

Annex 9.4 to Sector Handbook – Subsidiary type coding

9.4.1 Introduction

The following table is proposed to replace the earlier versions of Annex 9.4 to the Sector handbook. The proposed definitions shall also be integrated in the TAF TSI XSD schema where location types are explained.

Nota: the PLC and SLC allocation process is currently in discussion with ERA and DG MOVE in the frame of TAF/TAP revision.

All SLCs inside a country are allocated by the NAE, by its own or via a formal delegation to a defined entity (e.g. UIC or IM).

The allocation process of SLCs by the NAEs shall ensure:

- reactivity in the processing of the SLC request;
- uniqueness of the SLC allocated to a Subsidiary location;
- quality of date.

In the table hereafter column 'Allocation entity' is the NAE or delegated body.

The 'Requestor' means which type of requestor sends the request to the NAE. The company code of the requestor is indicated by the NAE in the SLC coding. If the NAE delegates the SLC allocation process to another body, then the company code of the delegated body will be used.

Type code	Name	Allocation Entity	Requestor	Physical part of a primary location	Attribute of primary location	Different coding of a primary	Definition (change proposal)	Taxonomy	TAF messages or comment
00	Not Defined								
01	Track	NAE	IM	x			Track defines uniquely a part of Primary location.	1-10 numerical / alphanumerical according to TAF TSI schema	To be discussed in TEG reference files meeting 13 Sep with IMs
02	Private sidings	NAE	Owner of a private siding	x			Private sidings consist of one or more installations of rail infrastructure and loading facilities whose access is generally restricted to the owner. They often belong to industrial, commercial, military or other types of premises connected to the public rail network. The layout configuration depends on the individual requirements of the respective user. Sometimes several private sidings are connected to a feeder track, which in turn is connected to the public network (e.g. in ports). (Sub type to Freight terminal)	1-10 numerical / alphanumerical according to TAF TSI schema	To be deleted and replaced by 07
03	Border points	UIC by delegation of NAEs *	RU		x	x	Special code for the Border Points are allocated at the country border and the points between different IM networks. Location of these points sometimes are not geographically same with the station or yard. Therefore, these points are "logical point". Legacy UIC codes used for routing across state borders. Attribute of primary location.	First fixed four numerical characters with a leading "0". (the last 6 characters should not be filled-in, in this TypeCode)	COM [ECN 1.6], Hermes 30, Wagon movement WSM (handover, takeover) (<i>Xrail messages, TAF locations</i>)

							Different coding of primary location. Same "code" appears used on both sides of the border referring to the PLC within each country		
04	Sorting Code	NAE	IM or RU			x	Destination station of the single wagon forwarding has a code in order to provide shunting technology.		
05	Vehicle Parking Points	NAE	IM	x			Place for parking rail vehicles.		
06	Public Loading Places	NAE	IM	x			Public sidings consist of one or more publicly accessible installation of loading tracks, possibly with a loading lane and/or a side/head ramp. These may be located directly in public railway stations and owned by the respective infrastructure manager. (Sub type to Freight terminal)		Comment: Register purpose only, not to be used in RU communication
07	Private sidings	NAE	Owner of a private siding	x			Private sidings consist of one or more installations of rail infrastructure and loading facilities whose access is generally restricted to the owner. They often belong to industrial, commercial, military or other types of premises connected to the public rail network. The layout configuration depends on the individual requirements of the respective user. Sometimes several private sidings are connected to a feeder track, which in turn is connected to the public network (e.g. in ports). (Sub type to Freight terminal)	1-10 numerical / alphanumerical according to TAF TSI schema	Comment: SLC renamed and will serve as register purpose only, not to be used in RU communication
08	IM Path Tariff	NAE	IM		x		Price segment change between two		To be deleted

	Point						IM Networks.		
09	Depot	NAE	Owner of depot	x			Place for overhaul or maintenance of the rolling stock.		
10	Switch/turnout	NAE	IM	x			The point where two tracks meet or diverge.		
11	Grade Crossing			x			The location where two tracks cross on the same level each other.		To be deleted
12	Section of the track			x			Section is inside of the location considered part of a track.		To be deleted
13	Twin track point			x			spot where is end or start of the interlaced track section.		To be deleted
14	Retarder (rail brake)			x			trackside equipment to control the speed of the wagons running from the shunting hump.		To be deleted
15	Platform	NAE	Station Manager or IM	x			Place next to the track which has been raised to make access to railway vehicles easier. Code is defined by IM.		
16	Railing, barrier			x			Safety equipment used to prevent access to the track by people and animals.		To be deleted
17	Movable scotch block			X			Safety equipment across the track avoiding any unnecessary moving beyond that point.		To be deleted
18	Derailing stop / Trap points / Catch points			X			Safety equipment is on one rail avoiding any unnecessary moving beyond that point.		To be deleted
19	Loading equipment			X			Special equipment to facilitate the loading and unloading on the loading places.		To be deleted
20	Weighbridge			X			Special equipment is to facilitate the measure of the weight of the wagon.		To be deleted
21	Building			X			Those buildings where IM placed his staff for direct communication with RU staff or the IM buildings serve RU activities as well.		To be deleted

22	Level crossing	NAE	IM	X			Place where rail and road crossing on the same level (grade).		
23	Bridge	NAE	IM	X			Special built structure is over the road etc.		
24	Tunnel	NAE	IM	X			Structure to allow a railway line to pass under the surface.		
25	Underpass	NAE	Station Manager or IM	X			Undercrossing or underground passage under the railway track. (Not used by trains).		
26	Block section			X			Section defined by fixed signaling system.		To be deleted
27	Signal	NAE	IM	X			Trackside equipment related to the status of the line ahead to train drivers.		
28	Sign and board	NAE	IM	X			Static equipment to inform the board staff for train traffic and shunting or the passengers in a station (indication on platforms).		
29	Phase break	NAE	IM	X			Border of the power supply systems (catenary).		
30	Leap in kilometer			X			The section has deviation in length i.e. the section more or less than called.		To be deleted
32	Balise			X			An electronic beacon or transponder placed between the rails of a railway as part of an Automatic Train Protection (ATP) system.		To be deleted
33	Hot spot detector	NAE	IM	X			Trackside equipment which detects hot wheels or axle-box on passing trains.		
34	Flat wheel detector			X			Trackside equipment which detects flat spots on wheels on passing trains.		To be deleted
35	Dynamic wheel load detector			X			Special equipment is on the rail for inspecting of the overloaded wagons.		To be deleted

36	Freight yard	NAEs or delegated body e.g. UIC *	RU	X	x	(x)	A production location which can be used as an origin, intermediate or destination station of a freight train	First five numerical characters fixed, with leading "0" if needed	COM (ECN 1.6), Wagon Movement WSM. 36 is often a duplicate to 42 but is still needed due to stations that are pure productional is needed to be documented as 36 (e.g. locations for customs procedure, weighing, etc)
37	Loading point	NAEs or delegated body e.g. UIC *	RU		x	(x)	A usage of a physical location. Each loading point is assigned to a DIUM station. Loading point is a customer siding (public or private) used in communication with RUs	First five characters is the DIUM station code, numerical fixed, with leading "0" if needed Last five characters optional: free format up to five characters (could be alphanumeric)	COM (ECN1.6), WagonMovement WSM, Hermes30 (<i>Xrail messages, TAF locations</i>)
38	IM Network link			x			It allows to link two locations from different IM Networks.		To be deleted
39	Reservation code					x	Attribute of the location that can be start or end point of traveling with seat reservation.		Specific for Retail
40	Metastation				x		A location that forms the link between different stations that are considered as equal for the traveler.		Specific for Retail

41	Company specific Identifier	NAE or delegated by the owner of legacy coding	Owner of legacy coding			x	Similar code as primary location code. used as key to legacy location coding.		
42	DIUM	UIC by delegation of NAE *	RU	x		x	DIUM stations - Places of acceptance/delivery/handover Commercial Station open into international traffic of goods (tariff point or contract station included in DIUM) – consignment acceptance/delivery station (loading points are excluded and covered by TypeCode 37). Could be a location to handover wagons.	First fixed five numerical characters with leading "0" if needed. (the five last characters should not be filled in, in this TypeCode)	COM [ECN 1.6], Hermes 30 (Xrail messages, TAF locations)
43	Passengers cars loading	NAE	Owner	x			A place of physical location on the open access network where passengers can load/unload their car on a carrying train.		
44	Passengers cars private loading			x			A place of physical location outside the open access network where passengers can load/unload their car on a carrying train.		To be deleted
45	Sewage dump	NAE	Owner	x			A place for cleaning purposes - disposal of the waste.		
46	Refuelling Point	NAE	Owner	x			Location where refuelling takes place.		
47	Mains Supply	NAE	Owner	x			Location where energy supply can be provided for the rolling stock e.g. preheating.		
48	Water Supply	NAE	Owner	x			Location where water supply can be provided for the rolling stock.		
49	Compressed plant			x			Equipment beside a track with motion stabled with external air		To be deleted

							supply for braking systems.		
50	Indoor cleaning platform	NAE	Owner	x			Place for interior cleaning.		
51	Car-wash plant	NAE	Owner	x			Place for outdoor cleaning.		
52	Short dry-cleaning track	NAE	Owner	x			Place for special cleaning		
53	Pollution protective plate			x			Track where floor that avoids pollution of the earth below.		To be deleted
54	Sand-filling station	NAE	Owner	x			Location where sand is filled.		
55	Repair track			x			Location where a train/wagon/engine can be repaired.		To be deleted
56	Signal box	NAE	IM	x			A building containing signalling equipment and staff.		
57	Intermodal Terminal	UIRR (delegation by NAE)	Owner	x			Intermodal Terminal is a location which provides the space, equipment and operational environment under which the transfer of loading units (freight containers, swap bodies, semi-trailers or trailers) takes place.		
58	OSJD system based location	NAE	RU			x	Location code used within OSJD.		
59	Train Service Substitute Stop	NAE	Owner	x			Place outside of railway station or railway stop, where passengers board or leave bus or any other transport mean as substitution of train service.		
60	Multifunctional rail terminal	NAE	Terminal manager or IM	x			Facilities for conventional and/or intermodal rail/road transshipment principally open for public use and for all types of cargo. This kind of facility does not only provide		

							transshipment, but also additional services like storage, consignment or road pre/end haulage.		
61	Relief facility	NAE	IM	x			Facilities providing equipment and infrastructure used to overcome a disruption (derailment, collision or other accidents).		
66	Location ENEE Code					x	Legacy ENEE code of the parent primary location		To be deleted
70	Network Border	NAE	IM		x		Network border between two neighboring IM's; first or last Primary Location on a network.		See details in Sector handbook
71	State border	NAE	IM		x		Political border between two member states.		See details in Sector handbook
72	Administrative border	NAE	IM		x		Border point inside a member state to define federal structures or administrative districts or local areas.		See details in Sector handbook
74	Operational handover	NAE	IM		x		Location where the responsibility for operation changes or can change between two involved IMs.		See details in Sector handbook
75	Planning handover	NAE	IM		x		Location where the responsibility for timetable planning and path allocation changes or can change between two involved IMs		See details in Sector handbook Remark: "Handover" in this definition applies both for "handover" (entry in a network) and "transfer" (exit from a network) as currently used in xsd-elements: ScheduledTimeAtHandover and ScheduledDateTimeAtTransfer
76	Stopping	NAE	IM	x			This SLC defines a point along a track	Five numerical	New code

	point						where the head of the train is supposed to stop upon arrival. Multiple stopping points can be defined on a track, to take into account different train compositions, direction of arrival and/or departure. The SLC shall be used on main lines. Should be used mainly for passenger traffic do define the stopping point at the platform.		TAF messages: Train running messages, Train running forecast (priority), Change of track, Path details
90	Test loco					x	Sence of the code not known		To be deleted
99	Relation to Station				x		An indicator used to show that this location is a subsidiary of another location.		

9.4.2 Maintenance process for subsidiary location type codes

To ensure uniqueness of the SLC type codes a maintenance process has been agreed.

The process ensuring uniqueness of SLCs is in discussion with ERA and DG MOVE in the frame of TAF/TAP revision. It is foreseen that all PLCs and SLCs are allocated by the NAEs with possibility of delegation to defined entities (e.g. UIC for codes 03 or 42).

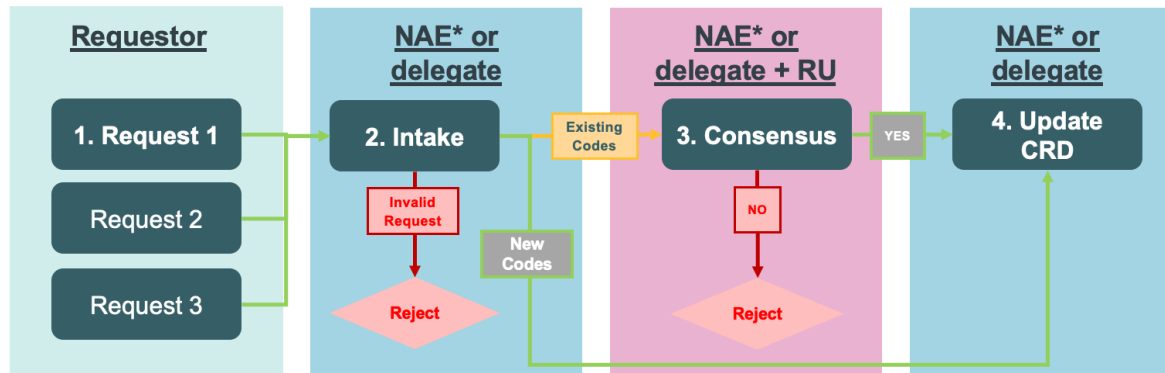


Figure 1- The process to create a new Subsidiary Location Code

The process is defined as follows: The requestor submits a request of a new subsidiary location code to NAE or delegated body that will be responsible to validate the code. (Figure 1)

Based on the request evaluation, three outcomes are possible:

1. The code is accepted and uploaded in the common reference database (CRD).
2. The code is invalid, and the request is rejected.
3. A code is already existing for the location, a consensus check will be done with the involved parties and after this the code is either accepted or rejected.

For the subsidiary location code (SLC) 03 and 42 (by delegation of the NAEs), UIC is the allocation entity. Having one body administrating these SLCs simplifies the maintenance process and ensures the data quality. This could also be valid for SLC 36 and 37 on request by the NAE.