

8th report of the TAF TSI Implementation

RU/IM Telematics Joint Sector Group (JSG)

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Version 1.1

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EXECUTIVE SUMMARY

This 8th TAF implementation report summarized the results received via the JSG Reporting Tool in June 2018 and thus shows the status of implementation by 30 June 2018.

The number of invitations and responses have grown relative to the 7th reporting session. With the present survey the negative trend of responses could be changed again into a growing number of feedback, the response rate climbing to 37 %.

Regarding the TAF TSI functions reported, the following Levels of Fulfilment can be observed:

- Most IMs reported to have completed the Primary Location Codes on their network.
- Most of companies (around 80 %) are identified by Company Code.
- The level of fulfilment for Common Interface shows a remarkable difference between IMs, RUs-F and WKs. Half of IMs have already implemented, while most of RUs-F and WKs are still developing.
- One third of participating companies have Train Running Information in production, representing a similar level of fulfilment for IMs and RUs-F.
- Figures show little increase in terms of complete implementation of Train Composition Message growing slower than participation.
- Half of the RUs-F companies started implementing the Consignment Note Data function, out of which three having finished.
- Wagon Movement function is being reported for the first time in this report. Two RUs-F are ready to exchange respective messages.
- Implementation of the Wagon and Intermodal Unit Operating Database function rests at very low level of fulfilment with 2 companies having it in production.
- A large number WKs fulfil the Rolling Stock Reference Database functionality via the common sector tool RSRD². There are seventy-three WKs having RSRD in production.

At European level the Degrees of Implementation show indifferent trends over time as follows:

- Decline of implementation of IMs functions might partly be explained by the growing number of smaller IMs taking part, which normally are not advanced in TAF/TAP implementation.
- Generally, the proportion of RUs having finished implementation is considerably lower than for IMs. However, there are some positive trends at a low degree of implementation visible.
- For WKs the evolution of implementation remains stable.

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 as set out in this report does not reflect real situation.

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. 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 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.

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

- Companies are requested to report per mandatory TAF or 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 Telematics 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

The present report integrates also data from wagon keepers using RSRD2 submitted by UIP.

This report summarised the results received via the JSG Reporting Tool during the eighth reporting period lasting from 4 June 2018 to 29 June 2018 and thus shows the status of implementation by 30 June 2018. Diagrams in the following chapters of this report show results per RU/IM function summarised in an anonymous way.

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
7 th Report TAF/2 nd Report TAP	01.07.2017 - 31.12.2017	65
8 th Report TAF/3 rd Report TAP	01.01.2018 - 30.06.2018	66

Table 1: Reporting periods

The ‘TAF/TAP TSI Implementation Report Volume 8’ 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	X		
	Train Composition Message (TCM)	X	X			
	Consignment Note Data (CND)		X			
	Wagon Movement (WM)		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

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 18 September 2018 and published accordingly. It will be presented at the ERA TAF TSI Implementation Cooperation Group meeting on 17 October 2018.

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 8TH REPORTING SESSION

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 continuously. With the present survey the negative trend of responses is changed again into a growing number of feedback.

The 8th report includes 71 WKs submitted by UIP using RSRD².

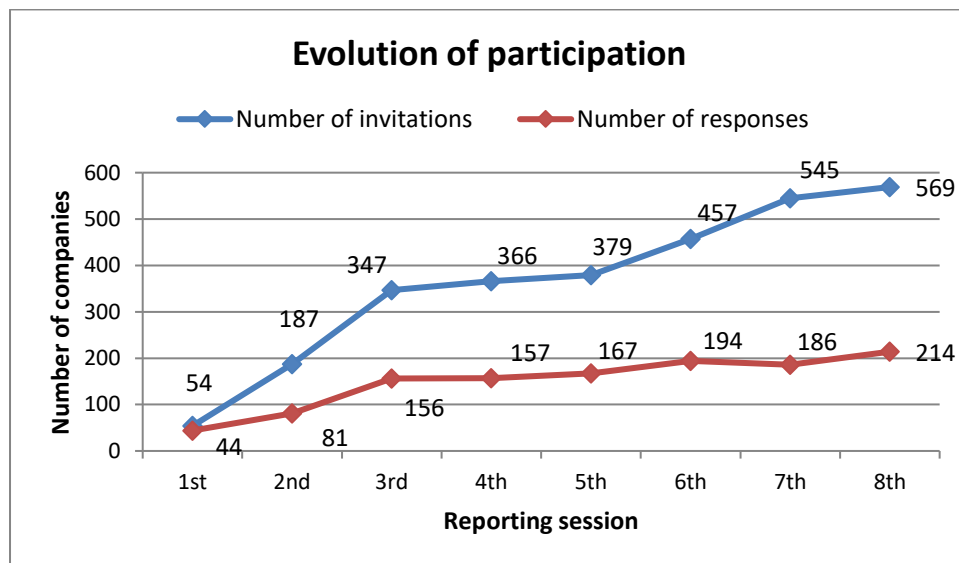


Diagram 1: Evolution of participation over time

Also, the response rate, calculated as number of responses in relation to number of invitations, grew again from 34,1 % to 37,6 % (see diagram 2).

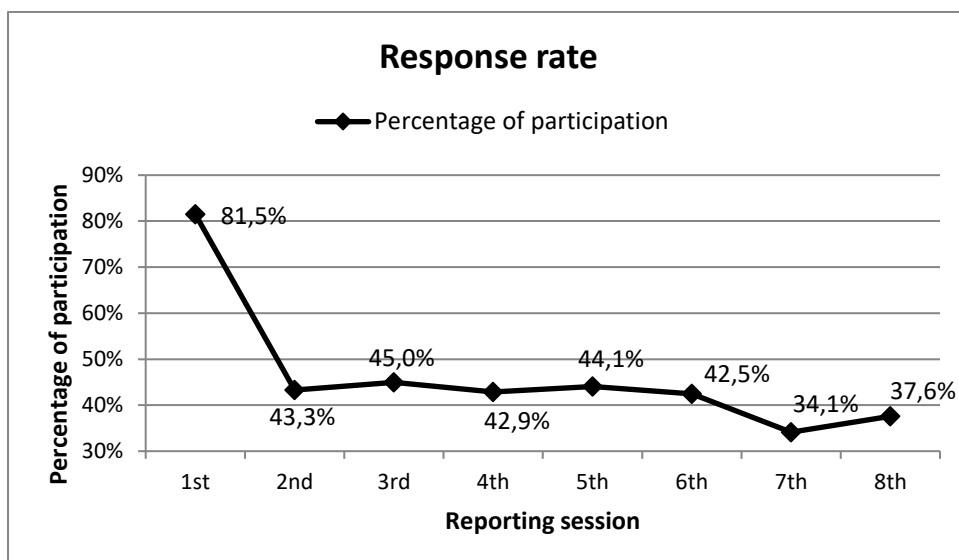


Diagram 2: Evolution of response rate over time

Diagram 3 displays the distribution of total responses per country. The feedback comprises 23 EU Member States plus Switzerland and Turkey.

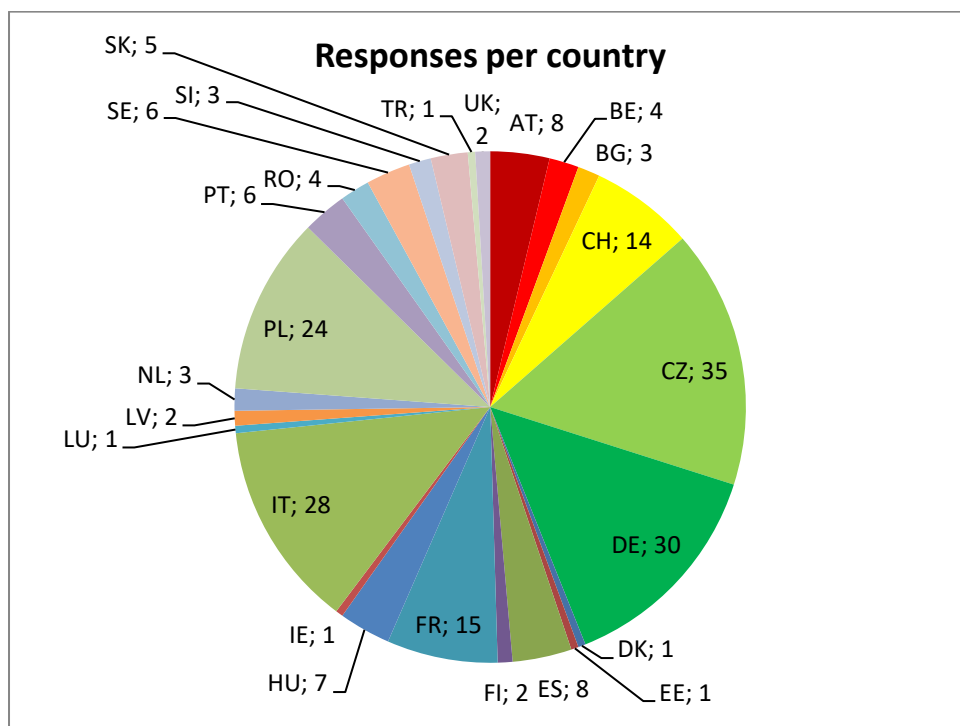


Diagram 3: Number of responses per country

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

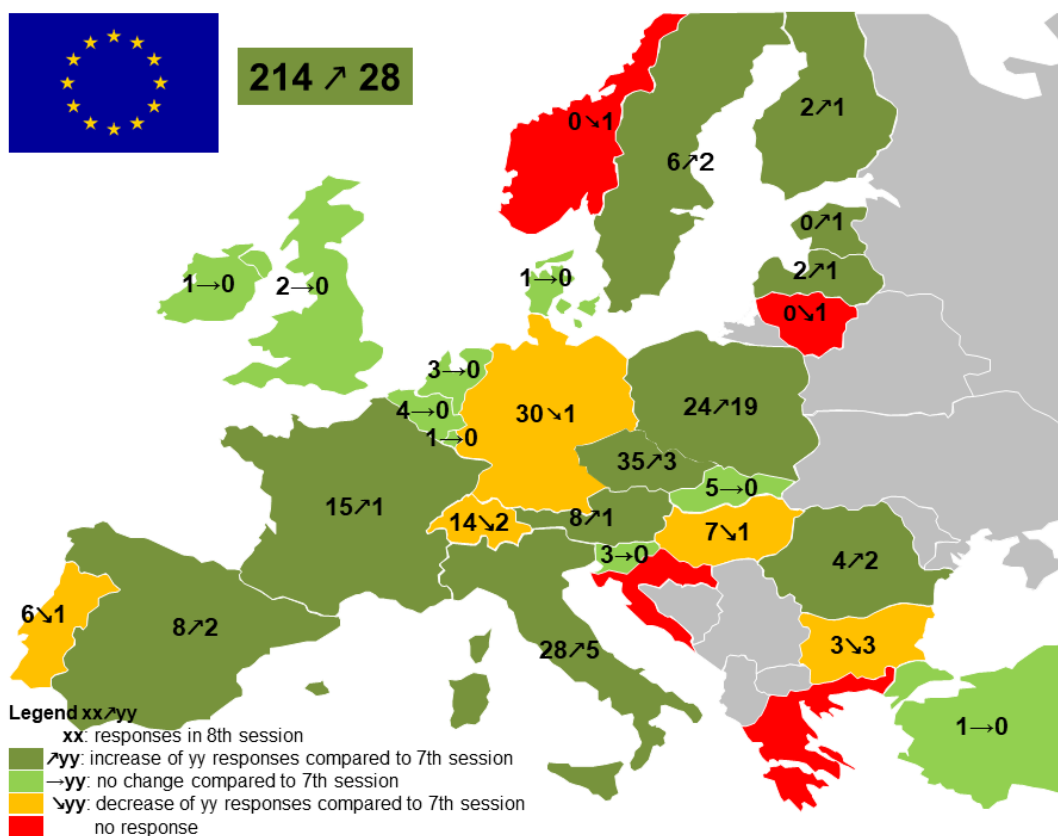


Diagram 4: Evolution of responses per country

Participation per company type

Some companies in this survey may have multiple roles, such as RU and WK at the same time. Therefore, the total number of responses displayed in diagram 1 (214 companies) and listed in Annex 2 is lower than the total number of company types shown in diagram 5 hereafter (263 companies).

Compared to the previous survey, participation for all types of company has grown.

Annex 2 'Responses contact list v8' to this report gives a detailed overview about the companies per country having replied to the eighth session of TAF and TAP TSI implementation monitoring. Please note, that there are entities which have reported on behalf of several companies.

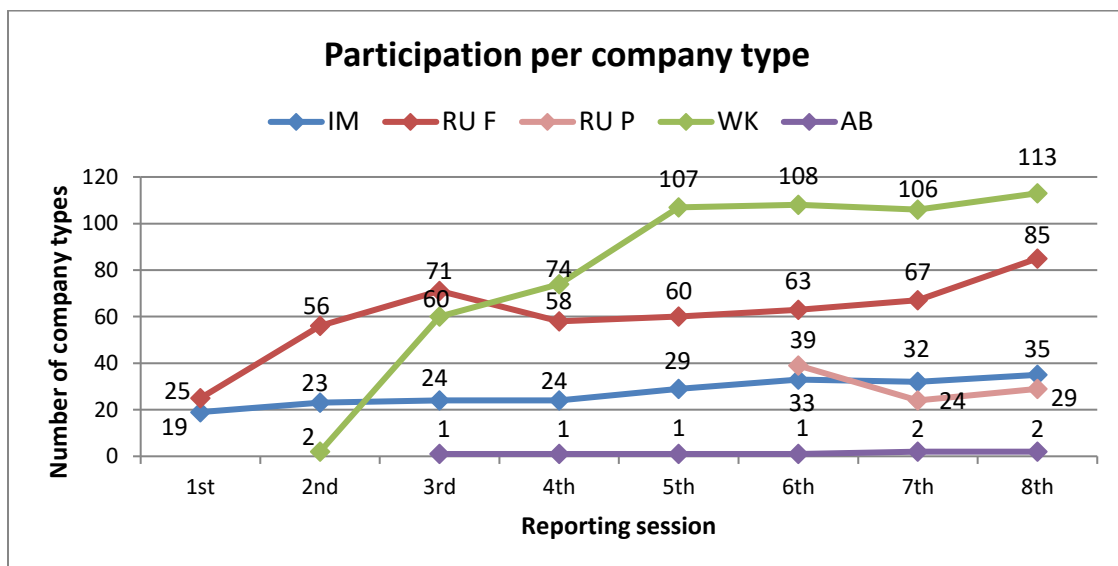


Diagram 5: Evolution of participating per company type over time

4. DATA BASIS FOR EVALUATION

To establish a wider sector representation, 35 companies from the previous survey, which have not replied this time, are also taken into consideration. For companies having reported to both surveys, only the company information from the 8th session is included.

Diagram 6 displays the total number of types of company (297) with their allocation to the following reporting sessions:

- Companies only reporting to the 7th reporting session
- Companies reporting to both 7th and 8th reporting session
- New companies reporting for the first time in the 8th reporting session

The reporting period thus represents the second half of year 2017 and the first half of year 2018.

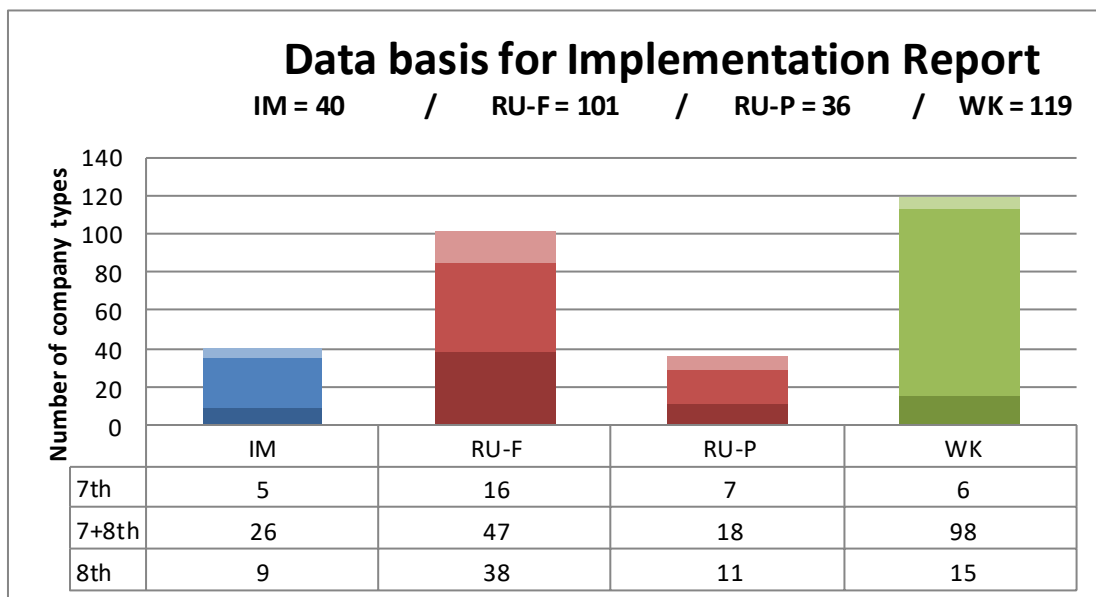


Diagram 6: Number of types of company per reporting session

Annex 3 'Responses contact list v7' to this report lists the companies per country having replied to the seventh session of TAF and TAP TSI implementation monitoring and not to the present one.

5. 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 must 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 part of this report.

Diagram 7 indicates, that most IMs reported to have completed the Common Reference Files for locations on their network. However, complete population of PLC is not yet reached. Regarding the level of fulfilment of PLC implementation, diagram 7 shows 24 IMs with complete implementation. 5 out of 40 IMs in the evaluation are considered with data from the previous survey.

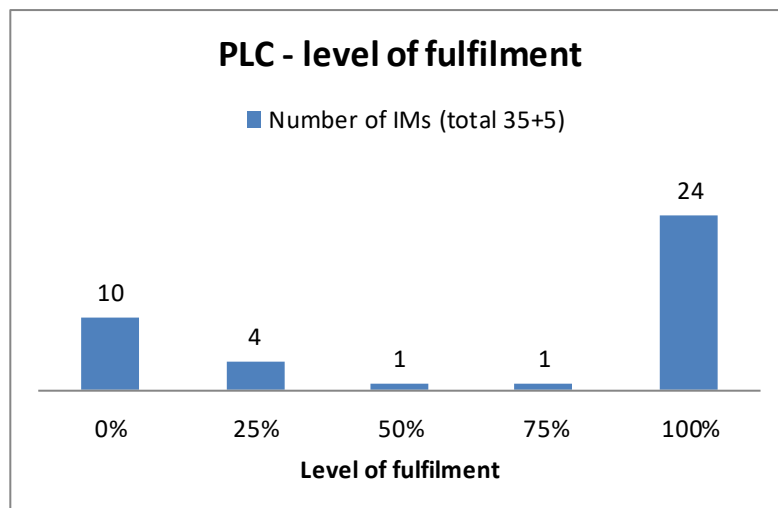


Diagram 7: Common Reference Files - Primary Location Codes (PLC)

Diagram 8 shows the evolution of complete implementation of PLC in relation to the number of IM responses.

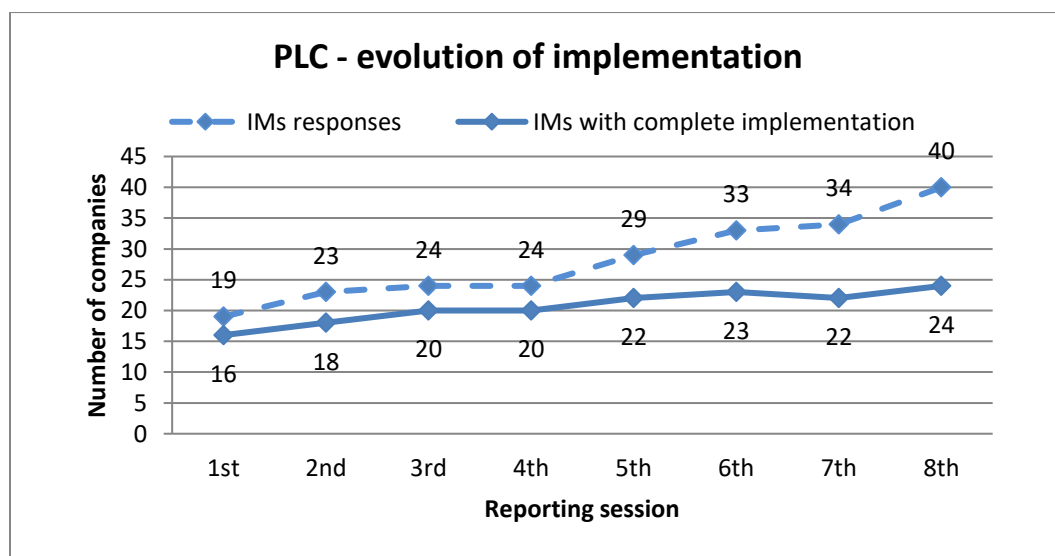


Diagram 8: Evolution of PLC implementation

Common Reference Files - Company Code (all companies)

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

The bar chart below (diagram 9) is indicating the existence and use of company codes as part of the Common Reference Files for IMs, RUs-F and Wks. For CCs only two predefined percentage steps exist, because either a company does have an own CC or not. Most of companies having replied to the query possess a CC.

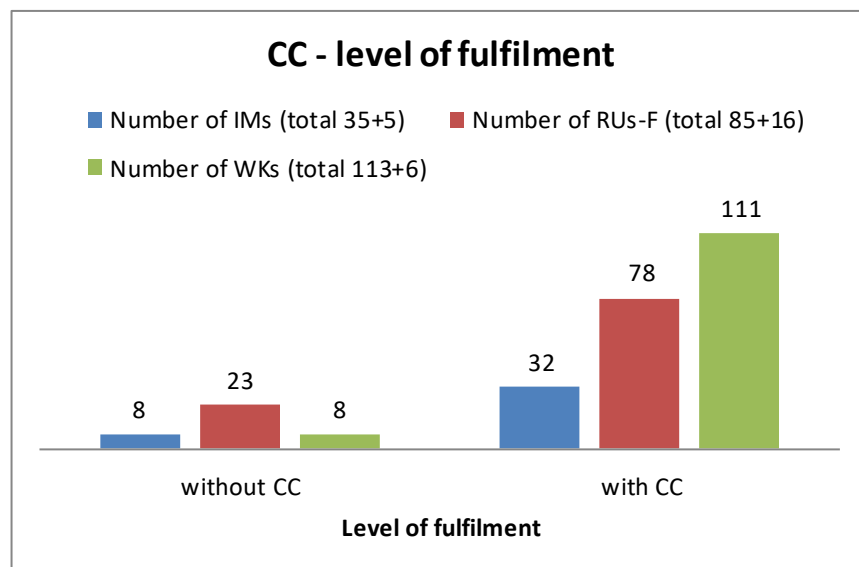


Diagram 9: Common Reference Files - Company Codes (CC)

According to Diagram 10, the number of companies with CCs has grown for all types of companies since the last survey.

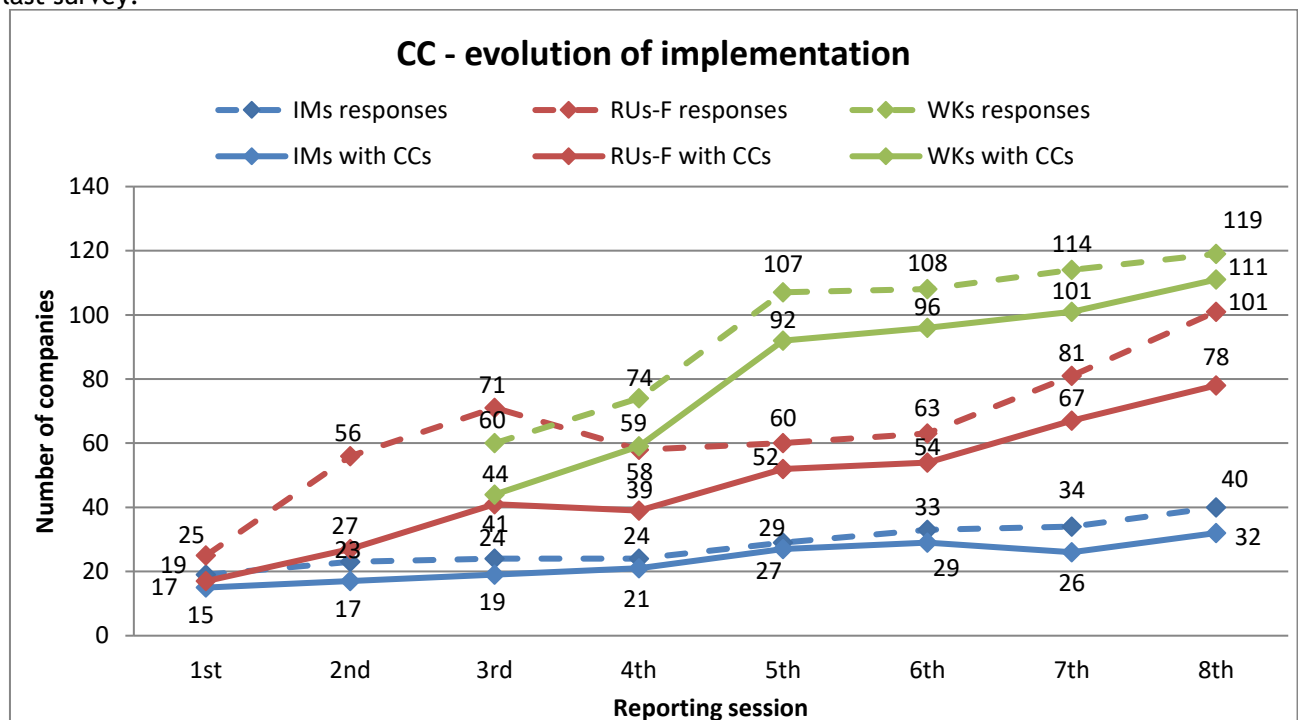


Diagram 10: Evolution of implementation for Company Codes

Common Interface Implementation (all companies)

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

Diagram 11 summarises the feedback related to the availability of CI and shows a difference in level of fulfilment between IMs, RUs-F and Wks. The CI is completely implemented by 18 IMs, 24 RUs-F and 16 Wks. RSRD² has yet not implemented the CI. Wks using RSRD² therefore form part of the 25% level.

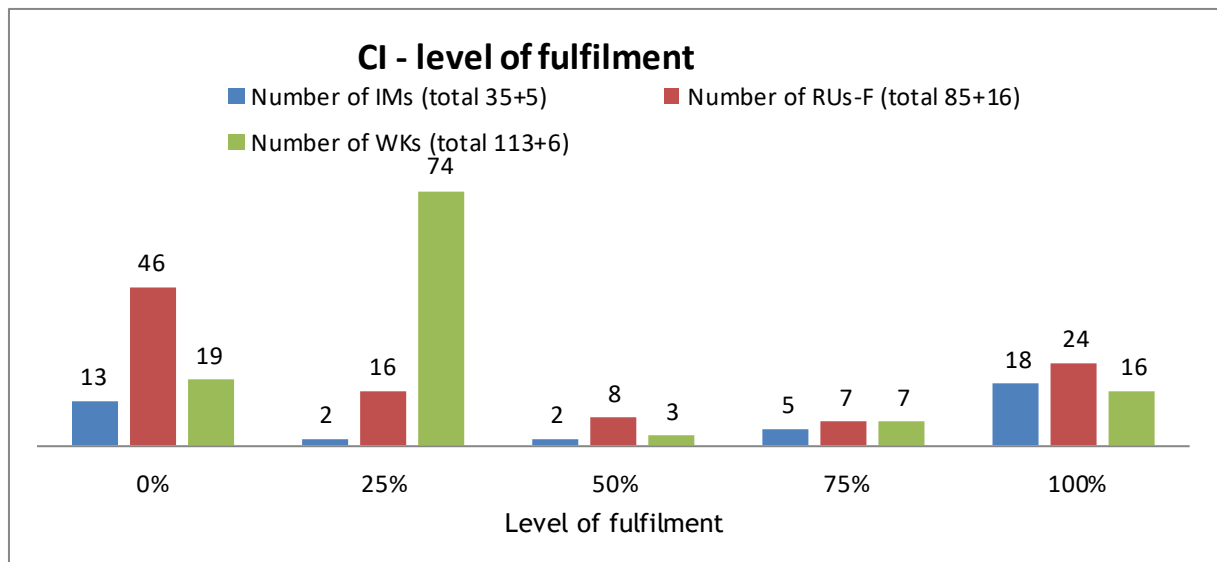


Diagram 11: Common Reference Files - Common Interface (CI)

The development of complete implementation of the CI over time according to diagram 12 shows again the relation to the number of responses per company type. There is no or only little evolution of CI in production up to June 2018.

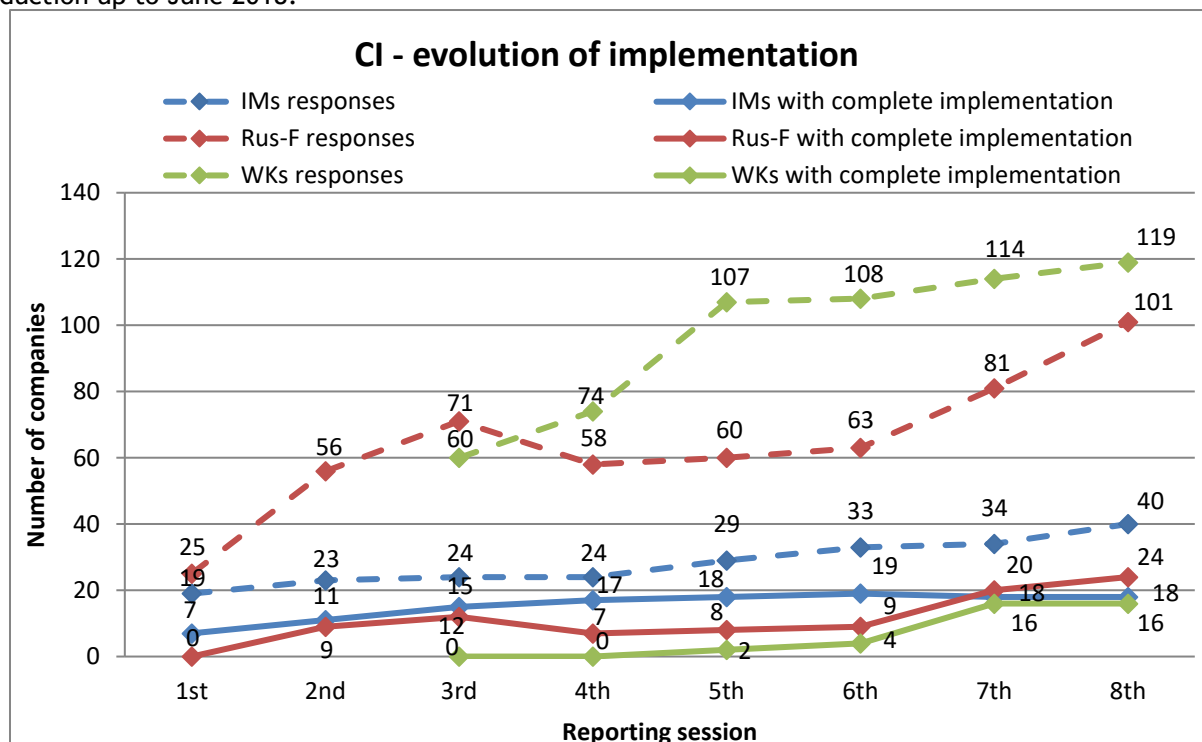


Diagram 12: Evolution of implementation for Common Interface

Train Running Information (IMs and RUs-F)

The Target Implementation Milestone for realisation of the Train Running Information message (TRI) according to the TAF TSI Masterplan was end of 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 managed by RNE. Messages sent by IMs to TIS or messages received by RUs from TIS through traditional interfaces are considered as 75 % complete fulfilment and TAF messages sent or received by Common Interface are counted as 100 % fulfilment.

Diagram 13 indicates 15 IMs and 35 RUs-F with 100 % level of fulfilment.

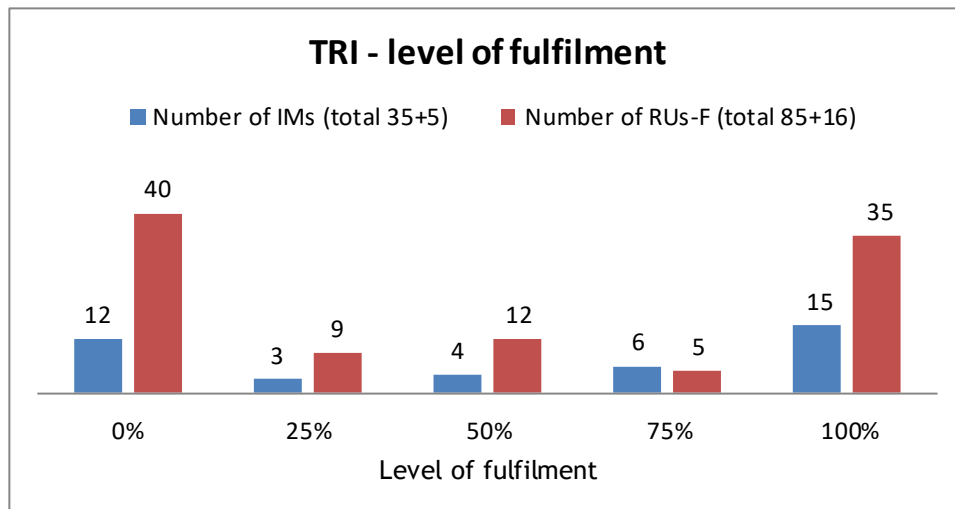


Diagram 13: Train Running Information (TRI)

Regarding diagram 14, both the number of IMs and RUs-F having implemented completely the TRI increased in comparison to the 7th reporting session (plus 3 IMs and plus 11 RUs-F).

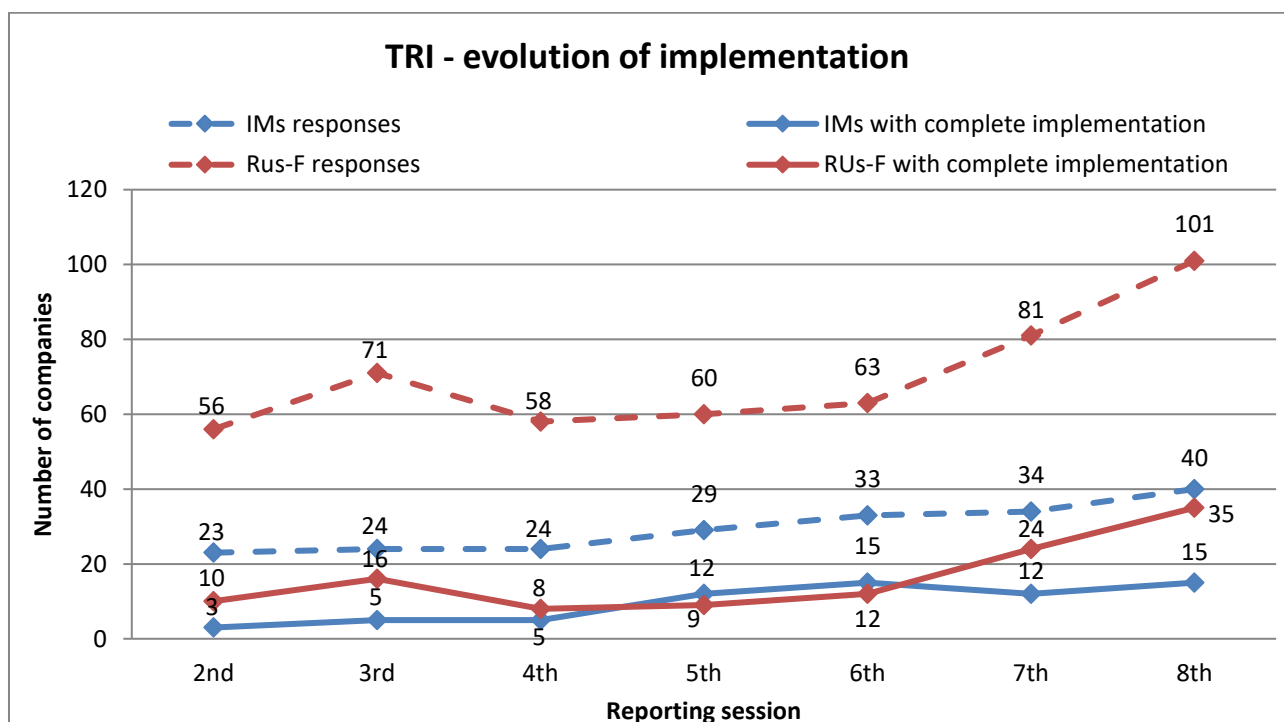


Diagram 14: Evolution of implementation for Train Running Information

Diagram 15 gives an impression about the state of implementation of TRI by IMs in countries across Europe. The IMs having the longest network have been taken as relevant for the country. For IMs still in development the current planned end date and the respective level of fulfilment is shown in diagram 15.

In CH, CZ and HU there are always two IMs having completed TRI implementation. Among the IMs there are 11 small companies, such as harbours, having responded to this survey. Contrary to the level of fulfilment of dominating IMs, such small companies across Europe have not even started projects.

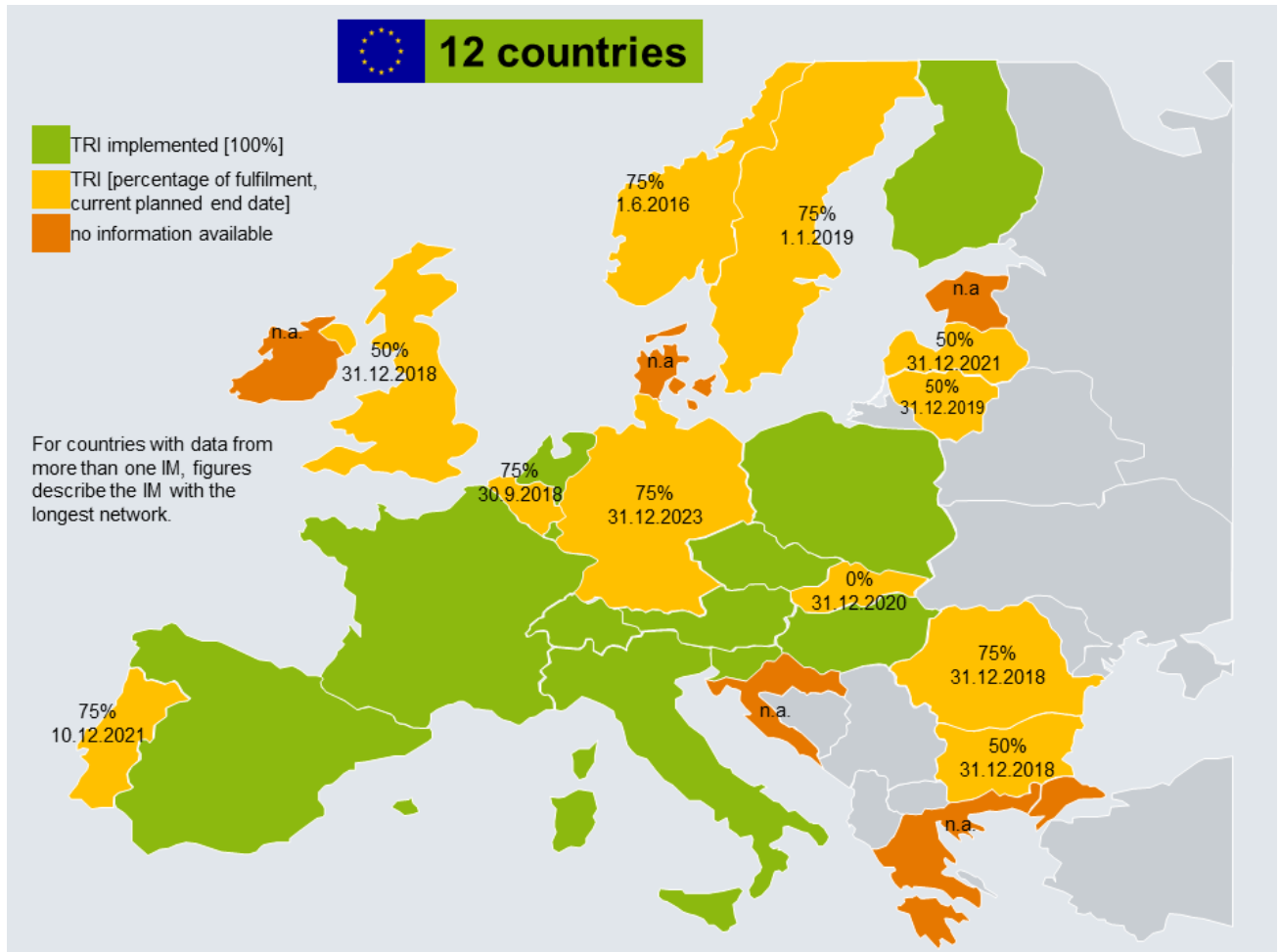


Diagram 15: Implementation of TRI of IMs across European countries

Train Composition Message (IMs and RUs-F)

The Target Implementation Milestone for realisation of the Train Composition Message (TCM) as part of the Train Preparation Function according to the TAF TSI Masterplan is end of 2018. TCM is mandatory to be sent by RUs-F. However, implementation by IMs is also reported. Most of them are still developing this TAF TSI function.

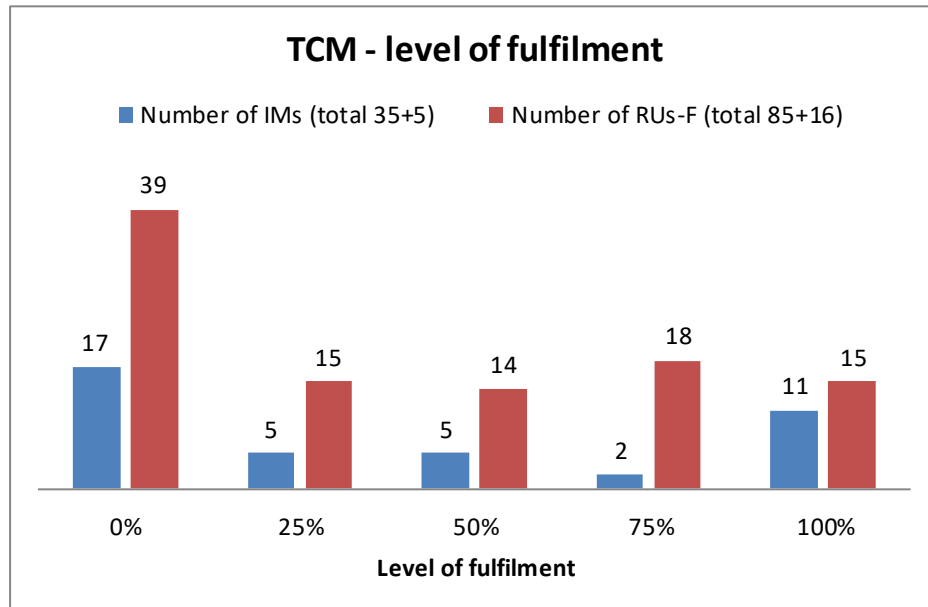


Diagram 16: Train Composition Message (TCM)

Figures show a little increase in terms of complete implementation of TCM since last reporting session. 15 RUs-F out of 101 which replied to the survey have completely implemented the TCM while 11 out of 40 IMs have finished their duty.

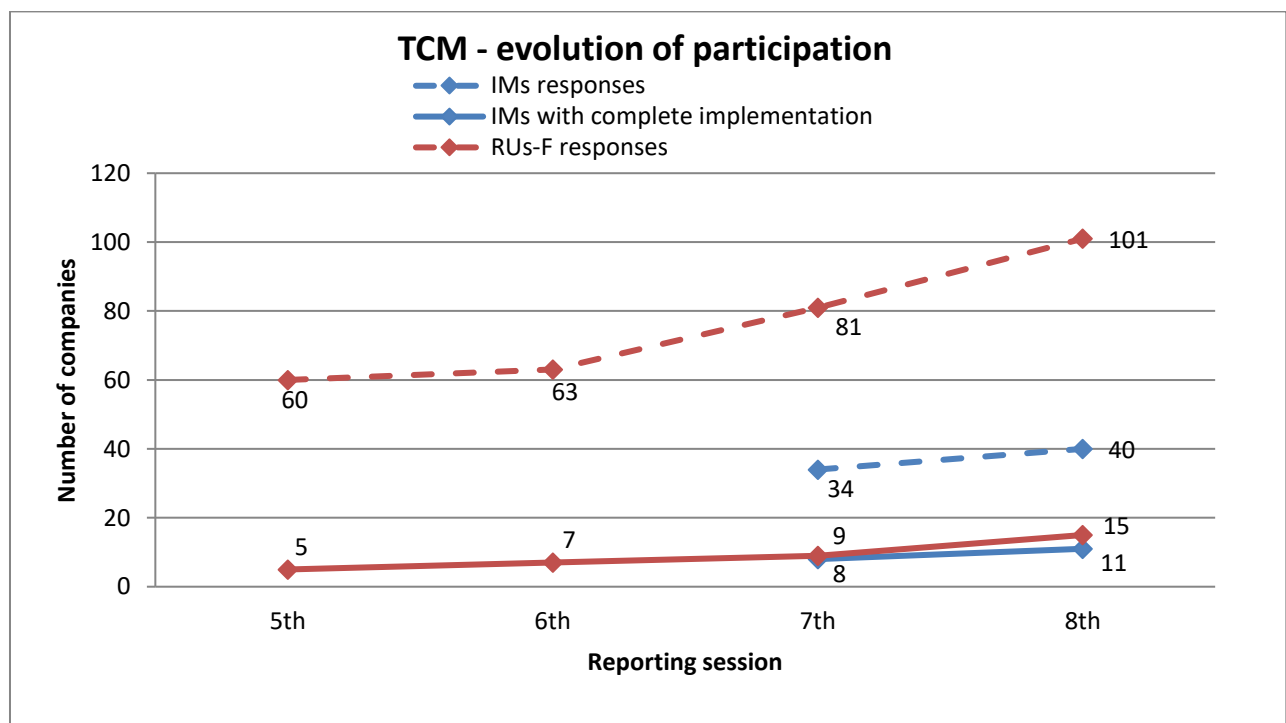


Diagram 17: Evolution of implementation for Train Composition Message

The European map (diagram 18) indicates the level of implementation regarding the TCM function for dominating IMs in each country. Where complete implementation has not yet been reached, current planned end date and level of fulfilment is given.

In CZ and HU there are two IMs having completed TCM implementation. Among the IMs there are 14 small companies, such as harbours, having responded to this survey. Contrary to the level of fulfilment of dominating IMs, such small companies across Europe have not even started projects.

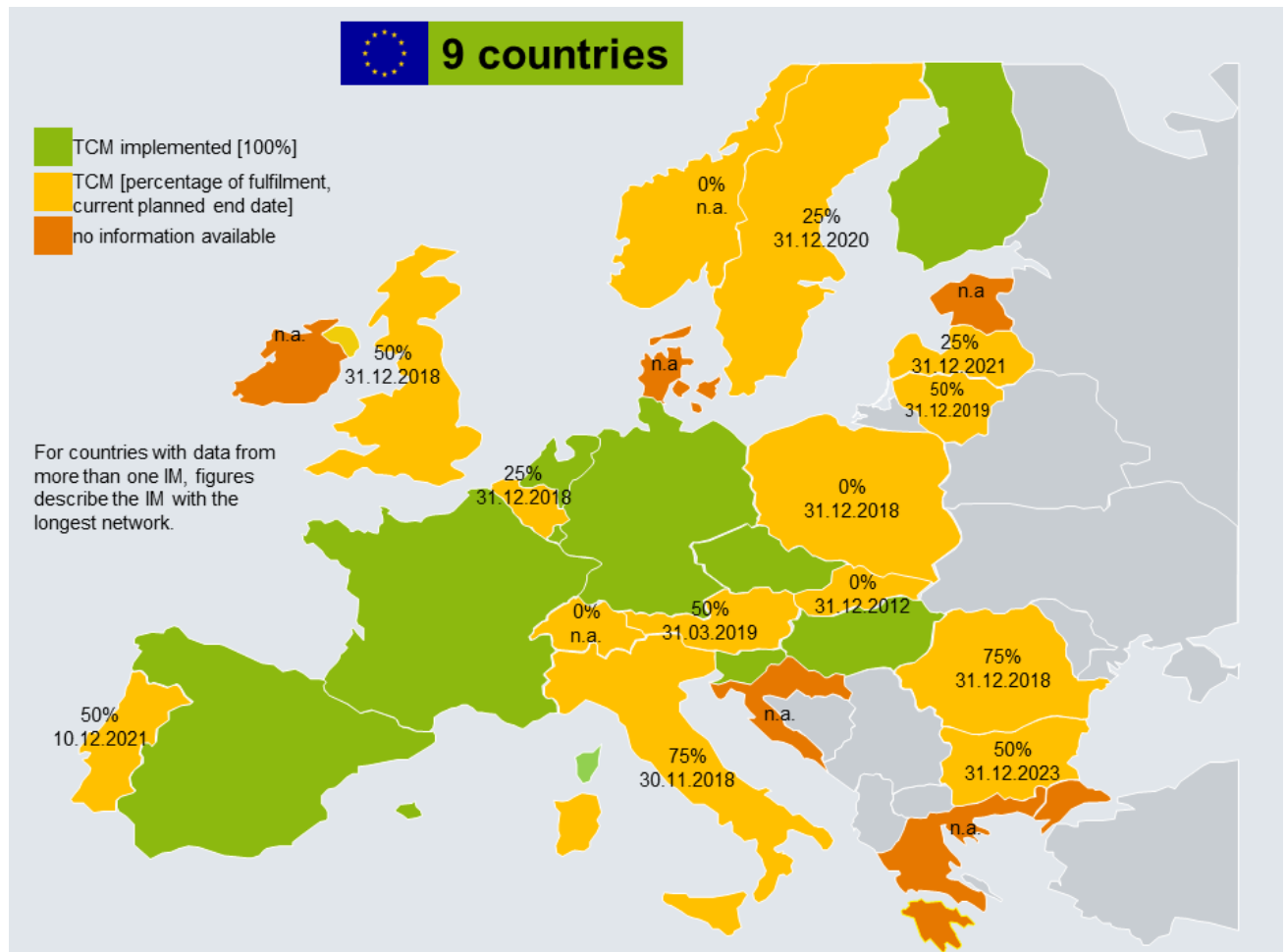


Diagram 18: Implementation of TCM of IMs across European countries

Consignment Note Data (RUs-F)

The Target Implementation Milestone for realisation of the Consignment Note Data function (CND) according to the TAF TSI Masterplan was end of 2017.

Diagram 19 indicates only 3 RUs-F out of 101 having finished implementation of CND.

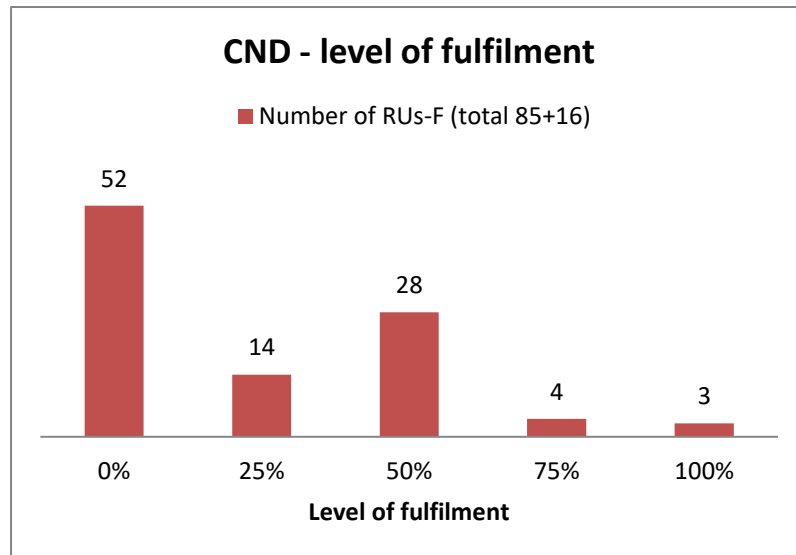


Diagram 19: Consignment Note Data (CND)

Contrary to the evolution of responses the evolution of implementation for CND rests at a very low level for this function (diagram 20).

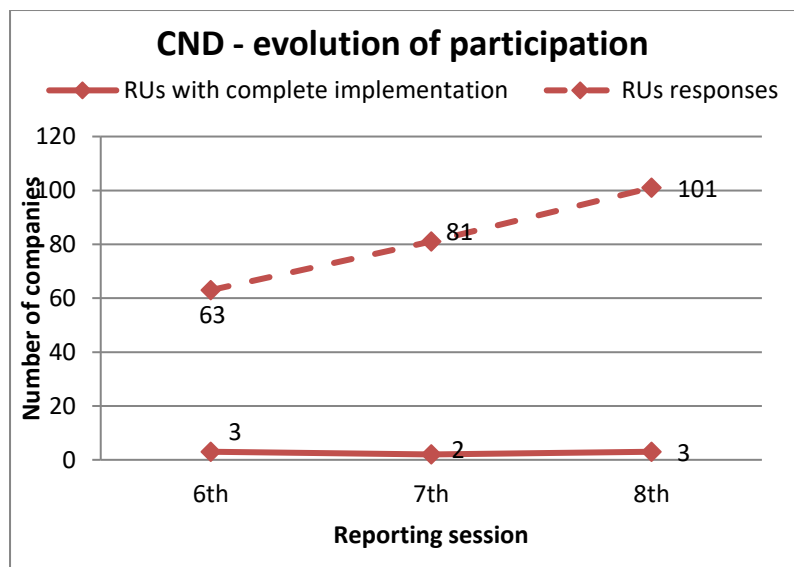


Diagram 20: Evolution of implementation for Consignment Note Data (CND)

Wagon Movement (RUs-F)

The Target Implementation Milestone for realisation of the Wagon Movement function (WM) according to the TAF TSI Masterplan was end of 2016.

This function is reported for the first time in this reporting session. RUs-F from the previous survey (16 companies) therefore do not form part of the data basis, as no data is available from them.

Results from the 8th implementation survey indicate 2 RUs-F having completed the WM function from a total of 85 companies.

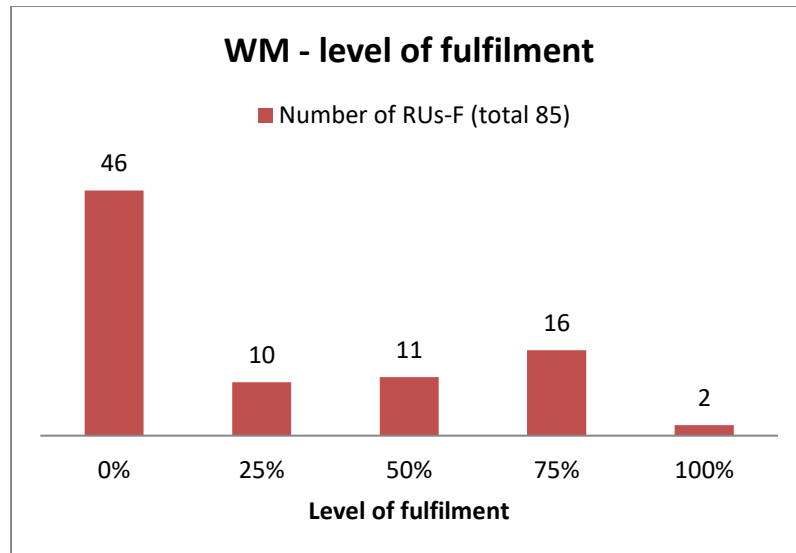


Diagram 21: Wagon Movement (WM)

Wagon and Intermodal Unit Operating Database (RUs-F)

The Target Implementation Milestone for realisation of the Wagon and Intermodal Unit Operating Database function (WIMO) according to the TAF TSI Masterplan was 2016.

The ‘Wagon and Intermodal Unit Operating Database’ function (WIMO) is relevant for RUs-F only. However, IMs realising this function on behalf of RUs-F are not considered in the present report.

This function remains at a very low level of fulfilment with 2 companies having this function in production. The reason for this must be further investigated. Companies claim that some requirements and the criteria for fulfilling are still unclear (diagram 22).

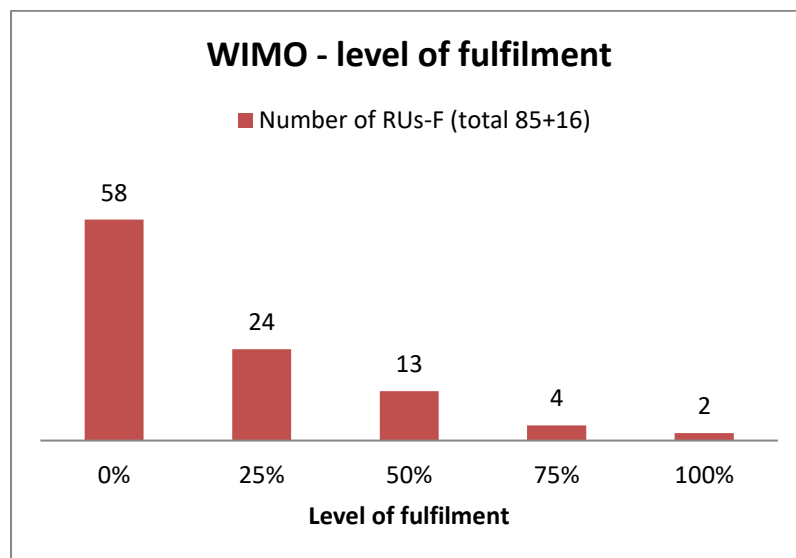


Diagram 22: Wagon and Intermodal Unit Operating Database

Diagram 23 indicates the very low degree of completion for WIMO with no sign of improvement over time.

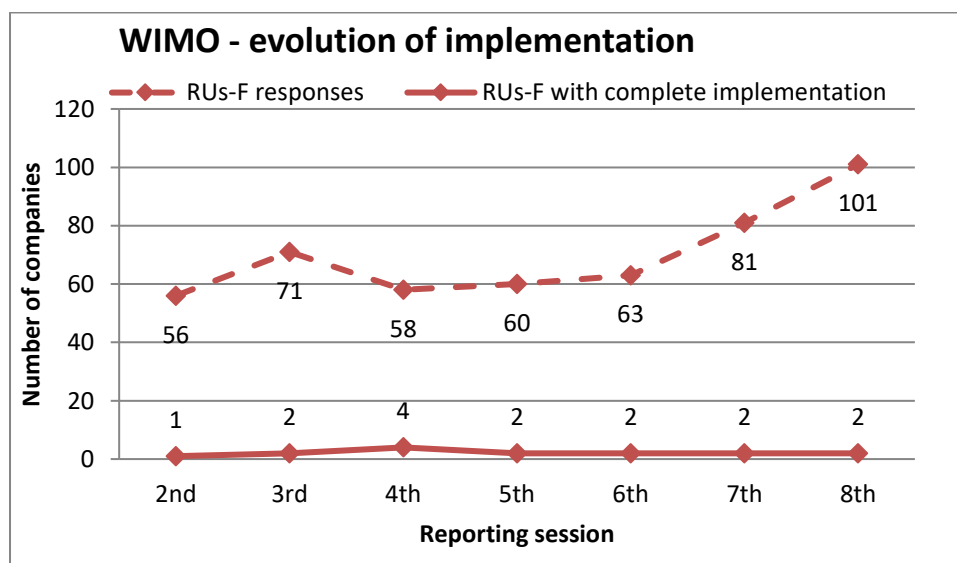


Diagram 23: Evolution of implementation for WIMO

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.

Many companies intend fulfilling this functionality in a collaborative way via the common sector tool RSRD². Information delivered by UIP for RSRD² means 100% of fulfilment. 73 Wks have implemented this function, out of which 69 Wks thanks to RSRD².

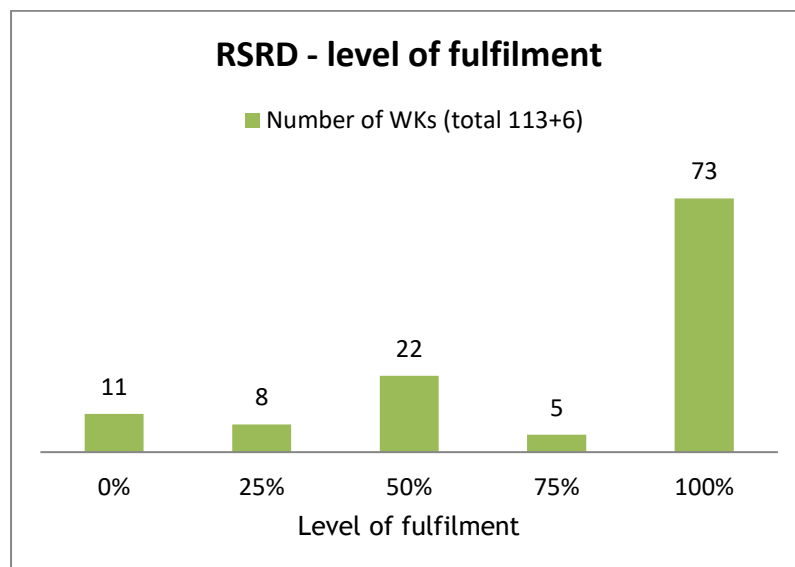


Diagram 24: Rolling Stock Reference Database

Following the higher participation to the survey, the evolution of implementation remains stable compared to the previous report (see diagram 25).

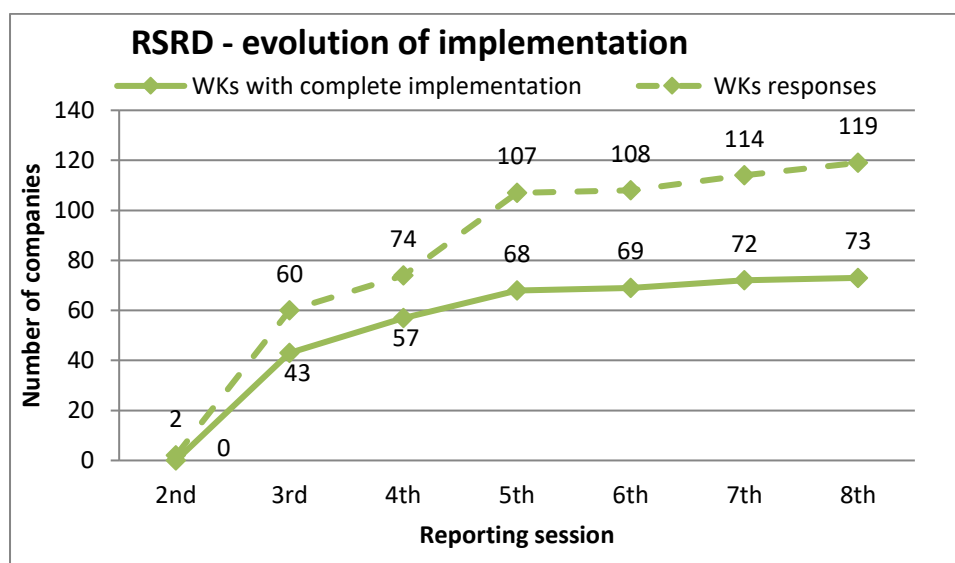


Diagram 25: Evolution of implementation for RSRD

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 26 gives a summary of the reasons selected by the companies.

Feedback regarding reasons for not implementing increased with plus 97 in total more than participation to the survey. All categories except 'Process reasons' were affected by that evolution.

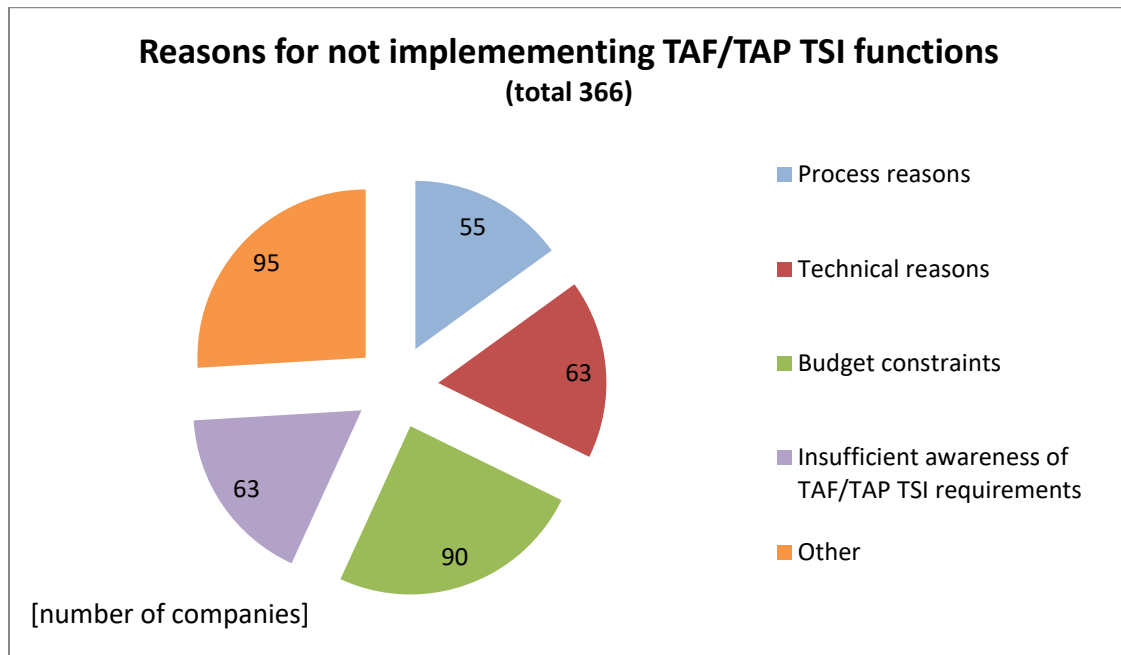


Diagram 26: Reasons for not starting implementation of TAF/TAP TSI functions

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 in this report is defined as the relation of companies having fully implemented (100 %) the function compared to the companies having replied to this query in per cent.

Diagram 27 shows the DI for functions to be implemented by IMs. Implementation of these functions show a different trend relative to the last report. DI for the functions CC, TRI and TCM increase by 3 to 4 % each, whereas DI for PLC and CI decline.

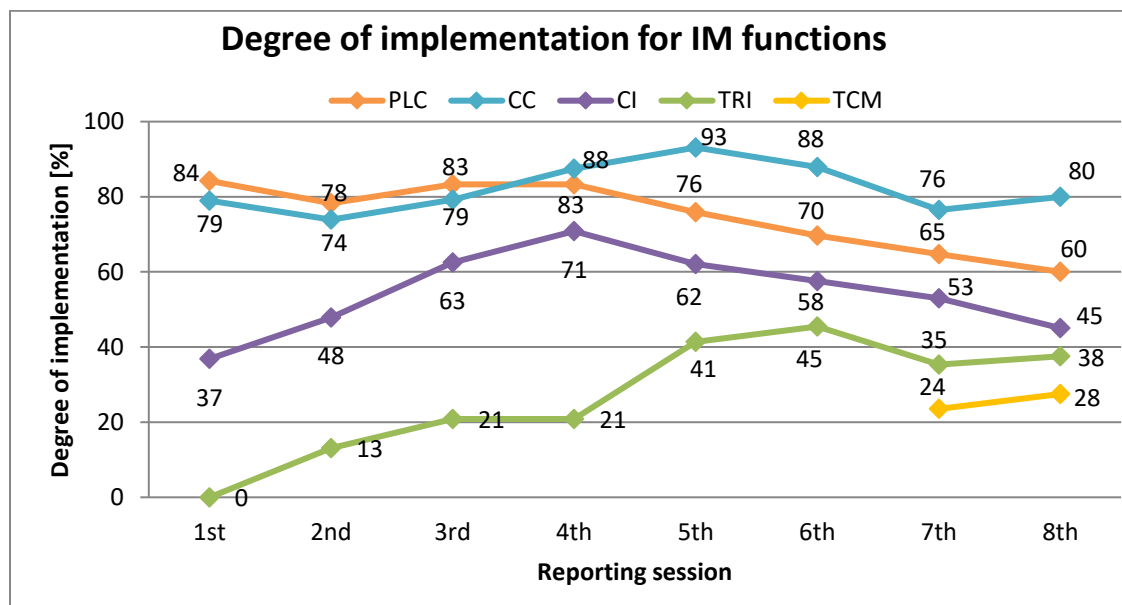


Diagram 27: Reported DI for IM functions

Diagram 28 indicates the evolution of implementation for RUs-F functions. Generally, the proportion of RUs having finished implementation is considerably lower than for IMs. The DI for the CC function stays high at 77 %. For the CI, TRI and TCM functions a positive trend is visible, but the other RUs-F functions stagnate at a low level of implementation. WM is being reported for the first time. Its DI calculates at 2 % and is therefore not visible in the following graph.

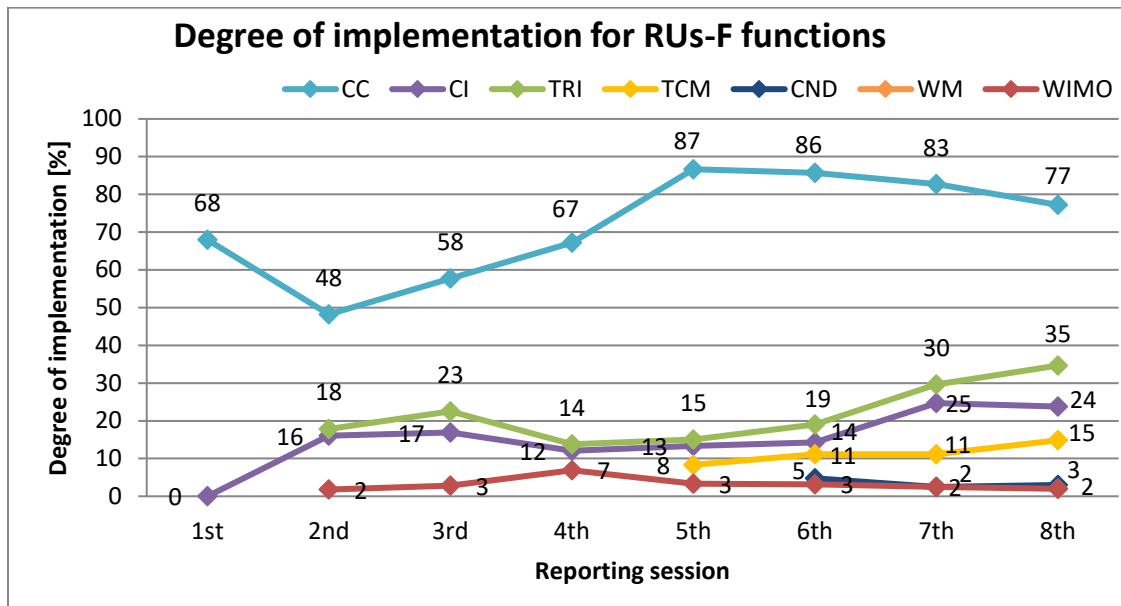


Diagram 28: Reported DI for RUs-F functions

Diagram 29 shows the reported DI for WKs in the present report. Only the DI of CC increases, whereas the CI and RSRD completion remains stable.

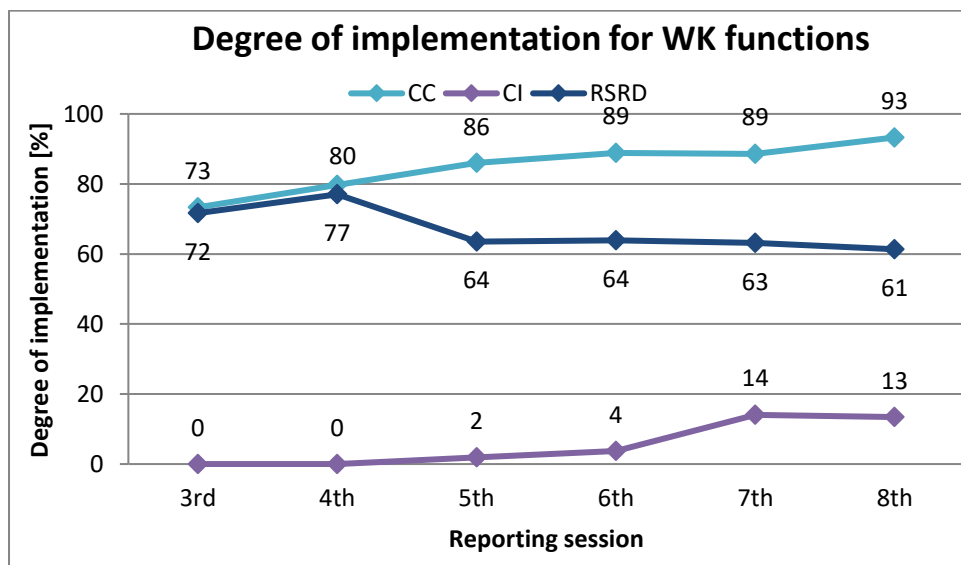


Diagram 29: Reported DI for WK functions

6. INTENTIONS FOR IMPLEMENTATION

Common sector tools

Participants of the questionnaire could select all common sector tools in use to meet some specific requirements of the TAF/TAP TSI. The number of companies having indicated using such tools are summarised in diagram 30.

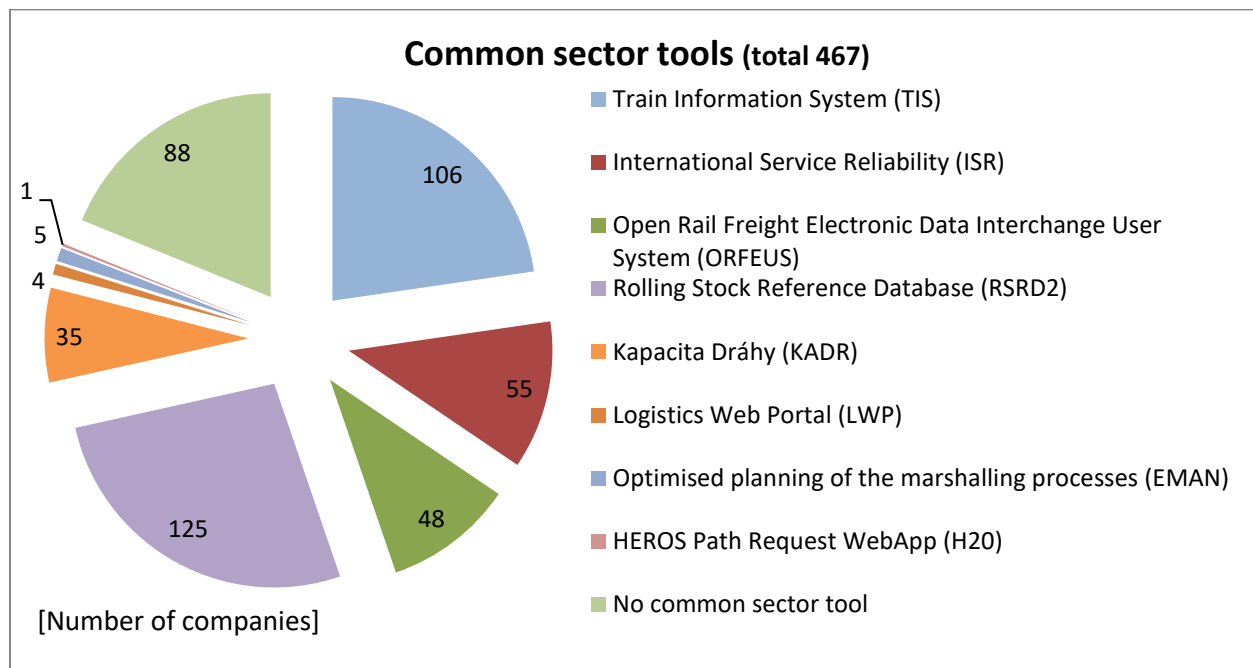


Diagram 30: Common sector tools in use

The tool named HEROS is recorded for the first time in this report.

Responses related to common sector tools went up by about 20 % from last reporting, RSRD² and TIS both remaining the most used ones.

In respect to the responses received from relevant types of company, RSRD² is in use by about 75 % and TIS is in use by about 50 % of its potential users.

7. CONCLUSION AND FINDINGS

The number of companies having responded to the 8th questionnaire is, as always, significantly lower than the number of companies having been invited. After a decline in the previous reporting session, the response rate rose again from about 34 % to 37 %.

Growth in participation is observed for all types of companies, higher than average for RUs-F. An outstanding effort improving feedback has been made in Poland.

The inclusion of data from the previous reporting session in this report was an effort to have a more complete view of the company's feedback and the current level of implementation.

There is no single TAF function, where the level of fulfilment in terms of absolute number of companies with full implementation has gone down. For certain types of company figures are at least stable.

The degree of implementation (DI) for the different TAF functions (diagrams 27 to 29) in the present report show a mixed development. Degree of implementation of CC has the highest value for all types of companies. For all other functions the degree of implementation for IMs is higher than the one for RUs.

The DI declines for some functions, where in respect to the previous surveys the number of responding companies grows steeper than the number of companies with complete implementation. This might partly be explained by the growing number of smaller companies taking part, which normally are not advanced in TAF/TAP implementation.

For some TAF TSI functions there is a strong need to precisely define the compliance with TAF TSI regulation. For example, for the WIMO function, companies claim that some requirements and the criteria for fulfilling are still unclear. This task has been initiated from the sector and work is ongoing.

The degree of implementation (DI) as set out in diagrams 27 to 29 of this report is calculated from the responses to the questionnaire. If companies not having responded would be also taken into calculation, the degree of implementation would drop off.

RSRD² and TIS remain the most used common sector tools following feedback to this survey. 75 % of responding companies benefit from RSRD², while it is 50 % for TIS.

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
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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 V8

Nr.	Member State	Type of Company	Company name	Reporting Entity
1	AT	IM	ÖBB Infrastruktur AG	
2	AT	RU-FWK	Rail Cargo Austria AG	
3	AT	WK	Bahnbau Wels GmbH	RSRD ²
4	AT	WK	Felbermayr Transport- und Hebetchnik GmbH & Co KG	RSRD ²
5	AT	WK	GATX Rail Austria GmbH	RSRD ²
6	AT	WK	Logistik Service GmbH	RSRD ²
7	AT	WK	Propangas AG	RSRD ²
8	AT	WK	VTG Austria Ges.m.b.H.	RSRD ²
9	BE	IM	Infrabel	
10	BE	WK	Lineas Group SA/NV	RSRD ²
11	BE	WK	Lineas Intermodal NV	RSRD ²
12	BE	WK	Lineas SA/NV	RSRD ²
13	BG	IM	NRIC "National Railway Infrastructure Company"	
14	BG	RU-F	BDZ Cargo	
15	BG	RU-FWK	DB Cargo Bulgaria	DB Cargo AG
16	CH	IM	BLS-Netz AG	
17	CH	IM	SBB AG, Division Infrastruktur	
18	CH	RU-F	SBB Cargo International AG	SBB Cargo International
19	CH	RU-F	SBB CARGO AG	
20	CH	RU-F	BLS Cargo	
21	CH	RU-FWK	DB Cargo Switzerland	DB Cargo AG
22	CH	RU-P	SBB AG, Division Personenverkehr	
23	CH	WK	Diversified Investments SA	RSRD ²
24	CH	WK	HASTAG (Zürich) AG	RSRD ²
25	CH	WK	MITRAG AG	RSRD ²
26	CH	WK	SBB Cargo AG	RSRD ²
27	CH	WK	TRANSWAGGON AG	RSRD ²
28	CH	WK	VTG Schweiz GmbH	RSRD ²
29	CH	WK	WASCOSA AG Luzern	RSRD ²
30	CZ	IM	PDV RAILWAY a.s.	
31	CZ	IM	Správa železniční dopravní cesty, státní organizace (SŽDC)	
32	CZ	IM/RU-F/RU-P	KŽC Doprava	
33	CZ	RU-F	SLEZSKOMORAVSKÁ DRÁHA a.s.	
34	CZ	RU-F	DBV-ITL, s.r.o.	
35	CZ	RU-F	IDS CARGO a.s.	
36	CZ	RU-F	BF Logistics s.r.o.	
37	CZ	RU-F	VÍTKOVICE Doprava, a.s.	
38	CZ	RU-F	Sokolovská uhelná, právní nástupce, a.s.	
39	CZ	RU-F	EP CARGO a.s	

Nr.	Member State	Type of Company	Company name	Reporting Entity
40	CZ	RU-F	TCHAS ŽD s.r.o.	
41	CZ	RU-F	Ostravská dopravní společnost, a.s.	
42	CZ	RU-F	Ostravská dopravní společnost - Cargo, a.s.	
43	CZ	RU-F/RU-P	CityRail, a.s.	
44	CZ	RU-F/RU-P	LTE Logistik a Transport Slovakia s.r.o.	LTE Group
45	CZ	RU-F/RU-P/WK	Ceske drahy, a.s.	
46	CZ	RU-F/WK	ČD Cargo.a.s.	
47	CZ	RU-F/WK	Advanced world transport a.s.	
48	CZ	RU-F/WK	UNIPETROL Doprava, s.r.o.	
49	CZ	RU-P	GW Train Regio a.s.	
50	CZ	WK	Česká republika - Správa státních hmotných rezerv	
51	CZ	WK	Coal Services a.s.	
52	CZ	WK	VÁPENKA VITOŠOV s.r.o.	
53	CZ	WK	NH-TRANS	
54	CZ	WK	Spolek pro chemickou a hutní výrobu, akciová společnost	
55	CZ	WK	Vápenka Čertovy schody a.s.	
56	CZ	WK	Rail Cargo Operator - CSKD	
57	CZ	WK	ArcelorMittal Ostrava a.s.	RSRD ²
58	CZ	WK	Felbermayr Transport- und Hebetchnik spol.s.r.o.	RSRD ²
59	CZ	WK	KOS Trading, akciová společnost	RSRD ²
60	CZ	WK	Lafarge Cement, a.s.	RSRD ²
61	CZ	WK	Lovochemie, a.s.	RSRD ²
62	CZ	WK	Railco a.s.	RSRD ²
63	CZ	WK	RYKO PLUS spol. s r.o.	RSRD ²
64	CZ	WK	V.K.S. Vagon Komerc Speed, spol. s r.o.	RSRD ²
65	DE	IM	Bayernhafen GmbH & Co. KG	
66	DE	IM	Häfen und Güterverkehr Köln AG	
67	DE	IM	DB Netz AG	
68	DE	IM	evb Infrastrukture	
69	DE	IM	Container Terminal Halle (Saale) GmbH	
70	DE	IM/RU-F/RU-P	HLB Basis AG, HLB Hessenbahn GmbH	
71	DE	RU-F	SBB Cargo Deutschland GmbH	SBB Cargo International
72	DE	RU-F/WK	DB Cargo AG	DB Cargo AG
73	DE	RU-F/WK	MEG Mitteldeutsche Eisenbahn GmbH	DB Cargo AG
74	DE	RU-F/WK	RBH Logistics GmbH	DB Cargo AG
75	DE	WK	AlzChem Trostberg GmbH	RSRD ²
76	DE	WK	Aretz GmbH und Co. KG	RSRD ²
77	DE	WK	BASF SE	RSRD ²
78	DE	WK	DAHER PROJECTS GmbH	RSRD ²
79	DE	WK	Ermewa GmbH	RSRD ²
80	DE	WK	ERR European Rail Rent GmbH	RSRD ²

Nr.	Member State	Type of Company	Company name	Reporting Entity
81	DE	WK	GATX Rail Germany GmbH	RSRD ²
82	DE	WK	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co. KG	RSRD ²
83	DE	WK	Mosolf Automotive Railway GmbH	RSRD ²
84	DE	WK	NACCO GmbH	RSRD ²
85	DE	WK	On Rail - Gesellschaft für Eisenbahnausrüstung und Zubehör mbH	RSRD ²
86	DE	WK	On Rail Gesellschaft für Vermietung und Verwaltung von Eisenbahnwaggons mbH	RSRD ²
87	DE	WK	Petrochem Mineralöl-Handels-GmbH	RSRD ²
88	DE	WK	TRANSWAGGON GmbH	RSRD ²
89	DE	WK	Tyczka Gase GmbH	RSRD ²
90	DE	WK	voestalpine Rail Center Königsborn GmbH	RSRD ²
91	DE	WK	Vossloh Logistics GmbH	RSRD ²
92	DE	WK	VTG Aktiengesellschaft	RSRD ²
93	DE	WK	VTG Rail Europe GmbH	RSRD ²
94	DE	WK	Zürcher Bau GmbH	RSRD ²
95	DK	RU-FWK	DB Cargo Scandinavia A/S	DB Cargo AG
96	EE	RU-FWK	AS Operail	
97	ES	IM	ADIF Administrador de Infraestructuras Ferroviarias	
98	ES	RU-F	ACCIONA RAIL SERVICES	
199	ES	RU-F	RENFE MERCANCIAS	
100	ES	RU-F	Logitren Ferroviaria, SA	
101	ES	RU-FWK	TF Transfesa	
102	ES	WK	Ferrocarrils de la Generalitat de Catalunya	RSRD ²
103	ES	WK	Sociedad de estudios y explotacion de material auxiliar de transportes S.A.	RSRD ²
104	ES	WK	Transportes Ferroviarios Especiales S.A.	RSRD ²
105	FI	IM	Finnish Transport Agency	
106	FI	RU-F/RU-P	VR Group	
107	FR	IM	SNCF Réseau	
108	FR	RU-F	SNCF Mobilité FRET	
109	FR	RU-FWK	ECR Euro Cargo Rail SA	
110	FR	RU-P	SNCF Mobilités Voyageurs	
111	FR	WK	ATIR-RAIL	RSRD ²
112	FR	WK	Compagnie Française de Produits Métallurgiques	RSRD ²
113	FR	WK	Ermewa SA	RSRD ²
114	FR	WK	EVS S.A.	RSRD ²
115	FR	WK	Millet SAS	RSRD ²
116	FR	WK	Monfer Cereali SRL	RSRD ²
117	FR	WK	Monfer France SASU	RSRD ²
118	FR	WK	NACCO S.A.S.	RSRD ²
119	FR	WK	SOCOMAC	RSRD ²
120	FR	WK	STVA S.A.	RSRD ²
121	FR	WK	VTG France SAS	RSRD ²

Nr.	Member State	Type of Company	Company name	Reporting Entity
122	HU	AB	VPE Vasúti Pályakapacitás-elosztó Kft.	
123	HU	IM	GYSEV Zrt.	
124	HU	IM	MÁV	
125	HU	RU-F	Rail Cargo Hungaria Zrt.	
126	HU	RU-F	MMV Magyar Maganvasut Zrt.	
127	HU	RU-FWK	DB Cargo Hungária Kft.	DB Cargo AG
128	HU	RU-P	MÁV-START Zrt.	
129	IE	WK	TOUAX Rail Ltd.	RSRD ²
130	IT	IM	La Ferroviaria Italiana S.p.A.	
131	IT	IM	EAV srl	
132	IT	IM	RETE FERROVIARIA ITALIANA	
133	IT	IM	Ferrovie Emilia Romagna	
134	IT	IM/RU-P	Ferrovie del Gargano	
135	IT	RU-F	GTS Rail S.p.A.	
136	IT	RU-F	TX Logistik AG - Sede Secondaria Italiana	
137	IT	RU-F	Captrain Italia Srl	
138	IT	RU-F	SBB Cargo Italia	SBB Cargo International
139	IT	RU-F	Dinazzano Po	
140	IT	RU-F	InRail S.p.A.	
141	IT	RU-F	Fuorimuro Servizi Portuali e Ferroviari s.r.l.	
142	IT	RU-F	INRAIL SPA	
143	IT	RU-F/RU-P	Trasporto Ferroviario Toscano SpA	
144	IT	RU-FWK	DB Cargo Italia Srl	DB Cargo AG
145	IT	RU-FWK	Mercitalia Rail	
146	IT	RU-P	Trasporto Passeggeri Emilia Romagna SpA	
147	IT	RU-P	Italo - Nuovo Trasporto Viaggiatori S.p.A.	
148	IT	RU-P	Trenitalia SpA	
149	IT	RU-P	Ente Autonomo Volturno s.r.l.	
150	IT	RU-P	HUPAC SpA	
151	IT	RU-P	SNCF Voyages Italia	
152	IT	RU-P	Trentino trasporti esercizio spa	
153	IT	RU-P	BUSINESS UNIT TRASPORTO FERROVIARIO di FERROVIE DEL SUD EST	
154	IT	WK	SITFA SpA	
155	IT	WK	Mercitalia Intermodal S.p.A.	
156	IT	WK	Ambrogio Trasporti SpA	
157	IT	WK	Lotras srl	RSRD ²
158	LU	IM/RU-F/RU-P/WK/AB	- CFL	
159	LV	IM	VAS Latvijas dzelzceļš (LDz)	
160	LV	RU-FWK	SIA LDZ CARGO (LDZ CARGO)	
161	NL	IM	ProRail B.V.	
162	NL	RU-F/RU-P	Railexperts B.V.	
163	NL	RU-FWK	DB Cargo Nederland N.V.	DB Cargo AG

Nr.	Member State	Type of Company	Company name	Reporting Entity
164	PL	IM	PKP Polskie Linie Kolejowe A.S.	
165	PL	RU-F	GRUPA AZOTY KOLZAP SP. Z O.O.	
166	PL	RU-F	Inter Cargo Sp. z o.o.	
167	PL	RU-F	CTL Logistics Sp. z o.o.	
168	PL	RU-F	Kolej Bałtycka S.A.	
169	PL	RU-F	Captrain Polska Sp. z o.o.	
170	PL	RU-F	CIECH CARGO SP. z o.o.	
171	PL	RU-F	CD Cargo Poland Sp. z o.o.	
172	PL	RU-F	Colas Rail Polska SP.ZO.o	
173	PL	RU-F	PROTOR Spółka z ograniczoną odpowiedzialnością Spółka komandytowa	
174	PL	RU-F/RU-P	CARGO MASTER SP. Z O.O.	
175	PL	RU-F/RU-P	Stanisław Głowacz F.H.U. JMS	
176	PL	RU-FWK	Zakład Inżynierii Kolejowej Sp. z o.o.	
177	PL	RU-FWK	Pomorskie Przedsiębiorstwo Mechaniczno - Torowe sp. z o.o.	
178	PL	RU-FWK	JSW Logistics Sp. z o.o.	
179	PL	RU-FWK	DB Cargo Polska Spółka Akcyjna	DB Cargo AG
180	PL	RU-FWK	LOTOS Kolej Sp. z o.o.	
181	PL	RU-FWK	CEMET S.A.	
182	PL	RU-FWK	Przedsiębiorstwo Napraw i Utrzymania Infrastruktury Kolejowej w Krakowie Sp. z o.o.	
183	PL	RU-P	Arriva RP Sp. z o.o.	
184	PL	RU-P	Koleje Śląskie sp. z o.o.	
185	PL	WK	Felbermayr Immo Sp.z.o.o.	RSRD ²
186	PL	WK	GATX Rail Poland Sp. z o.o.	RSRD ²
187	PL	WK	Tankwagon Sp. z o. o.	RSRD ²
188	PT	IM	Infraestruturas de Portugal	
189	PT	RU-F	Medway - Operador Ferroviário e Logístico de Mercadorias, SA	
190	PT	RU-P	FERTAGUS	
191	PT	RU-P	CP - Comboios de Portugal EPE	
192	PT	WK	ADP Fertilizantes, S.A.	RSRD ²
193	PT	WK	CIMPOR - Serviços de Apoio à Gestão de Empresas, S.A.	RSRD ²
194	RO	IM	CFR	
195	RO	IM/RU-F	TRANSFEROVIAR GRUP SA	
196	RO	RU-FWK	DB Cargo Rail Romania SRL	DB Cargo AG
197	RO	RU-FWK	SNTFM "CFR MARFA" SA	
198	SE	IM	Trafikverket	
199	SE	RU-F	Hector Rail AB	
200	SE	RU-F	CFL cargo Sverige AB	
201	SE	RU-FWK	Green Cargo AB	
202	SE	WK	Stena Recycling AB	RSRD ²
203	SE	WK	TRANSWAGGON AB	RSRD ²
204	SI	IM	SŽ Infrastruktura, d.o.o.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
205	SI	RU-F/WK	SŽ TOVORNI PROMET D.O.O.	
206	SI	WK	Adria kombi d.o.o.	RSRD ²
207	SK	IM	Slovak Railways	
208	SK	RU-F	TSS Grade a.s.	
209	SK	RU-F/RU-P	LTE Logistik a Transport Slovakia s.r.o.	LTE Group
210	SK	WK	Felbermayr Slovakia s.r.o.	RSRD ²
211	SK	WK	Ing. Alica Ovciariková A.O.	RSRD ²
212	TR	WK	TRANSWAGGON Vagon Isletmeleri Ltd. Sti.	RSRD ²
213	UK	IM	Network Rail Infrastructure Limited	
214	UK	RU-F/WK	DB Cargo UK	

ANNEX 3: RESPONSES CONTACT LIST V7

Nr.	Member State	Type of Company	Company name	Reporting Entity
1	CH	RU-F	WRS Widmer Rail Services AG	
2	CZ	RU-F	RegioJet	
3	CZ	RU-F	MH-spedition s.r.o.	
4	CZ	RU-F/WK	LOKO TRANS s.r.o.	
5	CZ	RU-P	RegioJet	
6	CZ	WK	ZX-BENET CZ s.r.o.	
7	CZ	WK	Českomoravský cement, a.s.	
8	DE	IM/RU-F/RU-P	Hafen Krefeld GmbH & Co. KG	
9	DE	RU-F	RTB CARGO GMBH/VIAS GMBH	
10	DE	RU-F	Captrain CargoWest GmbH	
11	DE	RU-P	DB Regio AG	
12	HU	RU-F	GYSEV CARGO Zrt.	
13	IT	IM	Ferrovie Emilia Romagna	
14	IT	IM/RU-P	Gruppo Torinese Trasporti S.p.A.	
15	IT	RU-F	GTS Rail S.p.A.	
16	IT	RU-F	Captrain Italia Srl	
17	IT	RU-P	SAD-Trasporto Locale SpA	
18	LT	IM/RU-F/RU-P/WK	JSC "Lithuanian Railways"	
19	NL	RU-P	NS Reizigers & NS International	
20	NO	IM	Bane NOR	
21	PT	RU-F/WK	Takargo	
22	SK	RU-F	BULK TRANSSHIPMENT SLOVAKIA, a.s.	
23	SK	RU-F/WK	Železničná spoločnosť CARGO a.s.	

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/>