

# POSITION PAPER

## Proposal for clarification of TSI INF

Brussels, December 13<sup>th</sup>, 2013

COMMUNITY OF EUROPEAN RAILWAY AND INFRASTRUCTURE COMPANIES - COMMUNAUTÉ EUROPÉENNE DU RAIL ET DES COMPAGNIES D'INFRASTRUCTURE - GEMEINSCHAFT DER EUROPÄISCHEN BAHNEN UND INFRASTRUKTURGESELLSCHAFTEN



## Introduction

The Technical Specification for Interoperability - subsystem Infrastructure (TSI INF) is designed to enhance interoperability of the European railway system so far as it is economically and technically practicable.

As such, the TSI INF should give clear guidelines and parameters to limit the risk of miscommunication or mistranslation by the Member States (MS); the results of which is a potentially dangerous mix of “interoperable” subsystems. It is therefore vital that the TSI can be effectively interpreted by Member States.

## The current draft TSI INF

The current draft TSI refers to many different track gauges in the main text. This is handled by initially writing out parameters for 1435mm gauge track and later superseding the parameters by those applicable to other gauges. This causes bloat in the document and can result in confusion resulting in the reader using the wrong parameter for their track system.

## Proposal for change

It is the considered opinion the Community of European Railway and Infrastructure Companies (CER) and their respective members that the text should be altered as follows:

- The main text should be reserved for parameters referring to the 1435mm track gauge system and those gauges for which the parameters do not deviate from those of the 1435mm track gauge system.
- There should be a separate annex for each track gauge system, which contains the entire section for which parameters are changed, with the different parameters or paragraphs replacing those used in the main text.
- The condition for requiring a separate annex for a track system is that at least one parameter is different from the main text.
- Two track gauge systems should be considered as different if at least one parameter is different between the two systems.
- The main text should refer to this annex to make it clear that users of that gauge system should not use 1435mm parameters.
- Section numbers in the annexes should correspond to those used in the main text.

An example of this change may be found in the attached document *Example change for TSI\_INF* with the change applied for the 1520mm track gauge system. Example changes are highlighted in yellow and the 1520 annex can be found on page 115.

## Advantages of proposed change

This change will allow MS's to easily see where the TSI refers to their specific network and aid in the comprehension of the document. Each member state can look at two documents side by side - the main text and the annex, if required, thus eliminating the need to scan the document to cross-check for the specific clauses that have been superseded. It will improve the readability of the TSI. It is also easier to find gaps in the requirements for the different track gauge systems.

## Disclaimer

### Community of European Railway and Infrastructure Companies (CER) AISBL

Avenue des Arts 53  
B-1000 Brussels  
Belgium

Tel +32 2 213 08 70  
Fax +32 2 512 52 31  
[contact@cer.be](mailto:contact@cer.be)

**This CER document is for public information.**

Although every effort is made to ensure the accuracy of the information in this document, CER cannot be held responsible for any information from external sources, technical inaccuracies, typographical errors or other errors herein. Information and links may have changed without notice.