How does the **GB rail industry** influence the content of a TSI?

The European Railway Agency (ERA) is responsible for the development of TSIs.

The GB rail industry sets up a Mirror Group for each TSI being drafted, in most cases reporting to a standards committee. The best way to find out what is being proposed for inclusion in a TSI is to contact your industry representative on the relevant standards committee or on the Industry Standards Co-ordination Committee (ISCC).

**What do I do if I find an error in a TSI?**

Correction of errors and inaccuracies in TSIs are managed by the ERA. The ERA responds to input from the ‘Member State’ – the DfT for the UK – via an EC Committee. The best way to report an error or inaccuracy in a TSI is to contact your industry representative on the relevant standards committee or ISCC, who will ensure that it is passed on to the correct organisation.

RSSB maintains a log for recording information relating to problems that have been encountered applying TSIs in GB.

**How do I deviate from a TSI?**

Deviations from TSIs, known as ‘derogations’, are applied for through the DfT and decided by the EC. Any requirement to derogate from a TSI should initially be addressed to the DfT. However, you can contact RSSB who can offer advice on the derogation.

How do TSIs relate to **National Technical Rules**?

Where the TSI is incomplete for some reason, or the TSI does not cover a subject, the Member State (DfT for the UK) is required to ‘notify’ to the EC what national rules are filling the area where there is no requirement in the TSI. These national rules are called National Technical Rules (NTRs). Importantly, NTRs are used to maintain technical compatibility between new assets, which may conform to TSIs, and existing assets or processes that do not conform to TSIs.

NTRs are also used to support a specific case that is included in the TSI. A ‘specific case’ applies to any part of the rail system that needs special provision in the TSI, for example relating to loading gauge.

Railway Group Standards are used as NTRs for the GB mainline network.

Where a derogation from a TSI has been accepted, the alternative provisions are also notified as national rules.

Further information

You can find more information on items mentioned in this leaflet:

- ‘Technical Specifications for Interoperability relating to functional sub-systems’ leaflet (in preparation)
  - This and other leaflets are available on the RSSB website
- TSIs – on the RSSB and ERA websites (www.rssb.co.uk; www.era.europa.eu)
- NTRs – RSSB website (www.rssb.co.uk)

Any feedback on this leaflet? Please let us know at: standardsleaflets@rssb.co.uk
Introduction
This leaflet provides information about Technical Specifications for Interoperability (TSIs) relating to structural sub-systems (TSIs for functional sub-systems are covered in another leaflet in this series). TSIs are produced in response to the Railway Interoperability Directive 2008/57/EC. The leaflet may be of particular interest to:
- People who manage projects in the rail industry.
- Rail industry staff who use standards.
- Suppliers and manufacturers of rail industry parts, assets and vehicles.

What is a TSI?
TSIs are documents that must be complied with under specified circumstances. They define the regulatory, technical and operational standards which must be met in order to satisfy the ‘essential requirements’ and to ensure the ‘interoperability’ of the European railway system. TSIs also set out expected performance levels.
The ‘essential requirements’ can be summarised as safety, reliability & availability, health, environmental protection and technical compatibility.
The formal definition of ‘interoperability’ in Directive 2008/57/EC describes it as ‘the ability of the rail system to allow the safe and uninterrupted movement of trains which accomplish the required levels of performance’.
TSIs are intended to foster the development of a single European railway system, and therefore they apply to all mainline railways within the European Union.

What is a sub-system?
The GB mainline railway system is divided into a number of specific areas known as ‘sub-systems’. The sub-systems are either structural sub-systems (Energy; Infrastructure; Control, Command & Signalling (Trackside); Control, Command & Signalling (On-board); Rolling Stock) or functional sub-systems (Traffic Operation & Management; Maintenance; Telematics).

Who must comply with a TSI?
A TSI is an Annex to a Decision or Regulation by the European Commission (EC). The TSI comes into force six months after the Decision or Regulation by the EC. Decisions and Regulations are published in the Official Journal of the European Union.

Under what circumstances do I have to comply with a TSI?
Currently the TSIs apply in GB on the High Speed and Conventional Rail Trans-European Networks (TENs).
You must comply with a TSI if you are building a new railway sub-system or carrying out a major upgrade or renewal of an existing railway sub-system. Replacement of parts of a sub-system on a like-for-like basis, for example replacing track with track of a similar specification, does not trigger a legal obligation to comply with TSIs.
Advice about whether a specific project must comply with TSIs can be obtained from the Department for Transport (DfT).

What TSIs are currently in force?
For up-to-date information, check RSSB’s website for the TSI status summary.
TSIs usually cover one ‘sub-system’ – essentially a technical or operational area of the railway, such as Energy or Rolling Stock. However, there are two ‘transverse’ TSIs that cover more than one sub-system: Persons with Reduced Mobility (PRM) and Safety in Railway Tunnels (SRT).
Currently there are separate TSIs covering the High Speed Rail TEN (in GB, the East Coast Main Line, the West Coast Main Line, the Great Western Main Line and High Speed 1) and the Conventional Rail TEN (about 60% of the remaining GB mainline railway system).
Work is currently on-going to combine the High Speed and Conventional Rail TSIs and to extend the scope of TSIs to cover the whole mainline railway system.