JSG | RU/IM Telematics Joint Sector Group

4th report of the TAP TSI Implementation

RU/IM Telematics Joint Sector Group (JSG)

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Version 1.0

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Document history

Version	Name	Changes	Date
0.1	Jan-Christian Arms	Initial version	04.02.2019
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EXECUTIVE SUMMARY

This 9th TAF implementation report summarized the results received via the JSG Reporting Tool in December 2019 and thus shows the status of implementation by 31 December 2018.

Despite the growing number of invitations in the present survey, feedback has declined. Despite the lower participation in the 9th Reporting Session, the data basis for evaluation could be widened by integrating companies from the previous survey and is with 310 types of company at the highest level ever.

Regarding the TAP 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 and RUs-P. Half of IMs have already implemented, while most of RUs-P are still developing.
- About 40 % of IMs have Train Running Information in production, while the percentage for RUs-P is only half of that.

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.

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

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' 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 considered:

- 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 ninth reporting period lasting from 26 November 2018 to 21 December 2018 and thus shows the status of implementation by 31 December 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]
1st Report	01.07.2014 – 31.12.2014	21
2nd Report	01.01.2015 – 30.06.2015	40
3rd Report	01.07.2015 – 31.12.2015	42
4th Report	01.01.2016 – 30.06.2016	53
5th Report	01.07.2016 – 31.12.2016	57
6th Report TAF/1st Report TAP	01.01.2017 – 30.06.2017	91
7th Report TAF/2nd Report TAP	01.07.2017 – 31.12.2017	65
8th Report TAF/3rd Report TAP	01.01.2018 – 30.06.2018	66
9th Report TAF/4th Report TAP	01.07.2018 – 31.12.2018	59

Table 1: Reporting periods

The 'TAF/TAP TSI Implementation Report Volume 9' questionnaire contains eleven question groups, nine 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 6 March 2019 and published accordingly. It will be presented at the ERA TAF TSI Implementation Cooperation Group meeting on 27 March 2019.

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[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 9TH 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. Despite the growing number of invitations in the present survey, feedback has declined.

Evolution of participation
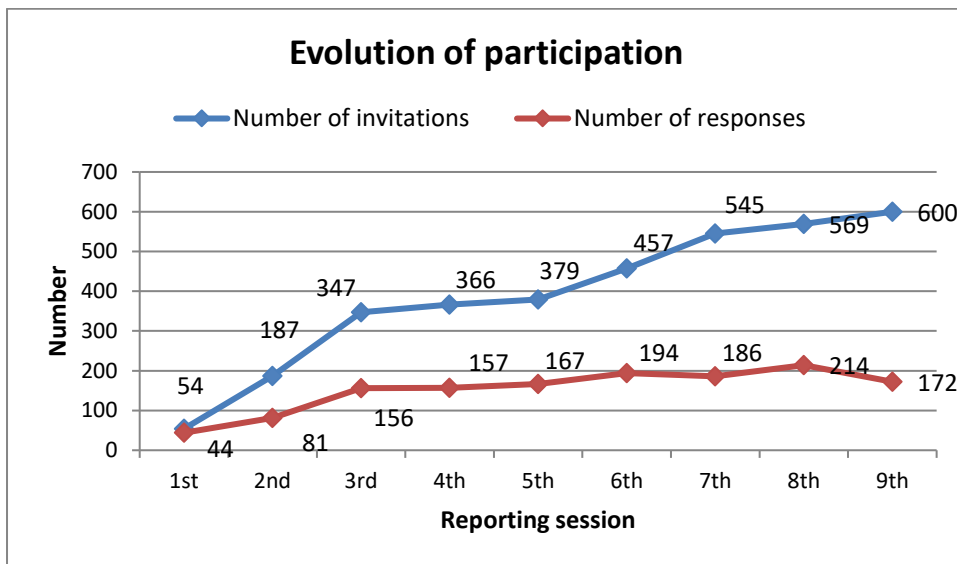
Diagram 1: Evolution of participation over time

Hence, the response rate, calculated as number of responses in relation to number of invitations, has dropped to 28,7 % (see diagram 2).
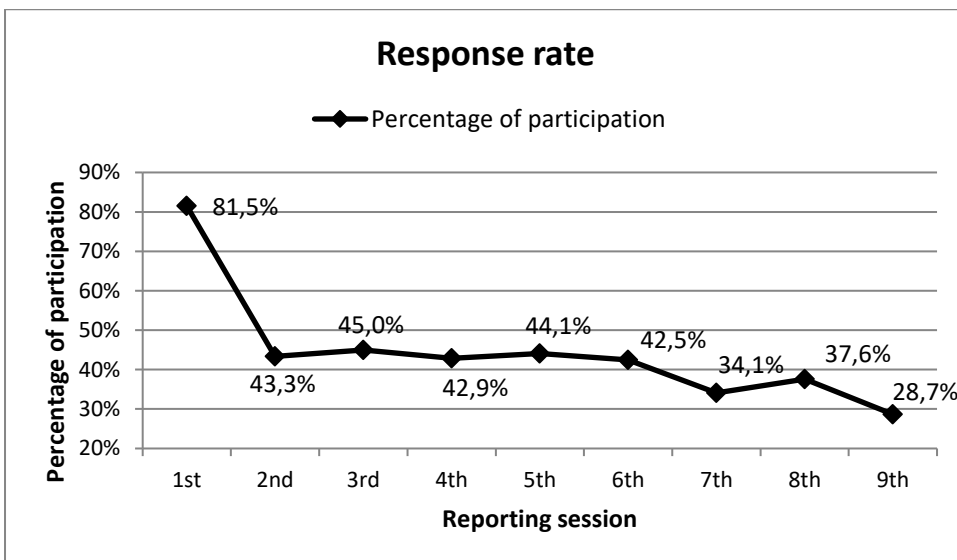
Response rate

Diagram 2: Evolution of response rate over time

Diagram 3 displays the distribution of total responses per country. The feedback comprises 22 EU Member States plus Switzerland and Turkey.

Responses per country
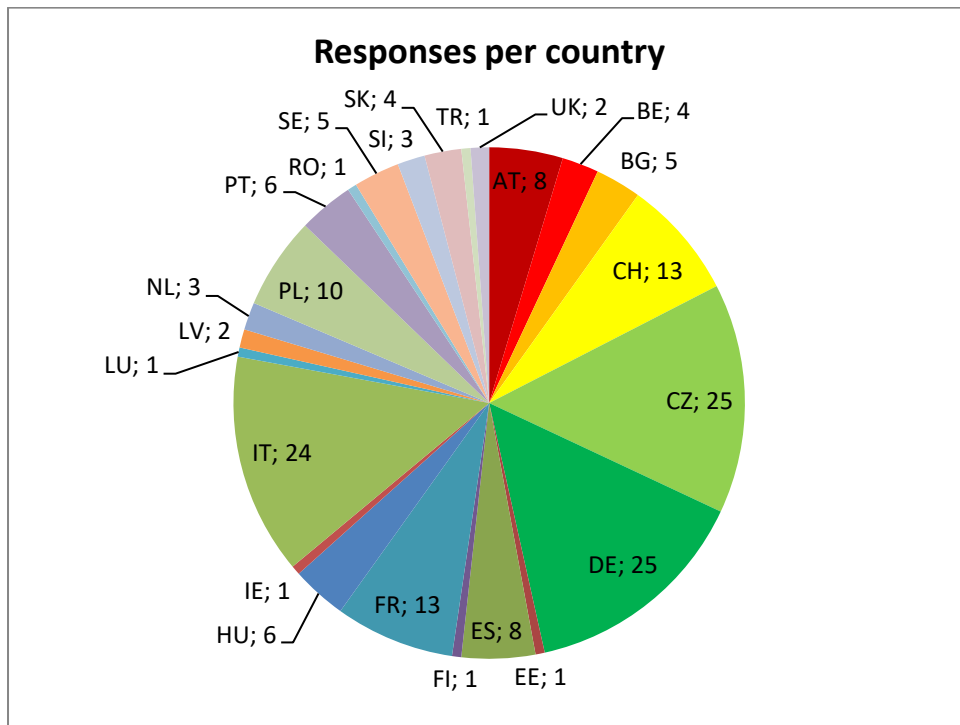
Diagram 3: Number of responses per country

Diagram 4 shows the distribution and the development of responses per country. The total number of responses in the 9th reporting period is 172, which is 42 lower than in the last session.

Legend
xx: responses in 9th session
↗ yy: increase of yy responses compared to 8th session
→ yy: no change compared to 8th session
↘ yy: decrease of yy responses compared to 8th session
no response
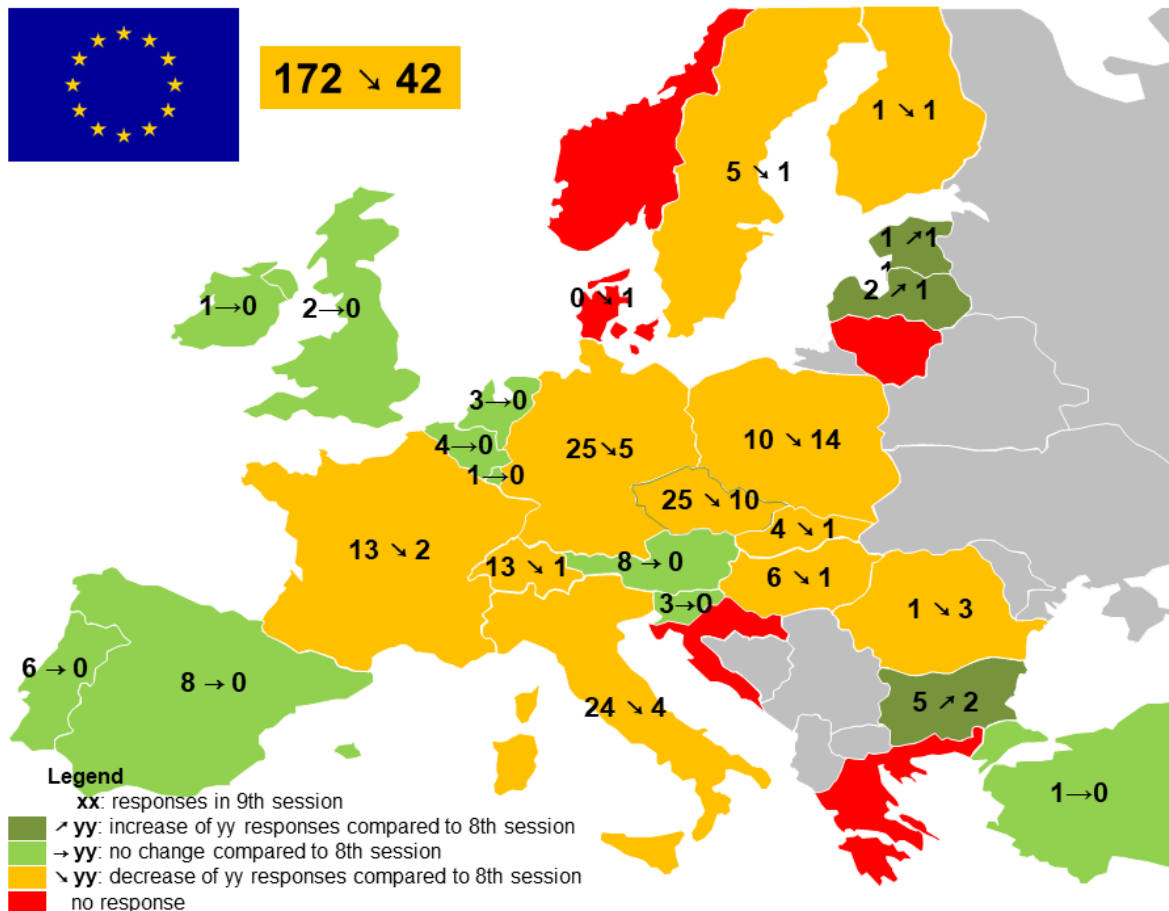
Diagram 4: Evolution of responses per country

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 (172 companies) and listed in Annex 2 is lower than the total number of company types shown in diagram 5 hereafter (201 companies).

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

Annex 2 'Responses contact list v9' to this report gives a detailed overview about the companies per country having replied to the nineth session of TAF and TAP TSI implementation monitoring. Please note, that there are entities which have reported on behalf of several companies.
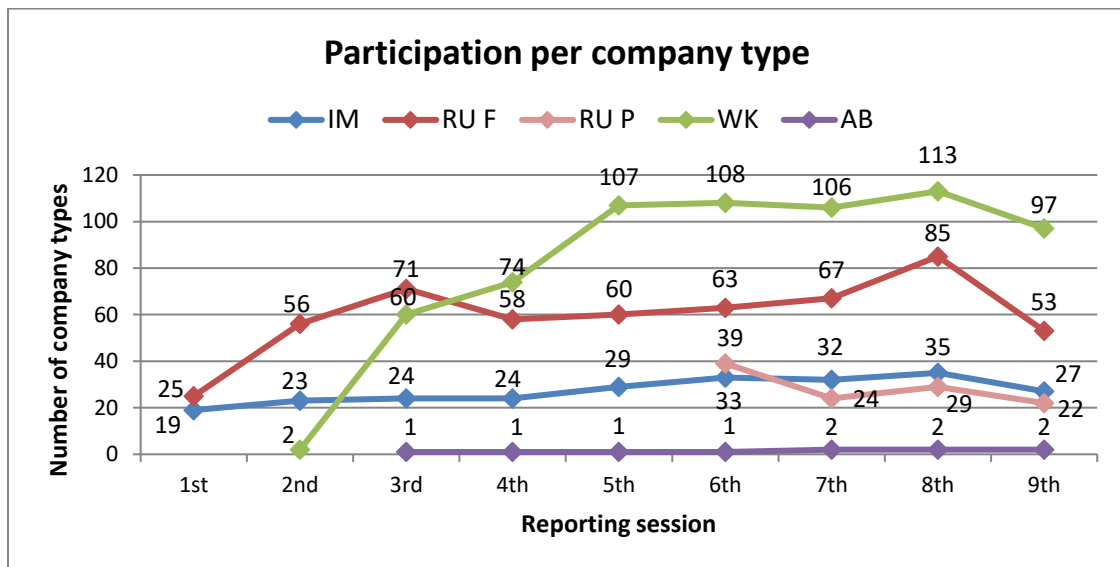
Diagram 5: Evolution of participating per company type over time

4. DATA BASIS FOR EVALUATION

To establish a wider sector representation, 111 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 9th session is included.

Despite the lower participation in the 9th Reporting Session, the data basis for evaluation could be widened by integrating companies from the previous survey.

Diagram 6 displays the total number of types of company (310) with their allocation to the following reporting sessions:
- Companies only reporting to the 8th reporting session (top with light colour)
- Companies reporting to both 8th and 9th reporting session (middle with normal colour)
- New companies reporting in the 9th reporting session only (bottom with dark colour)

The data included in this report thus represents the whole year 2018.

The number of companies taken over from the last reporting is relatively high (111) while the number of new companies in the present session is relatively low (17).

Data basis for Implementation Report

IM = 43 / RU-F = 103 / RU-P = 41 / WK = 123

	IM	RU-F	RU-P	WK
8th	16	50	19	26
8+9th	25	46	15	96
9th	2	7	7	1
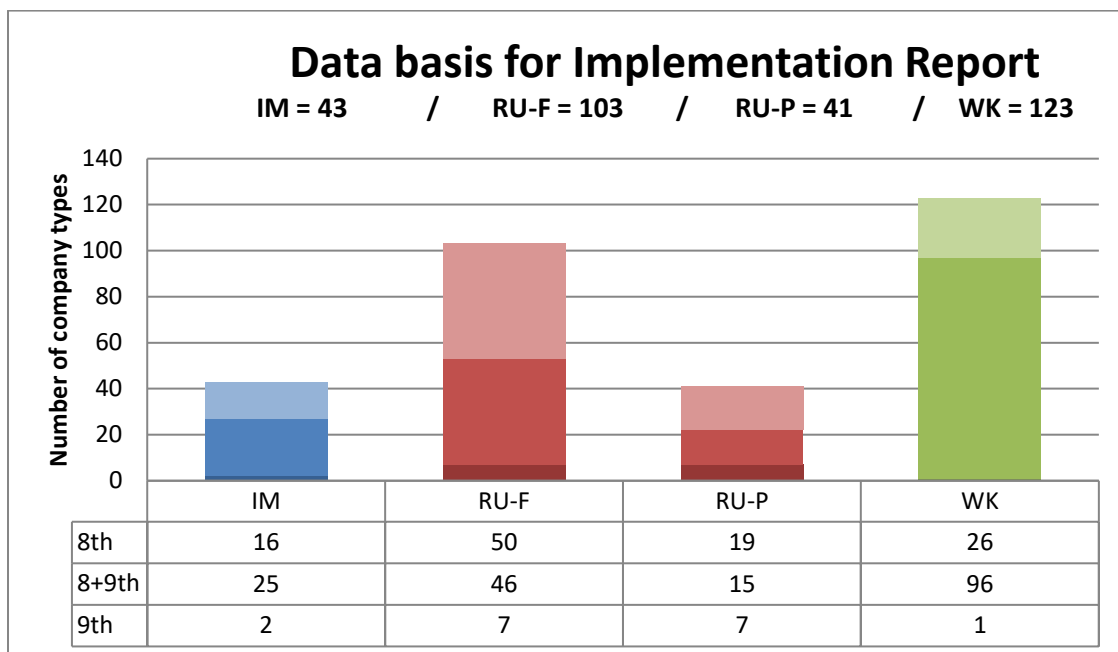
Diagram 6: Number of types of company per reporting session

Annex 3 'Responses contact list v8' to this report lists the companies per country having replied to the eighth session of TAF and TAP TSI implementation monitoring and not to the present one.

Since the seventh reporting session, replies from the previous survey have each time been considered. Diagram 7 displays the positive development of this data basis for evaluation as the combination of two subsequent surveys.

Evolution of data basis for evaluation
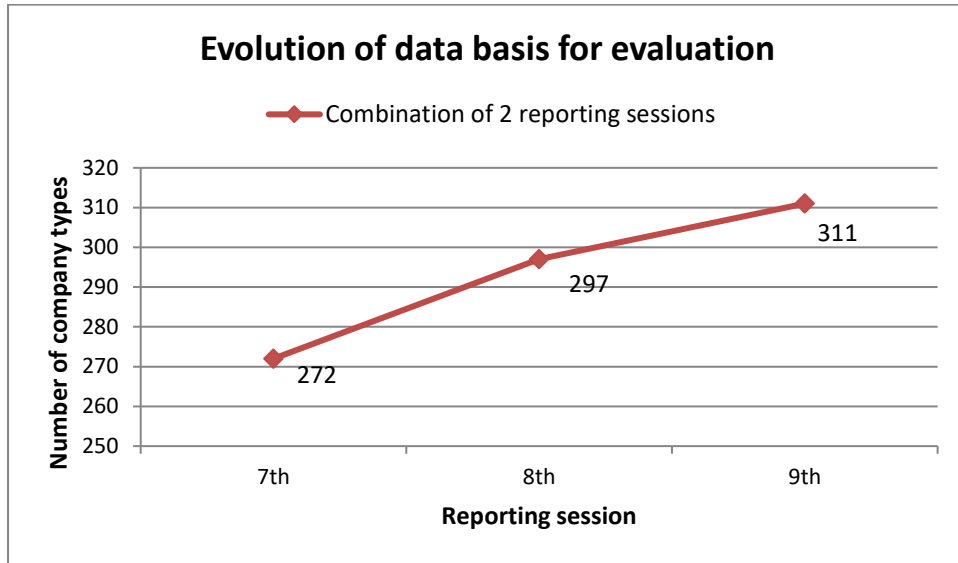
Diagram 7: Number of types of companies per reporting session

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 8 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 8 shows 28 IMs with complete implementation. 16 out of 43 IMs in the evaluation are considered with data from the previous survey.
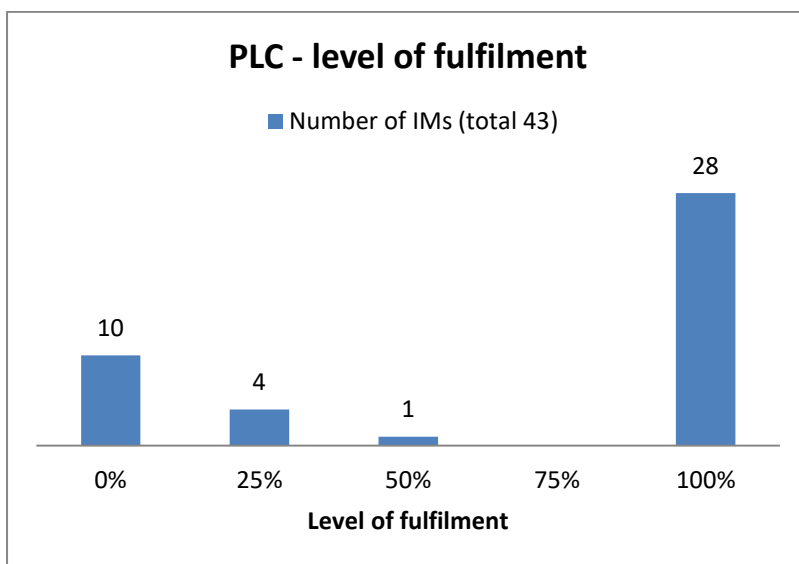
Diagram 8: Common Reference Files - Primary Location Codes (PLC)

Diagram 9 shows the increase of complete implementation of PLC in relation to the growing number of IM responses.
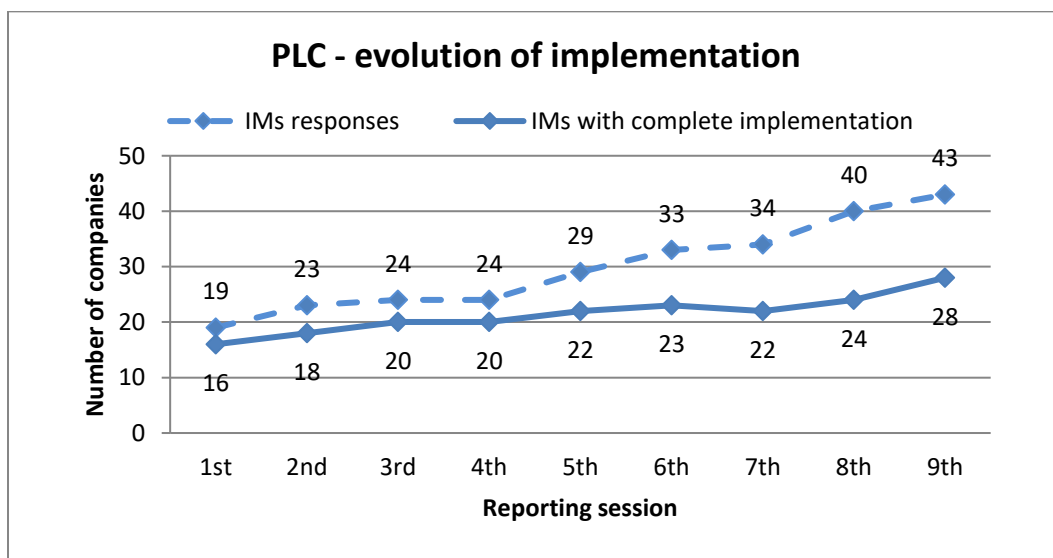
Diagram 9: Evolution of PLC implementation

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 10) 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. Most of companies having replied to the query possess a CC.

CC - level of fulfilment

■ Number of IMs (total 43)   ■ Number of RUs-P (total 41)

without CC: IMs 8, RUs-P 15
with CC: IMs 35, RUs-P 26

Level of fulfilment
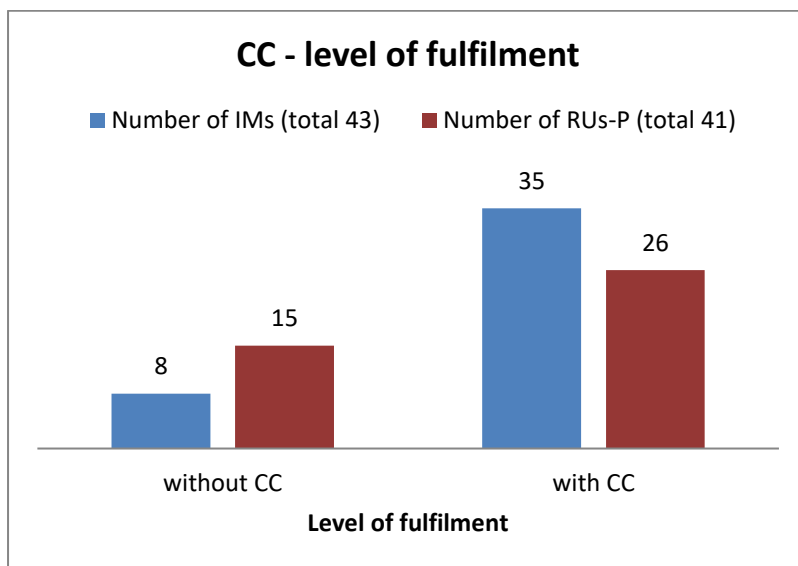
Diagram 10: Common Reference Files - Company Codes (CC)

According to Diagram 11, the number of companies with CCs grew both for IMs and for RUs-P. The trend observed is similar to participation.

CC - evolution of implementation

- - IMs responses   - - RUs-P responses
— IMs with CCs   — RUs-P with CCs

Number of companies

Reporting session	IMs responses	RUs-P responses	IMs with CCs	RUs-P with CCs
6th	33	39	29	27
7th	34	43	26	29
8th	40	36	32	22
9th	43	41	35	26
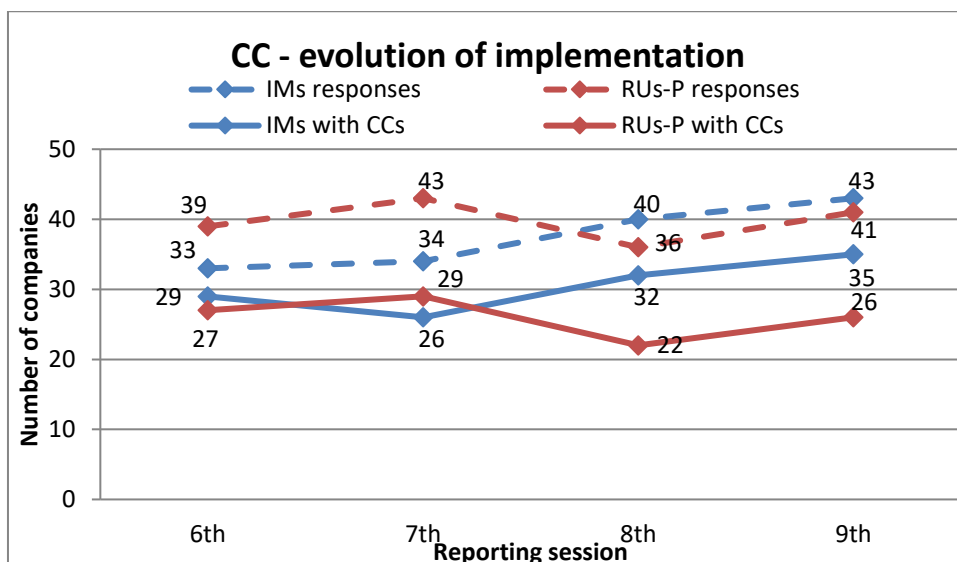
Diagram 11: Evolution of implementation for Company Codes

Common Interface Implementation (all companies)

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

Diagram 12 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 8 RUs-P.
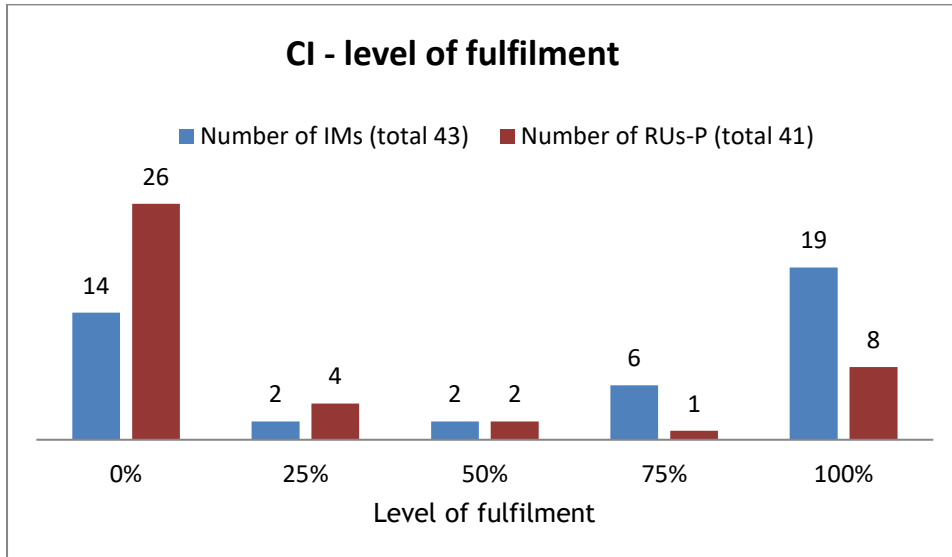
Diagram 12: Common Reference Files – Common Interface (CI)

The developments of complete implementation of the CI over time according to diagram 13 shows again the relation to the number of responses per company type. 50% of IMs have already finished the implementation of the CI, while the majority of RUs-P is still developing.
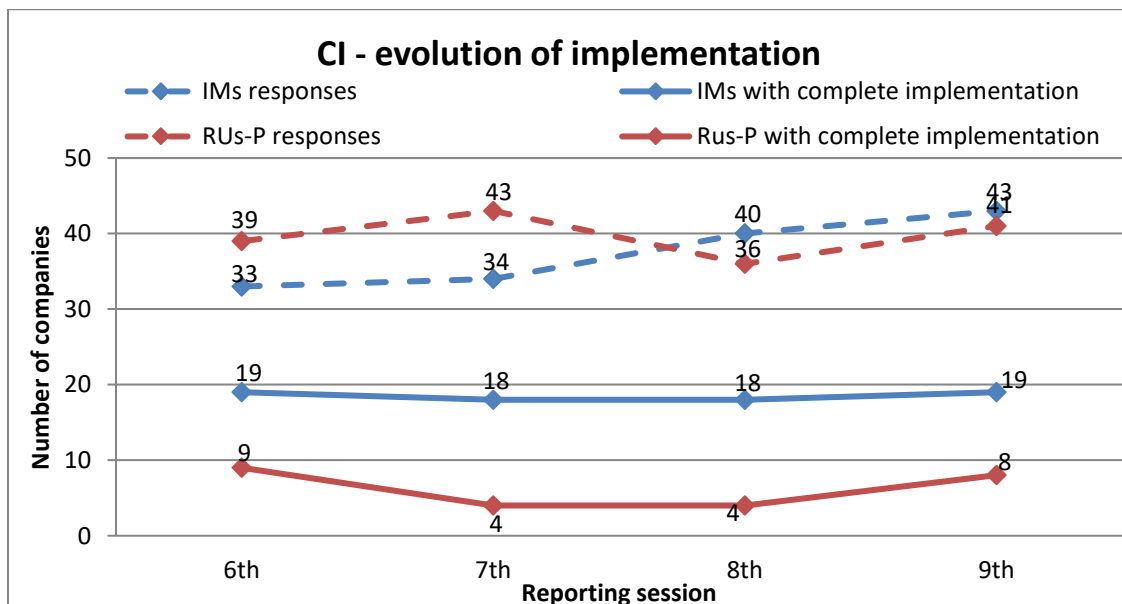
Diagram 13: Evolution of implementation for Common Interface

Train Running Information (IMs and RUs-P)

The Target Implementation Milestone for realisation of the Train Running Information message (TRI) according to the TAP TSI Masterplan was end of 2017 for IMs and end of 2018 for RUs-P. This monitoring concerns only one aspect of the TAP 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 14 indicates 19 IMs and 9 RUs-P with 100 % level of fulfilment.
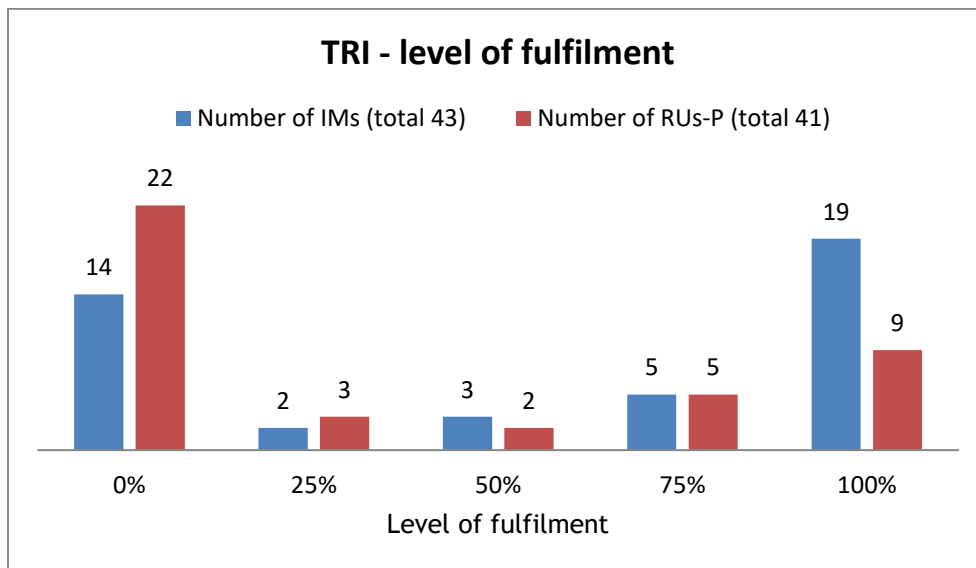
Diagram 14: Train Running Information (TRI)

Regarding diagram 15, both the number of IMs and RUs-P having implemented the TRI increased in comparison to the 8th reporting session.
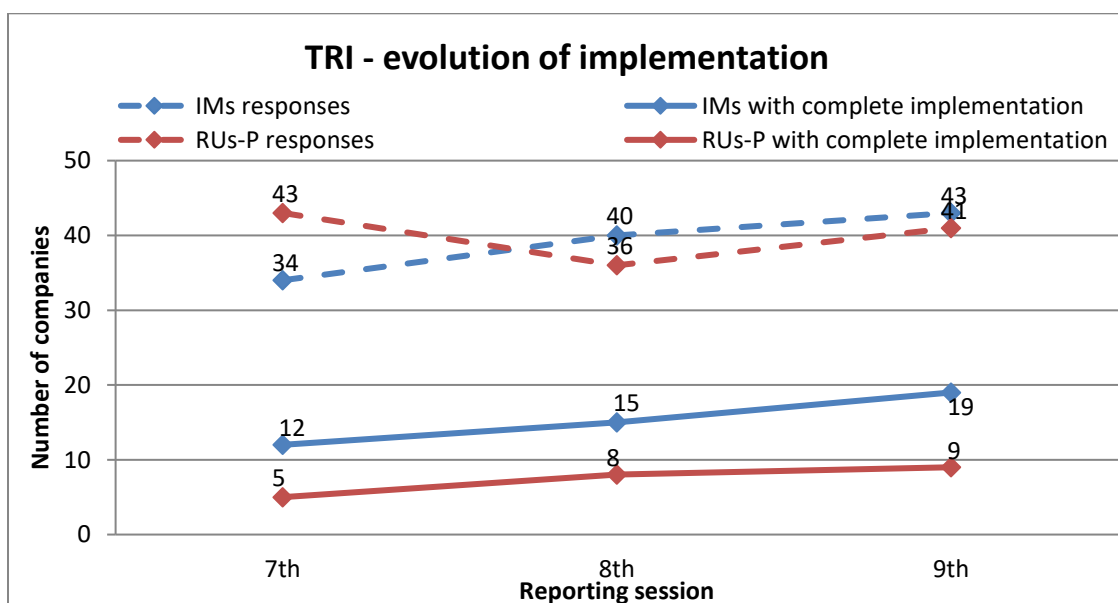
Diagram 15: Evolution of implementation for Train Running Information

Diagram 16 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 16.

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.
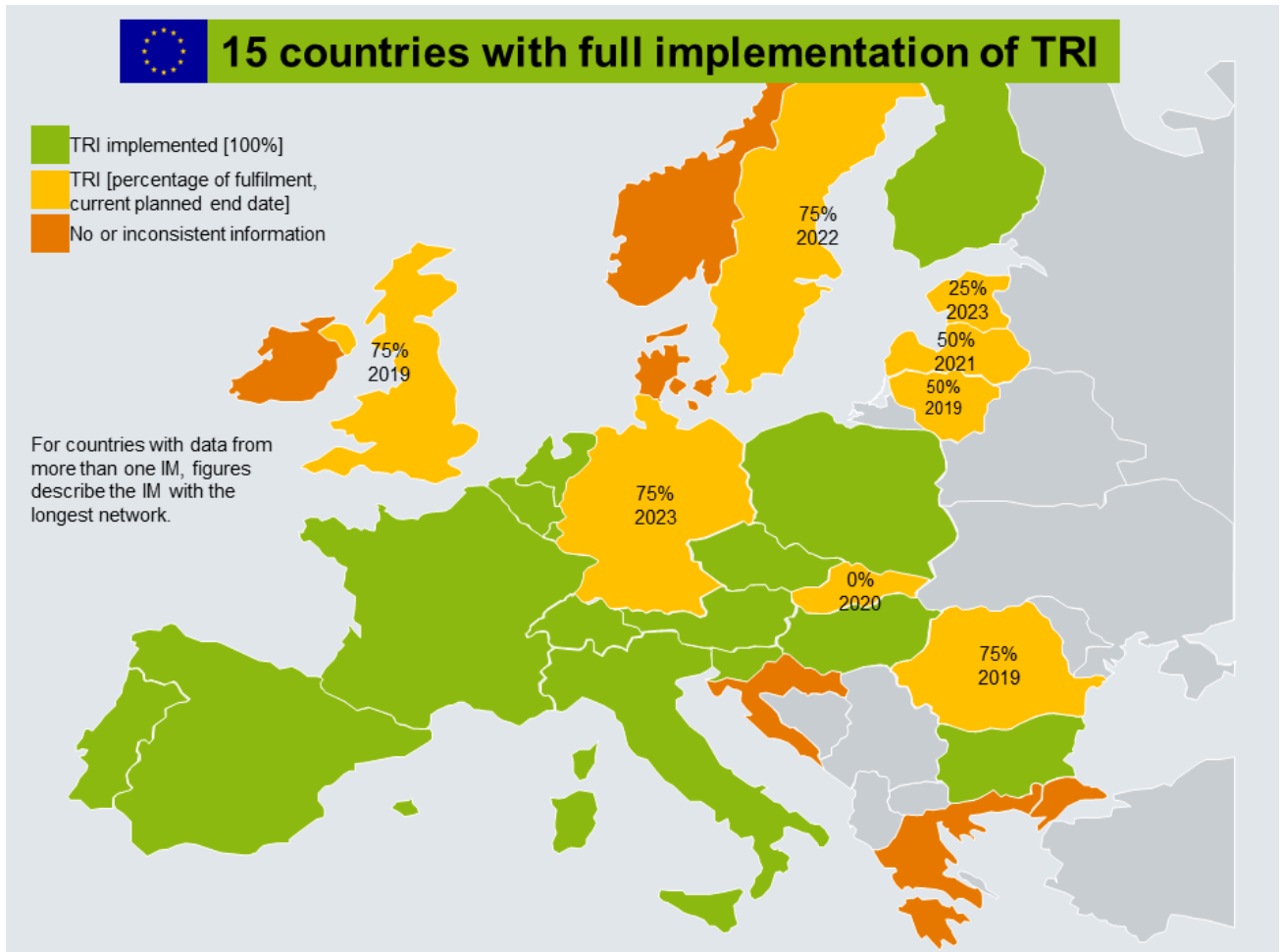
Diagram 16: Implementation of TRI of IMs across European countries

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

Feedback regarding reasons for not implementing increased slightly with plus 8 in total in line with slight increase in terms of participation to the survey.
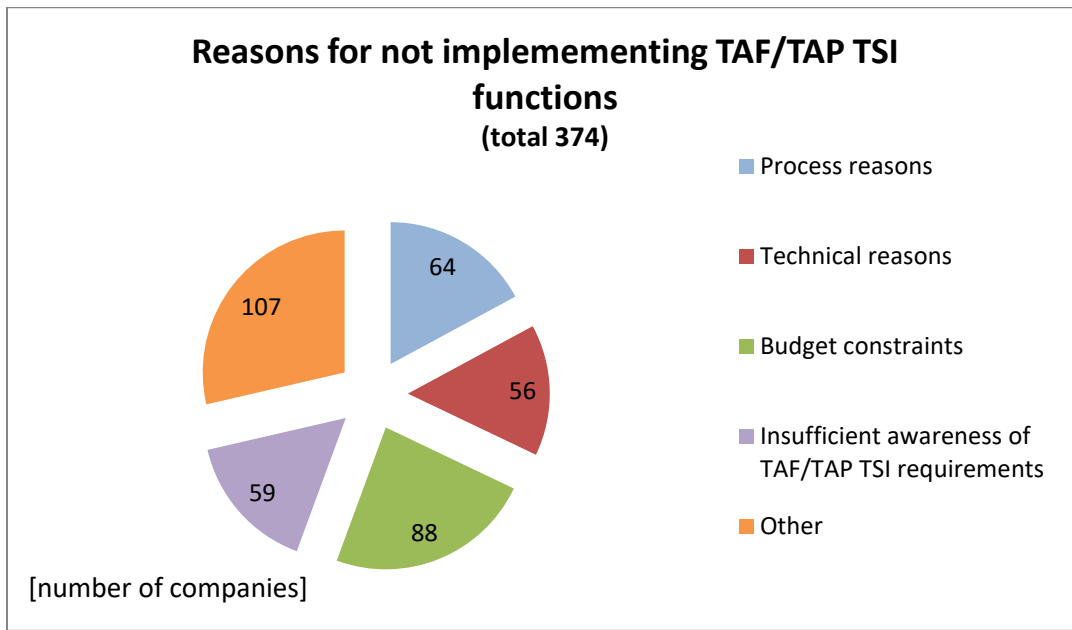
Diagram 17: Reasons for not starting implementation of TAF/TAP TSI functions

Diagram 18 gives a closer look to the development of 'Insufficient awareness of TAF/TAP TSI requirements' over time.
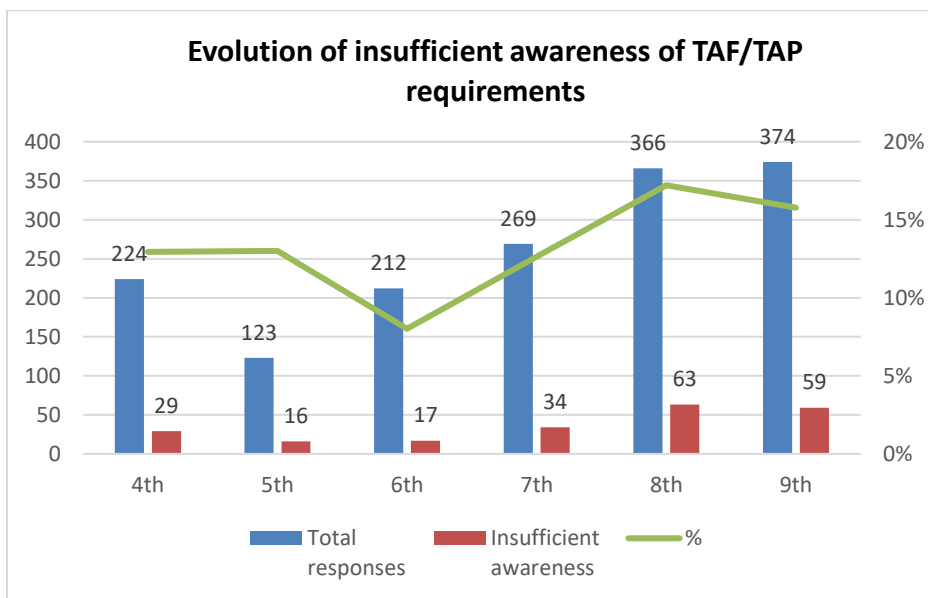
Diagram 18: Evolution of insufficient awareness of TAF/TAP requirements

The percentage given in diagram 18 as a green line, is calculated as the number of companies not being aware about TAF/TAP in relation to all companies giving a reason for not starting to implement. It turns out, that this percentage increased about 10 % since the 6th reporting session. Dedicated information sessions should be initiated as a mitigation measure.

Degree of implementation at European level

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

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

Diagram 19 shows the DI for functions to be implemented by IMs. Implementation of these functions show a mostly positive trend relative to the last report. The only exception is the CI function, which shows a negative trend already since the beginning.
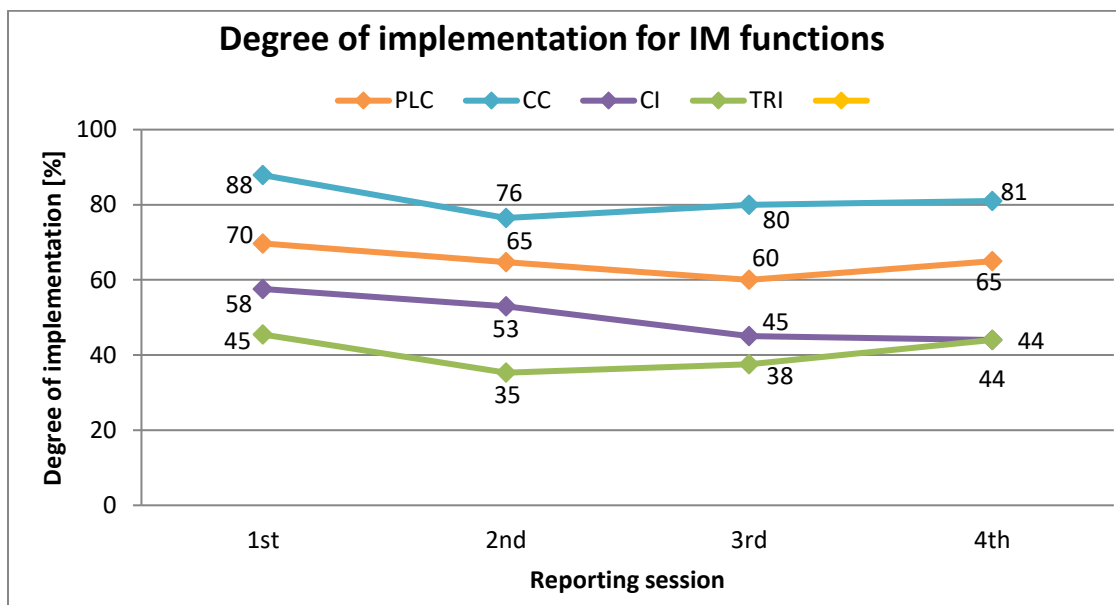
Diagram 19: Reported DI for IM functions

Diagram 20 indicates the evolution of implementation for RUs-P functions. Generally, the proportion of RUs having finished implementation is considerably lower than for IMs. The DI for the CC function stays high at 63 %.
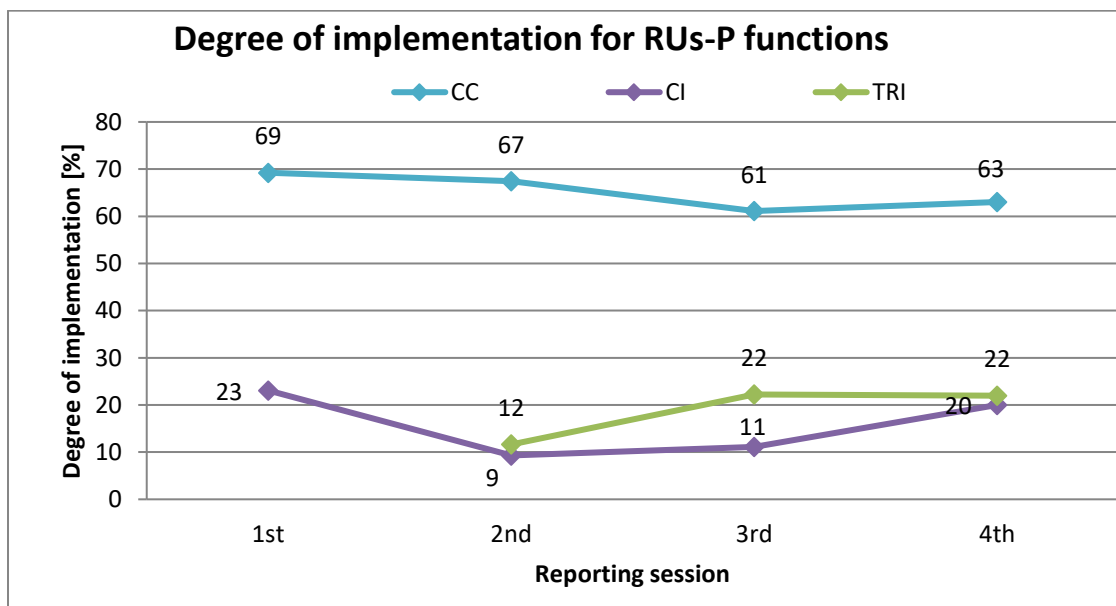
Diagram 20: Reported DI for RUs-F functions

6. 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 has grown slightly from 467 to 476 and are summarised in diagram 21.

Common sector tools (total 476)

- Train Information System (TIS)
- International Service Reliability (ISR)
- Open Rail Freight Electronic Data Interchange User System (ORFEUS)
- Rolling Stock Reference Database (RSRD2)
- Kapacita Dráhy (KADR)
- Logistics Web Portal (LWP)
- Optimised planning of the marshalling processes (EMAN)
- HEROS Path Request WebApp (H20)
- No common sector tool

[Number of companies]

Diagram 21: Common sector tools in use

RSRD[2] and TIS both are the most used Common Sector Tools.

In respect to the responses received from relevant types of companies, RSRD[2] is in use by about 75 % and TIS is in use by about 50 % of its potential users included in this query.

7. CONCLUSION AND FINDINGS

The number of companies having responded to the 9th questionnaire is, as always, significantly lower than the number of companies having been invited. The response rate of 29 % of the current reporting session is the lowest one since the beginning of reporting. There might be different reasons for this negative trend:

- Companies are getting tired answering the same questions every six month
- Little progress within the company to be reported
- Other priorities before Christmas conflicting with the reporting period

Reduction of participation is observed across nearly all European countries, whereas Czech Republic and Poland account already for more than half of the decline.

Participation has also declined for all types of companies, while RUs-F show the highest decline.
The inclusion of data from the previous reporting session is an effort to have a more complete view of the company's feedback and of the current level of implementation. The effect has been relatively high in the present report, as with 111 types of company a large number has been included in the evaluation.

The degree of implementation (DI) for the different TAP functions (diagrams 19 and 20) in the present report shows generally a positive 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 only for the two IM functions, CI and TCM. In these cases, 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.

The degree of implementation (DI) as set out in diagrams 19 and 20 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.

RSRD[2] and TIS remain the most used common sector tools following feedback to this survey. 75 % of responding companies benefit from RSRD[2], 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
Achermann	Rudolf	SBB	rudolf.achermann@sbb.ch
Achille	Vito Sante	RFI	v.achille@rfi.it
Heydenreich	Thomas	UIP	rsd@th-heydenreich.de
Lo Duca	Carmen	Trenitalia	c.loduca@trenitalia.it
Seimandi	Yann	CER	yann.seimandi@cer.be
Weber	Christian	SNCF	christian.weber@sncf.fr

ANNEX 2: RESPONSES CONTACT LIST V9

Nr.	Member State	Type of Company	Company name	Reporting Entity
1	AT	IM	ÖBB Infrastruktur AG	Heinze
2	AT	RU-F/WK	Rail Cargo Austria AG	Senfter
3	AT	WK	Bahnbau Wels GmbH	RSRD²
4	AT	WK	Felbermayr Transport- und Hebetechnik GmbH & Co KG	RSRD²
5	AT	WK	GATX Rail Austria GmbH	RSRD²
6	AT	WK	Logistik Service GmbH	RSRD²
7	AT	WK	Propangas AG	RSRD²
8	AT	WK	VTG Austria Ges.m.b.H.	RSRD²
9	BE	IM	Infrabel	
10	BE	WK	Lineas Group SA/NV	RSRD²
11	BE	WK	Lineas Intermodal NV	RSRD²
12	BE	WK	Lineas SA/NV	RSRD²
13	BG	IM	NRIC	
14	BG	RU-F	BDZ cargo	
15	BG	RU-F	EXPRESS SERVICE OOD	
16	BG	RU-F	PORT RAIL LTD	
17	BG	RU-F/WK	DB Cargo Bulgaria EOOD	
18	CH	IM	BLS-Netz AG	
19	CH	IM	SBB AG, Division Infrastruktur	
20	CH	IM/RU-P/RU-F	Schweizerische Südostbahn AG	
21	CH	RU-F	BLS Cargo	
22	CH	RU-F	SBB Cargo International AG	SBB Cargo International
23	CH	RU-F/WK	SBB CARGO AG	
24	CH	RU-P	SBB AG, Division Personenverkehr	
25	CH	WK	Diversified Investments SA	RSRD²
26	CH	WK	HASTAG (Zürich) AG	RSRD²
27	CH	WK	MITRAG AG	RSRD²
28	CH	WK	TRANSWAGGON AG	RSRD²
29	CH	WK	VTG Schweiz GmbH	RSRD²
30	CH	WK	WASCOSA AG Luzern	RSRD²
31	CZ	IM/RU-F/WK	DBV-ITL, s.r.o.	
32	CZ	RU-F	GJW Praha spol. s r.o.	
33	CZ	RU-F	Ostravská dopravní společnost - Cargo,a s.	
34	CZ	RU-F	Sokolovská uhelná, právní nástupce, a.s.	
35	CZ	RU-F/RU-P	LTE Logistik a Transport Slovakia s.r.o.	LTE Group
36	CZ	RU-F/WK	Advanced World Transport a.s.	
37	CZ	RU-F/WK	ČD Cargo, a.s.	
38	CZ	RU-F/WK	UNIPETROL Doprava s.r.o.	
39	CZ	RU-P	Leo Express s.r.o.	
40	CZ	RU-P/WK	Ceske drahy, a.s.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
41	CZ	WK	ArcelorMittal Ostrava, a.s.	
42	CZ	WK	Česká republika - Správa státních hmotných rzerv	
43	CZ	WK	Coal Services a.s.	
44	CZ	WK	DIAMO, státni podnik	RSRD²
45	CZ	WK	Felbermayr Transport- und Hebetechnik spol.s.r.o.	RSRD²
46	CZ	WK	KOS Trading a. s.	
47	CZ	WK	Lafarge Cement, a.s.	RSRD²
48	CZ	WK	Lovochemie, a.s.	
49	CZ	WK	NH-TRANS, SE	
50	CZ	WK	Railco a.s.	RSRD²
51	CZ	WK	RYKO PLUS spol. s r.o.	
52	CZ	WK	Spolek pro chemickou a hutní výrobu, akciová společnost	
53	CZ	WK	Státní podnik DIAMO	
54	CZ	WK	V.K.S. Vagon Komerc Speed, spol. s r.o.	RSRD²
55	CZ	WK	VÁPENKA VITOŠOV s.r.o.	
56	DE	IM	DB Netz AG	
57	DE	RU-F	duisport rail GmbH	
58	DE	RU-F	SBB Cargo International AG	SBB Cargo International
59	DE	RU-F/WK	DB Cargo	
60	DE	RU-P	DB Regio AG	
61	DE	WK	AlzChem Trostberg GmbH	RSRD²
62	DE	WK	Aretz GmbH und Co. KG	RSRD²
63	DE	WK	BASF SE	RSRD²
64	DE	WK	DAHER PROJECTS GmbH	RSRD²
65	DE	WK	Ermewa GmbH	RSRD²
66	DE	WK	ERR European Rail Rent GmbH	RSRD²
67	DE	WK	GATX Rail Germany GmbH	RSRD²
68	DE	WK	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co. KG	RSRD²
69	DE	WK	Mosolf Automotive Railway GmbH	RSRD²
70	DE	WK	NACCO GmbH	RSRD²
71	DE	WK	On Rail - Gesellschaft für Eisenbahnausrüstung und Zubehör mbH	RSRD²
72	DE	WK	On Rail Gesellschaft für Vermietung und Verwaltung von Eisenbahnwaggons mbH	RSRD²
73	DE	WK	Petrochem Mineralöl-Handels-GmbH	RSRD²
74	DE	WK	TRANSWAGGON GmbH	RSRD²
75	DE	WK	Tyczka Gase GmbH	RSRD²
76	DE	WK	voestalpine Rail Center Königsborn GmbH	RSRD²
77	DE	WK	Vossloh Logistics GmbH	RSRD²
78	DE	WK	VTG Aktiengesellschaft	RSRD²
79	DE	WK	VTG Rail Europe GmbH	RSRD²
80	DE	WK	Zürcher Bau GmbH	RSRD²

Nr.	Member State	Type of Company	Company name	Reporting Entity
81	EE	IM	AS Eesti Raudtee (Estonian Railways)	
82	ES	IM	ADIF	
83	ES	RU-F	ACCIONA RAIL SERVICES S.A.	
84	ES	RU-F	Logitren Ferroviaria, SA	
85	ES	RU-F	RENFE MERCANCIAS	
86	ES	WK	Ferrocarrils de la Generalitat de Catalunya	RSRD²
87	ES	WK	Sociedad de estudios y explotacion de material auxiliar de transportes S.A.	RSRD²
88	ES	WK	Transportes Ferroviarios Especiales S.A.	RSRD²
89	ES	WK	VTG Rail Europe GmbH Sucursal en España	RSRD²
90	FI	RU-F/RU-P	VR Group	
91	FR	IM	SNCF Réseau	
92	FR	RU-F	SNCF MOBILITES - Fret	
93	FR	RU-P	SNCF Mobilités Voyageurs	
94	FR	WK	ATIR-RAIL	RSRD²
95	FR	WK	Compagnie Française de Produits Métallurgiques	RSRD²
96	FR	WK	Ermewa SA	RSRD²
97	FR	WK	EVS S.A.	RSRD²
98	FR	WK	Millet SAS	RSRD²
199	FR	WK	Monfer France SASU	RSRD²
100	FR	WK	NACCO S.A.S.	RSRD²
101	FR	WK	SOCOMAC	RSRD²
102	FR	WK	STVA S.A.	RSRD²
103	FR	WK	VTG France SAS	RSRD²
104	HU	AB	VPE Vasúti Pályakapacitás-elosztó Kft.	
105	HU	IM	GYSEV Zrt.	
106	HU	IM	MÁV Hungarian State Railways	
107	HU	IM	MMV Magyar Magánvasút Zrt.	
108	HU	RU-F	Rail Cargo Hungaria Zrt.	
109	HU	RU-P	MÁV-START	
110	IE	WK	TOUAX Rail Ltd.	RSRD²
111	IT	IM	Ferrovie Emilia Romagna (FER)	
112	IT	IM	La Ferroviaria Italiana S.p.A.	
113	IT	IM	RETE FERROVIARIA ITALIANA	
114	IT	IM/RU-F	Ferrovie del Gargano	
115	IT	RU-F	Captrain Italia Srl	
116	IT	RU-F	DB Cargo Italia S.r.l.	
117	IT	RU-F	Dinazzano Po SpA	
118	IT	RU-F	Fuorimuro Servizi Portuali e Ferroviari srl	
119	IT	RU-F	GTS Rail S.p.A.	
120	IT	RU-F	HUPAC SpA	
121	IT	RU-F	INRAIL S.p.A.	
122	IT	RU-F	TX Logistik AG - Sede Secondaria Italiana	

Nr.	Member State	Type of Company	Company name	Reporting Entity
123	IT	RU-F/WK	Mercitalia Rail s.r.l.	
124	IT	RU-P	Italo - Nuovo Trasporto Viaggiatori S.p.A.	
125	IT	RU-P	SAD - Trasporto Locale SpA	
126	IT	RU-P	SNCF Voyages Italia	
127	IT	RU-P	Trasporto Ferroviario Toscano	
128	IT	RU-P	Trenitalia SpA	
129	IT	RU-P	Trenord Srl	
130	IT	RU-P	TRENTINO TRASPORTI SPA	
131	IT	WK	Giovanni Ambrosetti Auto Logistica S.p.A	RSRD[2]
132	IT	WK	Lotras srl	RSRD[2]
133	IT	WK	Monfer Cereali SRL	RSRD[2]
134	IT	WK	SITFA SpA	
135	LU	IM/RU-F/RU-P/WK-AB	CFL	
136	LV	IM	VAS Latvijas dzelzceļš (LDz)	
137	LV	RU-F/WK	SIA LDZ CARGO (LDZ CARGO)	
138	NL	IM	ProRail B.V.	
139	NL	RU-F	Spitzke Spoorbouw BV	
140	NL	RU-F/RU-P	Railexperts BV	
141	PL	IM	PKP POLSKIE LINIE KOLEJOWE S.A.	
142	PL	RU-F	Captrain Polska Sp. z o.o.	
143	PL	RU-F	CTL LOGISTICS Sp. z o.o.	
144	PL	RU-F	Kolej Bałtycka S.A.	
145	PL	RU-F/WK	CEMET S.A.	
146	PL	RU-F/WK	JSW Logistics Sp. z o.o.	
147	PL	RU-P	Spółka „Łódzka Kolej Aglomeracyjna" sp. z o.o.	
148	PL	WK	Felbermayr Immo Sp.z.o.o.	RSRD[2]
149	PL	WK	GATX Rail Poland Sp. z o.o.	RSRD[2]
150	PL	WK	Tankwagon Sp. z o. o.	RSRD[2]
151	PT	IM	Infraestruturas de Portugal	
152	PT	RU-F	Medway - Operador Ferroviário e Logístico de Mercadorias, SA	
153	PT	RU-F/WK	TAKARGO	
154	PT	RU-P	CP - Comboios de Portugal EPE	
155	PT	WK	ADP Fertilizantes, S.A.	RSRD[2]
156	PT	WK	CIMPOR - Serviços de Apoio à Gestão de Empresas, S.A.	RSRD[2]
157	RO	IM	CFR	
158	SE	IM	Trafikverket	
159	SE	RU-F	CFL cargo Sverige AB	
160	SE	RU-F/WK	Green Cargo	
161	SE	WK	Stena Recycling AB	RSRD[2]
162	SE	WK	TRANSWAGGON AB	RSRD[2]
163	SI	IM	SŽ infrastruktura, d.o.o.	
164	SI	RU-F	SŽ TOVORNI PROMET D.O.O.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
165	SI	WK	Adria kombi d.o.o.	RSRD^2
166	SK	RU-F/RU-P	LTE Logistik a Transport Slovakia s.r.o.	LTE Group
167	SK	RU-F/RU-P	ZSSK CARGO	
168	SK	WK	Felbermayr Slovakia s.r.o.	RSRD^2
169	SK	WK	Ing. Alica Ovciariková A.O.	RSRD^2
170	TR	WK	TRANSWAGGON Vagon Isletmeleri Ltd. Sti.	RSRD^2
171	UK	IM	Network Rail Infrastructure Limited	
172	UK	RU-F/WK	DB Cargo UK	

ANNEX 3: RESPONSES CONTACT LIST V8

Nr.	Member State	Type of Company	Company name	Reporting Entity
1	BG	RU-F	EXPRESS SERVICE OOD	
2	BG	RU-F	Rail Cargo Carrier - Bulgaris Ltd.	
3	CH	RU-F	DB Cargo Switzerland	
4	CH	RU-F	WRS Widmer Rail Services AG	
5	CH	WK	DB Cargo Switzerland	
6	CZ	IM	KŽC Doprava	
7	CZ	IM	PDV RAILWAY a.s.	
8	CZ	IM	SŽDC	
9	CZ	RU-F	BF Logistics s.r.o.	
10	CZ	RU-F	CityRail, a.s.	
11	CZ	RU-F	EP CARGO a.s	
12	CZ	RU-F	IDS CARGO a.s.	
13	CZ	RU-F	KŽC Doprava	
14	CZ	RU-F	LOKO TRANS s.r.o.	
15	CZ	RU-F	MH-spedition s.r.o.	
16	CZ	RU-F	Ostravská dopravní společnost, a.s.	
17	CZ	RU-F	RegioJet	
18	CZ	RU-F	SLEZSKOMORAVSKÁ DRÁHA a.s.	
19	CZ	RU-F	TCHAS ŽD s.r.o.	
20	CZ	RU-F	VÍTKOVICE Doprava, a.s.	
21	CZ	RU-P	CityRail, a.s.	
22	CZ	RU-P	GW Train Regio a.s.	
23	CZ	RU-P	KŽC Doprava	
24	CZ	RU-P	RegioJet	
25	CZ	WK	Českomoravský cement, a.s.	
26	CZ	WK	LOKO TRANS s.r.o.	
27	CZ	WK	Rail Cargo Operator - CSKD	
28	CZ	WK	Vápenka Čertovy schody a.s.	
29	CZ	WK	ZX-BENET CZ s.r.o.	
30	DE	IM	Bayernhafen GmbH & Co. KG	
31	DE	IM	Container Terminal Halle (Saale) GmbH	
32	DE	IM	evb Infrastrukture	
33	DE	IM	Hafen Krefeld GmbH & Co. KG	
34	DE	IM	Häfen und Güterverkehr Köln AG	
35	DE	IM	HLB Basis AG, HLB Hessenbahn GmbH	
36	DE	RU-F	Captrain CargoWest GmbH	
37	DE	RU-F	Hafen Krefeld GmbH & Co. KG	
38	DE	RU-F	HLB Basis AG, HLB Hessenbahn GmbH	
39	DE	RU-F	MEG Mitteldeutsche Eisenbahn GmbH	
40	DE	RU-F	RBH Logistics GmbH	

Nr.	Member State	Type of Company	Company name	Reporting Entity
41	DE	RU-F	RTB CARGO GMBH/VIAS GMBH	
42	DE	RU-P	Hafen Krefeld GmbH & Co. KG	
43	DE	RU-P	HLB Basis AG, HLB Hessenbahn GmbH	
44	DE	WK	MEG Mitteldeutsche Eisenbahn GmbH	
45	DE	WK	RBH Logistics GmbH	
46	DK	RU-F	DB Cargo Scandinavia A/S	
47	DK	WK	DB Cargo Scandinavia A/S	
48	EE	RU-F	AS Operail	
39	EE	WK	AS Operail	
50	ES	RU-F	TF Transfesa	
51	ES	WK	TF Transfesa	
52	FI	IM	Finnish Transport Agency	
53	FR	RU-F	ECR Euro Cargo Rail SA	
54	FR	WK	ECR Euro Cargo Rail SA	
55	HU	RU-F	DB Cargo Hungária Kft.	
56	HU	RU-F	GYSEV CARGO Zrt.	
57	HU	WK	DB Cargo Hungária Kft.	
58	IT	IM	EAV srl	
59	IT	IM	Gruppo Torinese Trasporti S.p.A.	
60	IT	RU-F	SBB Cargo Italia	
61	IT	RU-P	BUSINESS UNIT TRASPORTO FERROVIARIO di FERROVIE DEL SUD EST	
62	IT	RU-P	Ente Autonomo Volturno s.r.l.	
63	IT	RU-P	Ferrovie del Gargano	
64	IT	RU-P	GRUPPO TORINESE TRASPORTI SPA	
65	IT	RU-P	Italo - Nuovo Trasporto Viaggiatori S.p.A.	
66	IT	RU-P	Trasporto Passeggeri Emilia Romagna SpA	
67	IT	WK	Ambrogio Trasporti SpA	
68	IT	WK	DB Cargo Italia Srl	
69	IT	WK	Mercitalia Intermodal S.p.A.	
70	LT	IM	JSC "Lithuanian Railways"	
71	LT	RU-F	JSC "Lithuanian Railways"	
72	LT	RU-P	JSC "Lithuanian Railways"	
73	LT	WK	JSC "Lithuanian Railways"	
74	NL	RU-F	DB Cargo Nederland N.V.	
75	NL	RU-P	NS Reizigers & NS International	
76	NL	WK	DB Cargo Nederland N.V.	
77	NO	IM	Bane NOR	
78	PL	RU-F	CARGO MASTER SP. Z O.O.	
79	PL	RU-F	CD Cargo Poland Sp. z o.o.	
80	PL	RU-F	CIECH CARGO SP. z o.o.	
81	PL	RU-F	Colas Rail Polska SP.ZO.o	
82	PL	RU-F	DB Cargo Polska Spółka Akcyjna	
83	PL	RU-F	GRUPA AZOTY KOLZAP SP. Z O.O.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
84	PL	RU-F	Inter Cargo Sp. z o .o.	
85	PL	RU-F	LOTOS Kolej Sp. z o.o.	
86	PL	RU-F	Pomorskie Przedsiębiorstwo Mechaniczno - Torowe sp. z o.o.	
87	PL	RU-F	PROTOR Spółka z ograniczoną odpowiedzialnością Spółka komandytowa	
88	PL	RU-F	Przedsiębiorstwo Napraw i Utrzymania Infrastruktury Kolejowej w Krakowie Sp. z o.o.	
89	PL	RU-F	Stanisław Głowacz F.H.U. JMS	
90	PL	RU-F	Zakład Inżynierii Kolejowej Sp. z o.o.	
91	PL	RU-P	Arriva RP Sp. z o.o.	
92	PL	RU-P	CARGO MASTER SP. Z O.O.	
93	PL	RU-P	Koleje Śląskie sp. z o.o.	
94	PL	RU-P	Stanisław Głowacz F.H.U. JMS	
95	PL	WK	DB Cargo Polska Spółka Akcyjna	
96	PL	WK	LOTOS Kolej Sp. z o.o.	
97	PL	WK	Pomorskie Przedsiębiorstwo Mechaniczno - Torowe sp. z o.o.	
98	PL	WK	Przedsiębiorstwo Napraw i Utrzymania Infrastruktury Kolejowej w Krakowie Sp. z o.o.	
99	PL	WK	Zakład Inżynierii Kolejowej Sp. z o.o.	
100	PT	RU-P	FERTAGUS	
101	RO	IM	TRANSFEROVIAR GRUP SA	
102	RO	RU-F	DB Cargo Rail Romania SRL	
103	RO	RU-F	SNTFM "CFR MARFA" SA	
104	RO	RU-F	TRANSFEROVIAR GRUP SA	
105	RO	WK	DB Cargo Rail Romania SRL	
106	RO	WK	SNTFM "CFR MARFA" SA	
107	SE	RU-F	Hector Rail AB	
108	SI	WK	SŽ TOVORNI PROMET D.O.O.	
109	SK	IM	Slovak Railways - železnice Slovenskej republiky	
110	SK	RU-F	BULK TRANSSHIPMENT SLOVAKIA, a.s.	
111	SK	RU-F	TSS Grade 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/