

TSI revision 2022

Digital Rail and Green Freight

Changes proposed to the chapter 7 of the TSI PRM

Based on the chapter 7 of Commission Regulation (EU) No 1300/2014 –

<i>Version</i>	<i>Date</i>	<i>Comments</i>
1.0	18 March 2022	<p>This document reflects the main proposals for the evolution of the PRM TSI. It contains only the chapter 7 and the new Appendix P, because these are the chapters where changes are proposed.</p> <p>This document should be read as a continuation of the Recommendation ERA-REC-128-2 from 2020 available on ERA website. In particular, the new Appendix P is a categorisation of the changes brought by that Recommendation.</p>

7. IMPLEMENTATION OF THE TSI

7.1. Application of this TSI to new Infrastructure and Rolling Stock

7.1.1. *New Infrastructure*

This TSI is applicable to all new stations in its scope.

This TSI does not apply to new stations which have already been granted a building permit or which are subject to a contract for construction works that is either already signed or under final phase of tendering procedure at the date of application of this TSI. Anyhow, in such cases, PRM TSI 2008¹ has to be applied within its defined scope. For those station projects, where PRM TSI 2008 will have to be applied, it is permissible (but not mandatory) to use the revised version, either totally or for particular sections; in case of application limited to particular sections, the applicant has to justify and document that applicable requirements remain consistent, and this has to be approved by the notified body.

Where stations which were closed for a long time to passenger service are put in service again, this may be treated as renewal or upgrade according to point 7.2

In all cases of construction of a new station, the station manager should organise consultation with the entities in charge of the management of the neighbourhood, in order to enable the accessibility requirements to be met not only in the station, but also for access to the station. In the case of multimodal stations, other transport authorities should also be consulted for access to and from the railway and other modes of transport.

7.1.2. *New Rolling Stock*

(1) This TSI is applicable to all units of rolling stock in its scope which are placed ~~in service on the market~~ after the date of application of this TSI, except where the points 7.1.1.2 '~~Transition phase~~Application to ongoing projects' and 7.1.3.1 ('Rolling stock subsystem') of the LOC&PAS TSI ~~apply~~applies.

(2) Compliance with the PRM TSI 1300/2014 is deemed equivalent to compliance with this TSI, except for the TSI changes listed in Appendix P.

(3) The rules related to the EC type or design examination certificates for the rolling stock subsystem and the associated interoperability constituents shall be as specified in the LOC&PAS TSI clause 7.1.3.

¹ Commission Decision 2008/164/EC of 21 December 2007 concerning the technical specification of interoperability relating to 'persons with reduced mobility' in the trans-European conventional and high-speed rail system (OJ L 64, 7.3.2008, p. 72).

7.2. Application of this TSI to existing Infrastructure and Rolling Stock

7.2.1. Steps of the gradual transition to the target system

This TSI applies to subsystems when they are renewed or upgraded.

This TSI does not apply to renewed or upgraded stations which have already been granted a building permit or which are subject to a contract for construction works that is either already signed or under final phase of tendering procedure at the date of application of this TSI.

This TSI does not apply to renewed or upgraded rolling stock which are subject to a contract already signed or under final phase of tendering procedure at the date of application of this TSI.

For existing infrastructure and rolling stock, the overarching aim of the TSI is to achieve compliance with the TSI through the identification and progressive elimination of existing obstacles to accessibility.

Member States ensure that inventories of assets are organized and adopt implementation plans in order to achieve the aim of this Regulation.

↓ 772/2019 Art. 1.2 and Annex .2

7.2.1.1. Inventory of assets — infrastructure

7.2.1.1.1. Functional and technical architecture

The functions of the inventory of assets consist of:

- (1) identifying the existing obstacles and barriers to accessibility;
- (2) providing practical information to users;
- (3) monitoring and evaluating progress on accessibility.

The architecture for the exchange of accessibility data is provided for in Regulation (EU) No 454/2011 (TAP TSI).

The following standards shall apply for the formatting and exchange of accessibility data:

- (1) CEN/TS 16614-1:2014 Public transport — Network and Timetable Exchange (NeTEx) — Part 1: Public transport network topology exchange format 2014-05-14
- (2) EN 12896-1:2016 Public transport. Reference data model. Common concepts (Transmodel)

For the intended particular usage, a harmonised specific transmodel profile as is provided for in the technical documents referred to in Appendix O, index 1.

7.2.1.1.2. Rules for the input and self-assessment of accessibility data

The rules for the input and self-assessment of accessibility data shall be the following:

- (1) entities that collect the accessibility data relative to assets need not be independent from the daily management of those assets;
- (2) during the first collection of accessibility data pursuant to the entry into force of Commission Implementing Regulation (EU) 2019/772², the state of conformity of stations to this TSI may be inventoried as unassessed;
- (3) where a station, or elements thereof, undergoes an upgrade, renewal work or any type of work foreseen by a national implementation plan for this TSI, the corresponding accessibility data shall be updated, including the state of conformity to this TSI, where relevant;
- (4) the state of conformity to this TSI may be updated on the basis of an ISV as described in point 6.2.4 of this TSI;
- (5) the working order of the equipment does not need to be inventoried.

A data collection tool, the operating modes of which are described in the technical documents referred to in Appendix O, index 2, shall be made available by the Commission.

Alternatively, where structured accessibility data exist and may be converted to the harmonised profile, those data may be transferred after conversion. The methodology for the conversion of existing accessibility data and the communication protocol are provided for in the technical documents referred to in Appendix O, index 3.

7.2.1.1.3. Rules for consultation

From the ERSAD:

- (1) the public shall be able to access information from a public website hosted by the European Union Agency for Railways;
- (2) registered national authorities shall be able to retrieve all accessibility data that are relevant to the Member State;
- (3) the Commission and the Agency shall be able to retrieve all accessibility data.

The ERSAD database hosted by the Agency shall not be linked to other database(s).

7.2.1.1.4. Rules for the management of user feedback

Feedback from users may take the form of:

- (1) institutional feedback from users associations, including organisations representing persons with disabilities: existing structures may be used as long as they include representatives from organisations of persons with disabilities and persons with reduced mobility and reflect the situation at an appropriate level, not necessarily

² Commission Implementing Regulation (EU) 2019/772 of 16 May 2019 amending Commission Regulation (EU) No 1300/2014 as regards inventory of assets with a view to identifying barriers to accessibility, providing information to users and monitoring and evaluating progress on accessibility (OJ L 139 I, 27.5.2019, p. 1).

at a national level. The procedure for giving user feedback shall be organised so as to permit the participation of those organisations on an equal basis;

(2) individual feedback: website visitors shall be provided with the possibility to report incorrect information about accessibility data regarding a particular station and get an acknowledgement that their comment has been received.

In both situations, the feedback from users shall be adequately considered by the entity(ies) responsible for collecting, maintaining and exchanging the data.

↓ 1300/2014

7.2.2. *Application of this TSI to existing Infrastructure*

For infrastructure, the conformity with this TSI is mandatory for those parts that are renewed or upgraded. However, the TSI recognizes that, due to the characteristics of the inherited railway system, compliance of existing infrastructure may be achieved through a gradual improvement of accessibility.

In addition to this gradual approach, the target system for existing infrastructure permits the following exceptions:

- In case an obstacle free route is created from existing footbridges, stairways and subways, including doors, lifts and ticket control machines, compliance with requirements related to dimensions of those in respect of width is not mandatory.
- Compliance with requirements related to the minimum width of the platform is not mandatory for existing stations if the cause of non-compliance is the presence of certain platform obstacles (e.g. structural columns, stairwells, lifts, etc.) or existing tracks that are unlikely to be moveable.
- Where an existing station, or a part of it, is a recognised historic building and is protected by national law, it is allowed to adapt the requirements of this TSI in order not to infringe the national law for the protection of the building.

7.2.3. *Application of this TSI to ~~existing~~ rolling stock in operation or to an existing rolling stock type*

~~Conformity with this TSI is required for those parts that are renewed or upgraded and shall be as described in appendix F. For rolling stock, the conformity with this TSI, for those parts that are renewed or upgraded, shall be as described in appendix F.~~

(1) The rules for managing changes to rolling stock in operation or to an existing rolling stock type shall be as specified in the LOC&PAS TSI, clause 7.1.2 and in this TSI, Appendix F

(2) The Rules for the extension of the area of use for existing rolling stock in operation before 19 July 2010 or having an authorisation in accordance with Directive 2008/57/EC shall be as specified in the LOC&PAS TSI, clause 7.1.4.

APPENDIX P: CHANGES OF REQUIREMENTS AND TRANSITION REGIMES

Changes with a generic transition regime:

For TSI clauses listed in table 1, conformity with the previous TSI does not lead systematically to conformity with this TSI. However, for projects already in design phase when this TSI enters into force, the requirement from the previous TSI can still apply for a duration of 7 years from the entry into force of this TSI. Projects in production phase and rolling stock in operation are not affected by the TSI requirements listed in table 1

Table 1 – transition regime of 7 years

<u>TSI clause(s)</u>	<u>TSI clause(s) in previous TSI</u>	<u>Explanation of the TSI change</u>
<u>4.2.2.1.1 point (1a)</u>	<u>No requirement</u>	<u>New requirement precisising the correct position of the handle</u>
<u>4.2.2.2 point (8)</u>	<u>4.2.2.2 point (8)</u>	<u>More precise wording of the requirement</u>
<u>4.2.2.3.2 point (8)</u> <u>When a door is closed locally (by a passenger or crew), a door closing signal shall be given; it shall start following the operation of the control device and shall continue until the door is closed</u>	<u>No requirement</u>	<u>New requirement</u>
<u>4.2.2.3.2 point (11)</u>	<u>No requirement</u>	<u>New requirement</u>
<u>4.2.2.11.1 point (3)</u> <u>The technical documentation requested in point 4.2.12 of the LOC&PAS TSI shall include information about:</u> <u>• the height and offset of the theoretical platform resulting in a vertical gap (δv-) of 160 mm and in a horizontal gap (δh) of 200 mm from the point situated in the central position of the nose of the rolling stock's lowest step on a straight level track.</u>	<u>No requirement</u>	<u>New requirement</u>
<u>5.3.2.6 (1)</u>	<u>5.3.2.6 (1)</u>	<u>Restriction of the possibilities given</u>
<u>6.2.3.3</u>	<u>No requirement</u>	<u>New requirement referring to a specific standard on contrast</u>
<u>7.3.2.6. Step position for vehicle access and egress)</u> <u>Specific Case Spain 'P'</u>	<u>7.3.2.6. Step position for vehicle access and egress)</u>	<u>New requirement applicable to 1668 mm track gauge vehicles</u>

	<u>Specific Case Spain 'P' for the 1 668 mm gauge network</u>	
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[Changes with a specific transition regime:](#)

[For TSI clauses listed in table 2, conformity with the previous TSI does not lead systematically to conformity with this TSI. However, for projects already in design phase when this TSI enters into force, the requirement from the previous TSI can still apply according to the specific transition regime described in the table. Projects in production phase and units in operation are affected by the TSI requirements listed in table 2 according to the specific transition regime described in the table.](#)

[Table 2 – Specific transition regime](#)

<u>TSI clause(s)</u>	<u>TSI clauses(s) in previous version</u>	<u>Explanation on TSI change</u>	<u>Transition regime</u>			
			<u>Design phase not started</u>	<u>Design phase started</u>	<u>Production phase</u>	<u>units in operation</u>
<u>Not applicable</u>						