

Moving Europe towards a  
sustainable and safe railway  
system without frontiers.

## Questions and Answers

### *Webinar: TSIs Revision Package 2022, the Tool for Sustainable Railways*

23 February 2022

**Q:** Is there already an estimated release date for revised TSIs?

**A:** The Agency recommendation to the Commission will be delivered on 30 June, the vote of Member States representatives at the Railway Interoperability and Safety Committee is foreseen at the end of November. Then the publication will take place (consider several weeks for translations).

**Q:** I would like to know if the new version of the TSI will include how to assess the compatibility with the route of vehicles that have been authorized before the entry into force of the interoperability directive, and, therefore, there is no assessment in accordance with the regulations established by the current TSI (for example, vehicles that comply with TSI HS 2002). This may be necessary to ensure that service can continue to be provided on modified, rehabilitated or extended lines. I understand that "grandfather's rights" make it possible to continue circulating based on existing authorizations, prior to the interoperability directive, but these "grandfather's rights" do not make it possible to assess compatibility with the route on lines with similar characteristics to those that vehicles already have authorization

**A:** Route compatibility check is already covered by clause 4.2.2.5.1 and appendix D1 of OPE TSI 2019 773, this process applies to all vehicles and train in operation independently if they have been authorised or in operation before the entry into force of the previous directive 2008/57/EC. The appendix D1 provides the vehicle/train characteristics to be cross checked with the characteristic of the route(s):

- *For vehicle characteristics it is mentioned: Vehicle information (either from ERATV, the technical file, or any other appropriate means of information).*
- *For route characteristics it is mentioned: Route information available in Register of Infrastructure (RINF) or provided by Infrastructure manager until RINF is complete.*

See further detail in [TSI OPE application guide](#).

**Q:** DAC will be defined in new TSI-WAG/LOC/PAS?

**A:** The current proposal is that there will be a specification of the DAC (at least for the mechanical and pneumatic characteristics) in an ERA Technical Document planned to be referenced in the WAG and LOC&PAS TSIs.

**Q:** Will be transition periods for at least some of the 74 topics will be foreseen in the revised TSIs?

**A:** Yes, all TSI changes (for TSIs applicable to vehicles) will be categorised and a transition regime will be defined per category.

**Q:** What is the meaning of the #numbers on the slides?

**A:** This is a link to the request from the commission for the TSI revision package.

**Q:** Does the new issue of TSI regulation will take into consideration Hydrogen Rolling Stock?

**A:** This revision won't include requirements for Hydrogen Rolling Stock.

Q: What determines eligibility to take part in the Working Groups?

A: In general, participants to working groups belong to the National Safety Authorities and to the [Representative Bodies](#). Other entities may also participate as observers such as OTIF and UIC.

Q: Will the reference to updated EN standards in the revised TSIs be analysed with regard to the impact of that on the certification of the existing products? in other words, manufacturers will be forced to certify again their products according to revised TSIs?

A: Yes, all TSI changes (for TSIs applicable to vehicles) will be categorised, and a transition regime will be defined per category. This includes the evolution of standards.

Q: Regarding the rolling stock TSI, will there be an adaption of the TSI with the learnings from the pandemic COVID-19? Specially about ventilation and threatening of air in the train carriages. When I remember well 5000 PPM is now allowed in the TSI, while in schools, restaurants and other places 1200 PPM is seen as a maximum. Seen rolling stock has a long live 30 to 50 years, it is now time to change this value.

A: This aspect doesn't form part of the mandate for the current revision. Some analysis of all those measures will need to be done once the pandemic is over.

Q: Freight wagons of 25t/axle will be in new TSI? Now is a non-regulated zone by TSI.

A: This aspect doesn't form part of the current revision.

Q: Is there any change history available for the reader outside working group?

A: The TSI proposals will be available in track changes mode

Q: Is there a cost-benefit analysis available for the "new" functions/items such as the DAC in the new TSI?

A: There will be a global cost-benefit analysis for the TSI revision and specific ones for some specific points such as the DAC. However, those documents aren't part of the consultation.

Q: Do the revised TSIs incorporate new standards published since 2014 in annex J1?

A: Yes, appendix J1 of TSI LOC&PAS will be updated.

Q: Will the definition of upgrading and renewal (TSI INF) be clarified and what about proposition upgrade: Projects to be upgraded should be fully compliant?

A: Yes, this is part of the Change Request 171 where clear definitions on upgrade and renewal will established together with TSI application cases.

Q: How do you take account with locomotives with DAC?

A: Depending on the maturity of the input provided by EDDP, the requirements for DAC will be introduced in the relevant TSIs.

Q: Will the revised TSI's explain the applicability of their specifications on modified/ changed /updated subsystems?

A: The applicability of the modifications will be further explained through application guides when necessary.

Q: When modules regulation EU/2010/713 will be updated?

A: No. This regulation is not part of the TSI Revision package.

Q: Is it planned to implement any requirements regarding to Hydrogen or/and batteries?

A: This will be not part of the 2022 TSI Revision package but could be introduced for a future revision.

Q: The economical and time aspect has changes in standards. Should be very clearly determined transient period of new revision of standards.

A: Yes, each change will be categorised with a clear transition period.

Q: If a standard quoted in the TSI is an old version, why shouldn't I use the new standard (although the new one is not yet quoted in the TSI)? I propose that the new standard is possible as long as the assessment is not finish yet, because this assessment process takes too long.

A: Along with the TSI Revision package, the list with new ENs that could be considered will be established.

Q: Would you describe 2022 revised TSIs as 'ordinary maintenance' or 'overhaul'?

A: This is up to the European Commission to decide what kind of legal document the revision will be. The Agency addresses only a recommendation on the technical content.

Q: Does the new issue of TSI regulation will take into consideration fix Hydrogen for infrastructure for fuelling stations and all requirements regarding explosion safety?

A: This will be not part of the 2022 TSI Revision package but could be introduced for a future revision.