4th report of the TAF TSI Implementation

RU/IM Telematics Joint Sector Group (JSG)

July 2016

Version 1.1

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Document history

Version	Name	Changes	Date
0.1	Jan-Christian Arms	Initial version	17.08.2016
0.2	Jan-Christian Arms	Comments Thomas Heydenreich and Rudolf Achermann (section 5 STPR)	12.09.2016
0.3	Jan-Christian Arms	Revision of document at IRG	15.09.2016
0.4	Jan-Christian Arms	Document ready for approval at JSG	21.09.2016
1.0	Jan-Christian Arms	Document approved by JSG for publication	28.09.2016
1.1	Jan-Christian Arms	Change in Annex 2	21.10.2016

Contents

LIST OF TABLES

LIST OF DIAGRAMS

EXECUTIVE SUMMARY

This 4th implementation report summarized the results received via the JSG Reporting Tool in July 2016 and thus shows the status of implementation by 30 June 2016.

Starting from the first report, invitations and responses have grown in all aspects. However, since the 3rd TAF TSI monitoring responses stagnate. Response rates per type of company have hardly changed since the 2nd report. The feedback comprises twenty-four EU Member States plus Norway, Switzerland and Turkey.

Regarding the TAF TSI functions reported, the following results can be observed:

- The majority of IMs having reported to the present query have completed the Primary Location Codes on their network.
- The majority of companies having replied to the query possess a Company Code.
- The feedback of the current questionnaire shows a difference in level of fulfilment for Common Interface between IMs, RUs and WKs. The majority of IMs has already implemented, while most of RUs and WKs are still developing.
- Degree of implementation for Train Running Information is around 20 % for IMs and RUs.
- Implementation of the WIMO-function rests at a very low level of fulfilment.
- A number of companies fulfil the RSRD-functionality via the common sector tool RSRD[2], so that the degree of implementation is more than 75 %.

At European level the Degree of Implementation shows different trends for IMs and RUs. Implementation of TAF TSI functions for IMs generally display a positive evolution. The proportion of RUs having finished implementation is considerably lower. Moreover, the development of the TAF TSI functions for RUs is undefined, mainly due to irregular participation to the survey.

Only a part of the companies invited to participate to the survey deliver feedback. 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.

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 Union Agency for Railways (ERA) shall assess and oversee its implementation.

The Agency has established the 'TAF TSI Implementation Cooperation Group' in order to evaluate the reports of the sector. Members of the European railway sector are encouraged to submit their reports through the JSG to the Agency.

2. METHODOLOGY

General assumptions

The progress of implementation of the TAF TSI is 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 fourth report

This report summarized the results received via the JSG Reporting Tool during the fourth reporting period lasting from 27 June 2016 to 22 July 2016 and thus shows the status of implementation by 30 June 2016. Diagrams in the following chapters of this report show results per TAF TSI function summarised in an anonymous way. The present report integrates also data from wagon keepers using RSRD2 submitted by UIP. Table 1 gives an overview about the history of reporting periods.

Report session	Reporting period	Number of questions
1st Report	01.07.2014 – 31.12.2014	21
2nd Report	01.01.2015 – 30.06.2015	40
3rd Report	01.07.2015 – 31.12.2015	42
4th Report	01.01.2016 – 30.06.2016	53

Table 1: Reporting periods

The 'TAF TSI Implementation Report Volume 4' questionnaire contains eight question groups, six of which are about the current implementation of TAF TSI functions:

- Primary Location Codes (IMs)
- Company Code
- Common Interface
- Train Running Information (IMs and RUs)
- WIMO (RUs)
- RSRD (WKs)

In addition it contains two more general question groups intended to find out the actual situation and intentions of companies:

- Sector Tools in use
- Short Term Path Request (IMs and RUs)

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 28 September 2016 and published accordingly. It will be presented at the ERA TAF TSI Implementation Cooperation Group meeting on 19 and 20 October 2016.

3. PARTICIPATION IN THE SURVEY

Evolution of participation

The number of project managers invited to report about the implementation of the TAF TSI is shown in diagram 1 together with the number of responses received thereof. Starting from the first report, invitations and responses have grown in all aspects. However, since the 3rd TAF TSI monitoring responses stagnate.

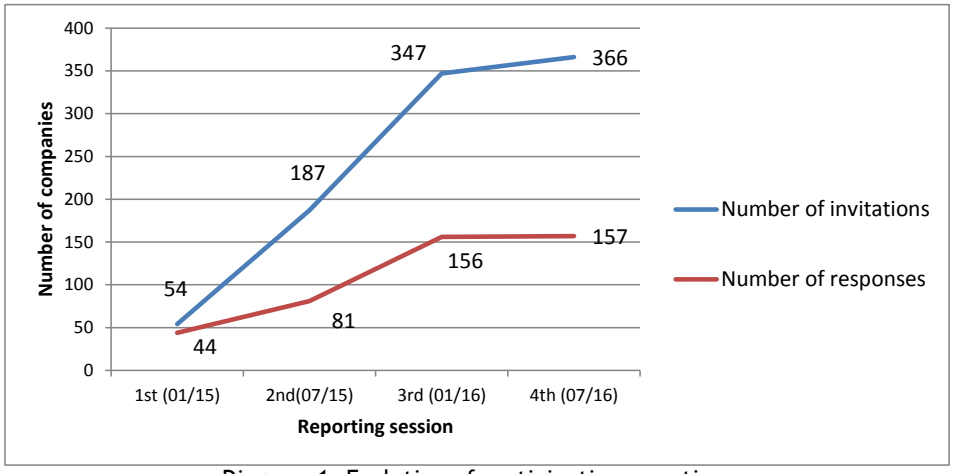

Diagram 1: Evolution of participation over time

Responses from IMs did not change compared to the previous survey. WKs gave more feedback this time, while the activity of RUs decreased in about the same order. Participation of ABs remains negligible.

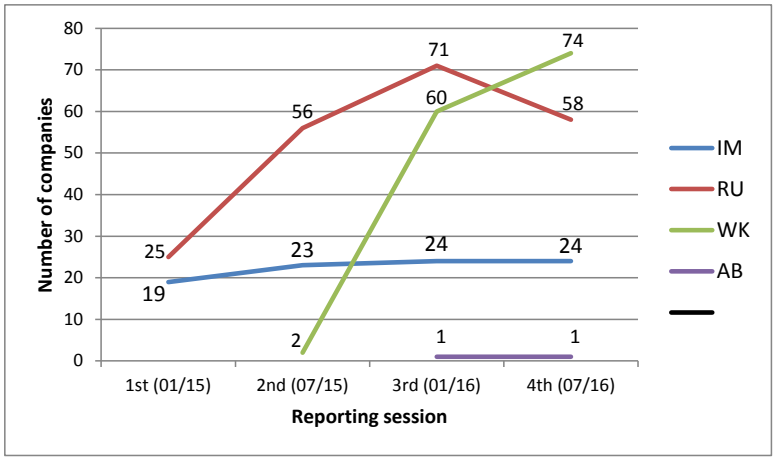

Diagram 2: Evolution of responses per type of company

From the very beginning, there is no stable participation to the TAF TSI reporting. Only a small number of companies participate regularly since the first reporting session. The mixture is indicated in diagram 2. The responses for the 4th report include fifty-six wagon keepers using RSRD2 submitted by UIP.

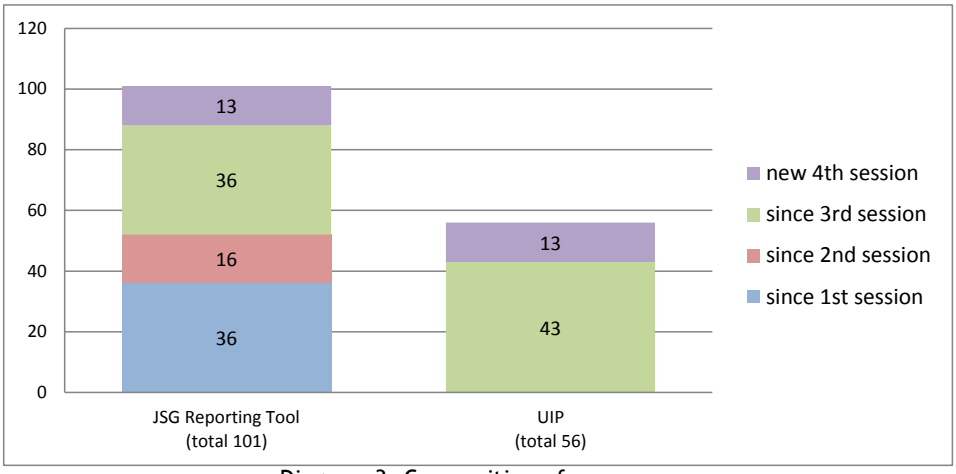

Diagram 3: Composition of responses

Annex 2 'Responses contact list' to this report gives a detailed overview about the companies per country having replied to the fourth 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.

Rates of response

Invitations and responses per type of company are displayed in diagram 4. As there was only one AB participating, it is not taken into account further in this report. Response rates of IMs and WKs in the present report are with more than 70 % similar. Contrary to this, the relation between responses and invitations for RUs is with 25 % considerably lower.

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

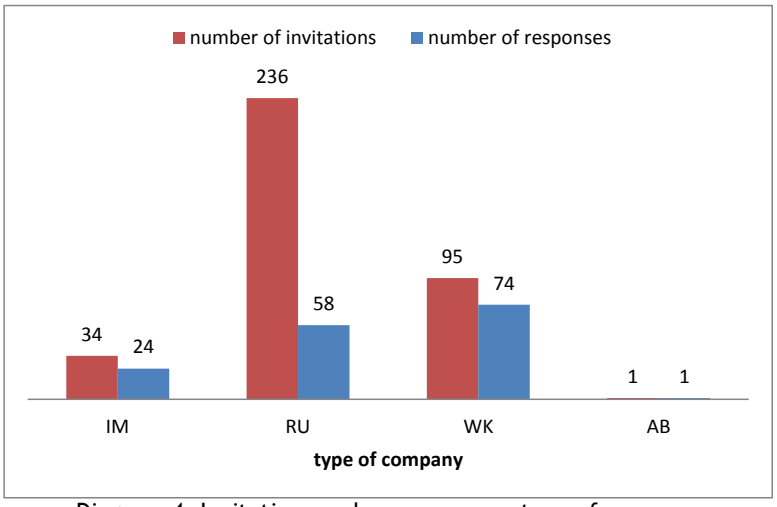

Diagram 4: Invitations and responses per type of company

Diagram 5 indicates the distribution of total responses per country. The feedback comprises twenty-four 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.

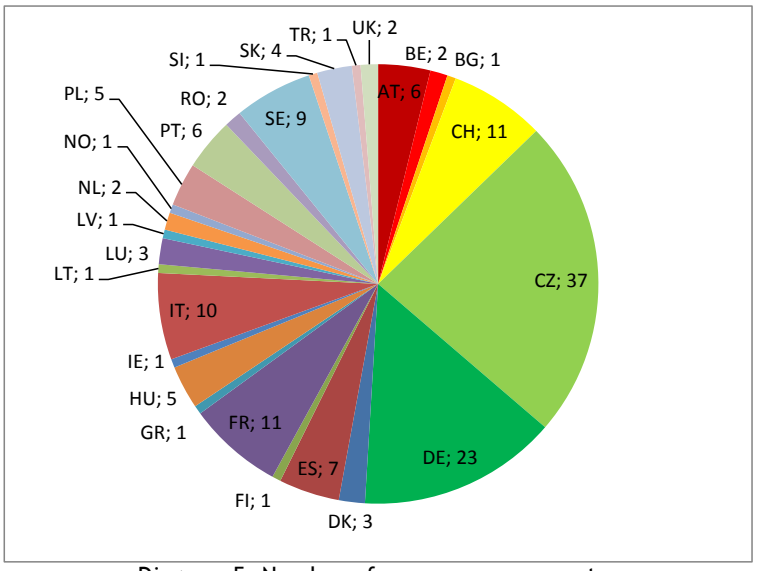

Diagram 5: Number of responses per country

4. IMPLEMENTATION MONITORING OF TAF TSI FUNCTIONS

Common Reference Files – Primary Location Codes (IMs)

The Target Implementation Milestone for realisation of the Primary Location Code Function (PLC) 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 update and maintenance process and use of codes is a different issue and not yet taken into account.

Diagram 6 indicates, that the majority of IMs reported to have completed the Common Reference Files for locations on their network. However, complete population of PLC is not yet reached.

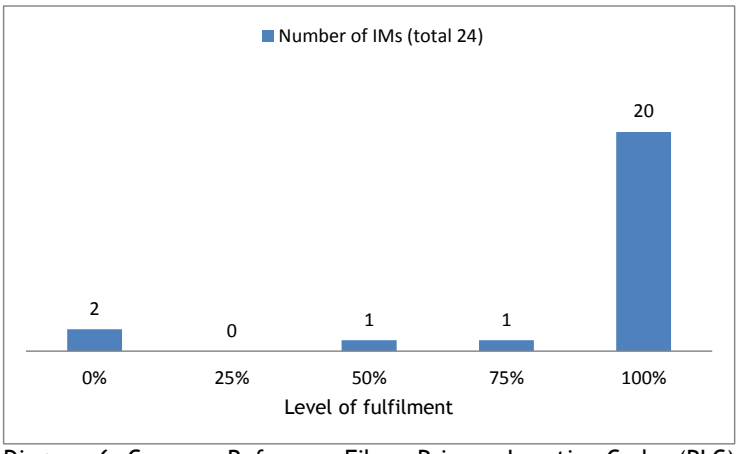

Diagram 6: Common Reference Files - Primary Location Codes (PLC)

Regarding the evolution of PLC implementation, diagram 7 shows with 80 % level of fulfilment no difference to the last monitoring.

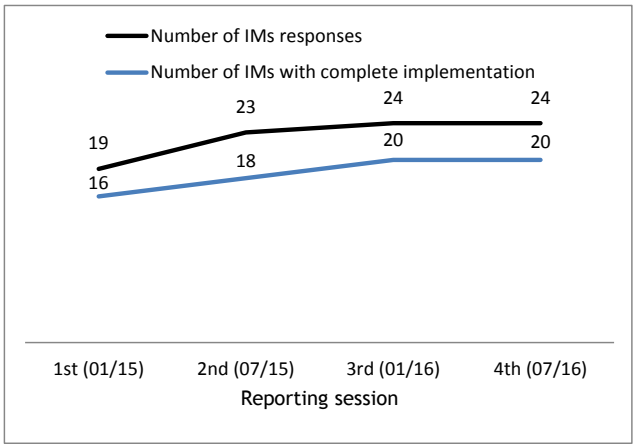

Diagram 7: Evolution of PLC implementation

Common Reference Files - Company Code

The Target Implementation Milestone for realisation of the Company Code Function (CC) according to the TAF TSI Masterplan was 2013. The bar chart below (diagram 8) is indicating the existence and use of company codes as part of the Common Reference Files for IMs, RUs and WKs. For CCs only two predefined percentage steps exist, because either a company does have an own CC or not. The majority of companies having replied to the query possess a CC.

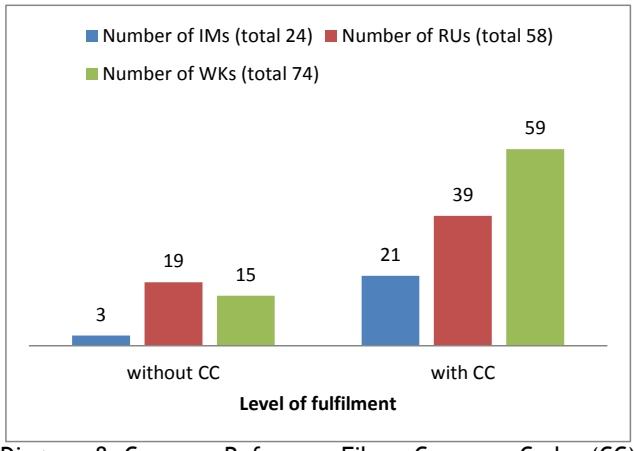

Diagram 8: Common Reference Files - Company Codes (CC)

For IMs and WKs the implementation of CCs has increased. For RUs however, implementation of CCs has decreased, because some RUs having reported successful implementation in previous sessions did not deliver input to the present report. Diagram 9 displays, that implementation of the CC function depends on and develops similar to participation.

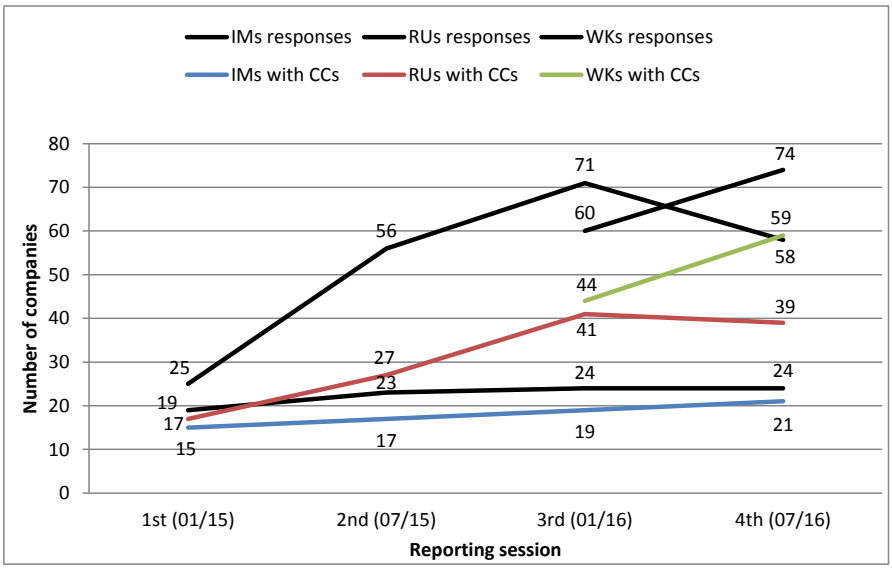

Diagram 9: Evolution of implementation for Company Codes

Common Interface Implementation

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

Diagram 10 summarises the feedback related to the availability of CI and shows a difference in level of fulfilment between IMs, RUs and WKs. The CI is completely implemented by 17 IMs and by 7 RUs. However, the majority of RUs is still developing, while more than 70 % of IMs have already finished the implementation of the CI. With seven RUs having completed its CI, completion is at 12 % of responding companies. For WKs, projects have not started yet or are at initiating phase. RSRD^2 has yet not implemented the CI. WKs using RSRD^2 therefore form part of the 25 % level.

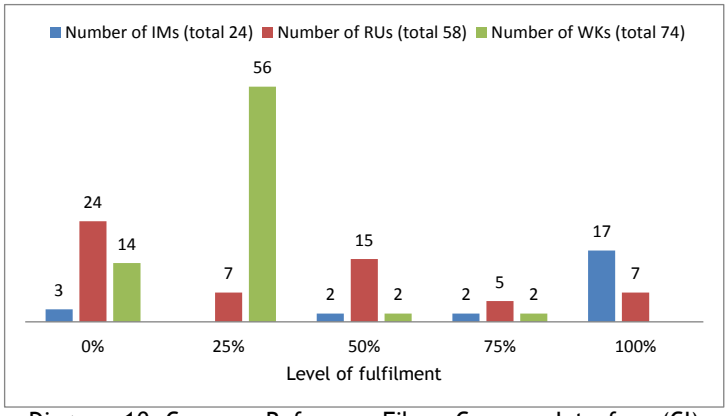

Diagram 10: Common Reference Files – Common Interface (CI)

The development of complete implementation of the CI over time according to diagram 11 shows again the relation to the number of responses per company type. There is no 100 % fulfilment for WKs yet.

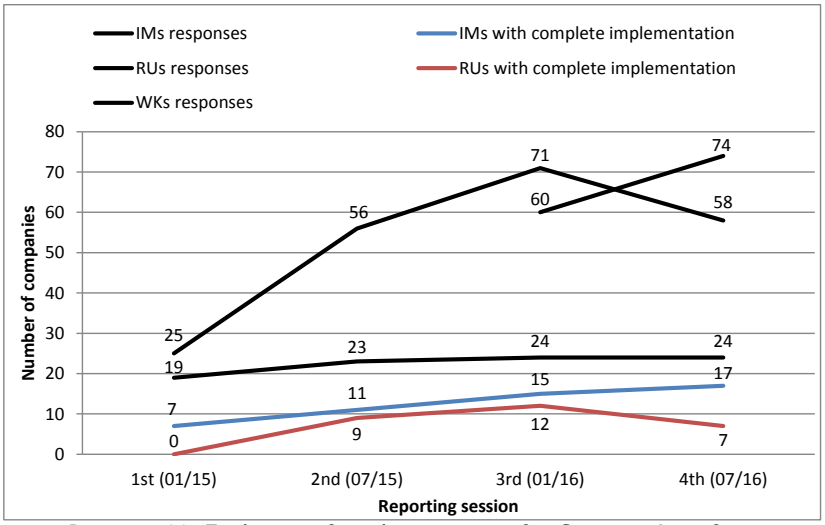

Diagram 11: Evolution of implementation for Common Interface

Train Running Information (IMs and RUs)

The Target Implementation Milestone for realisation of the Train Running Information message (TRI) 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.

Diagram 12 indicates 5 IMs and 8 RUs with 100 % level of fulfilment. Degree of implementation for IMs and RUs having reported to the JSG Reporting Tool is around 20 % each.

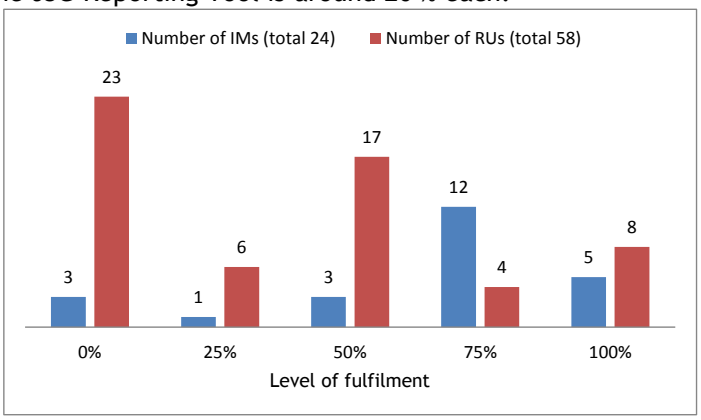

Diagram 12: Train Running Information (TRI)

No improvement regarding implementation of TRI can be observed for IMs since the previous report (see diagram 13). RU implementation is declining due to the lower number of answers for the present questionnaire compared the previous exercise.

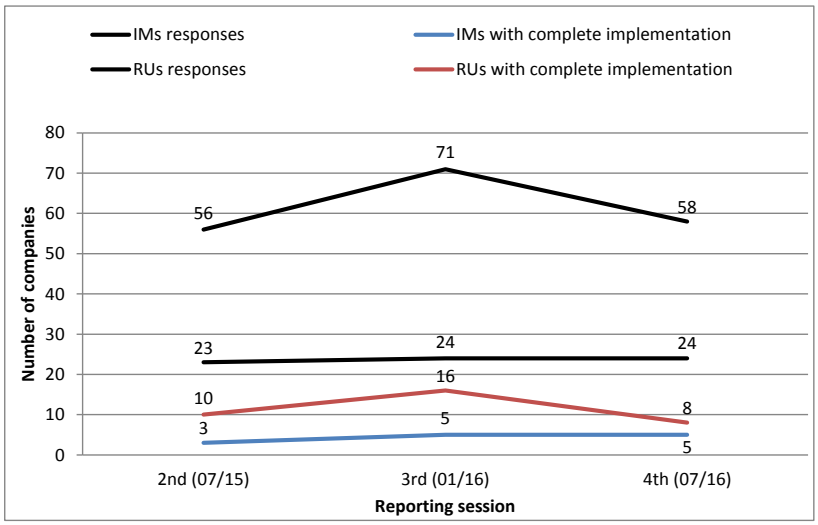

Diagram 13: Evolution of implementation for Train Running Information

Wagon and InterModal Unit Operational database (RUs)

The Target Implementation Milestone for realisation of the Wagon and InterModal Unit Operational database function (WIMO) 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.

The criteria for fulfilling this function have not yet been defined. For the participating RUs, the degree of implementation currently at 7 % is yet much lower than the intended 50 % target of the TAF TSI Masterplan this year.

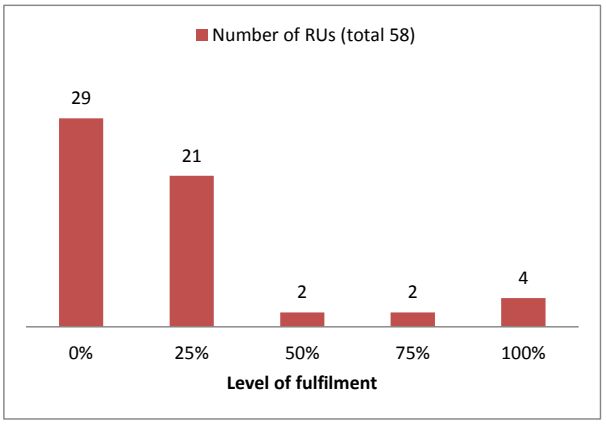

Diagram 14: Wagon and InterModal Unit Operational database

Even with the progress being made for further project development of the WIMO-function, implementation rests at a very low level of fulfilment (diagram 15).

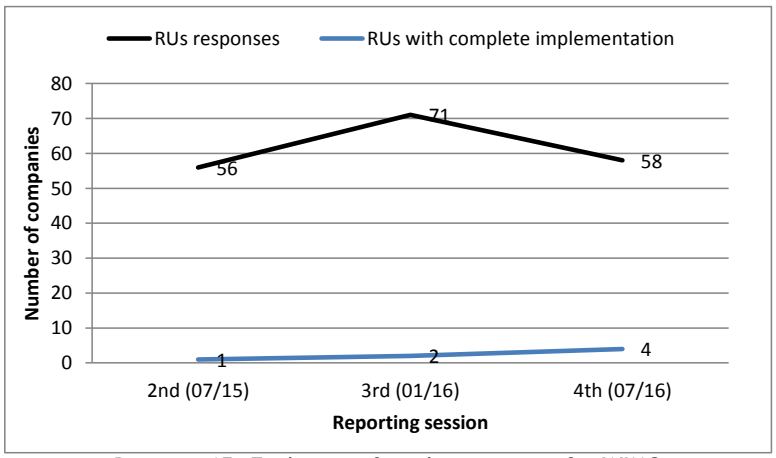

Diagram 15: Evolution of implementation for WIMO

Rolling Stock Reference Database (WKs)

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.
A number of companies intends fulfilling this functionality in a collaborative way via the common sector tool RSRD^2. Information delivered by UIP for RSRD^2 means 100% of fulfilment. Thanks to RSRD^2 the degree of implementation is reported to be more than 75 %.

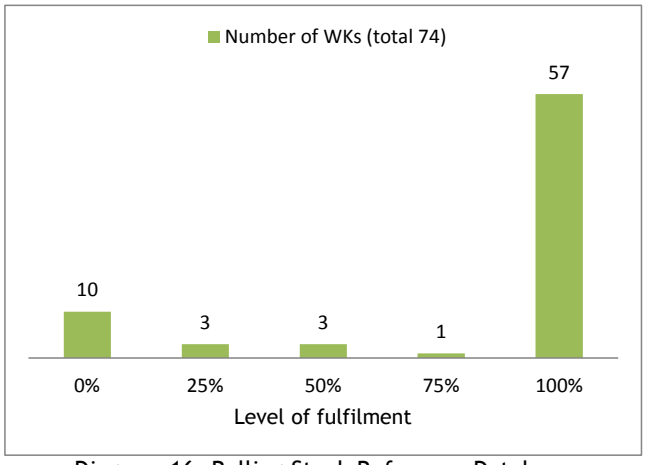

Diagram 16: Rolling Stock Reference Database

Following the higher number of companies using RSRD^2, fulfilment of the function rises accordingly.

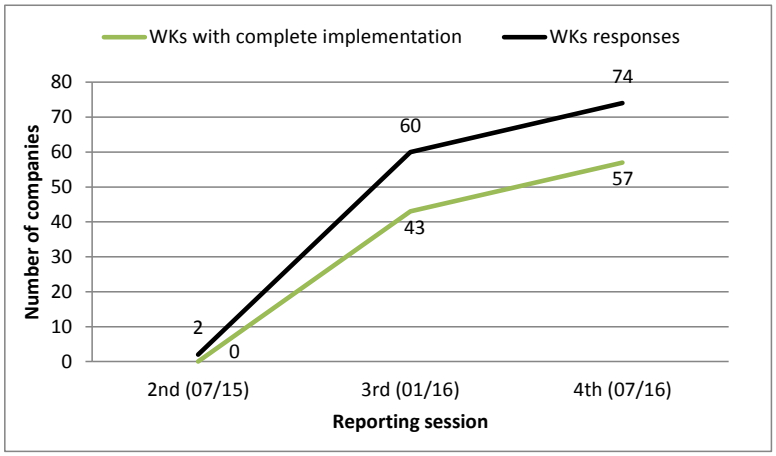

Diagram 17: Evolution of implementation for RSRD

Reasons for not starting implementation of TAF TSI functions

Companies could declare in a dedicated answer for each TAF TSI function one reason why they did not yet start implementing it. Diagram 18 gives a summary of the reasons selected by the companies.

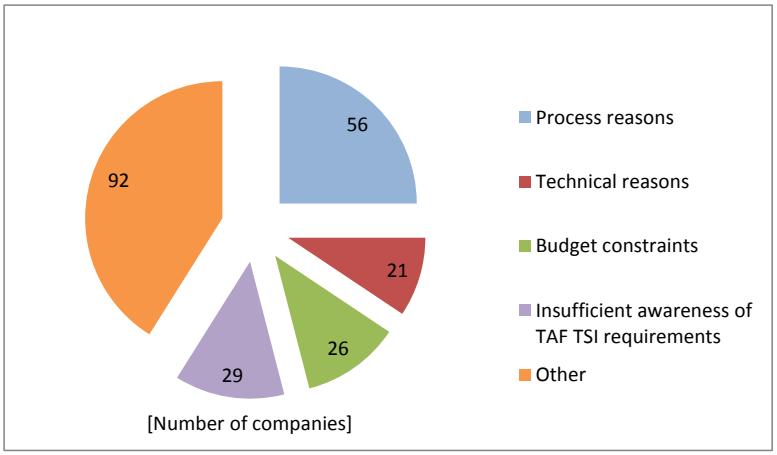

Diagram 18: Reasons for not starting implementation of TAF TSI functions

Degree of implementation at European level

This chapter summarises the development of the Degree of Implementation (DI) at European level for the TAF TSI functions since the beginning of reporting.

The 'DI reported' relates to the number of companies per type having replied to the query.

Diagram 19 shows the reported DI for functions to be implemented by IMs. Except for the CI-function, no real positive implementation trend is visible for IMs.

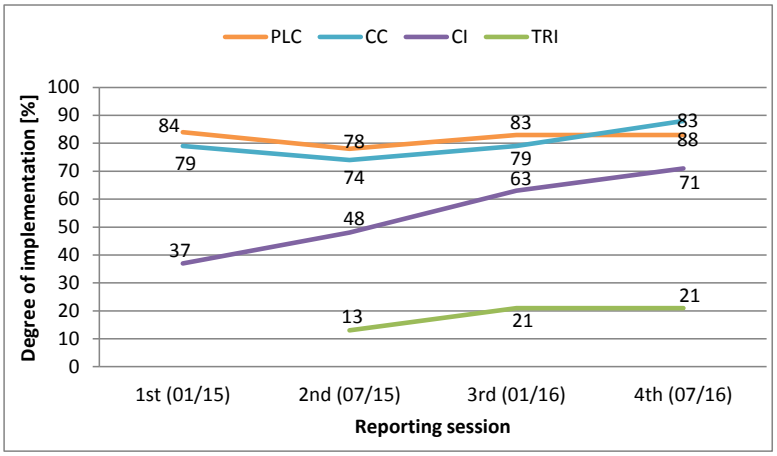

Diagram 19: Reported DI for mandatory IM functions

Diagram 20 indicates the evolution of implementation for RU-functions. Generally the proportion of RUs having finished implementation is considerably lower than for IMs. Despite the higher number of participating RUs, no stable development can be determined.

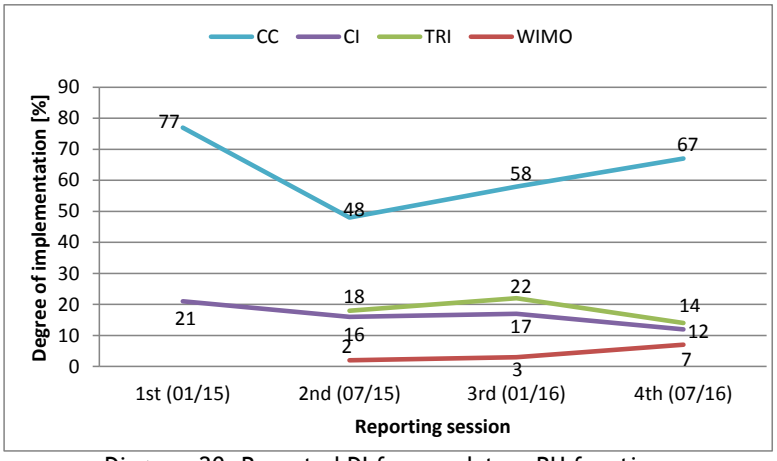

Diagram 20: Reported DI for mandatory RU functions

The 'DI invited' refers to the number of companies per type having been invited to respond to the questionnaire. Only a part of the companies invited to participate to the survey deliver feedback (see diagram 4 of this report). Consequently the degree of implementation relative to invitations is always considerably lower than the degree of implementation relative to responses as shown in table 2. It is likely, that the 'Degree of Implementation invited' is closer to reality.

TAF TSI Function	Target Implementation Milestone (TAF TSI Masterplan)	Type of Company	Degree of Implementation reported [%]	Degree of Implementation invited [%]
Primary Location Codes	2013	IM	83	59
Company Codes	2013	IM	88	62
		RU	67	17
		WK	80	62
Common Interface	2013	IM	71	50
		RU	12	3
		WK	0	0
Train Running Information	2017	IM	21	15
		RU	14	3
WIMO	2016	RU	7	2
RSRD	2015	WK	77	60

Table 2: Degree of implementation at European level

5. INTENTIONS FOR IMPLEMENTATION

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 diagram 21.

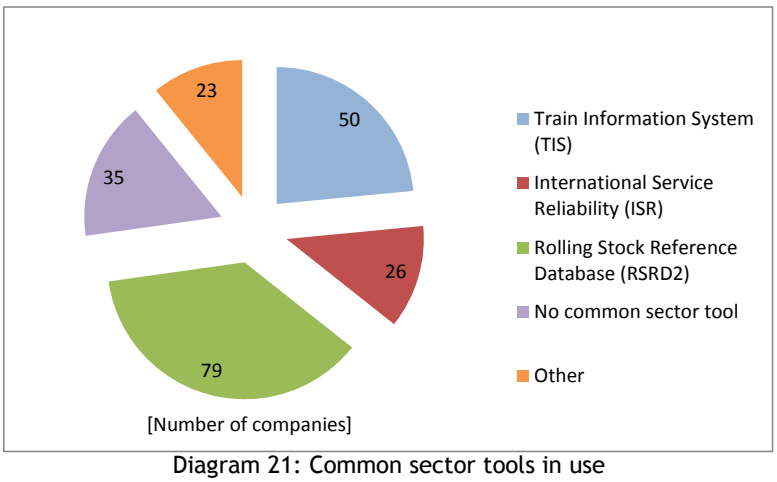

Diagram 21: Common sector tools in use

In respect to the responses received for TRI, TIS is for example in use by about 60 % of the companies (IMs and RUs). A similar degree of use results for RSRD2 in proportion to the total number of RUs and WKs.

Short Term Path Request (IMs and RUs)

The present questionnaire contained some questions about the TAF TSI Short Term Path Request function (STPR) related to the following aspects:

- Actual Situation
- Planned Implementation
- General Questions

The quantitative and qualitative feedback from the concerned companies was satisfying, because three quarter of the participating companies also replied to the STPR questions.

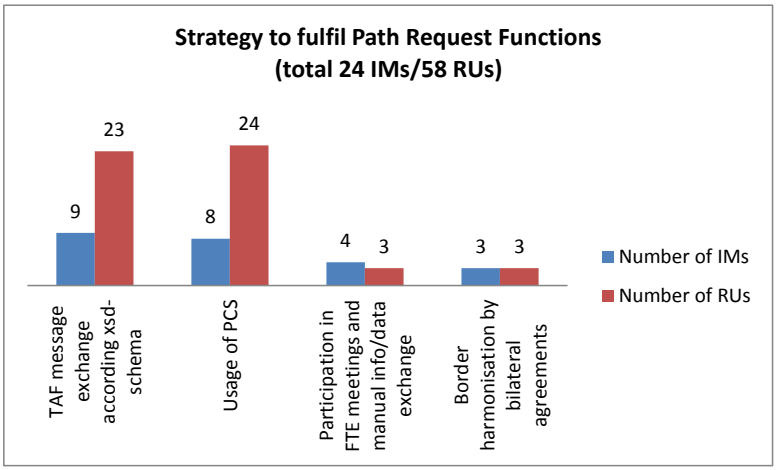

Diagram 22: Strategy of IMs and RUs regarding STPR

Diagram 22 shows that a similar number of IMs and RUs look at a TAF TSI message exchange and the use of PCS.

Several companies point out existing dependencies between TAF TSI, RNE/FTE Project Timetable-Redesign and the Rail-Freight-Corridors. It is recommended that developments are better coordinated according to this feedback.

6. CONCLUSION AND FINDINGS

The number of companies having responded to the 4th questionnaire is significantly lower than the number of companies having been invited. Hence, the degree of implementation related to invitations is quite low, with percentages of around 50 % maximum depending on the TAF TSI function.

It is even observed, that large European railway companies being part of the survey since the beginning have not replied to the present reporting.

Extrapolating the participation from the Czech Republic to the whole European Union could mean around 3.000 companies responding to the TAF TSI questionnaire, ten times more than actually. 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.

For some TAF TSI functions there is a strong need to precisely define the compliance with TAF TSI regulation. For example it is recommended to define next steps to update, maintain and use Primary Location Codes.

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
Bedel	Francis	UIC	bedel@uic.org
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
1	AT	Infrastructure Manager	OBB	
2	AT	Wagon Keeper	Logistik Service GmbH	RSRD[2]
3	AT	Wagon Keeper	Felbermayr Transport- und Hebetechnik GmbH & Co KG	RSRD[2]
4	AT	Wagon Keeper	GATX Rail Austria GmbH	RSRD[2]
5	AT	Wagon Keeper	Bahnbau Wels GmbH	RSRD[2]
6	AT	Wagon Keeper	Propangas AG	RSRD[2]
7	BE	Infrastructure Manager	INFRABEL	
8	BE	Wagon Keeper	Inter Ferry Boats N.V.	RSRD[2]
9	BG	Railway Undertaking	DB Cargo Bulgaria	DB Cargo AG (Germany)
10	CH	Infrastructure Manager	SBB Infrastruktur	
11	CH	Railway Undertaking	DB Cargo Switzerland	DB Cargo AG (Germany)
12	CH	Railway Undertaking	SBB Cargo	
13	CH	Railway Undertaking	BLS Cargo AG	
14	CH	Railway Undertaking	SBB Cargo International	
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	CH	Wagon Keeper	Diversified Investments SA	RSRD[2]
20	CH	Wagon Keeper	WASCOSA AG Luzern	RSRD[2]
21	CZ	Infrastructure Manager	SŽDC	
22	CZ	Railway Undertaking	ČD Cargo	
23	CZ	Railway Undertaking	Lovochemie a.s.	
24	CZ	Railway Undertaking	Slezskomoravská dráha a.s.	
25	CZ	Railway Undertaking	TONCUR s.r.o.	
26	CZ	Railway Undertaking	LTE Logistik a Transport Czechia s.	
27	CZ	Railway Undertaking	Vápenka Čertovy schody a.s.	
28	CZ	Railway Undertaking	UNIPETROL DOPRAVA s.r.o.	
29	CZ	Railway Undertaking	Vápenka Vitošov s.r.o.	
30	CZ	Railway Undertaking	IDS Olomouc a.s.	
31	CZ	Railway Undertaking	LEO Express a.s.	
32	CZ	Railway Undertaking	BF Logistics s.r.o.	
33	CZ	Railway Undertaking	SD-Kolejová doprava a.s.	

Nr.	Country	Type of Company	Company Name	Reporting entity
34	CZ	Railway Undertaking	České dráhy a.s.	
35	CZ	Railway Undertaking	IDS CARGO a.s.	
36	CZ	Railway Undertaking	LOKO TRANS s.r.o.	
37	CZ	Railway Undertaking	ODOS	
38	CZ	Railway Undertaking	TCHAS ŽD s.r.o.	
39	CZ	Wagon Keeper	Správa státních hmotných rezerv ČR	
40	CZ	Wagon Keeper	KOS Trading a.s.	
41	CZ	Wagon Keeper	KKB spol. s r.o.	
42	CZ	Wagon Keeper	Armádní Servisní přísp org	
43	CZ	Wagon Keeper	ArcelorMittal Ostrava as	
44	CZ	Wagon Keeper	Rail Cargo Operator - CSKD s.r.o.	
45	CZ	Wagon Keeper	Coal Services a.s.	
46	CZ	Wagon Keeper	DBV-ITL s.r.o.	
47	CZ	Wagon Keeper	RYKO PLUS spol. s r.o.	
48	CZ	Wagon Keeper	Vendys & V s.r.o.	
49	CZ	Wagon Keeper	V.K.S. VAGON KOMERS SPEED spol.	
50	CZ	Wagon Keeper	SILVA CZ s.r.o.	
51	CZ	Wagon Keeper	Kotouč Štramberk spol. s r.o.	
52	CZ	Wagon Keeper	NH-TRANS SE	
53	CZ	Wagon Keeper	ZX-BENET CZ s.r.o.	
54	CZ	Wagon Keeper	Státní podnik DIAMO	
55	CZ	Wagon Keeper	Felbermayr Transport- und Hebetechnik spol.s.r.o.	RSRD[2]
56	CZ	Wagon Keeper	Lafarge Cement, a.s.	RSRD[2]
57	CZ	Wagon Keeper	Railco a.s.	RSRD[2]
58	DE	Infrastructure Manager	DB NETZ AG	
59	DE	Railway Undertaking	DB Cargo AG	
60	DE	Railway Undertaking	MEG (Germany)	DB Cargo AG (Germany)
61	DE	Railway Undertaking	RBH (Germany)	DB Cargo AG (Germany)
62	DE	Wagon Keeper	voestalpine Rail Center Königsborn GmbH	RSRD[2]
63	DE	Wagon Keeper	Mosolf Automotive Railway GmbH	RSRD[2]
64	DE	Wagon Keeper	VTG Aktiengesellschaft	RSRD[2]
65	DE	Wagon Keeper	Aretz GmbH und Co. KG	RSRD[2]
66	DE	Wagon Keeper	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co KG	RSRD[2]
67	DE	Wagon Keeper	TRANSWAGGON GmbH	RSRD[2]

Nr.	Country	Type of Company	Company Name	Reporting entity
68	DE	Wagon Keeper	GATX Rail Germany GmbH	RSRD[2]
69	DE	Wagon Keeper	Tyczka Gase GmbH	RSRD[2]
70	DE	Wagon Keeper	Logistikgesellschaft Gleisbau mbH	RSRD[2]
71	DE	Wagon Keeper	DAHER PROJECTS GmbH	RSRD[2]
72	DE	Wagon Keeper	Ermewa GmbH	RSRD[2]
73	DE	Wagon Keeper	AlzChem AG	RSRD[2]
74	DE	Wagon Keeper	NACCO GmbH	RSRD[2]
75	DE	Wagon Keeper	Kurt Nitzer (GmbH & Co.) KG	RSRD[2]
76	DE	Wagon Keeper	Zürcher Bau GmbH	RSRD[2]
77	DE	Wagon Keeper	ERR European Rail Rent GmbH	RSRD[2]
78	DE	Wagon Keeper	Petrochem Mineralöl-Handels-GmbH	RSRD[2]
79	DE	Wagon Keeper	On Rail Gesellschaft für Vermietung und Verwaltung von Eisenbahnwaggons mbH	RSRD[2]
80	DE	Wagon Keeper	BASF SE	RSRD[2]
81	DK	Infrastructure Manager	Banedanmark	
82	DK	Infrastructure Manager	A/S Øresundsbro Konsortiet	
83	DK	Railway Undertaking	DB Cargo Scandinavia	DB Cargo AG (Germany)
84	ES	Infrastructure Manager	ADIF	
85	ES	Railway Undertaking	Transfesa (Spain)	DB Cargo AG (Germany)
86	ES	Railway Undertaking	RENFE	
87	ES	Railway Undertaking	alsa ferrocarril s.a.u.	
88	ES	Railway Undertaking	ferrovial railway	
89	ES	Wagon Keeper	Sociedad de estudios y explotacion de material auxiliar de transportes S.A.	RSRD[2]
90	ES	Wagon Keeper	Transportes Ferroviarios Especiales S.A.	RSRD[2]
91	FI	Railway Undertaking	VR-Group Ltd	
92	FR	Infrastructure Manager	SNCF Réseau	
93	FR	Railway Undertaking	ECR (France)	DB Cargo AG (Germany)
94	FR	Railway Undertaking	SNCF FRET	
95	FR	Wagon Keeper	SNCF Mobilités - Direction du Matériel	
96	FR	Wagon Keeper	ATIR-RAIL	RSRD[2]
97	FR	Wagon Keeper	STVA S.A.	RSRD[2]
98	FR	Wagon Keeper	Compagnie Française de Produits Métallurgiques	RSRD[2]
99	FR	Wagon Keeper	Monfer France SASU	RSRD[2]
100	FR	Wagon Keeper	NACCO S.A.S.	RSRD[2]
101	FR	Wagon Keeper	Ermewa SA	RSRD[2]

Nr.	Country	Type of Company	Company Name	Reporting entity
102	FR	Wagon Keeper	SOCOMAC	RSRD[2]
103	GR	Infrastructure Manager	OSENET	
104	HU	Infrastructure Manager	MAV CO	
105	HU	Infrastructure Manager	GYSEV Co	
106	HU	Railway Undertaking	DB Cargo Hungary	DB Cargo AG (Germany)
107	HU	Railway Undertaking	LTE Logistik und Transport GmbH	
108	HU	Railway Undertaking	Rail Cargo Hungaria Co.	
109	IE	Wagon Keeper	TOUAX Rail Ltd.	RSRD[2]
110	IT	Infrastructure Manager	RFI	
111	IT	Infrastructure Manager	La Ferroviaria Italiana Spa	
112	IT	Railway Undertaking	DB Cargo Italy	DB Cargo AG (Germany)
113	IT	Railway Undertaking	Trenitalia	
114	IT	Railway Undertaking	G.T.S. Rail Spa	
115	IT	Railway Undertaking	Rail Traction Company S.p.a.	
116	IT	Railway Undertaking	Hupac S.p.a.	
117	IT	Railway Undertaking	Trasporto Ferroviario Toscano	
118	IT	Wagon Keeper	Lotras srl	RSRD[2]
119	IT	Wagon Keeper	Monfer Cereali SRL	RSRD[2]
120	LT	Infrastructure Manager	AB Lietuvos geležinkeliai	
121	LU	Allocation Body	ACF	
122	LU	Infrastructure Manager	CFL	
123	LU	Railway Undertaking	CFL Cargo	
124	LV	Railway Undertaking	LDZ	
125	NL	Infrastructure Manager	ProRail	
126	NL	Railway Undertaking	DB Cargo Netherlands	DB Cargo AG (Germany)
127	NO	Infrastructure Manager	JBV	
128	PL	Infrastructure Manager	PLK	
129	PL	Railway Undertaking	DB Cargo Poland	DB Cargo AG (Germany)
130	PL	Wagon Keeper	GATX Rail Poland Sp. z o.o.	RSRD[2]
131	PL	Wagon Keeper	Felbermayr Immo Sp.z.o.o.	RSRD[2]
132	PL	Wagon Keeper	Tankwagon sp.z.o.o.	RSRD[2]
133	PT	Infrastructure Manager	Infraestructuras de Portugal	
134	PT	Railway Undertaking	TAKARGO	
135	PT	Railway Undertaking	CP Carga	
136	PT	Wagon Keeper	Nova AP – Fábrica Nitrato de Amónio	

Nr.	Country	Type of Company	Company Name	Reporting entity
137	PT	Wagon Keeper	ADP Fertilizantes, S.A.	RSRD[2]
138	PT	Wagon Keeper	CIMPOR - Serviços de Apoio à Gestão de Empresas, S.A.	RSRD[2]
139	RO	Infrastructure Manager	CFR Infra	
140	RO	Railway Undertaking	DB Cargo Romania	DB Cargo AG (Germany)
141	SE	Infrastructure Manager	Trafikverket	
142	SE	Railway Undertaking	Railcare Logistik AB	
143	SE	Railway Undertaking	LKAB Malmtrafik AB	
144	SE	Railway Undertaking	Tågåkeriet i Bergslagen AB TÅGAB	
145	SE	Railway Undertaking	Inlandståget AB	
146	SE	Railway Undertaking	Green Cargo	
147	SE	Railway Undertaking	Stiftelsen Dal-Västra Värmlands	
148	SE	Wagon Keeper	TRANSWAGGON AB	RSRD[2]
149	SE	Wagon Keeper	Stena Recycling AB	RSRD[2]
150	SI	Infrastructure Manager	SŽ infrastruktura	
151	SK	Railway Undertaking	Prvá Slovenská Zeleznicná (PSZ)	
152	SK	Railway Undertaking	Express Group	
153	SK	Wagon Keeper	Ing. Alica Ovciariková A.O.	RSRD[2]
154	SK	Wagon Keeper	Felbermayr Slovakia s.r.o.	RSRD[2]
155	TR	Wagon Keeper	TRANSWAGGON Vagon Isletmeleri Ltd. Sti.	RSRD[2]
156	UK	Infrastructure Manager	NetworkRail	
157	UK	Railway Undertaking	DB Cargo UK	DB Cargo AG (Germany)

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/