

# Written Ministerial Statement

*The content of this written ministerial statement is as received at the time from the Minister. It has not been subject to the official reporting (Hansard) process.*

## Department for Infrastructure

### DEPARTMENT FOR INFRASTRUCTURE – BRITISH GOVERNMENT PUBLICATION OF A NATIONAL TECHNICAL SPECIFICATION NOTICE (NTSN) FOR THE NORTH.

*Published at 10am on Thursday 12 June 2025*

**Ms Liz Kimmins (The Minister for Infrastructure):** The British Government will be publishing a National Technical Specification Notice (NTSN) for the North to meet its requirement to apply the Interoperability EU Directive (2016/797) in the North as part of its commitment in the Windsor Framework. This will ensure that there is continued movement of railway goods, and that the North remains part of the European Union interoperable rail system.

NTSNs set mandatory technical requirements and procedures for the design, build, operation and maintenance of rail vehicles, infrastructure and components applying to both passenger rail and freight. NTSNs replaced EU Technical Specifications for Interoperability (TSIs) in Britain. However, TSIs are still applicable in the North due to the Windsor framework. The publication of an NTSN for the North will provide a legislative basis for TSIs to continue to apply in the North and ensure we remain a part of the interoperable rail system.

The publication of the NTSNs follows a comprehensive review aimed at improving standards for the safety, reliability, technical compatibility, accessibility and environmental protection of the British railway.

The Rail Safety and Standards Board (RSSB) conducted a regulatory impact assessment where they engaged with stakeholders in the local rail sector in the North, DfI and DfT as well as the wider Britain-based rail industry supply chain. This engagement was vital to understand and minimise any impact on the sector that the divergence in standards may have in the North.

While the British Government are making changes to NTSNs, the level of change has been examined by RSSB as introducing very limited divergence and the regulatory impact assessment identified as having little to no impact on the rail sector in the North, specifically in its ability to access other markets and products. This will be critical in ensuring that the rail industry continues to benefit from international supply chains and from the deployment of new rail technology being rolled out across both Britain and Europe.

My Department and officials continue to engage with the local sector in the North, British Government, RSSB and others to ensure we identify and manage any potential impacts of divergence in railway technical specifications.