2nd report of the TAF TSI Implementation

TAF and TAP RU/IM Joint Sector Group (JSG)

July 2015

Version 1.0
Jan-Christian Arms, JSG Vice-chairman

Contents

EXECUTIVE SUMMARY

This 2nd implementation report informs about the status of the TAF TSI implementation on 30 June 2015. The JSG Reporting Tool was open for input by company project managers from 22 June 2015 to 17 July 2015.

Compared to the first report of December 2014 **participation** has grown in all aspects. With 187 contacts in the JSG Reporting Tool the number has more than tripled and with 81 responses the number has nearly doubled, while the majority of additional responses came from RUs. However, the response rate of RUs in the JSG reporting tool is only about half of the response rate for IMs and WKs.

The majority of IMs reported to have completed the **Primary Location Codes** for locations on their network. A slightly higher number of companies reported on this function, but the overall level of fulfilment remains with 80 % about the same as in the previous report.

Complete level of fulfilment for **Company Codes** has risen by 2 IMs compared to December last year. For RUs it has even developed by 10 companies, but with more than double participation in this query, the completion rate has dropped below 50 %. Implementation among RUs is much lower than for IMs.

The majority of RUs is still developing, while about 50 % of IMs have already finished the implementation of the **Common Interface**. With nine RUs having completed its Common Interface, completion is at 16 % of responding companies.

Information about the **Train Running Information** message is collected for the first time in this report. The Target Implementation Milestone for realisation according to the TAF TSI Masterplan is 2017. Completion rate for IMs and RUs having reported to the JSG tool is currently around 15 % each.

The Target Implementation Milestone for realisation of the **WIMO** function according to the TAF TSI Masterplan is 2016. A number of RUs intend to fulfil this functionality in a collaborative way via the ISR tool provided by Raildata, however, degree of implementation is below 5 % to date.

The Target Implementation Milestone for realisation of the **RSRD** function according to the TAF TSI Masterplan is 2015. However, feedback from companies show, that degree of implementation is yet below 5 %.

The diagrams in this report show the summary of results in an anonymous way.

The Joint Sector Group (JSG) will discuss this report at its meeting on 22 September 2015. It will be presented at the ERA TAF TSI Implementation Cooperation Group on 30 September 2015.

1. BACKGROUND TO THE ASSIGNMENT

According to Article 5, Section 1, of Commission Regulation (EU) No 1305/2014 relating to the Telematics Applications for Freight subsystem (TAF TSI), the European Railway Agency (ERA) shall assess and oversee its implementation.

The Agency has established the 'TAF TSI Implementation Cooperation Group' in order to assess and evaluate the reports of the sector. Members of the Representative Bodies are encouraged to submit their reports through the JSG to ERA.

This report summarized the results received via the JSG Reporting Tool in the reporting period from 22 June 2015 to 17 July 2015 and thus shows the status of implementation by 30 June 2015.

2. METHODOLOGY

General assumptions

The progress of implementation of the TAF TSI will be reported twice a year based on the following assumptions:

- Companies are reporting per mandatory TAF TSI function compared to their own Master Plan target date. In case there is no company Master Plan it will be reported against the average target deadline.
- The level of fulfilment will be displayed in predetermined percentage steps at 0%, 25%, 50%, 75% and 100%.
- Each message based function is realized at 100%, if there is at least one implementation of message exchange in production, even if with a single partner only.

Establishment of the second report

As agreed at the last TAF TSI Implementation Cooperation Group, this report is limited to the TAF TSI functions

- Common Reference Files - Primary Location Codes,
- Common Reference Files - Company Codes,
- Common Interface Implementation,
- Train Running Information,
- Wagon and InterModal Unit Operational database (WIMO) and
- Rolling Stock Reference Database (RSRD).

The reporting period for this report lasted from 22 June 2015 to 17 July 2015. The results per TAF TSI function summarised in the graphs are shown in an anonymous way. This report will be presented at the ERA TAF TSI Implementation Cooperation Group meeting on 30 September 2015.

3. PARTICIPATION IN THE SURVEY

The number of project managers invited to report about the implementation of the TAF TSI is shown as contacts in the JSG reporting tool in table 1. The number of total responses received thereof is furthermore divided per type of company.

Report session	Contacts	Responses			
		total	IMs	RUs	WKs
1st Report	54	44	19	25	-
2nd Report	187[1,2]	81[3]	23	56	2

Table 1: Number of contacts and responses per reporting session

For the query of the second report, there was one RU reporting on behalf of thirteen companies and another RU reporting on behalf of eight companies. It has to be noted, that the datasets have been multiplied accordingly and associated to other Member States where applicable.
One dataset of a Passenger-RU which has reported about the implementation of TAP has been excluded.

Compared to the first report of December 2014 participation has grown in all aspects. The number of contacts in the JSG Reporting Tool has more than tripled and the number of responses has nearly doubled, while the majority of additional responses came from RUs.

However, the response rate of RUs in the JSG reporting tool is only about half of the response rate for IMs and WKs. As displayed in diagram 1, the number of RUs having reported in relation to the number of RUs registered in the tool gives a response rate of about one third.

Among the IMs one company acts as allocation body. As allocation bodies take responsibility only for a limited number of TAF TSI functions, it is favourable creating a new type of company for the next reporting session.

[1] DB Schenker Rail AG reported for the following entities: DB SR AG (DE), DB SR Bulgaria (BG), DB SR Netherland (NL), DB SR Poland (PL), DB SR Romania (RO), DB SR Scandinavia (DK), DB SR Switzerland (CH), DB SR United Kingdom (UK), DB SR Hungary (HU), ECR (FR), Transfesa (ES), MEG (DE), RBH (DE)
[2] Rail Cargo Austria AG reported for the following entities: RCA AG (AT), RCA Italy (IT), RCA Slovenia (SI), RCA Croatia (HR), RCA Romania (RO), RCA Bulgaria (BG), RCA Czech Republic (CZ), RCA Slovakia (SK)
[3] 72 responses thereof are full responses and 11 responses thereof are incomplete responses.

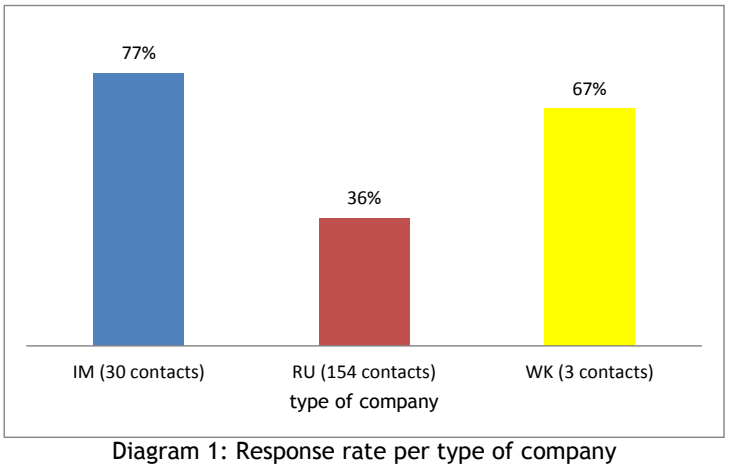

Diagram 1: Response rate per type of company

Diagram 2 indicates the distribution of total responses per country. The feedback comprises twenty-two EU Member States plus Switzerland and Norway.

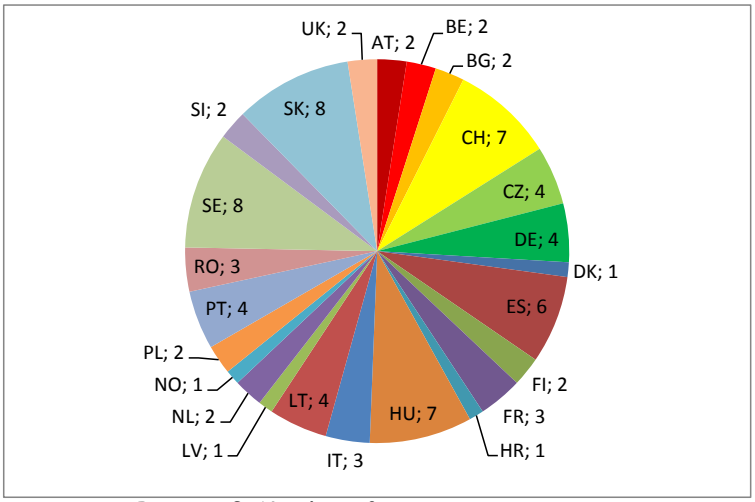

Diagram 2: Number of responses per country

The Annex “responses contact list” to this report gives an overview about the project managers per Member State, who have replied to the second session of TAF TSI implementation monitoring. About half of those companies have submitted an individual master plan summarised in the TAF-TSI Master Plan-document from 17 January 2013.

4. LEVEL OF FULFILMENT

Common Reference Files – Primary Location Codes (IMs only)

The Target Implementation Milestone for realisation of the Reference File Function according to the TAF TSI Masterplan was 2013. The distribution curve indicated that over 80% of the respondents would be ready to populate the reference files and begin using the data in messaging by 2013. Complete population is intended to be reached in 2015.

This activity corresponds to Primary Location Codes, which have to be defined by IMs. Consequently, the following diagram only refers to IMs, even if some RUs have also replied for this activity. Responses refer to initial upload of primary location codes, but maintenance and use of codes is a different issue and not yet taken into account.

The majority of IMs reported to have completed the Common Reference Files for locations on their network. A slightly higher number of companies reported on this function, but the overall level of fulfilment remains with 80 % about the same as in the previous report. However, complete population of Primary Location Codes is not yet reached.

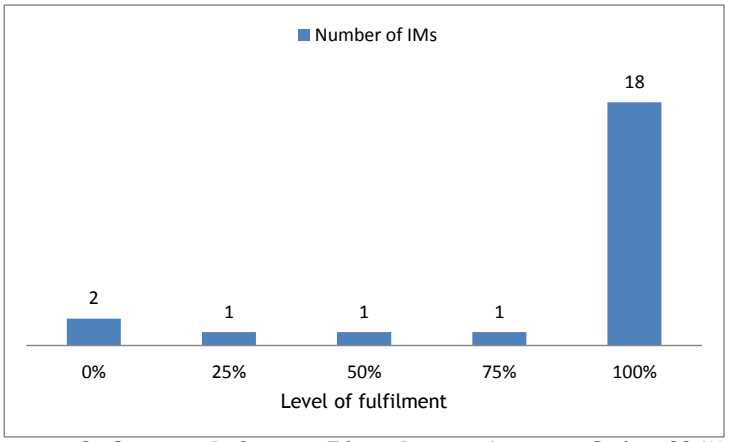

Diagram 3: Common Reference Files - Primary Location Codes (23 IMs)

Common Reference Files - Company Code

The Target Implementation Milestone for realisation of the Reference File Function according to the TAF TSI Masterplan was 2013. The distribution curve indicated that over 80% of the respondents would be ready to populate the reference files and begin using the data in messaging by 2013. Complete population is intended to be reached in 2015.

The bar chart below (diagram 4) is indicating the existence and use of company codes as part of the Common Reference Files both for IMs and RUs.

Complete level of fulfilment has risen by 2 IMs compared to December last year. For RUs it has even developed by 10 companies, but with more than double participation in this query, the completion rate has dropped below 50 %. Compared to the first report, implementation among RUs is much lower than for IMs.

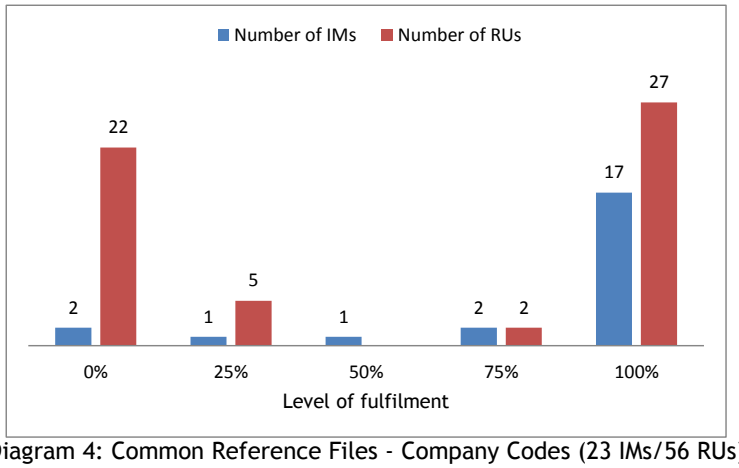

Diagram 4: Common Reference Files - Company Codes (23 IMs/56 RUs)

Common Interface Implementation

The Target Implementation Milestone for realisation of the Common Interface Function according to the TAF TSI Masterplan was 2013. The distribution curve indicated that over 80% of the respondents would have the Common Interface installed and be operational, connected to legacy systems by 2013. Complete installation is intended to be reached in 2015.

Diagram 5 summarises the feedback related to the availability of common interfaces and shows a difference in level of fulfilment between IMs and RUs. The majority of RUs is still developing, while about 50 % of IMs have already finished the implementation of the common interface. With nine RUs having completed its common interface, completion is at 16 % of responding companies.

Furthermore, there are different understandings of fulfilment for this TAF TSI function. Data evaluation from the JSG tool shows, that features such as test environment or use of available European IT tools (e.g. TIS, PCS) are not interpreted equally. For useful results, it is advisable to define precisely the level of fulfilment for this function.

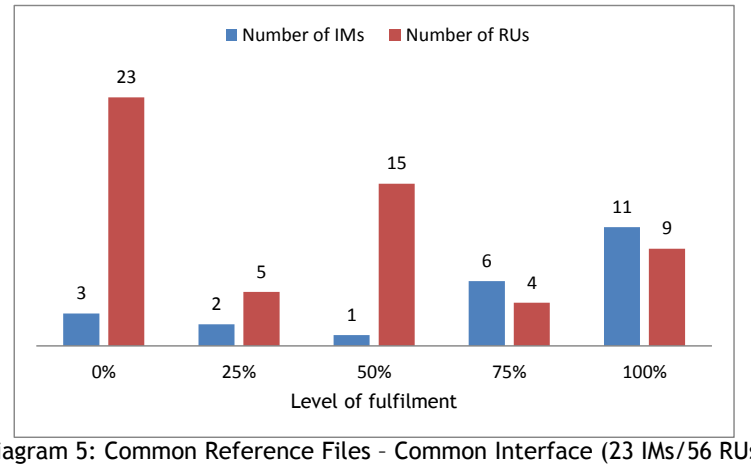

Diagram 5: Common Reference Files – Common Interface (23 IMs/56 RUs)

Train Running Information

The Target Implementation Milestone for realisation of the Train Running Information message according to the TAF TSI Masterplan is 2017.The distribution curve shows that 73% of all IM and 95% of all RU respondents will be ready for implementation by 2017. Complete implementation is intended to be achieved in 2021.

Information about the train running is collected for the first time in this report. It concerns the TAF train running information message only. TAF messages sent by IMs to TIS or TAF messages received by RUs from TIS through traditional interfaces are counted as 75 % complete fulfilment and messages sent or received by Common Interface are counted as 100 % fulfilment.

Completion rate for IMs and RUs having reported to the JSG tool is around 15 % each.

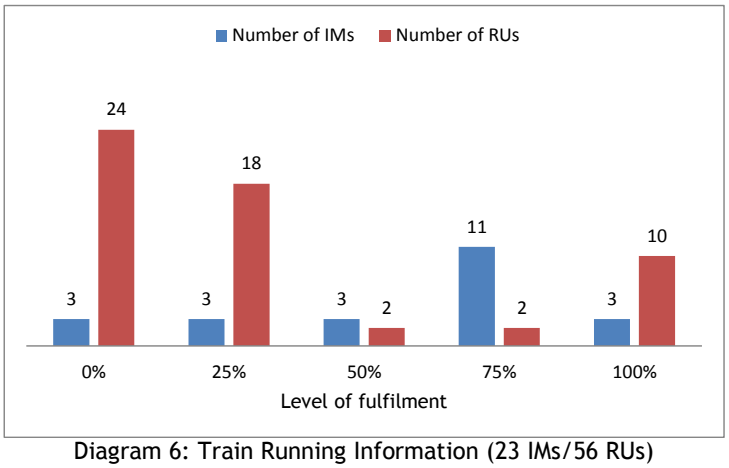

Diagram 6: Train Running Information (23 IMs/56 RUs)

Wagon and InterModal Unit Operational database (RUs only)

The Target Implementation Milestone for realisation of the WIMO function according to the TAF TSI Masterplan is 2016. The distribution curve shows that over 50% of the RU respondents indicated that they would implement the WIMO function by 2016. Complete implementation would be reached in 2018.

The 'Wagon and InterModal Unit Operational Database' function (WIMO) is relevant for RUs only. However, IMs realising this function on behalf of RUs are not taken into account in the present report.

A number of RUs intend to fulfil this functionality in a collaborative way via the ISR tool provided by Raildata. The criteria for fulfilling this function have not yet been defined.

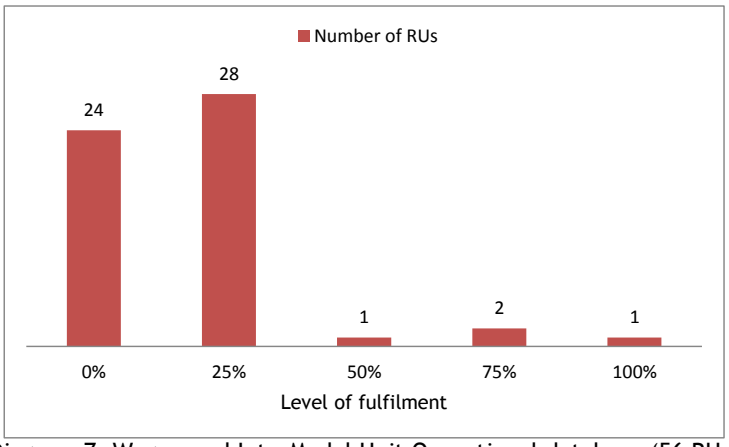

Diagram 7: Wagon and InterModal Unit Operational database (56 RUs)

Rolling Stock Reference Database (RUs, WKs)

The Target Implementation Milestone for realisation of the RSRD function according to the TAF TSI Masterplan is 2015. The distribution curve shows that a majority of the RU respondents indicated that they would implement the Rolling Stock Reference Data function by end 2013 by using the RSRD^2 database.

The 'Rolling Stock Reference Database' function (RSRD) is relevant for WKs and RUs which own wagons.

A number of RUs intend to fulfil this functionality in a collaborative way via the RSRD^2 tool. The definition of the level of fulfilment using this tool has not yet been defined.

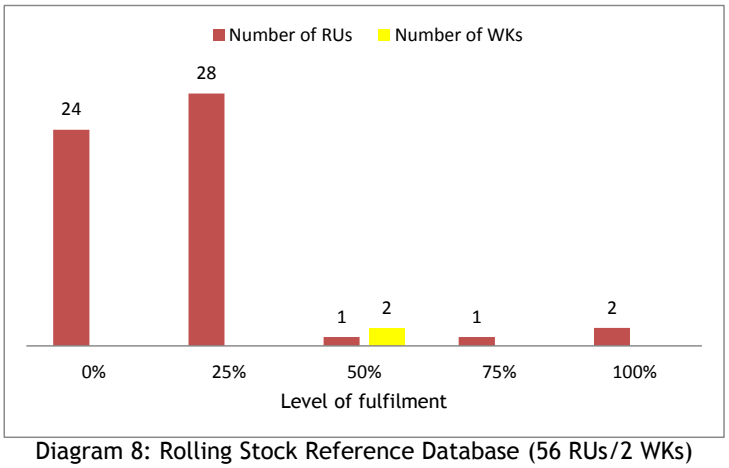

Diagram 8: Rolling Stock Reference Database (56 RUs/2 WKs)

5. DEGREE OF IMPLEMENTATION

This chapter summarises the degree of implementation at European level for the TAF TSI functions for the reporting period ending 30 June 2015. The first degree of implementation in table 3 relates to the number of companies per type having replied to the query. The second degree refers to the number of companies per type registered in the JSG tool and consequently is always lower than the first one.

TAF TSI Function	Target Implementation Milestone (TAF TSI Masterplan)	Type of Company	Implementation Degree responded [%]	Implementation Degree all [%]
Primary Location Codes	2013	IM	78	60
Company Codes	2013	IM RU	74 48	57 18
Common Interface	2013	IM RU	48 16	37 6
Train Running Information	2017	IM RU	13 18	10 7
WIMO	2016	RU	2	1
RSRD	2015	RU WK	4 0	1 0

Table 2: Degree of implementation at European level

ANNEX: RESPONSES CONTACT LIST

Member State	Type of Company	Company Name
AT	IM	ÖBB
AT	RU	Rail Cargo Austria AG
BE	IM	INFRABEL
BE	RU	SNCB Logistics
BG	RU	Rail Cargo Austria AG (Bulgaria)
BG	RU	DB Schenker Rail AG (Bulgaria)
CH	IM	SBB Infrastruktur
CH	RU	SBB Cargo
CH	RU	BLS Cargo AG
CH	RU	Schweizerische Südostbahn AG
CH	RU	DB Schenker Rail AG (Switzerland)
CH	RU	railCare AG
CH	WK	Wascosa AG
CZ	IM	SŽDC
CZ	RU	Elektrizácia železníc Kysak a.s.
CZ	RU	Rail Cargo Austria AG (Czech Republic)
CZ	RU	ČD Cargo
DE	IM	DB Netz AG
DE	RU	DB Schenker Rail AG (Germany)
DE	RU	MEG (Germany)
DE	RU	RBH (Germany)
DK	RU	DB Schenker Rail AG (Denmark)
ES	IM	ADIF
ES	IM	TP Ferro
ES	RU	alsa ferrocarril s.a.u.
ES	RU	Transfesa (Spain)
ES	RU	ferrovial railway, s.a.
ES	RU	RENFE
FI	IM	Finnish Transport Agency
FI	RU	VR-Group Ltd
FR	IM	SNCF Réseau
FR	RU	SNCF FRET
FR	RU	ECR (France)
HR	RU	Rail Cargo Austria (Croatia)

Member State	Type of Company	Company Name
HU	IM	MAV CO
HU	IM	VPE
HU	IM	GYSEV Co
HU	RU	LTE Logistik und Transport GmbH
HU	RU	Rail Cargo Hungaria Co.
HU	RU	AWT Rail HU Co
HU	RU	DB Schenker Rail AG (Hungary)
IT	IM	RFI
IT	RU	Rail Cargo Austria AG (Italy)
IT	RU	Trenitalia
LT	IM	AB Lietuvos geležinkeliai
LT	RU	Alkesta
LT	RU	Klaipėdos Smeltė
LT	RU	UAB Gargždų geležinkelis
LV	RU	LDZ
NL	IM	ProRail
NL	RU	DB Schenker Rail AG (Netherland)
NO	IM	JBV
PL	IM	PLK
PL	RU	DB Schenker Rail AG (Poland)
PT	IM	REFER
PT	RU	CP Carga
PT	RU	TAKARGO
PT	WK	Fábrica Nitrato de Amónio de Portugal
RO	IM	CFR Infra
RO	IM	CFR
RO	RU	Rail Cargo Austria AG (Romania)
RO	RU	DB Schenker Rail AG (Romania)
SE	RU	TMRail AB
SE	IM	Trafikverket
SE	RU	Railcare Logistik AB
SE	RU	LKAB Malmtrafik AB
SE	RU	Tågåkeriet i Bergslagen AB TÅGAB
SE	RU	CFL cargo Sverige AB
SE	RU	Hectorrail
SE	RU	SWT Swedtrac Trafik AB

Member State	Type of Company	Company Name
SI	IM	SŽ infrastruktura
SI	RU	Rail Cargo Austria AG (Slovenia)
SK	IM	ZSR
SK	RU	CER SLOVAKIA a.s.
SK	RU	Rail Cargo Austria AG (Slovakia)
SK	RU	Prvá Slovenská Zeleznicná (PSZ)
SK	RU	LTE Logistik a Transport Slovakia s.r.o.
SK	RU	Central Railways-CRW a.s.
SK	RU	ZSSK CARGO
SK	RU	BULK TRANSSHIPMENT SLOVAKIA, a.s.
UK	IM	Networkrail
UK	RU	DB Schenker Rail AG (UK)

Disclaimer

The TAF and TAP RU/IM Joint Sector Group (JSG)
It was set up in October 2012 as a voluntary organization supported by nine European Associations involved in the implementation of the rail technical specifications for interoperability of the Telematic Application for Freight (TAF TSI)

http://taf-jsg.info/