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**► B** **COMMISSION REGULATION (EU) No 1301/2014**  
**of 18 November 2014**  
**on the technical specifications for interoperability relating to the ‘energy’ subsystem of the rail system in the Union**  
**(Text with EEA relevance)**  
**(OJ L 356, 12.12.2014, p. 179)**

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**▼B****COMMISSION REGULATION (EU) No 1301/2014****of 18 November 2014****on the technical specifications for interoperability relating to the  
'energy' subsystem of the rail system in the Union****(Text with EEA relevance)***Article 1***Subject matter**

The technical specification for interoperability (TSI) relating to the 'energy' subsystem of the rail system in the entire European Union, as set out in the Annex, is hereby adopted.

*Article 2***Scope**

1. The TSI shall apply to any new, upgraded or renewed 'energy' subsystem of the rail system in the European Union as defined in ►**M2** point 2.2 of Annex II to Directive (EU) 2016/797 of the European Parliament and of the Council <sup>(1)</sup> ◀.

2. Without prejudice to Articles 7 and 8 and point 7.2 of the Annex, the TSI shall apply to new railway lines in the European Union, which are placed in service from 1 January 2015.

3. The TSI shall not apply to existing infrastructure of the rail system in the European Union, which is already placed in service on all or part of the network of any Member State on 1 January 2015, except when it is subject to renewal or upgrading in accordance with ►**M2** Article 18 of Directive (EU) 2016/797 ◀ and Section 7.3 of the Annex.

**▼M2**

4. The TSI shall apply to the network of the Union rail system as described in Annex I of Directive (EU) 2016/797 with the exclusion of cases referred to in Article 1(3) and (4) of Directive (EU) 2016/797.

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5. The TSI shall apply to networks with the following nominal track gauges: 1 435 mm, 1 520 mm, 1 524 mm, 1 600 mm and 1 668 mm.

6. Metric gauge is excluded from the technical scope of this TSI.

<sup>(1)</sup> 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 (OJ L 138, 26.5.2016, p. 44).

**▼ M1****▼ B***Article 4***Specific cases****▼ M2**

1. With regard to specific cases listed in Section 7.4.2 of the Annex, the conditions to be met for the verification of compliance with the essential requirements set out in Annex III to Directive (EU) 2016/797 shall be those laid down in Section 7.4.2 of the Annex or by national rules in force in the Member State which authorises the placing in service of the subsystem covered by this Regulation.

**▼ B**

2. Within six months of the entry into force of this Regulation, each Member State shall send to the other Member States and to the Commission the following information:

- (a) the national rules referred to in paragraph 1;
- (b) the conformity assessment and verification procedures to be carried out to apply the national rules referred to in paragraph 1;

**▼ M2**

(c) the bodies designated to carry out the conformity assessment and verification procedures for the national rules relating to the specific cases set out in point 7.4.2 of the Annex.

**▼ B***Article 5***Notification of bilateral agreements**

1. Member States shall notify the Commission, no later than 1 July 2015, any existing national, bilateral, multilateral or international agreements between Member States and railway undertaking(s), infrastructure managers or non-member countries which are required by the very specific or local nature of the intended rail service or which deliver significant levels of local or regional interoperability.

That obligation does not apply to agreements which have already been notified under Commission Decision 2008/284/EC.

2. Member States shall notify the Commission of any future agreements or amendments to existing agreements.

*Article 6***Projects at an advanced stage of development****▼ M3**

Article 7(2) of Directive (EU) 2016/797 applies.

**▼B***Article 7***‘EC’ certificate of verification**

1. An ‘EC’ certificate of verification for a subsystem that contains interoperability constituents which do not have an ‘EC’ declaration of conformity or suitability for use, may be issued during a transitional period ending on 31 May 2021, provided that the requirements laid down in point 6.3 of the Annex are met.
  
2. The production, upgrade or renewal of the subsystem with use of the non-certified interoperability constituents shall be completed within the transitional period set out in paragraph 1, including its placing in service.
  
3. During the transitional period set out in paragraph 1:
  - (a) the reasons for non-certification of any interoperability constituents shall be properly identified by the notified body before granting the ‘EC’ certificate pursuant to ►**M2** Article 15 of Directive (EU) 2016/797 ◀;
  
  - (b) the national safety authorities, pursuant to ►**M2** Article 16(2)(d) of Directive (EU) 2016/798 of the European Parliament and of the Council <sup>(1)</sup> ◀, shall report on the use of non-certified interoperability constituents in the context of authorisation procedures in their annual report referred to in ►**M2** Article 19 of Directive (EU) 2016/798 ◀.
  
4. From 1 January 2016, newly produced interoperability constituents shall be covered by the EC declaration of conformity or suitability for use.

*Article 8***Conformity assessment**

1. The procedures for assessment of conformity, suitability for use and ‘EC’ verification set out in Section 6 of the Annex shall be based on the modules established in Commission Decision 2010/713/EU <sup>(2)</sup>.

<sup>(1)</sup> Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (OJ L 138, 26.5.2016, p. 102).

<sup>(2)</sup> Commission Decision 2010/713/EU of 9 November 2010 on modules for the procedures for assessment of conformity, suitability for use and EC verification to be used in the technical specifications for interoperability adopted under Directive 2008/57/EC of the European Parliament and of the Council (OJ L 319, 4.12.2010, p. 1.)

**▼ B**

2. The type or design examination certificate of interoperability constituents shall be valid for a seven-year period. During that period, new constituents of the same type are permitted to be placed into service without a new conformity assessment.

3. Certificates referred to in paragraph 2 which have been issued according to the requirements of Commission Decision 2011/274/EU (TSI ENE CR) or Commission Decision 2008/284/EC (TSI ENE HS) remain valid, without a need for a new conformity assessment, until the expiry date originally established. In order to renew a certificate, the design or type shall be reassessed only against new or modified requirements set out in the Annex to this Regulation.

*Article 9***Implementation**

1. Section 7 of the Annex sets out the steps to be followed for the implementation of a fully interoperable energy subsystem.

Without prejudice to ►**M3** Article 18 of Directive (EU) 2016/797 ◀, Member States shall prepare a national implementation plan, describing their actions to comply with this TSI, in accordance with Section 7 of the Annex. Member States shall send their national implementation plan to the other Member States and the Commission by 31 December 2015. Member States that have already sent their implementation plan do not have to send it again.

**▼ M2**

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3. Member States shall send to the Commission a report on the implementation of ►**M3** Article 18 of Directive (EU) 2016/797 ◀ concerning the energy subsystem three years after the entry into force of this Regulation. This report shall be discussed in the Committee set up by Article 29 of Directive 2008/57/EC and, where appropriate, the TSI in the Annex shall be adapted.

**▼ M1**

4. In addition to the implementation of the on-ground energy data collecting system (DCS) defined in point 7.2.4 of the Annex and without prejudice to provisions of point 4.2.8.2.8 of the Annex to Commission Regulation (EU) No 1302/2014 <sup>(1)</sup>, Member States shall ensure that an on-ground settlement system capable to receive data from a DCS and accept it for billing is implemented by 4 July 2020. The on-ground settlement system shall be able to exchange compiled energy billing data (CEBD) with other settlement systems, validate the CEBD and allocate the consumption data to the correct parties. This shall be done by taking into account the relevant legislation concerning the energy market.

<sup>(1)</sup> Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the 'rolling stock — locomotives and passenger rolling stock' subsystem of the rail system in the European Union (See page 228 of this Official Journal).

**▼B***Article 10***Innovative solutions**

1. In order to keep pace with technological progress, innovative solutions may be required, which do not comply with the specifications set out in the Annex or for which the assessment methods set out in the Annex cannot be applied.
2. Innovative solutions may relate to the energy subsystem, its parts and its interoperability constituents.
3. If an innovative solution is proposed, the manufacturer or his authorised representative established within the Union shall declare how it deviates from or complements the relevant provisions of this TSI and submit the deviations to the Commission for analysis. The Commission may request the opinion of the Agency on the proposed innovative solution.
4. The Commission shall deliver an opinion on the proposed innovative solution. If this opinion is positive, the appropriate functional and interface specifications and the assessment method, which need to be included in the TSI in order to allow the use of this innovative solution, shall be developed and subsequently integrated in the TSI during the revision process pursuant to ►**M2** Article 5 of Directive (EU) 2016/797 ◀. If the opinion is negative, the innovative solution proposed cannot be used.
5. Pending the review of the TSI, the positive opinion delivered by the Commission shall be considered as an acceptable means of compliance with the essential requirements of ►**M2** Directive (EU) 2016/797 ◀ and may be used for the assessment of the subsystem.

*Article 11***Repeal**

Decisions 2008/284/EC and 2011/274/EU are repealed with effect from 1 January 2015.

They shall however continue to apply to:

- (a) subsystems authorised in accordance with those Decisions;
- (b) projects for new, renewed or upgraded subsystems which, at the date of publication of this Regulation, are at an advanced stage of development or are the subject of an ongoing contract.

*Article 12***Entry into force**

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 1 January 2015. However, an authorisation for placing in service may be granted in accordance with the TSI as set out in the Annex to this Regulation before 1 January 2015.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

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## 1. INTRODUCTION

**▼ M2**1.1. **Technical Scope**

This TSI concerns the energy subsystem and part of the maintenance subsystem of the Union rail system in accordance with Article 1 of Directive (EU) 2016/797.

The energy and the maintenance subsystems are defined respectively in points 2.2 and 2.8 of Annex II to Directive (EU) 2016/797.

The technical scope of this TSI is further defined in Article 2 of this Regulation.

**▼ B**1.2. **Geographical scope**

The geographical scope of this TSI is defined in Article 2(4) of this Regulation.

1.3. **Content of this TSI****▼ M2**

(1) In accordance with Article 4(3) of Directive (EU) 2016/797, this TSI:

- (a) indicates its intended scope (section 2);
- (b) lays down essential requirements for the energy and part of the maintenance subsystems (section 3);
- (c) establishes the functional and technical specifications to be met by the energy and part of the maintenance subsystems and its interfaces vis-à-vis other subsystems (section 4);
- (d) specifies the interoperability constituents and interfaces which must be covered by European specifications, including European standards, which are necessary to achieve interoperability within the Union rail system (section 5);
- (e) states, in each case under consideration, which procedures are to be used in order to assess the conformity or the suitability for use of the interoperability constituents, on the one hand, or the EC verification of the subsystems, on the other hand (section 6);
- (f) indicates the strategy for implementing this TSI (section 7);
- (g) indicates, for the staff concerned, the professional qualifications and health and safety conditions at work required for the operation and maintenance of the energy subsystem, as well as for the implementation of this TSI (section 4);
- (h) indicates the provisions applicable to the existing energy subsystem, in particular in the event of upgrading and renewal and, in such cases, the modification work which requires an application for a new authorisation;

**▼ M2**

- (i) indicates the parameters of energy subsystem to be checked by the railway undertaking and the procedures to be applied to check those parameters after the delivery of the vehicle authorisation for placing on the market and before the first use of the vehicle to ensure compatibility between vehicles and the routes on which they are to be operated.
- (2) In accordance with Article 4(5) of the Directive (EU) 2016/797, provisions for specific cases are indicated in Section 7.

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- (3) Requirements in this TSI are valid for all track gauge systems within the scope of this TSI, unless a paragraph refers to specific track gauge systems or to specific nominal track gauges.

## 2. DESCRIPTION OF THE ENERGY SUBSYSTEM

### 2.1. **Definition**

- (1) This TSI covers all fixed installations necessary to achieve interoperability that are required to supply traction energy to a train.
- (2) The energy subsystem consists of:

**▼ M3**

- (a) substations: connected on the primary side to the high-voltage grid, with transformation of the high-voltage to a voltage and/or conversion to a traction power supply system suitable for the trains. On the secondary side, substations are connected to the railway contact line system;

**▼ B**

- (b) sectioning locations: electrical equipment located at intermediate locations between substations to supply and parallel contact lines and to provide protection, isolation and auxiliary supplies;
- (c) separation sections: equipment required to provide the transition between electrically different systems or between different phases of the same electrical system;
- (d) contact line system: a system that distributes the electrical energy to the trains running on the route and transmits it to the trains by means of current collectors. The contact line system is also equipped with manually or remotely controlled disconnectors which are required to isolate sections or groups of the contact line system according to operational necessity. Feeder lines are also part of the contact line system;
- (e) return circuit: all conductors which form the intended path for the traction return current. Therefore, so far as this aspect is concerned, the return circuit is part of the energy subsystem and has an interface with the infrastructure subsystem.

**▼ M1**

- (3) In accordance with Annex II, Section 2.2 of ► **M2** Directive (EU) 2016/797 ◀, the trackside of the electricity consumption measuring system, referred to in this TSI as on-ground energy data collecting system, is set out in point 4.2.17 of this TSI.

**▼ M3**2.1.1. *Traction power supply*

- (1) The objective of the traction power supply system is to supply every train with power in order to meet the planned timetable.
- (2) Basic parameters for traction power supply system are set out in point 4.2.

**▼ B**2.1.2. *Geometry of the overhead contact line (OCL) and quality of current collection***▼ M3**

- (1) The objective is to ensure reliable and continuous power transfer from the traction power supply system to the rolling stock. The interaction between the overhead contact line and the pantograph is an important aspect of interoperability.

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- (2) Basic parameters referring to the geometry of the OCL and quality of current collection are set out in point 4.2.

2.2. **Interfaces with other subsystems**2.2.1. *Introduction*

- (1) The energy subsystem interfaces with other subsystems of the rail system in order to achieve the envisaged performance. These subsystems are listed below:

- (a) Rolling stock;
- (b) Infrastructure;
- (c) Trackside control command and signalling;
- (d) On-board control command and signalling;
- (e) Operation and traffic management.

- (2) Point 4.3 of this TSI sets out the functional and technical specification of these interfaces.

2.2.2. *Interfaces of this TSI with the Safety in railway tunnels TSI*

Requirements relating to the energy subsystem for safety in railway tunnels are set out in the TSI relating to Safety in railway tunnels.

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## 3. ESSENTIAL REQUIREMENTS

The following table indicates basic parameters of this TSI and their correspondence to the essential requirements as set out and numbered in Annex III of ►**M2** Directive (EU) 2016/797 ◀.

TSI point	Title of TSI point	Safety	R&A	Health	Environmental protection	Tech. Compatibility	Accessibility
4.2.3	Voltage and frequency	—	—	—	—	1.5 2.2.3	—
4.2.4	Traction power supply performance	—	—	—	—	1.5 2.2.3	—
4.2.5	Current at standstill	—	—	—	—	1.5 2.2.3	—
4.2.6	Regenerative braking	—	—	—	1.4.1 1.4.3	1.5 2.2.3	—
4.2.7	Electrical protection coordination arrangements	2.2.1	—	—	—	1.5	—
4.2.8	Harmonics and dynamic effects for AC traction power supply systems	—	—	—	1.4.1 1.4.3	1.5	—
4.2.9	Geometry of the overhead contact line	—	—	—	—	1.5 2.2.3	—
4.2.10	Pantograph gauge	—	—	—	—	1.5 2.2.3	—
4.2.11	Mean contact force	—	—	—	—	1.5 2.2.3	—
4.2.12	Dynamic behaviour and quality of current collection	—	—	—	1.4.1 2.2.2	1.5 2.2.3	—
4.2.13	Pantograph spacing for overhead contact line design	—	—	—	—	1.5 2.2.3	—

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TSI point	Title of TSI point	Safety	R&A	Health	Environmental protection	Tech. Compatibility	Accessibility
4.2.14	Contact wire material	—	—	1.3.1 1.3.2	1.4.1	1.5 2.2.3	—
4.2.15	Phase separation sections	2.2.1	—	—	1.4.1 1.4.3	1.5 2.2.3	—
4.2.16	System separation sections	2.2.1	—	—	1.4.1 1.4.3	1.5 2.2.3	—
4.2.17	On-ground energy data collecting system	—	—	—	—	1.5	—
4.2.18	Protective provisions against electric shock	1.1.1 1.1.3 2.2.1	—	—	1.4.1 1.4.3 2.2.2	1.5	—
4.4	Operating rules	2.2.1	—	—	—	1.5	—
4.5	Maintenance rules	1.1.1 2.2.1	1.2	—	—	1.5 2.2.3	—
4.6	Professional qualifications	2.2.1	—	—	—	—	—
4.7	Health and safety conditions	1.1.1 1.1.3 2.2.1	—	—	1.4.1 1.4.3 2.2.2	—	—

## 4. CHARACTERISATION OF THE SUBSYSTEM

## 4.1. Introduction

(1) The whole rail system, to which ►**M2** Directive (EU) 2016/797 ◀ applies and of which the energy subsystem is a part, is an integrated system whose consistency needs to be verified. This consistency must be checked, in particular, with regard to the specifications of the energy subsystem, its interfaces vis-à-vis the system in which it is integrated, as well as the operating and maintenance rules. The functional and technical specifications of the subsystem and its interfaces, described in points 4.2 and 4.3, do not impose the use of specific technologies or technical solutions, except where this is strictly necessary for the interoperability of the rail network.

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- (2) Innovative solutions for interoperability, which do not fulfil requirements specified in this TSI and are not assessable as stated in this TSI, require new specifications and/or new assessment methods. In order to allow technological innovation, these specifications and assessment methods shall be developed by the process for innovative solutions described in points 6.1.3 and 6.2.3.
- (3) Taking account of all the applicable essential requirements, the energy subsystem is characterised by the specifications set out in points 4.2 to 4.7.
- (4) Procedures for the EC verification of the energy subsystem are indicated in point 6.2.4 and Appendix B, Table B.1, of this TSI.
- (5) For specific cases, see point 7.4.
- (6) Where reference is made to EN standards in this TSI, any variations called ‘national deviations’ or ‘special national conditions’ in the EN standards are not applicable and do not form part of this TSI.

**4.2. Functional and technical specifications of the subsystem****▼ M3**4.2.1. *(not used)***▼ B**4.2.2. *Basic parameters characterising the energy subsystem*

The basic parameters characterising the energy subsystem are:

**▼ M3**

4.2.2.1. Traction power supply system:

- (a) Voltage and frequency (4.2.3);
- (b) Parameters relating to traction power supply system performance (4.2.4);
- (c) Current at standstill (4.2.5);
- (d) Regenerative braking (4.2.6);
- (e) Electrical protection coordination arrangements (4.2.7);
- (f) Harmonics and dynamic effects for AC traction power supply systems (4.2.8).

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## 4.2.2.2. Geometry of the OCL and quality of current collection:

- (a) Geometry of the overhead contact line (4.2.9);
- (b) Pantograph gauge (4.2.10);
- (c) Mean contact force (4.2.11);
- (d) Dynamic behaviour and quality of current collection (4.2.12);
- (e) Pantograph spacing for overhead contact line design (4.2.13);
- (f) Contact wire material (4.2.14);
- (g) Phase separation sections (4.2.15);
- (h) System separation sections (4.2.16).

## 4.2.2.3. On-ground energy data collecting system (4.2.17)

## 4.2.2.4. Protective provisions against electric shock (4.2.18)

**▼ M3**4.2.3. *Voltage and frequency*

The nominal voltage and nominal frequency of the traction power supply system shall be one of the four systems:

- (a) AC 25 kV, 50 Hz;
- (b) AC 15 kV, 16,7 Hz;
- (c) DC 3 kV;
- (d) DC 1,5 kV.

For new lines with speed greater than 250 km/h, implementation rules are specified in point 7.1.1.

4.2.4. *Traction power supply system performance*

For newly built subsystems, or in the case the traction power supply system is changed (e.g. migration from DC to AC), the quality index for the subsystem shall comply with the specification referenced in Appendix E, Index [1] in order to enable trains to meet the design timetable.

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## 4.2.4.1. Maximum train current

The energy subsystem design shall ensure the ability of the power supply to achieve the specified performance and allow the operation of trains with a power less than 2 MW without power or current limitation.



**▼ B**4.2.4.2. *Mean useful voltage*

The calculated mean useful voltage 'at the pantograph' shall comply with EN 50388:2012, clause 8 (except clause 8.3 that is replaced by point C.1 of Appendix C). Simulation shall take into account values of the real power factor of trains. Point C.2 of Appendix C provides additional information to clause 8.2 of the EN 50388:2012.

**▼ M3**4.2.5. *Current at standstill*

The OCL shall be designed to sustain at least the values of current at standstill per pantograph, in accordance with the specification referenced in Appendix E, Index [2].

**▼ B**4.2.6. *Regenerative braking***▼ M3**

(1) The traction power supply systems shall be designed to allow the use of regenerative braking according to the specification referenced in Appendix E, Index [1].

**▼ B**

(2) DC power supply systems shall be designed to permit the use of regenerative braking at least by exchanging power with other trains.

**▼ M3**4.2.7. *Electrical protection coordination arrangements*

Electrical protection coordination design of the energy subsystem shall comply with the requirements detailed in the specification referenced in Appendix E, Index [1].

**▼ B**4.2.8. *Harmonics and dynamic effects for AC traction power supply systems*

(1) The interaction of traction power supply system and rolling stock can lead to electrical instabilities in the system.

**▼ M3**

(2) In order to avoid instability and achieve electrical system compatibility, harmonic overvoltages shall be limited below critical values in accordance with the specification referenced in Appendix E, Index [1].

**▼ B**4.2.9. *Geometry of the overhead contact line*

(1) The overhead contact line shall be designed for pantographs with the head geometry specified in the LOC & PAS TSI, point 4.2.8.2.9.2 taking into account the rules set out in point ► M3 7.1.2 ◀ of this TSI.

**▼ M3**

(2) The contact wire height and the lateral deviation of the contact wire under the action of a crosswind are factors which govern the interoperability of the rail network.

**▼ B**

## 4.2.9.1. Contact wire height

**▼ M3**

- (1) The permissible data for contact wire height is given in Table 4.2.9.1.

*Table 4.2.9.1*  
**Contact wire height**

Description	$v \geq 250$ [km/h]	$v < 250$ [km/h]
Nominal contact wire height [mm]	Between 5 080 and 5 300	Between 5 000 and 5 750
Minimum design contact wire height [mm]	5 080	In accordance with the specification referenced in Appendix E, Index [3] depending on the chosen gauge
Maximum design contact wire height [mm]	5 300	6 200 <sup>(1)</sup>

<sup>(1)</sup> Taking into account tolerances and uplift in accordance with the specification referenced in Appendix E, Index [3], the maximum contact wire height shall not be greater than 6 500 mm.

- (2) For the relation between the contact wire heights and pantograph working heights see the specification referenced in Appendix E, Index [3].
- (3) At level crossings, the contact wire height shall be specified by national rules or in the absence of national rules, in accordance with the specification referenced in Appendix E, Index [4].

**▼ B**

- (4) For the track gauge system 1 520 and 1 524 mm the values for contact wire height are as follows:

- (a) Nominal contact wire height: between 6 000 mm and 6 300 mm;
- (b) Minimum design contact wire height: 5 550 mm;
- (c) Maximum design contact wire height: 6 800 mm.

## 4.2.9.2. Maximum lateral deviation

**▼ M3**

- (1) The maximum lateral deviation of the contact wire in relation to the track centre line under action of crosswind shall be in accordance with the specification referenced in Appendix E, Index [2].

**▼ B**

*Table 4.2.9.2*

**Maximum lateral deviation depending on the pantograph length**

Pantograph length [mm]	Maximum lateral deviation [mm]
1 600	400 <sup>(1)</sup>

**▼ B**

Pantograph length [mm]	Maximum lateral deviation [mm]
1 950	550 <sup>(1)</sup>

<sup>(1)</sup> The values shall be adjusted taking into account the movement of the pantograph and track tolerances according to Appendix D.1.4.

- (2) In the case of the multi-rail track, the requirement for lateral deviation shall be fulfilled for each pair of rails (designed, to be operated as a separated track) that is intended to be assessed against TSI.

**▼ M3**

- (3) Track gauge system 1 520 mm:

For Member States applying the pantograph profile in accordance with point 4.2.8.2.9.2.3 of the LOC&PAS TSI the maximum lateral deviation of the contact wire in relation to the pantograph centre under action of a crosswind shall be 500 mm.

4.2.10. *Pantograph gauge*

- (1) Track gauge system other than 1 520 mm:

The mechanical kinematic pantograph gauge shall be specified using the method given in the specification referenced in Appendix E, Index [2] to this TSI and the pantograph profiles defined in LOC&PAS TSI, clauses 4.2.8.2.9.2.1 and 4.2.8.2.9.2.2.

- (2) Track gauge system 1 520 mm:

For Member States applying the pantograph profile in accordance with LOC&PAS TSI, clause 4.2.8.2.9.2.3, the static gauge available for pantograph is defined in Appendix D to this TSI.

- (3) No part of the energy sub-system shall enter the pantograph gauge as stated in points (1) and (2), except for the contact wire and steady arm.

**▼ B**4.2.11. *Mean contact force*

- (1) The mean contact force  $F_m$  is the statistical mean value of the contact force.  $F_m$  is formed by the static, dynamic and aerodynamic components of the pantograph contact force.

**▼ M3**

- (2) The ranges of  $F_m$  for each of the traction power supply systems are defined in the specification referenced in Appendix E, Index [2].

- (3) The overhead contact lines shall be designed to be capable to sustain the upper design limit of  $F_m$  given in the specification referenced in Appendix E, Index [2].

**▼ M2**

- (4) The curves apply to speed up to 360 km/h. For speeds above 360 km/h procedures set out in point 6.1.3 shall apply.

**▼ B**4.2.12. *Dynamic behaviour and quality of current collection*

- (1) Depending on the assessment method, the overhead contact line shall achieve the values of dynamic performance and contact wire uplift (at the design speed) set out in Table 4.2.12.

Table 4.2.12

**Requirements for dynamic behaviour and current collection quality**

Requirement	$v \geq 250$ [km/h]	$250 > v > 160$ [km/h]	$v \leq 160$ [km/h]
Space for steady arm uplift	$2S_0$		
Mean contact force $F_m$	See 4.2.11		
Standard deviation at maximum line speed $\sigma_{\max}$ [N]	$0,3F_m$		
Percentage of arcing at maximum line speed, NQ [%] (minimum duration of arc 5 ms)	$\leq 0,2$	$\leq 0,1$ for AC systems $\leq 0,2$ for DC systems	$\leq 0,1$

**▼ M3**

- (2)  $S_0$  is the simulated or measured uplift of the contact wire at a steady arm, with a minimum of two pantographs operating simultaneously with the upper limit of  $F_m$  at the OCL design speed. When the uplift of the steady arm is physically limited due to the overhead contact line design, it is permissible for the necessary space to be reduced to  $1,5S_0$  (refer to the specification referenced in Appendix E, Index [3]).
- (3) Maximum force ( $F_{\max}$ ) is usually within the range of  $F_m$  plus three standard deviations  $\sigma_{\max}$ ; higher values may occur at particular locations and are given in the specification referenced in Appendix E, Index [3]. For rigid components such as section insulators in overhead contact line systems, the contact force can increase up to a maximum of 350 N.

4.2.13. *Pantograph spacing for overhead contact line design*

The overhead contact line shall be designed for trains with two pantographs operating simultaneously. The design spacing of the two pantograph heads, centre line to centre line, shall be equal or lower than values set out in the specification referenced in Appendix E, Index [2].

**▼ B**4.2.14. *Contact wire material*

- (1) The combination of contact wire material and contact strip material has a strong impact on the wear of contact strips and contact wire.
- (2) Permissible contact strip materials are defined in point 4.2.8.2.9.4.2 of LOC&PAS TSI.

**▼ M3**

- (3) Permissible materials for contact wires are copper and copper-alloy. The contact wire shall comply with the requirements of the specification referenced in Appendix E, Index [5].

**▼ M3**4.2.15. *Phase separation sections*

## 4.2.15.1. General

- (1) The design of phase separation sections shall ensure that trains can move from one section to an adjacent one without bridging the two phases. Power exchange between the OCL and the unit shall be brought to zero, by switching off the on-board circuit breaker or other equivalent means, before entering the phase separation section. Adequate means (except for the short separation section) shall be provided to allow a train that is stopped within the phase separation section to be restarted.
- (2) The overall length  $D$  of neutral sections is defined in the specification referenced in Appendix E, Index [2]. For the calculation of  $D$  clearances, the specification referenced in Appendix E, Index [3] and an uplift of  $S_0$  shall be taken into account.

4.2.15.2. Lines with speed  $v \geq 250$  km/h

Two types of design of phase separation sections may be adopted:

- (a) a phase separation design where all the pantographs of the longest TSI compliant trains are within the neutral section. The overall length of the neutral section shall be at least 402 m.

For detailed requirements see the specification referenced in Appendix E, Index [2];

- (b) a shorter phase separation with three insulated overlaps as shown in the specification referenced in Appendix E, Index [2]. The overall length of the neutral section is less than 142 m including clearances and tolerances.

4.2.15.3. Lines with speed  $v < 250$  km/h

The design of separation sections shall normally adopt solutions as described in the specification referenced in Appendix E, Index [2]. Where an alternative solution is proposed, it shall be demonstrated that the alternative is at least as reliable.

**▼ B**4.2.16. *System separation sections*

## 4.2.16.1. General

- (1) ► **M3** The design of system separation sections shall ensure that trains can move from one traction power supply system to an adjacent different traction power supply system without bridging the two systems. ◀ There are two methods for traversing system separation sections:

(a) with pantograph raised and touching the contact wire;

(b) with pantograph lowered and not touching the contact wire.

- (2) The neighbouring Infrastructure Managers shall agree either (a) or (b) according to the prevailing circumstances.

**▼ M3**

- (3) The overall length  $D$  of neutral sections is defined in the specification referenced in Appendix E, Index [2]. For the calculation of  $D$  clearances, the specification referenced in Appendix E, Index [3] and an uplift of  $S_0$  shall be taken into account.

**▼ B**4.2.16.2. *Pantographs raised***▼ M3**

- (1) Power exchange between the OCL and the unit shall be brought to zero by switching off the on-board circuit breaker or other equivalent means, before entering the system separation section.

**▼ B**

- (2) If system separation sections are traversed with pantographs raised to the contact wire, their functional design is specified as follows:

- (a) the geometry of different elements of the overhead contact line shall prevent pantographs short-circuiting or bridging both power systems;

**▼ M3**

- (b) provision shall be made in the energy subsystem to avoid bridging of both adjacent traction power supply systems should the opening of the on-board circuit breaker(s) fail;

- (c) variation in contact wire height along the entire separation section shall fulfil requirements set in the specification referenced in Appendix E, Index [3].

**▼ B**4.2.16.3. *Pantographs lowered*

- (1) This option shall be chosen if the conditions of operation with pantographs raised cannot be met.

**▼ M3**

- (2) If a system separation section is traversed with pantographs lowered, it shall be designed so as to avoid the electrical connection of the two traction power supply systems by an unintentionally raised pantograph.

**▼ M1**4.2.17. *On-ground energy data collecting system*

- (1) Point 4.2.8.2.8 of LOC & PAS TSI contains the requirements for on-board Energy Measurement Systems (EMS) intended to produce and transmit the Compiled Energy Billing Data (CEBD) to an on-ground energy data collecting system.

**▼ M3**

- (2) The on-ground energy Data Collecting System (DCS) shall receive, store and export CEBD without corrupting it, in accordance with the specification referenced in Appendix E, Index [6].

**▼ M3**

- (3) The on-ground energy DCS shall support all the data exchange requirements as defined in point 4.2.8.2.8.4 of the LOC&PAS TSI and requirements set out in the specification referenced in Appendix E, Index [7].

4.2.18. *Protective provisions against electric shock*

Electrical safety of the overhead contact line system and protection against electric shock shall be achieved by compliance with the specification referenced in Appendix E, Index [4] and, regarding AC voltage limits for the safety of persons and DC voltage limits, by compliance with the specification referenced in Appendix E, Index [4].

**▼ B**4.3. **Functional and technical specifications of the interfaces**4.3.1. *General requirements*

From the standpoint of technical compatibility, the interfaces are listed in subsystem order as follows: rolling stock, infrastructure, control — command and signalling, and operation and traffic management.

4.3.2. *Interface with Rolling Stock subsystem.*

Reference in the ENE TSI		Reference in the LOC & PAS TSI	
Parameter	Point	Parameter	Point
Voltage and frequency	4.2.3	Operation within range of voltages and frequencies	4.2.8.2.2
Traction power supply performance	4.2.4	Max current from OCL Power factor	4.2.8.2.4 4.2.8.2.6
Current at standstill	4.2.5	Maximum current at standstill	4.2.8.2.5
Regenerative braking	4.2.6	Regenerative brake with energy to OCL	4.2.8.2.3
Electrical protection coordination arrangements	4.2.7	Electrical protection of the train	4.2.8.2.10
Harmonics and dynamic effects for AC traction power supply systems	4.2.8	Harmonics and dynamic effects for AC systems	4.2.8.2.7
Geometry of the overhead contact line	4.2.9	Working range in height of pantograph Pantograph head geometry	4.2.8.2.9.1 4.2.8.2.9.2
Pantograph gauge	4.2.10 Appendix D	Pantograph head geometry Gauging	4.2.8.2.9.2 4.2.3.1

**▼ M3****▼ B****▼ M3****▼ B**

**▼ B**

Reference in the ENE TSI		Reference in the LOC & PAS TSI	
Parameter	Point	Parameter	Point
Mean contact force	4.2.11	Pantograph static contact force	4.2.8.2.9.5
		Pantograph contact force and dynamic behaviour	4.2.8.2.9.6
Dynamic behaviour and quality of current collection	4.2.12	Pantograph contact force and dynamic behaviour	4.2.8.2.9.6
Pantograph spacing for overhead contact line design	4.2.13	Arrangements of pantographs	4.2.8.2.9.7
Contact wire material	4.2.14	Contact strip material	4.2.8.2.9.4
Separation sections: phase system	4.2.15 4.2.16	Running through phase or system separation section	4.2.8.2.9.8
On-ground energy data collecting system	4.2.17	On-board Energy measurement system	4.2.8.2.8

4.3.3. *Interface with Infrastructure subsystem*

Reference in the ENE TSI		Reference in the INF TSI	
Parameter	Point	Parameter	Point
Pantographs gauge	4.2.10	Structure gauge	4.2.3.1

4.3.4. *Interface with Control — Command and Signalling subsystems*

(1) The interface for power control is an interface between the energy and the rolling stock subsystems.

**▼ M3**

(2) The information is transmitted between the ETCS trackside and the ETCS on-board sub-systems as well as between the ETCS on-board and the vehicle power system. The transmission interface is specified in the CCS TSI and the LOC & PAS TSI.

(3) The relevant information to perform the switching off of the on-board circuit breaker, the change of maximum train current, the change of the traction power supply system and the pantograph management shall be transmitted via ETCS when the line is equipped with ETCS and those trackside functionalities are implemented.

**▼ B**

(4) Harmonic currents affecting control-command and signalling subsystems are set out in the CCS TSI.



**▼ B**4.3.5. *Interface with Operation and traffic management subsystem*

Reference in the ENE TSI		Reference in the OPE TSI	
Parameter	Point	Parameter	Point
<b>▼ M3</b> Traction power supply performance	4.2.4	Train composition Preparation of the Route Book	4.2.2.5 4.2.1.2.2.1
<b>▼ B</b> Separation sections: Phase System	4.2.15 4.2.16	Train composition Preparation of the Route Book	4.2.2.5 4.2.1.2.2.1

4.4. **Operating rules****▼ M2**

(1) Operating rules are developed within the procedures described in the infrastructure manager safety management system. These rules take into account the documentation related to operation, which forms a part of the technical file, as required in Article 15(4) and as set out in Annex IV of Directive (EU) 2016/797.

**▼ B**

(2) In certain situations involving pre-planned works, it may be necessary to temporarily derogate from the specifications of the energy subsystem and its interoperability constituents defined in Sections 4 and 5 of the TSI.

4.5. **Maintenance rules**

(1) Maintenance rules are developed within the procedures described in the infrastructure manager safety management system.

(2) The maintenance file for ICs and subsystem elements shall be prepared before placing a subsystem into service as the part of the technical file accompanying the declaration of verification.

(3) The maintenance plan shall be drawn up for the subsystem to ensure that the requirements set out in this TSI are maintained during its lifetime.

4.6. **Professional qualifications**

The professional qualifications of staff required for the operation and maintenance of the energy subsystem are covered by the procedures described in the infrastructure manager safety management system and are not set out in this TSI.

4.7. **Health and safety conditions**

(1) The health and safety conditions of staff required for the operation and maintenance of the energy subsystem shall be compliant with the relevant European and national legislation.

**▼B**

- (2) This issue is also covered by the procedures described in the infrastructure manager safety management system.

## 5. INTEROPERABILITY CONSTITUENTS

### 5.1. List of constituents

- (1) The interoperability constituents are covered by the relevant provisions of ►**M2** Directive (EU) 2016/797 ◀ and they are listed here below for the energy subsystem.

(2) Overhead contact line:

- (a) The interoperability constituent overhead contact line consists of the components listed below to be installed within an energy subsystem and the associated design and configuration rules.

- (b) The components of an overhead contact line are an arrangement of wire(s) suspended over the railway line for supplying electricity to electric trains, together with associated fittings, in-line insulators and other attachments including feeders and jumpers. It is placed above the upper limit of the vehicle gauge, supplying vehicles with electrical energy through pantographs.

- (c) The supporting components such as cantilevers, masts and foundations, return conductors, auto-transformer feeders, switches and other insulators are not part of the interoperability constituent overhead contact line. They are covered by subsystem requirements so far as interoperability is concerned.

- (3) The conformity assessment shall cover the phases and characteristics as indicated in point 6.1.4 and by X in the Table A.1 of Appendix A to this TSI.

### 5.2. Constituents' performances and specifications

#### 5.2.1. *Overhead contact line*

##### 5.2.1.1. Geometry of the OCL

The design of the overhead contact line shall comply with point 4.2.9.

##### 5.2.1.2. Mean contact force

The overhead contact line shall be designed by using the mean contact force  $F_m$  stipulated in point 4.2.11.

##### 5.2.1.3. Dynamic behaviour

Requirements for dynamic behaviour of the overhead contact line are set out in point 4.2.12.

##### 5.2.1.4. Space for steady arm uplift

The overhead contact line shall be designed providing the required space for uplift as set out in point 4.2.12.

**▼B**

## 5.2.1.5. Pantograph spacing for overhead contact line design

The overhead contact line shall be designed for pantograph spacing as specified in point 4.2.13.

**▼M3**

## 5.2.1.6. Current at standstill

The overhead contact line shall be designed for the requirements set out in point 4.2.5.

**▼B**

## 5.2.1.7. Contact wire material

The contact wire material shall comply with the requirements set out in point 4.2.14.

## 6. ASSESSMENT OF CONFORMITY OF THE INTEROPERABILITY CONSTITUENTS AND EC VERIFICATION OF THE SUBSYSTEMS

Modules for the procedures for assessment of conformity, suitability for use and EC verification modules are described in the Commission Decision 2010/713/EU.

### 6.1. Interoperability constituents

#### 6.1.1. Conformity assessment procedures

(1) The conformity assessment procedures of interoperability constituents as defined in Section 5 of this TSI shall be carried out by application of relevant modules.

(2) Assessment procedures for particular requirements for interoperability constituent are set out in point 6.1.4.

#### 6.1.2. Application of modules

(1) The following modules for conformity assessment of interoperability constituents are used:

- (a) CA Internal production control
- (b) CB EC type examination
- (c) CC Conformity to type based on internal production control
- (d) CH Conformity based on full quality management system
- (e) CH1 Conformity based on full quality management system plus design examination

Table 6.1.2

#### Modules for conformity assessment to be applied for ICs

Procedures	Modules
Placed on the EU market before entry in force of this TSI	CA or CH
Placed on the EU market after entry in force of this TSI	CB + CC or CH1

**▼ B**

- (2) The modules for conformity assessment of interoperability constituents shall be chosen from those shown in Table 6.1.2.
- (3) In the case of products placed on the market before the publication of relevant TSIs, the type is considered to have been approved and therefore EC type examination (module CB) is not necessary, provided that the manufacturer demonstrates that tests and verification of interoperability constituents have been considered successful for previous applications under comparable conditions and are in conformity with the requirements of this TSI. In this case these assessments shall remain valid in the new application. If it is not possible to demonstrate that the solution is positively proven in the past, the procedure for ICs placed on the EU market after publication of this TSI applies.

6.1.3. *Innovative solutions for interoperability constituents*

If an innovative solution is proposed for an interoperability constituent, the procedure described in Article 10 of this Regulation shall apply.

6.1.4. *Particular assessment procedure for the interoperability constituent — overhead contact line*6.1.4.1. *Assessment of dynamic behaviour and quality of current collection*

## (1) Methodology:

- (a) The assessment of the dynamic behaviour and the quality of the current collection involves the overhead contact line (energy subsystem) and the pantograph (rolling stock subsystem).
- (b) Compliance with the requirements on dynamic behaviour shall be verified by assessment of:

— Contact wire uplift

and either:

— Mean contact force  $F_m$  and standard deviation  $\sigma_{max}$

or

— Percentage of arcing

- (c) The Contracting Entity shall declare the method to be used for verification.

**▼ M3**

- (d) The design of an overhead contact line shall be assessed with a simulation tool validated in accordance with the specification referenced in Appendix E, Index [8] and by measurement in accordance with the specification referenced in Appendix E, Index [9].

For OCL with a design speed up to and including 100 km/h, simulation and measurement of the dynamic behaviour are not required.

**▼ B**

- (e) If an existing OCL design has been in operation for at least 20 years, then the requirement for simulation defined in the point (2) is optional. The measurement as defined in point (3) shall be carried out for the worst case arrangements of the pantographs regarding the interaction performance of this particular OCL design.
- (f) The measurement can be conducted on a specially constructed test section or on a line where the overhead contact line is under construction.

## (2) Simulation:

- (a) For the purposes of simulation and analysis of the results, representative features (for example tunnels, crossovers, neutral sections etc.) shall be taken into account.
- (b) The simulations shall be made using at least two different TSI compliant types of pantograph for the appropriate speed<sup>(1)</sup> and supply system, up to the design speed of the proposed interoperability constituent overhead contact line.
- (c) It is allowed to perform the simulation using types of pantograph that are under the process of IC certification, provided that they fulfil the other requirements of LOC&PAS TSI.
- (d) The simulation shall be performed for single pantograph and multiple pantographs with spacing according to the requirements set in point 4.2.13.
- (e) In order to be acceptable, the simulated current collection quality shall be in accordance with point 4.2.12 for uplift, mean contact force and standard deviation for each of the pantographs.

## (3) Measurement:

- (a) If the simulation results are acceptable, a site dynamic test with a representative section of the new overhead contact line shall be undertaken.
- (b) This measurement can be done before putting into service or under full operation conditions.
- (c) For the above mentioned site test, one of the two types of the pantograph chosen for the simulation shall be installed on a rolling stock that allows the appropriate speed on the representative section.
- (d) The tests shall be performed at least for the worst case arrangements of the pantographs regarding the interaction performance derived from the simulations. If it is not possible to test using spacing between pantographs of 8 m, then it is permissible, for tests at speeds of up to 80 km/h, to increase the spacing between two consecutive pantographs to up to 15 m.

<sup>(1)</sup> i.e. the speed of the two types of pantograph shall be at least equal to the design speed of the simulated overhead contact line.

**▼ B**

- (e) The mean contact force of each pantograph shall fulfil the requirements of the point 4.2.11 up to envisaged design speed of the OCL under test.

**▼ M3**

- (f) In order to be acceptable, the measured current collection quality shall be in accordance with point 4.2.12, for uplift, and either the mean contact force and standard deviation or percentage of arcing. The uplift of at least two steady arms shall be measured.

**▼ B**

- (g) If all the above assessments are passed successfully, the tested overhead contact line design shall be considered to be compliant and may be used on lines where the characteristics of the design are compatible.

- (h) Assessment of dynamic behaviour and quality of current collection for interoperability constituent pantograph is set out in the point 6.1.3.7 of the LOC & PAS TSI.

**▼ M3**

6.1.4.2. *Assessment of current at standstill (DC systems only)*

The conformity assessment for DC systems shall be carried out in accordance with the specification referenced in Appendix E, Index [2].

**▼ B**

6.1.5. *EC declaration of conformity of interoperability constituent OCL*

**▼ M3**

In accordance with Article 9(2) of Directive (EU) 2016/797, the EC declaration of conformity shall be accompanied by statement setting out the condition of use:

**▼ B**

- (a) maximum design speed;

- (b) nominal voltage and frequency;

**▼ M1**

- (c) continuous current rating;

**▼ B**

- (d) accepted pantograph profile.

6.2. **Energy subsystem**

6.2.1. *General provisions*

**▼ M2**

- (1) At the request of the applicant, the notified body carries out EC verification in accordance with Article 15 of Directive (EU) 2016/797 and in accordance with the provisions of the relevant modules.

**▼ B**

- (2) If the applicant demonstrates that tests or verifications of an energy subsystem have been successful for previous applications of a design in similar circumstances, the notified body shall take these tests and verifications into account for the EC verification.

**▼ B**

- (3) Assessment procedures for particular requirements for subsystem are set out in point 6.2.4.

**▼ M2**

- (4) The applicant shall draw up the EC declaration of verification for the energy subsystem in accordance with Article 15(1) of and Annex IV to Directive (EU) 2016/797.

**▼ B**6.2.2. *Application of modules*

For the EC verification procedure of the energy subsystem, the applicant or its authorised representative established within the Community may choose either:

- (a) Module SG: EC verification based on unit verification, or
- (b) Module SH1: EC verification based on full quality management system plus design examination.

6.2.2.1. *Application of module SG*

In case of module SG, the notified body may take into account evidence of examinations, checking or tests that have been successfully performed under comparable conditions by other bodies or by (or on behalf of) the applicant.

6.2.2.2. *Application of module SH1*

The module SH1 may be chosen only where the activities contributing to the proposed subsystem to be verified (design, manufacturing, assembling, installation) are subject to a quality management system for design, production, final product inspection and testing, approved and surveyed by a notified body.

6.2.3. *Innovative solutions*

If an innovative solution is proposed for the energy subsystem, the procedure described in Article 10 of this Regulation shall apply.

6.2.4. *Particular assessment procedures for energy subsystem***▼ M3**6.2.4.1. *Assessment of voltage and frequency*

- (1) The applicant shall declare in the technical file which nominal voltage is chosen for the traction power supply only in the following cases:

- (a) a new energy subsystem is built;
- (b) the traction power supply system is changed (e.g. migration from DC to AC).

- (2) The selected traction power supply system shall be assessed by a document review in the design phase. An assessment is required only in the following cases:

- (a) a new sub-systems is built;
- (b) the traction power supply system is changed (e.g. migration from DC to AC).

**▼ M3**

## 6.2.4.1a. Assessment of traction power supply performance

- (1) The applicant shall declare:
  - (a) a quality index as defined in the point 4.2.4 for the subsystem;
  - (b) that the output of the design study complies with the specification referenced in Appendix E, Index [1].
- (2) The assessment shall be carried out by verifying only the existence of the declaration.

## 6.2.4.2. Assessment of regenerative braking

- (1) The assessment for AC traction power supply fixed installations shall be demonstrated in accordance with the specification referenced in Appendix E, Index [1].
- (2) The assessment for DC traction power supply shall be demonstrated by a design review.

## 6.2.4.3. Assessment of electrical protection coordination arrangements

The assessment shall be demonstrated for design and operation of substations in accordance with the specification referenced in Appendix E, Index [1].

## 6.2.4.4. Assessment of harmonics and dynamic effects for AC traction power supply systems

- (1) A compatibility study shall be carried out in accordance with the specification referenced in Appendix E, Index [1].
- (2) That study shall be carried out only in the case of introducing converters with active semi-conductors in the traction power supply system.
- (3) The notified body shall assess if criteria of the specification referenced in Appendix E, Index [1] are fulfilled.

**▼ B**

## 6.2.4.5. Assessment of dynamic behaviour and quality of current collection (integration into a subsystem)

- (1) The main goal of this test is to identify allocation design and construction errors but not to assess the basic design in principle.

**▼ M3**

- (2) Measurements of the interaction parameters shall be carried out in accordance with the specification referenced in Appendix E, Index [9].

**▼ B**

- (3) These measurements shall be carried out with an interoperability constituent pantograph, exhibiting the mean contact force characteristics as required by point 4.2.11 of this TSI for the design speed of the line considering aspects related to minimum speed and siding tracks.



**▼B**

- (4) The installed overhead contact line shall be accepted if the measurement results comply with the requirements in point 4.2.12.
- (5) For operational speeds up to 120 km/h (AC systems) and up to 160 km/h (DC systems), measurement of the dynamic behaviour is not mandatory. In this case alternative methods of identifying construction errors shall be used, such as measurement of OCL geometry according to point 4.2.9.
- (6) Assessment of dynamic behaviour and quality of current collection for integration of the pantograph into rolling stock subsystem are set out in point 6.2.3.20 of LOC & PAS TSI.

6.2.4.6. **Assessment of the protective provisions against electric shock**

- (1) For each installation it shall be demonstrated that the basic design of protective provisions against electric shock is in accordance with point 4.2.18.
- (2) In addition the existence of rules and procedures which ensure that the installation is installed as designed shall be checked.

6.2.4.7. **Assessment of maintenance plan**

- (1) The assessment shall be carried out by verifying the existence of the maintenance plan.
- (2) The notified body is not responsible for assessing the suitability of the detailed requirements set out in the plan.

6.3. **Sub-system containing interoperability constituents not holding an EC declaration**

6.3.1. *Conditions*

- (1) ► **M3** Until the list of interoperability constituents listed in Chapter 5 of this TSI is revised, a notified body is allowed to issue an EC certificate of verification for a subsystem, even if some of the interoperability constituents incorporated within the subsystem are not covered by the relevant EC declarations of conformity and/or suitability for use according to this TSI, if the following criteria are complied with: ◀
  - (a) the conformity of the subsystem has been checked against the requirements of Section 4 and in relation to points 6.2 and 6.3 and Section 7, except point 7.4, of this TSI by the notified body. Furthermore the conformity of the ICs to Section 5 and point 6.1 does not apply, and
  - (b) the interoperability constituents, which are not covered by the relevant EC declaration of conformity and/or suitability for use, have been used in a subsystem already approved and put in service in at least one of the Member State before the entry in force of this TSI.
- (2) EC Declarations of conformity and/or suitability for use shall not be drawn up for the interoperability constituents assessed in this manner.

**▼ B**6.3.2. *Documentation*

- (1) The EC certificate of verification of the subsystem shall indicate clearly which interoperability constituents have been assessed by the notified body as part of the subsystem verification.
- (2) The EC declaration of verification of the subsystem shall indicate clearly:
  - (a) which interoperability constituents have been assessed as part of the subsystem,
  - (b) confirmation that the subsystem contains the interoperability constituents identical to those verified as part of the subsystem,

**▼ M2**

- (c) for those interoperability constituents, the reason(s) why the manufacturer did not provide an EC declaration of conformity and/or suitability for use before its incorporation into the subsystem, including the application of national rules notified under Article 13 of Directive (EU) 2016/797.

**▼ B**6.3.3. *Maintenance of the subsystems certified according to 6.3.1*

- (1) During and after the transition period and until the subsystem is upgraded or renewed (taking into account the decision of Member State on application of TSIs), the interoperability constituents which do not hold an EC declaration of conformity and/or suitability for use and are of the same type are allowed to be used as maintenance related replacements (spare parts) for the subsystem, under the responsibility of the body responsible for maintenance.
- (2) In any case the body responsible for maintenance must ensure that the components for maintenance related replacements are suitable for their applications, are used within their area of use, and enable interoperability to be achieved within the rail system while at the same time meeting the essential requirements. Such components must be traceable and certified in accordance with any national or international rule, or any code of practice widely acknowledged in the railway domain.

## 7. IMPLEMENTATION OF THE ENERGY TSI

**▼ M3**7.1. **National implementation plan**

- (a) Member States shall develop a national plan for the implementation of this TSI, considering the coherence of the entire rail system of the Union. That plan shall include all projects regarding new, renewal and upgrading of energy subsystem and shall ensure a gradual migration within a reasonable timescale onwards an interoperable target energy subsystem fully compliant with this TSI.
- (b) Member States shall ensure that an on-ground energy data collecting system capable to exchange compiled energy billing data in accordance with point 4.2.17 of this TSI is implemented.

**▼ M3****7.1.1. Implementation rules for voltage and frequency**

New lines with speed greater than 250 km/h shall be supplied with one of the AC systems listed in point 4.2.3 (a) and (b).

**7.1.2. Implementation rules for OCL geometry****7.1.2.1. Implementation rules for 1435 mm track gauge system**

The OCL shall be designed taking into account the following rules:

- (a) New energy subsystems with speed greater than 250 km/h shall accommodate both pantographs as specified in points 4.2.8.2.9.2.1 (1 600 mm) and 4.2.8.2.9.2.2 (1 950 mm) of the LOC & PAS TSI.

If this is not possible, the OCL shall be designed for use by at least a pantograph with the head geometry specified in point 4.2.8.2.9.2.1 (1 600 mm) of the LOC & PAS TSI.

- (b) Renewed or upgraded energy subsystems with speed greater than 250 km/h shall accommodate at least a pantograph with the head geometry specified in point 4.2.8.2.9.2.1 (1 600 mm) of the LOC & PAS TSI.

- (c) Other cases: the OCL shall be designed for use by at least one of the pantographs with the head geometry specified in points 4.2.8.2.9.2.1 (1 600 mm) or 4.2.8.2.9.2.2 (1 950 mm) of the LOC & PAS TSI.

**7.1.2.2. Track gauge systems different than 1435 mm**

The OCL shall be designed for use by at least one of the pantographs with the head geometry specified in point 4.2.8.2.9.2 of the LOC & PAS TSI.

**7.2. Application of this TSI to a new energy subsystem**

- (1) For a new energy subsystem, the application of this TSI shall be compulsory.

- (2) A 'new energy subsystem' means an energy subsystem placed into service after 28 September 2023, which is created where no traction power supply and OCL previously existed.

Any other energy subsystem shall be considered as an 'existing energy subsystem'.

- (3) The following cases are considered as upgrading and not as the placing into service of new energy subsystems:

(a) the realignment of part of an existing route;

(b) the creation of a bypass;

(c) the addition of one or more tracks on an existing route, regardless of the distance between the original tracks and the additional tracks.

▼ **M3****7.3. Application of this TSI to an existing energy subsystem***7.3.1. Performance criteria of the subsystem*

In addition to the cases referred to in point 7.2.(3), ‘upgrading’ is a major modification work of an existing energy subsystem resulting in an increase of the line speed of more than 30km/h.

*7.3.2. Application of the TSI*

The conformity with this TSI is mandatory for a subsystem or part(s) of it which are upgraded or renewed. Due to the characteristics of the inherited railway system, compliance of existing energy subsystem with this TSI may be achieved through a gradual improvement of interoperability:

- (1) For the upgraded energy subsystem, the application of this TSI shall be compulsory and applied to the upgraded subsystem within the geographical coverage of the upgrading. The geographical coverage of the upgrading shall be defined based on locations on tracks and metric references and shall result in the compliance of all basic parameters of the energy subsystem associated with the tracks that are subject to the upgrading of the energy subsystem.

The addition of one or more rails supporting a further track gauge is also considered as upgrade when the performance criteria of the subsystem is triggered as described in point 7.3.1.

- (2) In the event of a change other than an upgrading of the energy subsystem, the application of this TSI for each of the basic parameters (referred to in point 4.2.2) affected by the change shall be compulsory when the change requires carrying out a new ‘EC’ verification procedure in accordance with Commission Implementing Regulation (EU) 2019/250 <sup>(1)</sup>. Provisions defined in Articles 6 and 7 of Implementing Regulation (EU) 2019/250 shall apply.
- (3) In the event of a change other than an upgrading of the energy subsystem and for those basic parameters that are not affected by the change, or when the change does not require a new ‘EC’ verification, the demonstration of the level of compliance with this TSI is voluntary.
- (4) In case of ‘major substitution, as defined in Article 2(15) of Directive (EU) 2016/797 of the European Parliament and of the Council <sup>(2)</sup>, in the framework of a ‘renewal’, non TSI-compliant elements of the subsystem or part(s) of it shall systematically be replaced with TSI-compliant ones.

<sup>(1)</sup> Commission Implementing Regulation (EU) 2019/250 of 12 February 2019 on the templates for ‘EC’ declarations and certificates for railway interoperability constituents and subsystems, on the model of declaration of conformity to an authorised railway vehicle type and on the ‘EC’ verification procedures for subsystems in accordance with Directive (EU) 2016/797 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 201/2011 (OJ L 42, 13.2.2019, p. 9).

<sup>(2)</sup> 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 (OJ L 138, 26.5.2016, p. 44).

**▼ M3**

- (5) ‘Substitution in the framework of maintenance’ means any replacement of components by parts of identical function and performance in the framework of maintenance, as defined in Article 2(17) of Directive (EU) 2016/797. It shall be made in accordance with the requirements of this TSI, whenever reasonably and economically feasible and it does not require an ‘EC’ verification.
- (6) For the existing energy subsystem, in the event of a change other than an upgrading, for the maximum lateral deviation of the OCL, it is permitted to deviate from the requirement in point 4.2.9.2. as long as the Infrastructure Manager has provided evidence that TSI compliant rolling stock with a TSI compliant pantograph (as described in point 7.1.2.1 of this TSI) has already operated under the same OCL design installed in the network without occurring any incident.

7.3.3. *Existing lines that are not subject to a renewal or upgrading project*

Where an infrastructure manager wishes to demonstrate the level of compliance of an existing line with the basic parameters of this TSI, it shall apply the procedure described in in Commission Recommendation 2014/881/EU <sup>(1)</sup>.

7.3.4. *Route compatibility checks before the use of authorised vehicles*

The ‘route compatibility check’ procedure to be applied and the parameters of the energy subsystem to be used are laid down in point 4.2.2.5 and Appendix D.1 of the TSI OPE.

**▼ B**7.4. **Specific cases****▼ M2**7.4.1. *General***▼ M3**

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**▼ M2**

- (2) ► **M3** The following specific cases may be applied on particular networks. The specific cases are classified as: ◀

— ‘P’ cases: ‘permanent’ cases,

— ‘T’ cases: ‘temporary’ cases, where the target system shall be reached by 31 December 2035.

All specific cases and their relevant dates shall be re-examined in the course of future revisions of the TSI with a view to limiting their technical and geographical scope based on an assessment of their impact on safety, interoperability, cross border services, TEN-T corridors, and the practical and economic impacts of retaining or eliminating them. Special account shall be given to availability of EU funding.

Specific cases shall be limited to the route or network where they are strictly necessary and taken account of through route compatibility procedures.

<sup>(1)</sup> Commission Recommendation 2014/881/EU of 18 November 2014 on the procedure for demonstrating the level of compliance of existing railway lines with the basic parameters of the technical specifications for interoperability (OJ L 356, 12.12.2014, p. 520).

**▼ B**

7.4.2. *List of specific cases*

7.4.2.1. Particular features on the Estonian network

7.4.2.1.1. Voltage and frequency (4.2.3)

P case

Maximum allowed voltage of overhead contact line in Estonia is 4 kV (3 kV DC networks).

7.4.2.2. Particular features on the French network

**▼ M3**

7.4.2.2.1. (not used)

**▼ B**

7.4.2.2.2. Phase separation sections — lines with speed  $v \geq 250$  km/h (4.2.15.2)

P case

In case of upgrading/renewal of high speed lines LN 1, 2, 3 and 4 special design of phase separation sections is allowed.

7.4.2.3. Particular features on the Italian network

7.4.2.3.1. Phase separation sections — lines with speed  $v \geq 250$  km/h (4.2.15.2)

P case

In case of upgrading/renewal of high speed line Rome-Naples special design of phase separation sections is allowed.

7.4.2.4. Particular features on the Latvian network

7.4.2.4.1. Voltage and frequency (4.2.3)

P case

Maximum allowed voltage of overhead contact line in Latvia is 4 kV (3 kV DC networks).

7.4.2.5. Particular features on the Lithuanian network

7.4.2.5.1. Dynamic behaviour and quality of current collection (4.2.12)

P case

For existing overhead contact line designs the space for steady arm uplift is calculated according to national technical rules notified for this purpose.

**▼ M3**

7.4.2.6. (not used)

**▼ B**

7.4.2.7. Particular features on the Spanish network

**▼ M3**

7.4.2.7.1. (not used)

**▼ B**

7.4.2.7.2. Phase separation sections — lines with speed  $v \geq 250$  km/h (4.2.15.2)

P case

In case of upgrading/renewal of existing high speed lines special design of phase separation sections shall be kept.

▼ **M3**

7.4.2.8. (not used)

7.4.2.9. (not used)

▼ **B**

7.4.2.10. Particular features on the Eurotunnel network

7.4.2.10.1. Contact wire height (4.2.9.1)

P case

For, upgrade or renewal of the existing energy subsystem it is allowed for the overhead contact line wire height to be designed in accordance with the technical rules notified for this purpose.

▼ **M1**

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**▼B***Appendix A***Conformity assessment of interoperability constituents****A.1 SCOPE**

This Appendix indicates the conformity assessment of interoperability constituent (overhead contact line) of the energy subsystem.

For existing interoperability constituents, the process described in point 6.1.2. shall be followed.

**A.2 CHARACTERISTICS**

The characteristics of the interoperability constituent to be assessed applying modules CB or CH1 are marked by an X in Table A.1. The production phase shall be assessed within the subsystem.

*Table A.1***Assessment of the interoperability constituent: overhead contact line**

Characteristic — point	Assessment in the following phase			
	Design and development phase			Production phase
	Design review	Manufacturing process review	Test <sup>(2)</sup>	Product quality (series production)
Geometry of the OCL — 5.2.1.1	X	N/A	N/A	N/A
Mean contact force — 5.2.1.2 <sup>(1)</sup>	X	N/A	N/A	N/A
Dynamic behaviour — 5.2.1.3	X	N/A	X	N/A
Space for steady arm uplift — 5.2.1.4	X	N/A	X	N/A
Pantograph spacing for overhead contact line design — 5.2.1.5	X	N/A	N/A	N/A
Current at standstill — 5.2.1.6	X	N/A	► <b>M3</b> X (only for DC systems) ◀	N/A
Contact wire material — 5.2.1.7	X	N/A	N/A	N/A

N/A: not applicable

<sup>(1)</sup> The measurement of the contact force is integrated with the process of assessment of dynamic behaviour and quality of current collection.

<sup>(2)</sup> Test as defined in Section 6.1.4. on particular assessment procedure for the interoperability constituent — overhead contact line.



▼ **B**

## Appendix B

## EC verification of the energy subsystem

## B.1 SCOPE

This Appendix indicates the EC verification of the energy subsystem.

## B.2 CHARACTERISTICS

The characteristics of the subsystem to be assessed in the different phases of design, installation and operation are marked by X in Table B.1.

Table B.1

## EC verification of the energy subsystem

Basic parameters	Assessment phase			
	Design develop. phase	Production phase		
	Design review	Construction, assembly, mounting	Assembled, before putting into service	Validation under full operating conditions
Voltage and frequency — 4.2.3	X	N/A	N/A	N/A
► <b>M3</b> Traction power supply performance — 4.2.4 ◀	X	N/A	N/A	N/A
► <b>M3</b> DC systems only: Current at standstill — 4.2.5 ◀	X <sup>(1)</sup>	N/A	N/A	N/A
Regenerative braking — 4.2.6	X	N/A	N/A	N/A
Electrical protection coordination arrangements — 4.2.7	X	N/A	X	N/A
Harmonics and dynamic effects for AC traction power supply systems- 4.2.8	X	N/A	N/A	N/A
Geometry of the overhead contact line — 4.2.9	X <sup>(1)</sup>	N/A	N/A <sup>(2)</sup>	N/A
Pantograph gauge — 4.2.10	X	N/A	N/A	N/A
Mean contact force — 4.2.11	X <sup>(1)</sup>	N/A	N/A	N/A
Dynamic behaviour and quality of current collection — 4.2.12	X <sup>(1)</sup>	N/A	X <sup>(2)</sup> <sup>(3)</sup>	N/A <sup>(2)</sup>
Pantograph spacing for overhead contact line design — 4.2.13	X <sup>(1)</sup>	N/A	N/A	N/A
Contact wire material — 4.2.14	X <sup>(1)</sup>	N/A	N/A	N/A
Phase separation sections — 4.2.15	X	N/A	N/A	N/A
System separation sections — 4.2.16	X	N/A	N/A	N/A

**▼ B**

Basic parameters	Assessment phase			
	Design develop. phase	Production phase		
	Design review	Construction, assembly, mounting	Assembled, before putting into service	Validation under full operating conditions
On-ground energy data collecting system — 4.2.17	N/A	N/A	N/A	N/A
Protective provisions against electric shock — 4.2.18	X	X <sup>(4)</sup>	X <sup>(4)</sup>	N/A
Maintenance rules — 4.5	N/A	N/A	X	N/A

N/A: not applicable

<sup>(1)</sup> Only to be carried out if the overhead contact line has not been assessed as interoperability constituent.

<sup>(2)</sup> Validation under full operating conditions shall only be done when the validation in the phase 'Assembly before putting into service' is not possible.

<sup>(3)</sup> To be carried out as an alternative assessment method in case the dynamic behaviour of the OCL integrated into subsystem is not measured (see point 6.2.4.5)

<sup>(4)</sup> To be carried out in case the check is not done by another independent body.

▼ M3

*Appendix C*

**(not used)**

▼ M3*Appendix D***Specification of the static pantograph gauge (track gauge system 1 520 mm)**▼ B

This is applicable for Member States accepting the pantograph profile in accordance with LOC&PAS TSI point 4.2.8.2.9.2.3.

The pantograph gauge shall conform to Figure D.3 and Table D.1.

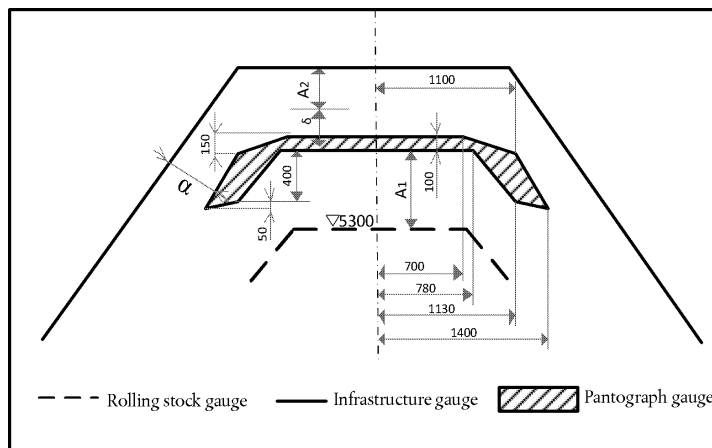
*Figure D.3***Static pantograph gauge for 1 520mm track gauge system**



Table D.1

**Distances between live parts of OCL and pantograph and earthed parts of rolling stock and fixed installations for 1 520mm track gauge system**

Voltage of the contact system in respect of the ground [kV]	Vertical air clearance $A_1$ between the rolling stock and lowest position of the contact wire [mm]			Vertical air clearance $A_2$ between live parts of OCL and earthed parts [mm]		Lateral air clearance $\alpha$ between live parts of the pantograph and earthed parts [mm]		Vertical space $\delta$ for the live parts of the OCL (mm)			
	Normal		Minimal allowed for plain and main station tracks on which train hoteling is not foreseen	Normal	Minimal allowed	Normal	Minimal allowed	Without catenary wire		With catenary wire	
	Plain and main station tracks on which train hoteling is not foreseen	Other station tracks						Normal	Minimal allowed	Normal	Minimal allowed
	1	2	3	4	5	6	7	8	9	10	11
1,5-4	450	950	250	200	150	200	150	150	100	300	250
6-12	450	950	300	250	200	220	180	150	100	300	250
25	450	950	375	350	300	250	200	150	100	300	250

▼ **M3***Appendix E***List of referenced standards**

Index	Characteristics to be assessed	TSI Point	Mandatory standard Point
[1]	<b>EN 50388-1:2022</b> <b>Railway Applications - Fixed installations and rolling stock - Technical criteria for the coordination between electric traction power supply systems and rolling stock to achieve interoperability - Part 1: General</b>		
[1.1]	Traction power supply performance	4.2.4	8.2
[1.2]	Regenerative braking	4.2.6	12.2.2
[1.3]	Electrical protection coordination arrangements	4.2.7	11.2 and 11.3 point 2 and 3
[1.4]	Harmonics and dynamic effects for AC traction power supply systems	4.2.8 (2)	10.3 – Table 6
[1.5]	Assessment of traction power supply performance	6.2.4.1a	8.4
[1.6]	Assessment of regenerative braking	6.2.4.2 (1)	15.6.2
[1.7]	Assessment of electrical protection coordination arrangements	6.2.4.3	15.5.1.2 and 15.5.2.1
[1.8]	Assessment of harmonics and dynamic effects for AC traction power supply systems	6.2.4.4 (1)	10.3
[1.9]	Assessment of harmonics and dynamic effects for AC traction power supply systems	6.2.4.4 (3)	10.3
[2]	<b>EN 50367: 2020+A1:2022</b> <b>Railway Applications - Fixed installations and rolling stock - Criteria to achieve technical compatibility between pantographs and overhead contact line</b>		
[2.1]	Current at standstill	4.2.5	7.2, Table 5
[2.2]	Maximum lateral deviation	4.2.9.2 (1)	5.2.5
[2.3]	Mechanical kinematic pantograph gauge	4.2.10 (1)	5.2.2
[2.4]	Mean contact force	4.2.11 (2) and (3)	Table 6
[2.5]	Pantograph spacing for overhead contact line design	4.2.13	8.2.2, Table 9
[2.6]	Phase separation sections - General - length D of neutral section	4.2.15.1 (2)	4
[2.7]	Lines with speed $v \geq 250$ km/h	4.2.15.2 (a)	Annex A.1.2
[2.8]	Lines with speed $v \geq 250$ km/h	4.2.15.2 (b)	Annex A.1.4
[2.9]	Lines with speed $v < 250$ km/h	4.2.15.3	Annex A.1
[2.10]	System separation sections - General - length D of neutral section	4.2.16.1 (3)	4
[2.11]	Assessment of current at standstill (DC systems only)	6.1.4.2	Annex A.3

## ▼ M3

Index	Characteristics to be assessed	TSI Point	Mandatory standard Point
[3]	<b>EN 50119:2020</b> <b>Railway Applications - Fixed installations – Electric traction overhead contact lines</b>		
[3.1]	Minimum design contact wire height	4.2.9.1 (1)	5.10.4
[3.2]	Maximum design contact wire height	4.2.9.1 (1) (note <sup>(1)</sup> )	figure 3
[3.3]	Relation with pantograph working height	4.2.9.1 (2)	figure 3
[3.4]	Dynamic behaviour and quality of current collection	4.2.12 (2)	5.10.2
[3.5]	Dynamic behaviour and quality of current collection	4.2.12 (3)	5.2.5.2, Table 4
[3.6]	Phase separation sections - calculation of D, clearances	4.2.15.1 (2)	5.1.3
[3.7]	System separation sections – General - calculation of D, clearances	4.2.16.1 (3)	5.1.3
[3.8]	System separation sections - pantographs raised	4.2.16.2 (2)	5.10.3
[4]	<b>EN 50122-1:2022</b> <b>Railway Applications - Fixed installations – Electrical safety, earthing and the return circuit – Part 1: Protective provisions against electric shock</b>		
[4.1]	Contact wire height	4.2.9.1 (3)	5.2.5 and 5.2.7
[4.2]	Protective provisions against electric shock	4.2.18	5.1 and in public areas: — 5.2.1, 5.2.2, or — 5.3.1, 5.3.2, 5.3.3, 5.3.4
[4.3]	AC voltage limits	4.2.18	9.2.2.2, 9.2.2.4
[4.4]	DC voltage limits	4.2.18	9.3.2.2, 9.3.2.4
[5]	<b>EN 50149:2012</b> <b>Railway Applications - Fixed installations – Electric traction – Copper and copper alloy grooved contact wire</b>		
[5.1]	Contact wire material	4.2.14 (3)	4.2 (excluding the reference to annex B of the standard), 4.3 and 4.6 to 4.8
[6]	<b>EN 50463-3:2017</b> <b>Railway Applications – Energy measurement on board trains – Part 3: Data handling</b>		
[6.1]	On-ground energy data collecting system	4.2.17 (2)	4.12
[7]	<b>EN 50463-4:2017</b> <b>Railway Applications – Energy measurement on board trains – Part 4: Communication</b>		
[7.1]	On-ground energy data collecting system	4.2.17 (3)	4.3.6 and 4.3.7

▼ **M3**

Index	Characteristics to be assessed	TSI Point	Mandatory standard Point
<b>[8]</b>	<b>EN 50318:2018+A1:2022</b> <b>Railway Applications – current collection systems – Validation of simulation of the dynamic interaction between pantograph and overhead contact line</b>		
[8.1]	Assessment of dynamic behaviour and quality of current collection – Simulation tool	6.1.4.1 (1)	5, 6, 7, 8, 9, 10, 11
<b>[9]</b>	<b>EN 50317:2012+A1:2022</b> <b>Railway Applications – current collection systems – Requirements for and validation of measurements of the dynamic interaction between pantograph and overhead contact line</b>		
[9.1]	Assessment of dynamic behaviour and quality of current collection - Measurement	6.1.4.1 (1)	5, 6, 7, 8, 9
[9.2]	Assessment of dynamic behaviour and quality of current collection (integration into a subsystem)	6.2.4.5 (2)	5, 6, 7, 8, 9



▼ **B**

*Appendix F*

**List of open points**

▼ **M1**

Intentionally deleted

**▼ B***Appendix G***Glossary***Table G.1***Glossary**

Defined term	Abbr.	Definition
AC		Alternative current
DC		Direct current
Compiled energy billing data	CEBD	Dataset compiled by the Data Handling System (DHS) suitable for energy billing
Contact line system		System that distributes the electrical energy to the trains running on the route and transmits it to the trains by means of current collectors
Contact force		Vertical force applied by the pantograph to the OCL
Contact wire uplift		Vertical upward movement of the contact wire due to the force produced from the pantograph
Current collector		Equipment fitted to the vehicle and intended to collect current from a contact wire or conductor rail
Gauge		Set of rules including a reference contour and its associated calculation rules allowing defining the outer dimensions of the vehicle and the space to be cleared by the infrastructure.  NOTE: According to the calculation method implemented, the gauge will be a static, kinematic or dynamic
Lateral deviation		Lateral stagger of contact wire in maximum crosswind.
Level crossing		An intersection at the same elevation of a road and one or more rail tracks
Line speed		Maximum speed measured in kilometres per hour for which a line has been designed
Maintenance plan		A series of documents setting out the infrastructure maintenance procedures adopted by an infrastructure manager
Mean contact force		Statistical mean value of the contact force
Minimum contact wire height		A minimum value of the contact wire height in the span in order to avoid the arcing between one or more contact wires and vehicles in all conditions

**▼ M3****▼ B**

**▼ B**

Defined term	Abbr.	Definition
Nominal contact wire height		A nominal value of the contact wire height at a support in the normal conditions
Nominal voltage		Voltage by which an installation or part of an installation is designated
Normal service		Planned timetable service
On-ground energy data collecting system (data collecting service)	DCS	On-ground service collecting the CEBD from an Energy Measurement System
Overhead contact line	OCL	Contact line placed above (or beside) the upper limit of the vehicle gauge and supplying vehicles with electric energy through roof-mounted current collection equipment
Reference contour		A contour, associated to each gauge, showing the shape of a cross-section and used as a basis to work out the sizing rules of the infrastructure, on the one hand and of the vehicle, on the other hand
Return circuit		All conductors which form the intended path for the traction return current
Static contact force		Mean vertical force exerted upwards by the pantograph head on the OCL, and caused by the pantograph-raising device, whilst the pantograph is raised and the vehicle is standstill