

Report of the TAP TSI Implementation for 2022

RU/IM Telematics Joint Sector Group (JSG)

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EXECUTIVE SUMMARY

This TAP TSI implementation report 2022 summarizes the results received via the JSG Reporting Tool in November/December 2022 and thus shows the status of implementation by the end of 2022.

For this reporting session a total of 786 invitations were sent out and 325 responses were received from 26 countries across Europe, resulting to a slightly lower overall response rate of 41 %.

Together with responses taken from the 2021 reporting session, a total of 475 company responses were taken into consideration, which is very similar to the previous reporting session. Only a little shift from RUs-P to RUs- F can be observed.

The questionnaire covers all functions mandated by the TAF and TAP TSI. Thus, also this 2022 report can be considered as complete.

With 4 new questions regarding the implementation of the alphanumeric Company Code process the questionnaire contains a total of 72 questions in 17 question groups, which is a big number of questions. But not all companies must answer all questions and most companies can do it in their native language. The questionnaire 2022 was translated into 19 European languages with the help of National Contact Points (NCPs) and with Croatian as the latest translated language.

Looking at the different TAP TSI functions, the following facts can be observed:

Most IMs reported to have completed the initial upload of Primary Location Codes on their network. Update, maintenance and use of codes are not part of this report.

368 companies (42 RUs-P) in the reporting are identified by Company Code, which means a small rise for all types of companies compared to the previous reporting session.

The target implementation date for processing the alphanumeric CC is 2026. Therefor the progress of the projects within all types of companies is still at a low level.

For the Common Interface a positive trend is visible for all types of companies.

The number of all types of companies having introduced New Identifiers has increased compared to previous years - still on a low level of full implementation.

The number of IMs and RUs-P (22) having introduced Path Request messages has increased. 30 IMs and RUs-P are in the process of implementing this function.

Like the Path Request function, the implementation of the Path Details function remains on a positive trend.

2/3 of the companies reported not implementing Train Ready messages based on TAF/TAP standard but using domestic solutions. 8 RUs-P reported complete implementation of the function.

The Train Running Information is widely used in operations management; however, IMs report a lower implementation as in previous reporting. In addition, 29 companies which have not yet complete implementation use the Train Information System (TIS) a common sector tool managed by RNE.

Evolution of Train Running Interruption Message has a negative trend on IMs and RUs-P implementation, mainly declaring process or technical reasons.

Implementation of Train Running Forecast is still on a low level with no change for RUs-P.

The feedback from companies about reasons for not yet started the implementation of TAF/TAP TSI has decreased from 1'537 to 1'336, with only very little shift between the reasons. Dedicated information sessions should be initiated as a mitigation measure. ERA should indicate NCPs those companies in their respective countries to support the raise of awareness of TAF/TAP requirements.

Diagram 37 gives a good overview of the status of implementation for the different TAP functions.

Information from the companies regarding the usage of common tools are not further investigated and only the company self-declaration for each TAF/TAP Function is considered in the reporting.

When analysing the status of implementation per countries it is remarkable that many IMs with the longest network plan to implement TSI TAF TAP functions within the next two years, as it can be observed in diagram 38 to 47.

Overall, the 2022 report has very similar results as the 2021 report with only little changes in the different functions and only the addition of questions about the implementation of the alphanumeric Company Codes represents a major difference.

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 in 2017, 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 has been reported twice a year until 2018. Since 2019 data are collected once a year for RU/IM communication based on the following assumptions:

- Companies are requested to report per mandatory TAF or TAP TSI function and report the target implementation date if the function is not yet implemented completely.
- 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 Tool¹ during the 2022 reporting period lasting from 14 November 2022 to 9 December 2022 and thus shows the status of implementation by 31 December 2022. Diagrams in the following chapters of this report show results per RU/IM function summarised in an anonymous way.

¹ The JSG uses the tool 'EUSurvey' for collecting the data and managing the survey about TAF and TAP RU/IM implementation. 'EUSurvey' is supported by the European Commission's ISA programme, which promotes interoperability solutions for European public administrations.

Table 1 gives an overview about the history of reporting periods.

Report session	Reporting period	Number of questions ²
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
9 th Report TAF/4 th Report TAP	01.07.2018 - 31.12.2018	59
2019 Report TAF and TAP	01.01.2019 - 31.12.2019	52
2020 Report TAF and TAP	01.01.2020 - 31.12.2020	68
2021 Report TAF and TAP	01.01.2021 - 31.12.2021	68
2022 Report TAF and TAP	01.01.2022 - 31.12.2022	72

Table 1: Reporting periods

The '2022 TAF/TAP TSI Implementation Report' questionnaire contains seventeen question groups, fifteen 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
	New Identifiers (NI)	X	X	X	X	X
	Path Request (PR)	X	X	X		X
	Path Details (PD)	X	X	X		X
	Train Ready (TR)	X	X	X		
	Train Running Information (TRI)	X	X	X		
	Train Running Interrupted Message (TRIM)	X	X	X		
	Train Running Forecast (TRF)	X	X	X		
	Train Composition Message (TCM)	X	X			
	Consignment Note Data (CND)		X			
	Wagon Movement (WM)		X			
	Shipment ETA (ETA)		X			
	Rolling Stock Reference Database (RSRD)				X	

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

For Company Codes the 2022 RU/IM questionnaire contains a new set of questions related to the implementation of alphanumeric CCs.

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

- Company information
- Common Sector Tools in use

² Please note, the questions in the TAF and TAP RU/IM questionnaire are context specific. The number of questions to be responded, depend on the type of company and is not the total number listed in the table 1.

The 2022 questionnaire contains messages of all RU/IM functions mandated by the TAF and TAP TSIs and set out in the TAF and TAP masterplan. It was translated into nineteen European languages with the help of the NCPs. The participating companies could choose their native language for replying to the survey.

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 23 February 2023 and published accordingly. It will be presented to the ERA TAF TSI Implementation Cooperation Group on 8 March 2023.

3. PARTICIPATION IN THE 2022 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. Since the last report one year ago, invitations and responses have grown again to a new record high.

The 2022 report includes 245 responses provided via the JSG reporting tool and 80 WKs submitted by UIP using RSRD². Feedback to the survey remained at the same level as 2021.

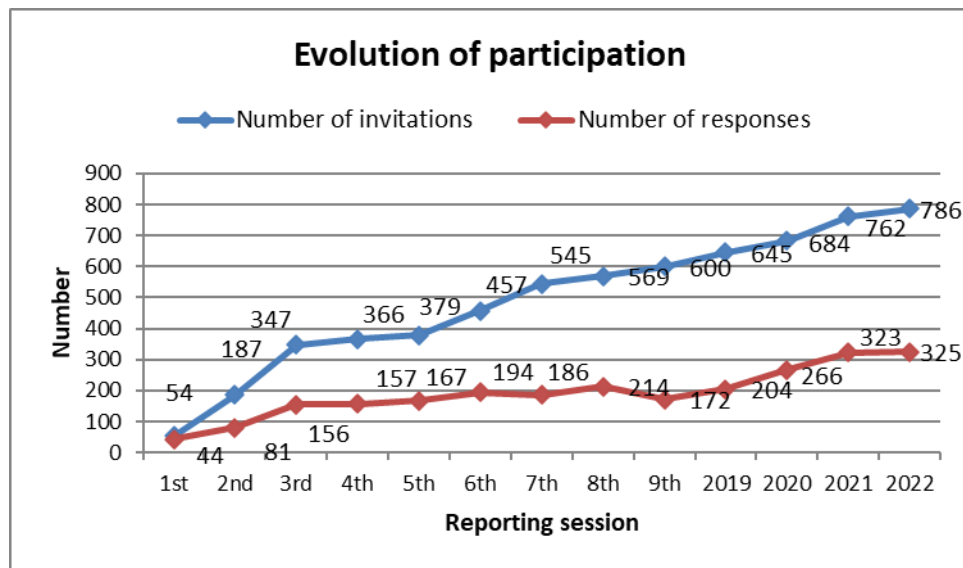


Diagram 1: Evolution of participation over time

Hence, the response rate, calculated as number of responses in relation to number of invitations, has slightly went down to 41,3 % (see diagram 2).

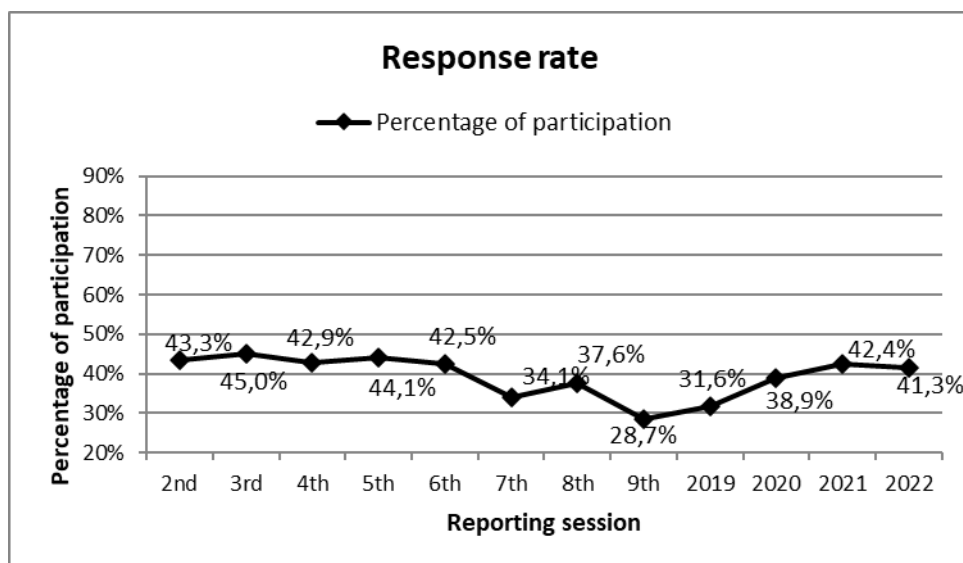


Diagram 2: Evolution of response rate over time

Diagram 3 displays the distribution of all 325 responses per country. The feedback comprises 23 EU Member States plus Serbia, Switzerland and Turkey.

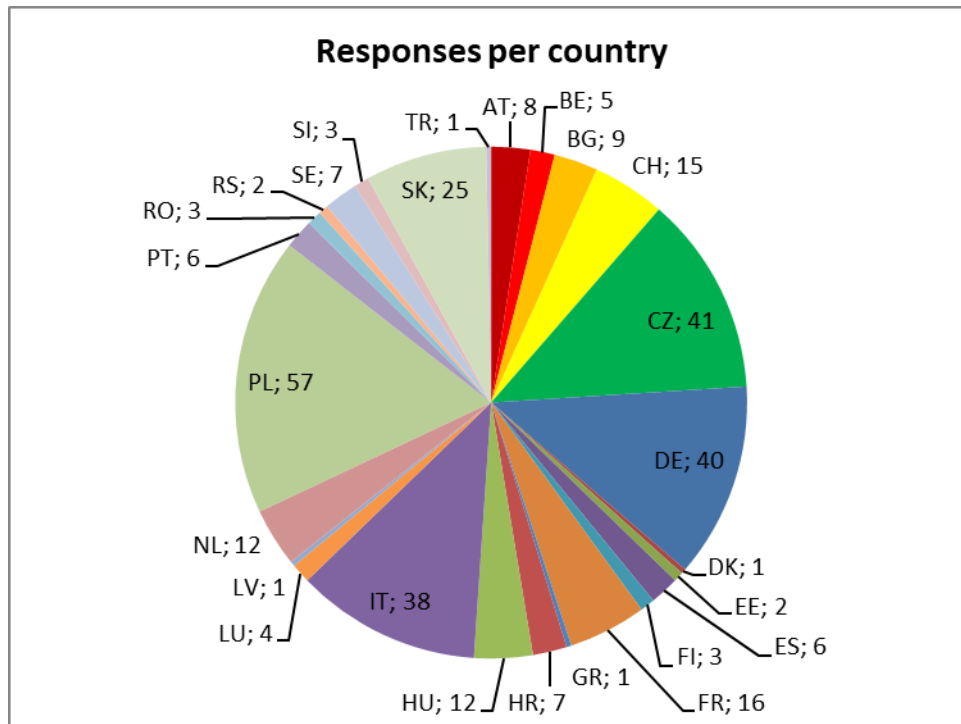


Diagram 3: Number of responses per country

Diagram 4 shows the distribution and the development of responses per country. The total number of responses in the 2022 reporting period is 325, which is 2 more than in the last session.

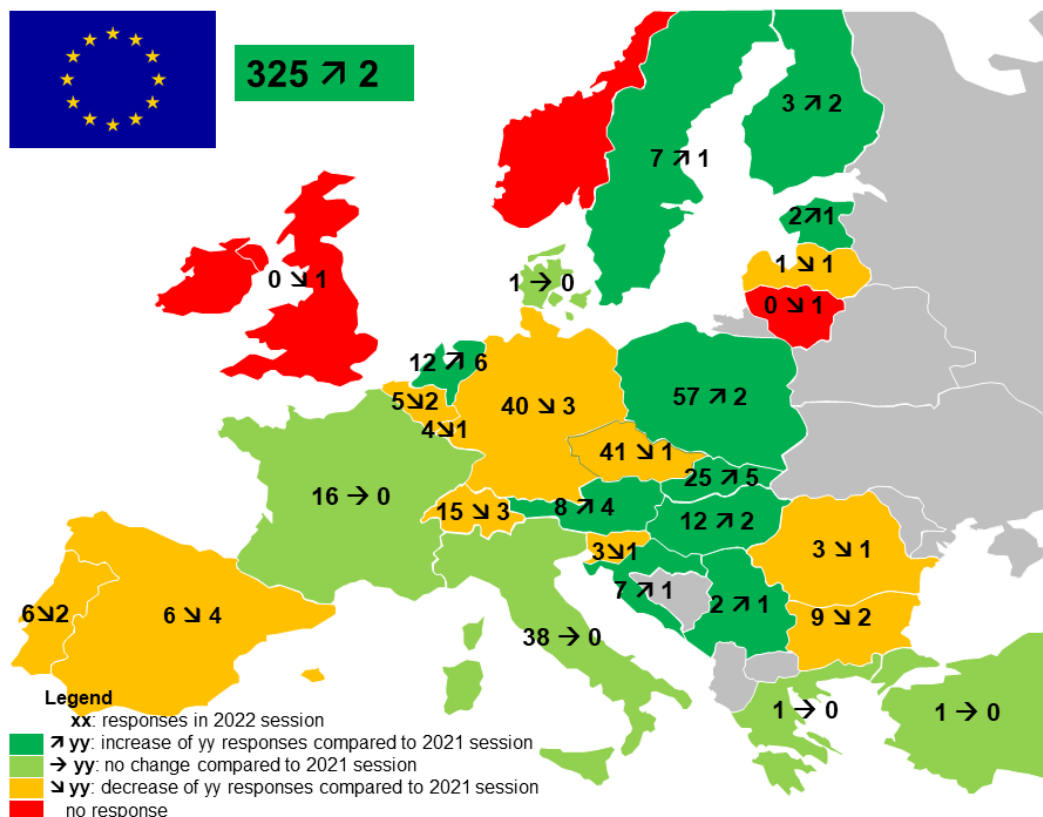


Diagram 4: Evolution of responses per country

Participation per company type

Some companies in this survey have multiple roles, such as RU and WK at the same time. Therefore, the total number of responses displayed in diagram 1 (325 companies) and listed in Annex 2 is lower than the total number of company types shown in diagram 5 hereafter (373 companies).

Compared to the previous survey, participation shows a mixed development. It has grown for IMs and RUs-F and has fallen for ABs, RUs-P and Wks.

Annex 2 ‘Responses contact list 2022’ to this report gives a detailed overview about the companies per country having replied to the 2022 session of TAF and TAP TSI implementation monitoring. Please note, that there are entities which have reported on behalf of several companies.

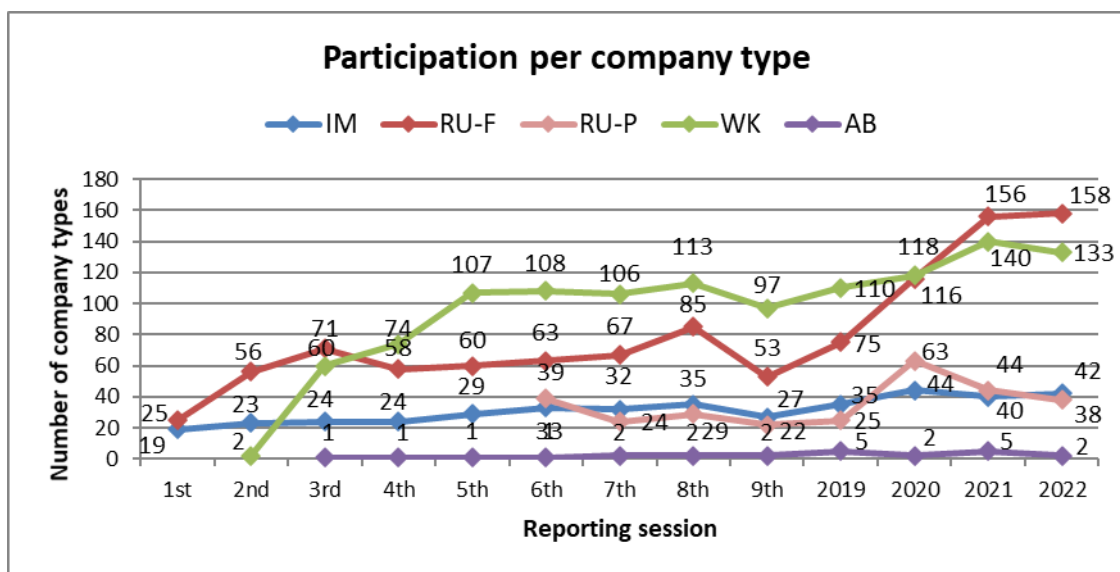


Diagram 5: Evolution of participating per company type over time

4. DATA BASIS FOR EVALUATION

Feedback from ABs represents less than 1 per cent of the total number of responses. Hence, ABs are not further considered in the evaluation of the data.

To establish a wider sector representation, 104 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 latest session is included.

Diagram 6 displays the total number of types of company (475) with their allocation to the following reporting sessions:

- Companies only reporting to the 2021 reporting session (top with light colour)
- Companies reporting to both 2021 and 2022 reporting session (middle with normal colour)
- New companies reporting to the 2022 reporting session only (bottom with dark colour)

The data included in this report thus represents the data since January 2021.

This time, the number of companies taken over from the last reporting (104) as well as the number of new companies in the present session (104) both are relatively high.

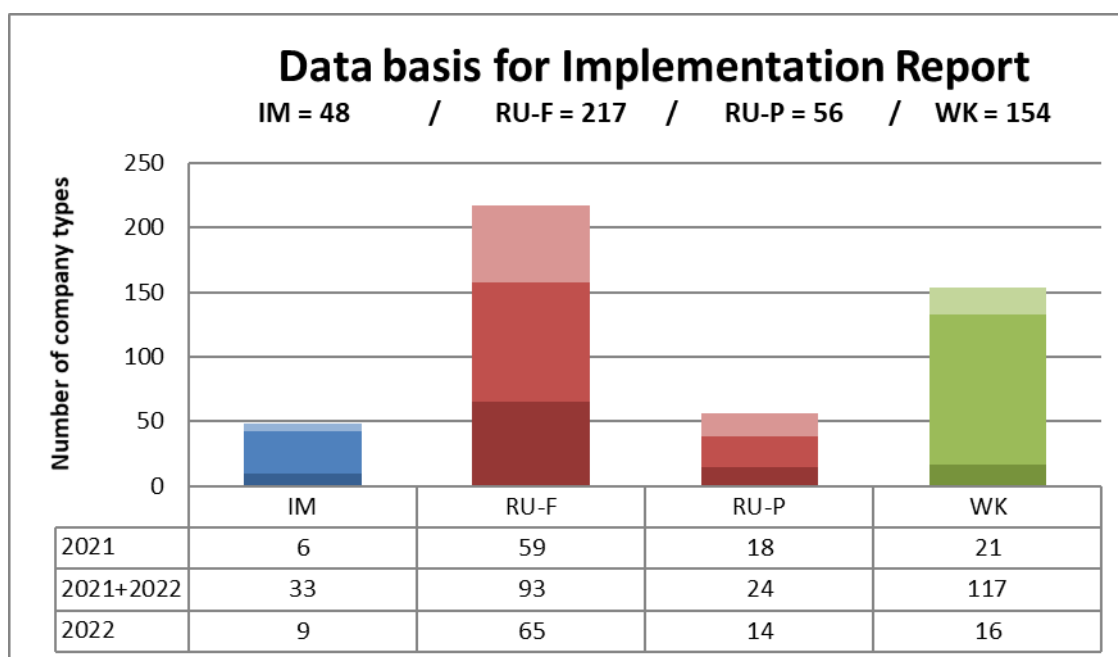


Diagram 6: Number of types of company per reporting session

Annex 3 ‘Responses contact list 2021’ to this report lists the companies per country having replied to the 2021 session of TAF and TAP TSI implementation monitoring and not to the present one.

Since the seventh reporting session by the end of 2017, the data from the previous survey were included in the next reporting session. Diagram 7 displays the total number of companies included in the reporting session as data basis for further evaluation.

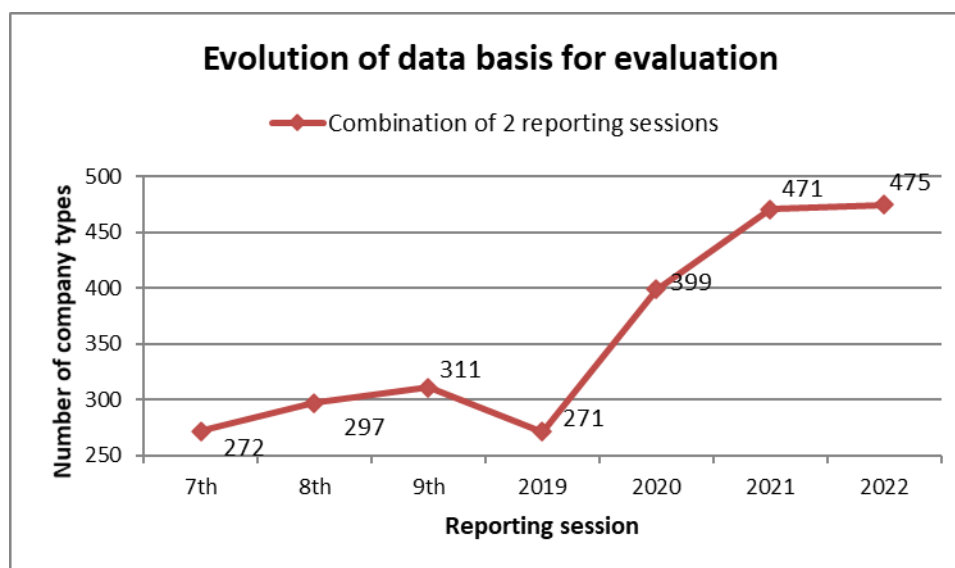


Diagram 7: Number of types of company per reporting session

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 TAP TSI Masterplan was 2014. This activity corresponds to Primary Location Codes, which must be reported 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 30 IMs with complete implementation. 6 out of 48 IMs in the evaluation are considered with data from the previous survey.

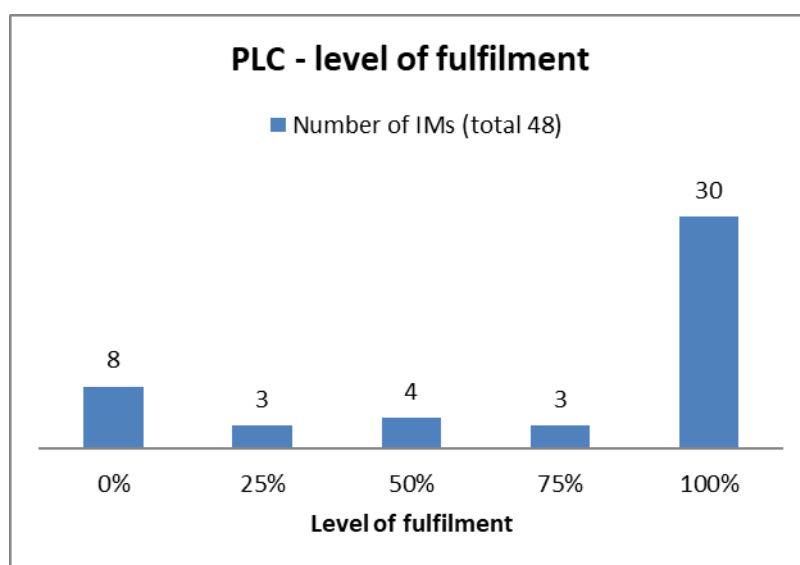


Diagram 8: Common Reference Files - Primary Location Codes (PLC)

Diagram 9 shows a similar situation as in the last reporting year.

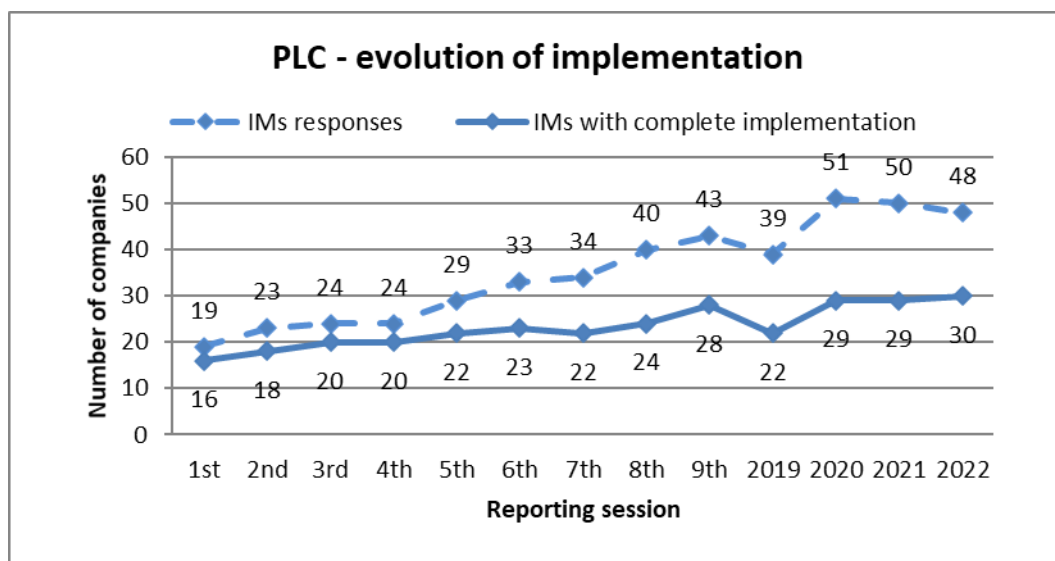


Diagram 9: Evolution of responses and implementation for PLC

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, 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.

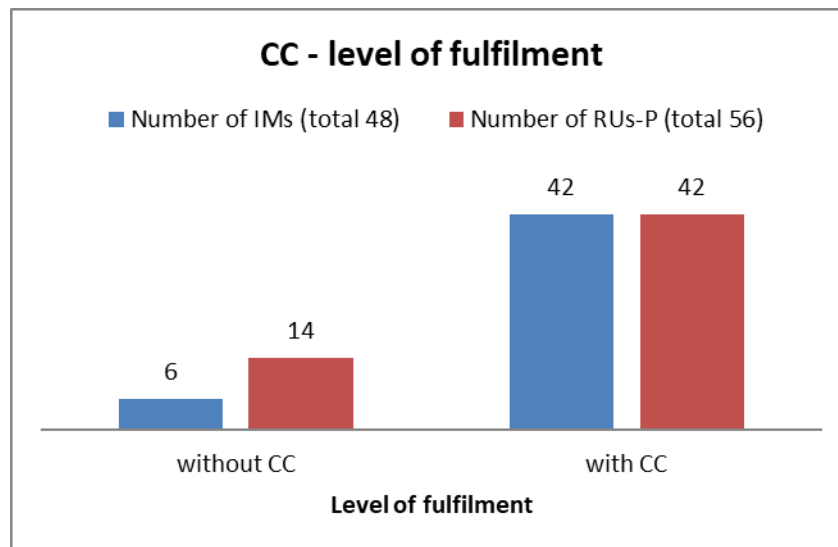


Diagram 10: Common Reference Files - Company Codes (CC)

According to Diagram 11, the number of companies with CCs has increased for IMs and RUs-P, while participation has decreased.

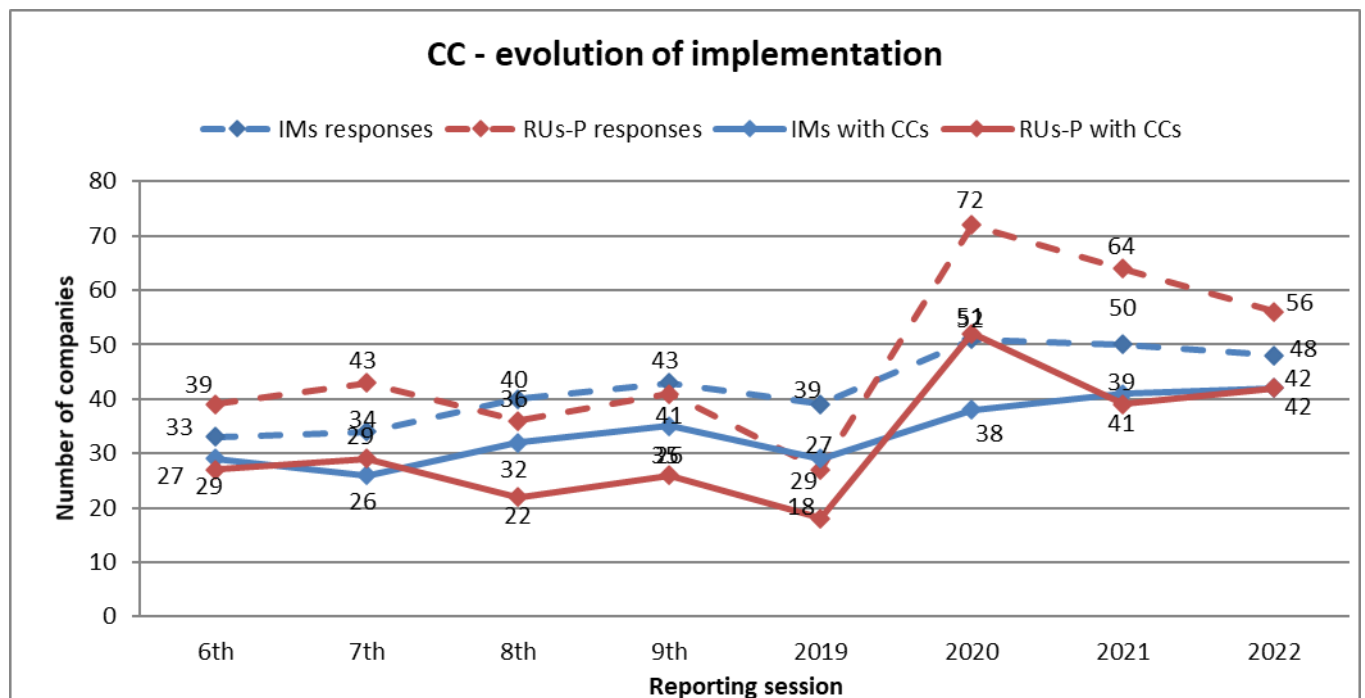


Diagram 11: Evolution of responses and implementation for Company Codes

The legal provisions of the TAF TSI require the use of alphanumeric CCs from 01.01.2026.

‘Alphanumeric CCs’ is reported for the first time in this report and therefore no data is available from the previous year. Consequently, no evolution of implementation can be reported.

Diagram 12 below shows the current status of ability of companies processing alphanumeric CCs in their IT applications.

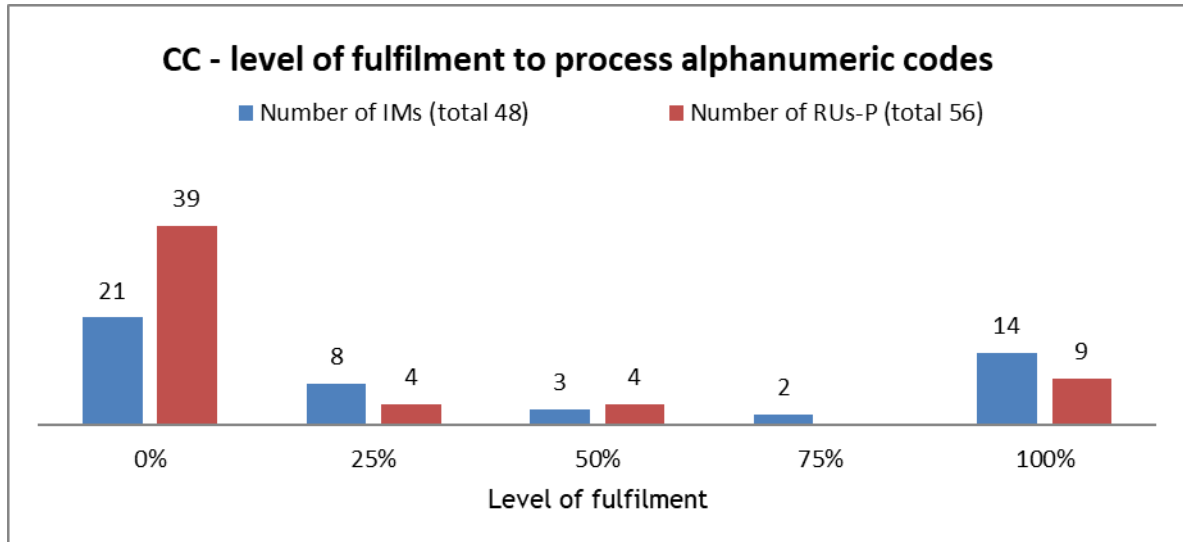


Diagram 12: Alphanumeric Company Codes (CC)

Common Interface Implementation (all companies)

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

Diagram 13 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 24 IMs and 10 RUs-P.

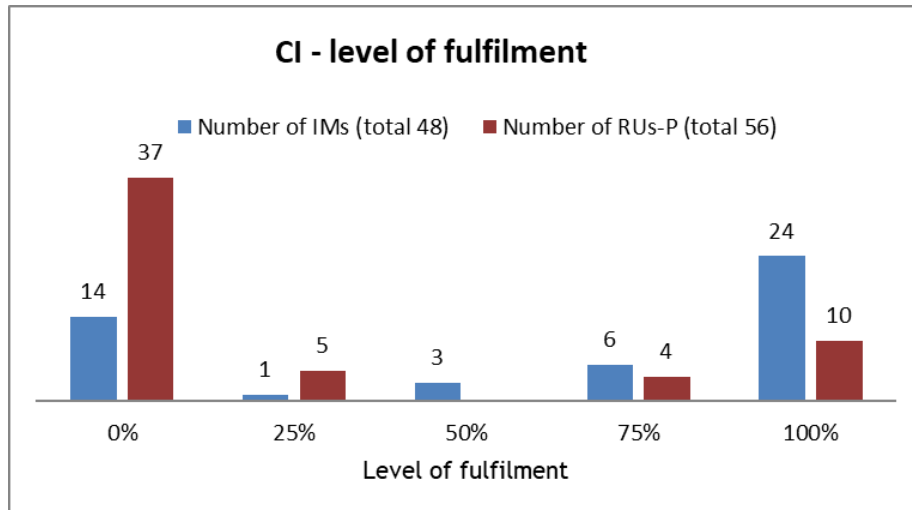


Diagram 13: Common Reference Files - Common Interface (CI)

Diagram 14 shows the development of complete implementation of the CI and the number of responses per company type. There is a positive evolution of CI in production for both types of companies up to December 2022.

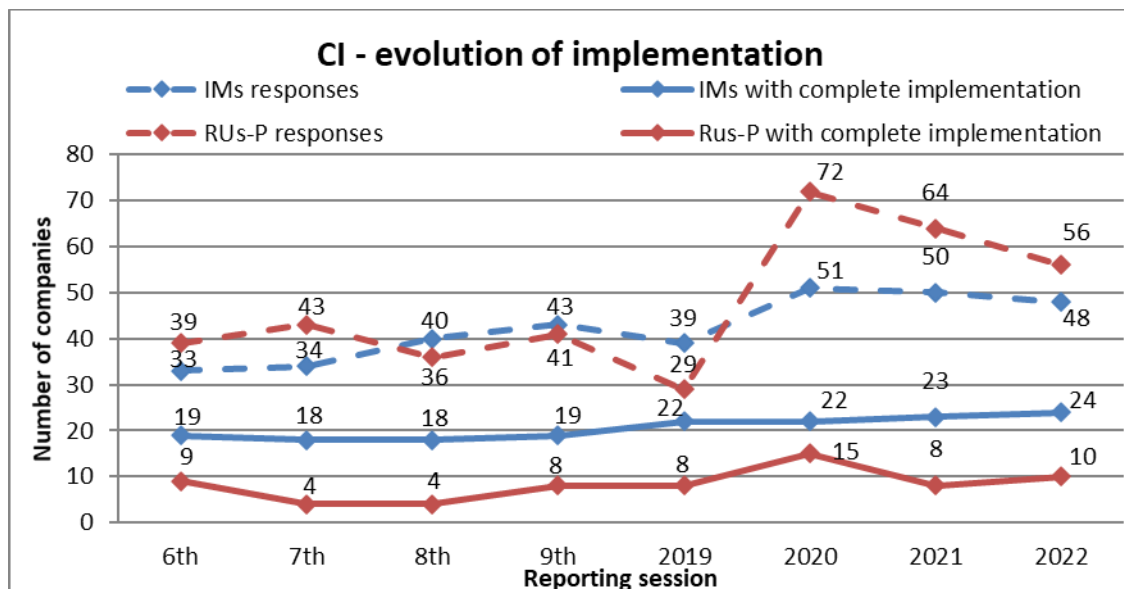


Diagram 14: Evolution of responses and implementation for Common Interface

New Identifiers (all companies)

The Target Implementation Milestone for realisation of the New Identifiers (NI) according to the TAP TSI Masterplan was 2020.

The bar chart below (diagram 15) illustrates most companies not having yet implemented the NI function.

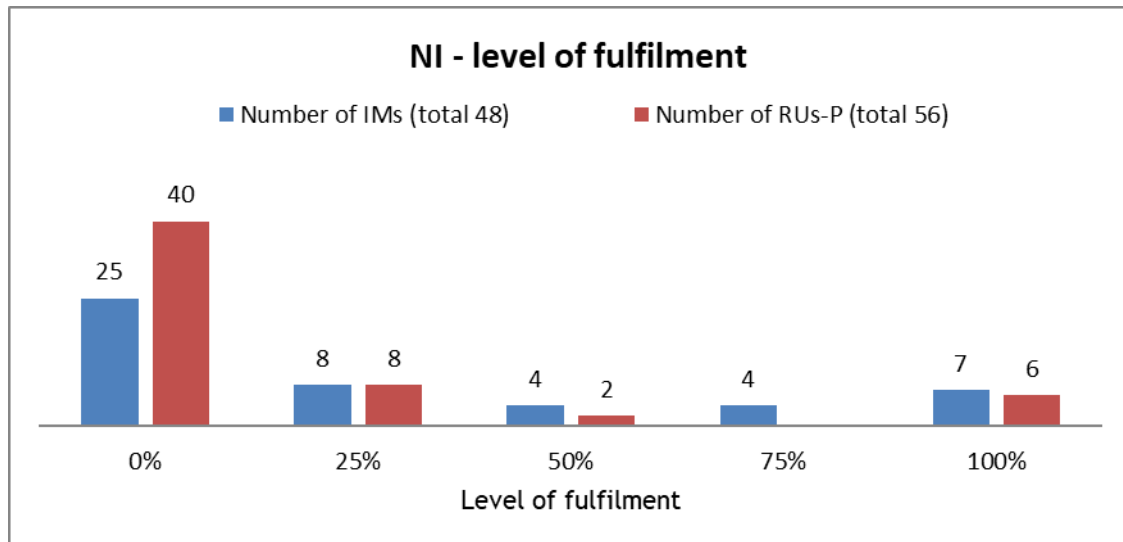


Diagram 15: New Identifiers (NI)

The number of both types of companies having introduced NIs has increased little according to diagram 15.

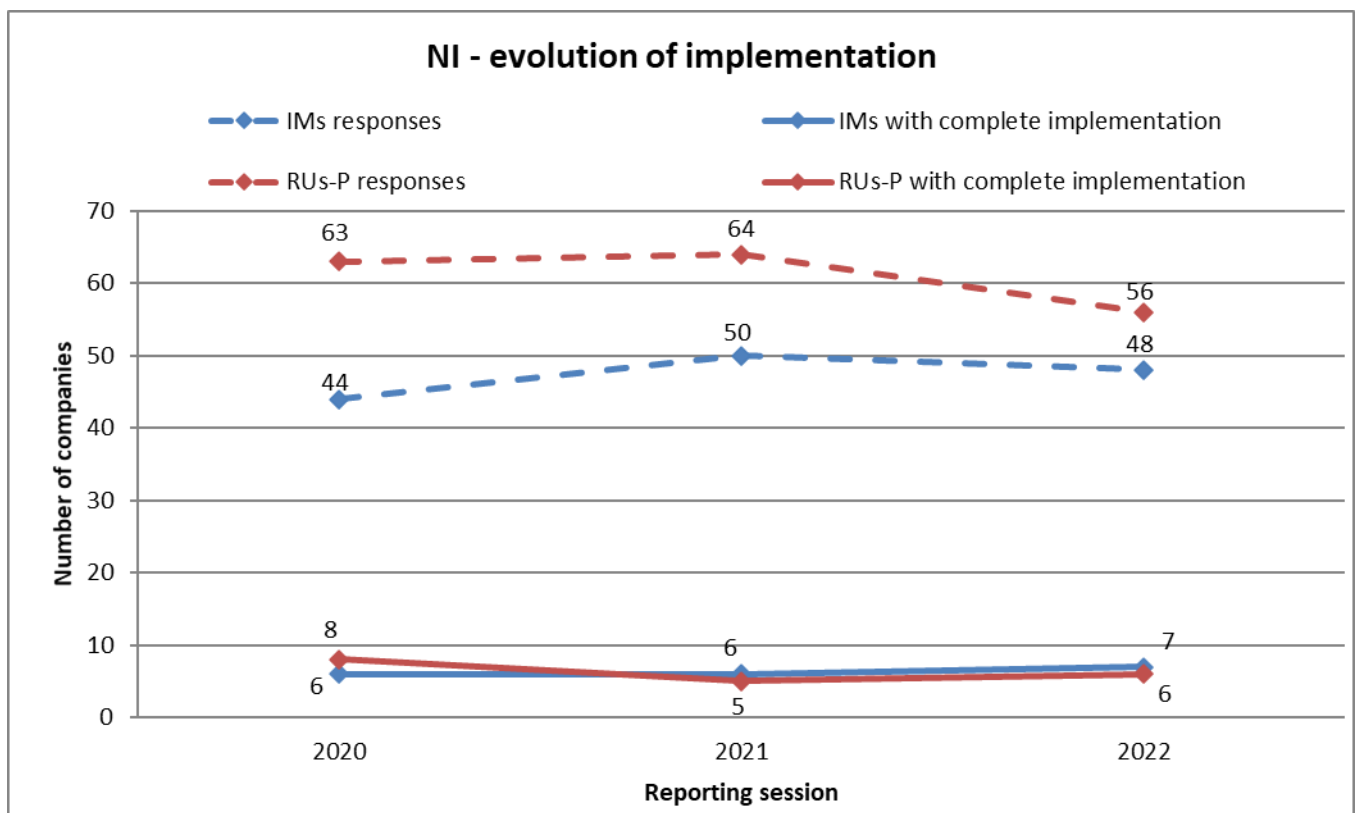


Diagram 16: Evolution of responses and implementation for New Identifiers

Path Request (IMs and RUs-P)

The Target Implementation Milestone for realisation of the Path Request (PR) according to the TAP TSI Masterplan was 2020 for IMs and 2018 for RUs-P.

The level of fulfilment of diagram 17 shows 12 IMs and 10 RUs-P with 100% implementation of the PR message.

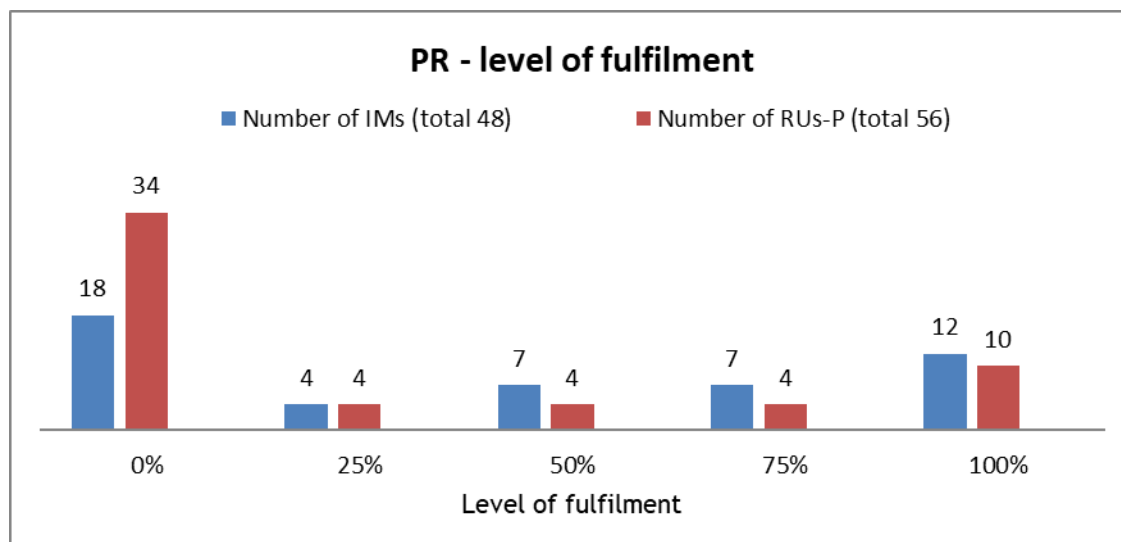


Diagram 17: Path Request (PR)

The number of IMs and RUs-P having introduced PR messages was stable or has increased according to diagram 18.

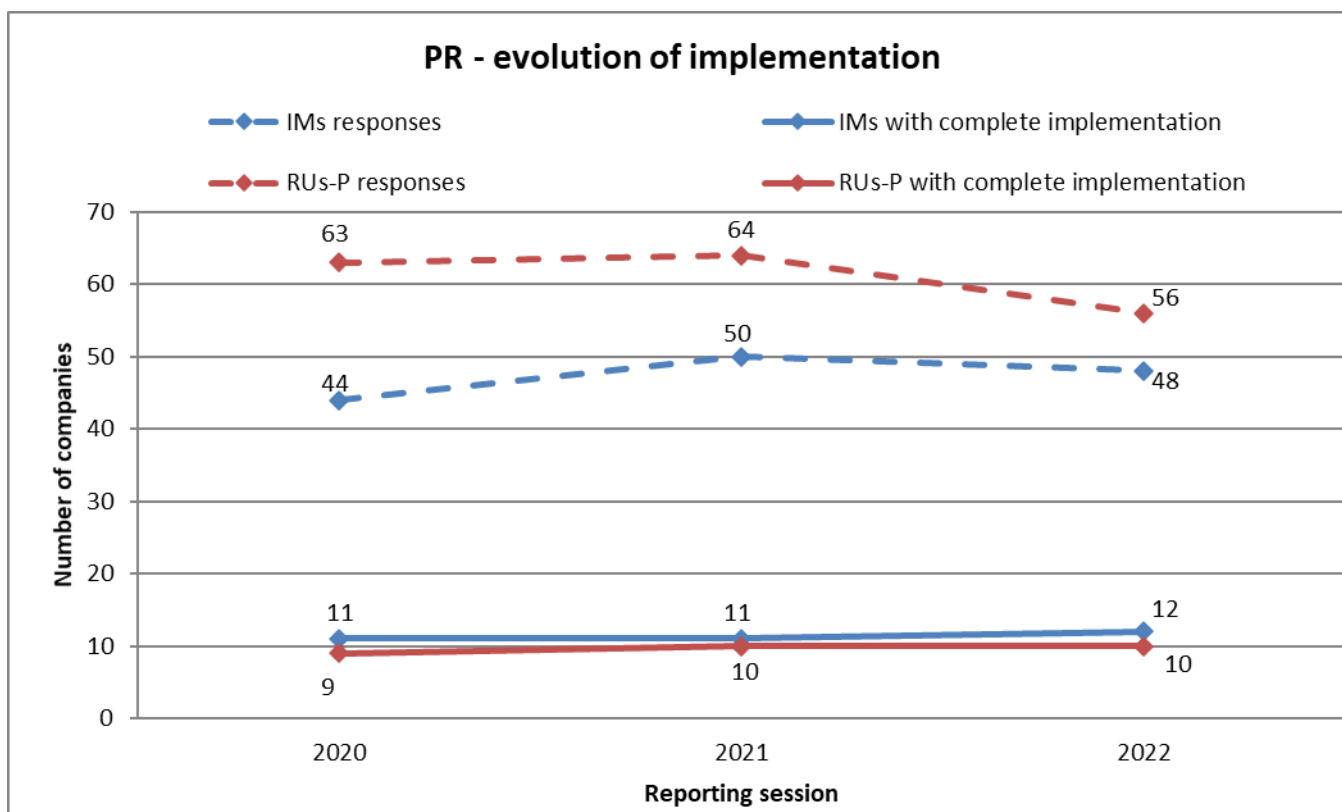


Diagram 18: Evolution of responses and implementation for Path Request

Path Details (IMs and RUs-P)

The Target Implementation Milestone for realisation of the Path Details (PD) according to the TAP TSI Masterplan was 2020 for IMs and 2018 for RUs-P.

The level of fulfilment of diagram 19 shows 15 IMs and 10 RUs-P with 100% implementation of the PD message.

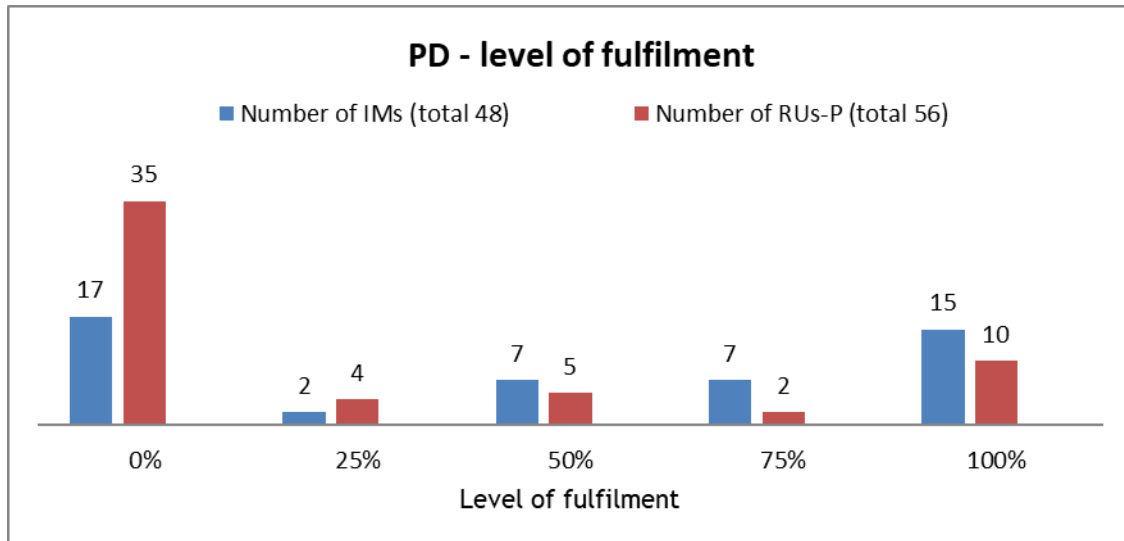


Diagram 19: Path Details (PD)

The number of IMs and RUs-P having introduced PD messages was stable or has increased according to diagram 20.

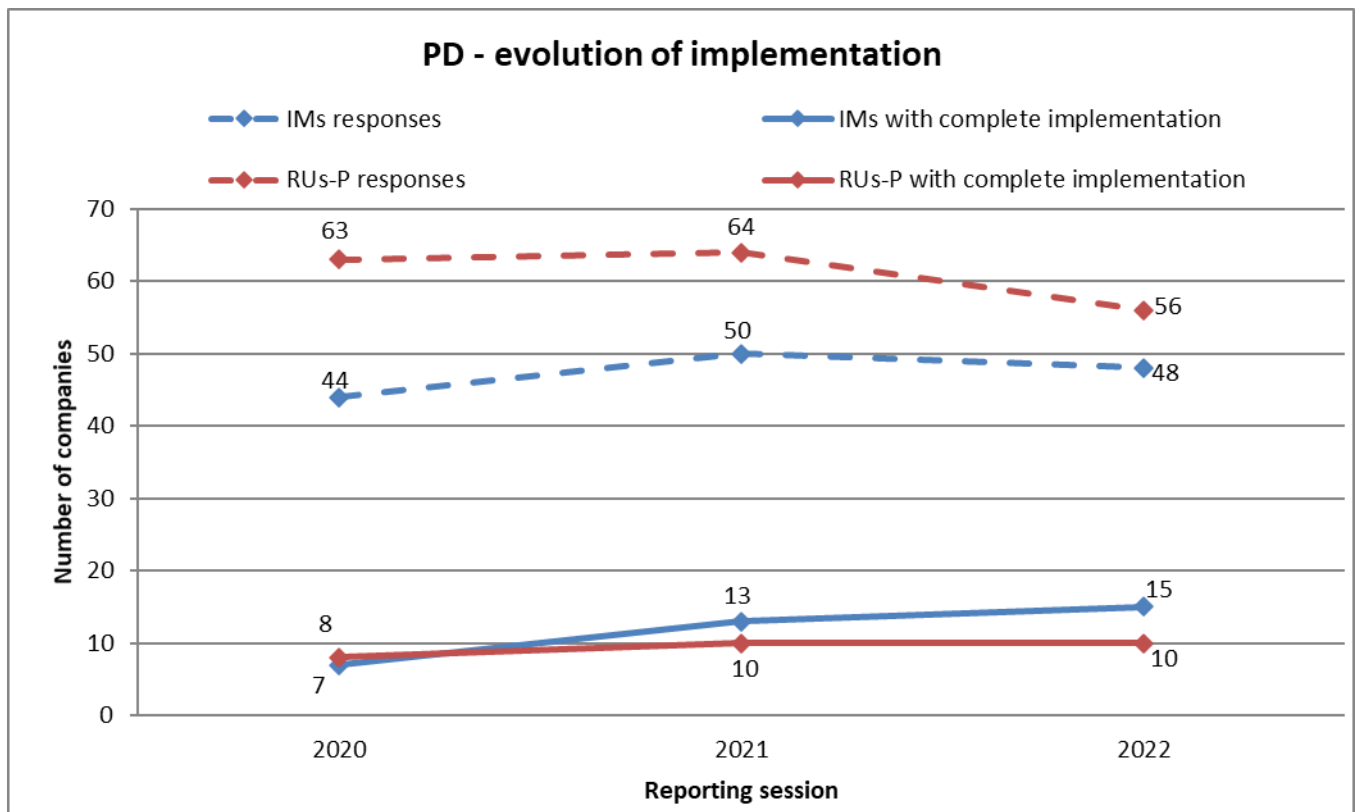


Diagram 20: Evolution of responses and implementation for Path Details

Train Ready (IMs and RUs-P)

The Target Implementation Milestone for realisation of the Train Ready Message (TR) for RUs according to the TAP TSI Masterplan was 2018.

About one third of IMs and RUs-P stated implementing the Train Ready function using the respective TAF/TAP message, which is like the previous reporting period (diagram 21). Companies using other means of implementation in accordance with the TSIs remain out of consideration.

Regardless of the different participation in the 2021 survey, the share of TAF/TAP messages for TR implementation remains quite similar.

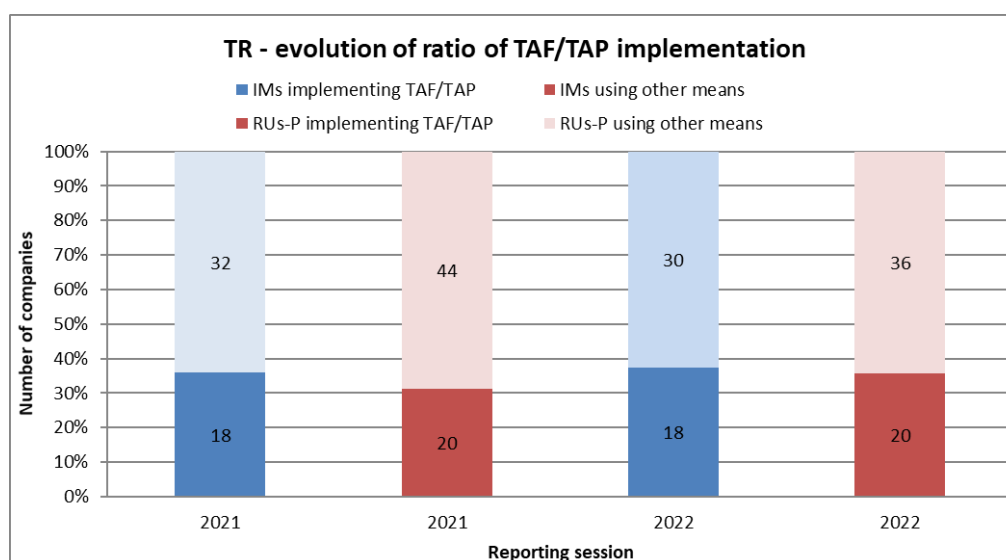


Diagram 21: Train Ready (TR)

The level of fulfilment of diagram 22 shows 7 IMs and 8 RUs-P with 100% implementation of the TR message.

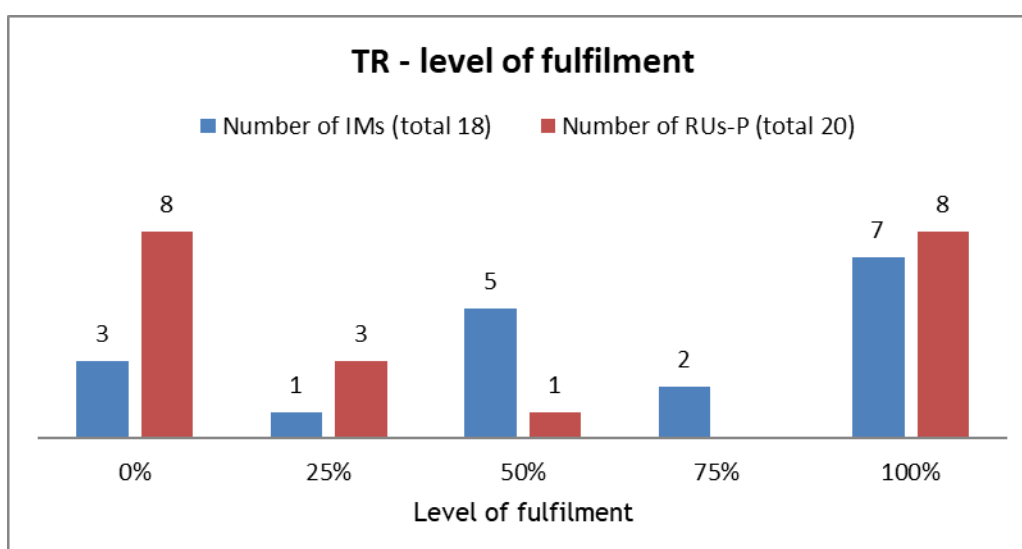


Diagram 22: Train Ready (TR)

The development of complete implementation and the number of responses per company type of the TAF/TAP message TR since 2019, when it was reported for the first time, is shown in diagram 23. There is a negative evolution of TR in production for IMs and RUs-P since the last reporting period.

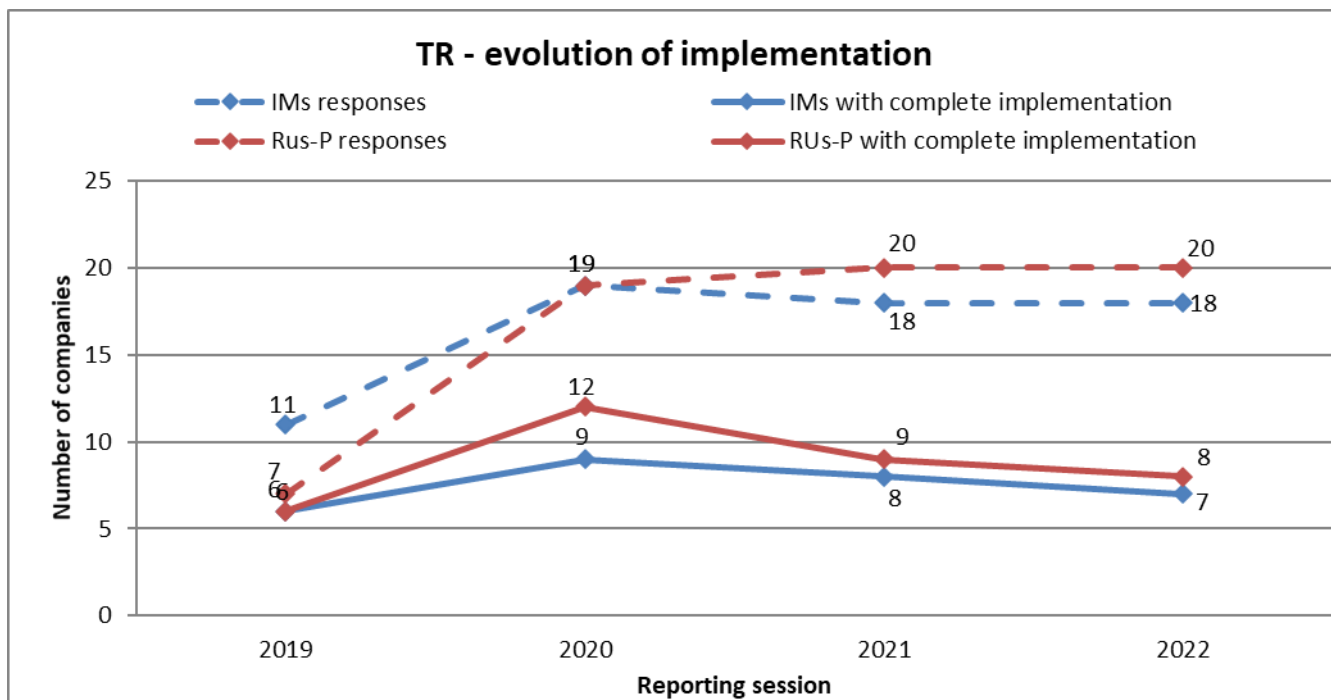


Diagram 23: Evolution of responses and implementation for Train Ready

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 2018. 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 % fulfilment. TAP messages sent or received by Common Interface are counted as 100 % fulfilment.

In total, 75 companies declared to use TIS according to their feedback to the service, out of which 29 have not yet implemented the TRI message completely.

Diagram 24 indicates 22 IMs and 11 RUs-P with 100 % level of fulfilment.

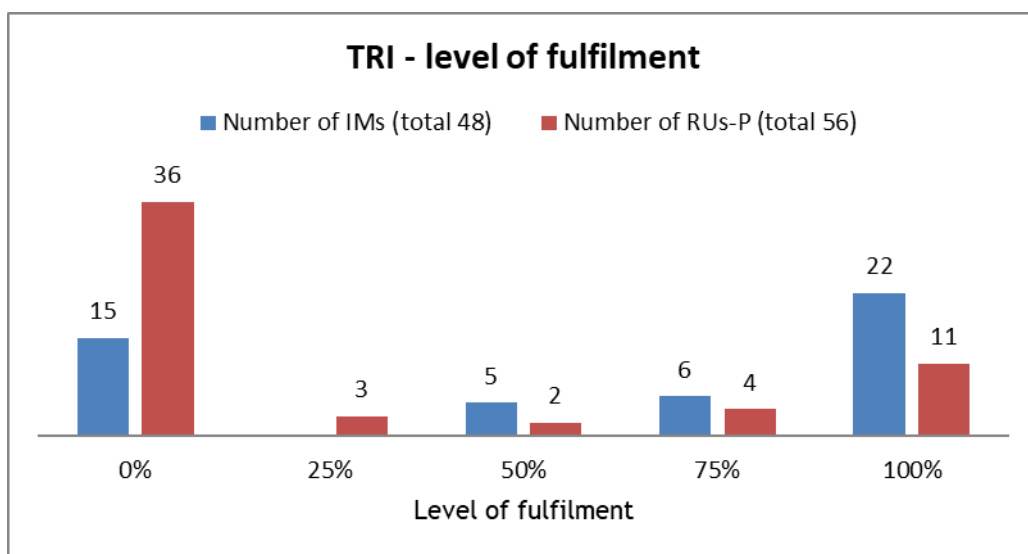


Diagram 24: Train Running Information (TRI)

Regarding diagram 25, participation and implementation for IMs as well as for RUs-P went down.

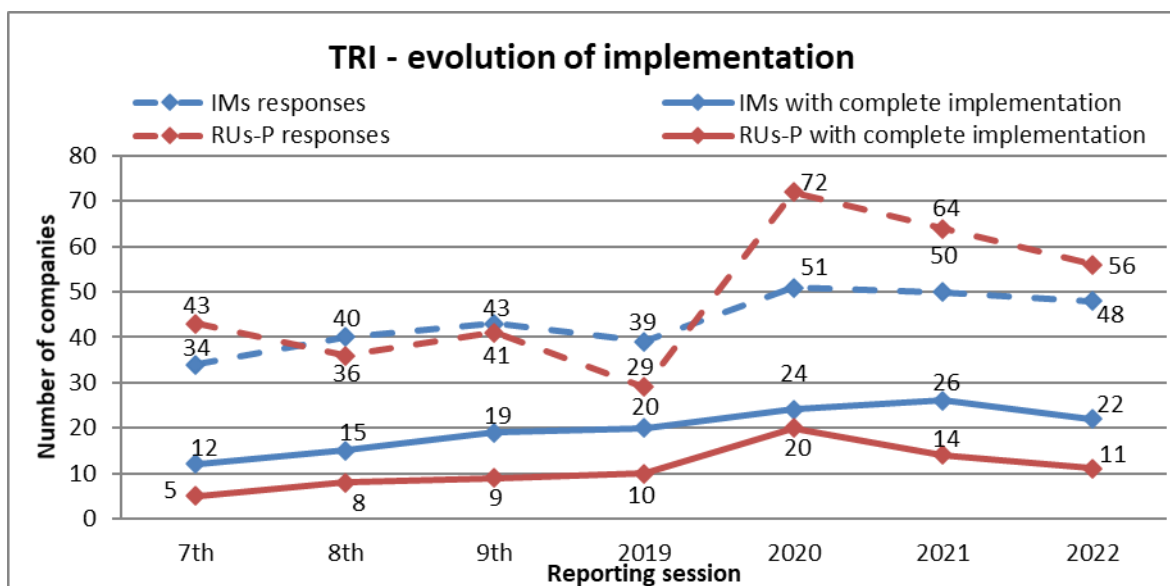


Diagram 25: Evolution of responses and implementation for Train Running Information

Train Running Interruption Message (IMs and RUs-P)

The Target Implementation Milestone for realisation of the Train Running Interruption Message (TRIM) according to the TAP TSI Masterplan was 2018.

The level of fulfilment of diagram 26 shows 13 IMs and 5 RUs-P with complete implementation of the TRIM message. However, most companies have not yet started implementation.

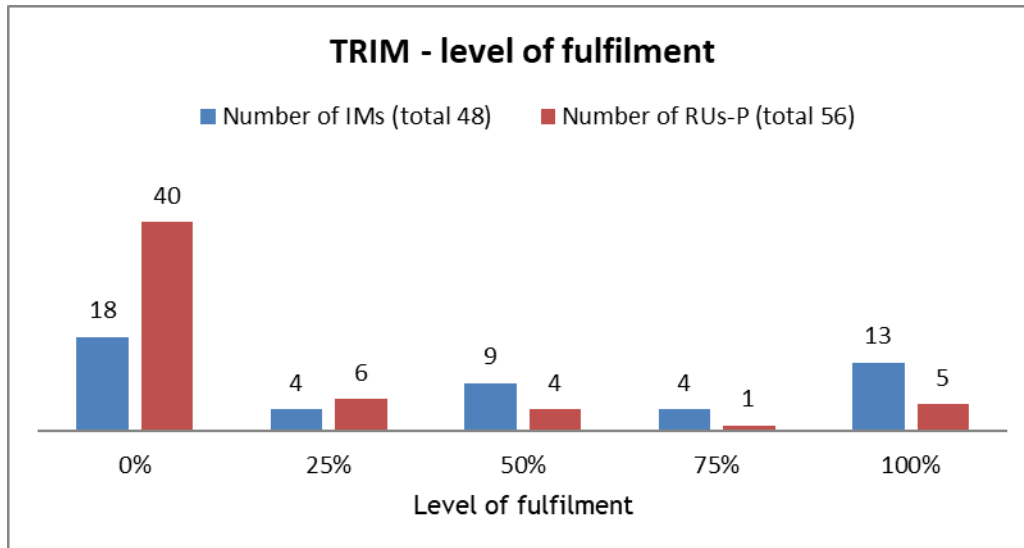


Diagram 26: Train Running Interruption Message (TRIM)

Diagram 27 indicates a negative evolution of implementation for TRIM at a relative low level compared to the number of participating companies.

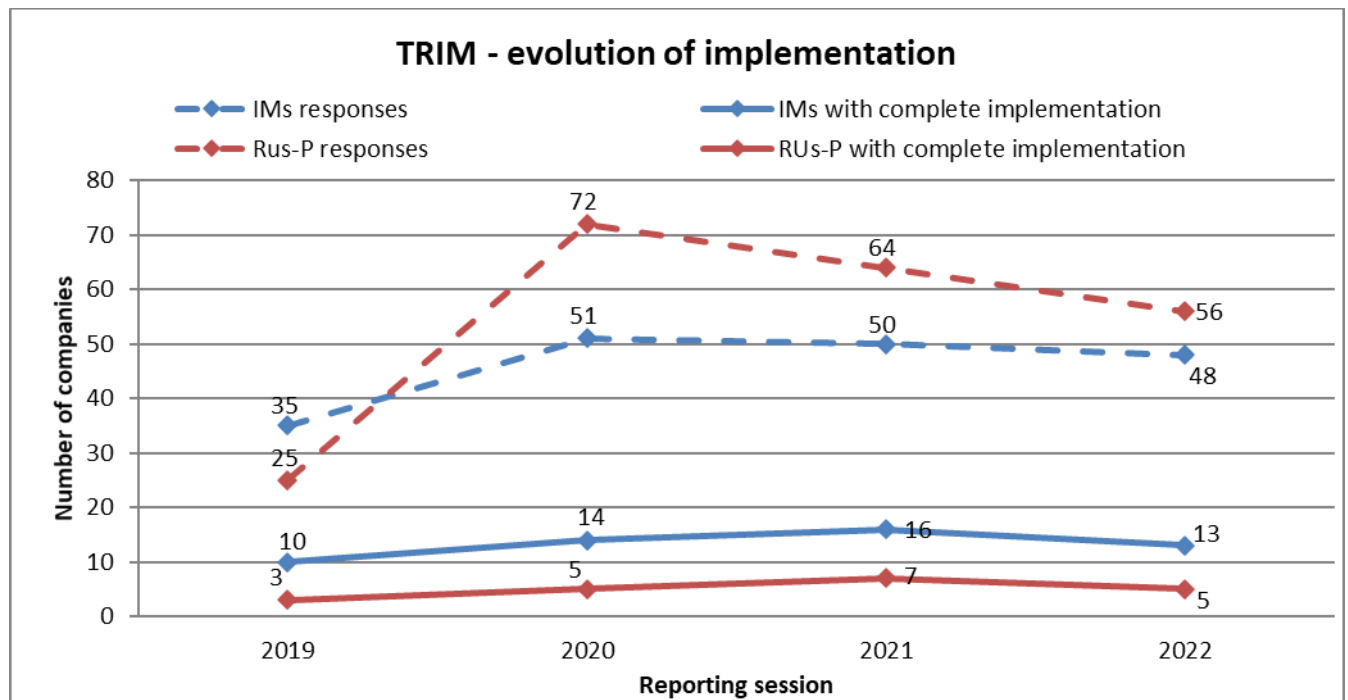


Diagram 27: Evolution of responses and implementation for Train Running Interruption Message

Train Running Forecast (IMs and RUs-P)

The Target Implementation Milestone for realisation of the Train Running Forecast (TRF) according to the TAP TSI Masterplan was 2018.

TRF is reported to be fully implemented end of 2022 by 14 IMs and 5 RUs-P.

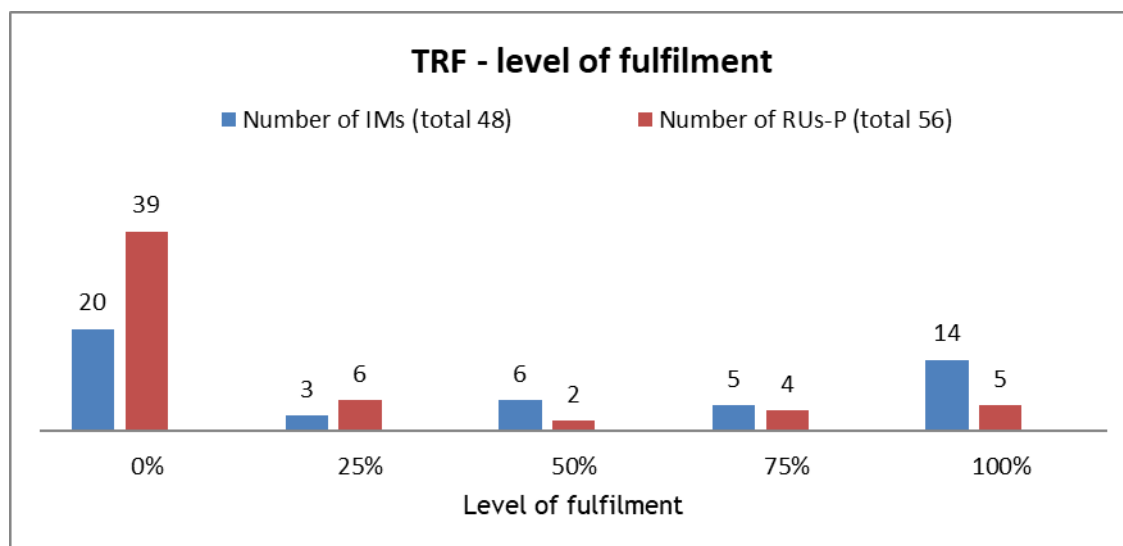


Diagram 28: Train Running Forecast (TRF)

Following a lower participation of RUs-P, complete implementation of the TRF function also shows a lower level than the previous year. Evolution of TRF for IMs shows at least a stable evolution.

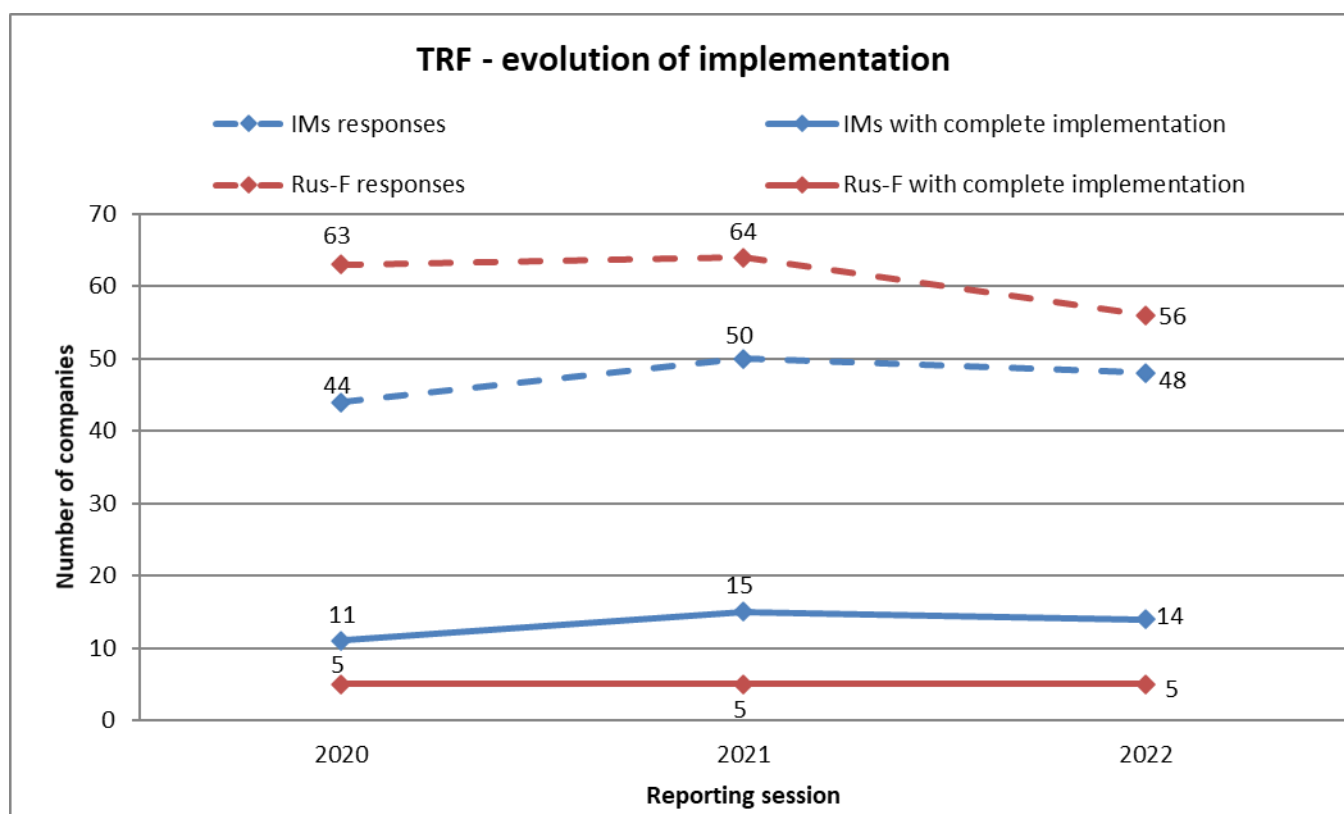


Diagram 29: Evolution of responses and implementation for Train Running Forecast

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 30 gives a summary of the total number of reasons mentioned in the questionnaire.

Compared to the previous survey, feedback regarding reasons for not implementing went down by about 13 % in total from 1537 reasons in 2021.

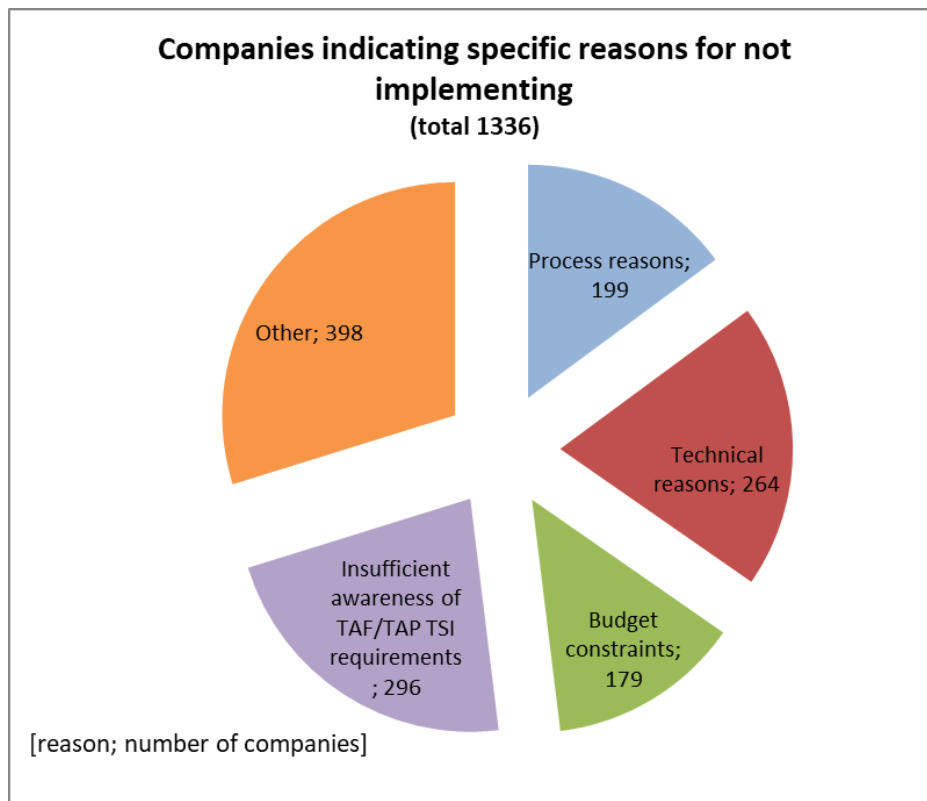


Diagram 30: Reasons for not starting implementation of TAF/TAP TSI functions

Diagram 31 shows the distribution of the responses to the various TAF/TAP functions. The number indicates how many companies have not yet started implementing this function and gave reasons for not yet doing so.

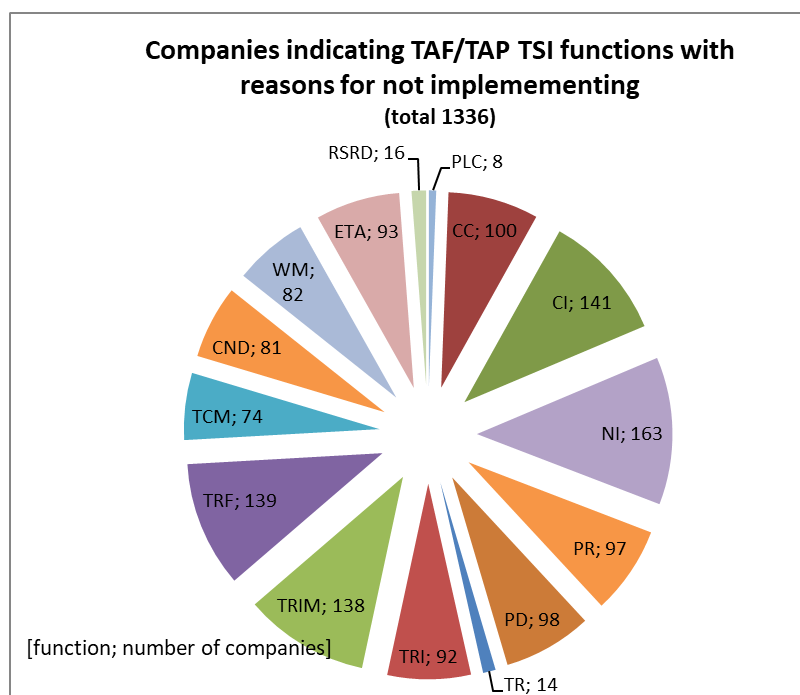


Diagram 31: TAF/TAP functions with reasons for not starting implementation

Diagram 32 gives a closer look to the development of ‘Insufficient awareness of TAF/TAP TSI requirements’ over time. The percentage given in diagram 32 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 has risen since last year to 22%. However, the absolute number of 296 companies declaring ‘Insufficient awareness of TAF/TAP TSI requirements’ is below the number of 2021. Dedicated information sessions should be initiated as a mitigation measure.

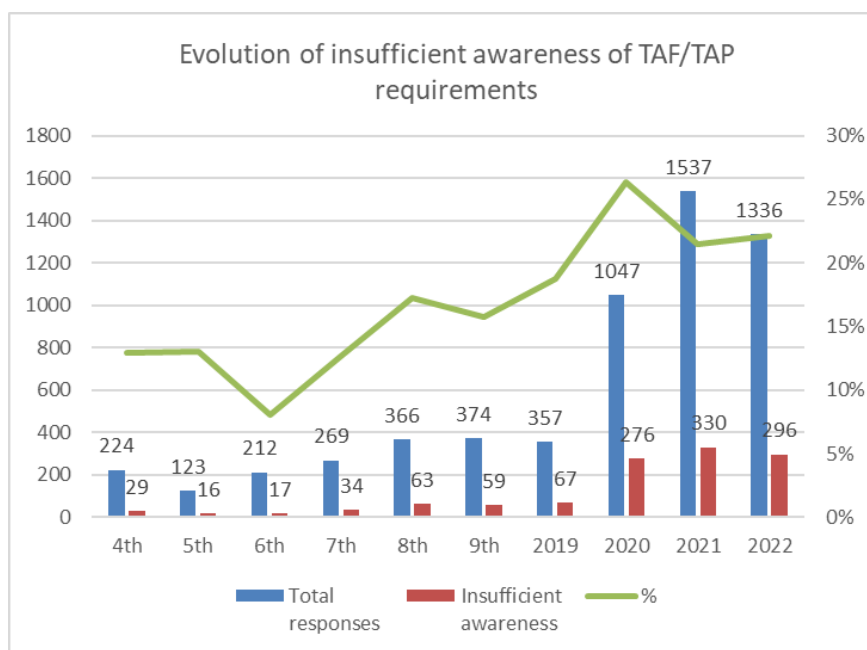


Diagram 32: Evolution of insufficient awareness of TAF/TAP requirements

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 function compared to the companies having replied to this query in %.

Diagrams 33 and 34 show the DI for planning and operation functions to be implemented by IMs. Relative to the last report, implementation of all IM planning functions show a positive trend, while most IM operational functions have developed in a negative way.

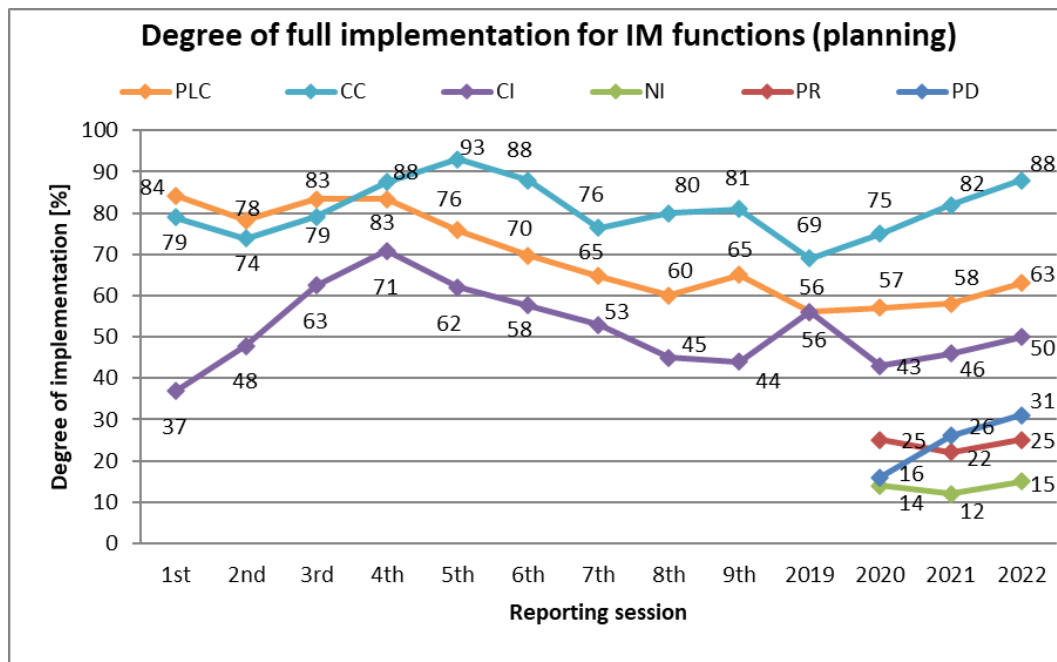


Diagram 33: Reported DI for IM functions (planning)

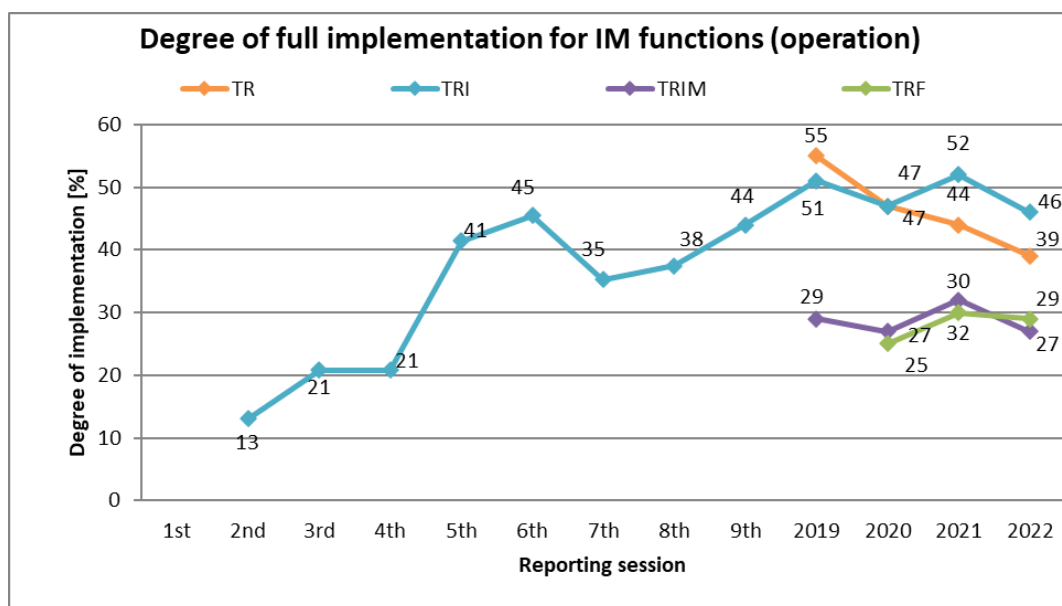


Diagram 34: Reported DI for IM functions (operation)

Diagrams 35 and 36 indicate the evolution of implementation for RUs-P functions. Generally, the proportion of RUs having finished implementation is considerably lower than for IMs.

RUs-P functions for planning and operation except for TR and TRIM show a positive development in terms of degree of full implementation.

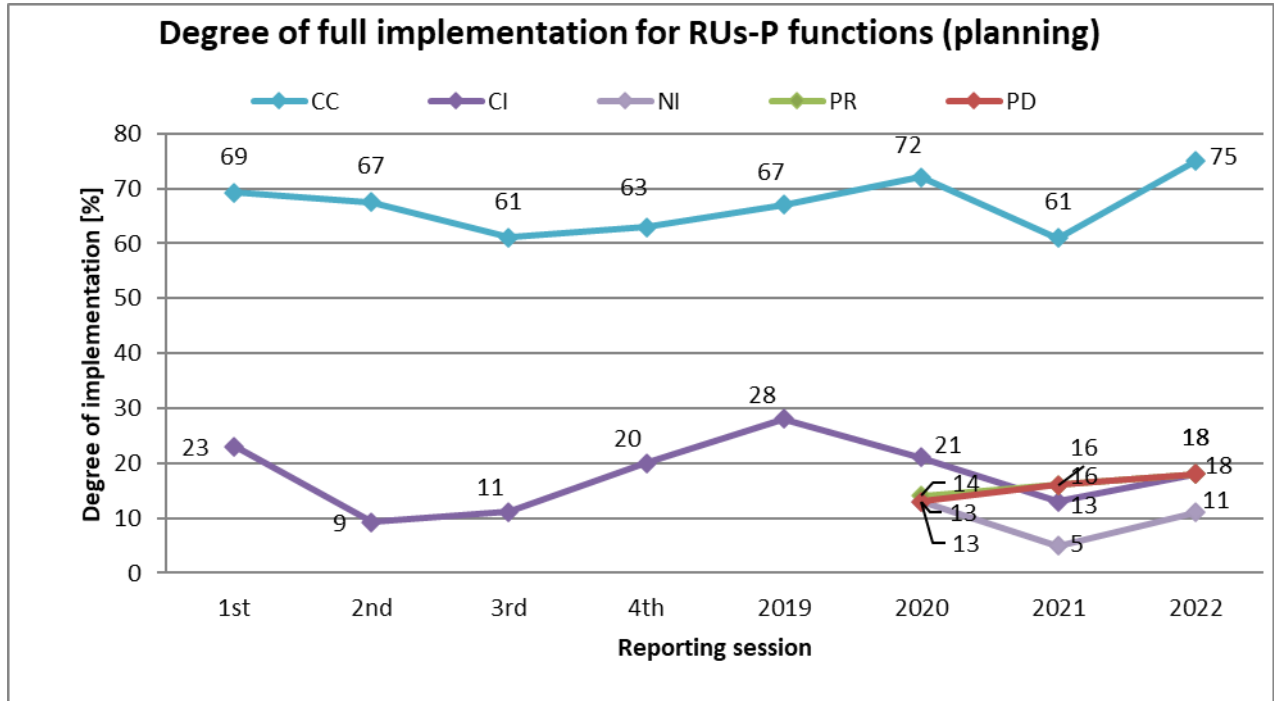


Diagram 35: Reported DI for RUs-P functions (planning)

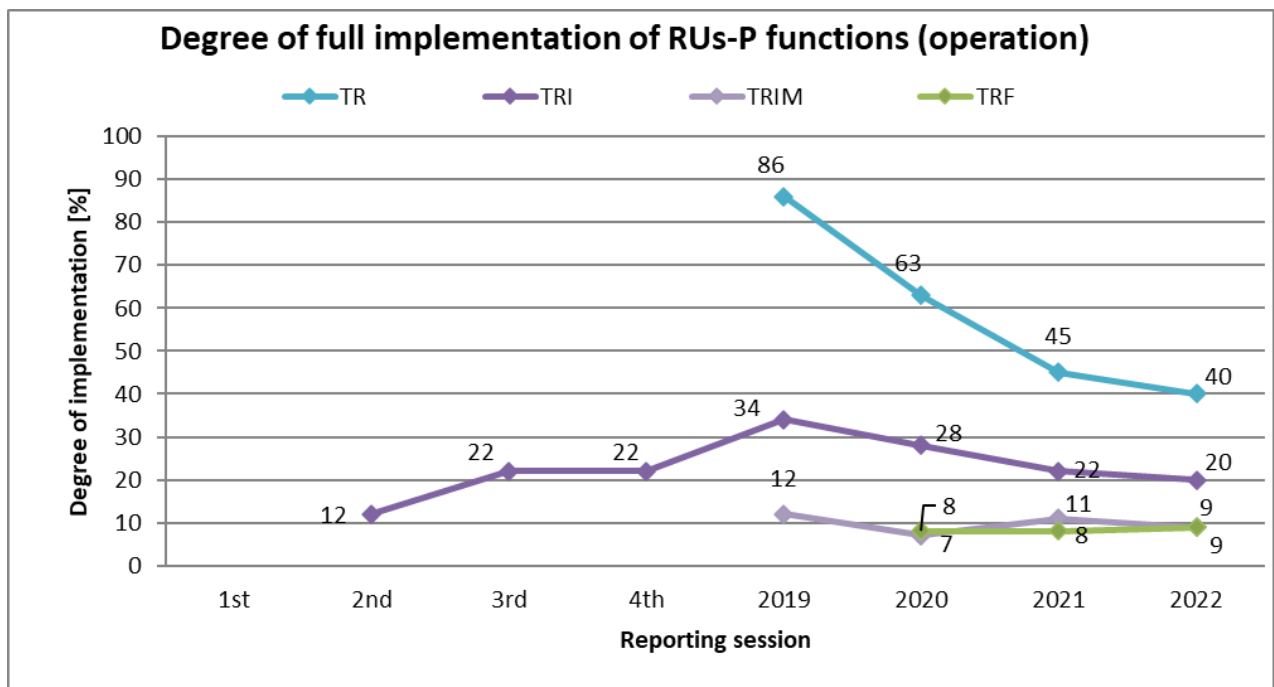


Diagram 36: Reported DI for RUs-P functions (operation)

Development of Degree of Implementation (DI) at European level since 2021 reporting session		Type of company	
		IM	RU-P
TAF/TAP TSI function	Primary Location Codes (PLC)	↗	
	Company Code (CC)	↗	↗
	Common Interface (CI)	↗	↗
	New Identifiers (NI)	↗	↗
	Path Request (PR)	↗	↗
	Path Details (PD)	↗	↗
	Train Ready (TR)	↘	↘
	Train Running Information (TRI)	↘	↘
	Train Running Interrupted Message (TRIM)	↘	↘
	Train Running Forecast (TRF)	↘	↗

Diagram 37: Summary of DI development for TAP TSI

6. IMPLEMENTATION STATUS OF IMS PER COUNTRY

This chapter gives an impression about the state of implementation of TAF/TAP functions by IMs in countries across Europe.

The IMs having the longest network have been taken as relevant for the country. For EU Member States those IMs account for at least 90 % of network share. Consequently, this dominating companies play a major role for implementing RU/IM functions in a country. Once they have decided implementing RU/IM communication via TAF/TAP messages, the respective national railway sector will follow and have to adapt.

European maps indicate the level of implementation separately for each function and the dominating IM of the respective country. Where complete implementation has not yet been reached, current planned end date is made visible by colours.

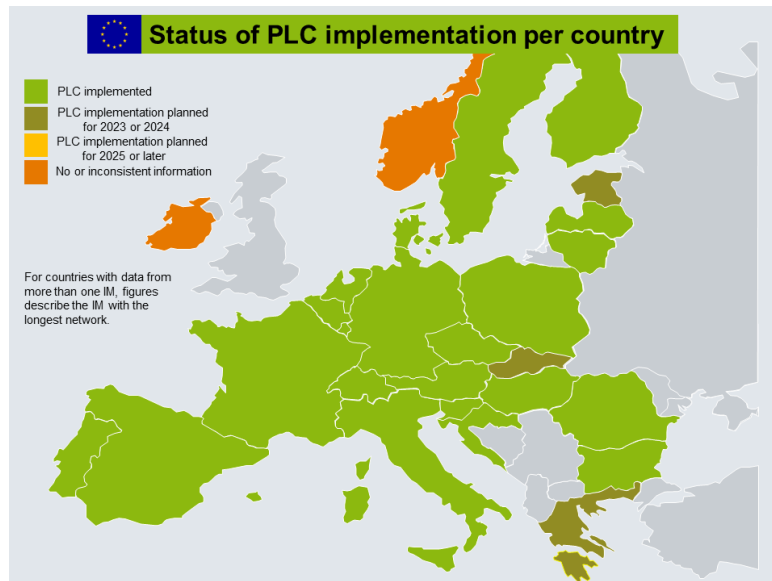


Diagram 38: Implementation of PLC of IMs across European countries

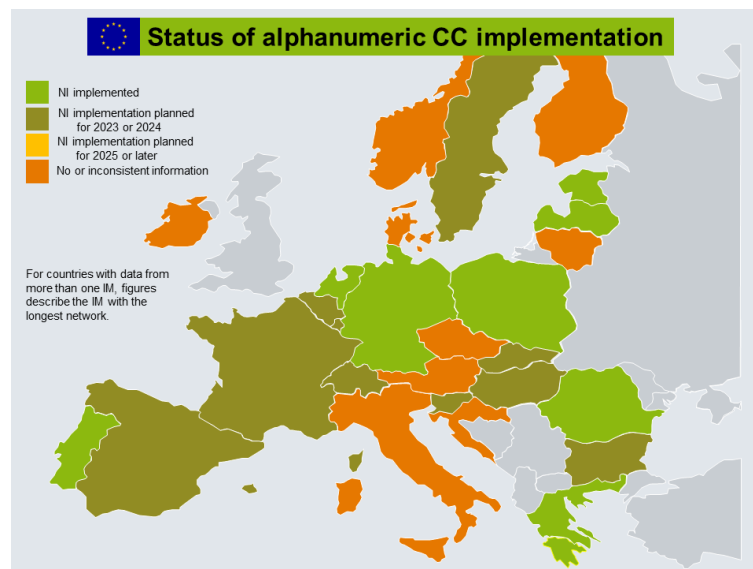


Diagram 39: Implementation of alphanumeric CC of IMs across European countries

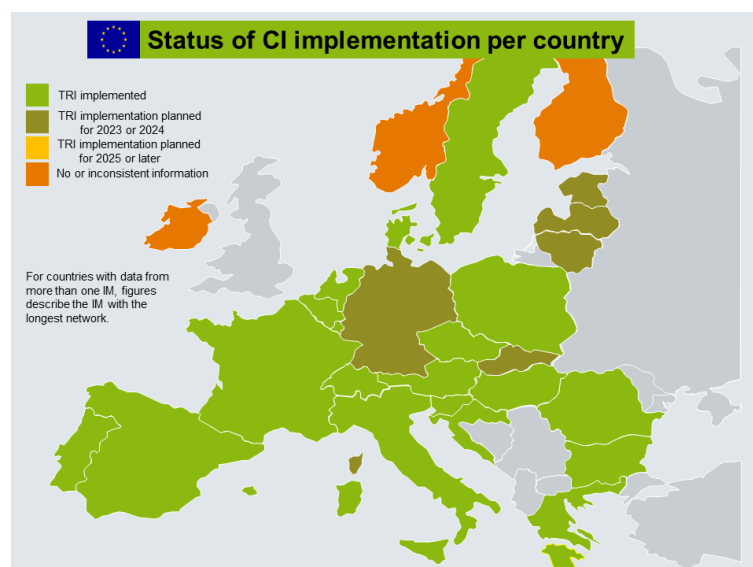


Diagram 40: Implementation of CI of IMs across European countries

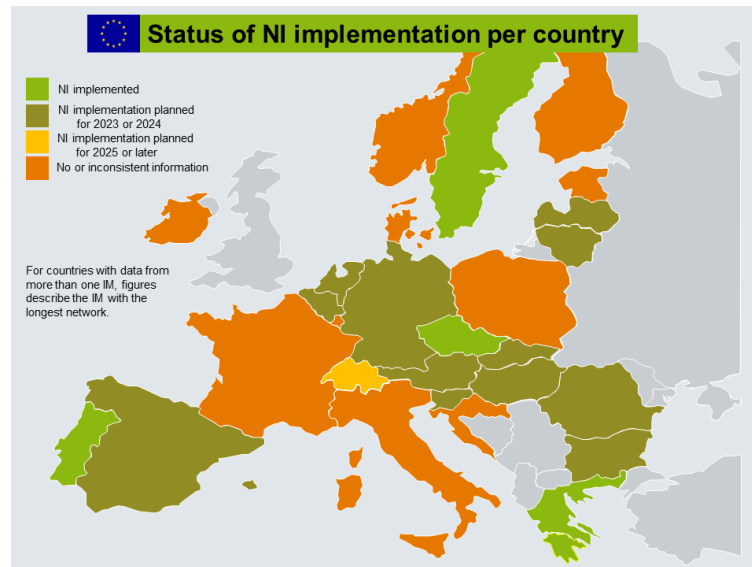


Diagram 41: Implementation of NI of IMs across European countries

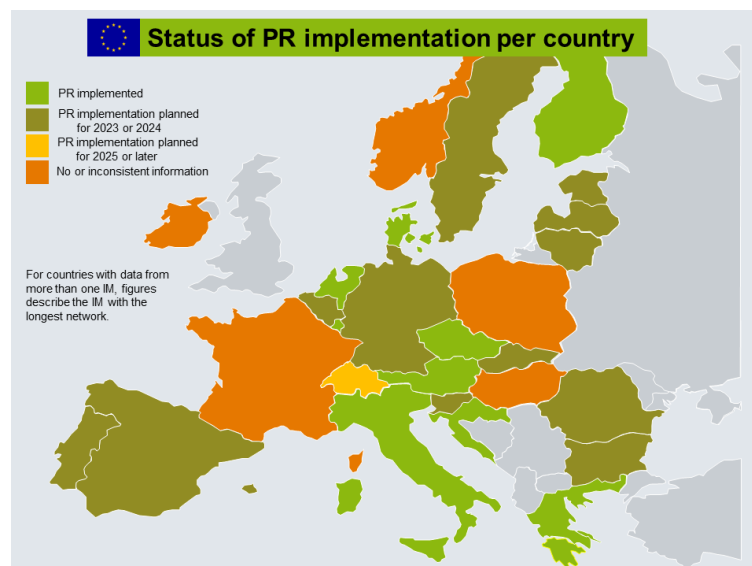


Diagram 42: Implementation of PR of IMs across European countries

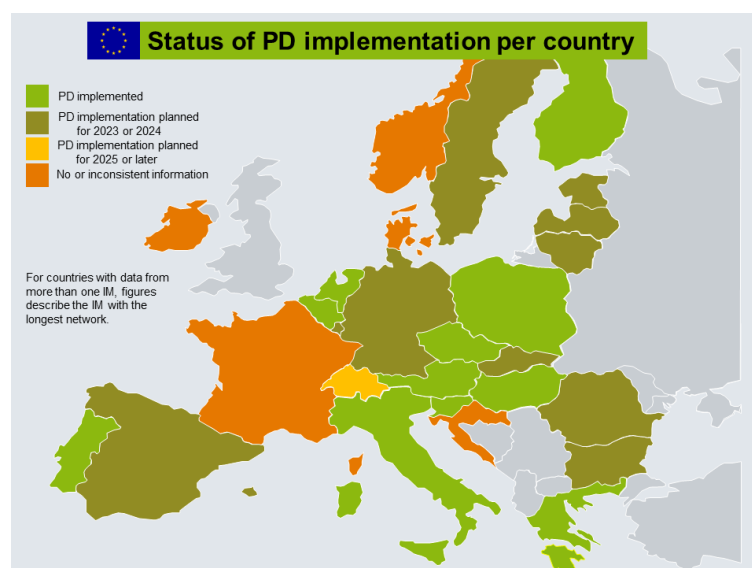


Diagram 43: Implementation of PD of IMs across European countries

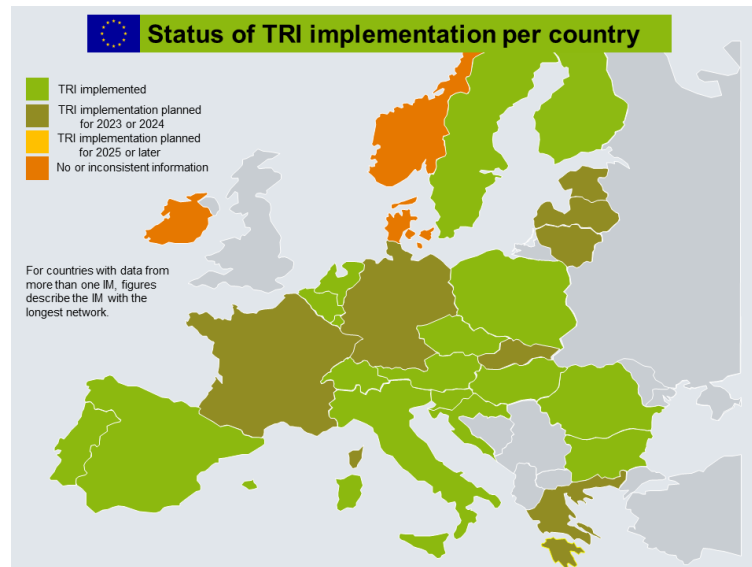


Diagram 44: Implementation of TRI of IMs across European countries

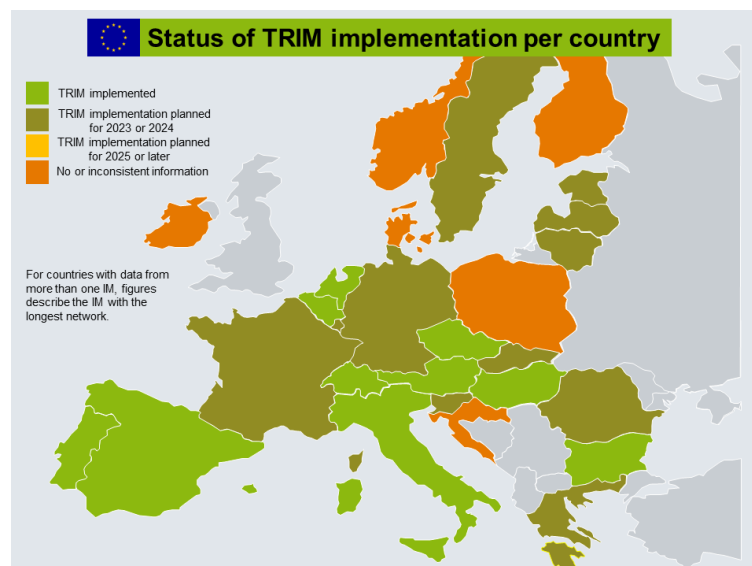


Diagram 45: Implementation of TRIM of IMs across European countries

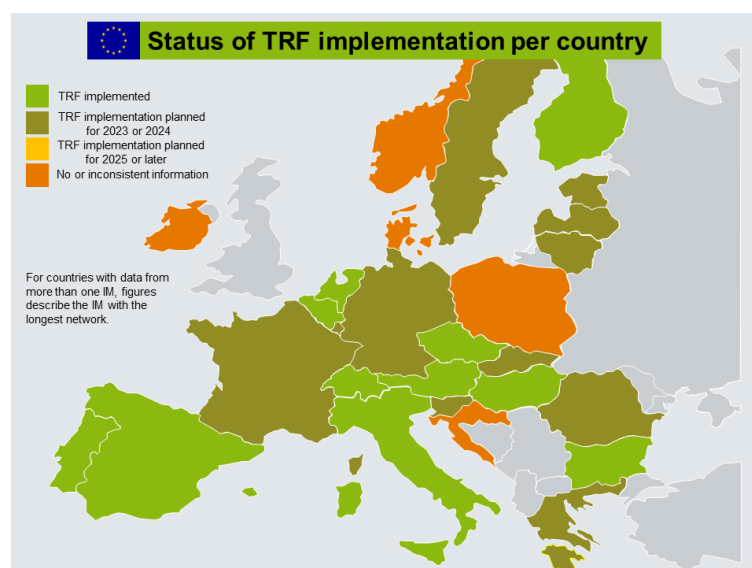


Diagram 46: Implementation of TRF of IMs across European countries

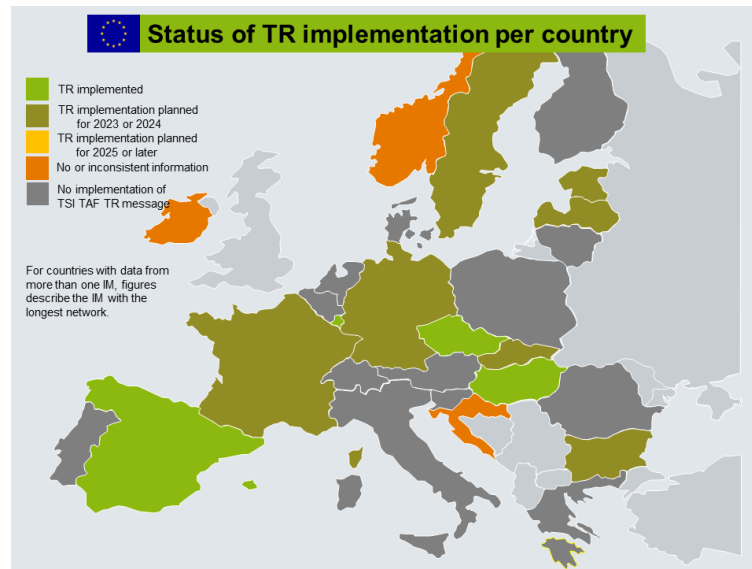


Diagram 47: Implementation of TR of IMs across European countries

7. 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 risen from 638 to 804. The summary shown in diagram 48 does not contain companies declaring not to use any tool (171 nominations).

PCS being displayed for the first time, increase of use of common sector tools relative to 2021 is at 10 %. The indicated higher use of common sector tools is based at a similar level of data basis for evaluation.

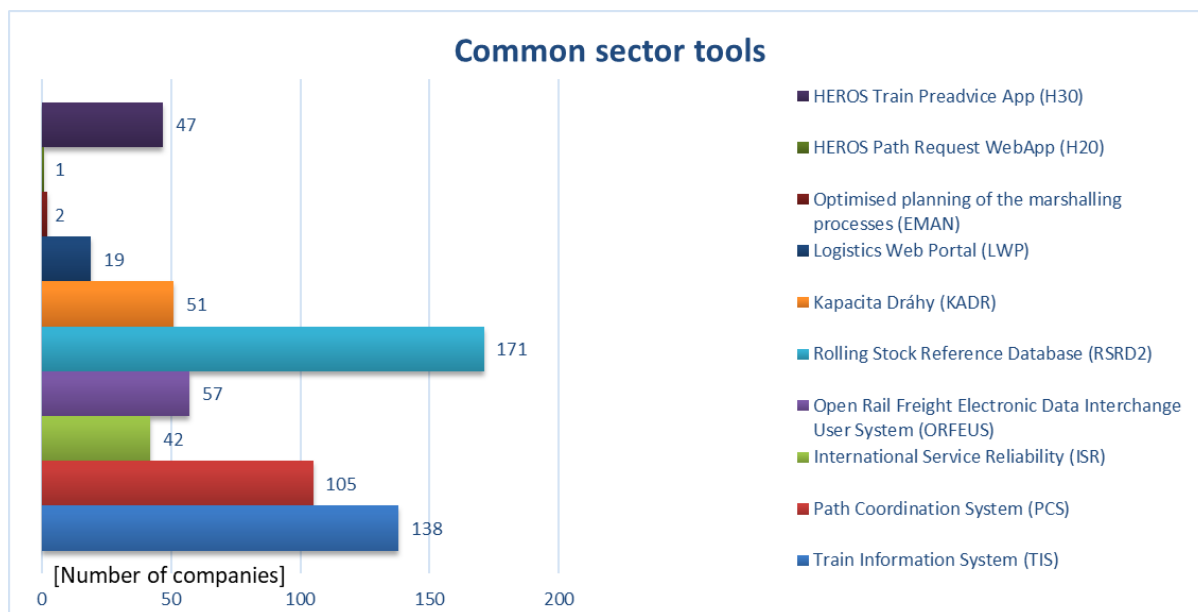


Diagram 48: Common sector tools in use

TIS and PCS are the most used Common Sector Tools for TAP TSI functions.

8. CONCLUSION AND FINDINGS

The 2022 reporting session can be described as successful with the highest number of invitations (+24) and the highest number of responses (+2). As always, the number of companies having responded to the 2022 questionnaire is significantly lower than the number of companies having been invited. The response rate of over 41 % of the current reporting session is quite a good rate regarding the high number of invitations.

There might be different reasons for this positive fact:

- Most companies can select to answer the questionnaire in their native language
- Reduction of the survey frequency to once a year
- Pandemic crisis forcing more home office
- Higher awareness of the regulation due to new EU subsidies in the CEF calls.

The inclusion of data from the previous reporting session has proved its worth to have a more complete view of the company's feedback and of the current level of implementation.

The maps showing the implementation of some functions indicate that many IM's plan the implementation of function in the next two years.

The degree of implementation (DI) as set out in diagrams 33 to 36 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.

To have a better overview for DI, functions were split in planning and operation showing now 11 functions for IM and 9 functions for RU-P.

The DI for the different TAF/TAP functions in the present report shows generally a mixed development:

- positive trends for all IM and RU-P planning functions
- negative trends for all IM operation functions
- negative trends for RUs-P operation functions, except for TRF (positive)

For some TAP TSI functions there is a strong need to precisely define the compliance with TAP TSI regulation. For example, for the NI, PR and PD functions, 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.

More common sector tools are in use and the common sector tools are used by more companies. TIS and PCS are the most used common sector tools following feedback to this survey.

Conclusion and findings for the functions where Common Tools are widely used are getting more and more difficult to accomplish, because the responses from the companies are sometimes contradictory and a deep manual verification of the responses is not possible due to lack of resources and time. Improvements in the future KPI reporting will be discussed with the responsible IT-provider.

ANNEX 1: MEMBERS OF THE IMPLEMENTATION REPORTING GROUP (IRG)

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Hendriks	Tom	NS	tom.hendriks@ns.nl
Heydenreich	Thomas	UIP	rsd@th-heydenreich.de
Maglajlic	Seid	FTE	sma@interconnective.at
Massari	Filippo	RFI	f.massari@rfi.it
Matheau	Franck	SNCF	franck.matheau@sncf.fr
Möllmann	Jan	DB AG	jan.moellmann@deutschebahn.com
		CER	
Paul	Michael	DB Systel	michael.mi.paul@deutschebahn.com
Stefanovic	Vojkan	RNE	Vojkan.stefanovic@rne.eu
Stahl	Josef	RNE	josef.stahl@rne.eu
Weber	Christian	SNCF	christian.weber@sncf.fr

ANNEX 2: RESPONSES CONTACT LIST 2022

Nr.	Member State	Type of Company	Company name	Reporting Entity
1	AT	IM	ÖBB Infrastruktur AG	
2	AT	IM, RU-P	Raab-Ödenburg-Ebenfurter Eisenbahn AG	
3	AT	RU-F	LTE Austria GmbH	LTE Logistik- und Transport- GmbH = Holding of LTE GROUP
4	AT	RU-F	LTE Logistik- und Transport- GmbH	LTE Logistik- und Transport- GmbH = Holding of LTE GROUP
5	AT	RU-F	WLC – Wiener Lokalbahnen Cargo GmbH	
6	AT	RU-F, WK	Rail Cargo Austria AG	Germany, Rail Cargo Carrier Germany, 3162
7	AT	WK	Felbermayr Transport- und Hebeteknik GmbH & Co KG	
8	AT	WK	waggon-service WSG mbH	
9	BE	IM	Infrabel	
10	BE	RU-F, WK	Lineas NV	Lineas France - France - 3220
11	BE	RU-P	THI Factory SA	
12	BE	WK	Lineas SA/NV	
13	BE	WK	Mosolf Automotive Railway GmbH	
14	BG	IM	NRIC (National Railway Infrastructure Company)	
15	BG	RU-F	BDZ TOVARNI PREVOZI EOOD	
16	BG	RU-F	Bulgarian Railway Company	
17	BG	RU-F	DB Cargo Bulgaria EOOD	
18	BG	RU-F	LTE Bulgaria EOOD	LTE Logistik- und Transport- GmbH = Holding of LTE GROUP
19	BG	RU-F	MMIRL	
20	BG	RU-F	Rail Cargo Carrier Bulgaria	
21	BG	RU-F	TRANSPORT CONSTRUCTION AND REHABILITATION EAD	
22	BG	RU-F	Булмаркет Рейл Карго ЕООД	
23	CH	IM	BLS-Netz AG	
24	CH	IM	SBB Infrastruktur	
25	CH	RU-F	BLS Cargo AG	
26	CH	RU-F	railCare AG	
27	CH	RU-F	SBB Cargo	
28	CH	RU-F	SBB Cargo International AG	SBB Cargo International
29	CH	WK	CICA SA	
30	CH	WK	DHL FoodLogistics GmbH	
31	CH	WK	Diversified Investments SA	
32	CH	WK	HASTAG (Zürich) AG	

Nr.	Member State	Type of Company	Company name	Reporting Entity
33	CH	WK	Osterwalder St. Gallen AG	
34	CH	WK	SBB Cargo AG	
35	CH	WK	TRANSWAGGON AG	
36	CH	WK	VTG Schweiz GmbH	
37	CH	WK	WASCOSA AG	
38	CZ	IM	PDV RAILWAY a.s.	
39	CZ	IM	Vítkovická doprava a.s.	
40	CZ	IM, RU-F, RU-P	KŽC Doprava, s.r.o.	
41	CZ	IM, RU-F, WK	ORLEN Unipetrol Doprava, s.r.o.	
42	CZ	RU-F	DBV-ITL, s.r.o.	
43	CZ	RU-F	Gerhát Train s.r.o.	
44	CZ	RU-F	HSL_Logistik s.r.o.	Slovakia - 3699
45	CZ	RU-F	LTE Logistik a Transport Czechia s.r.o.	
46	CZ	RU-F	LTE Logistik a Transport Czechia s.r.o.	LTE Logistik- und Transport- GmbH = Holding of LTE GROUP
47	CZ	RU-F	Rabbit Rail s.r.o.	
48	CZ	RU-F	SLEZSKOMORAVSKÁ DRÁHA a.s.	
49	CZ	RU-F	SUAS Transportation Service s.r.o.	
50	CZ	RU-F	TORAMOS s.r.o.	
51	CZ	RU-F	TSS Grade a.s., pobočka Česká republika	TSS Grade a.s. Slovenská republika
52	CZ	RU-F	WTT, s.r.o.	
53	CZ	RU-F, RU-P	CityRail, a.s.	
54	CZ	RU-F, RU-P, WK	České dráhy, a.s.	
55	CZ	RU-F, WK	AWT ROSCO a.s.	PKP CARGO INTERNATIONAL
56	CZ	RU-F, WK	ČD Cargo, a.s.	
57	CZ	RU-F, WK	PKP CARGO INTERNATIONAL a.s.	PKP CARGO INTERNATIONAL
58	CZ	RU-P	Die Länderbahn CZ s.r.o.	
59	CZ	WK	Česká republika - Správa státních hmotných rezerv	
60	CZ	WK	DIAMO, státní podnik	
61	CZ	WK	EP Cargo Invest	
62	CZ	WK	Ermewa GmbH	
63	CZ	WK	Ermewa SA	
64	CZ	WK	Felbermayr Transport- und Hebetchnik spol.s.r.o.	
65	CZ	WK	Interfracht s.r.o.	
66	CZ	WK	KOS Trading, akciová společnost	
67	CZ	WK	Lafarge Cement, a.s.	
68	CZ	WK	Liberty Ostrava a.s.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
69	CZ	WK	Lovochemie, a.s.	
70	CZ	WK	NH - TRANS, SE	
71	CZ	WK	Rail Cargo Operator - CSKD s.r.o.	
72	CZ	WK	Railco a.s.	
73	CZ	WK	RYKO PLUS spol. s r.o.	
74	CZ	WK	ŠKODA AUTO a.s.	
75	CZ	WK	Spolek pro chemickou a hutní výrobu, akciová společnost	
76	CZ	WK	V.K.S. Vagon Komerco Speed s.r.o.	
77	CZ	WK	Vápenka Čertovy schody a.s.	
78	CZ	WK	VÁPENKA VITOŠOV s.r.o.	
79	DE	IM	DB Netz AG	
80	DE	IM	Häfen und Güterverkehr Köln AG	
81	DE	IM	Stadtwerke Schweinfurt GmbH	
82	DE	IM	SWEG Schienenwege GmbH	
83	DE	IM, RU-F	Hafen Krefeld GmbH & Co. KG	
84	DE	RU-F	boxXpress.de	
85	DE	RU-F	DB Cargo AG	
86	DE	RU-F	LOCON Logistik & Consulting AG	
87	DE	RU-F	LTE Germany GmbH	LTE Logistik- und Transport- GmbH = Holding of LTE GROUP
88	DE	RU-F	SBB Cargo Deutschland GmbH	SBB Cargo International
89	DE	RU-F, WK	Rail Cargo Carrier Germany	Germany, Rail Cargo Carrier Germany, 3163
90	DE	RU-P	DB Regio AG	
91	DE	RU-P	FlixTrain GmbH	FlixBus Sverige AB, Schweden
92	DE	WK	AlzChem Trostberg GmbH	
93	DE	WK	Aretz GmbH und Co. KG	
94	DE	WK	BASF SE	
95	DE	WK	BSAS Eisenbahnverkehrs GmbH & Co.KG	
96	DE	WK	Dortmunder Eisenbahn GmbH	
97	DE	WK	ERR European Rail Rent GmbH	
98	DE	WK	Euro-Waggon GmbH	
199	DE	WK	GATX Rail Austria GmbH	
100	DE	WK	GATX Rail Germany GmbH	
101	DE	WK	ITL Eisenbahngesellschaft mbH	
102	DE	WK	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co. KG	
103	DE	WK	Logistik Service GmbH	
104	DE	WK	MFD Rail GmbH	
105	DE	WK	On Rail - Gesellschaft für Eisenbahnausrüstung und Zubehör mbH	

Nr.	Member State	Type of Company	Company name	Reporting Entity
106	DE	WK	On Rail Gesellschaft für Vermietung und Verwaltung von Eisenbahnwaggons mbH	
107	DE	WK	Petrochem Mineralöl-Handels-GmbH	
108	DE	WK	Railco a.s.	
109	DE	WK	Schienenfahrzeuge Export-Import Handelsgesellschaft mbH - SFH	
110	DE	WK	Schröder & Klaus GmbH & Co. KG	
111	DE	WK	Spedition Kübler GmbH	
112	DE	WK	TRANSWAGGON GmbH	
113	DE	WK	Tyczka Gase GmbH	
114	DE	WK	voestalpine Rail Center Königsborn GmbH	
115	DE	WK	Vossloh Rail Services Deutschland GmbH	
116	DE	WK	VTG Schweiz GmbH (ex AAE)	
117	DE	WK	WASCOSA AG Luzern	
118	DE	WK	Zürcher Bau GmbH	
119	DK	IM	Oresundsbro Konsortiet	
120	EE	IM, AB	Eesti Raudtee AS	
121	EE	RU-F	AS Operail	Operail Finland Oy 3803
122	ES	IM	ADIF	
123	ES	RU-F	CSP LOGITREN SA	
124	ES	RU-F	GO TRANSPORT SERVICIOS 2018, S.A.	
125	ES	RU-F	TRACCIÓN RAÍL, S.A.U.	
126	ES	WK	Ferrocarrils de la Generalitat de Catalunya	
127	ES	WK	Sociedad de estudios y explotacion de material auxiliar de transportes S.A.	
128	FI	IM	Finnish Traffic Infrastructure Agency	
129	FI	RU-F	Operail Finland Oy	Operail Finland Oy 3804
130	FI	RU-F, RU-P	VR-Group Plc	
131	FR	IM	SNCF Réseau	
132	FR	RU-F	Captrain France	
133	FR	RU-F	DB CARGO FRANCE	
134	FR	RU-F	Europorte	
135	FR	RU-F	FRET SNCF SAS	
136	FR	RU-F, WK	Lineas France	Lineas France - France - 3220
137	FR	RU-P	SNCF Voyageurs SA	
138	FR	RU-P	Trenitalia France	
139	FR	WK	ATIR-RAIL	
140	FR	WK	ERMEWA	
141	FR	WK	Lotras srl	
142	FR	WK	Millet SAS	
143	FR	WK	SOCOMAC	
144	FR	WK	STVA S.A.	
145	FR	WK	Transportes Ferroviarios Especiales S.A.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
146	FR	WK	VTG Rail Europe GmbH	
147	GR	IM	ΟΡΓΑΝΙΣΜΟΣ ΣΙΔΗΡΟΔΡΟΜΩΝ ΕΛΛΑΔΟΣ	
148	HR	IM	HŽ Infrastruktura d.o.o.	
149	HR	RU-F	Adria Transport Croatia, d.o.o.	
150	HR	RU-F	CER Cargo d.o.o.	Central European Railway CO - 3085
151	HR	RU-F	ENNA Transport d.o.o.	ENNA Transport SI (Slovenija 5103)
152	HR	RU-F	PRUŽNE GRAĐEVINE	
153	HR	RU-F, WK	HŽ-Cargo	
154	HR	RU-P	HŽ Putnički prijevoz d.o.o.	
155	HU	IM	GYSEV Zrt.	
156	HU	IM	MÁV Co.	
157	HU	RU-F	Central European Railway CO	Central European Railway CO - 3085
158	HU	RU-F	LTE Hungária Kft.	LTE Logistik- und Transport- GmbH = Holding of LTE GROUP
159	HU	RU-F	MMV Magyar Magánvasút Zártkörűen működő részvénytársaság	
160	HU	RU-F	PKP CARGO INTERNATIONAL HU Zrt.	
161	HU	RU-F, WK	PKP CARGO INTERNATIONAL HU Zrt	PKP CARGO INTERNATIONAL
162	HU	RU-F, WK	Rail Cargo Hungaria Zrt.	
163	HU	RU-P	MÁV-START Zrt.	
164	HU	WK	Felbermayr Immo Sp.z.o.o.	
165	HU	WK	GYSEV Cargo Zrt	
166	HU	WK	TOUAX Rail Ltd.	
167	IT	IM	EAV srl	
168	IT	IM	Ferrottramviaria SpA - Divisione Infrastruttura	
169	IT	IM	Ferrovie del Gargano Gestore Infrastruttura	
170	IT	IM	Ferrovie Emilia Romagna S.r.l.	
171	IT	IM	FERROVIENORD S.p.A.	
172	IT	IM	Infrastrutture Venete	
173	IT	IM	La Ferroviaria Italiana S.p.A.	
174	IT	IM	Rete Ferroviaria Italiana S.p.A.	
175	IT	RU-F	Adriafer srl	
176	IT	RU-F	BLS Cargo Italia S.r.l.	
177	IT	RU-F	DB CARGO ITALIA SRL	
178	IT	RU-F	EVM Rail Srl	
179	IT	RU-F	FuoriMuro Impresa Ferroviaria S.r.L.	
180	IT	RU-F	GTS Rail Spa	
181	IT	RU-F	Hupac SpA	
182	IT	RU-F	INRAIL SPA	
183	IT	RU-F	Interporto Servizi Cargo SpA	

Nr.	Member State	Type of Company	Company name	Reporting Entity
184	IT	RU-F	LTE Italia S.r.l.	LTE Logistik- und Transport- GmbH = Holding of LTE GROUP
185	IT	RU-F	Oceanogate Italia SpA	
186	IT	RU-F	Sangritana SpA	
187	IT	RU-F	SBB Cargo Italia Srl	SBB Cargo International
188	IT	RU-F	TX Logistik Transalpine GmbH - Sede secondaria italiana	
189	IT	RU-F, RU-P	Rail Cargo Carrier Italy	
190	IT	RU-F, RU-P	Trasporto Ferroviario Toscano S.p.A.	
191	IT	RU-F, WK	Mercitalia Rail	
192	IT	RU-P	Busitalia Sita Nord S.r.l.	
193	IT	RU-P	Ferrovie del Gargano srl	
194	IT	RU-P	Grandi Treni Espressi SpA	
195	IT	RU-P	Italo Spa	
196	IT	RU-P	SAD - Trasporto Locale SpA	
197	IT	RU-P	Trenitalia S.p.A.	
198	IT	RU-P	Trenitalia Tper S.c.a.r.l.	
199	IT	RU-P	TRENORD SRL	
200	IT	WK	Giovanni Ambrosetti Auto Logistica S.p.A	
201	IT	WK	LOTRAS	
202	IT	WK	Mercitalia Intermodal Spa	
203	IT	WK	SITFA SpA	
204	IT	WK	Vrail s.r.l.	
205	LU	AB	Administration des chemins de fer	
206	LU	IM	Société Nationale des Chemins de Fer Luxembourgeois (IM)	
207	LU	RU-F	CFL cargo SA	
208	LU	RU-P	Société Nationale des Chemins de Fer Luxembourgeois (SNCFL)	
209	LV	IM	VAS Latvijas dzelzceļš (LDz)	
210	NL	IM	ProRail	
211	NL	RU-F	LTE Netherlands BV	LTE Logistik- und Transport- GmbH = Holding of LTE GROUP
212	NL	RU-F	SBB Cargo Deutschland GmbH	SBB Cargo International
213	NL	RU-F	Shunter Tractie	
214	NL	RU-F	VolkerRail Materieel & Logistiek bv	
215	NL	RU-F, RU-P	Railexperts BV	
216	NL	RU-F, WK	Rail2U	Lineas France - France - 3220
217	NL	RU-F, WK	VTR Rail	Lineas France - France - 3220

Nr.	Member State	Type of Company	Company name	Reporting Entity
218	NL	RU-P	Arriva Netherlands	
219	NL	WK	Eiffage Infra-Rail GmbH	
220	NL	WK	Ministerie van Defensie Koninklijke Landmacht Materieellogistiek Commando Land Afdeling Logistiek	
221	NL	WK	RailRelease B.V.	
222	PL	IM	PKP POLSKIE LINIE KOLEJOWE S.A.	
223	PL	IM, RU-P	PKP Szybka Kolej Miejska w Trójmieście Sp. z o. o.	
224	PL	RU-F	Barter S.A.	
225	PL	RU-F	CD Cargo Poland	
226	PL	RU-F	CIECH Cargo SP.z o.o.	
227	PL	RU-F	CL Cargo Logistics Sp. z o.o.	
228	PL	RU-F	CTL Logistics Sp. z o.o.	
229	PL	RU-F	Eurasian Railway Carrier Sp. z o.o.	
230	PL	RU-F	Freightliner PL Sp. z o.o.	
231	PL	RU-F	IGL Sp. z o.o. Sp.k.	
232	PL	RU-F	Inter Cargo Sp. z o.o.	
233	PL	RU-F	IRT Sp. zo.o.	
234	PL	RU-F	LOTOS Kolej Sp. z o.o.	
235	PL	RU-F	LTE Polska Spółka z o.o.	LTE Logistik- und Transport- GmbH = Holding of LTE GROUP
236	PL	RU-F	METRANS Rail sp. z o.o.	
237	PL	RU-F	OWLP	
238	PL	RU-F	PBS TRANSKOL	
239	PL	RU-F	PCC Intermodal S.A.	
240	PL	RU-F	PKP Energetyka S.A.	
241	PL	RU-F	Poland	
242	PL	RU-F	POZ BRUK Sp. z o.o.	
243	PL	RU-F	PROTOR Spółka z ograniczoną odpowiedzialnością Spółka komandytowa	
244	PL	RU-F	PUK Kolprem	
245	PL	RU-F	Rail Cargo Carrier - Poland Sp. z o.o.	
246	PL	RU-F	Rail Force One Poland Sp. z o.o.	
247	PL	RU-F	RailTrans Poland sp. z o.o. sp.k.	
248	PL	RU-F	T&C Sp. z o.o.	
249	PL	RU-F	TKP SILESIA Sp. Z O.O. Sp. K.	
250	PL	RU-F	Track Tec Logistics sp. z o.o.	
251	PL	RU-F	Track Tec Rail sp. z o.o.	
252	PL	RU-F	Trainspeed Sp. z o.o.	
253	PL	RU-F, RU-P	CARGO Master Sp. z o.o.	
254	PL	RU-F, RU-P	NKN Usługi Kolejowe Sp. z o.o.	
255	PL	RU-F, WK	CEMET S.A.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
256	PL	RU-F, WK	DB Cargo Polska S.A	
257	PL	RU-F, WK	DB Cargo Spedkol Spółka z ograniczoną odpowiedzialnością	
258	PL	RU-F, WK	Dolnośląskie Przedsiębiorstwo Napraw Infrastruktury Komunikacyjnej "DOLKOM" Sp. z o. o.	
259	PL	RU-F, WK	Ecco Rail Sp. z o.o.	
260	PL	RU-F, WK	Grupa Azoty "KOLTAR" Sp. z o.o.	
261	PL	RU-F, WK	JSW Logistics Spółka z ograniczoną odpowiedzialnością	
262	PL	RU-F, WK	Kopalnia Piasku Kotłarnia S.A.	
263	PL	RU-F, WK	Lubelski Węgiel BOGDANKA S.A	
264	PL	RU-F, WK	Moris Sp. z o.o.	
265	PL	RU-F, WK	ORLEN KoTrans S.A.	
266	PL	RU-F, WK	Pomorskie Przedsiębiorstwo Mechaniczno - Torowe sp. z o.o.	
267	PL	RU-F, WK	Przedsiębiorstwo Napraw i Utrzymania Infrastruktury Kolejowej w Krakowie Sp. z o.o.	
268	PL	RU-F, WK	Rail Polska Sp. z o.o.	
269	PL	RU-F, WK	TORPOL S.A.	
270	PL	RU-F, WK	Zakład Robót Komunikacyjnych - DOM w Poznaniu sp. z o.o.	
271	PL	RU-F, WK	ZUE S.A.	
272	PL	RU-P	"Koleje Małopolskie" sp. z o.o.	
273	PL	RU-P	"Koleje Mazowieckie - KM" sp. z o.o.	
274	PL	RU-P	Koleje Śląskie sp. z o.o.	
275	PL	RU-P	Łódzka Kolej Aglomeracyjna Sp. z o.o.	
276	PL	WK	GATX Rail Poland Sp. z o.o.	
277	PL	WK	Lotos Kolej Sp. z o.o.	
278	PL	WK	Tankwagon Sp. z o. o.	
279	PT	IM	Infraestruturas de Portugal	
280	PT	RU-P	CP - Comboios de Portugal EPE	
281	PT	RU-P	FERTAGUS, S.A.	
282	PT	WK	ADP Fertilizantes, S.A.	
283	PT	WK	CIMPOR – SERVIÇOS, S.A.	
284	PT	WK	Takargo, Transporte de Mercadorias, S.A.	
285	RO	IM	CFR	
286	RO	RU-F	LTE-RAIL ROMANIA S.R.L.	LTE Logistik- und Transport- GmbH = Holding of LTE GROUP
287	RO	RU-P	SC INTERREGIONAL CALATORI SRL	
288	RS	RU-F	ENNA Transport Bgd	ENNA Transport SI (Slovenija 5103)

Nr.	Member State	Type of Company	Company name	Reporting Entity
289	RS	WK	ARS Altmann AG	
290	SE	IM	Trafikverket	
291	SE	RU-F	Svensk Tagkraft AB	
292	SE	RU-F, WK	Green Cargo	
293	SE	RU-P	FlixBus Sverige AB	FlixBus Sverige AB, Sweden
294	SE	RU-P	SJ AB	
295	SE	WK	Stena Recycling AB	
296	SE	WK	TRANSWAGGON AB	
297	SI	IM	SŽ Infrastruktura, d.o.o.	
298	SI	RU-F	ENNA Transport SI d.o.o.	ENNA Transport SI (Slovenija 5103)
299	SI	RU-F	SŽ Tovorni promet d.o.o.	
300	SK	IM	Slovak Railways/Železnice Slovenskej republiky	
301	SK	RU-F	CENTRAL RAILWAYS, a.s.	
302	SK	RU-F	CER Slovakia a.s.	Central European Railway CO - 3085
303	SK	RU-F	DMG, s.r.o.	
304	SK	RU-F	HSL_Logistik s.r.o.	Slovakia - 3699
305	SK	RU-F	I.G.Rail, s.r.o.	
306	SK	RU-F	LOKORAIL, a.s.	
307	SK	RU-F	LTE Logistik a Transport Slovakia s.r.o.	
308	SK	RU-F	LTE Logistik a Transport Slovakia s.r.o.	LTE Logistik- und Transport- GmbH = Holding of LTE GROUP
309	SK	RU-F	Rail Cargo Carrier Slovakia s.r.o.	
310	SK	RU-F	Rail Support, s.r.o.	
311	SK	RU-F	Railtrans International, a.s.	HU, CZ, AT, DE - RTI, 3281
312	SK	RU-F	Retrack Slovakia s.r.o	
313	SK	RU-F	TSS Grade a.s. Slovenská republika	TSS Grade a.s. Slovenská republika
314	SK	RU-F	U.S.Steel Košice s.r.o	
315	SK	RU-F	Železničné stavby a.s. Košice	
316	SK	RU-F, WK	Hornonitrianske Bane zamestnanecká, akciová spoločnosť	
317	SK	RU-F, WK	PKP CARGO INTERNATIONAL SK a.s.	PKP CARGO INTERNATIONAL SK a.s.,
318	SK	RU-F, WK	Železničná spoločnosť Cargo Slovakia, a. s.	
319	SK	WK	Adria kombi d.o.o.	
320	SK	WK	Cargo Wagon, a.s.	
321	SK	WK	Duslo, a.s.	
322	SK	WK	EEWS, spol. s r. o.	
323	SK	WK	Felbermayr Slovakia s.r.o.	
324	SK	WK	Railtrans Wagon, s.r.o	
325	TR	WK	TRANSWAGGON Vagon Isletmeleri Ltd. Sti.	

ANNEX 3: RESPONSES CONTACT LIST 2021

Nr.	Member State	Type of Company	Company name	Reporting Entity
1	BE	RU-F	DB Cargo Belgium bv	
2	BE	RU-F	Railtraxx NV	
3	BG	RU-F	"Порт Рейл" ЕООД	
4	BG	RU-F	Express Service OOD	
5	BG	RU-F	PORTRAIL EOOD	
6	CH	RU-F	Widmer Rail Services AG	
7	CZ	AB	Správa železnic, státní organizace	
8	CZ	IM	Správa železnic, státní organizace	
9	CZ	RU-F	DB Cargo Czechia s.r.o.	
10	CZ	RU-F	EUROVIA CS, a.s.	
11	CZ	RU-F	GJW Praha spol. s r.o.	
12	CZ	RU-F	HROCHOSTROJ a.s.	
13	CZ	RU-F	LokoTrain s.r.o.	
14	CZ	RU-F	Prvá Slovenská železničná, akciová spoločnosť	Prvá Slovenská železničná, akciová spoločnosť branch office RO, HU, CZ
15	CZ	RU-F	Sokolovská uhelná, právní nástupce, a.s.	
16	CZ	RU-F	SUAS Transportation s.r.o.	
17	CZ	RU-F	Vítkovická doprava a.s.	
18	CZ	RU-P	Leo Express	
19	CZ	WK	EP Cargo Invest	
20	CZ	WK	HROCHOSTROJ a.s.	
21	CZ	WK	Prvá Slovenská železničná, akciová spoločnosť	Prvá Slovenská železničná, akciová spoločnosť branch office RO, HU, CZ
22	CZ	WK	ZX-Benet CZ s.r.o.	
23	DE	RU-F	Bentheimer Eisenbahn AG	
24	DE	RU-F	SGL Schienen Güter Logistik	
25	DE	RU-F	SWEG Südwestdeutsche Landesverkehrs-GmbH	
26	DE	RU-P	agilis Eisenbahngesellschaft mbH & Co. KG (BeNEX GmbH)	
27	DE	RU-P	Albtal-Verkehrs-Gesellschaft mbH	
28	DE	RU-P	Bentheimer Eisenbahn AG	
29	DE	RU-P	cantus Verkehrsgesellschaft mbH (BeNEX GmbH)	
30	DE	RU-P	DB Fernverkehr AG	
31	DE	RU-P	metronom Eisenbahngesellschaft mbH (BeNEX GmbH)	
32	DE	RU-P	NBE nordbahn Eisenbahngesellschaft mbH & Co. KG (BeNEX GmbH)	

Nr.	Member State	Type of Company	Company name	Reporting Entity
33	DE	RU-P	ODEG Ostdeutschen Eisenbahn GmbH (BeNEX GmbH)	
34	DE	RU-P	SWEG Südwestdeutsche Landesverkehrs-GmbH	
35	DE	WK	On Rail - Gesellschaft für Eisenbahnausrüstung und Zubehör mbH	
36	DK	IM	Banedanmark	
37	ES	RU-F	Ferrovial Railway	
38	ES	RU-F	Renfe Mercancías S.A.U.	
39	ES	RU-F	Renfe Mercancías SLE	
40	ES	RU-F	Transfesa Logistics S.A.	
41	FR	RU-F	SAS OFP Sud-Ouest	
42	HR	RU-F	LOG RAIL d.o.o.	
43	HR	RU-F	Rail&Sea d.o.o.	
44	HU	AB	VPE Vasúti Kapacitás-elosztó Kft.	
45	HU	RU-F	MÁV FKG Felépítménykarbantartó és Gépjavító Korlátolt Felelősségű Társaság	
46	HU	RU-F	Prvá Slovenská železničná, akciová spoločnosť	Prvá Slovenská železničná, akciová spoločnosť branch office RO, HU, CZ
47	HU	WK	Prvá Slovenská železničná, akciová spoločnosť	Prvá Slovenská železničná, akciová spoločnosť branch office RO, HU, CZ
48	IT	IM	GTT SPA	
49	IT	RU-F	Mercitalia Shunting & Terminal S.r.l.	
50	IT	RU-P	Busitalia Sita Nord S.r.l.	
51	IT	RU-P	Ferrovie del gargano srl	
52	IT	RU-P	GTT SPA	
53	IT	RU-P	Mercitalia Shunting & Terminal S.r.l.	
54	IT	RU-P	Sistemi Territoriali Spa	
55	IT	WK	Ambrogio Trasporti	
56	IT	WK	CEPRINI COSTRUZIONI S.R.L.	
57	IT	WK	FER RENT S.r.l.	
58	IT	WK	GCF Generale Costruzioni Ferroviarie SpA	
59	LT	IM	JSC "Lithuanian Railways"	
60	LT	RU-F	JSC "Lithuanian Railways"	
61	LT	RU-P	JSC "Lithuanian Railways"	
62	LT	WK	JSC "Lithuanian Railways"	
63	LU	RU-F	SIBELIT	
64	LV	RU-F	SIA LDZ Cargo (LDZ Cargo)	
65	LV	WK	SIA LDZ Cargo (LDZ Cargo)	
66	NL	RU-F	DB Cargo Nederland N.V.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
67	PL	RU-F	B.R.S. sp. z o.o.	
68	PL	RU-F	CEMET S.A.	
69	PL	RU-F	CIECH Cargo	
70	PL	RU-F	Eurasian Railway Carrier Sp. z o.o.	
71	PL	RU-F	FDM REW Damian Żur	
72	PL	RU-F	HSL Polska	
73	PL	RU-F	IRT Sp. zo.o.	
74	PL	RU-F	JSW Logistics Spółka z ograniczoną odpowiedzialnością	
75	PL	RU-F	Kolej Bałtycka S.A.	
76	PL	RU-F	LokoTrain s.r.o. Sp. z o.o. Oddział w Polsce	
77	PL	RU-F	Lubelski Węgiel "BOGDANKA" S.	
78	PL	RU-F	NKN Usługi Kolejowe Sp. z o.o.	
79	PL	RU-F	Railpolonia sp. z o.o.	
80	PL	RU-F	RuG Polska Sp. z o.o.	
81	PL	RU-F	Transchem Sp. z o.o.	
82	PL	RU-F	WISKOL 1 Sp. z o.o.	
83	PL	RU-P	B.R.S. sp. z o.o.	
84	PL	RU-P	NKN Usługi Kolejowe Sp. z o.o.	
85	PL	WK	CEMET S.A.	
86	PL	WK	JSW Logistics Spółka z ograniczoną odpowiedzialnością	
87	PL	WK	Lubelski Węgiel "BOGDANKA" S.	
88	PL	WK	Transchem Sp. z o.o.	
89	PT	RU-F	Medway - Operador Ferroviário e Logístico de Mercadorias, SA	
90	PT	RU-F	Takargo	
91	PT	WK	Medway - Operador Ferroviário e Logístico de Mercadorias, SA	
92	RO	RU-F	DB Cargo Romania	
93	RO	RU-F	Prvá Slovenská železničná, akciová spoločnosť	Prvá Slovenská železničná, akciová spoločnosť branch office RO, HU, CZ
94	RO	WK	Prvá Slovenská železničná, akciová spoločnosť	Prvá Slovenská železničná, akciová spoločnosť branch office RO, HU, CZ
95	SE	IM	Inlandsbanan AB	
96	SE	RU-F	CFL cargo Sverige AB	
97	SI	IM	ORLEN Unipetrol Doprava, s.r.o.	Slovensko, 3115, ORLEN Unipetrol Doprava, s.r.o.

Nr.	Member State	Type of Company	Company name	Reporting Entity
98	SI	RU-F	ORLEN Unipetrol Doprava, s.r.o.	Slovensko, 3115, ORLEN Unipetrol Doprava, s.r.o.
99	SK	RU-F	Bulk Transshipment Slovakia, a.s.	
100	SK	RU-F	Prvá Slovenská železničná, akciová spoločnosť	Prvá Slovenská železničná, akciová spoločnosť branch office RO, HU, CZ
101	SK	RU-F	SK - H Trans, s.r.o.	
102	SK	RU-F	SLOV-VAGON, a.s.	
103	SK	WK	BUDAMAR LOGISTICS, a.s.	
104	SK	WK	Prvá Slovenská železničná, akciová spoločnosť	Prvá Slovenská železničná, akciová spoločnosť branch office RO, HU, CZ
105	SK	WK	SLOV-VAGON, a.s.	
106	UK	RU-F	DB Cargo UK	

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/>