

# PERSONS WITH DISABILITIES AND WITH REDUCED MOBILITY

COMMISSION REGULATION (EU) NO 1300/2014  
ENTRY INTO FORCE: 18/11/2014

## WHAT DOES IT APPLY TO?

It applies to the infrastructure, operation and traffic management, telematics applications and rolling stock subsystems. It covers all aspects of these subsystems which are relevant to accessibility for persons with disabilities and persons with reduced mobility.

## WHAT DOES IT CONTAIN?

- Introduction with the technical, risk, and geographical scopes
- Definitions of the subsystem and of the scope
- Essential requirements
- Characteristics of the subsystem, particularly the functional and technical specifications of the subsystem and of the interfaces
- Interoperability constituents
- Assessment of conformity and/or suitability for use of the constituents and verification of the subsystem
- Implementation

## ESSENTIAL REQUIREMENTS FOR THE INF SUBSYSTEMS

- Parking facilities for persons with disabilities and persons with reduced mobility,
- Obstacle-free route
- Doors and entrances
- Floor surfaces
- Highlighting of transparent obstacles
- Toilets and baby-nappy changing facilities
- Furniture and free-standing devices
- Ticketing, information desks and customer assistance points
- Lighting
- Visual information: signposting, pictograms, printed or dynamic information
- Spoken information
- Platform width and edges of platforms
- End of platforms
- Boarding aids on platforms
- Level track crossings

## TECHNICAL SCOPE

The TSI shall apply to the infrastructure, operation and traffic management, telematics applications and rolling stock subsystems. It shall cover all aspects of these subsystems which are relevant to accessibility for persons with disabilities and persons with reduced mobility.

- Scope related to **infrastructure subsystem**: This TSI applies to all the public areas of stations dedicated to the transport of passengers that are controlled by the railway undertaking, infrastructure manager or station manager. This includes the provision of information, the purchase of a ticket and its validation if needed, and the possibility to wait for the train.
- Scope related to **rolling stock subsystem**: This TSI applies to rolling stock which is in the scope of the LOC&PAS TSI and which is intended to carry passengers.
- Scope related to **operational aspects subsystem**: This TSI applies to the procedures enabling a coherent operation of the infrastructure and rolling stock subsystems when passengers are persons with disabilities and persons with reduced mobility.
- Scope related to **Telematics Applications for Passengers subsystem**: This TSI applies to visual and audible passenger information systems located in stations and in rolling stock.

## GEOGRAPHICAL SCOPE

It applies to high-speed lines, conventional lines (both passenger and freight) and all vehicles likely to travel all or part of the Union's network.

It does not apply to metros, trams and light rail vehicles, privately owned railway infrastructure, infrastructure and vehicles reserved for a strictly local, historical or touristic use.

## OPERATING RULES

The IM or station manager shall have a written policy to ensure that all persons with disabilities and persons with reduced mobility can access the passenger infrastructure at all operational times in accordance with the technical requirements of the PRM TSI. Furthermore, the policy shall be compatible with any RU's policy that may wish to use the facilities, as appropriate. The policy shall be implemented through the provision of adequate information to staff, procedures and training. The infrastructure policy shall include, but not be limited to, operating rules for the following situations:

- Station Accessibility
- Unstaffed Stations – Ticketing for Visually Impaired Passengers
- Ticketing Control – Turnstiles
- Lighting of platforms
- Visual and Spoken Information – Achieving Consistency
- On-demand Spoken Passenger Information System
- Platform – Wheelchair Boarding Aid Operational Zone
- Safety of Manual and Powered Wheelchair Boarding Aids
- Assistance to board and alight the train
- Supervised Level Track Crossing

What is a TSI? Is a document that defines the technical and operational standards which must be met by each subsystem or part of subsystem in order to meet the essential requirements and ensure the interoperability of the railway system of the European Union.

For each of those subsystems, the essential requirements need to be specified and the technical specifications determined, particularly in respect of constituents and interfaces, in order to meet those essential requirements. <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32016L0797&from=EN>

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In case of doubt please contact [team@eimrail.org](mailto:team@eimrail.org)

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## FUNCTIONAL AND TECHNICAL SPECIFICATIONS

### Infrastructure Subsystem

- Parking facilities for persons with disabilities and persons with reduced mobility
- Obstacle free route
- Doors and entrances
- Floor surfaces
- Highlighting of transparent obstacles
- Toilets and baby nappy changing facilities
- Furniture and free-standing devices
- Ticketing, Information desks and Customer Assistance points
- Lighting
- Visual Information: sign posting, pictograms, printed or dynamic information
- Spoken information
- Platform width and edge of platform
- End of platform
- Boarding aids stored on platforms
- Passenger track crossing to platforms

## INFRASTRUCTURE INTEROPERABILITY CONSTITUENTS

- Displays
- Platform ramps
- Platform lifts

## PARTICULAR CASES DEPENDING ON THE COUNTRY

They are divided in 'Permanent' and 'Temporary' cases.

Denmark, Estonia, Finland, France, Germany, Ireland, Latvia, Lithuania, Spain, UK.

## IMPLEMENTATION

### New Infrastructure

It applies to all new stations in its scope.

It does not apply to new stations which have already been granted a building permit or which are subject to a contract for construction works that is either already signed or under final phase of tendering procedure at the date of application of the PRM TSI. Anyhow, in such cases, PRM TSI 2008 has to be applied within its defined scope. For those station projects, where PRM TSI 2008 will have to be applied, it is permissible (but not mandatory) to use the revised version, either totally or for particular sections; in case of application limited to particular sections, the applicant has to justify and document that applicable requirements remain consistent, and this has to be approved by the notified body.

Where stations which were closed for a long time to passenger service are put in service again, this may be treated as renewal or upgrade.

In all cases of construction of a new station, the station manager should organise consultation with the entities in charge of the management of the neighbourhood, in order to enable the accessibility requirements to be met not only in the station, but also for access to the station. In the case of multimodal stations, other transport authorities should also be consulted for access to and from the railway and other modes of transport.

## INVENTORY OF ASSETS

Each Member State shall ensure that an inventory of assets is established and implemented with a view to:

- identifying the existing obstacles and barriers to accessibility;
- providing practical information to users;
- monitoring and evaluating progress on accessibility.

### Existing Infrastructure (renewed or upgraded)

The PRM TSI does not apply to renewed or upgraded stations which have already been granted a building permit or which are subject to a contract for construction works that is either already signed or under final phase of tendering procedure at the date of application of this TSI.

For existing infrastructure, the overarching aim of the PRM TSI is to achieve compliance with the TSI through the identification and progressive elimination of existing obstacles to accessibility.

Member States ensure that inventories of assets are organized and adopt implementation plans in order to achieve the aim of this Regulation.

For infrastructure, the conformity with the PRM TSI is mandatory for those parts that are renewed or upgraded. However, the PRM TSI recognizes that, due to the characteristics of the inherited railway system, compliance of existing infrastructure may be achieved through a gradual improvement of accessibility.

In addition to this gradual approach, the target system for existing infrastructure permits the following exceptions:

-In case an obstacle free route is created from existing footbridges, stairways and subways, including doors, lifts and ticket control machines, compliance with requirements related to dimensions of those in respect of width is not mandatory.

-Compliance with requirements related to the minimum width of the platform is not mandatory for existing stations if the cause of non-compliance is the presence of certain platform obstacles existing tracks that are unlikely to be moveable.

Where an existing station, or a part of it, is a recognised historic building and is protected by national law, it is allowed to adapt the requirements of the PRM TSI in order not to infringe the national law for the protection of the building.

What is a TSI? Is a document that defines the technical and operational standards which must be met by each subsystem or part of subsystem in order to meet the essential requirements and ensure the interoperability of the railway system of the European Union.

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