

## Summary of TSI scope and interfaces with other TSIs

	TSI	Scope	Interfaces and other notes
<b>Structural TSIs</b>	Infrastructure (INS)	Track: gradient, curve, cant, rail inclination, switches and crossings, axle load, etc.  Structures: infrastructure loading gauge, supporting structures, stations and platforms, trackside structures, vehicle services (fuel, water, sand, toilet discharge), etc.	RST, ENE, CCS, OPE, SRT, PRM and Maintenance  Conventional version interfaces with the NOI TSI  High speed definitions: new (>250 kph), upgraded (>200kph)
	Conventional Rolling Stock (CR-RST)	Vehicles: Diesel and electric locomotives, passenger carriages, multiple units and On Track Machinery that does not fall under HS-RST TSI.  Requirements include: structural integrity, crash worthiness, performance (traction and braking), passenger services, fire safety, environmental protection, system protection, operation, etc.	INS, ENE, CCS, OPE, SRT, PRM, NB: Luggage/postal vans and car carriers (unoccupied), as part of a passenger train are included
	Conventional Rolling Stock - Freight Wagons (RST-FW)	Requirements include: structural integrity (design loads/forces), crash worthiness, performance (braking, dynamics), coupling, buffers, axle load, vehicle marking, hot axle box detection, fire protection, maintenance, operation, etc.	CCS, OPE, TAF, INS, ENE, NOI
	Conventional Rolling Stock - Noise (NOI)	Noise emitted by freight wagons, locomotives (including infrastructure maintenance machines), multiple units and coaches including: stationary noise, start-up noise, pass-by noise and noise within the driver's cab.	CR-RST, RST-FW  Pass by includes a test at 80kph and at the max speed of the vehicle (max 190 kph).

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	High Speed Rolling Stock (HS-RST)	High speed trains (including non passenger trains) with a maximum speed >190 kph.  Requirements include: structural integrity, crash worthiness, performance (traction and braking), passenger services and safety, fire safety, environmental protection, exterior and interior noise, system protection and operation, etc.	INS, ENE, CCS, OPE, PRM  NB: Includes noise testing requirements for high speed trains.
	Energy (ENE)	Energy supply to trains: high voltage single and three phase including substations, sections, overhead line equipment, return circuits, regenerative circuits <i>and pantographs</i> .	RST, CCS and INS  OPE and SRT cited in the current draft Conventional ENE TSI
	Control, Command & Signalling (CCS)	Safe movement (control and protection) of trains: radio, voice and data communications with infrastructure including ERTMS (ECTS, GSM-R), requirements on electro-magnetic compatibility, hot axle box detection, etc.	RST, INS, ENE and OPE  ERTMS development in UK according to national deployment/rollout plan
	Operations & Traffic Management (OPE)	Normal and degraded operation of various subsystems, including train driving, train movements, despatch, traffic planning, freight vehicle loading, staff competence and management of emergency situations.	CCS, RST (and INS)  NB: Train driving elements to be covered in transposition of the Train Driver Licensing Directive

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<b>Operational TSIs</b>	Telematics Applications for Freight (TAF)	Information exchange on: paths, monitoring of movements, consist, identifying vehicles and marshalling.	INS, CCS, RST, OPE
	Telematics Applications for Passengers (TAP)	Information exchange on: timetables, ticketing, conditions of carriage, access for persons with reduced mobility, passenger info systems and handling of bikes, cars and luggage.	INS, CCS, RST, OPE, PRM
	Maintenance	Maintenance and servicing of rolling stock outside of primary maintenance facilities including: cleaning of train-sets, restocking water and sand, toilet servicing and stabling.	INS, RST
<b>Transverse TSIs</b>	Safety in Railway Tunnels (SRT)	Safety in tunnels, underground stations and rolling stock: fire detection and mitigation, access/egress/rescue, fire resistance, handling of dangerous goods, gaseous emissions, operations, communication and maintenance	INS, ENE, CCS, RST, RST-FW, OPE, PRM
	Persons with Reduced Mobility (PRM)	Access for persons with reduced mobility at stations and on trains: obstacle free routes, signage and communication, marking of doors and floors, passenger information systems, ticketing, lighting, wheelchair access, ramps, lifts, handrails, boarding aids, seating, toilet facilities, etc.	INS, RST, TAP  Mobility impaired includes pregnant women, people with children or bulky luggage, elderly, people with limb impairment, ambulatory difficulty, visual, hearing or communication impairment.