Version 1.2

JSG | RU/IM Telematics Joint Sector Group

Telematics

Governance and framework

Common Implementation

TAF TSI

COMMISSION REGULATION (EU) No 1305/2014 of 11th December 2014

TAP TSI RU/IM Functions

COMMISSION REGULATION (EU) No 454/2011 of 5th May 2011

13/04/2018

History of the versions

Version	*Date of approval by the JSG*	*Reason for change*
1.0	12/11/2015	Initial version
1.1	09/03/2017	TAP RU/IM monitoring included in TAF Implementation Cooperation Group Establishment of the TSGA
1.2	27.02.2018	Inclusion of JS Pilot Programme Separation of TSGA Advisory Committee and TAF/TAP RU/IM Steering Committee

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1 Scope

In order to effectively implement the Regulation about telematics applications, an efficient sector-driven organisation is required to be in place specifically to harmonise and coordinate the work-plans of the sector and work to agree a common sector position towards European Union Agency for Railways (ERA[1]) and Directorate-General for Mobility and Transport (DG MOVE) whenever required.

The specific work plans governed by this organisation concern TAF TSI[2] (as a whole) concerning Railway Undertakings [RUs], Infrastructure Managers [IMs] and Wagon Keepers [WKs]) and TAP TSI[3] for the following basic parameters (concerning RUs, IMs and Station Managers [SMs]):

- 4.2.12 Handling of information provision in the station area;
- 4.2.14 Train preparation;
- 4.2.15 Train running info and forecast;
- 4.2.16 Service disruption information;
- 4.2.17 Handling of short term timetable data for trains;
- 4.2.18 Quality (RU/IM);
- 4.2.19 Reference files and databases (RU/IM).

In the following this scope is combined under the term “RU/IM Telematics”.

The purpose of this document is to describe the structure, the membership and the operation of the organisation. It is addressed to the stakeholders of the railway sector.

1.1 TAF TSI

“TAF TSI” is the usual wording for the Commission Regulation (EU) No 1305/2014 of 11 December 2014 (repealing Regulation (EC) No 62/2006) concerning the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union.

This regulation is directly applicable in all Member States and by all stakeholders.

The TAF master plan v4.0 of 17/01/2013[4] published by ERA, based on the individual master plans delivered by 58 companies, describes target dates for the implementation of the different functions of TAF TSI.

1.2 TAP TSI

“TAP TSI” is the usual wording for the Commission Regulation (EU) No 454/2011 of 5 May 2011[5] on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system.

This regulation is directly applicable in all Member States and by all stakeholders.

[1] Abbreviations are explained in Annex 3.

[2] Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing the Regulation (EC) No 62/2006

[3] Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system

[4] Document http://www.era.europa.eu/Document-Register/Documents/TAF-TSI-Master-Plan.pdf

[5] And Commission Regulations (EU) No 665/2012, 1273/2013 and 527/2016 amending 454/2011

The TAP European master plan v1.0 of 28/04/2013[6], based on the individual master plans delivered by 38 companies (for RU/IM functions), describes target dates for the implementation of the different functions of TAP TSI.

The governance of TAP TSI is split in two areas:

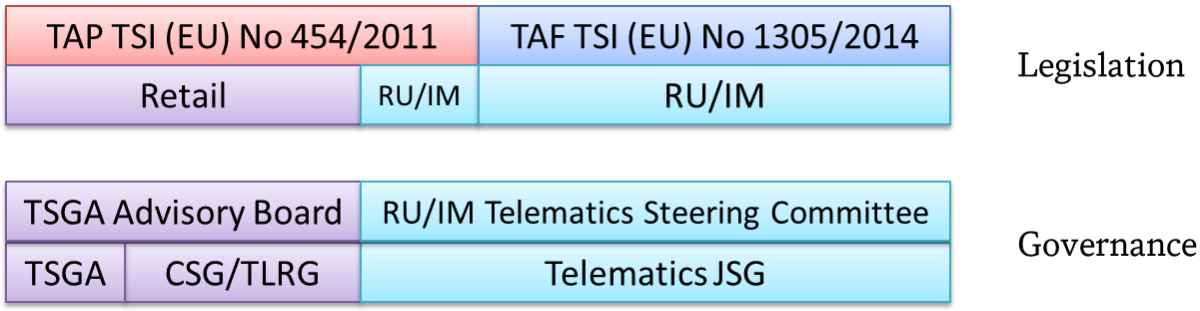
- RU/IM basic parameters are managed according to the governance described in this document;
- retail basic parameters are managed by the Common Support Group (CSG) and the TAP Services Governance Association (TSGA) and are outside the scope of this present governance document.

The TAP TSI Common Support Group of the sector (CSG) was already established during the writing of Commission Regulation (EU) No 454/2011 and serves as the rail sector's mirror group for matters related to the statutory ERA Working Parties and Cooperation Groups as well as for other official TAP TSI bodies.

The TSGA is designated to be a non-profit AISBL that will not hold reserves other than those required to ensure the provision of the regulatory services[7]. Its purpose is to ensure that the regulated services exist, in accordance with the TAP TSI Regulatory Services, in a manner that allows regulatory obligations to be met by railways and regulatory rights to be enjoyed.

At the beginning of 2017, a TAP Retail Liaison Group (TRLG) was established. It is constituted of the CSG and representatives of the ticket vendor associations ECTAA and ETTSA. The initial purpose of this new group is to align railway and ticket vendor positions vis-à-vis the retail provisions in the ERA TAP CCM process.

The picture below summarizes the scope of the TSIs and the related governance:



The link between retail and RU/IM is ensured by cross-attendance of representatives of CSG and JSG as well as between TSGA Advisory Board and RU/IM Telematics Steering Committee.

[6] Document http://www.era.europa.eu/Document-Register/Documents/20130428_TAP%20Master%20Plan%20Delivery_final.pdf

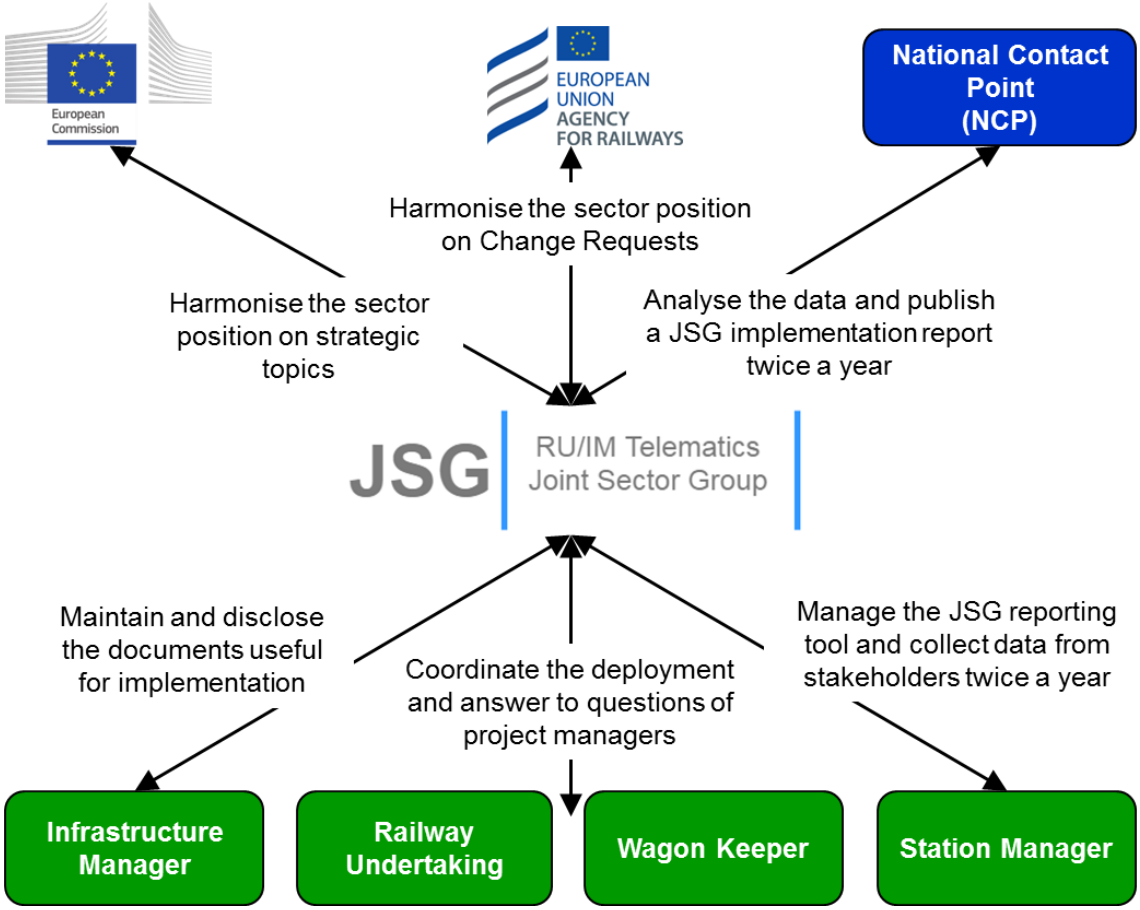
[7] However, the Statutes of the TSGA allow an extension of scope if agreed by the General Assembly.

2 Objectives of the governance organisation

2.1 Advisory and reference information

The governance structure aims to harmonise the sector views of different stakeholders and to achieve a common position for topics of strategic importance towards ERA and DG MOVE as visualised hereafter.

This includes advice such as relation to other regulatory matters and to Member States issues or concerns.



2.2 Monitoring of the Implementation

The RU/IM Telematics Steering Committee shall assess the implementation of the TAF TSI as set out in Article 5. The same approach is applied for assessing the implementation of TAP RU/IM functions.

The implementation monitoring is based on assessment reports provided by the Agency. The assessment reports shall determine whether the agreed objectives and target dates have been achieved.

The Joint Sector Group coordinates the collation of regular draft Implementation Reports including open issues or deviation from master plan and delivers this to the ERA.

In order to evaluate and monitor the progress of the RU/IM telematics functions (TAF and TAP TSIs) implementation, it is necessary to have measurable objectives for the implementation process, for which Key Performance Indicators (KPIs)

must be defined. The KPIs are implementation dates that have been established in the Master Plan, broken down by RU/IM telematics Function. Those companies who submitted a Master Plan will be assessed against their individual submission as well as the target dates.

The governance of the monitoring process is described in detail in Chapter 4 of this document.

2.3 Change Control Management

The Change Requests (CRs) are processed via the established ERA Change Control Management Process. The governance structure works in accordance with this ERA process.

All change requests issued by the sector have to be firstly assessed and approved by the governance structure before being submitted through the existing ERA CCM Tool.

To achieve this goal, the Change Requests are studied by the Sector Management Office (if needed with the support of the Telematics working groups) and approved by the Joint Sector Group.

Change requests presented by entities outside the sector (e.g. ERA) are also studied by the SMO and the JSG delivers the sector position.

Change requests concerning only sector documents follow an internal process (out of the ERA CCM process): they are studied by the SMO and the JSG delivers the final agreement.

The governance of the change control management process is described in detail in Chapter 5 of this document.

2.4 Joint Sector Pilot Programme

The Joint Sector (JS) Pilot Programme shall serve as a case study for lowering the risk of implementation failure of masterplan functions, mainly Short Term Path Request (STPR) and TrainID.

This Governance Structure shall allow coordinating the execution of the JSG Pilot Programme. It is structured in JSG Pilot Programme and a certain number of Projects.

The JS Pilot Programme Steering Group links the Pilot Programme to the RU/IM Telematics governance as described in this document. The governance of the JS Pilot Programme is described in detail in its own governance document[8].

[8] JSG Pilot Programme Governance Document, version 1.0, 04.05.2017

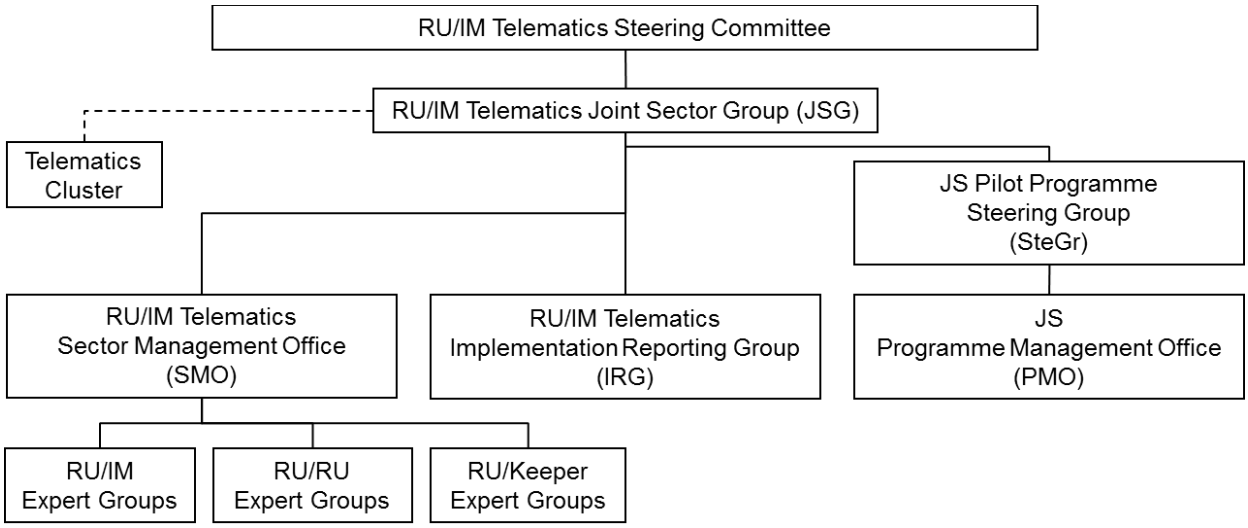
3 Defining the Governance

3.1 Organisational structure

This Governance Structure shall coordinate the implementation of the complete TAF TSI and TAP TSI provisions except functions linked to retail. In the following this scope is combined under the term “RU/IM Telematics”.

In order to be effective governance is adopted at the RU/IM Telematics Steering Committee. The diagram below shows the relationship between this organisation and the overall governance structure.

The names of the sector members responsible for specific functions of the governance structure are indicated in Annex 1 updated when necessary.



3.2 RU/IM Telematics Steering Committee (SteCo)

The roles and responsibilities of the RU/IM Telematics Steering Committee, in charge of RU/IM Telematics, are described in the section 7.1.4 of the TAF TSI and section 7.2.1 of the TAP TSI, namely:

- the SteCo shall provide for the strategic management structure to efficiently manage and coordinate the work for implementing the RU/IM Telematics TSI. This shall involve setting the policy, the strategic direction and prioritisation. In doing so, the Steering Committee shall also take into account the interests of small undertakings, new entrants, and railway undertakings providing specific services;
- the SteCo shall monitor the implementation progress. It shall regularly report to the European Commission about the progress achieved compared with the master plan. The Steering Committee shall take the necessary steps to adjust open tasks in the case of a deviation from the master plan;
- the SteCo shall guarantee that the interests of the passenger RUs and freight RUs are respected in all matters concerning the RU/IM communication.

The SteCo is composed by:

- the DG MOVE;
- the representative bodies from the railway sector acting on a European level as defined in Article 38(4) of Regulation 2016/796/EU ("the rail sector representative bodies");
- the ERA;
- observers and reporters from other organisations.

The SteCo is chaired by the chairperson of the RU/IM Telematics Joint Sector Group. The SteCo is co-chaired by the Commission.

The decisions are taken by consensus.

The SteCo should meet at least twice a year.

3.3 RU/IM Telematics Joint Sector Group (JSG)

The Joint Sector Group is the key central driver of the implementation. The Joint Sector Group consists of influential stakeholders from representative bodies and sector associations.

The JSG:

- reports regularly to the SteCo;
- approves the implementation report prepared by the IRG and makes it publicly available;
- provides input into the CCM Process and is accountable for the validation and coordination of all CRs coming from the sector. It is responsible for reviewing all modifications to the regulation and evaluates the impact of the CRs on the implementation plan;
- approves TEGs terms of reference and makes recommendation for lead;
- approves the final release of the following documents:
  - RU/IM Sector Handbook,
  - RU/RU Sector Handbook,
  - Application Guide (technical document B.56) before transmission to ERA;
- maintain the JSG website up to date;
- provides consistent information for stakeholders via the JSG website or other means of communications (e.g. Telematics Cluster);
- may establish ad hoc working groups or subcommittees in order to address specific issues related to the implementation.

The JSG will comprise:

- the Sector Chairperson of the Steering Committee;
- the Chairperson and the Co-Chairperson of the JSG;
- the Coordinator of the Coordination Technical Group (CTG);
- the Chairperson of the Sector Management Office;
- the Chairperson of the CSG and a representative of the TSGA;
- Identified representatives of the Representative Bodies, Sector Associations and Companies (e.g. Project Managers).

The decisions are taken by consensus.

The meeting calendar is coordinated with the responsibilities of the JSG.

3.4 Telematics Cluster

The Telematics Cluster Group consists of IMs, RUs, Wagon Keepers.

This group is used for:

- information sharing, e.g. reports from TEGs and relevant working groups;
- company endorsement of proposals such as CRs;
- implementation knowledge exchange;
- impact analysis with respect to roll-out;

Decisions are taken by consensus.

3.5 RU/IM Telematics Sector Management Office (SMO)

The SMO shall assist the JSG in fulfilling its oversight responsibilities related to CCM.

For the following documents:

- RU/IM Sector Handbook,
- RU/RU Sector Handbook,
- Application Guide (technical document B.56),

the SMO shall:

- identify continuously any changes required,
- develop new or amended content,
- ensure the validation of the changes taking account of the impacts,
- collate the amendments into a new release,
- issue a final release to JSG for approval.

In addition, the SMO shall:

- reports regularly to the JSG;
- prepare change requests and proposals of modification to be decided in the JSG;
- collect risks and critical success factors for the implementation and report them to the JSG for decision making;
- submit the Change Requests (CRs) and Proposals of Modification (PMs) to the ERA tools after approval of the JSG;
- adapt and provide versioning for common metadata xsd based upon the CR procedure;
- establish if necessary Telematics Expert Groups in order to address specific issues;
- coordinate the tasks of the different Telematics Expert Groups;
- answer the questions raised by the Project Managers regarding the implementation.

The SMO will comprise:

- the Chairperson of the SMO;
- the Chairs of the different TEGs.

The decisions are taken by consensus.

The meeting calendar is coordinated with the responsibilities of the SMO. Identified experts of the representative bodies, sector associations and companies can be invited by the SMO.

3.6 Implementation Reporting Group (IRG)

The Implementation Reporting Group shall assist the Joint Sector Group in fulfilling its oversight responsibilities related to the monitoring of the implementation.

The IRG shall:

- report regularly to the JSG;
- be the single point of contact with ERA for topics related to monitoring and reporting;
- analyse ERA requests (e.g. economic aspects such as KPIs) and prepare the decision to be taken by the JSG;
- develop, maintain the JSG Reporting Tool and manage access to it;
- initiate and run the process for data collection;
- analyse the data and prepare regular implementation reports based on data provided by the JSG Reporting Tool;
- discuss and harmonise the reports with ERA;
- answer the questions raised by the Project Managers regarding the monitoring;
- present the implementation report to the JSG for approval and for presentation in the ERA TAF TSI Implementation Cooperation Group (which monitors TAF and TAP RU/IM implementation).

The IRG will comprise:

- the Chairperson of the IRG;
- the CER representatives in the ERA TAF TSI Implementation Cooperation Group;
- the Common Technical Group (CTG) Coordinator;
- identified experts.

The decisions are taken by consensus.

The meeting calendar is coordinated in respect with the ERA TAF TSI Implementation Cooperation Group calendar.

3.7 Joint Sector Pilot Programme Steering Group (SteGr)

The rules of procedure are described in the JSG Pilot Programme Governance Document.

3.8 Joint Sector Pilot Programme Management Office (PMO)

The rules of procedure are described in the JSG Pilot Programme Governance Document.

3.9 Telematics Expert Groups (TEG)

The Telematics Expert Groups are created by the decision of JSG on request of the SMO, via a terms of reference, when it is necessary to gather expertise to resolve a matter.

The terms of reference will contain as a minimum:

- the tasks;
- the governance of the TEG (chairperson, approval process inside the TEG, etc.);
- the required level of focus;

- the required expertise of the participants;
- the format (limited workshops, regular meetings, consultations, etc.);
- the expected lifecycle and elapsed time (e.g. steps and how long the output is prepared);
- the outputs to be provided.

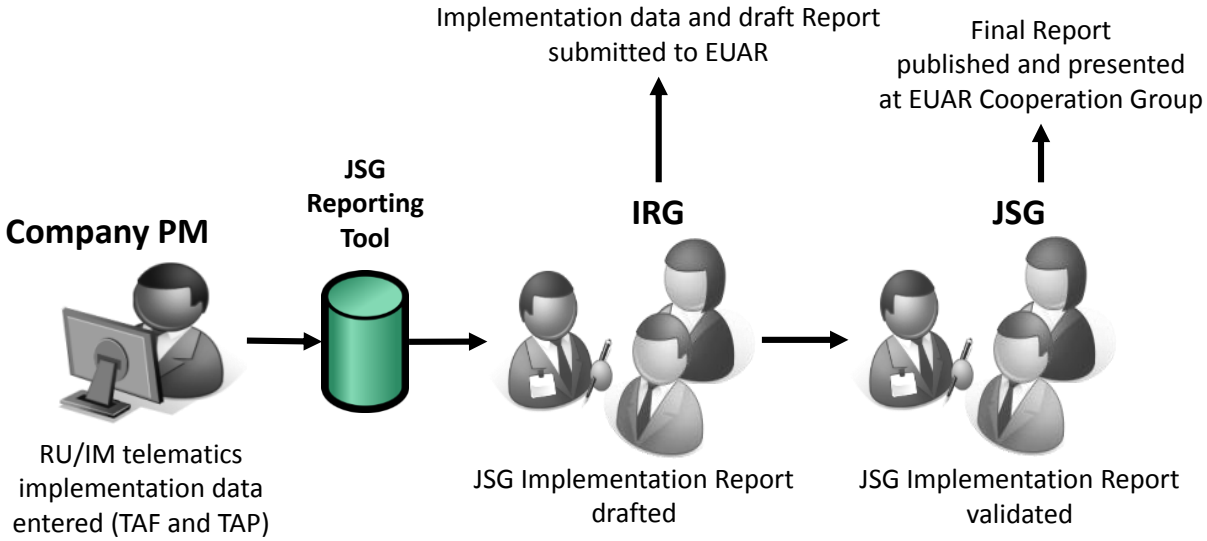
The outputs are validated by the SMO and approved by the JSG.

The TEGs are open for all representatives of the sector stakeholders with the required expertise. The existing TEGs are listed in Annex 2.

4 Monitoring Process

The progress of implementation of the TAF TSI and TAP RU/IM TSI will be reported twice a year.

Companies are reporting TAF TSI and TAP RU/IM functions compared to their own Master Plan target date. In case there is no company Master Plan it will be reported against the TAF master plan v4.0 and the TAP master plan v1.0 published by ERA.



The process of TAF TSI and TAP RU/IM Implementation Monitoring starts about 3 months before an ERA TAF TSI Implementation Cooperation Group meeting with the data collection.

ERA triggers the process via NCPs by inviting all companies in Member States to report about the current state of implementation. The JSG informs at the same time the Representative Bodies about the start of data collection.

The IRG is responsible for data collection and data is collected via the JSG Reporting Tool. The JSG Reporting Tool gives access to Company Project Managers and is open for a period of about four weeks.

The results of the analysis are summarised in a JSG Implementation Report and submitted to ERA together with the raw data before the ERA TAF TSI Implementation Cooperation Group meeting. The JSG Implementation Report is approved by the JSG and made publicly available.

ERA will upload the raw data received from JSG into the ERA TAF TSI Implementation Cooperation tool. Furthermore ERA will deliver a draft Status Report containing the data, assessment and recommendation to be discussed within the ERA TAF TSI Implementation Cooperation Group.

The ERA Status Report is consolidated after endorsement at the ERA TAF TSI Implementation Cooperation Group meeting.

The Steering Committee is ultimately responsible for the approval and delivery of the ERA Status Reports for publication.

5 Change Control Management Process (including questions)

The Change Control Management (CCM) is the process in place to monitor the evolutions of the documents used to implement the TAF and TAP regulations.

Two CCM processes exist:

- the ERA CCM process in charge of maintaining and monitoring the technical documents listed in Appendix I of TAF TSI and the technical documents B.1 to B.30 listed in Annex III of TAP TSI;
- the Sector CCM process in charge of maintaining and monitoring all changes related to the documents managed by the sector.

For both processes the SMO is in charge of analyzing the Change Requests (CRs) and preparing the position to be presented to the JSG for approval.

Overview of the ERA CCM Process

The ERA CCM process is structured by CCM cycles lasting 1 to 2 years.

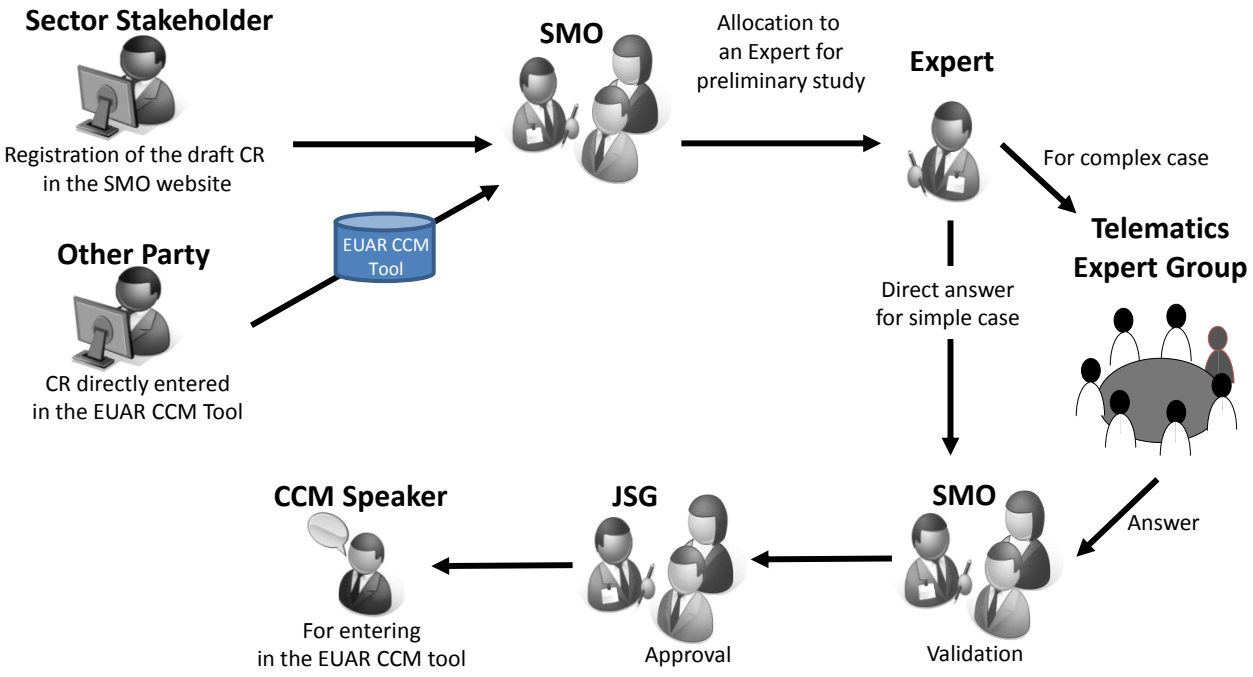
The CRs are entered in the ERA CCM tool by the SMO one month before the ERA CCM Working Party (usually 2 per year) where the CRs are discussed and agreed. Normally a CR can be discussed at most 3 times before an agreement is reached.

All CRs agreed during a CCM cycle are presented to the Change Control Board (CCB) for final agreement. The CRs are presented for approval to the RISC and a recommendation is drafted by ERA to the DG MOVE to update the list of technical documents.

The process is described in the ERA document “Telematics Applications Change Control Management”[9].

Note that all CRs proposed by the sector organisations members of the JSG are firstly analysed by the SMO and agreed by the JSG before being introduced in the ERA CCM tool.

The picture hereafter describes the workflow:

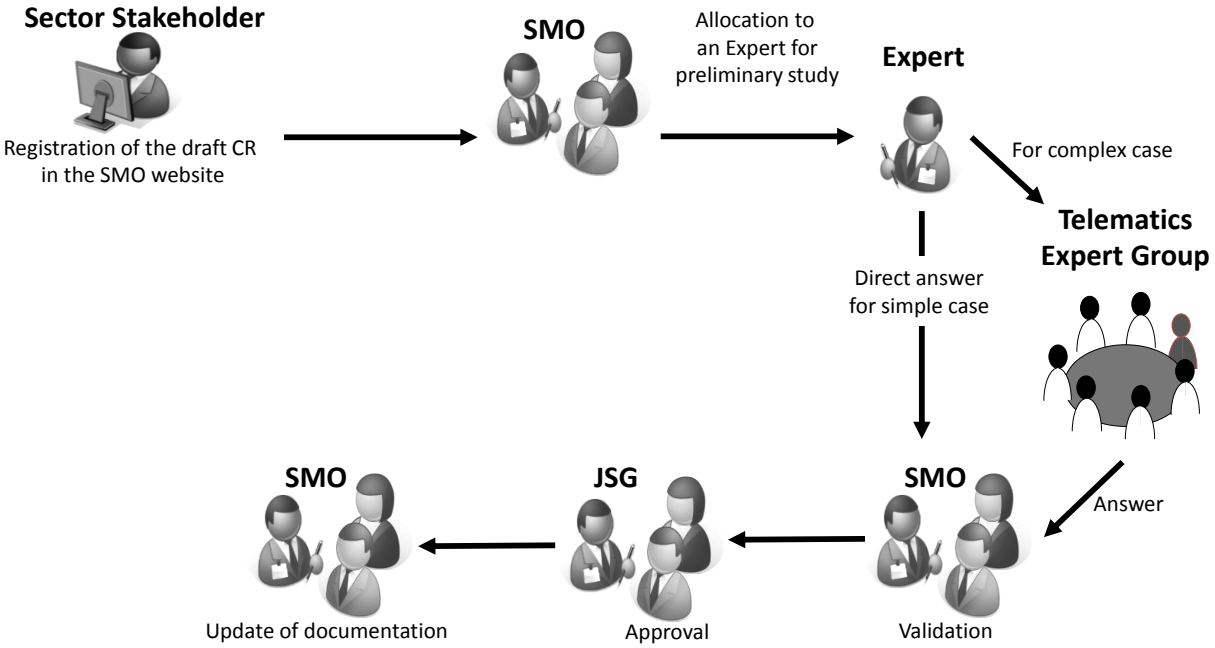


[9] Reference ERA_Telematics_CCM_Guide_V1_4.pdf.

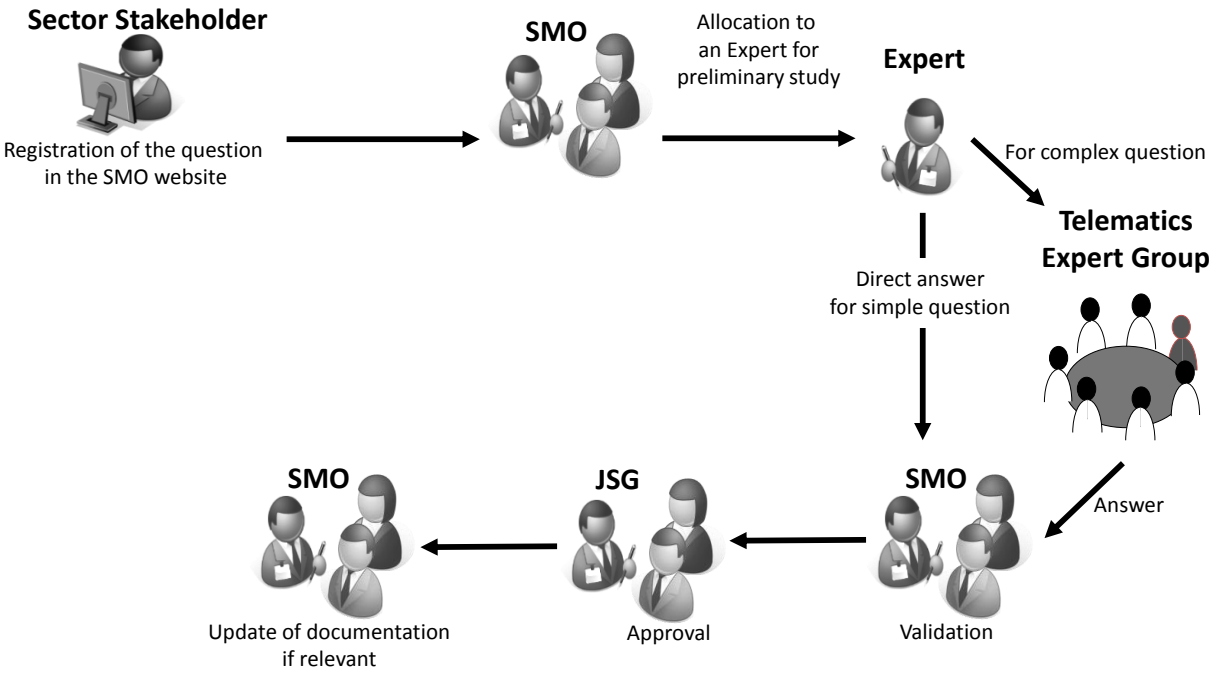
Overview of the Sector CCM Process

The Sector CCM process is applied for all changes linked to sector documents (e.g. Sector Handbook) and sector data model (e.g. xsd or sector messages). ERA is not involved in this process.

The picture hereafter describes the workflow:



A similar process is used to answer questions from the sector. The picture hereafter describes the workflow:



6. Framework information

The following sections provide contextual information with respect to the Telematics governance.

6.1 - Common Components

RNE Common Components System (CCS) is responsible for the development, maintenance and on-going operations of the Telematics Common Components, which consist in:

- the Common Interface which allows the secure communication of information amongst all trading partners. The companies may decide to use the RNE CCS CI or to build their own solution according to the requirements of the reference implementation;
- the Location Reference File which uniquely identifies physical rail points (e.g. stations, customer sidings, loading places);
- the Company Reference File uniquely identifies of rail actors who exchange information according to TAF and TAP TSIs.

RNE has set up a mechanism which will enable all companies to get access to the Reference Files under fair and non-discriminatory conditions.

The JSG receives reports on RNE CCS activities.

6.2 ERA TAF TSI Implementation Cooperation Group (ICG)

Having regard to the legal obligations of the TAF and the TAP TSI, ERA has set up the ERA TAF TSI Implementation Cooperation Group to manage the monitoring process of RU/IM telematics functions.

This cooperation group meets twice per year and performs the following main activities:

- assess the reports from the sector (NCPs and RBs) about the TAF TSI and TAP RU/IM implementation;
- compare the data received with the content of the Master Plan and assess the progress of implementation to determine whether the objectives pursued and target dates have been achieved;
- use Key Performance Indicators (KPIs) previously agreed between the Agency and the Rail Sector to assess the evolution of the deployment of the system and report twice per year to the European Commission and to the TAF Steering Committee;
- perform a dissemination campaign to NCPs and assist them to follow-up the TAF TSI and TAP RU/IM TSI implementation at national level.

6.3 Approval and publication

This “Telematics Governance and Framework” document was approved at the JSG meeting on 12th November 2015 and the current update was approved by the JSG on 27th February 2018.

Documents referred to in it and the governance document itself are publically available at the JSG website http://taf-jsg.info/.

Annex 1

Membership of the governance structure (as at 27/02/2018)

RU/IM Telematics Steering Committee

Entity	*Status*	*Name*
DG MOVE	Member	Carlo De Grandis (co-chair)
ERA	Member	Michael Varga Stefan Jugelt
CER	Member	Christian Weber (chair as JSG chair) Jan-Christian Arms (as JSG co-chair) Emanuele Mastrodonato (CTG coordinator)
CSG	Member	Rütger Fenkes (CSG chair)
EIM	Member	Patrick Konix
EPTO	Member	Martyn Lewis
ERFA	Member	Markus Vaerst
UIP	Member	Gilles Peterhans
UIRR	Member	Éric Feyen
UITP	Member	Alexander Stüssi
UNIFE	Member	Miroslav Haltuf
ESC	Observer	Pauline Bastidon
FTE	Observer	Andrew Hermann
Raildata	Observer	Michael Pfitzner
RNE	Observer	Harald Reisinger
TAP Retail Liaison Group	Observer *(potentially)*	t.b.d.
TSGA	Observer	Begoña Delicado (TSGA chair)
UIC	Observer	Sandra Géhénot
CCS (RNE)	Reporting	Vojkan Stefanović (CCS)

RU/IM Telematics Joint Sector Group

(The members of the companies are not listed)

Entity	*Status*	*Name*
JSG	Member	Christian Weber (chair) Jan-Christian Arms (vice-chair)
SMO	Member	Seid Maglajlić
CER	Member	Emanuele Mastrodonato (CTG coordinator)
EIM	Member	Patrick Konix
EPTO	Member	Martyn Lewis
ERFA	Member	Markus Vaerst
FTE	Member	Andrew Hermann
UIP	Member	Gilles Peterhans
UIRR	Member	Éric Feyen
UITP	Member	Alexander Stüssi
UNIFE	Member	Miroslav Haltuf
ESC	Member	Pauline Bastidon
Raildata	Member	Michael Pfitzner
RNE	Member	Harald Reisinger
CSG	Member	Rütger Fenkes (CSG chair)
UIC	Member	Patrick Mantell
CCS (RNE)	Reporting	Vojkan Stefanović (CCS)

RU/IM Telematics Sector Management Office

Entity	*Status*	*Name*
SMO	SMO Chair	Seid Maglajlić
Train Identification TEG	TEG Chair	Seid Maglajlić
Planning TEG	TEG Chair	Máté Bak
Operation TEG	TEG Chair	Josef Stahl
Consignment Order TEG	TEG Chair	Ralf Gutbrod
Wagon Movement TEG	TEG Chair	Oliver Kundt
Location Coding TEG	TEG Chair	Ralf Gutbrod
RSRD TEG	TEG Chair	t.b.d

Telematics Experts Groups

The membership list is maintained by each Telematics Group Leader named in the SMO list above.

Implementation Reporting Group

Entity	*Status*	*Name*
CER	IRG Chair Speaker in ERA TAF ICG	Jan-Christian Arms
CER	Speaker in ERA TAF ICG	Vito Achille Sante
CER	Speaker in ERA TAF ICG (TAP RU/IM representative)	Christian Weber
CER	Speaker in ERA TAF ICG (TAP RU/IM representative)	Carmen Lo Duca
CER	Deputy in TAF ERA ICG	Rudolf Achermann
CER	CTG Coordinator	Emanuele Mastrodonato

JS Pilot Programme Steering Group (SteGr) and JS Pilot Programme Management Office (PMO)

Membership is set out in the JS Pilot Programme governance document.

Annex 2

List of Telematics Expert Groups (as at 09/03/2017)

IM/RU Communication	RU/RU and RU/Keeper Communication
TEG 1: Planning Expert Group - Path Request	**TEG 5: Consignment Order** - Consignment Order Message
TEG 2: Operation Expert Group - Train Preparation - Train Running Forecast and Train Delay Cause - Service Disruption Information	**TEG 6: Wagon Movement** - Shipment ETI /ETA - Interchange Reporting - Wagon Movement - WIMO
TEG 3: Train ID - New Identifier	**TEG 7: Rolling Stock Database** - RSRD - Wagon Performance Message
TEG 4: Location Coding	

Annex 3

List of abbreviations

CCB	Change Control Board
CCM	Change Control Management
CCS	Common Components System
CI	Common Interface
CR	Change Request
CSG	Common Support Group (TAP TSI)
CTG	Coordination Technical Group
DG MOVE	General Direction Mobility of the European Commission
ERA	European Union Agency for Railways
ICG	ERA TAF TSI Implementation Cooperation Group
IM	Infrastructure Manager
IRG	Implementation Reporting Group
JSG	Joint Sector Group
KPI	Key Performance Indicator
NCP	National Contact Point
PM	Proposal of Modification
RB	Representative Body
RSP	Rolling Stock Provider
RSRD	Rolling Stock reference Database
RU	Railway Undertaking
SM	Station Manager
SMO	Sector Management Office
SteCo	Steering Committee
TAF TSI	Commission Regulation (EU) No 1305/2014 of 11 December 2014 (repealing Regulation (EC) No 62/2006) concerning the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union
TAP TSI	Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem 'telematics applications for passenger services' of the trans-European rail system
TEG	Telematics Expert Group
TRLG	TAP Retail Liaison Group (TAP TSI)
TSGA	TAP Services Governance Association
WK	Wagon Keeper