

TSI Open Days

Day 2

27 & 28 November 2024 | Budapest, Hungary



EUROPEAN
UNION
AGENCY
FOR RAILWAYS

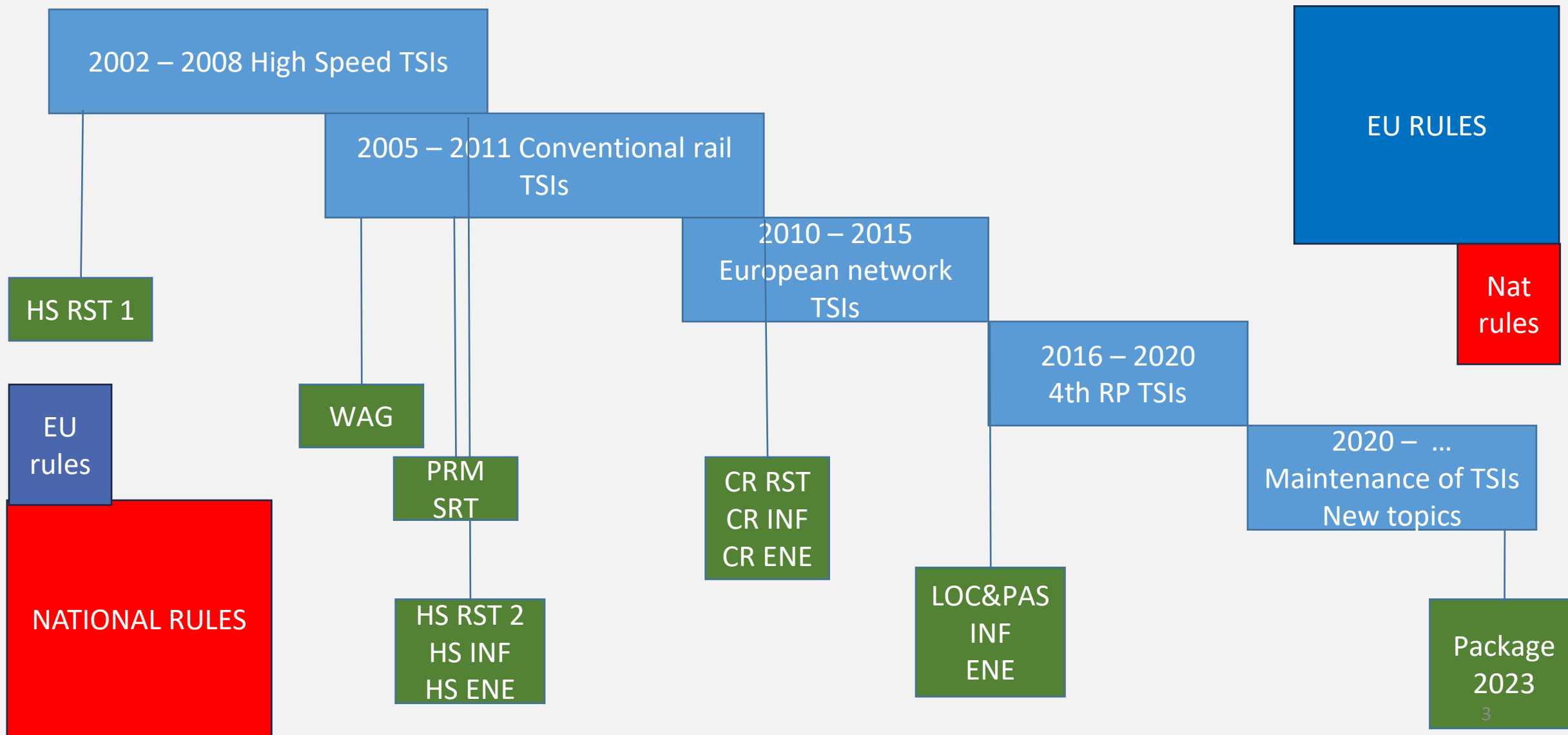


Future TSIs

The packages 2026 and 2028



Reminder, chronology of TSIs (not exhaustive)



ERA future work on TSIs?

Rrrr....
TSIs are
completed...
I am quiet for
a while



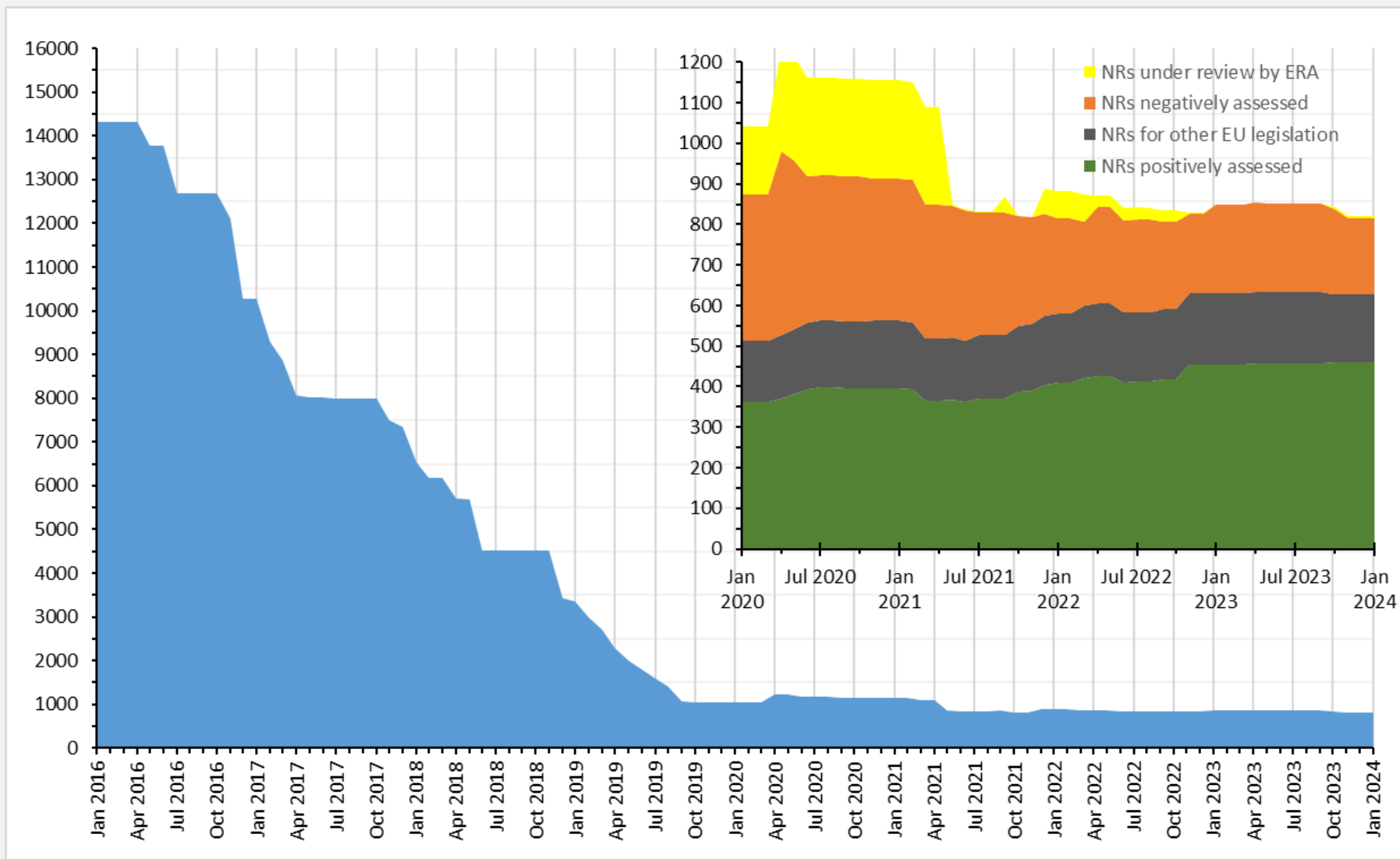
BUT...

1 – Policy objectives





3 – Remaining national rules



Nat
rules

A new request from European Commission to ERA for the next TSI revisions

Next slides are from the European Commission

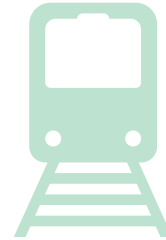


High-level goals of technical development

Goals, such as here below, must be balanced:



Clarity and transparency of technical and operating priorities, with corresponding implementation timeframes and/or migration strategies



Complete the Single European Railway area (SERA) through stopless border crossings



Reduce complexity and eliminate duplication in requirements for testing, verification and authorisation processes



Reduction of future rail system cost



Accessibility and more sustainability of rail transport



Rapid uptake of innovation (e.g. EURail JU STIP), modernisation and digitalisation of the rail sector to support a future-proof mobility and transport system

Multiannual EC request for ERA recommendations

Request identifies topics, their description, goals and priority targets

- **Clarity** of EC request for ERA recommendations

Timeline for assignment of short-, mid-, and long-term delivery

- **Predictability** of workflows and of need to commit expertise

ERA to report yearly at June RISC, on progress, constraints and suggested adjustments

- **Keeping track of targets and allowing flexibility** to tackle external constraints (e.g. due to the delivery of external input e.g. EU-Rail JU, EN standards)

Commission to manage delivery of TSIs through RISC rolling plan

- **Predictability** of the availability of harmonised legal requirements and of corresponding binding implementation

ERA Working Programme

- EC will ask from the Agency to create and work according to a Working Programme to cover the entire request, and ensure that it is reflected in ERA's annual SPD adopted by ERA's management board
- The Working Programme shall be developed by ERA in collaboration with EC and input from their Working Parties
- The Working Programme shall indicate feasible timeframes for timely delivery, taking into account (inter)dependencies as well as delivery of external inputs (e.g. EU-RAIL)



Principles for assignment of timeframes

Short-term deliverables

- Urgent and vital for operations
(eg. FRMCS, DAC, integration of registers)
- Overdue deliverables
(eg. PRM common criteria, Inventory of Assets)

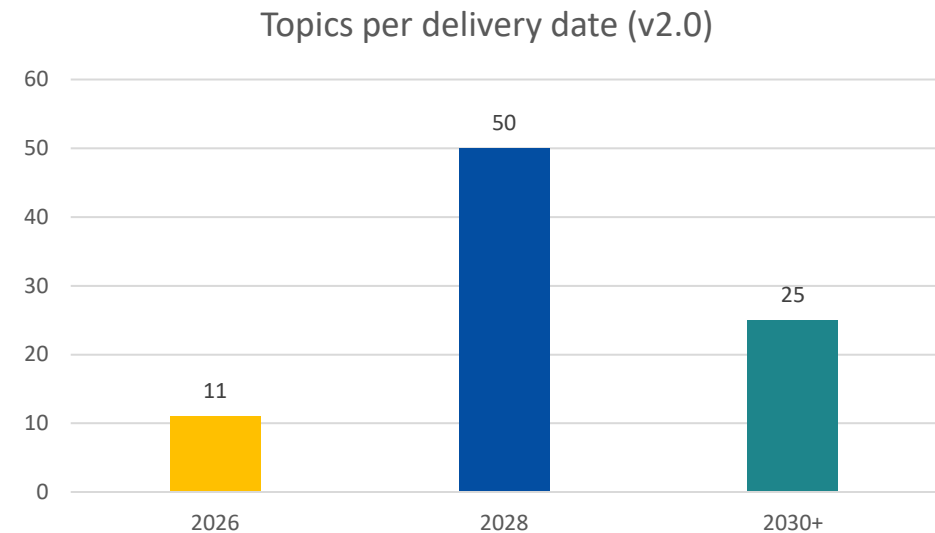
Mid-term deliverables

- Topics of high importance, on which work is on-going or can be delivered in the mid term
(eg. harmonisation of ETCS engineering and operational rules, accessibility aspects, improving/simplifying authorisation provisions)
- Recurring activities
(eg. harmonisation to allow continuous cleaning-up of national rules)

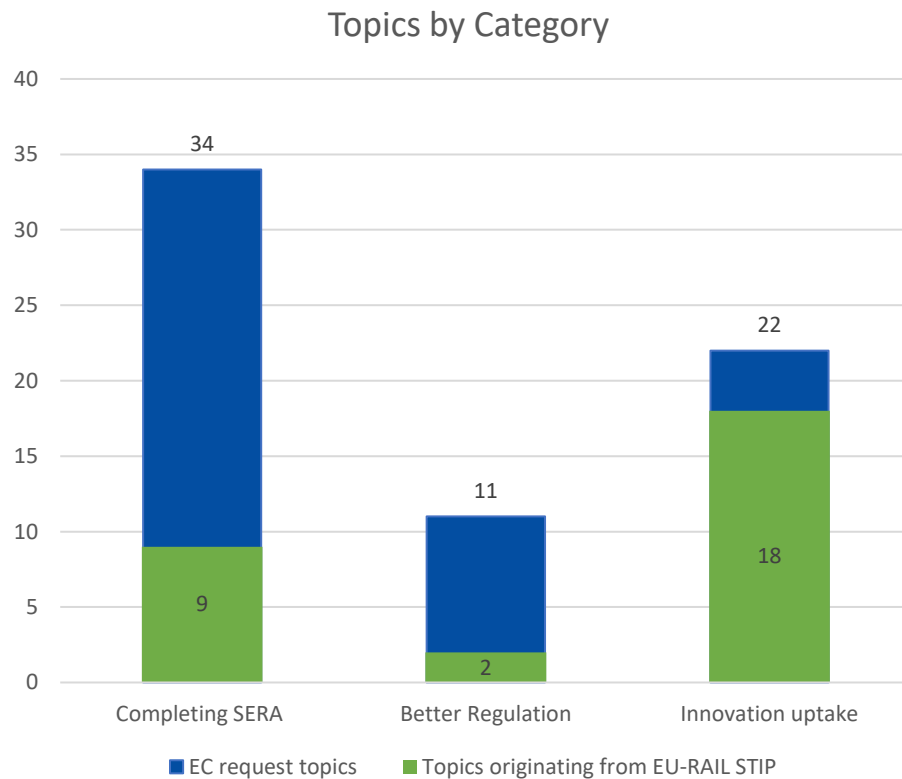
Long-term deliverables

- Anticipated topics of high importance
- Maturity, further research/testing needs require a longer timeframe

EC request v2.0 (12 June)



Overview of topic categories and goals



Completing SERA

- Increase harmonisation, improve administrative processes, reach goals of Green Deal

Better Regulation

- Increase legal certainty and efficiency of implementation of legal framework

Innovation uptake and future-proof rail system

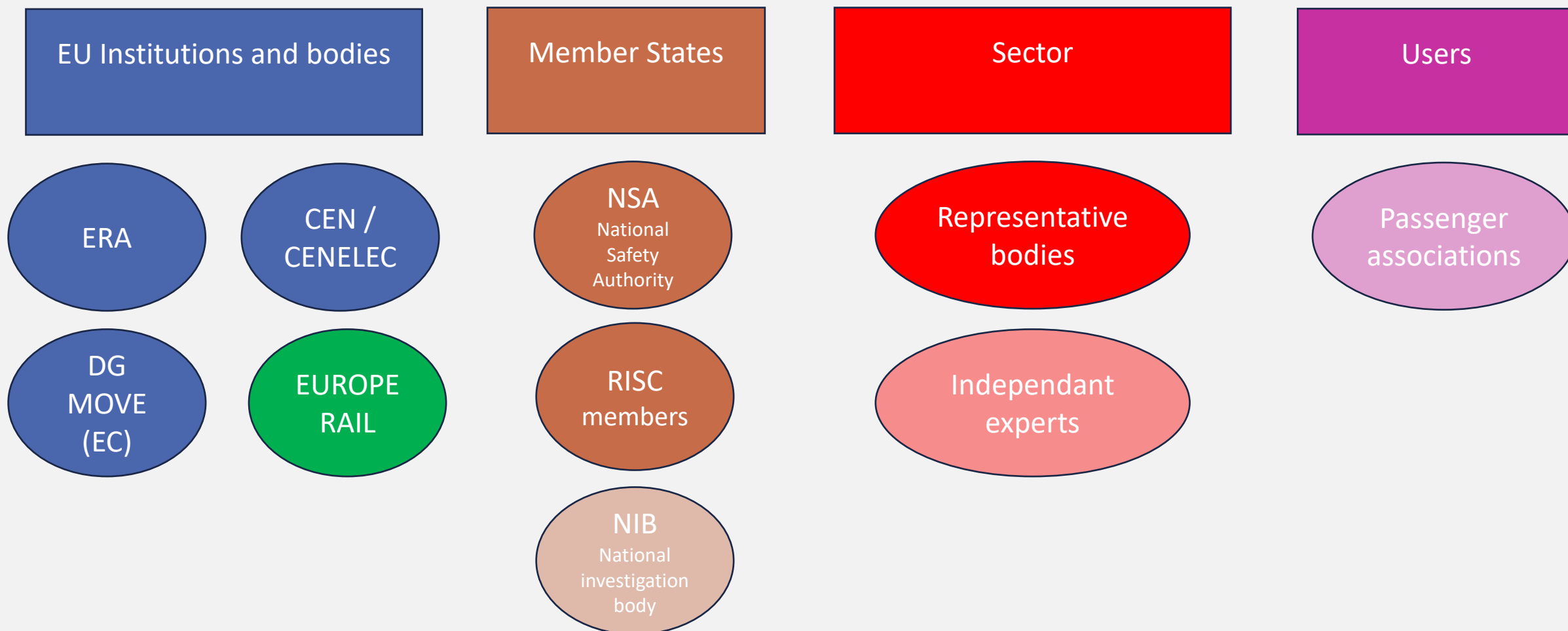
- Include innovation from eg. EU-RAIL and digitalisation-related activities to increase efficiency

~40% of action items originating from/with interface to EU-RAIL STIP

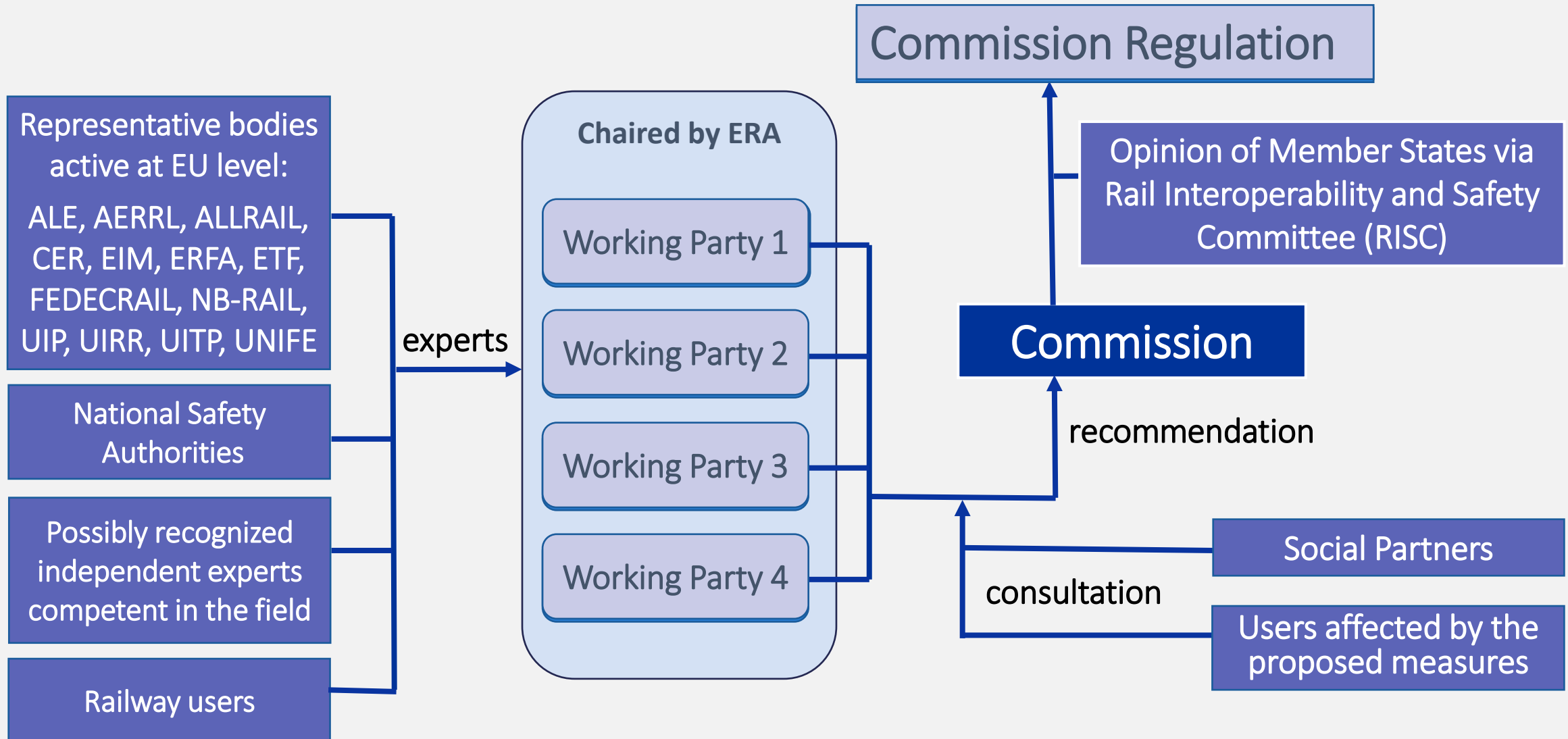
The actors of the revision



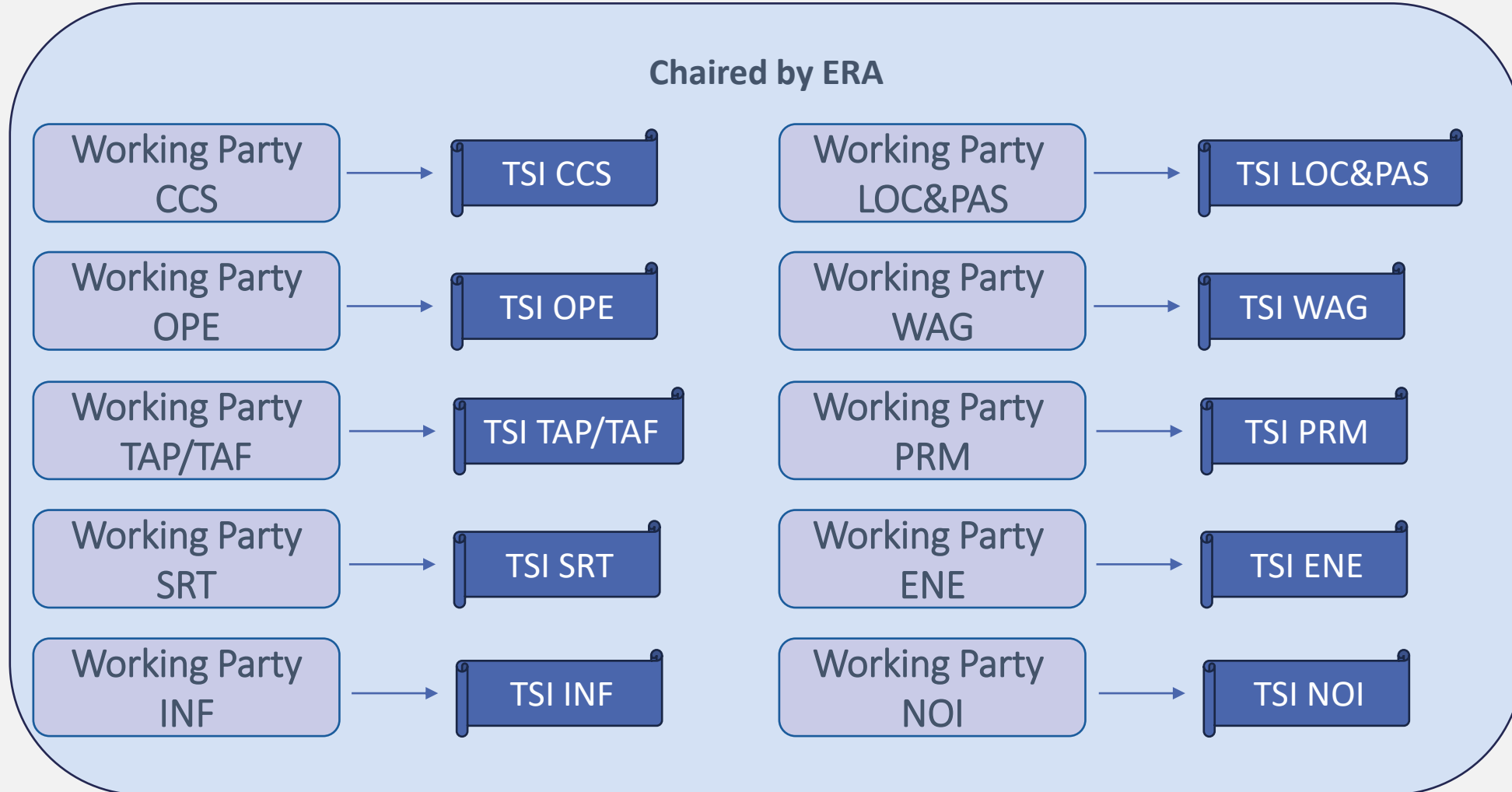
In a nutshell

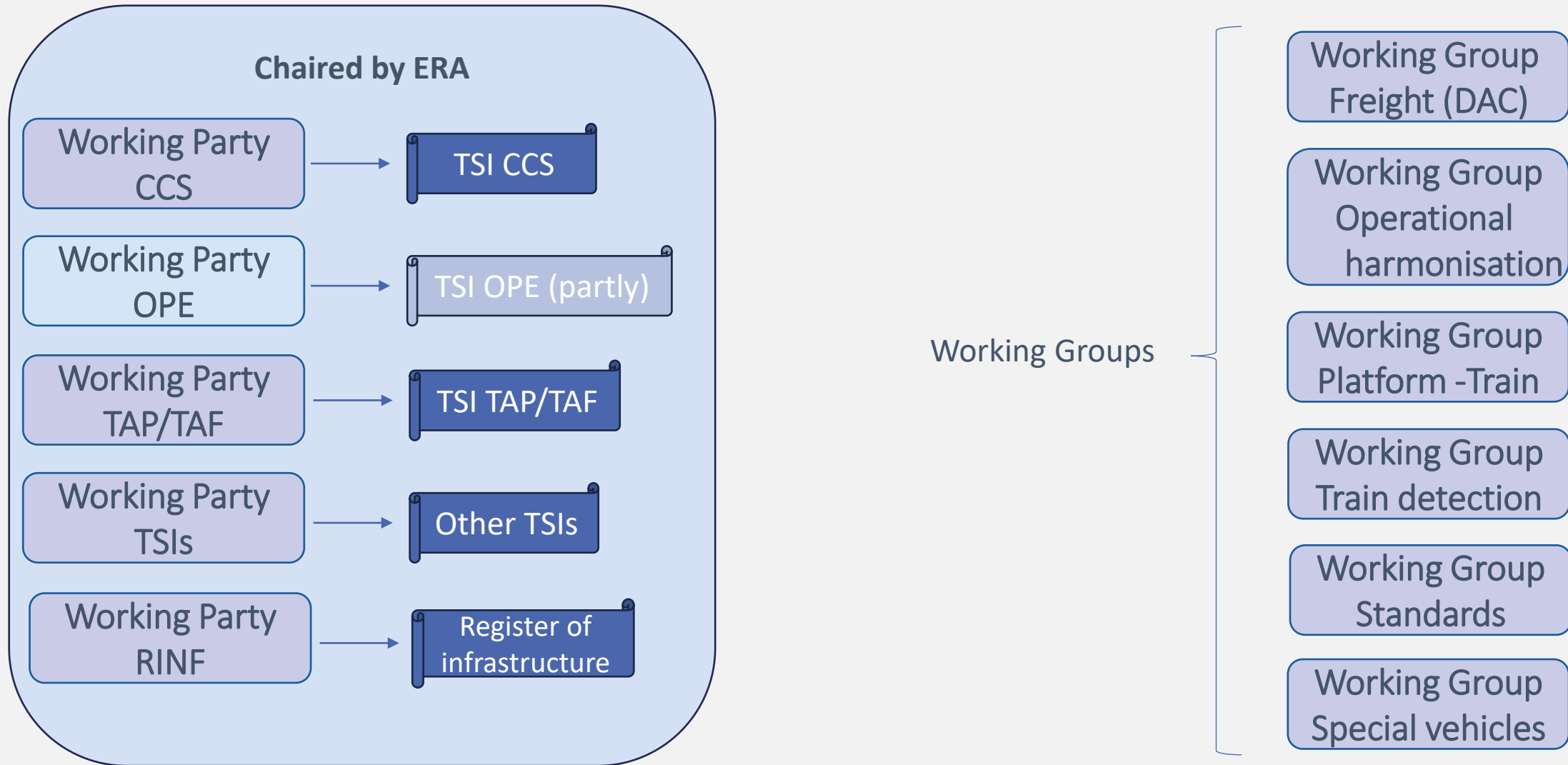


The TSI revision working process

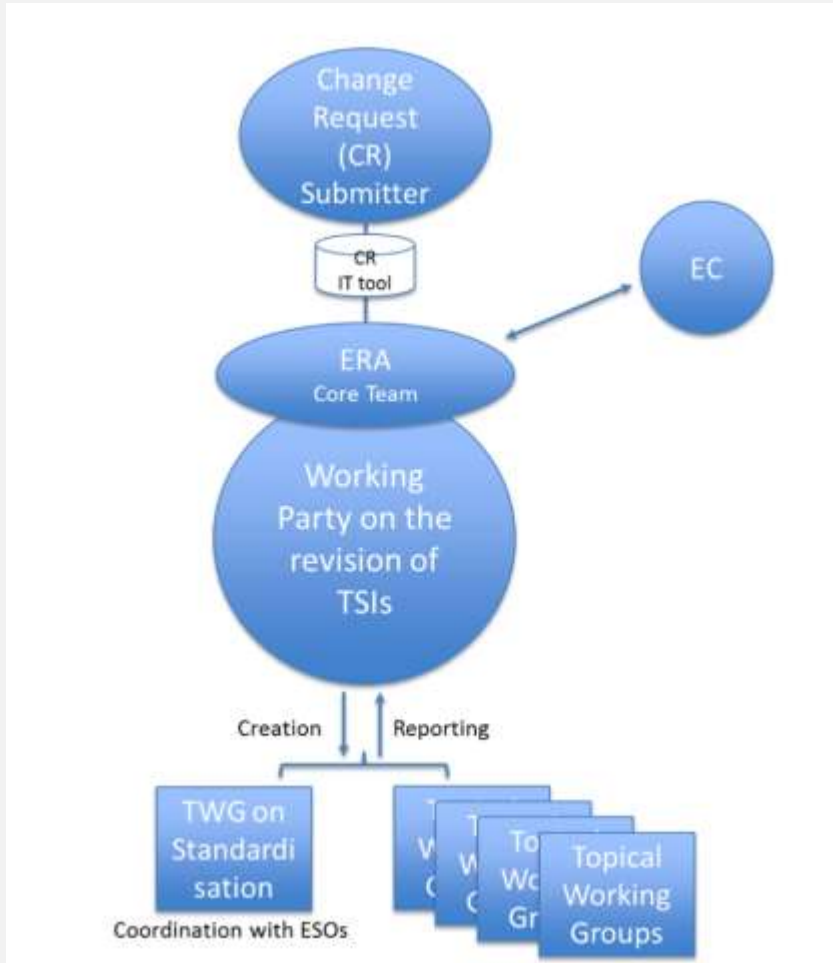


An organisation per TSI to develop all specifications





Working with change requests



Example:

EC list → Integrating special vehicles in the scope of TSI

ERA → Creation of Change Request CR698:

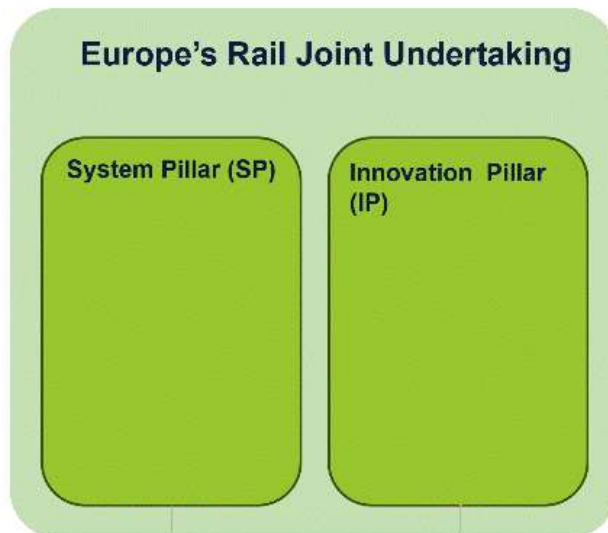
- For OTMs, review EN 14033-1 to ensure it is aligned with TSI
- Clarify the TSI requirements applicable to the special vehicles and the applicability of WAG TSI

ERA and Working Party → Proposal to create a dedicated working group

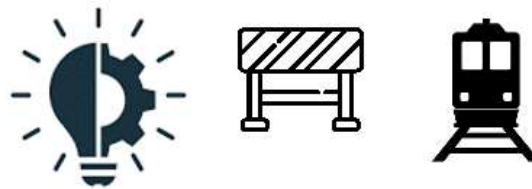
Working Group Special Vehicles → Work and make a proposal on the points above to the Working Party

Contribution from Europe Rail

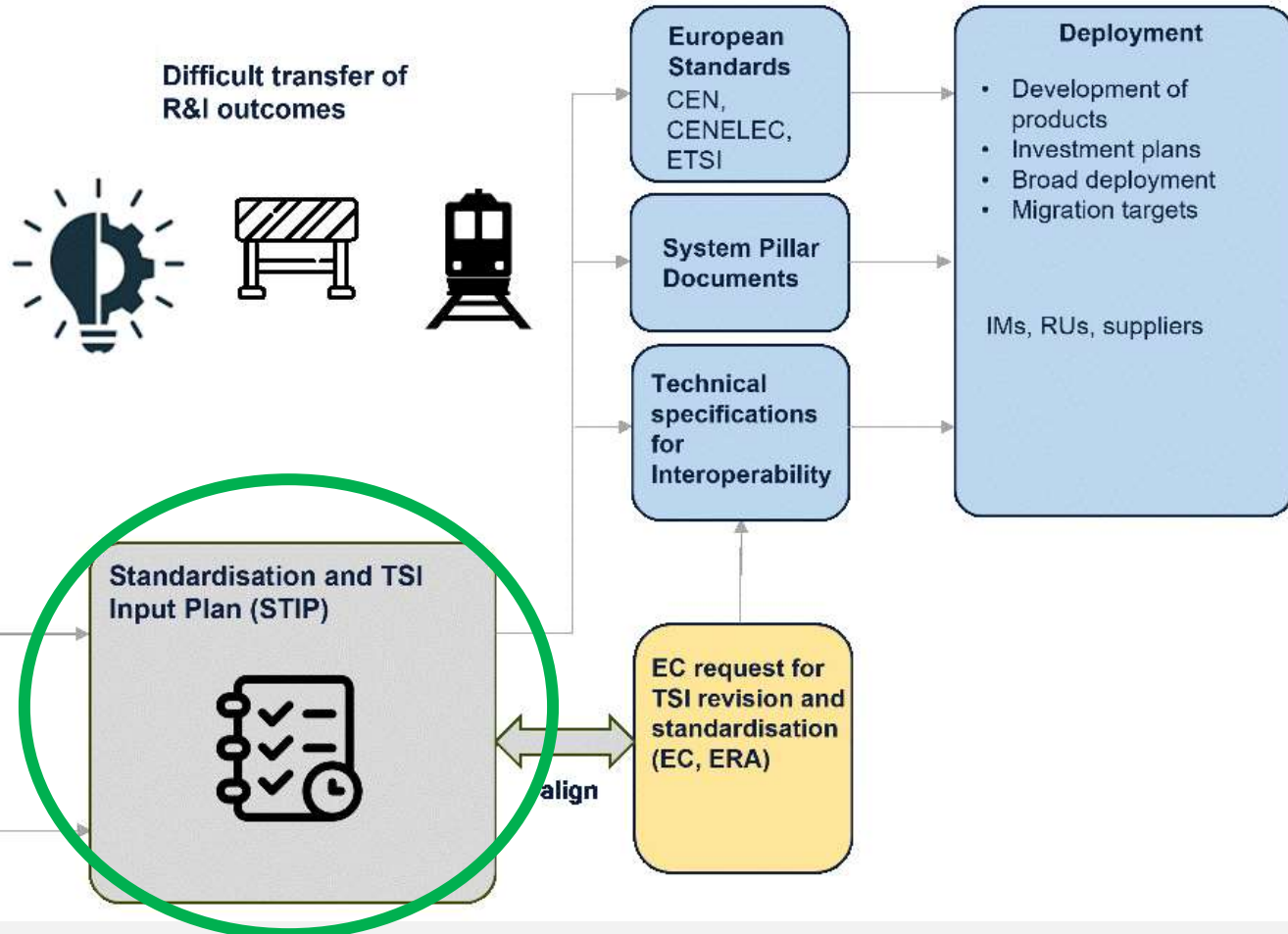
Innovation and Development activities



Difficult transfer of
R&I outcomes



Standardisation, Regulation and Deployment



The topics of the revision



Recommendation in December 2026

Main topics

1. Train Detection Systems – more harmonisation
2. Safety of loading semi-trailers on pocket wagons
3. Revision of the National Implementation Plans of the Technical Specification for Interoperability on accessibility for Persons with Reduced Mobility (PRM TSI)
4. Preliminary specifications for the Digital Automatic Coupler – DAC
5. Implementation of Future Railway Mobile Communication System (FRMCS)
6. Harmonised Cybersecurity measures
7. Digitalisation of infrastructure information

Recommendation in December 2028

Some rolling stock topics

1. Harmonisation of driver's cabin
2. Improvement of the interface between the platform and the train (accessibility)
3. Further integration of 1520mm and 1600 mm networks
4. Revision of the provisions applicable to Special Vehicles
5. Closing the remaining open points (aeodynamics, eddy current, fire containment...)
6. Formal improvement of all TSIs (clearer text, distribution of requirements, review of Interoperability Constituents...)
7. All specifications of the Digital Automatic Coupler
8. Alternative fuel and energy savings

Recommendation in December 2028

Some CCS and operational topics

1. Stepwise CCS evolution - ETCS SV 3.1 compatible
2. Harmonisation of engineering rules
3. CCS on-board modularity
4. Advanced safe train positioning
5. Harmonised operational rules

Questions?



EUROPEAN
UNION
AGENCY
FOR RAILWAYS

This presentation is for the purpose of information only. A binding interpretation of EU law is the sole competence of the Court of Justice of the European Union.

The information contained in this presentation may be re-used provided that the European Union Agency for Railways (ERA) is always mentioned as the source of the material and without altering the original meaning or message of the content. Such acknowledgment must be included in each copy of the material.

The above-mentioned permission does not apply to content supplied by third parties. Therefore, for documents where the copyright lies with a third party, permission for reproduction must be obtained from the copyright holder.



THANK YOU

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

Follow us:

