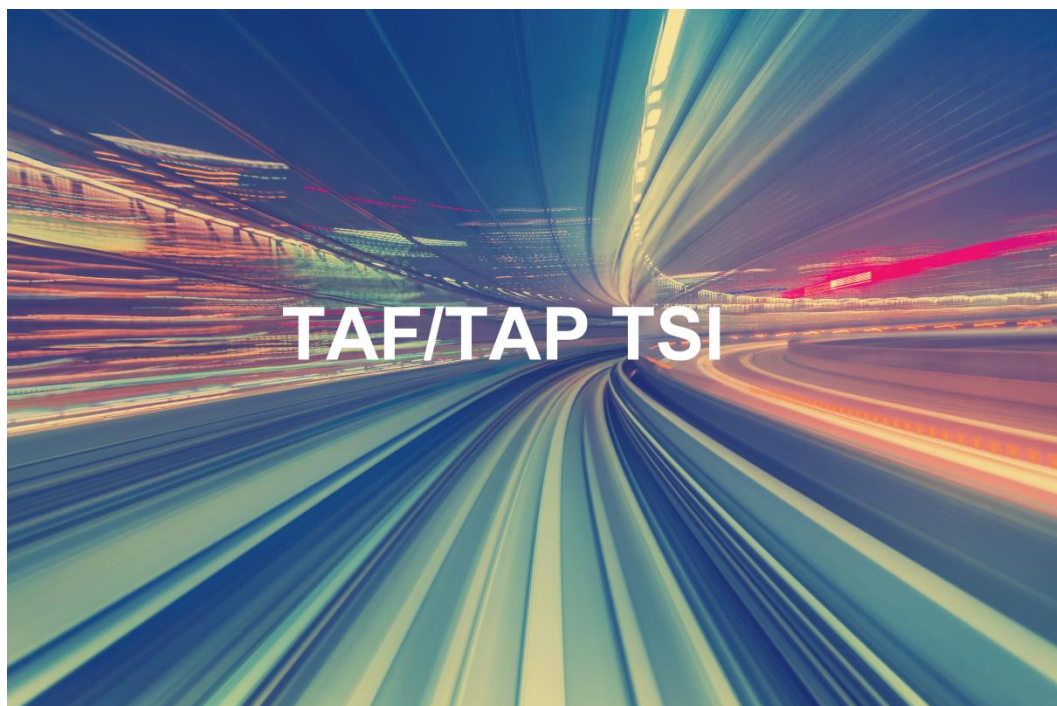


1st report of the TAP TSI Implementation

RU/IM Telematics Joint Sector Group (JSG)

August 2017



Version 1.0

Jan-Christian Arms, JSG Vice-chairman

Document history

Version	Name	Changes	Date
0.1	Jan-Christian Arms	Initial version for IRG	13.09.2017
0.2	Jan-Christian Arms	Revised at IRG	14.09.2017
0.3	Jan-Christian Arms	Approved at JSG	21.09.2017
0.4	Jan-Christian Arms	Agreed with ERA at JF	06.10.2017
1.0	Jan-Christian Arms	Document presented at Cooperation Group	18.10.2017

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EXECUTIVE SUMMARY

This 1st TAP and 6th TAF implementation report summarized the results received via the JSG Reporting Tool in June/July 2017 and thus shows the status of implementation by 30 June 2017 for TAF and TAP.

Starting from the first report, invitations and responses have grown in all aspects. After stagnating, responses have grown again from the 5th to the 6th reporting session, mainly due to the first participation of passenger RUs. The response rate however, calculated as number of responses in relation to number of invitations, is quite stable oscillating between 42 % and 45 % since the 2nd TAF reporting session. The feedback comprises twenty-three EU Member States plus Norway, Switzerland and Turkey.

Regarding the TAP 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 for their network.
- Close to 90 % of IMs and 70 % of RUs-P having replied to the query possess a Company Code.
- The Common Interface is completely implemented by 19 IMs and 4 RUs-P.

1. BACKGROUND TO THE ASSIGNMENT

Commission Regulation (EU) No 454/2011, relating to the Telematics Applications for Passengers subsystem (TAP TSI), entered into force in May 2011. The purpose of the TAP TSI is to define European-wide procedures and interfaces between all types of railway industry actors such as passengers, railway undertakings, infrastructure managers, station managers, public transport authorities, ticket vendors and tour operators. The TAP TSI is designed to contribute to an interoperable and cost-efficient information exchange system for Europe that enables the provision of high quality journey information and ticket issuing to passengers in a cost effective manner, thus also fulfilling requirements of the Passenger Rights Regulation (Regulation (EC) No 1371/2007).

Under this Regulation 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. The remit of this group is monitoring the parameters for RU/IM communication of both TAF and TAP TSIs. Members of the European railway sector are encouraged to submit their reports through the JSG to the Agency.

2. METHODOLOGY

General assumptions

Starting with the 1st TAP and 6th Reporting session, the monitoring of RU/IM functions is being carried out using one common questionnaire for both TAF and TAP TSIs. However, results from the survey are presented in two separate reports. This report is related only to the TAP TSI.

The progress of implementation of the TAF and TAP TSI is reported twice a year based on the following assumptions:

- Companies are reporting per mandatory TAP TSI function compared to their own Master Plan target date. In case there is no company Master Plan it will be reported against the target implementation date.
- 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 and TAP 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 for Freight transport (RU-F)
- Railway Undertaking for Passenger transport (RU-P)
- Wagon Keeper (WK)
- Allocation Body (AB)

Establishment of this report

This report summarised the results received via the JSG Reporting Tool during the sixth overall reporting period lasting from 19 June 2017 to 14 July 2017 and thus shows the status of implementation by 30 June 2017. Diagrams in the following chapters of this report show results per RU/IM 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 ¹
1 st Report	01.07.2014 - 31.12.2014	21
2 nd Report	01.01.2015 - 30.06.2015	40
3 rd Report	01.07.2015 - 31.12.2015	42
4 th Report	01.01.2016 - 30.06.2016	53
5 th Report	01.07.2016 - 31.12.2016	57
6 th Report TAF / 1 st Report TAP	01.01.2017 - 30.06.2017	91

Table 1: Reporting periods

The ‘TAF/TAP TSI Implementation Report Volume 6’ questionnaire contains ten question groups, eight of which are about the current implementation of TAF and TAP TSI functions:

TAF/TAP TSI functions for RU/IM communication to be implemented/reported per type of company		Type of company				
		IM	RU-F	RU-P	WK	AB
TAF/TAP TSI function	Primary Location Codes (PLC)	X				
	Company Code (CC)	X	X	X	X	X
	Common Interface (CI)	X	X	X	X	X
	Train Running Information (TRI)	X	X			
	Train Composition Message (TCM)		X			
	Consignment Note Data (CND)		X			
	Wagon InterModal unit Operational database (WIMO)		X			
	Rolling Stock Reference Database (RSRD)				X	

Table 2: TAF/TAP TSI functions as reported per type of company

- Primary Location Codes (PLC) - IMs only
- Company Code (CC) - all companies
- Common Interface (CI) - all companies
- Train Running Information (TRI) - IMs and RUs-F
- Train Composition Message (TCM) - RUs-F only
- Consignment Note Data (CND) - RUs-F only
- Wagon and Intermodal Unit Operating Database (WIMO) - RUs-F only
- Rolling Stock Reference Database (RSRD) - Wks only

Two more general question groups intend to find out the actual situation and intentions of companies:

- Company information
- Sector Tools in use

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 21 September 2017 and published accordingly. It will be presented at the ERA TAF TSI Implementation Cooperation Group meeting on 18 and 19 October 2017.

¹ Please note, the questions in the TAF and TAP RU/IM questionnaire are context specific. The number of question to be responded, depend on the type of company and is not the total number listed in the table 1.

3. PARTICIPATION IN THE SURVEY

Responses to the survey

The number of project managers invited to report about the implementation of the TAF TSI and TAP 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. After stagnating, responses have grown again from the 5th to the 6th reporting session.

The 6th report includes 66 Wks submitted by UIP using RSRD² and 39 Passenger RUs.

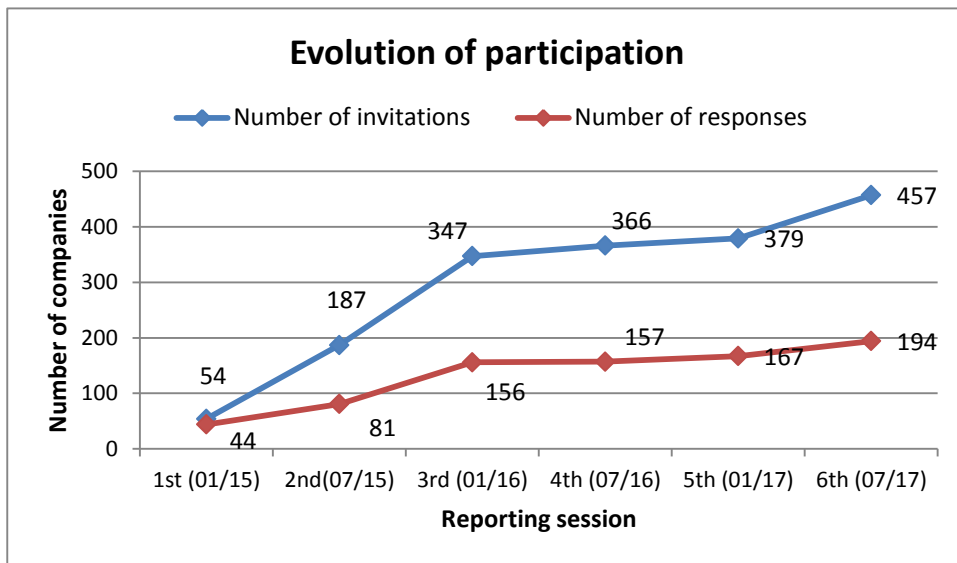


Diagram 1: Evolution of participation over time

The response rate however, calculated as number of responses in relation to number of invitations, is quite stable oscillating between 42 % and 45 % since the 2nd reporting session (see diagram 2).

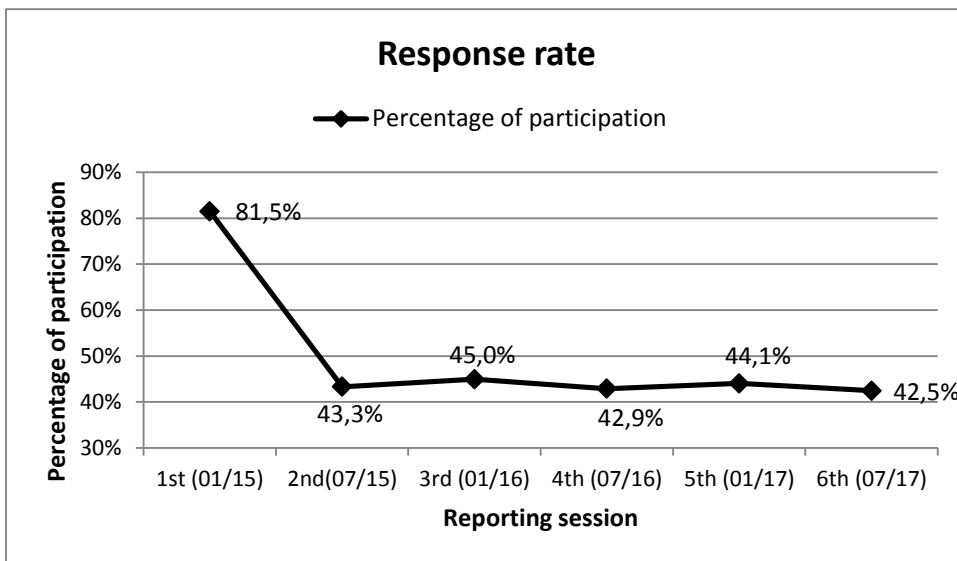


Diagram 2: Evolution of response rate over time

Responses from IMs again increased compared to the previous survey. RUs-F gave slightly additional feedback this time, while the activity of Wks was similar compared to the 5th survey. Participation of ABs remains negligible. 39 RUs-P gave responses for the first time.

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

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 7.

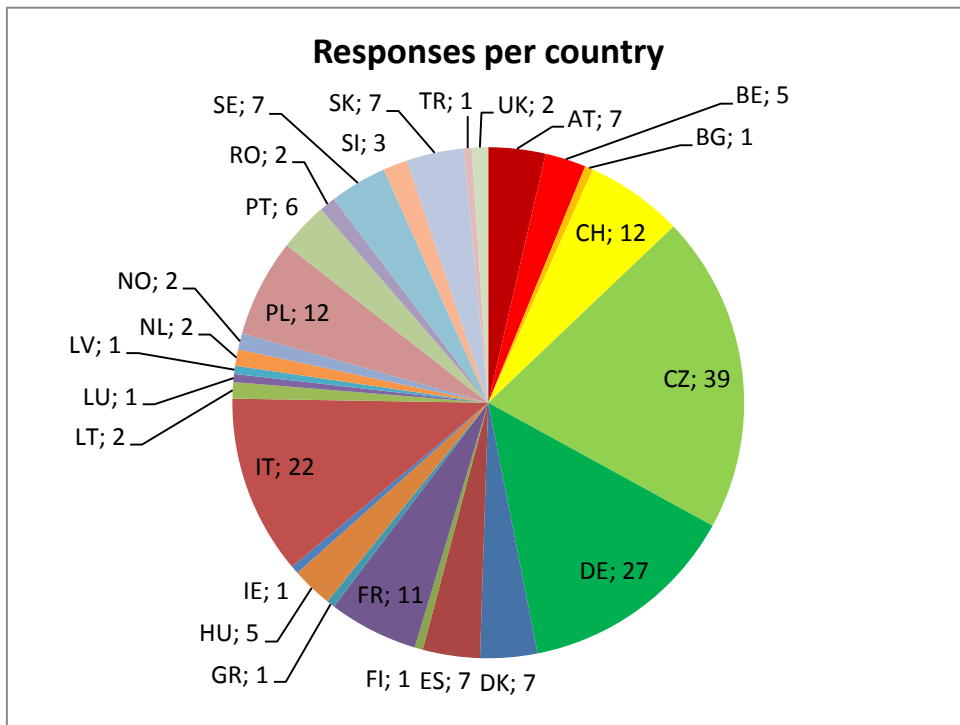


Diagram 3: Number of responses per country

Diagram 4 shows the distribution and the development of responses per country.

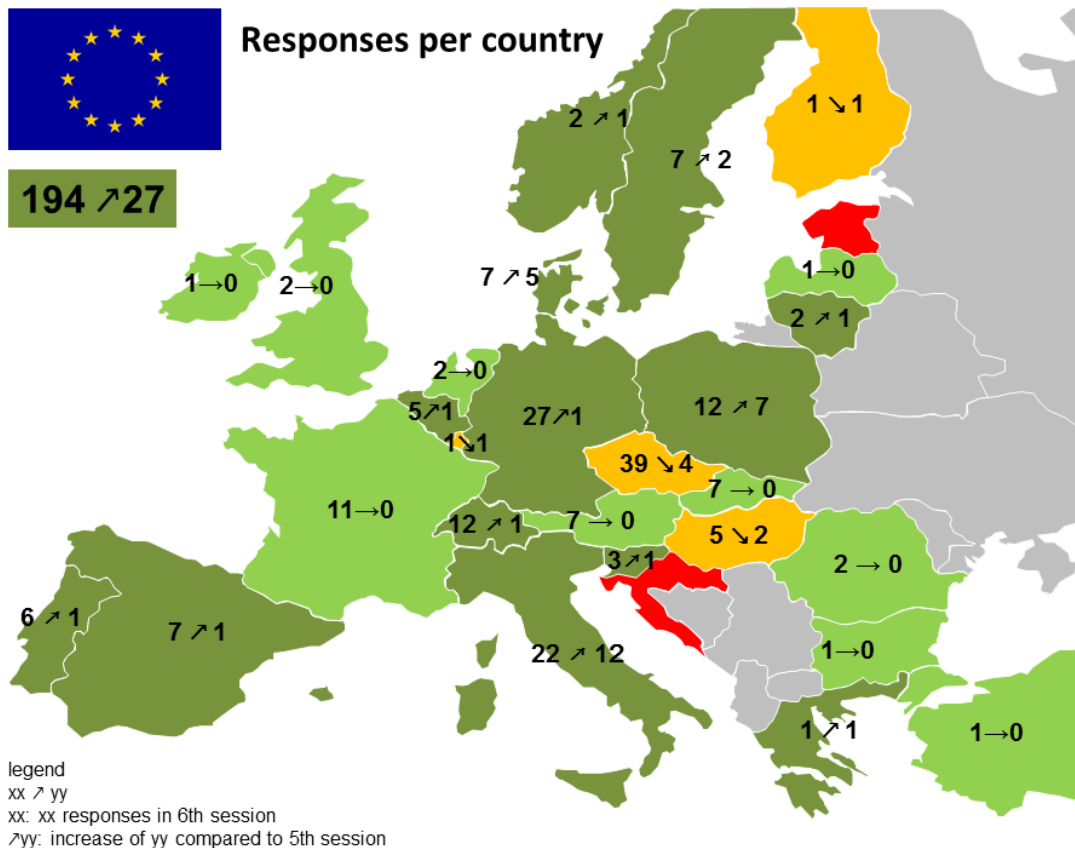


Diagram 4: Evolution of responses per country

Participation per company type

The total number of responses displayed in diagram 1 (194 companies) and listed in Annex 2 is lower than the total number of company types shown in diagram 5 hereafter (244 companies). The difference is due to the fact, that some answers affect multiple roles of companies, such as RU and WK at the same time. Nearly all of the growth in participation of 47 types of companies is caused by passenger railway undertakings participating for the first time.

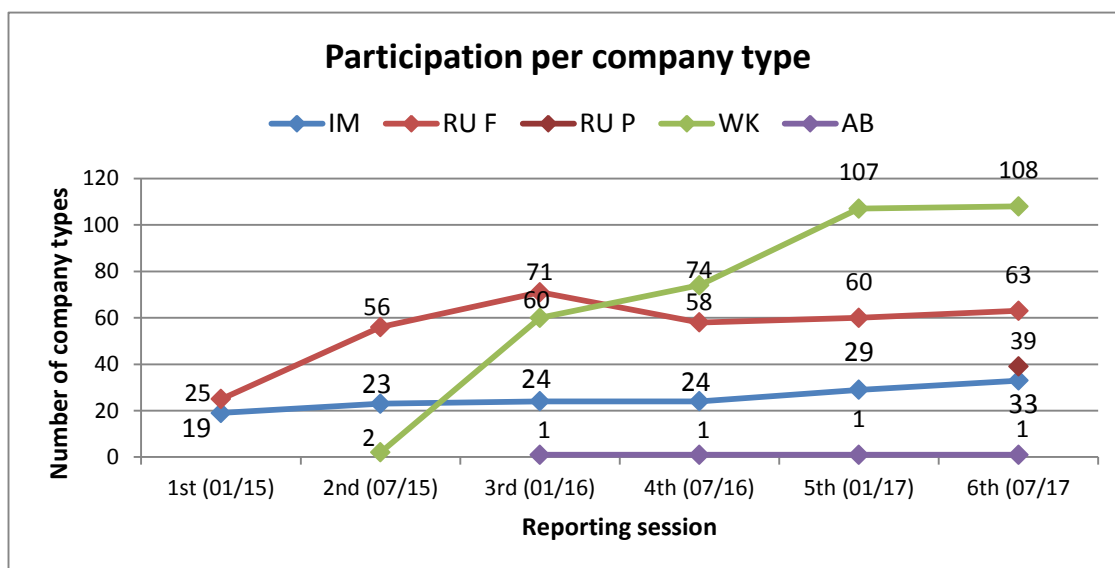


Diagram 5: Evolution of participating per company type over time

4. IMPLEMENTATION MONITORING OF TAP 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 TAP TSI Masterplan was 2015. This activity corresponds to Primary Location Codes, which have to be defined by IMs. Consequently, the following diagram only refers to IMs. 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.

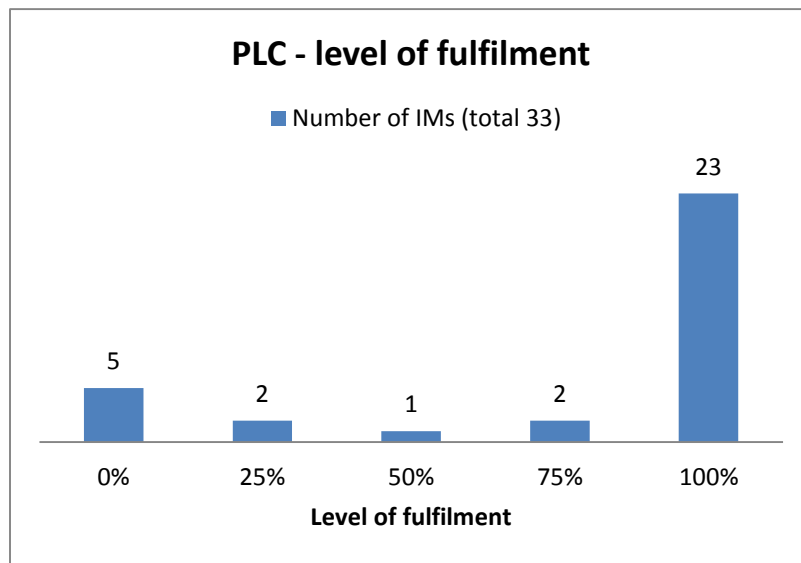


Diagram 6: Common Reference Files - Primary Location Codes (PLC)

Regarding the evolution of PLC implementation, diagram 7 shows 23 IMs with complete implementation out of 33 IMs in the survey. The number of participating IMs has grown more than the ones with complete implementation, which leads to a decline to 70% of degree of implementation.

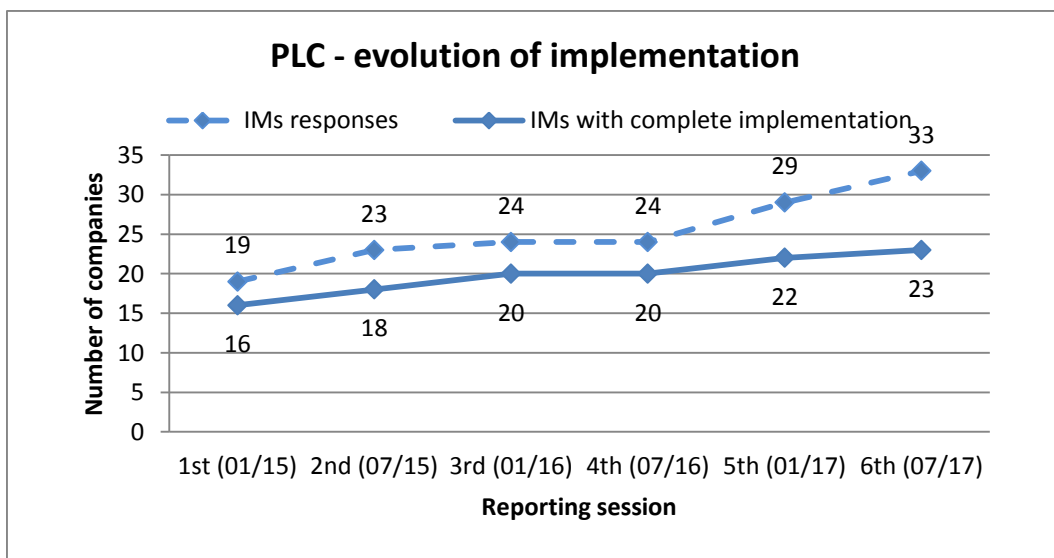


Diagram 7: Evolution of PLC implementation

Common Reference Files - Company Code (all companies)

The Target Implementation Milestone for realisation of the Company Code Function (CC) according to the TAP TSI Masterplan was 2015.

The bar chart below (diagram 8) is indicating the existence and use of company codes as part of the Common Reference Files for IMs and RUs-P. For CCs only two predefined percentage steps exist, because either a company does have an own CC or not.

The vast majority of companies having replied to the query possess a CC. However, 90 % of implementation for IMs is higher than 70 % for RU-P companies.

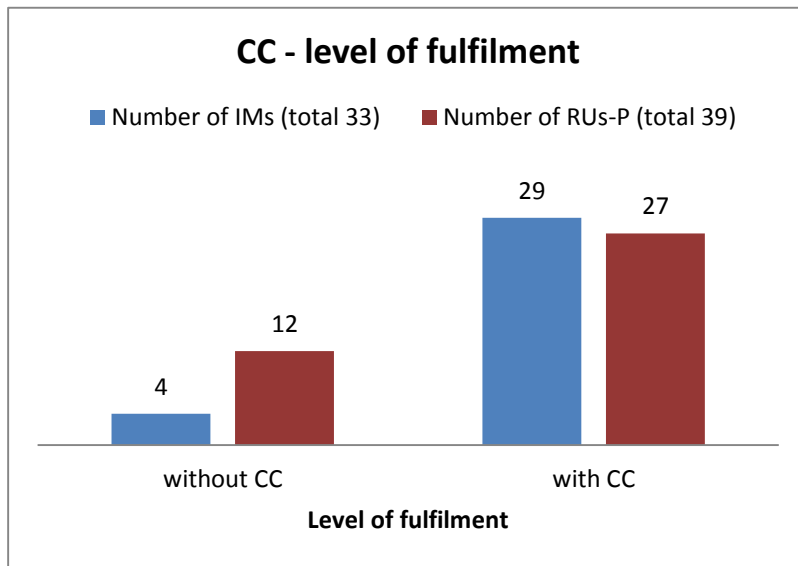


Diagram 8: Common Reference Files - Company Codes (CC)

Common Interface Implementation (all companies)

The Target Implementation Milestone for realisation of the Common Interface Function (CI) according to the TAP TSI Masterplan was 2015.

Diagram 9 summarises the feedback related to the availability of CI and shows a difference in level of fulfilment between IMs and RUs-P. The CI is completely implemented by 19 IMs and 4 RUs-P.

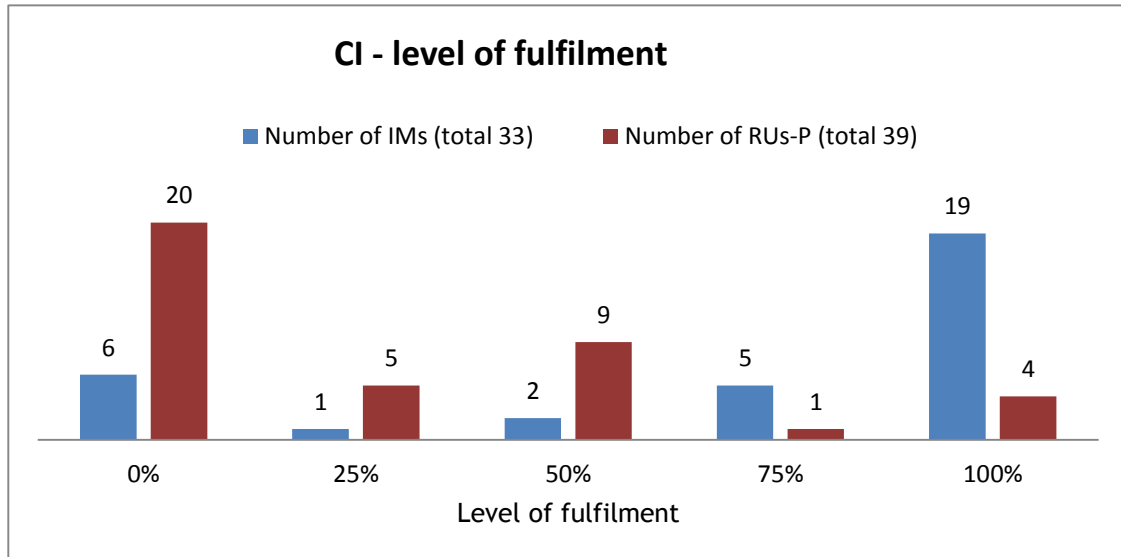


Diagram 9: Common Reference Files - Common Interface (CI)

Reasons for not starting implementation of TAF/TAP TSI functions

Companies could declare in a dedicated answer for each TAF/TAP TSI function one reason why they did not yet start implementing it. Diagram 10 gives a summary of the reasons selected by the companies.

The reason ‘insufficient awareness of TAF/TAP TSI requirements’ is stable in respect to the previous report, while all other reasons for not implementing TAF TAP TSI functions have risen.

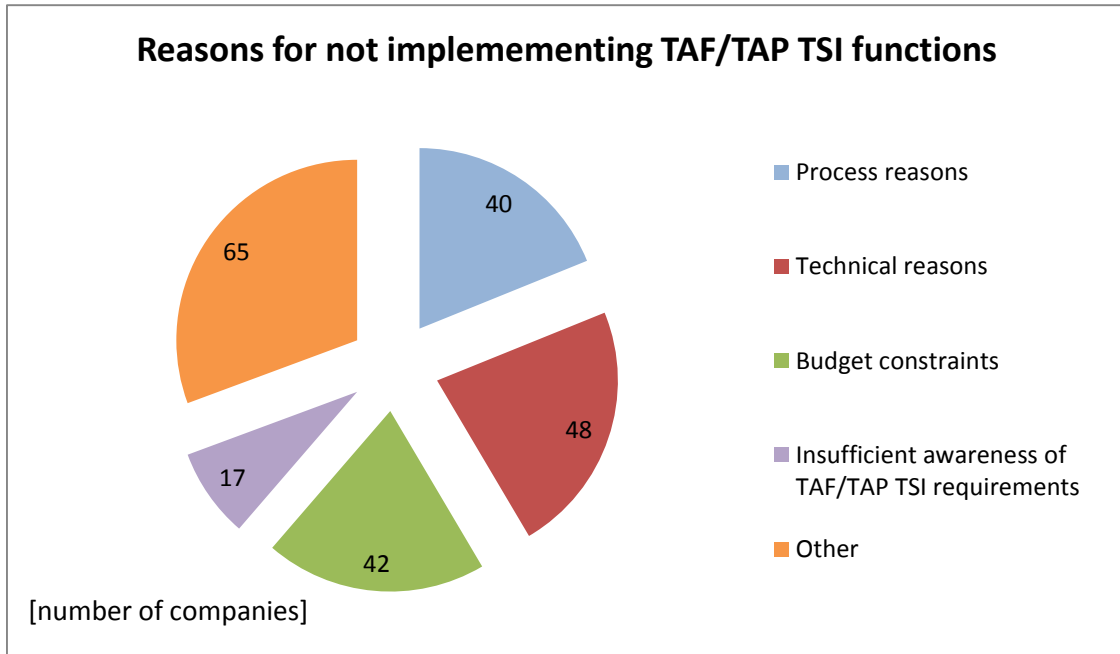


Diagram 10: Reasons for not starting implementation of TAF/TAP TSI functions

7. CONCLUSION AND FINDINGS

It is yet too early to draw any conclusion related to implementation of particular TAP RU/IM functions. However, first time participation of passenger RUs was satisfying and is expected to grow in the future, so conclusions can be drawn in the next reporting period.

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
Bruckner	Robert	ÖBB	robert.bruckner@oebb.at
Heydenreich	Thomas	UIP	rsd@th-heydenreich.de
Lo Duca	Carmen	Trenitalia	c.loduca@trenitalia.it
Mastrodonato	Emanuele	CER	ema@cer.be
Weber	Christian	SNCF	christian.weber@sncf.fr

ANNEX 2: RESPONSES CONTACT LIST

Nr.	Member State	Type of Company	Company name	Reporting Entity
1	AT	IM	ÖBB Infrastruktur	
2	AT	RU F, WK	Rail Cargo Austria	
3	AT	WK	GATX Rail Austria GmbH	RSRD ²
4	AT	WK	Felbermayr Transport- und Hebetchnik GmbH & Co KG	RSRD ²
5	AT	WK	Logistik Service GmbH	RSRD ²
6	AT	WK	Bahnbau Wels GmbH	RSRD ²
7	AT	WK	Propangas AG	RSRD ²
8	BE	IM	Infrabel	
9	BE	RU F, WK	Lineas Group	
10	BE	RU P	THI factory	
11	BE	WK	LINEAS Intermodal	RSRD ²
12	BE	WK	LINEAS	RSRD ²
13	BG	RU F, WK	DB Cargo Bulgaria	DB Cargo AG
14	CH	IM	SBB Infrastruktur	
15	CH	IM	BLS-Netz	
16	CH	RU F	SBB Cargo International	
17	CH	RU F, WK	DB Cargo Switzerland	DB Cargo AG
18	CH	RU P	SBB Personenverkehr	
19	CH	WK	VTG Cargo AG	RSRD ²
20	CH	WK	Ermewa SA, Geneva branch	RSRD ²
21	CH	WK	TRANSWAGGON AG	RSRD ²
22	CH	WK	MITRAG AG	RSRD ²
23	CH	WK	WASCOSA AG Luzern	RSRD ²
24	CH	WK	HASTAG (Zürich) AG	RSRD ²
25	CH	WK	Diversified Investments SA	RSRD ²
26	CZ	IM	Správa železniční dopravní cesty	
27	CZ	IM, RU F	PDV RAILWAY	
28	CZ	IM, RU F, RU P	Jindrichohradecké místní drahy	
29	CZ	IM, RU F, WK	Advanced world transport	
30	CZ	IM, RU F, WK	Sokolovská uhelná	
31	CZ	RU F	EP Cargo	
32	CZ	RU F	LTE Czechia	LTE Group
33	CZ	RU F	TONCUR	
34	CZ	RU F	SLEZSKOMORAVSKÁ DRÁHA	
35	CZ	RU F	TCHAS ŽD	
36	CZ	RU F	IDS CARGO	
37	CZ	RU F, RU P	KŽC Doprava	
38	CZ	RU F, RU P	CityRail	
39	CZ	RU F, RU P	LTE Logistik a Transport Slovakia s.r.o.	LTE Group
40	CZ	RU F, RU P, WK	Ceske drahy	
41	CZ	RU F, WK	DBV-ITL	

Nr.	Member State	Type of Company	Company name	Reporting Entity
42	CZ	RU F, WK	ČD Cargo	
43	CZ	RU F, WK	LOKO TRANS	
44	CZ	RU P	GW Train Regio	
45	CZ	WK	Cement Hranice	
46	CZ	WK	ČR SSHR	
47	CZ	WK	Coal Services	
48	CZ	WK	Vápenka Čertovy schody	
49	CZ	WK	VÁPENKA VITOŠOV	
50	CZ	WK	ZX-BENET	
51	CZ	WK	státní podnik DIAMO	
52	CZ	WK	NH-TRANS	
53	CZ	WK	Spolek pro chemickou a hutní výrobu	
54	CZ	WK	KKB	
55	CZ	WK	KOTOUČ ŠTRAMBERK	
56	CZ	WK	Škoda Auto	
57	CZ	WK	Lafarge Cement, a.s.	RSRD ²
58	CZ	WK	RYKO PLUS spol. s r.o.	RSRD ²
59	CZ	WK	Railco a.s.	RSRD ²
60	CZ	WK	Felbermayr Transport- und Hebetchnik spol.s.r.o.	RSRD ²
61	CZ	WK	KOS Trading, akciová společnost	RSRD ²
62	CZ	WK	Lovochemie, a.s.	RSRD ²
63	CZ	WK	V.K.S. Vagon Komerc Speed, spol. s r.o.	RSRD ²
64	CZ	WK	ArcelorMittal Ostrava a.s.	RSRD ²
65	DE	IM	DB Netz	
66	DE	RU F	RheinCargo	
67	DE	RU F	SBB Cargo Deutschland GmbH	SBB Cargo International
68	DE	RU F, WK	DB Cargo	
69	DE	RU F, WK	MEG Mitteldeutsche Eisenbahn GmbH	DB Cargo AG
70	DE	RU F, WK	RBH Logistics GmbH	
71	DE	WK	Ermewa GmbH	RSRD ²
72	DE	WK	GATX Rail Germany GmbH	RSRD ²
73	DE	WK	TRANSWAGGON GmbH	RSRD ²
74	DE	WK	VTG Rail Europe GmbH	RSRD ²
75	DE	WK	VTG Aktiengesellschaft	RSRD ²
76	DE	WK	Aretz GmbH und Co. KG	RSRD ²
77	DE	WK	NACCO GmbH	RSRD ²
78	DE	WK	ERR European Rail Rent GmbH	RSRD ²
79	DE	WK	AlzChem AG	RSRD ²
80	DE	WK	DAHER PROJECTS GmbH	RSRD ²
81	DE	WK	Vossloh Logistics GmbH	RSRD ²
82	DE	WK	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co KG	RSRD ²
83	DE	WK	Zürcher Bau GmbH	RSRD ²

Nr.	Member State	Type of Company	Company name	Reporting Entity
84	DE	WK	Kurt Nitzer (GmbH & Co.) KG	RSRD ²
85	DE	WK	Mosolf Automotive Railway GmbH	RSRD ²
86	DE	WK	BASF SE	RSRD ²
87	DE	WK	On Rail - Gesellschaft für Eisenbahnausrüstung und Zubehör mbH	RSRD ²
88	DE	WK	Tyczka Gase GmbH	RSRD ²
89	DE	WK	voestalpine Rail Center Königsborn GmbH	RSRD ²
90	DE	WK	On Rail Gesellschaft für Vermietung und Verwaltung von Eisenbahnwaggons mbH	RSRD ²
91	DE	WK	Petrochem Mineralöl-Handels-GmbH	RSRD ²
92	DK	IM	Banedanmark	
93	DK	RU F, WK	DB Cargo Scandinavia AS	DB Cargo AG
94	DK	RU P	BF Logistics	
95	DK	RU P	DSB	
96	DK	RU P	Lokaltog	
97	DK	RU P	Nordjyske Jernbaner	
98	DK	RU P	Midtjyske Jernbaner	
99	EL	IM	O.S.E.	
100	ES	IM	ADIF	
101	ES	RU F	RENFE MERCANCIAS	
102	ES	RU F	Logitren Ferroviaria	
103	ES	RU F, RU P	FERROVIAL RAILWAY	
104	ES	RU F, WK	TF Transfesa	DB Cargo AG
105	ES	WK	Transportes Ferroviarios Especiales S.A.	RSRD ²
106	ES	WK	Sociedad de estudios y explotacion de material auxiliar de transportes S.A.	RSRD ²
107	FI	RU F, RU P, WK	VR Group	
108	FR	IM	SNCF Réseau	
109	FR	RU F	FRET SNCF	
110	FR	RU F, WK	ECR Euro Cargo Rail SA	DB Cargo AG
111	FR	RU P	SNCF Voyageurs	
112	FR	WK	Ermewa SA	RSRD ²
113	FR	WK	NACCO S.A.S.	RSRD ²
114	FR	WK	Monfer France SASU	RSRD ²
115	FR	WK	ATIR-RAIL	RSRD ²
116	FR	WK	Compagnie Française de Produits Métallurgiques	RSRD ²
117	FR	WK	STVA S.A.	RSRD ²
118	FR	WK	SOCOMAC	RSRD ²
119	HU	AB	VPE	
120	HU	IM	MÁV	
121	HU	IM	GYSEV	
122	HU	RU F	MMV	
123	HU	RU F, WK	DB Cargo Hungaria Kft	DB Cargo AG
124	IE	WK	TOUAX Rail Ltd.	RSRD ²
125	IT	IM	Ferrovie Emilia Romagna	

Nr.	Member State	Type of Company	Company name	Reporting Entity
126	IT	IM	RETE FERROVIARIA ITALIANA	
127	IT	IM	La Ferroviaria Italiana	
128	IT	IM, RU F, RU P, WK	Società Ferrovie Udine Cividale	
129	IT	RU F	SBB Cargo Italia	SBB Cargo International
130	IT	RU F	HUPAC	
131	IT	RU F	TX Logistik	
132	IT	RU F	Dinazzano PO	
133	IT	RU F	GTS Rail	
134	IT	RU F, RU P	Trasporto Ferroviario Toscano	
135	IT	RU F, WK	DB Cargo Italia Srl	DB Cargo AG
136	IT	RU F, WK	MERCITALIA RAIL	
137	IT	RU P	TRENORD	
138	IT	RU P	GRUPPO TRASPORTI TORINESI	
139	IT	RU P	Trenitalia	
140	IT	RU P	ARRIVA Italia Rail	
141	IT	RU P	SNCF Voyages Italia	
142	IT	RU P	Trasporto Passeggeri Emilia Romagna	
143	IT	RU P	Trenord	
144	IT	RU P	TRENTINO TRASPORTI ESERCIZIO	
145	IT	WK	Lotras srl	RSRD ²
146	IT	WK	Monfer Cereali SRL	RSRD ²
147	LT	IM, RU F, RU P, WK	Lithuanian Railways	
148	LT	RU F	Captrain Italia	
149	LU	IM, RU F, RU P, WK	CFL	
150	LV	IM, RU F, WK	VAS Latvijas dzelzceļš	
151	NL	IM	ProRail	
152	NL	RU F, WK	DB Cargo Nederland N.V.	DB Cargo AG
153	NO	IM	Bane NOR	
154	NO	RU F	LKAB Malmtrafikk AS	
155	PL	IM	PKP	
156	PL	IM, RU P	PKP	
157	PL	RU F, WK	DB Cargo Polska Spolka Akyina	DB Cargo AG
158	PL	RU P	Koleje Małopolskie	
159	PL	RU P	Koleje Śląskie	
160	PL	RU P	Koleje Dolnoslaskie	
161	PL	RU P	PKP Intercity	
162	PL	RU P	Arriva RP	
163	PL	WK	Łódzka Kolej Aglomeracyjna	
164	PL	WK	GATX Rail Poland Sp. z o.o.	RSRD ²
165	PL	WK	Tankwagon Sp. z o. o.	RSRD ²
166	PL	WK	Felbermayr Immo Sp.z.o.o.	RSRD ²
167	PT	IM	Infraestruturas de Portugal	
168	PT	RU F	Medway	
169	PT	RU F, WK	TAKARGO	

Nr.	Member State	Type of Company	Company name	Reporting Entity
170	PT	RU P	CP	
171	PT	WK	ADP Fertilizantes, S.A.	RSRD ²
172	PT	WK	CIMPOR - Serviços de Apoio à Gestão de Empresas, S.A.	RSRD ²
173	RO	IM	CFR	
174	RO	RU F, WK	DB Cargo Rail Romania SRL	DB Cargo AG
175	SE	IM	Trafikverket	
176	SE	RU F	Hector Rail	
177	SE	RU F	LKAB Malmtrafik	LKAB Malmtrafik AS
178	SE	RU F, WK	Green Cargo	
179	SE	RU P	sj	
180	SE	WK	TRANSWAGGON AB	RSRD ²
181	SE	WK	Stena Recycling AB	RSRD ²
182	SI	IM	SŽ Infrastruktura	
183	SI	RU F	SŽ TOVORNI PROMET	
184	SI	WK	Adria kombi d.o.o.	RSRD ²
185	SK	IM	Slovak Railways	
186	SK	RU F, RU P	LTE Slovakia	LTE Group
187	SK	RU F, WK	Cargo Slovakia	
188	SK	RU P	RegioJet	
189	SK	RU P	Železničná spoločnosť Slovensko	
190	SK	WK	Ing. Alica Ovciariková A.O.	RSRD ²
191	SK	WK	Felbermayr Slovakia s.r.o.	RSRD ²
192	TR	WK	TRANSWAGGON Vagon Isletmeleri Ltd. Sti.	RSRD ²
193	UK	IM	Network Rail Infrastructure	
194	UK	RU F, WK	DB Cargo (UK) Ltd	DB Cargo AG

Disclaimer

The RU/IM Telematics Joint Sector Group (JSG)

The JSG was set up in October 2012 as a voluntary organisation 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/>