1	anose facilities the operator of that venicle of train shall assist a disabled person in a wheelchair by providing a reasonably equivalent catering service to that person in that space or				1		expected	, 03	100	,	which would comply with this regulation.		