

# The TAF/TAP perspective of a Freight Railway Undertaking

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# Content



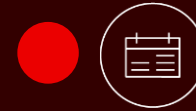
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SBB Cargo  
International



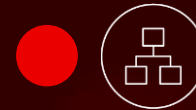
## Facts & Figures



Year of Foundation:  
2010



Headquarters:  
Olten, Switzerland



Subsidiaries:

- SBB Cargo Deutschland GmbH
- SBB Cargo Italia S.r.l.
- SBB Cargo Nederland BV
- RT&S Lokführerakademie





# Facts & Figures

Employees:  
**1'100**



Locomotives:  
**127**



Turnover 2022:  
**CHF 289 Mio.**



Trains/Week:  
**700**





# Facts & Figures



Market Share  
Transit Switzerland:  
**ca. 38.1%**



Licenses  
**NL, D, CH, I**



accredited according to:  
**ISO 9001:2015**



transnational  
**Safety Management System**



TAF Experience



# Successful implementations

## Train-Running-Information

- Implementation in 2012
- One of the first users of RNE TIS interface
- Adapted/Extended for use with DB Netz
- In between high dependency on these information

## Train-Composition-Message

- Technical implementation in 2019
- First use with RNE in 2021
- Adapted/Extended for use with DB Netz and ProRail





# Successful implementations

## Common Reference Database

- In use since 2014
- We trust the data provided

## GCU Broker (TAF TSI related)

- Implementation in 2020
- One single source for available wagon data
- Standardized communication with wagon keepers



# Success Factors

# Secrets of success of existing implementations



- Employees with deep business knowledge
- Clear and easy processes
- Quick business use
- Cross-border usability
- Simple standardized message exchange
- Implementation in only one software for entire production-planning and operations





# Obstacles



# Hindering causes for further implementation

- High complexity due to dependencies in message exchange
- Divergent implementation plans and status of IMs
- Different TAF TSI versions
- Variations in implementation
- Parallel initiatives within the sector for similar topics for RU - Customer communication with unclear perspective on which will be relevant and compatible in the future
- Unbalanced ratio between investment and benefits. - A unique interface for all countries provides the highest benefit.

## *Check list:*

- Employees with deep business knowledge
- Clear and easy processes
- Quick business use
- Cross-border useability
- Simple standardized message exchange
- Implementation in only one software for entire production planning and operations

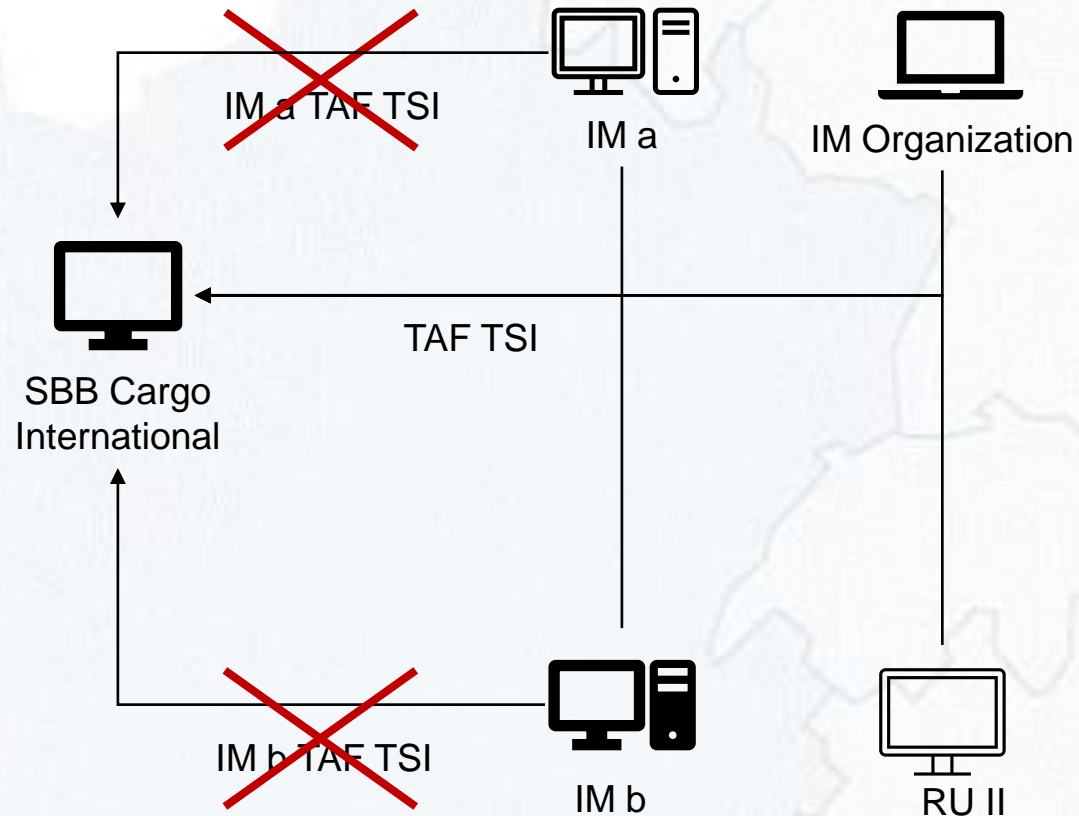


# Further Approach





# Future communication flow



**Do we believe that this sketch is possible?**

**Are we committed to making only one TAF TSI standard reality in the future?**

# Questions for focus redefinition



- Can we transfer the success factors?
- Do we see opportunities to reduce complexity?
- Can we harmonize the TAF TSI versions used?
- How can we reduce the number of variants in the implementation?
- Is there a possibility to use one TAF TSI interface implementation for all partners in Europe?





# Conclusion

# Summary



- "Simple" message exchange shows that TAF TSI is usable and gains business
- TAF TSI can be successful, if we focus on the most important factors

**Keep the focus on the core objective of the TAF TSI - to have a simple, compatible and interoperable standard that can be used throughout Europe for cross-border rail transport.**

**Only the focus on these targets will make TAF TSI sustainably successful.**



Thank you for your attention.



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