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COMBINED TRANSPORT



EXECUTIVE SUMMARY

TAF TSI Joint Sector Group

First report of the TAF TSI Implementation

January 2015



Contents

EXECUTIVE SUMMARY	3
1. BACKGROUND TO THE ASSIGNMENT	4
2. METHODOLOGY	4
General assumptions	4
Establishment of the first report	4
3. NOMINATION OF PROJECT MANAGERS	5
Infrastructure Managers (IMs)	5
Railway Undertakings (RUs)	5
4. SUMMARY OF RESULTS	6
Common Reference Files for Locations	6
Common Reference Files for Companies	6
Common Interface available at company level	7

EXECUTIVE SUMMARY

The reporting period for this report about the TAF TSI Implementation lasted from 12 January 2015 to 26 January 2015.

Thirty-six project managers are currently appointed on behalf of forty-four companies implementing the TAF TSI. The number of records varies between the different TAF functions, with a maximum of forty-one replies for the use of company codes.

The following key findings per TAF function can be highlighted:

- The majority of IMs has completed the Common Reference Files for locations on their network.
- Company codes are already widely used within the sector, both by IMs and RUs.
- The majority of RUs is still developing, while a number of IMs have already finished the implementation of the common interface.

The diagrams in this report show the summary of results in an anonymous way. The detailed reports per company are collected and can be seen in the file:



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session TAF Implemer

The Joint Sector Group (JSG) has discussed and released the results of this report at its meeting on 28 January 2015. It will be presented at the ERA TAF TSI Implementation Co-operation Group on 26 February 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 Co-operation 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 by the JSG in the reporting period of January 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 first report

As agreed with the Agency, this report is limited to the TAF TSI functions

- Common Reference Files for Locations,
- Common Reference Files for Companies and
- Common Interface available at company level.

The reporting period for this report lasted from 12 January 2015 to 26 January 2015. The results per TAF TSI function summarized in the graphs are shown in an anonymous way. This report will be presented at the ERA TAF TSI Implementation Co-operation Group meeting on 26 February 2015.

3. NOMINATION OF PROJECT MANAGERS

Infrastructure Managers (IMs)

Nineteen IMs as listed below have appointed project managers.



- ADIF
- CFR Infra
- DB NETZ AG
- INFRAABEL
- JBV
- MAV CO
- Network Rail
- OBB
- PLK
- ProRail
- REFER
- RFI
- SBB Infrastruktur
- SNCF Réseau
- SŽ infrastruktura
- SŽDC
- Trafikverket
- VPE
- ZSR

Railway Undertakings (RUs)

European coverage and the list of twenty-five RUs having nominated a project manager is displayed hereafter. Please note that one RU has reported on behalf of twelve companies.



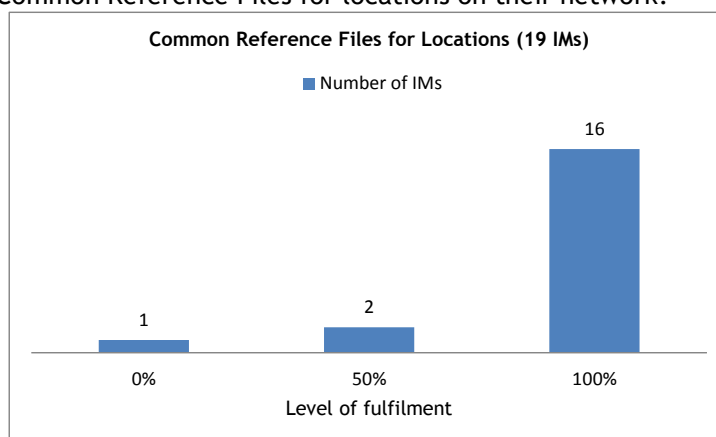
- DB SR AG (Germany)
- DB SR BG (Bulgaria)
- DB SR NL (Netherlands)
- DB SR PL (Poland)
- DB SR RO (Romania)
- DB SR SC (Scandinavia)
- DB SR CH (Switzerland)
- DB SR UK (United Kingdom)
- ECR (France)
- Transfesa (Spain)
- MEG (Germany)
- RBH (Germany)
- ČD Cargo
- CFR MARFA
- Hectorrail
- LDZ
- MAV CO
- Rail Cargo Austria AG
- RENFE
- SBB Cargo
- SNCB Logistics
- SNCF
- SNCF FRET
- Trenitalia
- ZSSK CARGO

4. SUMMARY OF RESULTS

Companies have delivered forty-one reports in total. Please note, that one project manager on RU side has reported for several companies.

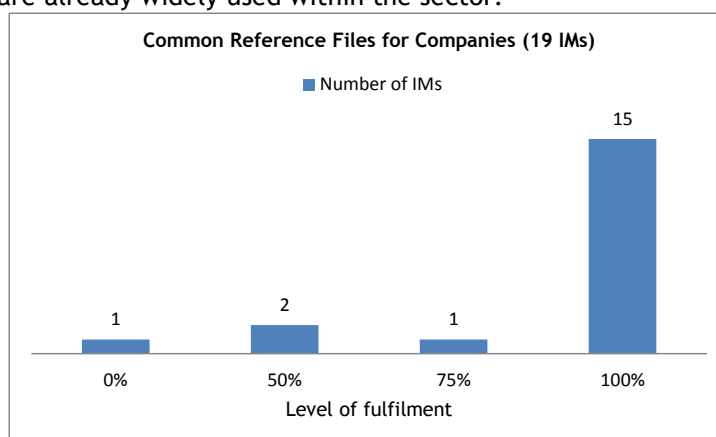
Common Reference Files for Locations

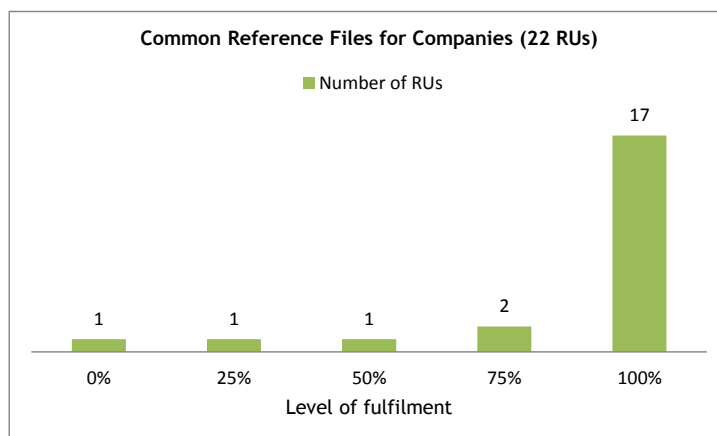
This activity corresponds to Primary Location Codes, which have to be defined by IMs. Consequently, the following diagram only refers to IMs, even if some RUs have also replied for this activity. The majority of IMs has completed the Common Reference Files for locations on their network.



Common Reference Files for Companies

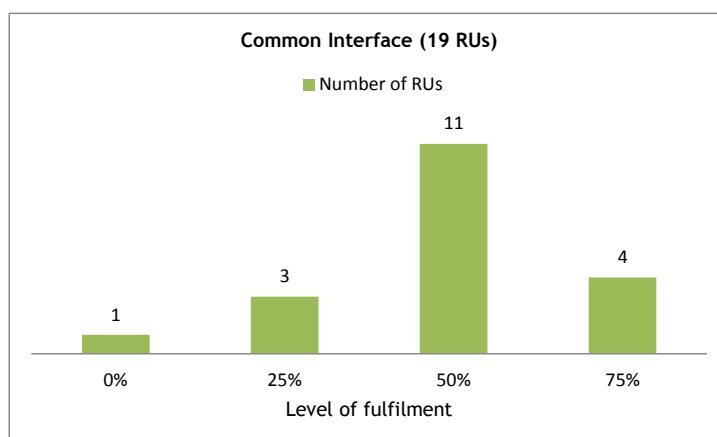
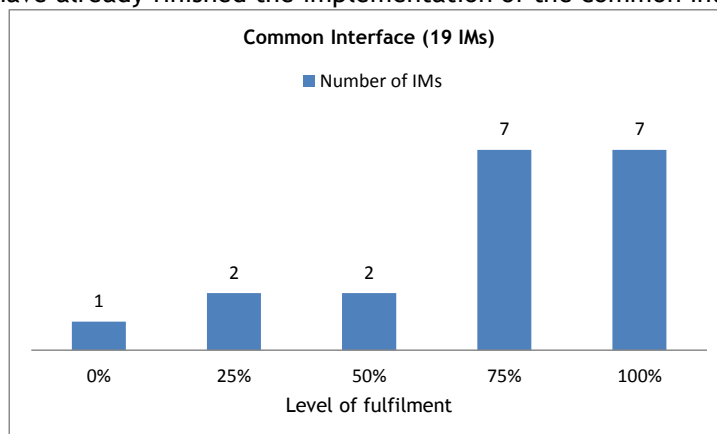
The bar charts below are indicating the existence and use of company codes both for IMs and RUs. As a result, company codes are already widely used within the sector.





Common Interface available at company level

The two graphs below summarizing the feedback related to the availability of common interfaces are showing a difference in level of fulfilment between IMs and RUs. The majority of RUs is still developing, while a number of IMs have already finished the implementation of the common interface.





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/>