



3rd report of the TAF TSI Implementation

RU/IM Telematics Joint Sector Group (JSG)

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Version 1.0

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EXECUTIVE SUMMARY

This 3rd implementation report summarized the results received via the JSG Reporting Tool in January 2016 and thus shows the status of implementation by 31 December 2015.

Starting from the first reporting session, participation has grown in all aspects. It shows a steady increase in terms of invitations sent out as well as responses received thereof. Response rates per type of company have hardly changed since the 2nd report and for RUs are considerably lower than for IMs and WKs. The feedback comprises twenty-three EU Member States plus Norway, Switzerland and Turkey.

As a general result, the number of types of companies having specific TAF TSI functions already in production (100 % level of fulfilment) has increased about 10 % since the previous monitoring session. Exceptions to this rule are the functions 'Company Codes' and 'Train Running Information' for which complete implementation has grown by about 50 % for RUs. As RSRD² figures are included for the first time in this report, they cannot be compared to the last report.

The increase in companies having finished implementation from the previous to this report cannot be observed similarly in the reference group. As the reference group allows comparing the same group of companies in both reports, no improvement of implementation can be observed for them. Most of additional companies using TAF TSI functions therefore are new and have just joined the 3rd monitoring session.

With regard to the previous report, a difference in evolution for degree of implementation relative to companies having replied to the query and companies having been invited to participate can be observed. While the 'Degree of Implementation responded' has raised in a range of up to 10 % depending on the TAF TSI function, no significant changes appear for the 'Degree of Implementation invited'. It is likely, that the 'Degree of Implementation invited' set out in this report is closer to reality.

The companies registered to date in the JSG Reporting Tool and invited to participate seem even to represent only a small part of the European railway sector. In order to get more realistic figures, it is recommended for upcoming reporting sessions evaluating results of the survey by using additional figures/factors, such as:

- total number of all actors per country
- network length for IMs
- tonkilometers for RUs
- total number of wagons for WKs

For valuable and comparable results, it is advisable to define precisely the criteria for the level of fulfilment for the following TAF TSI functions:

- Procedure for updating of Primary Location Codes and harmonising at borders
- Common Interface
- Wagon and Intermodal Unit Operational database (WIMO)



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 summarizes the results received via the JSG Reporting Tool during the third reporting period in January 2016 and thus shows the status of implementation by 31 December 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.

The level of fulfilment in terms of percentage steps are defined as follows:

- 0% - Level 1: Not started - Project not launched
- 25% - Level 2: Initiating phase - Implementation plan is available in the company
- 50% - Level 3: Planning phase - Project development
- 75% - Level 4: Executing phase - Pilot project / System testing
- 100% - Level 5: In-Production & Monitor and Control: Finished means 1st Telematic data exchange is implemented



The obligation to meet functions of the TAF TSI is sometimes limited to specific stakeholders of the railway sector. Evaluation of the results of this survey is therefore stakeholder-specific. For that reason and in accordance with European legislation the following stakeholders are taken into account:

- Infrastructure Manager (IM)
- Railway Undertaking (RU)
- Wagon Keeper (WK)
- Allocation Body (AB)

Establishment of the third report

As agreed at the last TAF TSI Implementation Cooperation Group meeting, this 'TAF TSI Implementation Report' is limited to seven question groups, six of which are about TAF TSI functions and one about common sector tools in use. The respective TAF TSI functions are

- 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 of the 3rd reporting session lasted from 04 January 2016 to 29 January 2016. Diagrams in the following chapters of this report show results per TAF TSI function summarised in an anonymous way.

This report was drafted by the Implementation Reporting Group (IRG), the members of which are listed in Annex 1. As a result, it was endorsed at the JSG meeting on 17 March 2016 and was presented at the ERA TAF TSI Implementation Cooperation Group meeting on 30 and 31 March 2016.

3. PARTICIPATION IN THE SURVEY

Evolution of participation

The present report combines for the first time data from companies submitted via the JSG Reporting Tool and data from wagon keepers using RSRD² submitted by UIP.

The number of project managers invited to report about the implementation of the TAF TSI is shown in table 1 together with the number of responses received thereof. The figures for the 3rd report include forty-three wagon keepers using RSRD².

Report session	Reporting period
1 st Report	01.07.2014 - 31.12.2014
2 nd Report	01.01.2015 - 30.06.2015
3 rd Report	01.07.2015 - 31.12.2015

Table 1: Reporting periods

Annex 2 ‘Responses contact list’ to this report gives a detailed overview about the companies per country having replied to the third session of TAF TSI implementation monitoring. Please note, that there are entities which have reported on behalf of several companies. Details can be taken from annex 2 to this report.

In order to compare two subsequent reports, a so-called ‘Reference group’ of companies is being defined. The reference group consists of fifty-six companies, which have given feedback to the 2nd and the 3rd report. Those companies are marked in annex 2.

Starting from the first report, participation has grown in all aspects. Diagram 1 shows a steady increase for invitations as well as for responses.

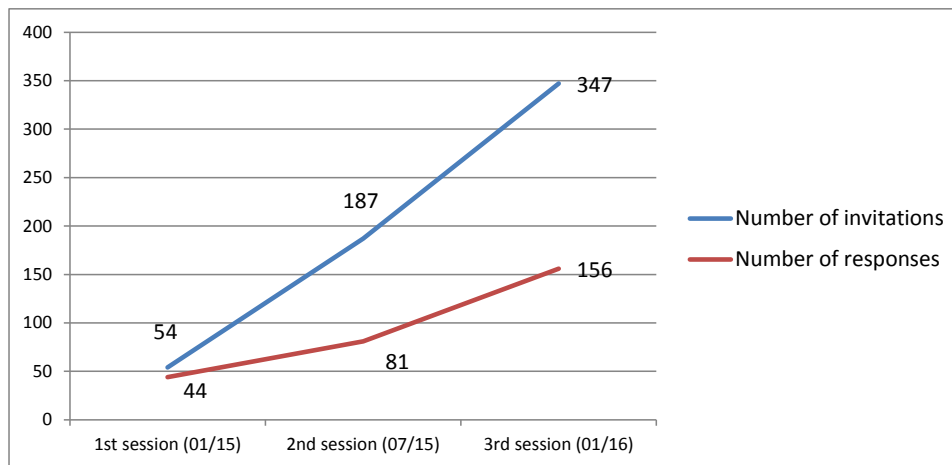


Diagram 1: Evolution of participation over time

Rates of response

Responses from Infrastructure Managers (IMs) are nearly unchanged compared to the previous survey. The majority of additional responses came from Railway Undertakings (RUs) and Wagon Keepers (WKs), however, for the latter type of company from a much lower starting level. The company type ‘Allocation Body’ (AB) appears for the first time in this report. As ABs take responsibility only for a limited number of TAF TSI functions, the Implementation Reporting Group (IRG) decided creating this new type of company.

Invitations and responses per type of company are displayed in diagram 2. As there was only one AB participating, it is not shown in the diagram. Response rates of IMs and WKs in the present report are with three quarters about the same. Contrary to this, the relation between responses and invitations for RUs is with one third considerably lower.

Response rates per type of company have hardly changed since the 2nd report.

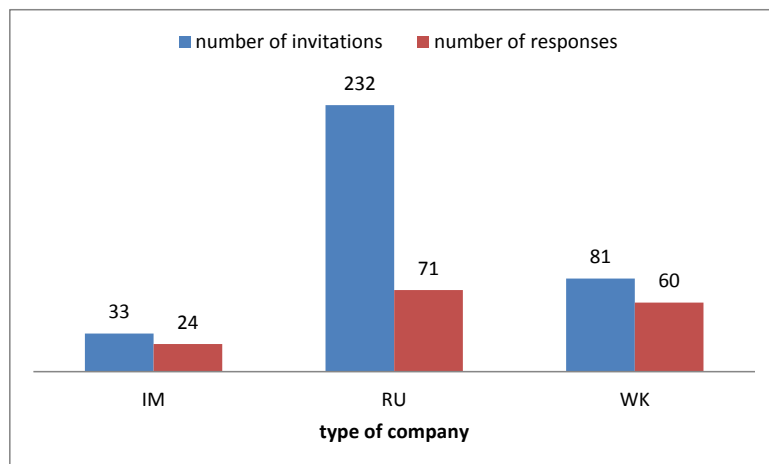


Diagram 2: Invitations and responses per type of company

Diagram 3 indicates the distribution of total responses per country. The feedback comprises twenty-three EU Member States plus Norway, Switzerland and Turkey. The average number of answers per country is four, if the Czech Republic and Germany are not taken into account.

Feedback from the Czech Republic represents one quarter of total participation. Czech replies have increased ten times from the previous written questionnaire.

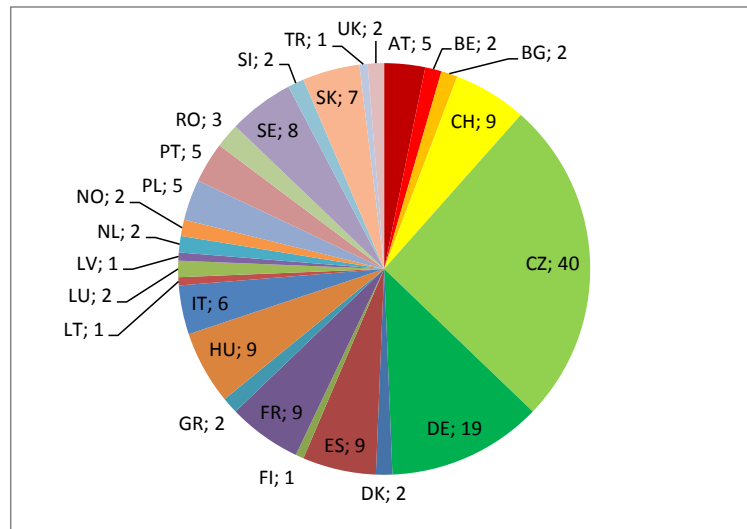


Diagram 3: Number of responses per country

4. LEVEL OF FULFILMENT

Common Reference Files - Primary Location Codes (IMs only)

The Target Implementation Milestone for realisation of the Primary Location Code Function according to the TAF TSI Masterplan was 2013.

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.

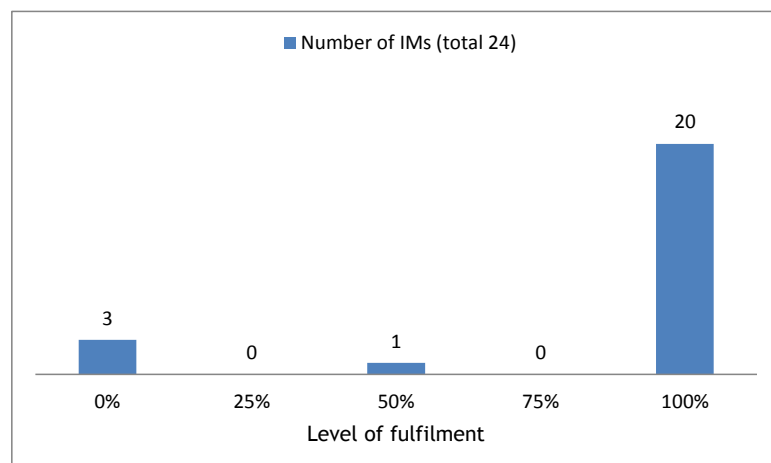


Diagram 4: Common Reference Files - Primary Location Codes

Common Reference Files - Company Code

The Target Implementation Milestone for realisation of the Company Code Function according to the TAF TSI Masterplan was 2013.

The bar chart below (diagram 5) is indicating the existence and use of company codes as part of the Common Reference Files for IMs, RUs and Wks. The feedback from the AB in the query indicates the use of an own Company Code not shown in the bar chart below.

Complete level of fulfilment has risen by 2 IMs and 14 RUs compared to the previous report. However, completion rate for IMs stays significantly higher than for RUs. RSRD² has an own company code for TAF TSI messages, which is being used by all forty-three companies using the system. The completion rate of Wks is therefore at a similar level as for IMs.

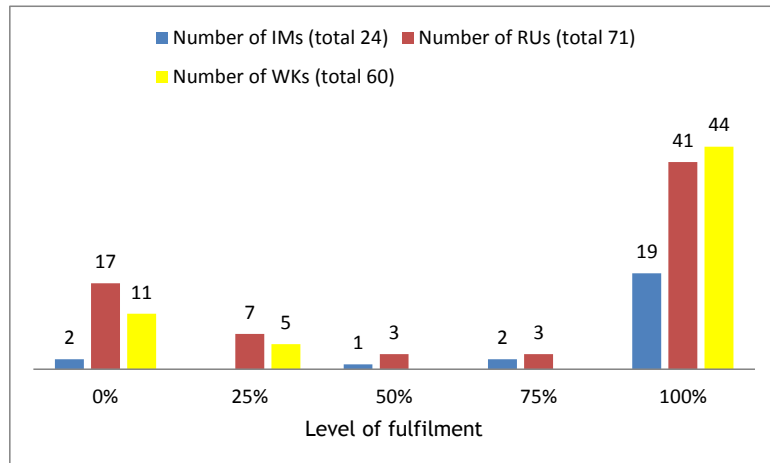


Diagram 5: Common Reference Files - Company Codes

The evolution in implementing Company Codes for the reference group of both IMs and RUs compared to the last report is negligible.

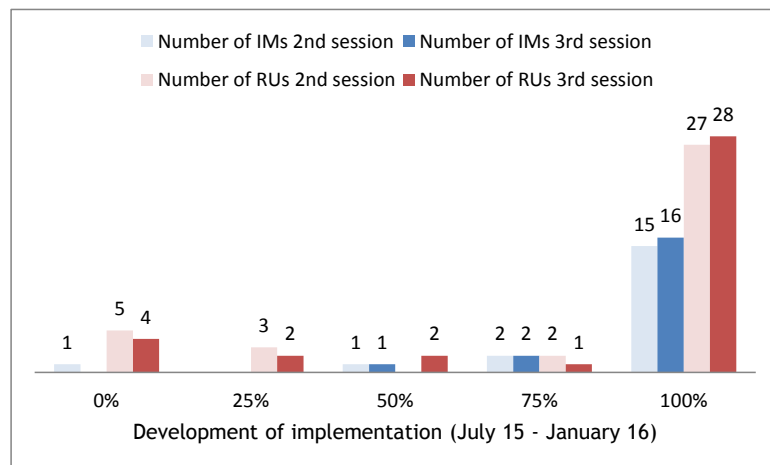


Diagram 6: Evolution of implementation for Company Codes

Common Interface Implementation

The Target Implementation Milestone for realisation of the Common Interface Function according to the TAF TSI Masterplan was 2013.

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 criteria for the level of fulfilment for this function.

Diagram 7 summarises the feedback related to the availability of common interfaces and shows a difference in level of fulfilment between IMs, RUs and Wks. The common interface is completely implemented by 15 IMs (previously 11 IMs) and by 12 RUs (previously 9 RUs). However, the majority of RUs is still developing, while more than 60 % of IMs have already finished the implementation of the common interface. With twelve RUs having completed its common interface, completion is at 17 % of responding companies. As far as Wks are concerned, projects have not started yet or are at initiating phase. RSRD² intends to develop an own common interface, based on the respective specification to be published. Wks using RSRD² therefore form part of the 25 % level.

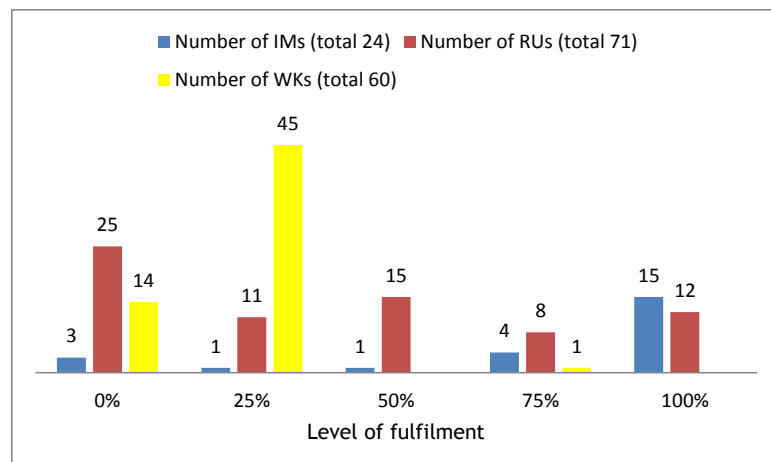


Diagram 7: Common Reference Files - Common Interface

The IM reference group shows a slight shift towards more finalised common interfaces, whereas for RUs no single difference can be recognised (see diagram 8).

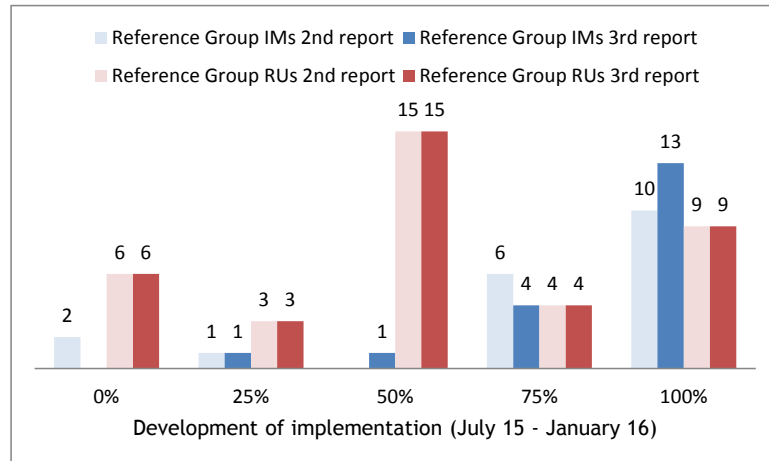


Diagram 8: Evolution of implementation for Common Interface

Train Running Information

The Target Implementation Milestone for realisation of the Train Running Information message according to the TAF TSI Masterplan is 2017.

This monitoring concerns only one aspect of the TAF TSI basic parameter ‘Train running forecast’, the Train Running Information message. The Train Information System (TIS) is a common sector tool hosted by RNE. Messages sent by IMs to TIS or messages received by RUs from TIS through traditional interfaces are counted as 75 % complete fulfilment and TAF messages sent or received by Common Interface are counted as 100 % fulfilment.

The number of Companies having train running information messages in production has increased by 2 for IMs and by 6 for RUs since the 2nd report. Diagram 9 indicates 5 IMs and 16 RUs with 100 % level of fulfilment. Degree of implementation for IMs and RUs having reported to the JSG Reporting Tool is slightly above 20 % each.

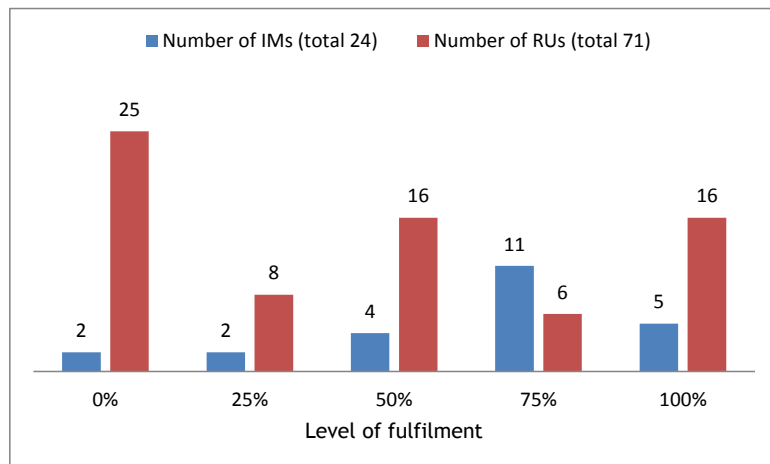


Diagram 9: Train Running Information

For IMs little movements are visible in the reference group, but with 2 more companies ready for data exchange. Related to RUs, there is a large improvement towards planning phase (50 % level of fulfilment).

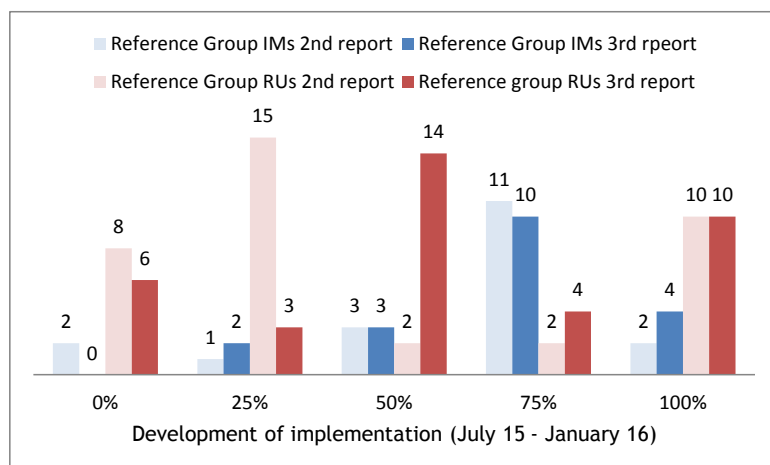


Diagram 10: Evolution of implementation for Train Running Information

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 ‘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 provided by Raildata. Related to the use of this common sector tool, 32 RUs responded to use ISR.

The criteria for fulfilling this function have not yet been defined. For the participating RUs, the degree of implementation currently at 3 % is yet much lower than the intended 50 % target of the TAF TSI Masterplan this year.

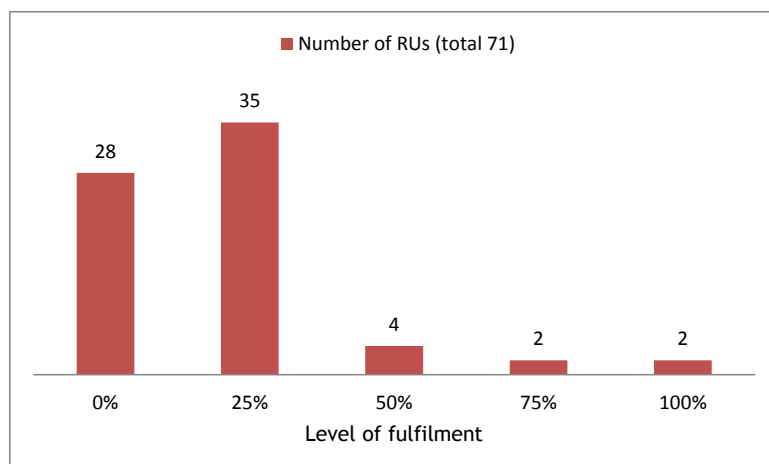


Diagram 11: Wagon and InterModal Unit Operational database

No progress is being made for further project development of the WIMO-function according to the reference group of companies (diagram 12).

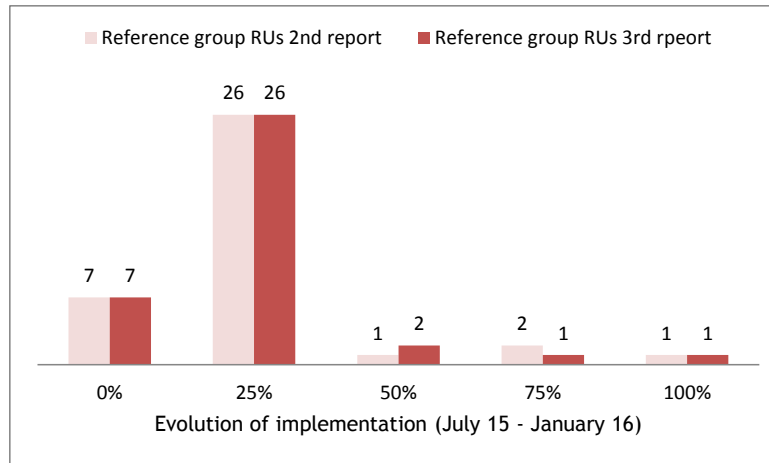


Diagram 12: Evolution of implementation for WIMO

Rolling Stock Reference Database (Wks only)

The Target Implementation Milestone for realisation of the RSRD function according to the TAF TSI Masterplan was 2015.

The ‘Rolling Stock Reference Database’ function (RSRD) is relevant for companies which keep wagons. Those companies might at the same time also be RUs or IMs. The result shown below in diagram 13 refers to Wks which are registered in the General Contract of Use for Wagons (GCU). Hence, their number differs to the Wks having reported in the survey.

A number of companies intends fulfilling this functionality in a collaborative way via the common sector tool RSRD². Information delivered by RSRD² means 100% of fulfilment.

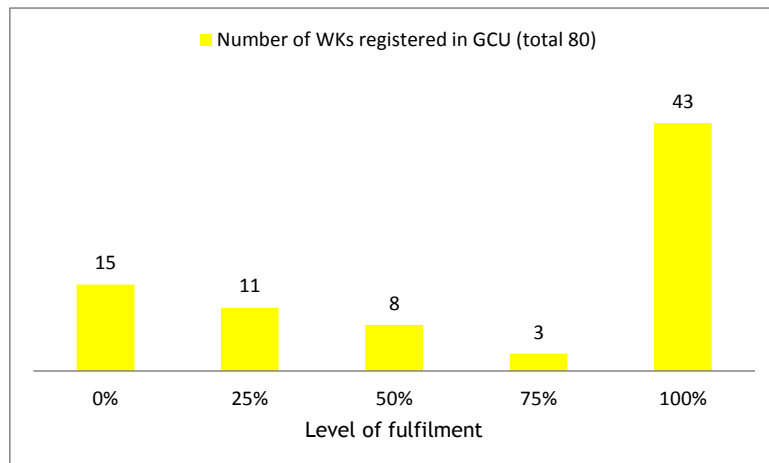


Diagram 13: Rolling Stock Reference Database

As UIP data has been integrated in this report for the first time and the number of Wks participating in the previous report was negligible, there is no use in checking the evolution of fulfilment by means of a control group.

Reasons for not implementing TAF TSI functions

The 3rd survey contained for every TAF TSI function a question about reasons for not implementing. Companies could choose one reason. Table 2 gives an overview in terms of number of companies indicating reasons for not implementing specific TAF TSI functions. Please note that ‘Primary location code’ does not appear in the table, as all IMs intend to realise this function.

Reasons for not using TAF functions [number of companies]	Company Code	Common Interface	Train running	WIMO	RSRD
Process reasons	7	3	8	12	11
Technical reasons	3	6	4	4	5
Budget constraints	3	5	2	3	2
Insufficient awareness of TAF TSI requirements	9	7	5	10	17
Other	14	10	18	25	22

Table 2: Reasons for not using TAF TSI functions

Common Sector Tools

Participants of the questionnaire could select all common sector tools in use to meet the requirements of the TAF TSI. The number of companies having indicated using such tools are summarised in table 3. In respect to the responses received, usage per tool listed ranges from about 20 % up to 40 %.

Number of Companies using common sector tools	total
Train Information System (TIS)	46
International Service Reliability (ISR)	33
Rolling Stock Reference Database (RSRD ²)	64

Table 3: Use of common sector tools

5. DEGREE OF IMPLEMENTATION

This chapter summarises the degree of implementation at European level for the TAF TSI functions for the reporting period ending 31 December 2015.

The 'Degree of Implementation responded' in table 4 relates to the number of companies per type having replied to the query. The 'Degree of Implementation invited' refers to the number of companies per type having been invited to respond to the questionnaire. The difference between responses and invitations is presented in diagram 2 of this report. Consequently the degree of implementation relative to invitations is always considerably lower than the degree of implementation relative to responses. It is likely, that the 'Degree of Implementation invited' is closer to reality.

With regard to the previous report, a difference in evolution for both degrees of implementation can be observed. While the 'Degree of Implementation responded' has raised in a range of up to 10 % depending on the TAF TSI function, no significant changes appear for the 'Degree of Implementation invited'.

TAF TSI Function	Target Implementation Milestone (TAF TSI Masterplan)	Type of Company	Degree of Implementation responded [%]	Degree of Implementation invited [%]
Primary Location Codes	2013	IM	83	61
Company Codes	2013	IM	79	58
		RU	58	18
Common Interface	2013	WK	73	54
		IM	63	45
		RU	17	5
Train Running Information	2017	WK	0	0
		IM	21	15
WIMO	2016	RU	22	7
RSRD	2015	RU	3	1
		WK	54	53

Table 4: Degree of implementation at European level

Table 5 summarises the number of companies, which have specific TAF TSI functions already in production (100 % level of fulfilment). Columns show the value of the 2nd and of the 3rd report, as well as whether an increase in the reference group was visible. Please note, WKS are not part of the reference group.



Generally for most of the functions, the increase in companies having finished implementation from the previous to this report cannot be observed similarly in the reference group. As the reference group allows comparing the same group of companies in both reports, no improvement of implementation can be observed for them. Most of additional companies using TAF TSI functions therefore are new and have just joined the 3rd monitoring session.

TAF TSI Function	Target Implementation Milestone (TAF TSI Masterplan)	Type of Company	In Production 2 nd report [Number of companies]	In Production 3 rd report [Number of companies]	Increase reference group [Number of companies]
Primary Location Codes	2013	IM	18	20	0
Company Codes	2013	IM	17	19	1
		RU	27	41	1
		WK	0	44	-
Common Interface	2013	IM	11	15	3
		RU	9	12	0
		WK	0	0	-
Train Running Information	2017	IM	3	5	2
		RU	10	16	0
WIMO	2016	RU	1	2	0
RSRD	2015	WK	2	43	-

Table 5: Comparison of complete level of fulfilment

6. CONCLUSION AND FINDINGS

The number of companies having been invited to answer the 3rd questionnaire and the number of companies having finally responded differs significantly for the present report. Hence, the degree of implementation relative to invitations is quite low, with percentages of around 50 % maximum depending on the TAF TSI function.

Compared to the last reporting session, another significant aspect was the ten times increase of participating companies (from 4 to 40) for the Czech Republic. This seems to indicate, that there is a high number of companies in the European rail sector not yet taken into account by the TAF TSI monitoring. Extrapolating the Czech rise in participation to the whole European Union would mean more than 3.000 companies responding to the TAF TSI questionnaire, ten times more than actually. The degree of implementation would drop accordingly.

As far as Company Codes are concerned, UIC has allocated five times more codes than are appearing in this report. Again, there seems to be a large part of the European railway sector not yet covered by this TAF TSI monitoring.

In order to get figures closer to reality, it is recommended for upcoming reporting sessions to evaluate results of the survey by using the following figures/factors:

- total number of all actors per country
- network length for IMs
- tonkilometers for RUs
- total number of wagons for Wks

For valuable and comparable results, it is advisable to define precisely the criteria for the level of fulfilment for the following TAF TSI functions:

- Procedure for updating of Primary Location Codes and harmonising at borders
- Common Interface
- Wagon and Intermodal Unit Operational database (WIMO)



ANNEX 1: MEMBERS OF THE IMPLEMENTATION REPORTING GROUP (IRG)

Last Name	First Name	Company	e-mail
Arms (Chair)	Jan-Christian	DB AG	jan-christian.arms@deutschebahn.com
Achermann	Rudolf	SBB	rudolf.achermann@sbb.ch
Achille	Vito Sante	RFI	v.achille@rfi.it
Mastrodonato	Emanuele	CER	ema@cer.be
Heydenreich	Thomas	UIP	rsd@th-heydenreich.de



ANNEX 2: RESPONSES CONTACT LIST

Nr.	Country	Type of Company	Company Name	Reporting entity	Reference group
1	AT	Infrastructure Manager	ÖBB		X
2	AT	Railway Undertaking	Rail Cargo Austria AG		X
3	AT	Wagon Keeper	Logistik Service GmbH	RSRD ²	
4	AT	Wagon Keeper	Felbermayr Transport- und Hebetchnik GmbH & Co KG	RSRD ²	
5	AT	Wagon Keeper	GATX Rail Austria GmbH	RSRD ²	
6	BE	Railway Undertaking	SNCB Logistics		X
7	BE	Infrastructure Manager	INFRABEL		X
8	BG	Railway Undertaking	DB Schenker Rail AG (Bulgaria)	DB Schenker Rail AG (Germany)	X
9	BG	Railway Undertaking	Rail Cargo Austria AG (Bulgaria)	Rail Cargo Austria AG	X
10	CH	Railway Undertaking	DB Schenker Rail AG (Switzerland)	DB Schenker Rail AG (Germany)	X
11	CH	Infrastructure Manager	SBB Infrastruktur		X
12	CH	Railway Undertaking	SBB Cargo		X
13	CH	Railway Undertaking	BLS Cargo AG		X
14	CH	Railway Undertaking	Widmer Rail Services Personal AG		
15	CH	Wagon Keeper	AAE Ahaus Alstätter Eisenbahn Cargo AG	RSRD ²	
16	CH	Wagon Keeper	TRANSWAGGON AG	RSRD ²	
17	CH	Wagon Keeper	MITRAG AG	RSRD ²	
18	CH	Wagon Keeper	Ermewa SA, Geneva branch	RSRD ²	
19	CZ	Railway Undertaking	ČD Cargo		X
20	CZ	Railway Undertaking	Rail Cargo Austria AG (Czech Republic)	Rail Cargo Austria AG	X
21	CZ	Infrastructure Manager	SŽDC		X
22	CZ	Railway Undertaking	Vápenka Čertovy schody a.s.		
23	CZ	Wagon Keeper	NH-TRANS SE		
24	CZ	Infrastructure Manager	Advanced World Transport as		
25	CZ	Railway Undertaking	Rail Systém s.r.o.		
26	CZ	Railway Undertaking	LEO Express a.s.		
27	CZ	Railway Undertaking	IDS CARGO a.s.		
28	CZ	Railway Undertaking	VÍTKOVICE Doprava a.s.		
29	CZ	Wagon Keeper	KKB spol. s r.o.		
30	CZ	Railway Undertaking	Lovochemie a.s.		
31	CZ	Railway Undertaking	UNIPETROL DOPRAVA s.r.o.		



Nr.	Country	Type of Company	Company Name	Reporting entity	Reference group
32	CZ	Wagon Keeper	Armádní Servisní, přísp org		
33	CZ	Railway Undertaking	LTE Logistik a Transport Czechia s.r.o.		
34	CZ	Railway Undertaking	LOKO TRANS s.r.o.		
35	CZ	Wagon Keeper	ArcelorMittal Ostrava as		
36	CZ	Railway Undertaking	Slezskomoravská dráha a.s.		
37	CZ	Wagon Keeper	Rail Cargo Operator - CSKD s.r.o.		
38	CZ	Wagon Keeper	Railco services s.r.o.		
39	CZ	Wagon Keeper	Správa státních hmotných rezerv ČR		
40	CZ	Wagon Keeper	ŽPSV a.s.		
41	CZ	Wagon Keeper	Coal Services a.s.		
42	CZ	Railway Undertaking	Vápenka Vitošov s.r.o.		
43	CZ	Wagon Keeper	Vendys & V s.r.o.		
44	CZ	Railway Undertaking	ODOS		
45	CZ	Wagon Keeper	RYKO PLUS spol. s r.o.		
46	CZ	Wagon Keeper	ZX-BENET CZ s.r.o.		
47	CZ	Railway Undertaking	TONCUR s.r.o.		
48	CZ	Wagon Keeper	Kotouč Štramberk spol. s r.o.		
49	CZ	Wagon Keeper	SILVA CZ, s.r.o.		
50	CZ	Wagon Keeper	V.K.S. VAGON KOMERS SPEED spol.s r.o.		
51	CZ	Railway Undertaking	České dráhy a.s.		
52	CZ	Railway Undertaking	BF Logistics s.r.o.		
53	CZ	Railway Undertaking	IDS Olomouc a.s.		
54	CZ	Wagon Keeper	KOS Trading a.s.		
55	CZ	Railway Undertaking	DBV-ITL s.r.o.		
56	CZ	Railway Undertaking	SD-Kolejová doprava a.s.		
57	CZ	Wagon Keeper	Felbermayr Transport- und Hebetchnik spol.s.r.o.	RSRD ²	
58	CZ	Wagon Keeper	Lafarge Cement, a.s.	RSRD ²	
59	DE	Infrastructure Manager	DB NETZ AG		X
60	DE	Railway Undertaking	DB Schenker Rail AG (Germany)		X
61	DE	Railway Undertaking	MEG (Germany)	DB Schenker Rail AG (Germany)	X
62	DE	Railway Undertaking	RBH (Germany)	DB Schenker Rail AG (Germany)	X
63	DE	Wagon Keeper	voestalpine Rail Center Königsborn GmbH	RSRD ²	
64	DE	Wagon Keeper	Mosolf Automotive Railway	RSRD ²	



Nr.	Country	Type of Company	Company Name	Reporting entity	Reference group
			GmbH		
65	DE	Wagon Keeper	VTG Aktiengesellschaft	RSRD ²	
66	DE	Wagon Keeper	Aretz GmbH und Co. KG	RSRD ²	
67	DE	Wagon Keeper	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co KG	RSRD ²	
68	DE	Wagon Keeper	TRANSWAGGON GmbH	RSRD ²	
69	DE	Wagon Keeper	GATX Rail Germany GmbH	RSRD ²	
70	DE	Wagon Keeper	Tyczka Gase GmbH	RSRD ²	
71	DE	Wagon Keeper	Logistikgesellschaft Gleisbau mbH	RSRD ²	
72	DE	Wagon Keeper	DAHER PROJECTS GmbH	RSRD ²	
73	DE	Wagon Keeper	Ermewa GmbH	RSRD ²	
74	DE	Wagon Keeper	AlzChem AG	RSRD ²	
75	DE	Wagon Keeper	NACCO GmbH	RSRD ²	
76	DE	Wagon Keeper	Kurt Nitzer (GmbH & Co.) KG	RSRD ²	
77	DE	Wagon Keeper	Zürcher Bau GmbH	RSRD ²	
78	DK	Railway Undertaking	DB Schenker Rail AG (Denmark)	DB Schenker Rail AG (Germany)	X
79	DK	Infrastructure Manager	Banedanmark		
80	ES	Railway Undertaking	Transfesa (Spain)	DB Schenker Rail AG (Germany)	X
81	ES	Railway Undertaking	RENFE		X
82	ES	Infrastructure Manager	ADIF		X
83	ES	Railway Undertaking	alsa ferrocarril s.a.u.		X
84	ES	Railway Undertaking	continental rail		
85	ES	Railway Undertaking	eco rail		
86	ES	Railway Undertaking	ferrovial railway		
87	ES	Wagon Keeper	Sociedad de estudios y explotacion de material auxiliar de transportes S.A.	RSRD ²	
88	ES	Wagon Keeper	Transportes Ferroviarios Especiales S.A.	RSRD ²	
89	FI	Railway Undertaking	VR-Group Ltd		X
90	FR	Railway Undertaking	ECR (France)	DB Schenker Rail AG (Germany)	X
91	FR	Railway Undertaking	SNCF FRET		X
92	FR	Infrastructure Manager	SNCF Réseau		X
93	FR	Wagon Keeper	ATIR-RAIL	RSRD ²	
94	FR	Wagon Keeper	STVA S.A.	RSRD ²	
95	FR	Wagon Keeper	Compagnie Française de	RSRD ²	



Nr.	Country	Type of Company	Company Name	Reporting entity	Reference group
			Produits Métallurgiques		
96	FR	Wagon Keeper	Monfer France SASU	RSRD ²	
97	FR	Wagon Keeper	NACCO S.A.S.	RSRD ²	
98	FR	Wagon Keeper	Ermewa SA	RSRD ²	
99	GR	Infrastructure Manager	OSENET		
100	GR	Railway Undertaking	TRAINOSE		
101	HU	Railway Undertaking	Rail Cargo Austria (Hungary)	Rail Cargo Austria AG	X
102	HU	Infrastructure Manager	MAV CO		X
103	HU	Railway Undertaking	DB Schenker Rail AG (Hungary)	DB Schenker Rail AG (Germany)	X
104	HU	Allocation Body	VPE		X
105	HU	Infrastructure Manager	GYSEV Co		X
106	HU	Railway Undertaking	LTE Logistik und Transport GmbH		X
107	HU	Railway Undertaking	Rail Cargo Hungaria Co.		X
108	HU	Railway Undertaking	MÁV-Start Co.		
109	HU	Railway Undertaking	SwietelskyLtd.		
110	IT	Infrastructure Manager	RFI		X
111	IT	Railway Undertaking	Rail Cargo Austria AG (Italy)	Rail Cargo Austria AG	X
112	IT	Railway Undertaking	Trenitalia		X
113	IT	Railway Undertaking	G.T.S. Rail Spa		
114	IT	Wagon Keeper	Lotras srl	RSRD ²	
115	IT	Wagon Keeper	Monfer Cereali SRL	RSRD ²	
116	LT	Infrastructure Manager	AB Lietuvos geležinkeliai		X
117	LU	Railway Undertaking	CFL Infrastructure		
118	LU	Railway Undertaking	CFL Multimodal		
119	LV	Railway Undertaking	LDZ		X
120	NL	Railway Undertaking	DB Schenker Rail AG (Netherland)	DB Schenker Rail AG (Germany)	X
121	NL	Infrastructure Manager	Prorail		X
122	NO	Infrastructure Manager	JBV		X
123	NO	Railway Undertaking	Cargonet AS		
124	PL	Railway Undertaking	DB Schenker Rail AG (Poland)	DB Schenker Rail AG (Germany)	X
125	PL	Infrastructure Manager	PLK		X
126	PL	Wagon Keeper	GATX Rail Poland Sp. z o.o.	RSRD ²	
127	PL	Wagon Keeper	Felbermayr Immo Sp.z.o.o.	RSRD ²	
128	PL	Wagon Keeper	Tankwagon sp.z.o.o.	RSRD ²	



Nr.	Country	Type of Company	Company Name	Reporting entity	Reference group
129	PT	Infrastructure Manager	REFER		X
130	PT	Railway Undertaking	CP Carga		X
131	PT	Wagon Keeper	Nova AP - Fábrica Nitrato de Amónio de Portugal		X
132	PT	Infrastructure Manager	Infraestruturas de Portugal SA		
133	PT	Wagon Keeper	ADP Fertilizantes, S.A.	RSRD ²	
134	RO	Railway Undertaking	DB Schenker Rail AG (Romania)	DB Schenker Rail AG (Germany)	X
135	RO	Railway Undertaking	Rail Cargo Austria AG (Romania)	Rail Cargo Austria AG	X
136	RO	Infrastructure Manager	CFR Infra		X
137	SE	Infrastructure Manager	Trafikverket		X
138	SE	Railway Undertaking	Railcare Logistik AB		X
139	SE	Railway Undertaking	LKAB Malmtafrik AB		X
140	SE	Railway Undertaking	Strukton Rail AB		
141	SE	Railway Undertaking	Inlandståget AB		
142	SE	Railway Undertaking	Green Cargo		
143	SE	Wagon Keeper	TRANSWAGGON AB	RSRD ²	
144	SE	Wagon Keeper	Stena Recycling AB	RSRD ²	
145	SI	Railway Undertaking	Rail Cargo Austria AG (Slovenia)	Rail Cargo Austria AG	X
146	SI	Infrastructure Manager	SŽ infrastruktura		X
147	SK	Railway Undertaking	Rail Cargo Austria AG (Slovakia)	Rail Cargo Austria AG	X
148	SK	Railway Undertaking	ZSSK CARGO		X
149	SK	Railway Undertaking	Metrans Danubia a.s		
150	SK	Infrastructure Manager	Železnice Slovenskej republiky		
151	SK	Railway Undertaking	Express Group		
152	SK	Wagon Keeper	Ing. Alica Ovcariaková A.O.	RSRD ²	
153	SK	Wagon Keeper	Felbermayr Slovakia s.r.o.	RSRD ²	
154	TR	Wagon Keeper	TRANSWAGGON Vagon Isletmeleri Ltd. Sti.	RSRD ²	
155	UK	Railway Undertaking	DB Schenker Rail AG (UK)	DB Schenker Rail AG (Germany)	X
156	UK	Infrastructure Manager	NetworkRail		X



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/>