

Making the railway system
work better for society.

DRAFT RECOMMENDATION N. ERA-REC-128 OF THE EUROPEAN UNION AGENCY FOR RAILWAYS

ON

**The amendment of Commission Regulation (EU) No 1300/2014
concerning the technical specification for interoperability relating to
accessibility of the Union's rail system for persons with disabilities and
persons with reduced mobility**

THE EXECUTIVE DIRECTOR

HAVING REGARD TO Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004, hereafter referred to as the 'Agency Regulation', in particular Articles 4 and 19 thereof,

HAVING REGARD TO Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union, in particular Article 5 thereof,

Whereas

- (1) The Article 7 of Commission Regulation (EU) No 1300/2014 of 18 November 2014 concerning a technical specification for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility (TSI PRM) requires the chapter 7 of the Annex to be amended for specifying the characteristics of the Inventory of Assets, including on content, data format, functional and technical architecture, operating mode, rules for data input and consultation, and rules for self-assessment and designation of the entities responsible for data provision.
- (2) In accordance with Article 5 of the Agency Regulation and with Article 7 of Commission Regulation (EU) No 1300/2014, a working party has been established for making a proposal for a recommendation as regards the minimum structure and content of data to be collected for the inventories of assets. This working party has completed its work in [*to be completed*], and as a result, the Agency has finalised the corresponding amendments to the TSI PRM.
- (3) The working party considered that there was a need to specify a new tool only for the characteristics of accessibility of passenger railway stations; for rolling stock, existing tools developed or under development, such as the register of rolling stock, will be able to fulfil the needs.
- (4) In order to avoid a long and expensive process, third party assessments should not be required to collect the data relative to the accessibility of stations. Consequently, the state of conformity to the TSI PRM should not be verified during the initial data collection. As a counterpart, feedback from passengers should be encouraged and processes should be in place to ensure this feedback is considered.
- (5) When a station (or elements thereof) undergoes an upgrade, renewal or any work required by a National Implementation Plan of the TSI PRM, the information relative to the state of conformity to the TSI PRM of the said station (or elements thereof) should be collected.
- (6) To support the development of multimodal travel information, the data relative to the accessibility of stations should be interoperable, i.e. formatted and exchanged according to standard protocols. The boundaries of the data collection should be clear in particular in stations where a change to another mode of transport is possible.

- (7) Ticket vendors and railway undertakings should provide the information relative to the accessibility of stations for which they propose timetable information or offer ticketing. These information should be made available to the public together with the timetable or pricing information.
- (8) The proposed amendments have no direct impact on the social environment or working conditions of workers in the industry, nor on the rail freight customers. Therefore, no consultation of the social partners and rail freight customers, as provided for in Articles 6 and 7 of the Agency Regulation, correspondingly, is necessary.
- (9) In addition to being represented in the Working Party, passengers associations, including representatives of persons with disabilities and persons with reduced mobility, had the opportunity to provide their comments: a consultation as required in article 5(7) of Directive 2016/797 and in article 7 of Regulation 2016/796 was organized for that purpose.

HAS ADOPTED the following recommendation:

1. The TSI PRM should be amended as set out in Annex of this recommendation.
2. The following considerations should be taken into account and included in the Regulation to be adopted for this amendment to the TSI PRM:
 - References to the Interoperability Directive should be reviewed considering the 4th railway package.
 - The following milestones for the development of the system should be specified:
 - a. Finalization of the technical developments (central database and public website) by the Agency : EIF+18 months.
 - b. Central database populated with existing stations:
 - EIF+24 months 33% of data collected or stations for which data are complete;
 - EIF+ 36 months: 100% of data collected or stations for which data are complete;
 - c. Member States which identify difficulties in meeting those objectives may extend the time for populating the database by one year. This extension should be notified to the Commission with its justification;
 - The progress of data provision should be monitored by the Agency via an appropriate indicator;
 - The data collection tool, central database and public website should be evaluated by the Agency after EIF+ 30 months. The evaluation should cover all aspects of the system, from the data collection to the feedback by users. A report of the evaluation should be issued.

3. The following considerations should be taken into account by the working party in charge of revising Regulation 454/2011 of 5 May 2011¹ (TSI TAP):

- The data collected for the inventory of assets should be considered for the fulfilment of the requirement in point 4.2.6.1 of the TSI TAP relative to the “conditions of access to the station building and platforms, including whether the station is classified as accessible for PRMs and whether is staffed for PRM support”,
- The entities exchanging those data should be required to take part in the TAP architecture and to make those data available for transfer,
- The technical documents TECDOC1, TECDOC2 and TECDOC3 listed in the Annex should be referenced in the next revision of the TSI TAP and, from then, form an integral part of the corpus of technical documents of the TSI TAP.

This recommendation is addressed to the European Commission.

Valenciennes,

Josef DOPPELBAUER

Executive Director

Annex: recommendation for the revision of the TSI PRM

¹ Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system - OJ L 123, 12.5.2011, p. 11–67

ANNEX

The annex to Regulation (EU) No 1300/2014 is amended as follows:

(1) The following points are inserted:

7.2.1.1 Inventories of Assets – Infrastructure

In this section, the word “data” refers to the information relative to the accessibility of passenger railway stations that need to be collected, maintained and exchanged; these data are listed in Appendix O.

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.

For doing so, the proposed architecture favours a mostly peer-to-peer type of interaction between all actors, including the European Union Agency for Railways, while guaranteeing the overall integrity and consistency of the rail interoperability community by providing a set of centralised services. It is based on the architecture for data exchange described in Regulation (EU) No 454/2011² (TSI TAP).

For the sake of interoperability of data within the railway system and in order to manage possible connections with other modes of transport in the future, the following standards shall be applied for the formatting and exchange of data:

- CEN/TS 16614-1:2014 Public transport - Network and Timetable Exchange (NeTEx) - Part 1: Public transport network topology exchange format 2014-05-14
- EN 28701:2012 Intelligent transport systems - Public transport - Identification of Fixed Objects in Public Transport (IFOPT).

For the particular usage that is intended, a harmonized specific profile of NeTEx has been defined, which is described in the technical document TECDOC1.

7.2.1.1.2 Collection, maintenance and exchange of the data

Each Member State shall decide which entity(ies) is (are) in charge of collecting, maintaining and exchanging the data.

At Member State level, there is no limitation in the number of entities that may collect, maintain or exchange the data.

At station level, there shall be a unique entity exchanging the data. This entity shall be either the Station Manager when appointed, the Infrastructure Manager, a Railway Undertaking operating in the station or any organisational entity in a Member State.

² Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system - OJ L 123, 12.5.2011, p. 11–67

Until the architecture for data exchange described in the TAP TSI article 7.3 (c)³ is completely operational, the data exchange will consist in a transfer to the Database on Accessibility of European Railway Stations, a database hosted by the European Union Agency for Railways.

7.2.1.1.3 Rules for data input and self-assessment

The data consist in a description of the characteristics and equipment of the passenger railway stations; where relevant this description is complemented with the state of conformity to this TSI.

The rules for data input shall be the following:

1. Entities that collect the data relative to certain assets need not be independent from the daily management of those assets;
2. During the initial collection of data, the state of conformity of stations to this TSI may be inventoried as unassessed;
3. When a station (or elements thereof) undergoes upgrade or renewal works or any type of work required by a National Implementation Plan of this TSI, the corresponding data shall be updated including the state of conformity to this TSI;
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 condition of the equipment needs not be inventoried.

A data collection tool whose operating modes are described in technical document TECDOC2, is made available by the European Commission.

Alternatively, when structured data exist that fulfil, even partly, the list given in Appendix O and that can be converted to the harmonized model, these data can be transferred after conversion. The methodology for the conversion of existing data and the communication protocol are given in the technical document TECDOC3.

7.2.1.1.4 Rules for the management of user feedback

Feedback from users may take the form of:

- Institutional feedback from users associations: existing structures can be used as long as they include representatives of disabled person's organisations and reflect the situation at an appropriate level (i.e. not necessarily national).
- Individual feedback: website visitors will have the possibility to report incorrect information at a particular station.

Member States shall ensure that, in both cases above, the feedback from users is adequately considered by the entity(ies) is (are) in charge of collecting, maintaining and exchanging the data.

7.2.1.1.5 Rules for consultation

From the database:

- The public will be able to access information from a public website hosted by the European Union Agency for Railways;
- Registered national authorities will be able to retrieve all data that are relative to their country;

³ COMMISSION REGULATION (EU) No 1273/2013 of 6 December 2013 amending Regulation (EU) No 454/2011 on the technical specification for interoperability relating to the subsystem 'telematics applications for passenger services' of the trans-European rail system

- The European Commission and the European Union Agency for Railways will be able to retrieve all data.

The database hosted by the European Union Agency for Railways may not be linked to other database.

Appendix – List of Technical Documents

Reference	Label
TECDOC1	Specification of the harmonized specific profile of NeTEx used for the description of stations
TECDOC2	Data collection tool operating modes
TECDOC3	Methodology for the conversion of existing data including description of the external interface and the exchange protocol of the data collection tool

Appendix O – Data to be collected for the Inventories of Assets for Infrastructure

STATION GENERAL CHARACTERISTICS	FORMAT	TSI-COMPLIANCE
Name of station	[CharacterString]	[Yes/Unassessed/Partly]
Station code	[CharacterString]	
Station Address	[CharacterString]	
City name	[CharacterString]	
GPS coordinates	[CharacterString]	
Station Reference point	Main station entrance/ Alternative station entrance/ Assistance point/ Information desk/ Platform/ Meeting point/ No reference point	

For each platform	FORMAT	TSI-COMPLIANCE
Step-free access from reference point	[Yes/Yes with lift/Yes with ramp/No/To be Completed]	[Yes/Unassessed/Partly]
Consistent tactile path with Braille or tactile information on handrails and walls from reference point	[Yes/No/ To be Completed/Partially]	[Yes/Unassessed/Partly]
Contrasted stairs with tactile walking surface indicators from reference point	[Yes/No/Not Applicable/To be Completed/Partially]	[Yes/Unassessed/Partly]
Highlighting of transparent obstacles from reference point	[Yes/No/Not Applicable/To be Completed/Partially]	[Yes/Unassessed/Partly]

Tactile and contrasting walking surface indicators along the platforms	[Yes/No/To be Completed/Partially]	[Yes/Unassessed/Partly]
Ticket control barriers to access platforms	[Yes/No/To be Completed/]	
Wheelchair accessible ticket control barriers	[Yes/No/Not Applicable/To be Completed/Partially]	[Yes/Unassessed/Partly]
Complementary information about accessibility or about the service itself	[CharacterString]	

Access to trains per platform	FORMAT	TSI-COMPLIANCE
Level access for wheelchair users	[Yes/No/To be Completed/Dependent of the train]	
Boarding devices on platform	[No/Not Applicable/To be Completed/Ramps/Lifts]	[Yes/Unassessed/Partly]
Complementary information about accessibility or about the service itself	[CharacterString]	

PRM assistance	FORMAT	TSI-COMPLIANCE
Assistance offered to access to and from platforms and trains	[Yes/No/Not Applicable/To be Completed/Partially]	
Conditions for assistance	[CharacterString]	
Boarding assistance without prior notification	[Yes/No/Not Applicable/To be Completed/Dependent of the train]	
Possibility to get alternative transport	[Yes/No/Not Applicable/To be Completed/Partially]	
Conditions for alternative transport	[CharacterString]	

Signage	FORMAT	TSI-COMPLIANCE
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Visual information at eye level in the station	[Yes/No/To be Completed/Partially]	[Yes/Unassessed/Partly]
Visual signage		[Yes/Unassessed/Partly]
Complementary information about accessibility or about the service itself	[CharacterString]	

Dynamic information	FORMAT	TSI-COMPLIANCE
Dynamic visual information system	[Yes/No/To be Completed/Partially]	[Yes/Unassessed/Partly]
Dynamic spoken information system	[Yes/No/To be Completed/Partially]	[Yes/Unassessed/Partly]
Remotely controlled audible devices to get information	[Yes/No/To be Completed/Partially]	
Complementary information about accessibility or about the service itself	[CharacterString]	

For each Information desk	FORMAT	TSI-COMPLIANCE
Opening hours	[CharacterString]	
Wheelchair accessible counter	[Yes/No/To be Completed]	[Yes/Unassessed/Partly]
Counter including induction loop system	[Yes/No/To be Completed]	[Yes/Unassessed/Partly]
Step-free access from reference point	[Yes/Yes with lift/Yes with ramp/No/To be Completed]	[Yes/Unassessed/Partly]
Consistent tactile path with Braille or tactile information on handrails and walls from reference point	[Yes/No/To be Completed/Partially]	[Yes/Unassessed/Partly]
Contrasted stairs with tactile walking surface indicators from reference point	[Yes/No/Not Applicable/To be Completed/Partially]	[Yes/Unassessed/Partly]
Highlighting of transparent obstacles from reference point	[Yes/No/Not Applicable/To be Completed/Partially]	[Yes/Unassessed/Partly]

Complementary information about accessibility or about the service itself	[CharacterString]	
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For each Ticketing facility	FORMAT	TSI-COMPLIANCE
Staffed ticket vending	[Yes/No/To be Completed]	
Opening hours	[CharacterString]	
Wheelchair accessible ticket vending counter	[Yes/No/Not Applicable/To be Completed]	[Yes/Unassessed/Partly]
Ticket vending counter including induction loop system	[Yes/No/Not Applicable/To be Completed]	[Yes/Unassessed/Partly]
Ticket vending machine or equivalent (card refilling)	[Yes/No/To be Completed]	
Wheelchair accessible ticket vending machine	[Yes/No/Not Applicable/To be Completed]	
Vending machine with audio and tactile features	[Yes/No/Not Applicable/To be Completed/Partially]	
Step-free access from reference point	[Yes/Yes with lift/Yes with ramp/No/To be Completed]	[Yes/Unassessed/Partly]
Consistent tactile path with Braille or tactile information on handrails and walls from reference point	[Yes/No/To be Completed/Partially]	[Yes/Unassessed/Partly]
Contrasted stairs with tactile walking surface indicators from reference point	[Yes/No/Not Applicable/To be Completed/Partially]	[Yes/Unassessed/Partly]
Highlighting of transparent obstacles from reference point	[Yes/No/Not Applicable/To be Completed/Partially]	[Yes/Unassessed/Partly]
Complementary information about accessibility or about the service itself	[CharacterString]	

For Each toilets	FORMAT	TSI-COMPLIANCE
Wheelchair accessible toilets	[Yes/No/ To be Completed/Partially]	[Yes/Unassessed/Partly]

Step-free access from reference point	[Yes/Yes with lift/Yes with ramp/No/To be Completed]	[Yes/Unassessed/Partly]
Consistent tactile path with Braille or tactile information on handrails and walls from reference point	[Yes/No/To be Completed/Partially]	[Yes/Unassessed/Partly]
Contrasted stairs with tactile walking surface indicators from reference point	[Yes/No/Not Applicable/To be Completed/Partially]	[Yes/Unassessed/Partly]
Highlighting of transparent obstacles from reference point	[Yes/No/Not Applicable/To be Completed/Partially]	[Yes/Unassessed/Partly]
Complementary information about accessibility or about the service itself	[CharacterString]	

For each car park	FORMAT	TSI-COMPLIANCE
Parking places	[Number of parking places]	
PRM parking places	[Yes/No/To be Completed]	[Yes/Unassessed/Partly]
Number of PRM parking places	[Number of PRM parking places]	
Step-free access from reference point	[Yes/Yes with lift/Yes with ramp/No/To be Completed]	[Yes/Unassessed/Partly]
Complementary information about accessibility or about the service itself	[CharacterString]	

For each stopping point for other connecting modes of transport	FORMAT	TSI-COMPLIANCE
Step-free access from reference point	[Yes/Yes with lift/Yes with ramp/No/To be Completed]	[Yes/Unassessed/Partly]
Consistent tactile path with Braille or tactile information on handrails and walls	[Yes/No/To be Completed/Partially]	[Yes/Unassessed/Partly]
Contrasted stairs with tactile walking surface indicators from reference point	[Yes/No/Not Applicable/To be Completed/Partially]	[Yes/Unassessed/Partly]

Highlighting of transparent obstacles from reference point	[Yes/No/Not Applicable/To be Completed/Partially]	[Yes/Unassessed/Partly]
Complementary information about accessibility or about the service itself	[CharacterString]	

Complementary information	FORMAT	TSI-COMPLIANCE
Website where additional information is provided	[url]	