JSG | RU/IM Telematics Joint Sector Group

Report of the TAF TSI Implementation for 2024

RU/IM Telematics Joint Sector Group (JSG)

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version 1.0

Jan-Christian Arms, JSG Vice-chairman

Document history

Version	Name	Changes	Date
0.1	Jan-Christian Arms	Initial version	15.01.2025
0.2	Filippo Massari	Review Executive Summary and Chapter 8 completed	29.01.2025
0.3	Jan-Christian Arms Filippo Massari	Document approved at IRG	04.02.2025
1.0	Jan-Christian Arms	Approved by JSG	27.02.2025

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EXECUTIVE SUMMARY

This TAF TSI implementation report 2024 summarizes the results received via the JSG Reporting Tool in November/December 2024 and thus shows the status of implementation by the end of 2024.

For this reporting session a total of 938 invitations were sent out and 413 responses were received from 26 countries across Europe, resulting to a slightly increase with a response rate of 44.0 %.

A total of 484 company types responses were taken into consideration, which is a 8% increase comparing the 2023 report (446). Comparing the 2024 result with the previous campaign, it is possible to note the following positive developments per company type: IM 13%, RU-F 10%, RU-P 18%.
The questionnaire covers all functions mandated by the TAF and TAP TSI. Thus, also this 2024 report can be considered as complete.

As in the previous report, the VAT number was asked in the case the question about company code had a negative answer. The questionnaire contains a total of 73 questions in 17 question groups and it is based on specific process. Depending on the company type, companies only need to answer a respective set of questions and most companies could do it in their native language. The questionnaire 2024 was translated into 19 European languages with the help of National Contact Points (NCPs).

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

- It is reported that 19% more IMs have now completed the initial upload of Primary Location Codes on their network. Update, maintenance and use of codes are not part of this report.

- 420 companies in the reporting are identified by Company Code, which means a 6% increase for all types of companies compared to the previous reporting session. The trend rate is constant taking in consideration the last 5 surveys.

- The target implementation date for processing the alphanumeric CC is 2026. The progress of completed projects within all types of companies is at 31%, which represents an increase of 14% from the previous year.

- For the Common Interface a slight positive trend is visible for all types of companies but the implementation is still at low level 30%.

- The number of all types of companies having introduced New Identifiers is increasing (15%) compared to previous years and still on a low level of full implementation (19%).

- Last report indicated a decline in overall implementation, primarily due to a small number of RUS-F respondents providing positive feedback. However, the 2024 report shows an enhancement in the implementation rate of IMs and RUS-F introducing Path Request messages, with an increase of 34% compared to 2023 and 22% compared to 2022. 105 companies have replied in the process of implementing this function, but the overall implementation has increased (34%) by 10 points from 2023 (24%) and 3 points on 2022 (31%).

- As the Path Request function, the implementation of the Path Details function has resulted in a inverted trend, indicating an increase of 34% from 2023 and 23% from 2022. The overall implementation level remains at 34%.

- 189 out of 314 (60%) companies reported not implementing Train Ready messages based on TAF/TAP standard, but rather used domestic solutions. The rate overall fulfilment has increased among those who implemented the function, also taken into consideration the 2023 report (5%)

- The Train Running Information is widely used in operations management; This year report shows an increase of 26% among the Rus-F which contributed to an overall increase of 25% overall and a 47% implementation. In addition, 32 companies which have not yet complete implementation use the Train Information System (TIS) a common sector tool managed by RNE.

- The Train Running Interruption Message has a positive trend (6%) on IMs and RUs-F implementation but still a stable low level of implementation (25%).

- Implementation of Train Running Forecast is stable with a a low level of implementation (26%) with a positive trend 10% both RUs-F and IMs.

- Implementation of Train Composition Message shows a positive trend (14%) among for RUs-F (14%) and IMs (13%).

- Consignment Note Data function had a slight increase of 5% taking in consideration highest peek 2022. 254 company provided feedback and 62 reported already full implementation.

- TAF Wagon Movement messages shows a slight positive evolution respect previous campaign with 38 companies report complete implementation. The implementation rate is 16%, which is a negative trend of 35% compared to the highest peek of 2022.

- Despite an increasing participation over the last years (+11% 2024, +4% 2023) Shipment ETA function is reported to be finished by 48 companies resulting in a just 19% implementation rate (17% in 2023, 23% in 2022).

- The number WKs fulfil the Rolling Stock Reference Database functionality via the common sector tool RSRD2 is stable at 76%. Despite a lower participation in the survey, the implementation rate has increased by 3% since previous report. There are 117 WKs having RSRD in production by the end of 2024.

- The feedback from companies about reasons for not yet started the implementation of TAF TSI has increased from 1442 to 1637, with a significant increase on budget constraints (+30%). 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 50 gives a good overview of the development in terms of degree of implementation for the different TAF functions and the different types of companies.

- Information from the companies regarding the usage of common tools are not further investigated and only the company self-declaration for each TAF 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 51 to 62.

The 2024 report has received very good feedback from all types of company. It shows a greater increase in the implementation of TAF TSI functions than the 2023 report. All 28 TAF TSI functions have developed positively.

1. BACKGROUND TO THE ASSIGNMENT

According to Article 5, Section 1, of Commission Regulation (EU) No 1305/2014[1] relating to the Telematics Applications for Freight subsystem (TAF TSI), the European Union Agency for Railways (ERA) shall assess and oversee its implementation.

The ERA 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.

[1] COMMISSION REGULATION (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing the Regulation (EC) No 62/2006 amended by

- Commission Implementing Regulation (EU) 2018/278 of 23 February 2018
- Commission Implementing Regulation (EU) 2019/778 of 16 May 2019
- Commission Implementing Regulation (EU) 2021/541 of 26 March 2021

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

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

This report summarised the results received via the JSG Reporting Tool[2] during the 2024 reporting period lasting from 18 November 2024 to 13 December 2024 and thus shows the status of implementation by 31 December 2024. Diagrams in the following chapters of this report show results per RU/IM function summarised in an anonymous way.

[2] 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[3]
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
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
2023 Report TAF and TAP	01.01.2023 – 31.12.2023	73
2024 Report TAF and TAP	01.01.2024 – 31.12.2024	73

Table 1: Reporting periods

The '2024 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

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

- Company information
- Common Sector Tools in use

[3] 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 present questionnaire is identical to the one of the previous year.

The 2024 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 27 February 2025 and published accordingly. It will be presented to the ERA TAF TSI Implementation Cooperation Group on 13 March 2025.

3. PARTICIPATION IN THE 2024 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 2024 report includes 323 responses provided via the JSG reporting tool and 90 WKs submitted by UIP using RSRD[2]. Feedback to the survey grew by 9 % compared to 2023.

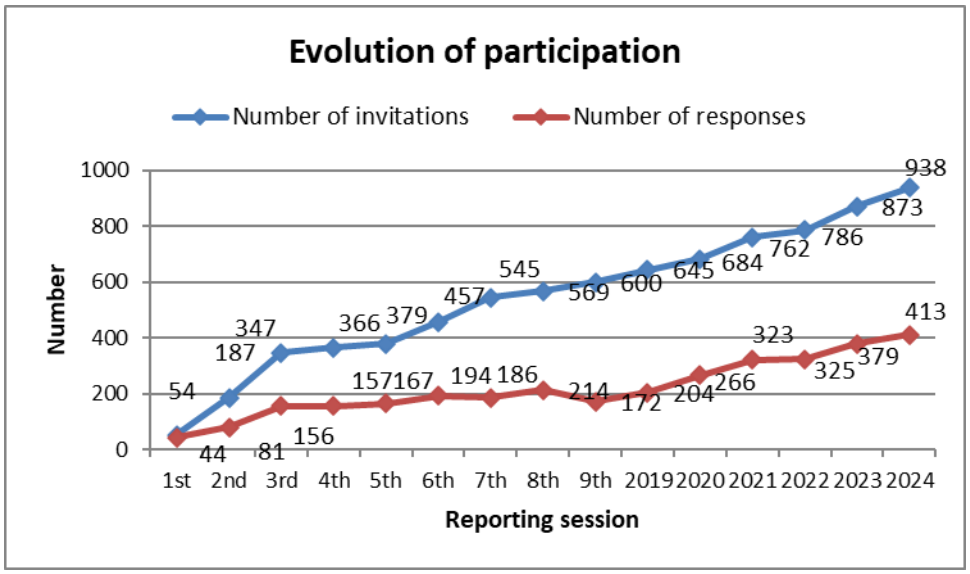


Diagram 1: Evolution of participation over time

Hence, the response rate, calculated as number of responses in relation to number of invitations, has again slightly went up to 44,0 % (see diagram 2).

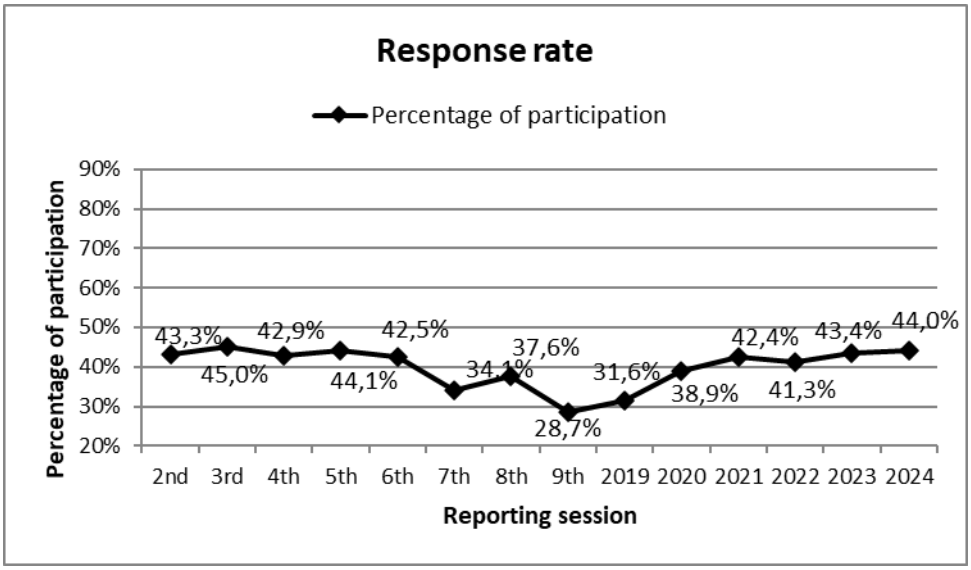


Diagram 2: Evolution of response rate over time

Diagram 3 displays the distribution of all 413 responses per country. The feedback comprises 24 EU Member States plus Serbia, Switzerland, Norway, and Turkey.

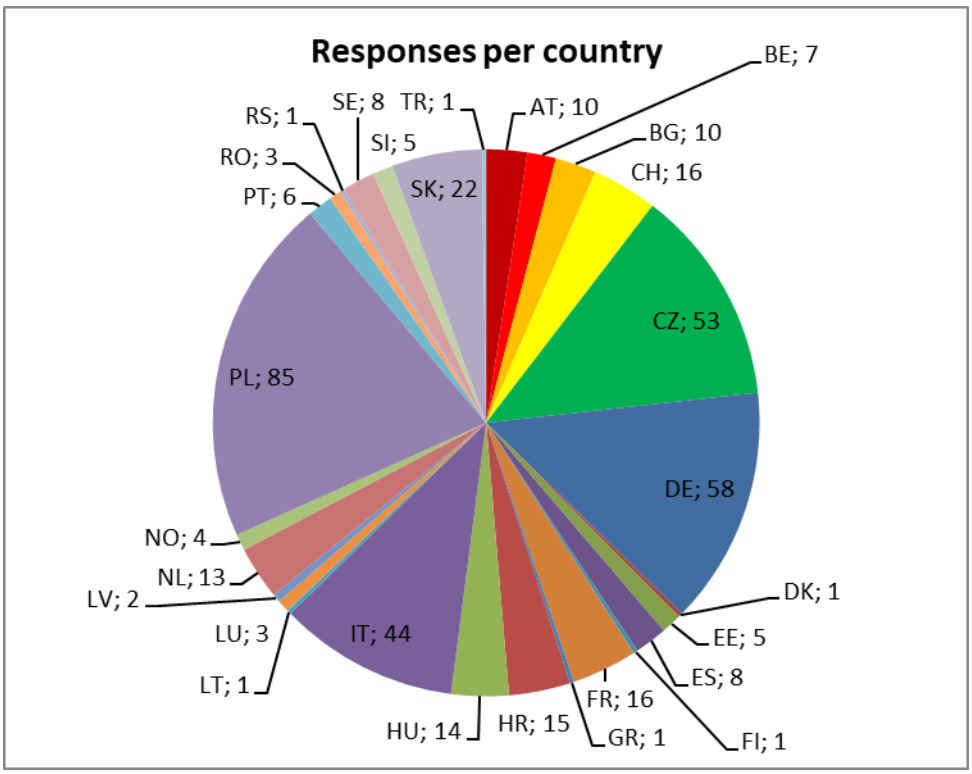


Diagram 3: Number of responses per country

Diagram 4 shows the distribution and the development of responses per country. The total number of responses in the 2024 reporting period is 413, which is 34 more than in the last session.

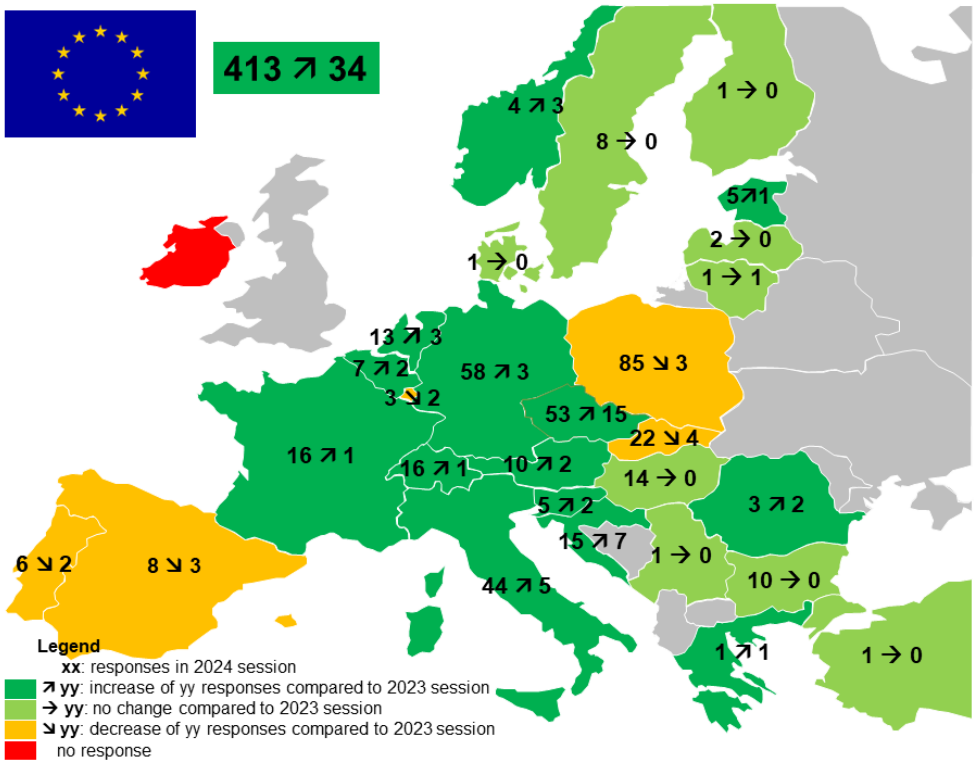


Diagram 4: Evolution of responses per country

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 (413 companies) and listed in Annex 2 is lower than the total number of company types shown in diagram 5 hereafter (484 companies).

Compared to the previous survey, participation shows a growing development for all types of companies except for ABs.

Annex 2 'Responses contact list 2024' to this report gives a detailed overview about the companies per country having replied to the 2024 session of TAF and TAP TSI implementation monitoring. Please note, that there are entities which have reported on behalf of several companies.

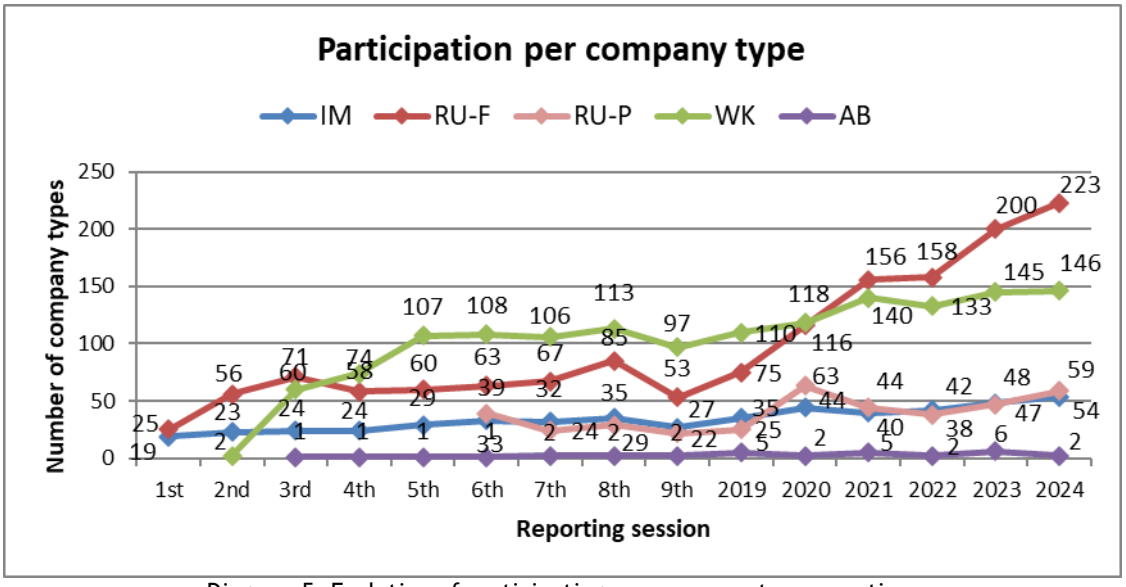


Diagram 5: Evolution of participating per company type over time

4. DATA BASIS FOR EVALUATION

The number of participating ABs remains negligible compared to the total number of responses. Hence, ABs are not further considered, and 482 types of company remain for evaluating the 2024 data.

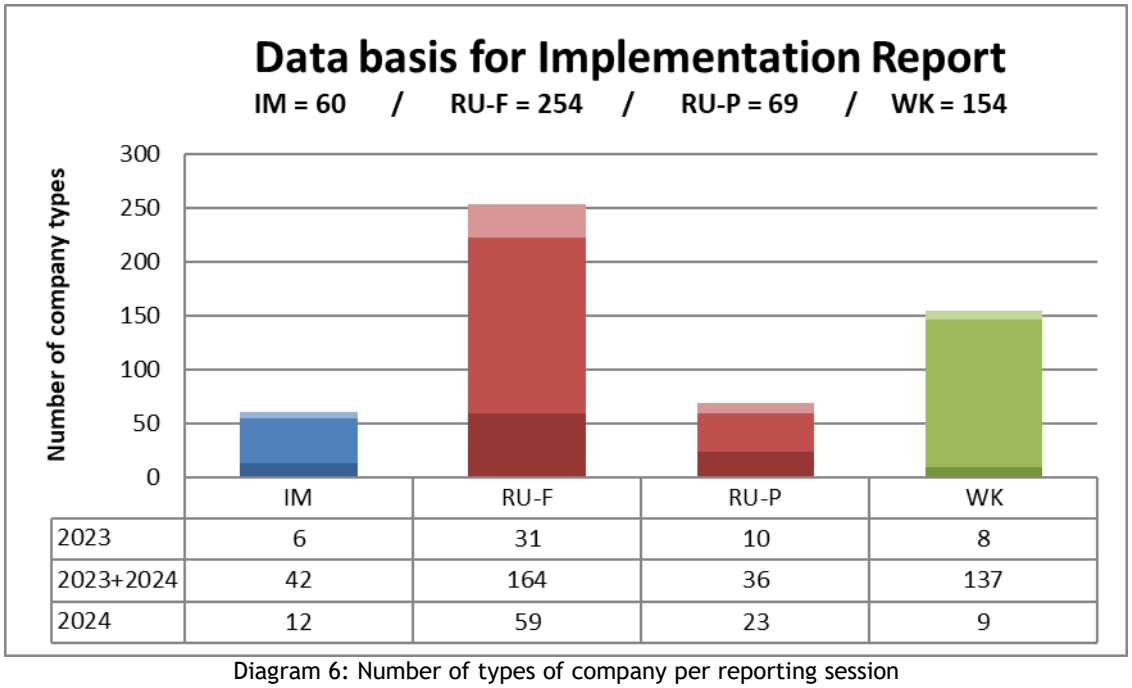
To establish a wider sector representation, 55 companies from the previous survey, which have not replied this time, are also taken into consideration. For companies having reported to both surveys, only the company information from the latest session is included.

Diagram 6 displays the total number of types of company (537) with their allocation to the following reporting sessions:

- Companies only reporting to the 2023 reporting session (top with light colour)
- Companies reporting to both 2023 and 2024 reporting session (middle with normal colour)
- New companies reporting to the 2024 reporting session only (bottom with dark colour)

The data included in this report thus represents the data between January 2023 and December 2024.

This time, the number of companies taken over from the last reporting (55) and the number of new companies in the present session (103) are relatively low. The percentage of companies have replied to both reporting sessions has grown to 70%.



	IM	RU-F	RU-P	WK
2023	6	31	10	8
2023+2024	42	164	36	137
2024	12	59	23	9

Diagram 6: Number of types of company per reporting session

Annex 3 ‘Responses contact list 2023’ to this report lists the companies per country having replied to the 2023 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.

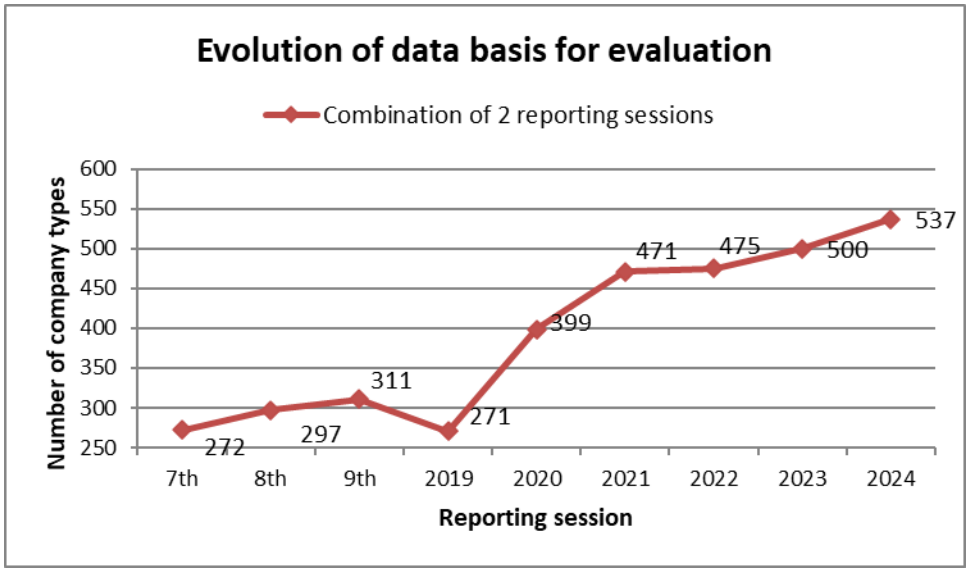


Diagram 7: Number of types of company per reporting session

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 TAF TSI Masterplan was 2013. 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 42 IMs with complete implementation. 6 out of 60 IMs in the evaluation are considered with data from the previous survey.

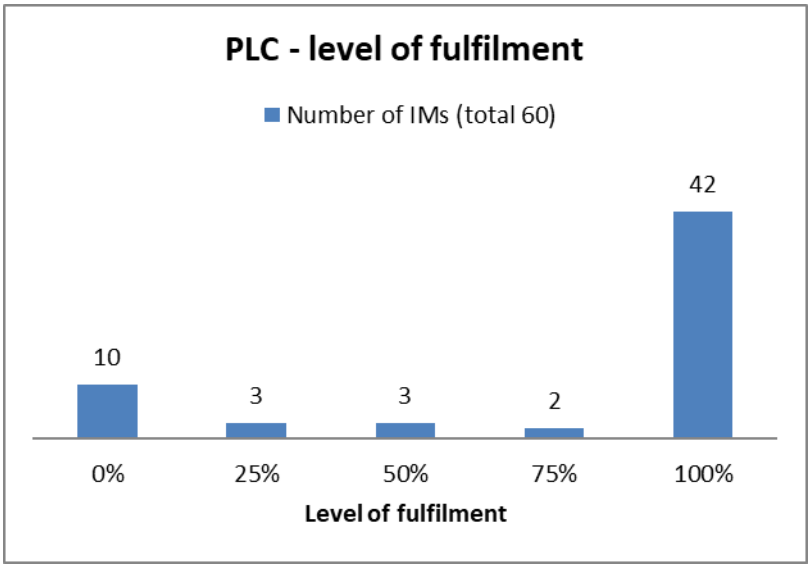


Diagram 8: Common Reference Files - Primary Location Codes (PLC)

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

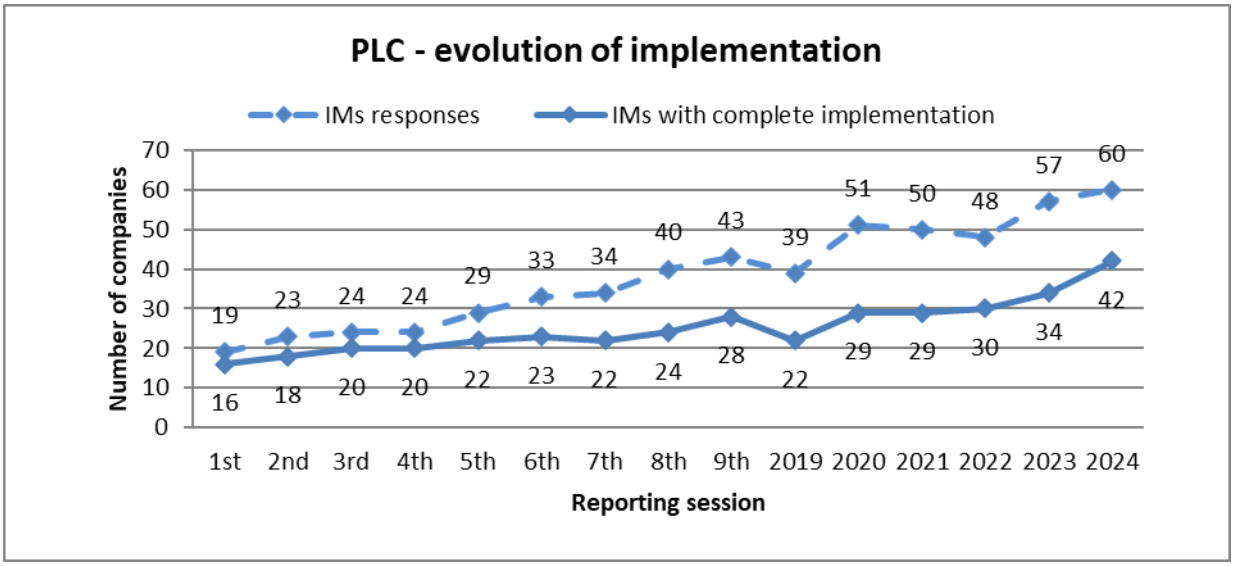


Diagram 9: Evolution of responses and implementation for PLC

Common Reference Files - Company Code (all companies)

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

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.

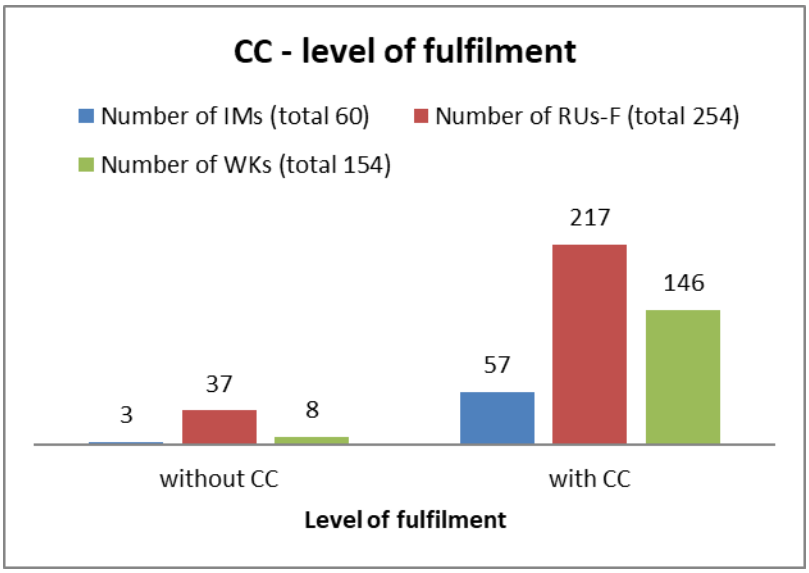


Diagram 10: Common Reference Files - Company Codes (CC)

According to Diagram 11, the number IMs and RUs-F with CCs has increased together with the total number of responses since the survey last year. For WKs numbers have slightly decreased.

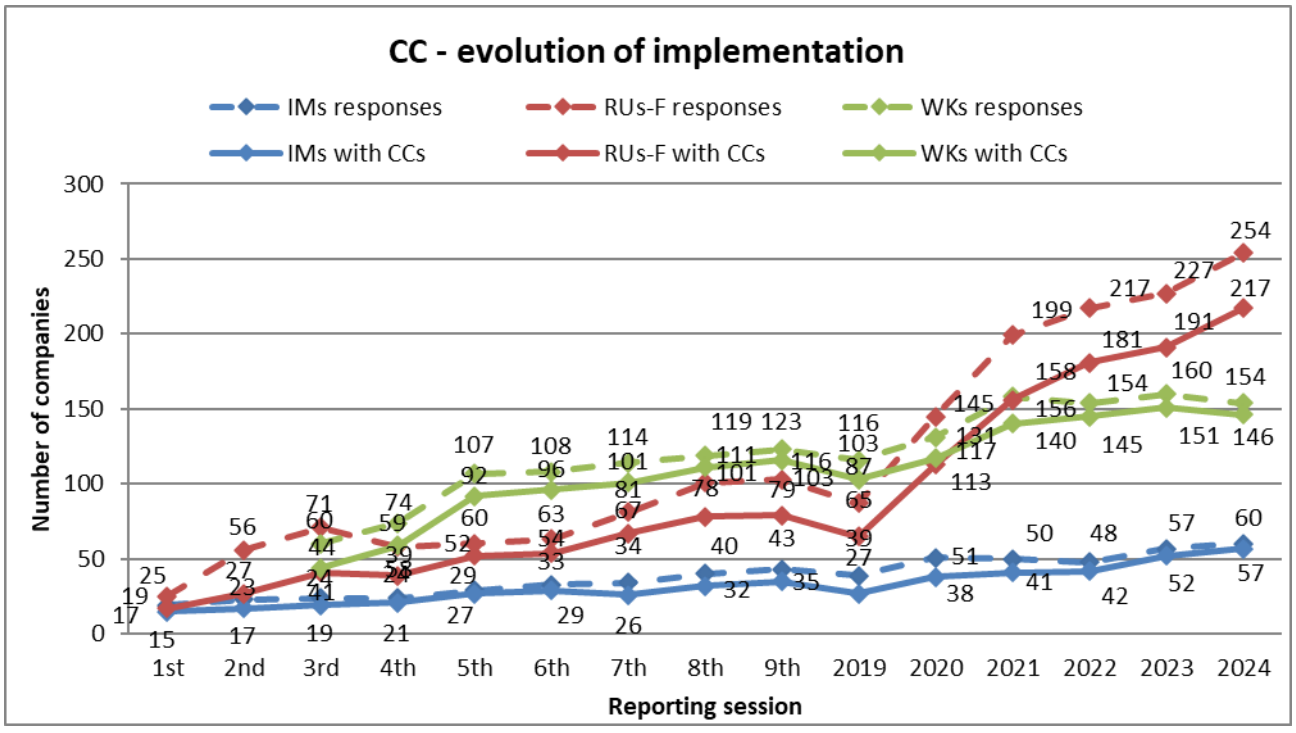


Diagram 11: Evolution of responses and implementation for Company Codes

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

Diagram 12 below shows the status of ability of companies processing alphanumeric CCs in their IT applications. Currently only a minority of companies is capable to do so.

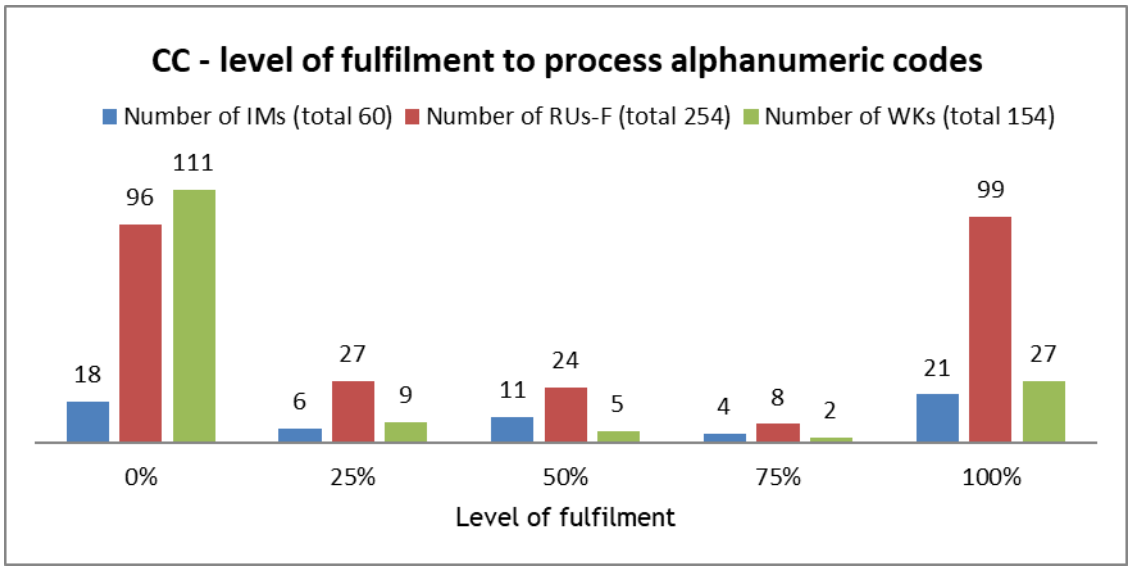


Diagram 12: Alphanumeric Company Codes (CC)

Nevertheless, the ability to process alphanumeric codes has increased compared to last year according to diagram 13.

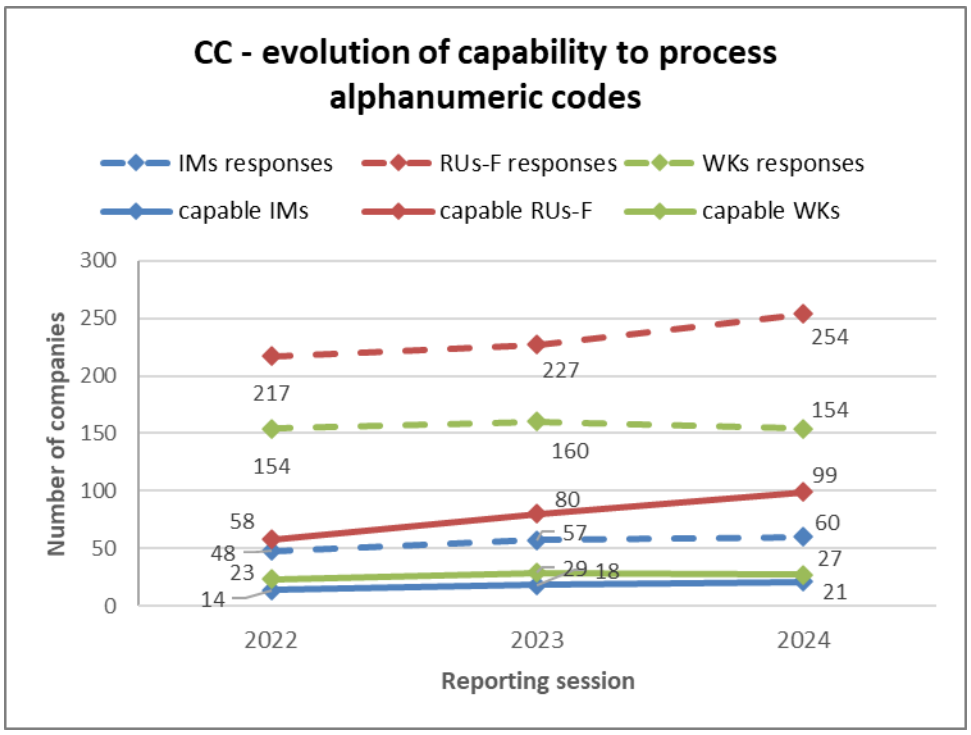


Diagram 13: Evolution of capability to process alphanumeric codes (CC)

In total, 49 companies have provided their VAT number, more than half of which in addition to their CC.

Common Interface Implementation (all companies)

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

Diagram 14 summarises the feedback related to the availability of CI and shows a difference in level of fulfilment between IMs, RUs-F and WKs. The CI is completely implemented by 27 IMs, 93 RUs-F and 27 WKs. RSRD^2 has not yet implemented the CI. WKs using RSRD^2 therefore form part of the 25% level.

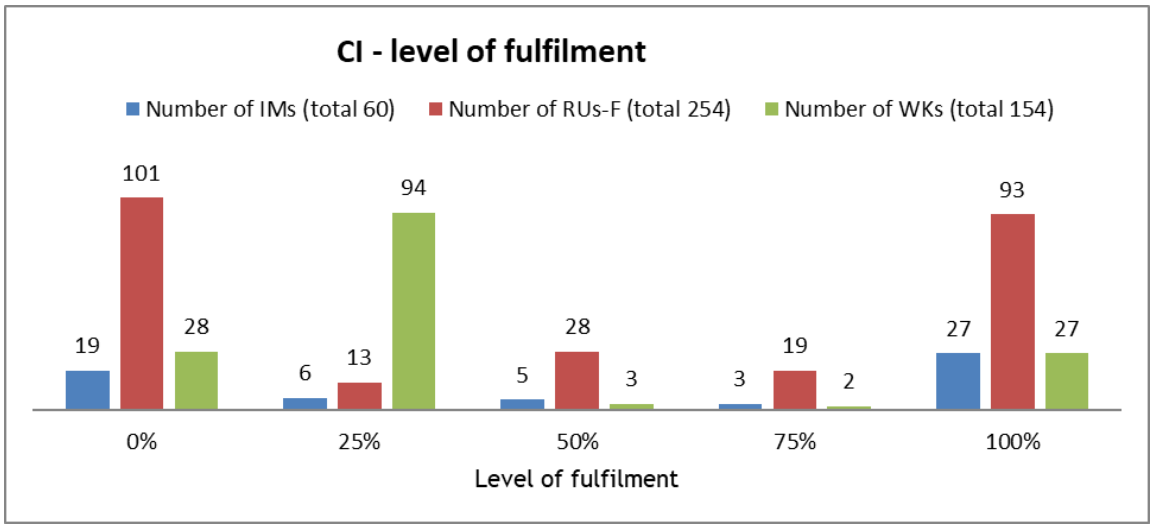


Diagram 14: Common Reference Files – Common Interface (CI)

Diagram 15 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 IMs and RUs-F up to December 2024, while it is slightly negative for WKs.

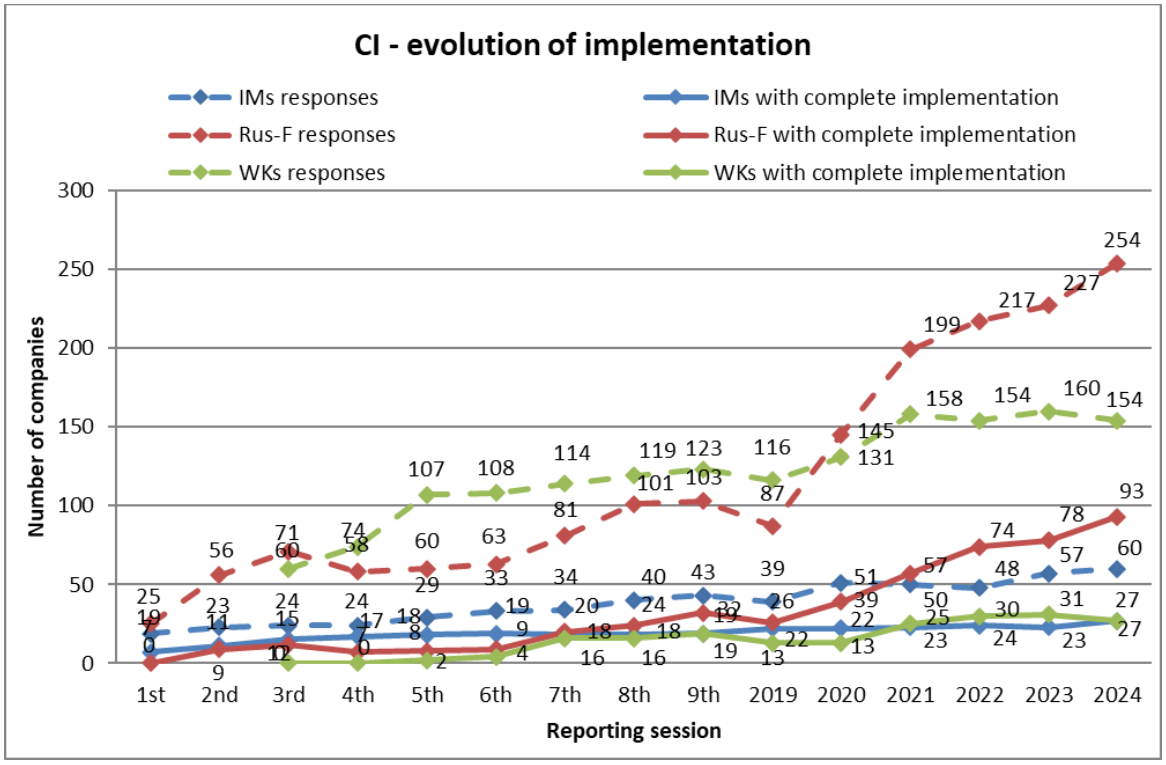


Diagram 15: Evolution of responses and implementation for Common Interface

New Identifiers (all companies)

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

The bar chart below (diagram 16) illustrates most companies not having yet implemented the NI function.

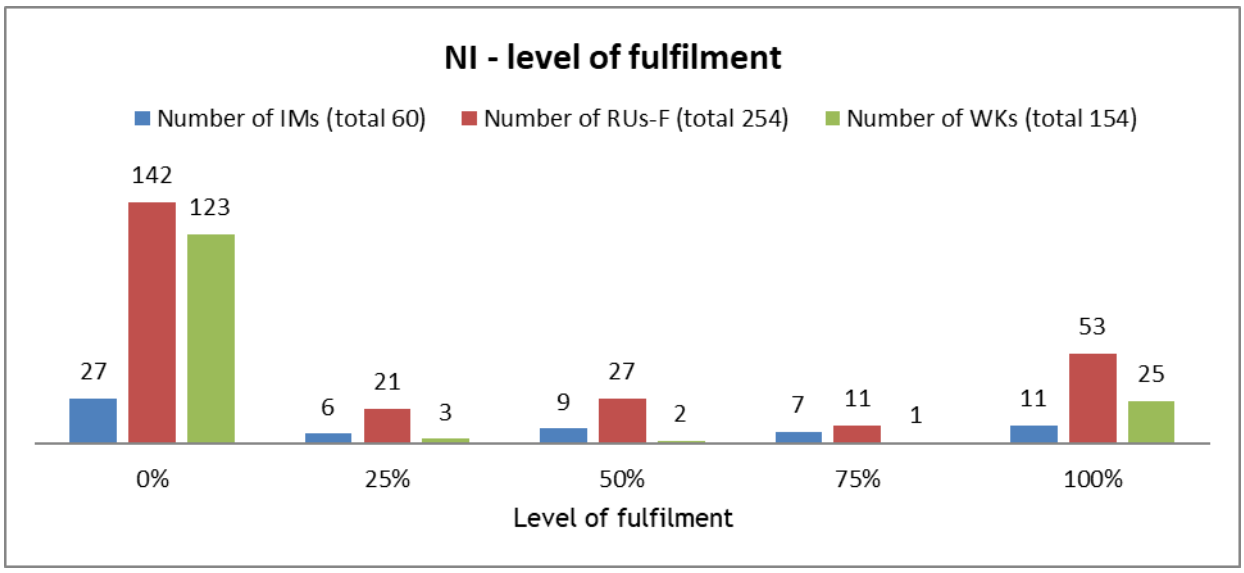


Diagram 16: New Identifiers (NI)

The number of all types of companies having introduced NIs is developing positive since 2023 according to diagram 17.

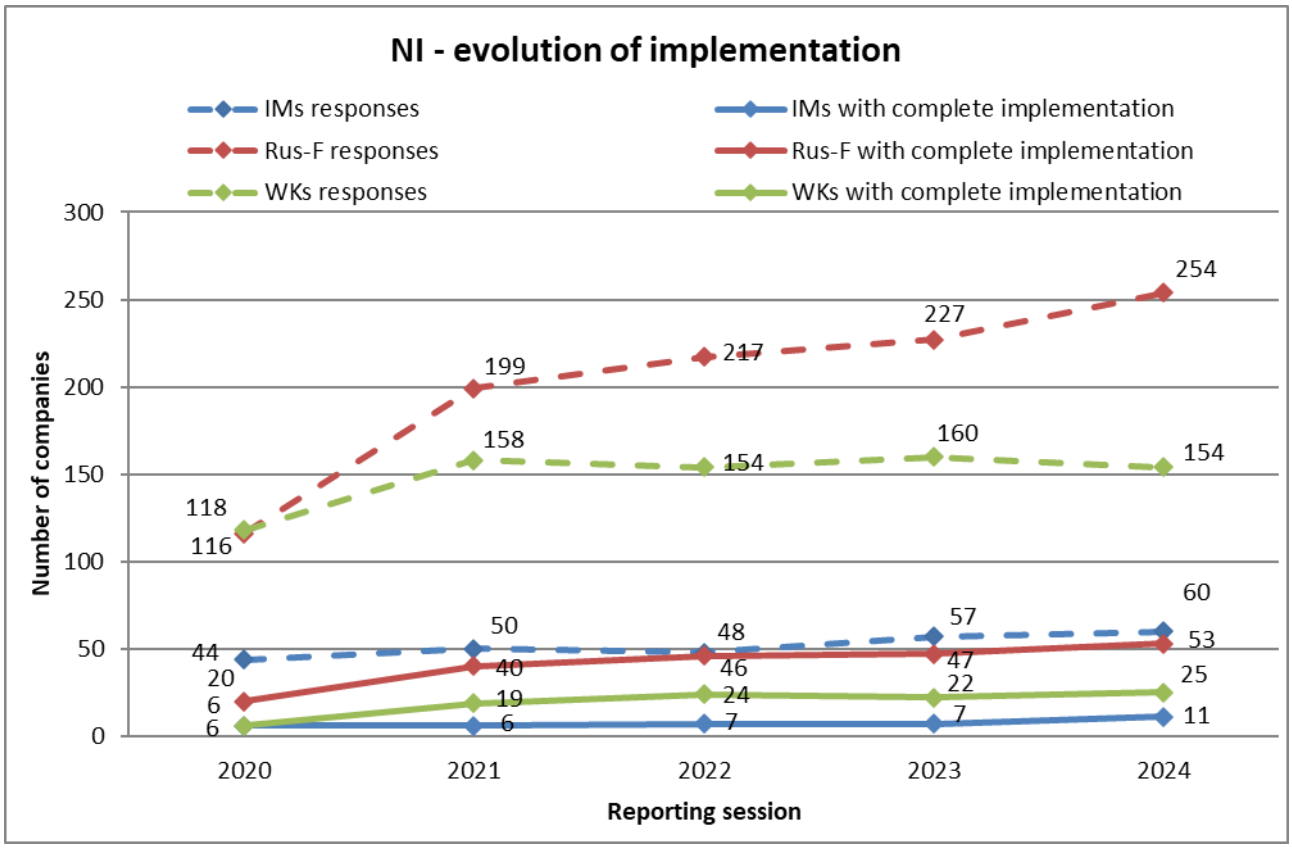


Diagram 17: Evolution of responses and implementation for New Identifiers

Path Request (IMs and RUs-F)

The Target Implementation Milestone for realisation of the Path Request (PR) according to the TAF TSI Masterplan was 2017.

The level of fulfilment of diagram 18 shows 20 IMs and 85 RUs-F with 100% implementation of the PR message. In addition, 57 companies which do not have fully implemented PR declared to use PCS according to their feedback to the survey.

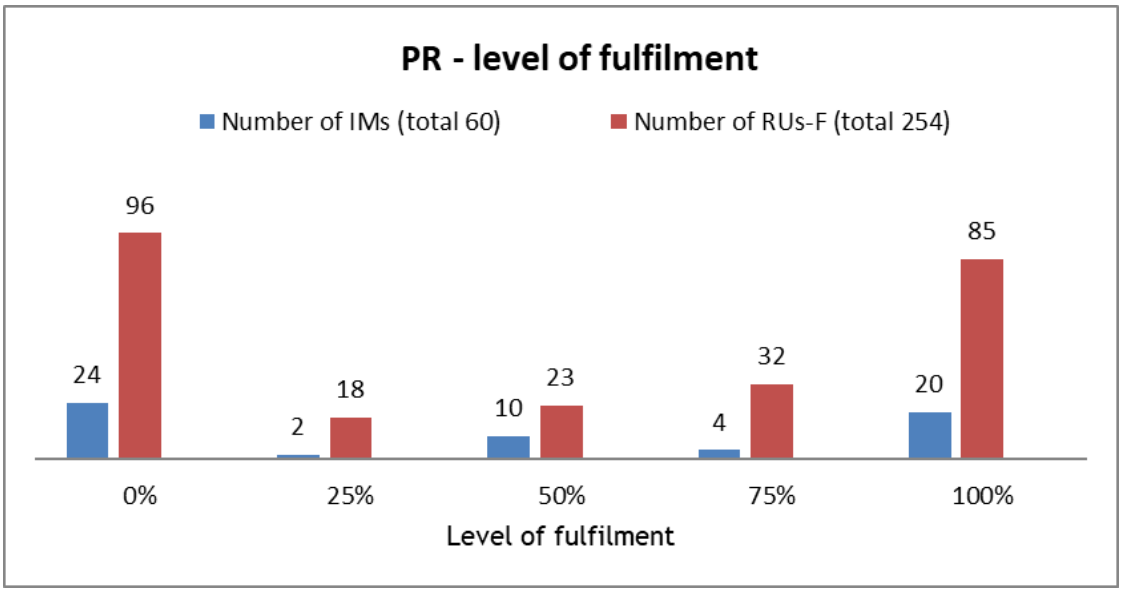


Diagram 18: Path Request (PR)

The number of IMs and RUs-F having introduced PR messages in 2024 clearly shows a positive trend according to diagram 19.

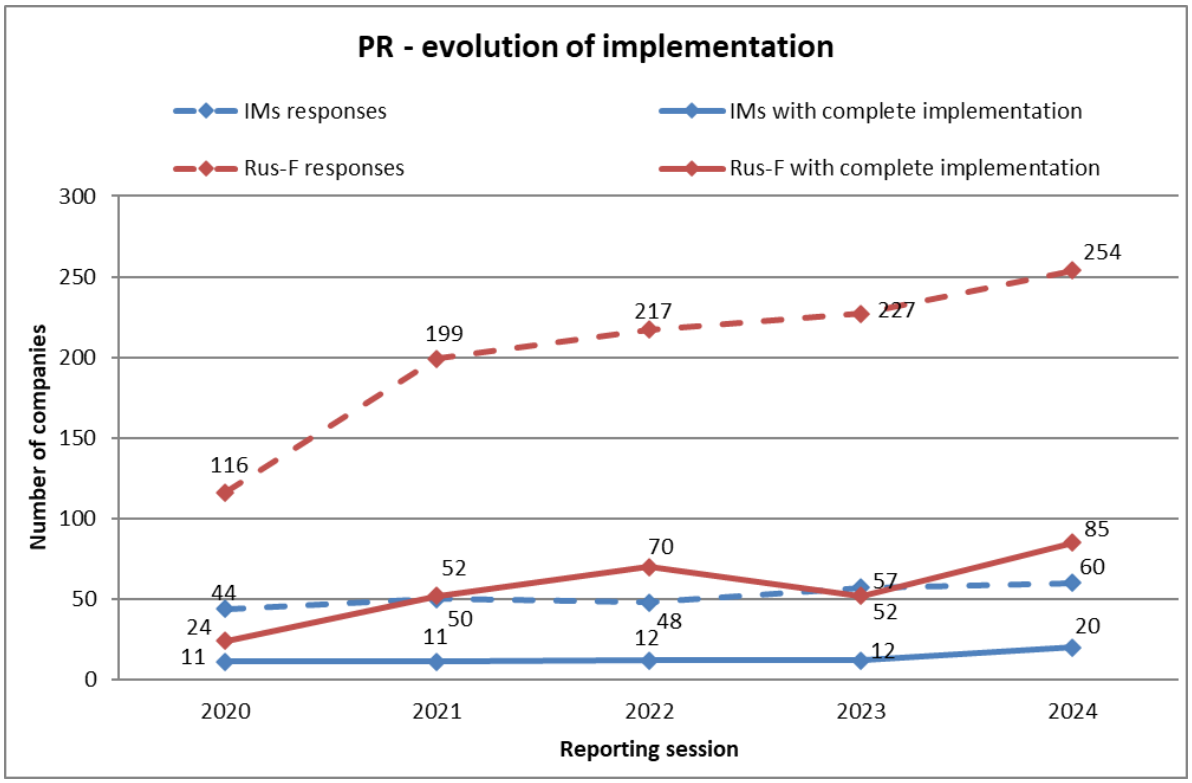


Diagram 19: Evolution of responses and implementation for Path Request

Path Details (IMs and RUs-F)

The Target Implementation Milestone for realisation of the Path Details (PD) according to the TAF TSI Masterplan was 2017.

The level of fulfilment of diagram 20 shows 22 IMs and 94 RUs-F with 100% implementation of the PD message. In addition, 50 companies which do not have fully implemented PD declared to use PCS according to their feedback to the survey.

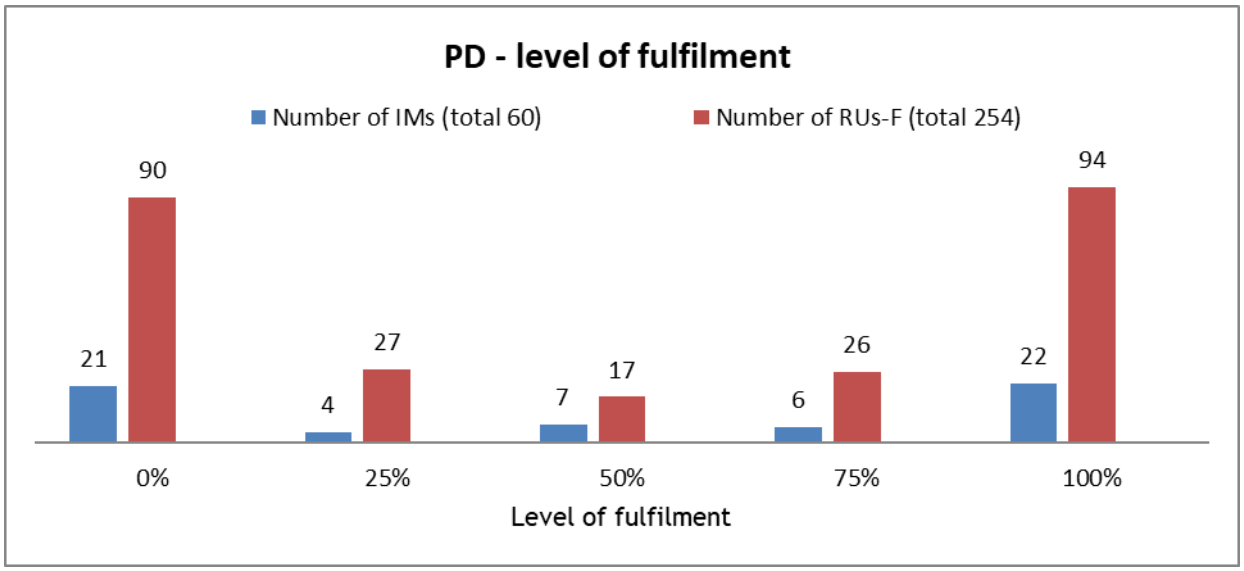


Diagram 20: Path Details (PD)

The number of IMs and RUs-F having introduced PD messages in 2024 have significantly increased according to diagram 21.

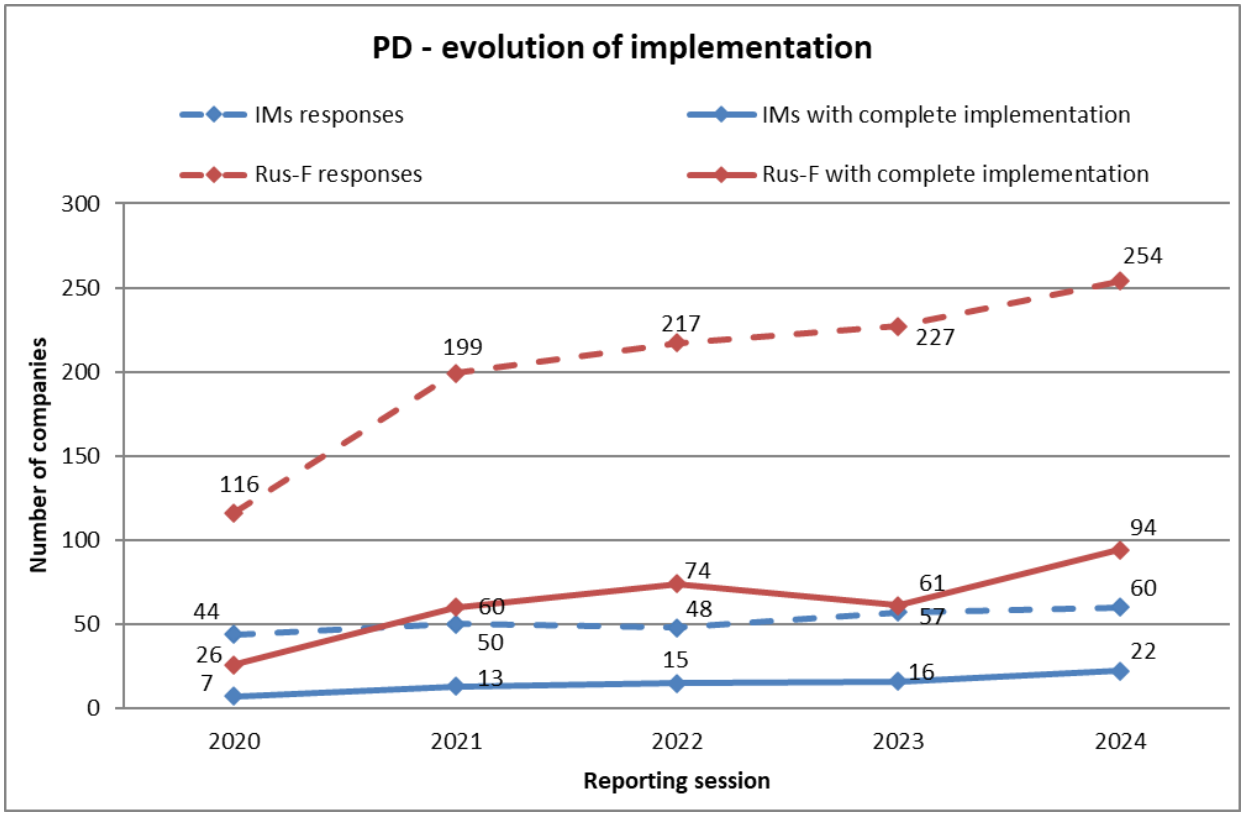


Diagram 21: Evolution of responses and implementation for Path Details

Train Ready (IMs and RUs-F)

The Target Implementation Milestone for realisation of the Train Ready Message (TR) according to the TAF TSI Masterplan was 2019.

About 40% of IMs and RUs-F stated implementing the Train Ready function using the respective TAF message, which represents an increase of about 5% to the previous reporting period (diagram 22). Companies using other means of implementation in accordance with the TSIs remain out of consideration.

Regardless of the different participation in the 2022 survey, the share of TAF/TAP messages for TR implementation remains quite similar.

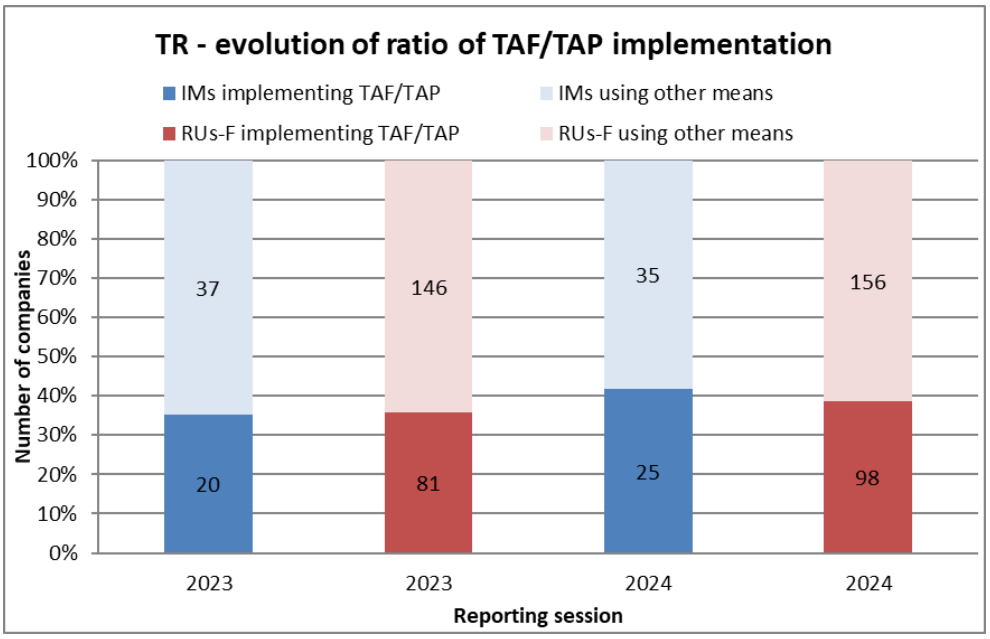


Diagram 22: Train Ready (TR)

The level of fulfilment of diagram 23 shows 12 IMs and 60 RUs-F with 100% implementation of the TR message.

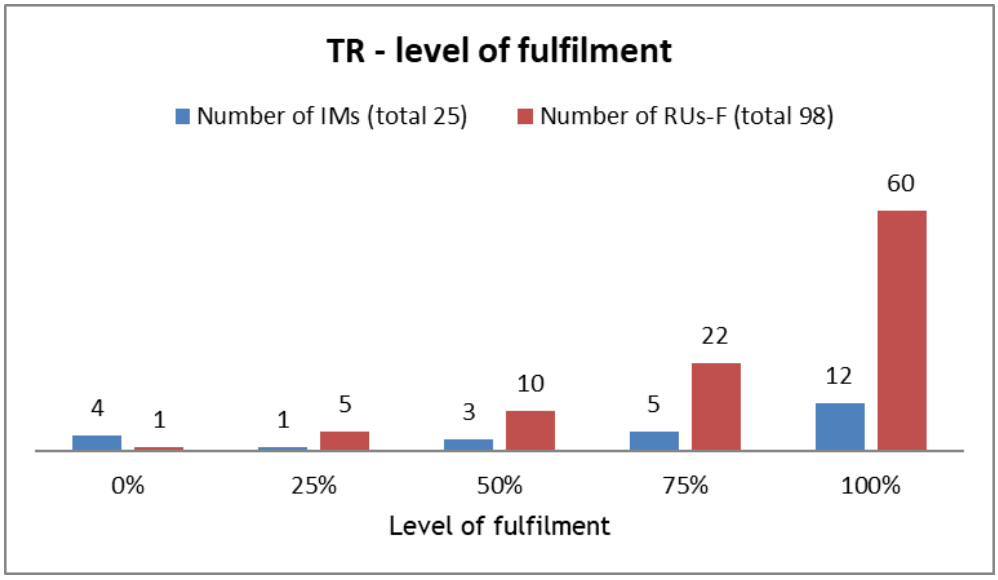


Diagram 23: Train Ready (TR)

The development of complete implementation and the number of responses per company type of the TAF message TR since 2019, when it was reported for the first time, is shown in diagram 24. There is a positive evolution of TR in production for IMs and RUs-F up to December 2024.

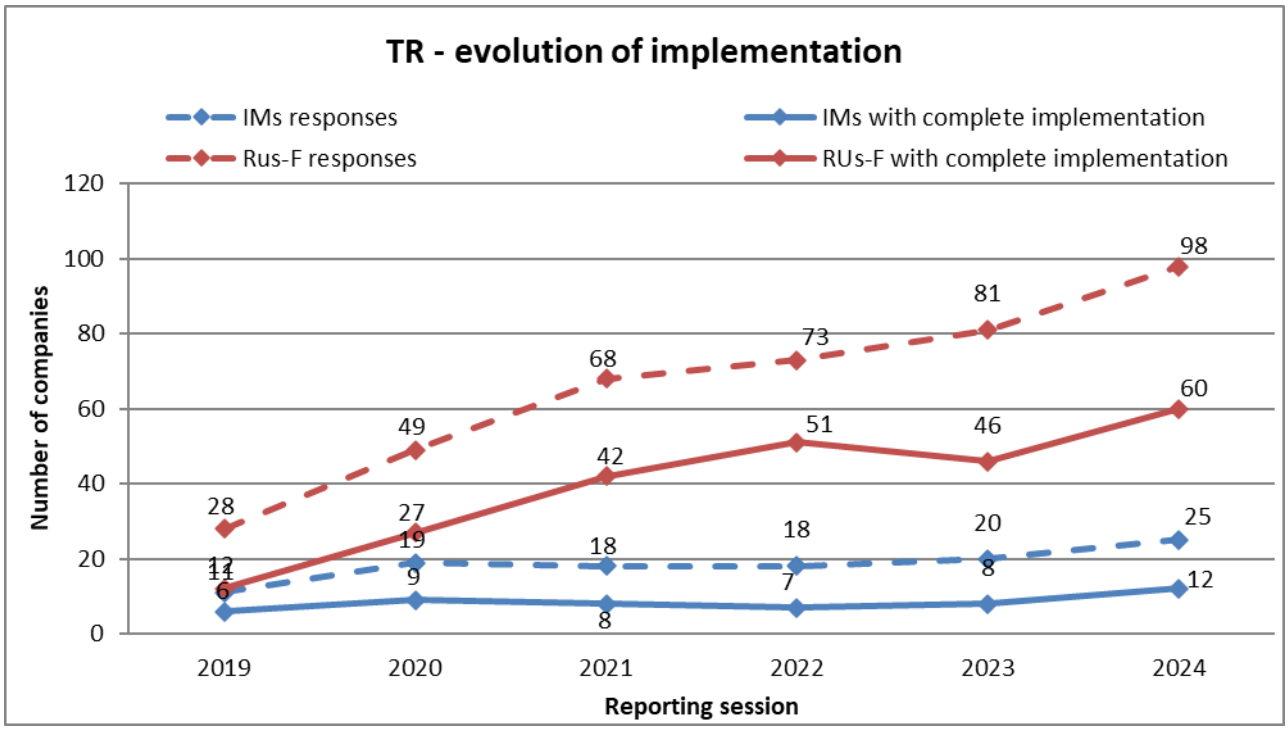


Diagram 24: Evolution of responses and implementation for Train Ready

Train Running Information (IMs and RUs-F)

The Target Implementation Milestone for realisation of the Train Running Information message (TRI) according to the TAF TSI Masterplan was end of 2017. This monitoring concerns only one aspect of the TAF TSI basic parameter 'Train running forecast', the Train Running Information message. The Train Information System (TIS) is a common sector tool managed by RNE. Messages sent by IMs to TIS or messages received by RUs from TIS through traditional interfaces are considered as 75 % fulfilment. TAF messages sent or received by Common Interface are counted as 100 % fulfilment.

Diagram 25 indicates 28 IMs and 121 RUs-F with 100 % level of fulfilment. Beyond that, 32 companies which do not have fully implemented TRI declared to use TIS according to their feedback to the survey.

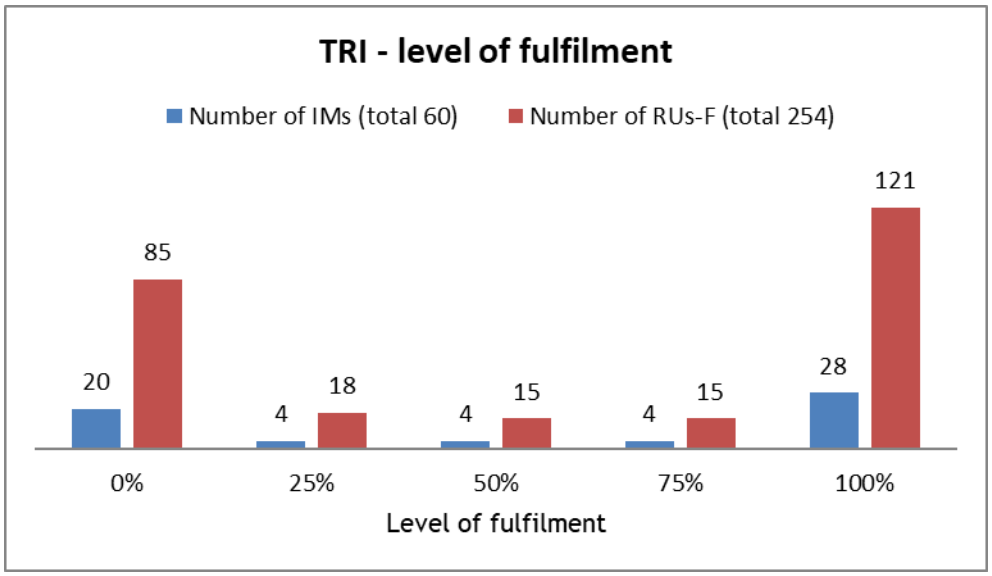


Diagram 25: Train Running Information (TRI)

Regarding diagram 26, the number of IMs and RUs-F having implemented completely the TRI increased in comparison to the previous reporting session at a higher level of participation.

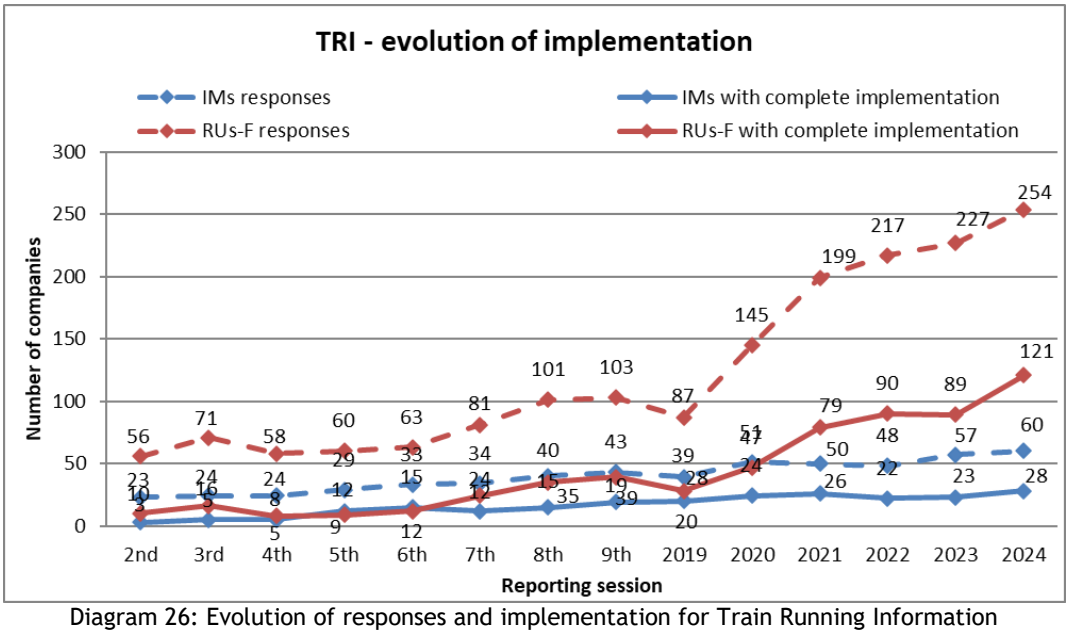


Diagram 26: Evolution of responses and implementation for Train Running Information

Train Running Interruption Message (IMs and RUs-F)

The Target Implementation Milestone for realisation of the Train Running Interruption Message (TRIM) according to the TAF TSI Masterplan was 2019.

The level of fulfilment of diagram 27 shows 16 IMs and 62 RUs-F with complete implementation of the TRIM message. However, most companies have not yet started implementation.

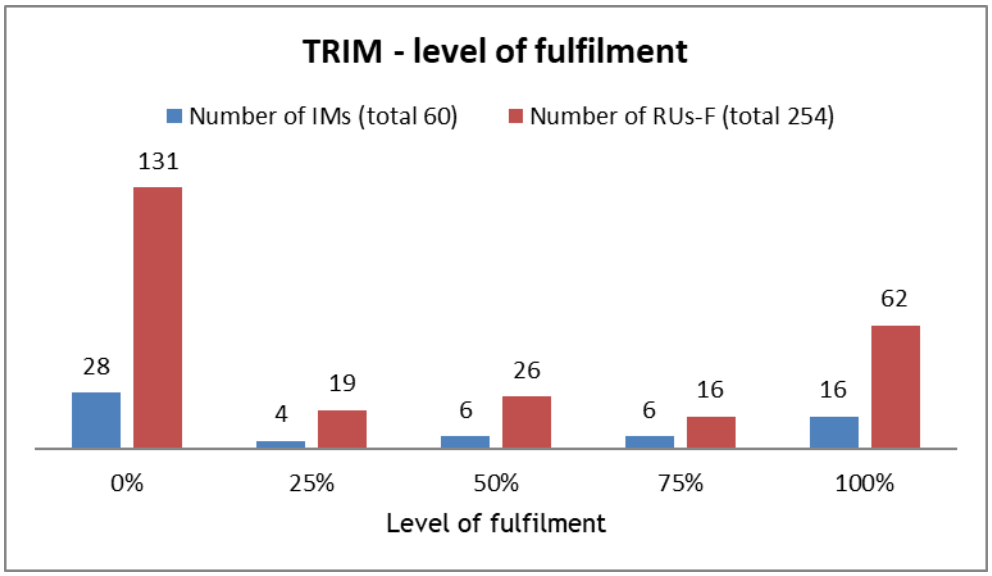


Diagram 27: Train Running Interruption Message (TRIM)

Diagram 28 indicates a positive evolution of implementation for TRIM at a relative low level compared to the number of participating companies.

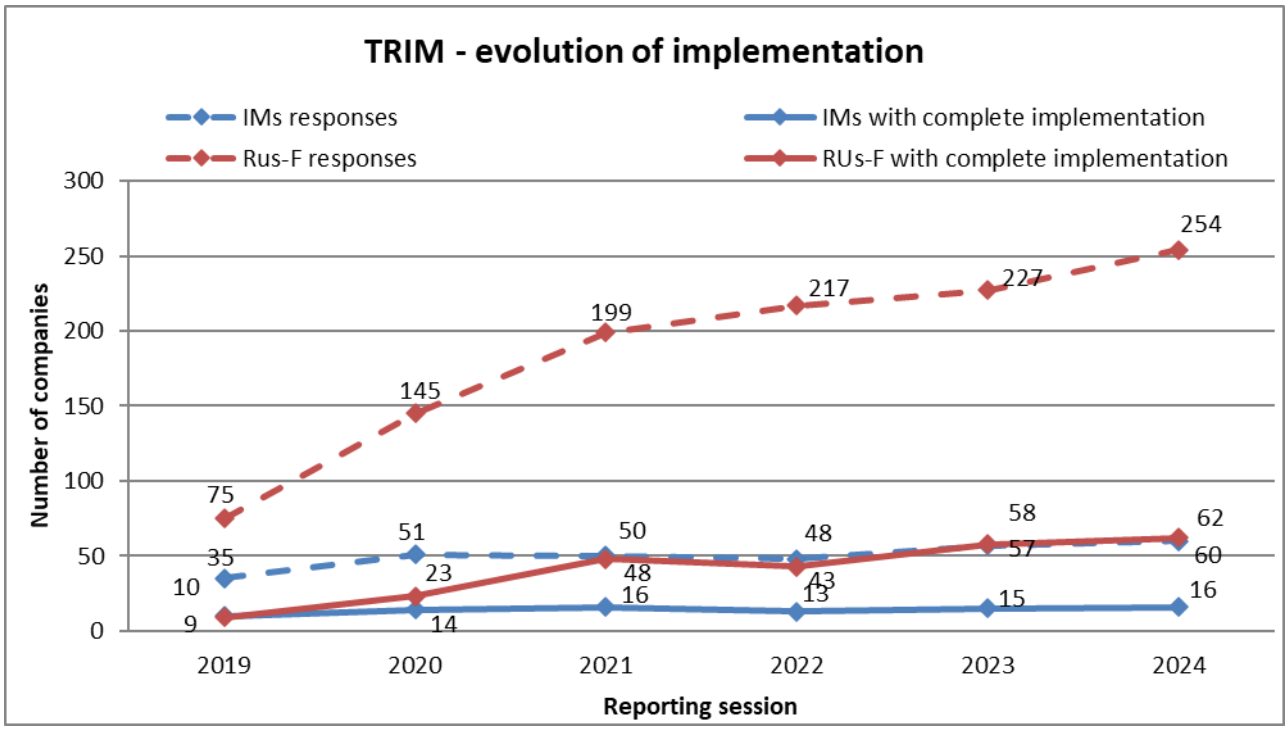


Diagram 28: Evolution of responses and implementation for Train Running Interruption Message

Train Running Forecast (IMs and RUs-F)

The Target Implementation Milestone for realisation of the Train Running Forecast (TRF) according to the TAF TSI Masterplan was 2017.

TRF is reported to be fully implemented end of 2022 by 21 IMs and 61 RUs-F.

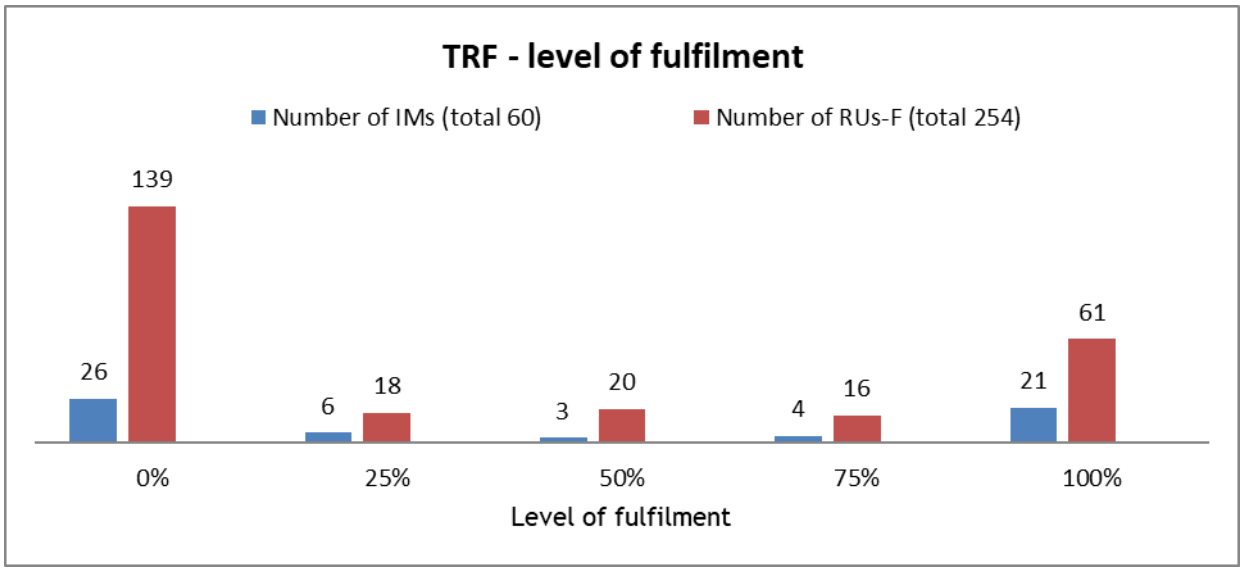


Diagram 29: Train Running Forecast (TRF)

Following a higher participation of IMs and RUs-F, complete implementation of the TRF function also shows a higher level than the previous year.

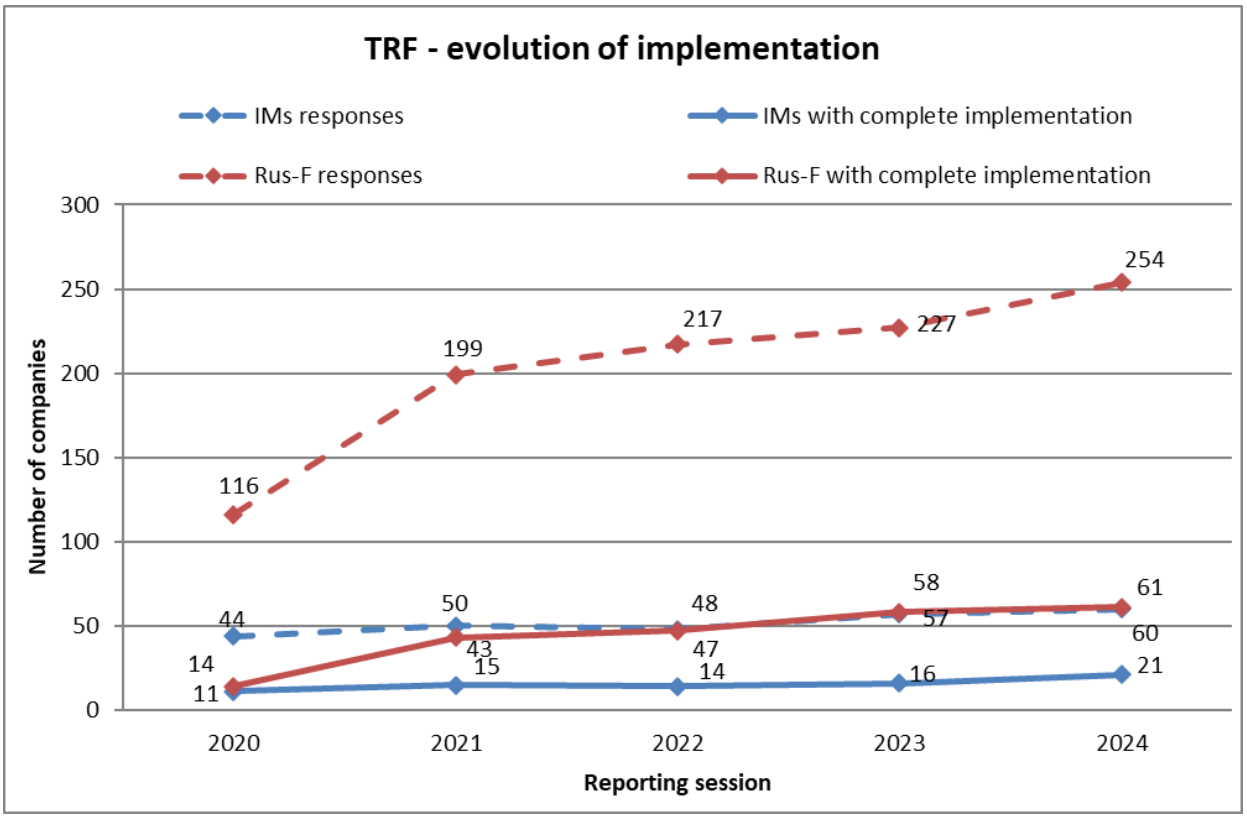


Diagram 30: Evolution of responses and implementation for Train Running Forecast

Train Composition Message (IMs and RUs-F)

The Target Implementation Milestone for realisation of the Train Composition Message (TCM) as part of the Train Preparation Function according to the TAF TSI Masterplan was end of 2018. TCM is mandatory to be sent by RUs-F. However, implementation by IMs is also reported, because the message is sometimes required via the Network Statement.

22 IMs and 103 RUs-F have implemented TCM completely.

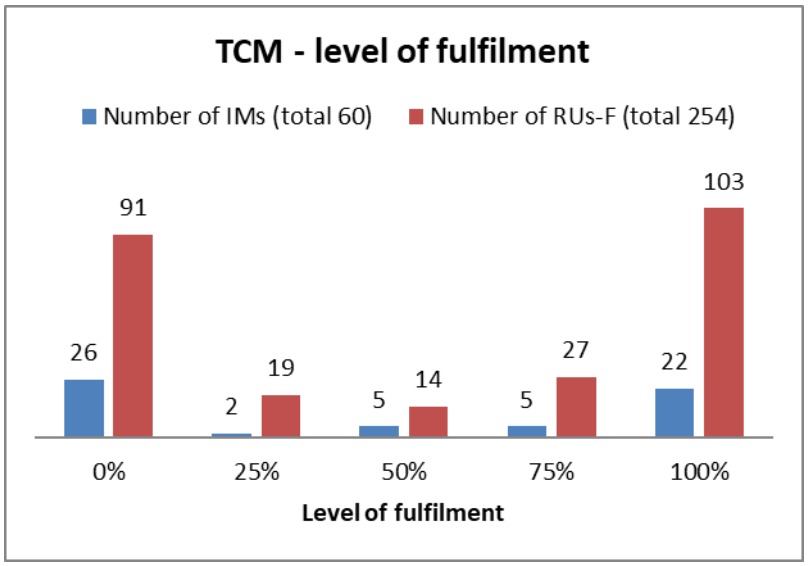


Diagram 31: Train Composition Message (TCM)

Figures show an increase for IMs and RUs-F in terms of complete implementation of TCM since last reporting session. 103 RUs-F out of 254 which replied to the survey have completely implemented the TCM while 22 out of 60 IMs have finished their duty.

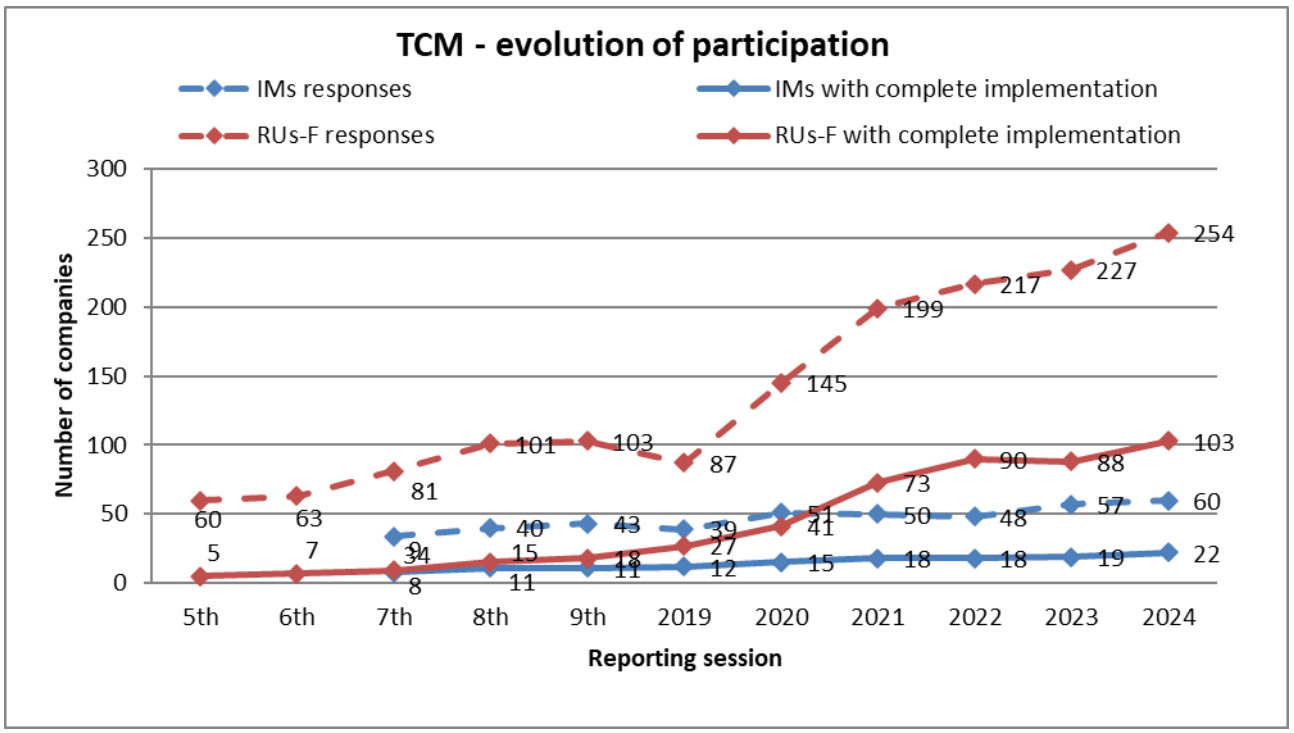


Diagram 32: Evolution of responses and implementation for Train Composition Message (TCM)

Consignment Note Data (RUs-F)

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

ORFEUS (Open Rail Freight EDI User System) is a common sector tool managed by Raildata, which allows to exchange consignment data.

Diagram 33 indicates 62 RUs-F out of 254 having finished implementation of CND. Besides, 41 companies declared in the questionnaire using ORFEUS, but 21 of them not having implemented CND completely.

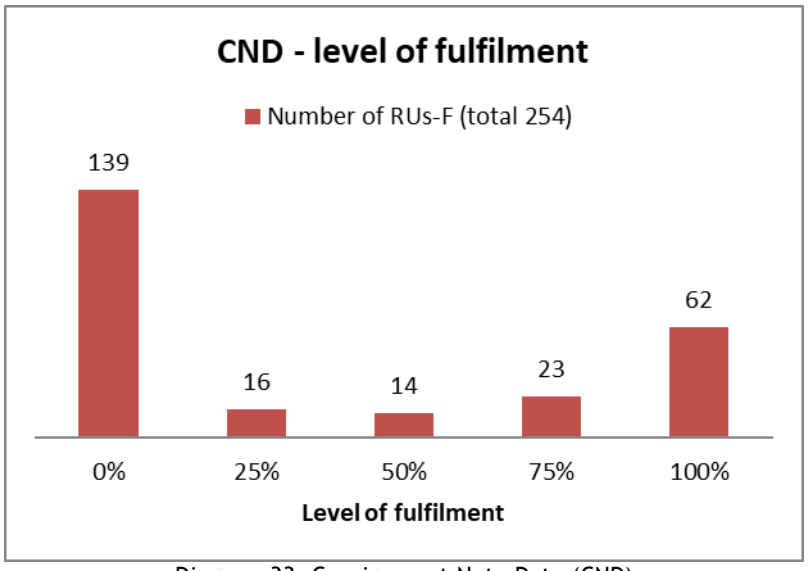


Diagram 33: Consignment Note Data (CND)

The evolution of responses and implementation for CND increases quite significantly for 2024 (diagram 34).

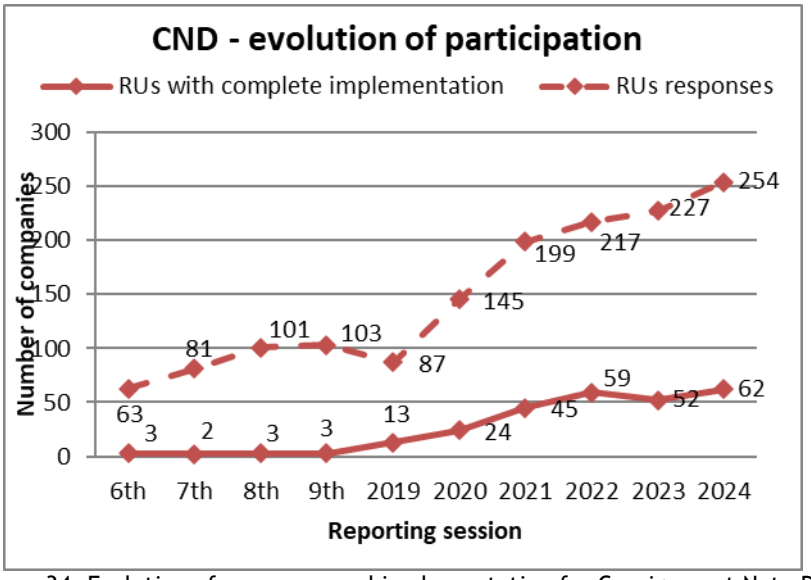


Diagram 34: Evolution of responses and implementation for Consignment Note Data (CND)

Wagon Movement (RUs-F)

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

The common sector tool ISR ensures exchange of movement information for wagons in international traffic through a central platform.

Responses to this questionnaire indicate 40 RUs-F having completed the WM function from a total of 254 companies. Moreover, 23 RUs-F declared using the Common Sector Tool ISR, out of which 13 companies did not have implemented WM completely.

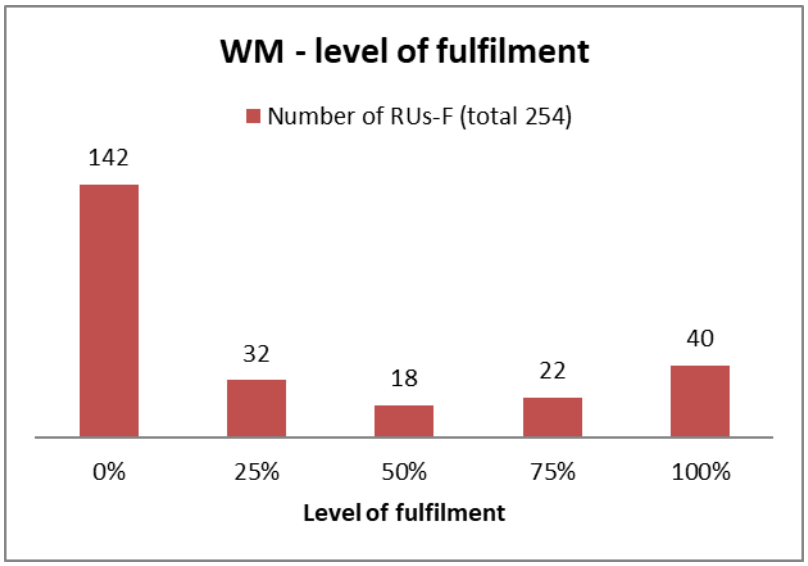


Diagram 35: Wagon Movement (WM)

The implementation for WM shows a slight positive evolution for 2024 (diagram 36).

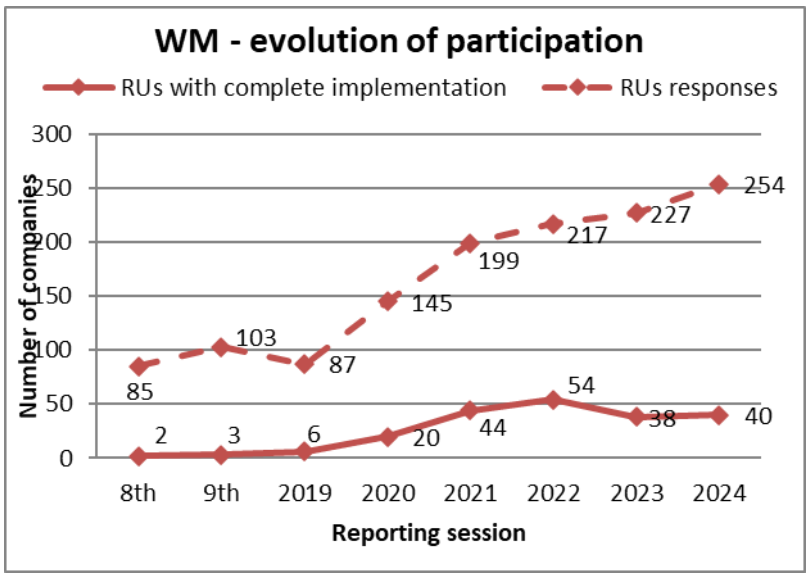


Diagram 36: Evolution of responses and implementation for Wagon Movement (WM)

Shipment ETA (RUs-F)

The Target Implementation Milestone for realisation of the Shipment ETA function (ETA) according to the TAF TSI Masterplan was 2018.

The 'Shipment ETA' function (ETA) is relevant for RUs-F only. Even if there are several IMs that will realise this function on behalf of their customers, they are not considered in the present report.

48 RUs-F out of a total of 254 RUs-F declare to have implemented this function by the end of 2024 is shown in diagram 37.

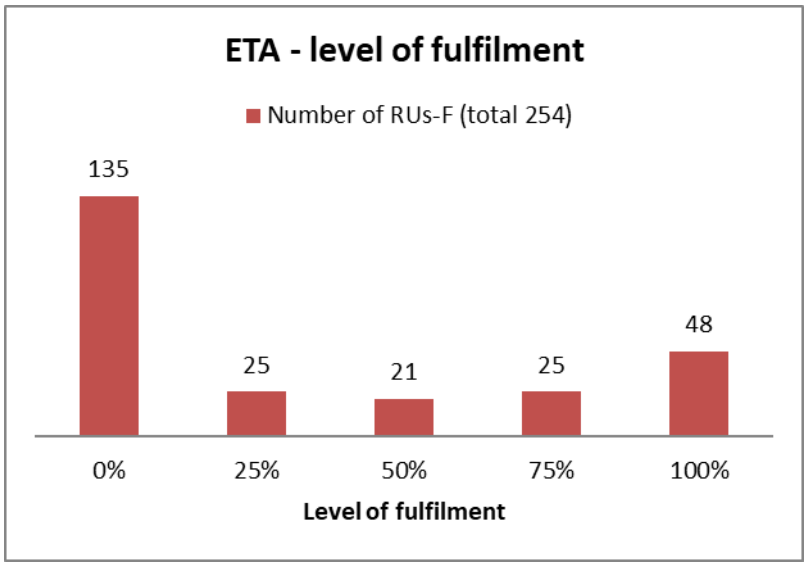


Diagram 37: Shipment ETA

Both, participation in the survey and implementation of the ETA-function have increased in 2024 according to diagram 38.

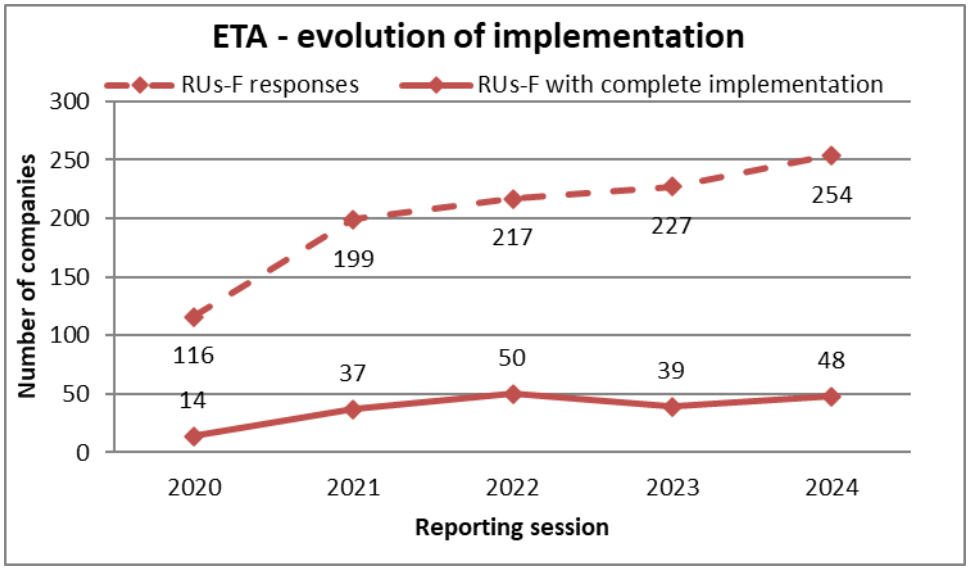


Diagram 38: Evolution of responses and implementation for Shipment ETA

Rolling Stock Reference Database (WKs)

The Target Implementation Milestone for realisation of the RSRD function according to the TAF TSI Masterplan was 2015.

The 'Rolling Stock Reference Database' function (RSRD) is relevant for companies which keep wagons. Those companies might at the same time also be RUs or IMs.

Many companies intend fulfilling this functionality in a collaborative way via the common sector tool RSRD^2. Information delivered by UIP for RSRD^2 means 100% of fulfilment. 117 WKs have implemented this function, out of which 90 WKs thanks to RSRD^2.

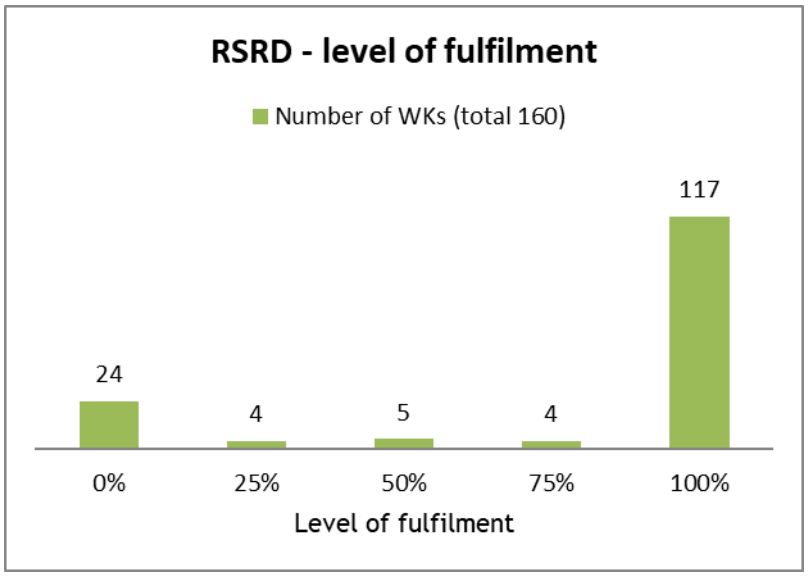


Diagram 39: Rolling Stock Reference Database

Despite lower participation to the survey, the evolution of implementation has risen compared to the previous report (see diagram 40).

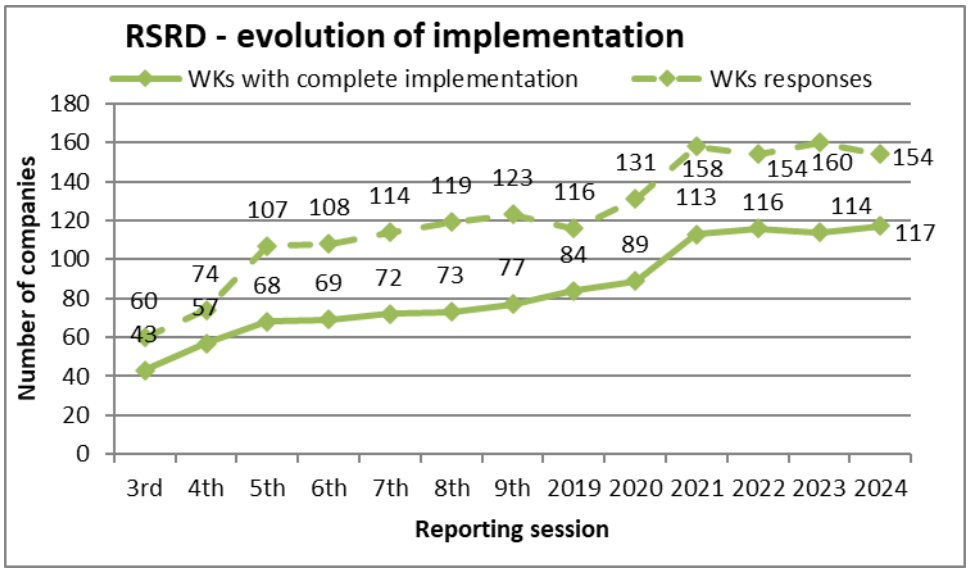


Diagram 40: Evolution of responses and implementation for RSRD

Reasons for not starting implementation of TAF/TAP TSI functions

Companies could declare in a dedicated answer for each TAF/TAP TSI function one reason why they did not yet start implementing it. Diagram 41 gives a summary of the total number of reasons mentioned in the questionnaire.

Compared to the precious survey, feedback regarding reasons for not implementing went up by about 14 % in total from 1442 reasons in 2023 to 1637 this year.

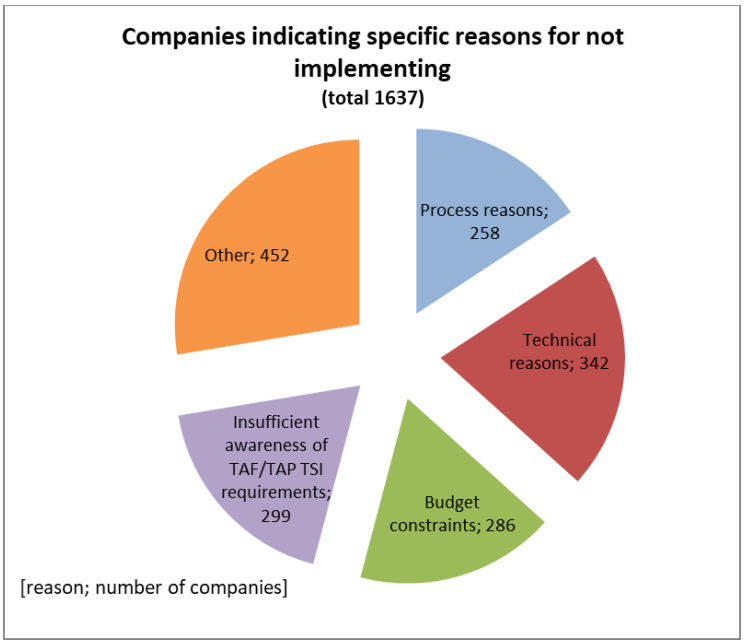


Diagram 41: Reasons for not starting implementation of TAF/TAP TSI functions

Diagram 42 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.

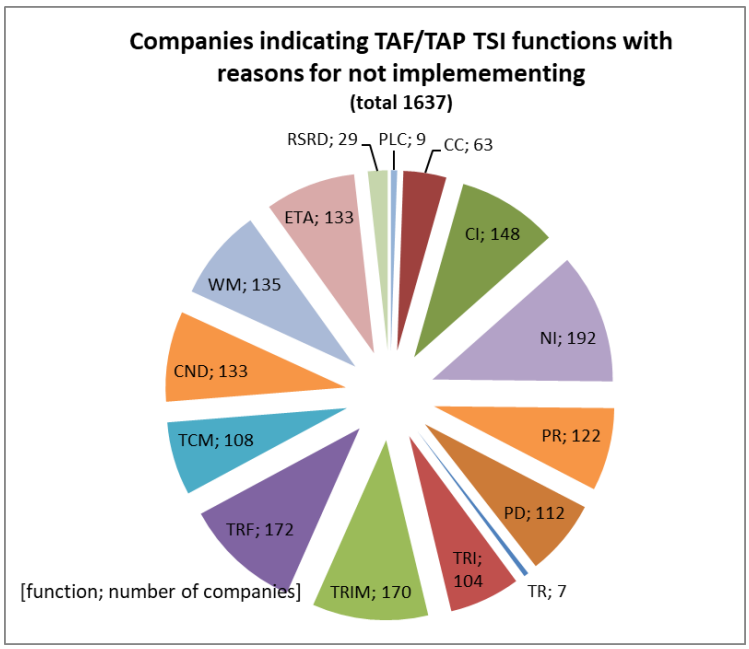


Diagram 42: TAF/TAP functions with reasons for not starting implementation

Diagrams 43 and 44 give a closer look to the development of reasons for not implementing over time. The percentage given in the diagrams as a green line, is calculated as the number of companies having declared a specific reason in relation to all companies giving a reason for not starting to implement.

It turns out, that the percentage regarding ‘insufficient awareness of TAF/TAP requirements’ is stable since last year at 18%, the absolute number of 299 companies being above the number of 2023.

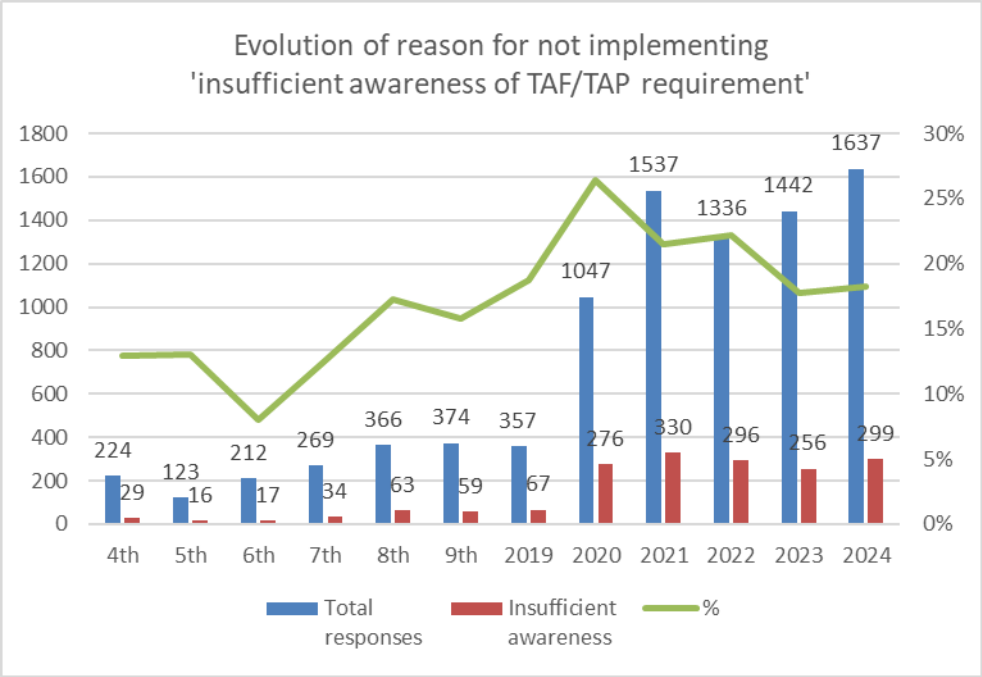


Diagram 43: Evolution of ‘insufficient awareness of TAF/TAP requirements’

It is remarkable for the reason ‘budget constraints’, that nearly 50 % more companies declared not to implement due to missing budget in 2024.

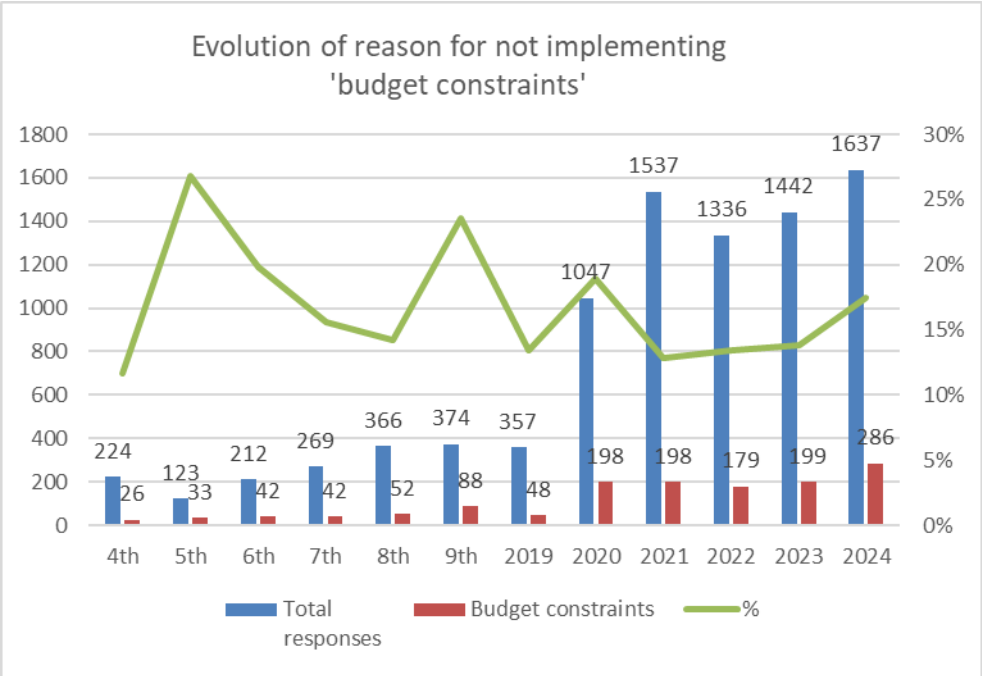


Diagram 44: Evolution of ‘budget constraints’

Degree of implementation at European level

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

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

Diagrams 45 and 46 show the DI for planning and operation functions to be implemented by IMs. Relative to the last report, implementation of all IM planning and IM operational functions show a clear positive trend.

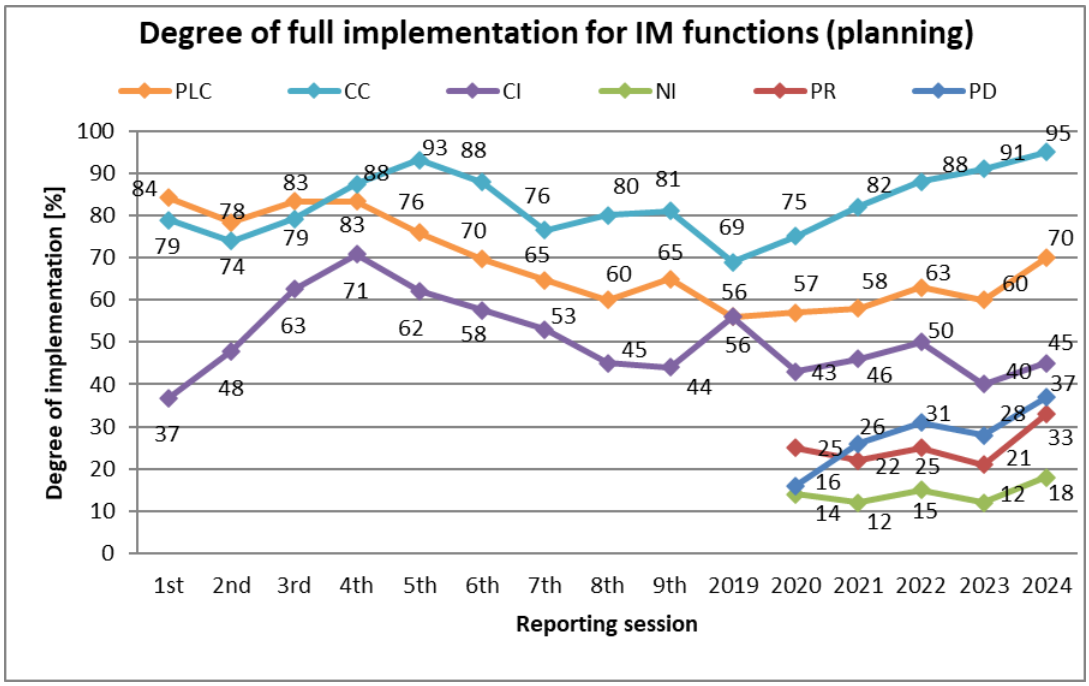


Diagram 45: Reported DI for IM functions (planning)

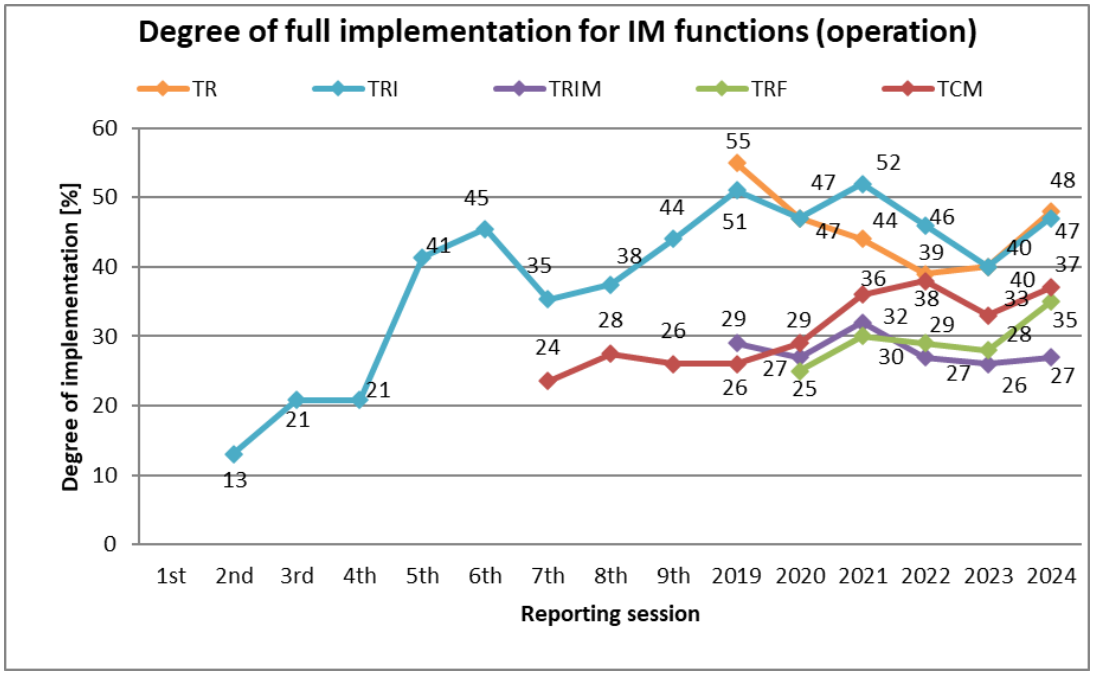


Diagram 46: Reported DI for IM functions (operation)

Diagrams 47 and 48 indicate the evolution of implementation for RUs-F functions. Generally, the proportion of RUs having finished implementation is considerably lower than for IMs.

RUs-F functions for planning all show a positive development and RU-F functions for operation mainly show a positive development in terms of degree of full implementation. Exceptions are the TRF, TRIM and WM function for operation.

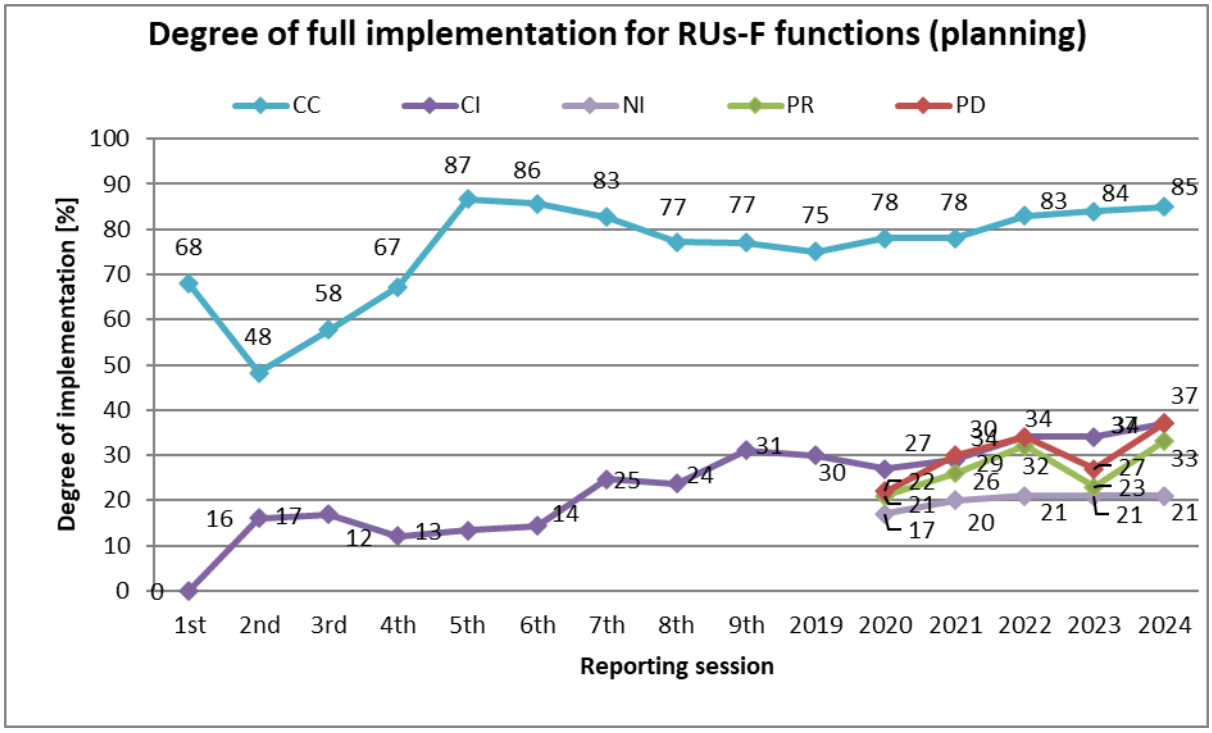


Diagram 47: Reported DI for RUs-F functions (planning)

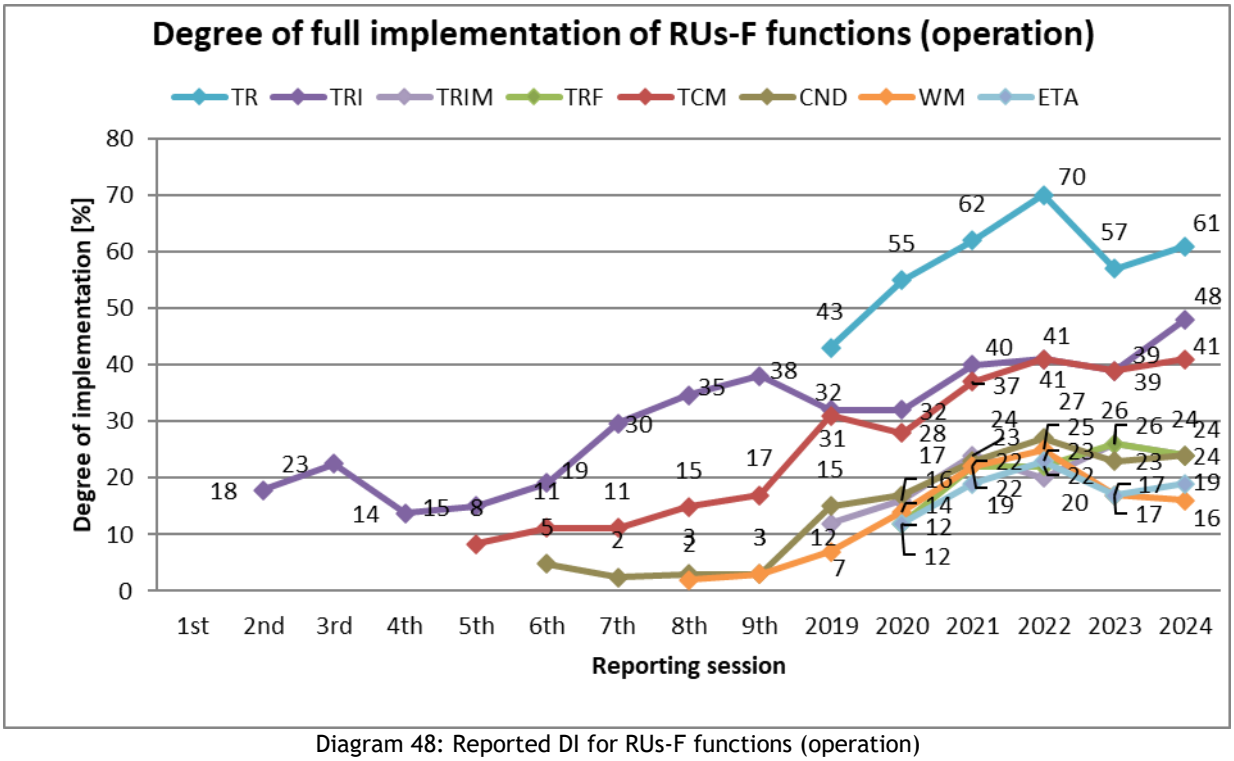


Diagram 48: Reported DI for RUs-F functions (operation)

Diagram 49 shows the reported DIs for the WK functions in the present report. The development of full implementation is growing except for the CI function.

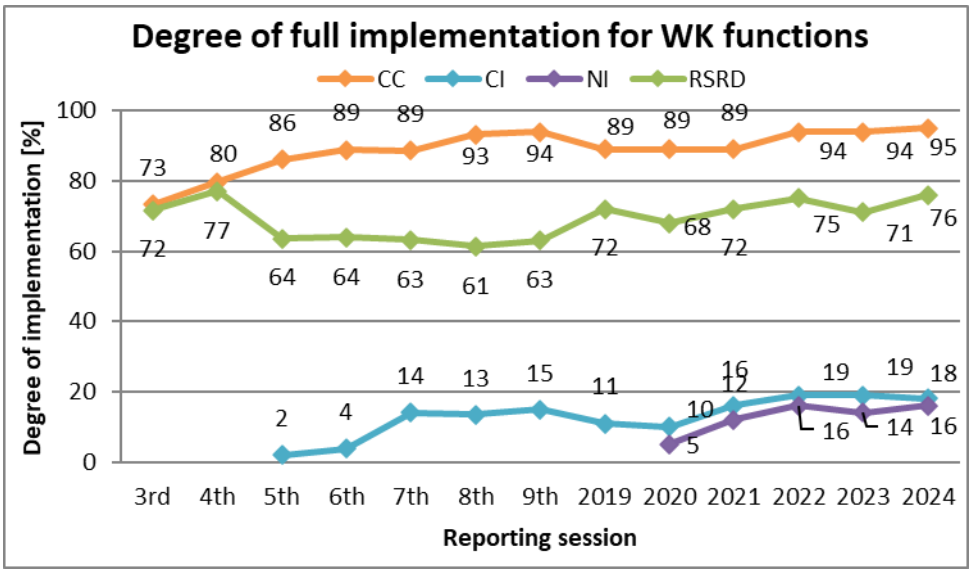


Diagram 49: Reported DI for WK functions

The progress of DI at European level compared to the previous year has developed in completely the opposite direction. For the period 2022 to 2023 the DI for 19 functions in total has fallen while for the current period shown in diagram 50 the DI for 23 functions in total has gone up.

Development of Degree of Implementation (DI) at European level since 2023 reporting session		Type of company		
		IM	RU-F	WK
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)	↗	↘	
	Train Composition Message (TCM)	↗	↗	
	Consignment Note Data (CND)		↗	
	Wagon Movement (WM)		↘	
	Shipment ETA (ETA)		↗	
	Rolling Stock Reference Database (RSRD)			↗

Diagram 50: Summary of DI development for TAF TSI

6. IMPLEMENTATION STATUS OF IMS PER COUNTRY

This chapter gives an impression about the state of implementation of TAF 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 will have to adapt.

European maps in diagrams 51 to 62 illustrate 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.

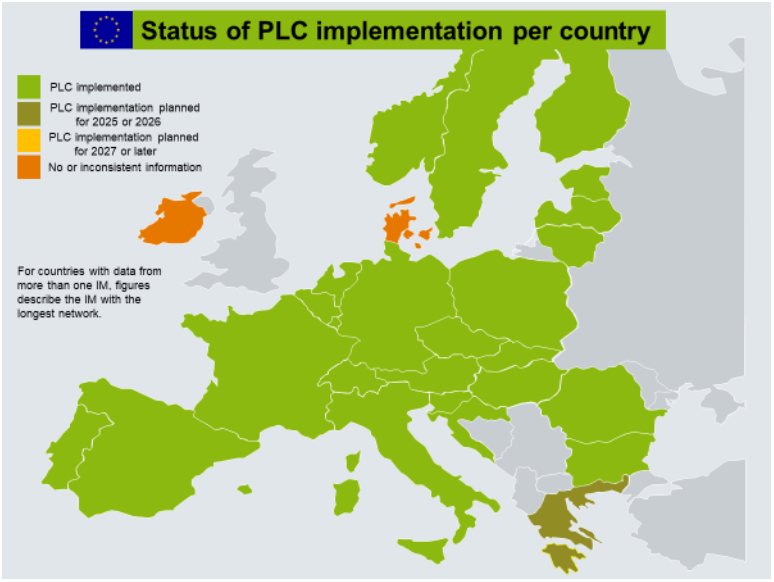


Diagram 51: Implementation of PLC of IMs across European countries

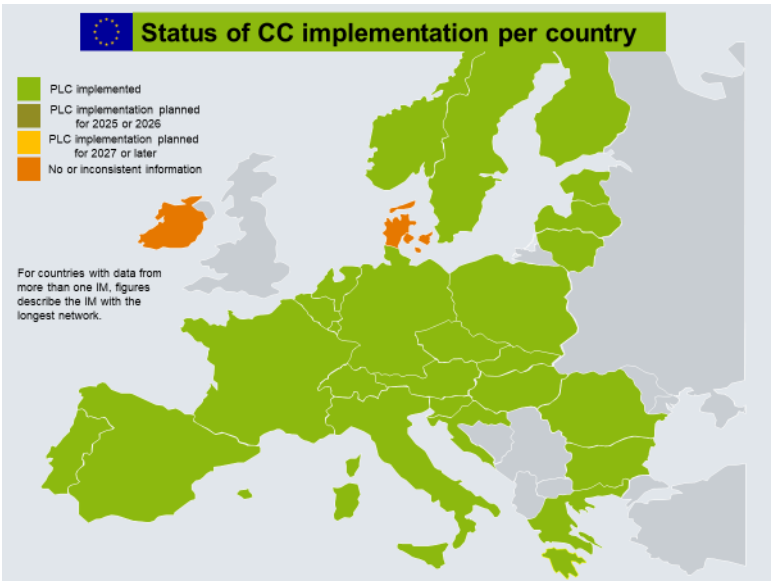


Diagram 52: Implementation of CC of IMs across European countries

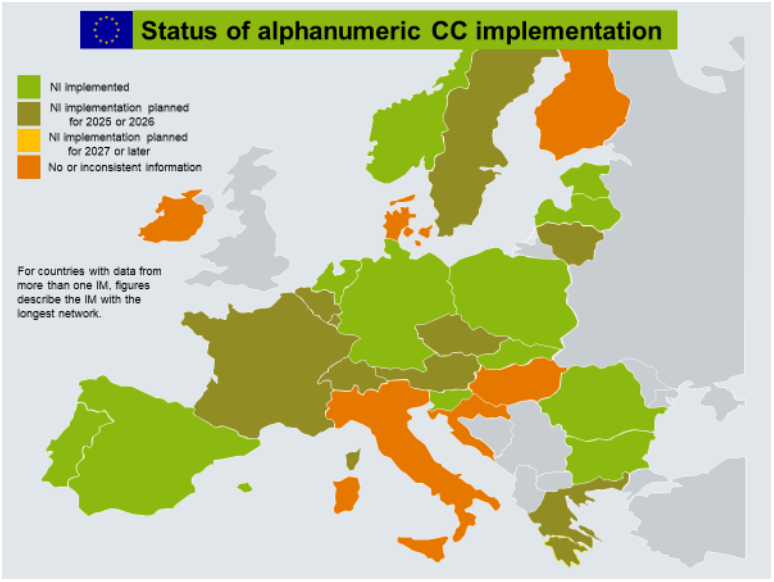


Diagram 53: Implementation of alphanumeric CC of IMs across European countries

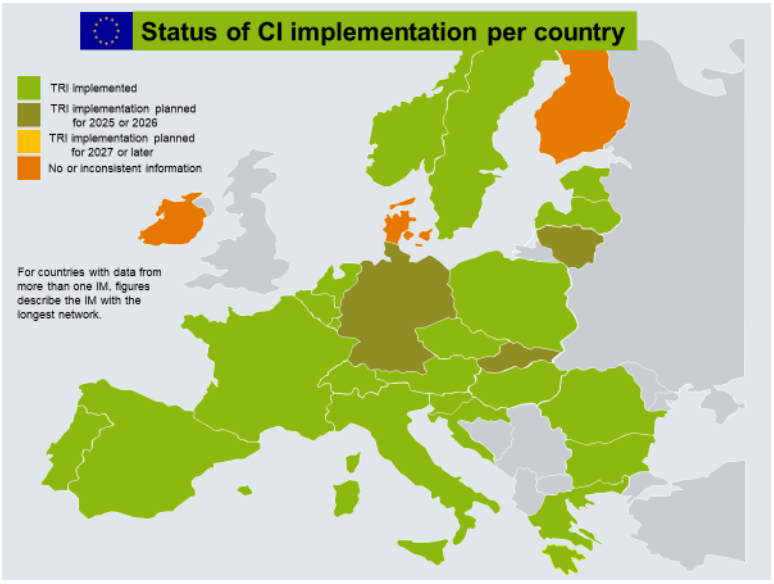


Diagram 54: Implementation of CI of IMs across European countries

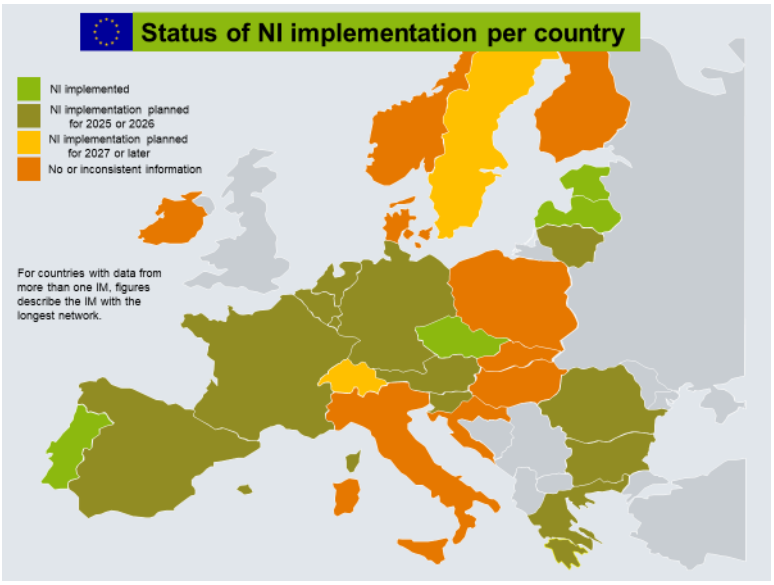


Diagram 55: Implementation of NI of IMs across European countries

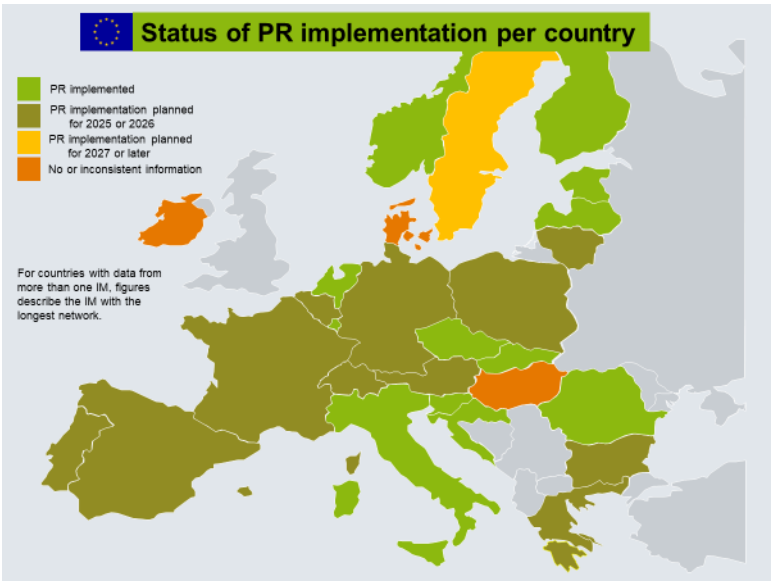


Diagram 56: Implementation of PR of IMs across European countries

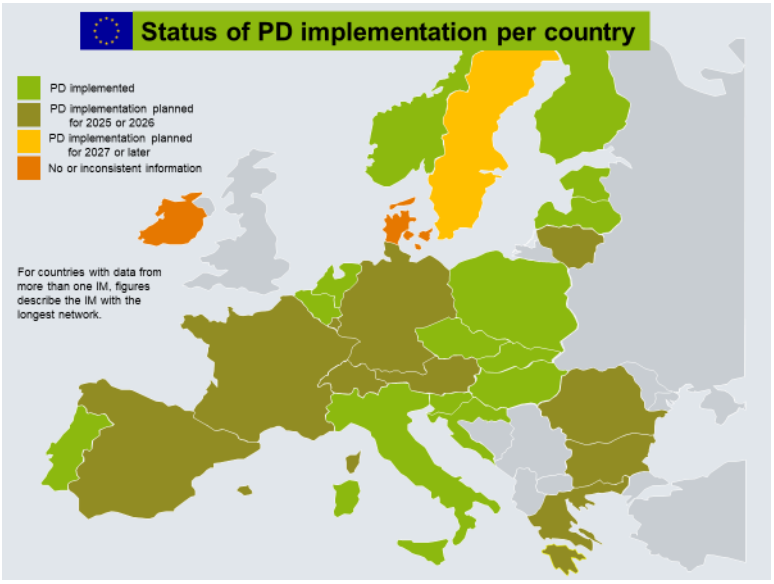


Diagram 57: Implementation of PD of IMs across European countries

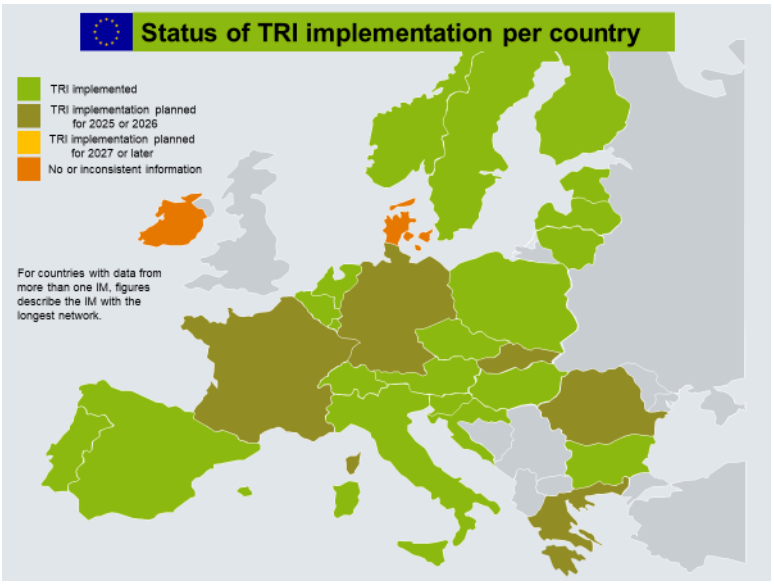


Diagram 58: Implementation of TRI of IMs across European countries

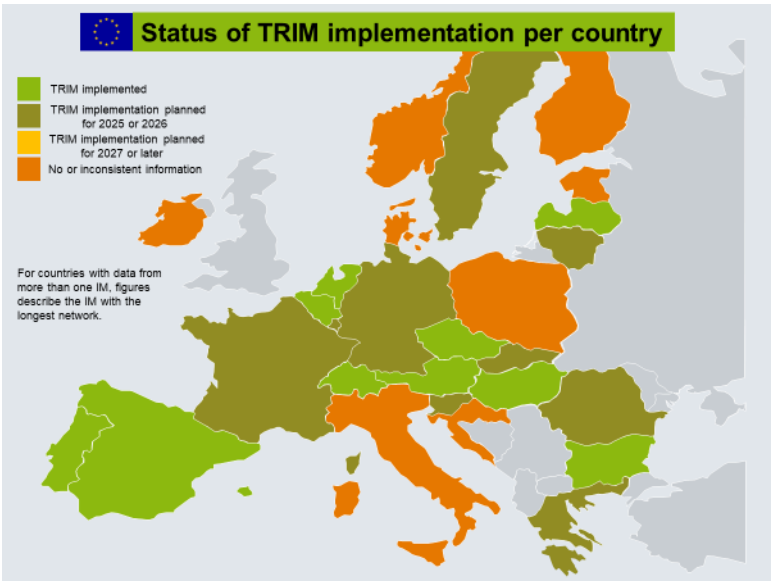


Diagram 59: Implementation of TRIM of IMs across European countries

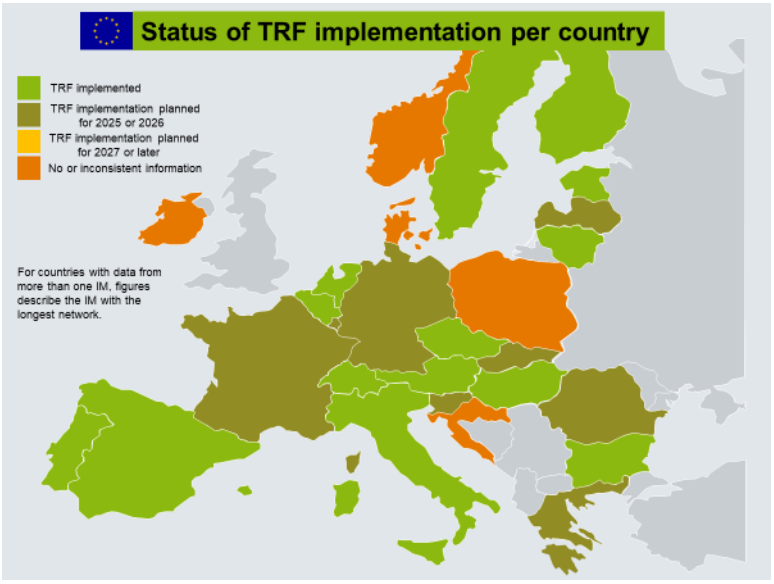


Diagram 60: Implementation of TRF of IMs across European countries

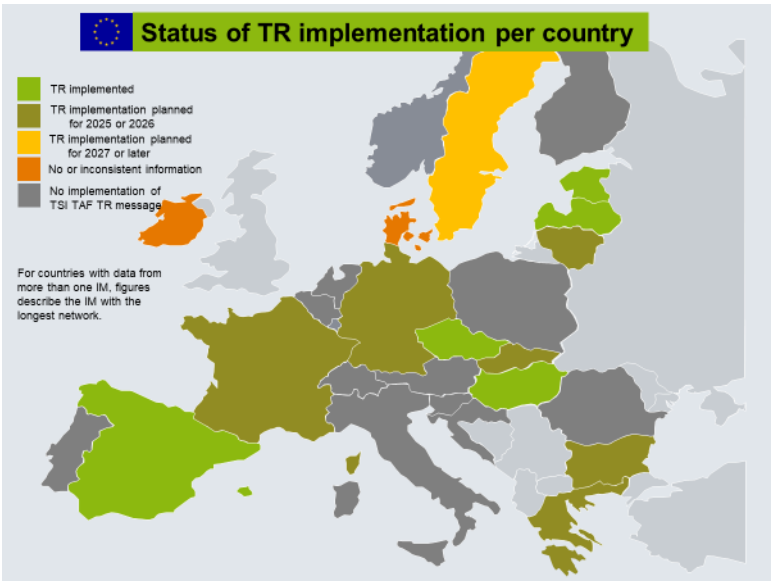


Diagram 61: Implementation of TR of IMs across European countries

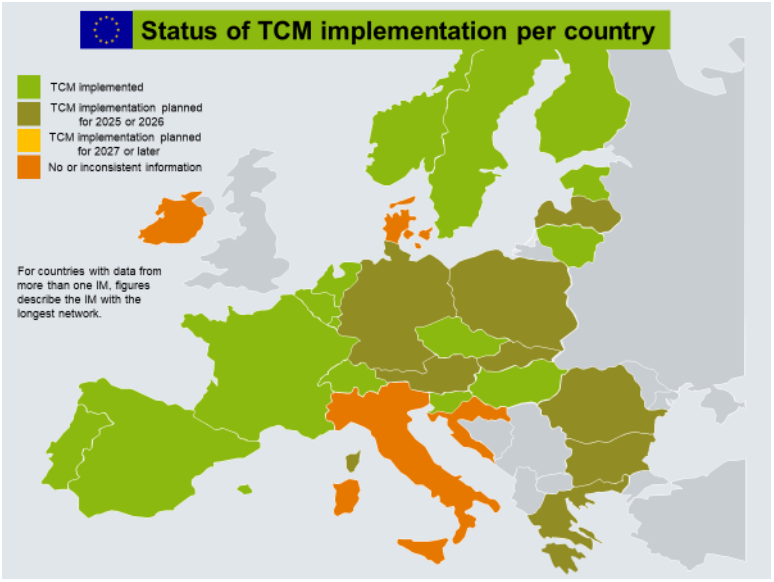


Diagram 62: Implementation of TCM of IMs across European countries

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 gone up by 15 % to 907 in total in 2024. The summary shown in diagram 63 does not contain companies declaring not to use any tool (189 nominations).

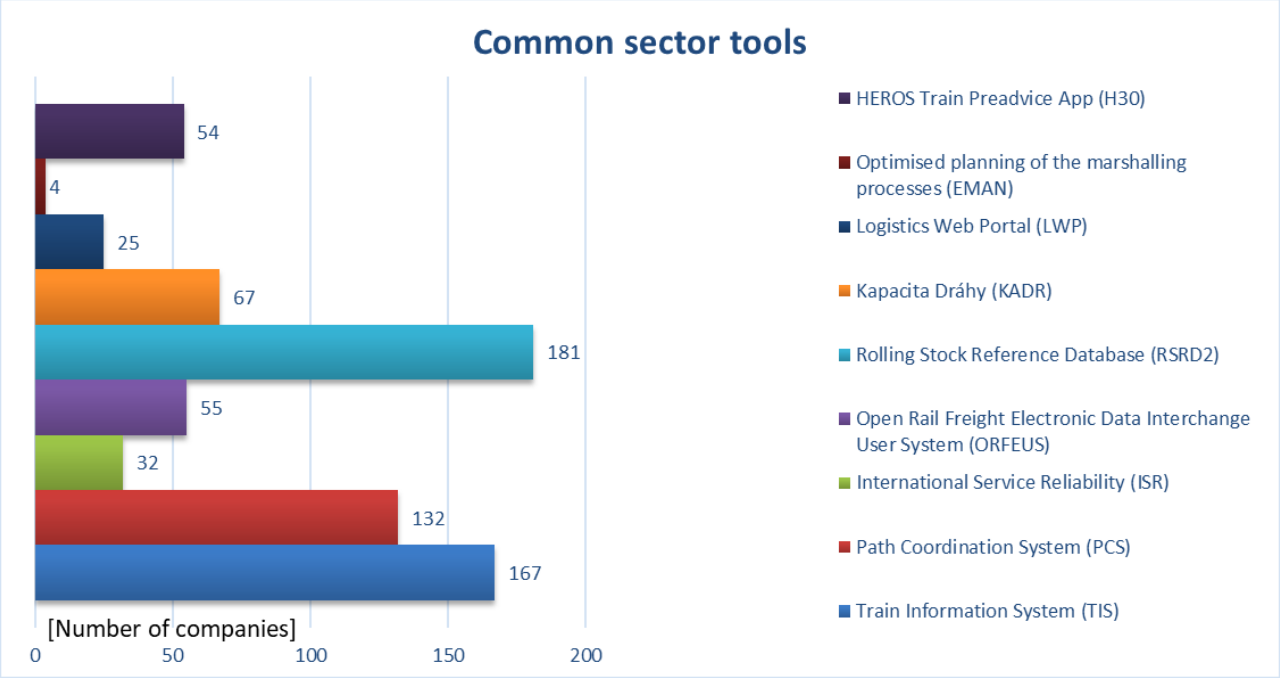


Diagram 63: Common sector tools in use

RSRD^2 and TIS both stay the most used Common Sector Tools for TAF TSI functions.

8. CONCLUSION AND FINDINGS

The 2024 reporting session can be described as successful with the highest number of invitations (+87) and the highest number of responses (+54). As always, the number of companies having responded to the 2024 questionnaire is significantly lower than the number of companies having been invited. The response rate of 44 % of the current reporting session is quite a good rate regarding the high number of invitations.

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 45 to 49 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 11 functions for IM, 13 functions for RU and 4 functions for WK.

The DI for the different TAF functions in the present report shows generally a positive development with some exceptions:

- positive trends for IM planning functions
- positive trends for IM operation functions
- positive trends for all RUs-F planning functions except for NI (stable)
- positive trends for all RUs-F operation functions except for WM and TRF
- positive trends for all WK function except CI

For some TAF TSI functions there is a strong need to precisely define the compliance with TAF 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. RSRD2 and TIS remain 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)

Last Name	First Name	Company	e-mail
Arms (Chair)	Jan-Christian	DB AG	jan-christian.arms@deutschebahn.com
De la Haye	Marcel	CER	marcel.de-la-haye@cer.be
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
Paul	Michael	DB Systel	michael.mi.paul@deutschebahn.com
Ransmark	Tommy	Raildata	tommy.ransmark@greencargo.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 2024

Nr.	Member State	Type of Company	Company name	Reporting Entity
1	AT	IM	ÖBB-Infrastruktur AG	
2	AT	IM	Steiermärkische Landesbahnen	
3	AT	IM, RU-P	Raab Ödenburg Ebenfurter Eisenbahn AG	
4	AT	RU-F	DB Cargo AG	
5	AT	RU-F	HSL Logistik Austria GmbH	HSL-Logistik (CZ)
6	AT	RU-F	LTE Austria GmbH	
7	AT	RU-F	LTE Logistik- und Transport-GmbH (LTE Holding)	LTE Austria GmbH
8	AT	RU-P	Steiermarkbahn und Bus GmbH	
9	AT	WK	Felbermayr Transport- und Hebetechnik GmbH & Co KG	
10	AT	WK	waggonservice WSG mbH	
11	BE	IM	Infrabel	
12	BE	RU-F	Crossrail Benelux	
13	BE	RU-F	HSL Belgium GmbH	HSL-Logistik (CZ)
14	BE	RU-F	Lineas	
15	BE	RU-F	Railtraxx	
16	BE	WK	Lineas SA/NV	
17	BE	WK	Terminal Athus SA	
18	BG	IM	NRIC (National Railway Infrastructure Company)	
19	BG	RU-F	"ТРАНСПОРТНО СТРОИТЕЛСТВО И ВЪЗСТАНОВЯВАНЕ" ЕАД	
20	BG	RU-F	BDZ TOVARNI PREVOZI EOOD	
21	BG	RU-F	Bulgarian Raiway Company EAD	LTE Austria GmbH
22	BG	RU-F	LTE Bulgaria EOOD	
23	BG	RU-F	MMIRL	
24	BG	RU-F	Rail Cargo Carrier - Bulgaria Ltd	
25	BG	RU-F	Булмаркет Рейл Карго ЕООД	
26	BG	RU-F	Карго Транс Вагон България АД	
27	BG	RU-F, WK	DB Cargo Bulgaria EOOD	
28	CH	IM	BLS-Netz AG	
29	CH	IM	SBB Infrastruktur	
30	CH	IM	Schweizerische Südostbahn AG	
31	CH	RU-F	BLS Cargo AG	
32	CH	RU-F	HSL-Schweiz GmbH	HSL-Logistik (CZ)
33	CH	RU-F	LTE Schweiz GmbH	LTE Austria GmbH
34	CH	RU-F	SBB Cargo International AG	
35	CH	WK	CICA SA	
36	CH	WK	DHL FoodLogistics GmbH	
37	CH	WK	Diversified Investments SA	
38	CH	WK	HASTAG (Zürich) AG	
39	CH	WK	MITRAG AG	

Nr.	Member State	Type of Company	Company name	Reporting Entity
40	CH	WK	Osterwalder St. Gallen AG	
41	CH	WK	SBB Cargo AG	
42	CH	WK	TRANSWAGGON AG	
43	CH	WK	VTG Schweiz GmbH	
44	CZ	IM	Gerhát Train s.r.o.	
45	CZ	IM	Správa železnic, státní organizace (SZCZ)	
46	CZ	IM, RU-F	ORLEN Unipetrol Doprava, s.r.o.	
47	CZ	IM, RU-F	PDV RAILWAY a.s.	
48	CZ	IM, WK	Skanska a.s.	
49	CZ	RU-F	Cargo Motion s.r.o.	
50	CZ	RU-F	CER Slovakia a.s.	CER Slovakia a.s. (SK)
51	CZ	RU-F	DB Cargo Czechia s.r.o.	
52	CZ	RU-F	DB Cargo Czechia s.r.o.	
53	CZ	RU-F	DBV-ITL, s.r.o.	
54	CZ	RU-F	Elektrizace železnic Praha a.s.	
55	CZ	RU-F	EUROVIA CZ a.s.	
56	CZ	RU-F	GJW Praha spol. s r.o.	
57	CZ	RU-F	HSL-Logistik	
58	CZ	RU-F	IDS LogiRail s.r.o.	
59	CZ	RU-F	LTE Czechia s.r.o.	
60	CZ	RU-F	Retrack Czech s.r.o.	
61	CZ	RU-F	SLEZSKOMORAVSKÁ DRÁHA a.s.	
62	CZ	RU-F	SWIETELSKY Rail CZ s.r.o.	
63	CZ	RU-F	Trans Rapid	
64	CZ	RU-F	Vápenka Čertovy schody a.s.	
65	CZ	RU-F	Vítkovická doprava a.s.	
66	CZ	RU-F, RU-P	CityRail, a.s.	
67	CZ	RU-F, RU-P	ReViRail CZ s.r.o.	
68	CZ	RU-F, RU-P, WK	České dráhy, a.s.	
69	CZ	RU-F, RU-P, WK	PARI CZ Servis s.r.o.	
70	CZ	RU-F, WK	AWT ROSCO a.s.	PKP CARGO INTERNATIONAL a.s. (CZ)
71	CZ	RU-F, WK	ČD Cargo, a.s.	
72	CZ	RU-F, WK	OLOMOUCKÁ DOPRAVNÍ s.r.o.	
73	CZ	RU-F, WK	PKP CARGO INTERNATIONAL a.s.	
74	CZ	RU-F, WK	SUAS Transportation Service s.r.o.	
75	CZ	RU-P	ČESKÁ ZÁPADNÍ DRÁHA s.r.o.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
76	CZ	RU-P	Die Länderbahn CZ s.r.o.	
77	CZ	RU-P	Leo Express Global a.s.	
78	CZ	RU-P	Leo Express s.r.o.	
79	CZ	RU-P	Leo Express Tenders s.r.o.	
80	CZ	RU-P	Regiojet ÚK a.s.	
81	CZ	WK	Česká republika - Správa státních hmotných rezerv	
82	CZ	WK	Ermewa GmbH	
83	CZ	WK	Ermewa SA	
84	CZ	WK	Felbermayr Transport- und Hebetechnik spol.s.r.o.	
85	CZ	WK	Holcim (Česko), a.s.	
86	CZ	WK	Interfracht s.r.o.	
87	CZ	WK	KOS Trading, akciová společnost	
88	CZ	WK	Liberty Ostrava a.s.	
89	CZ	WK	Lovochemie, a.s.	
90	CZ	WK	NH - TRANS, SE	
91	CZ	WK	RYKO PLUS	
92	CZ	WK	ŠKODA AUTO a.s.	
93	CZ	WK	Spolek pro chemickou a hutní výrobu, akciová společnost	
94	CZ	WK	V.K.S. VAGON KOMERC SPEED, spol. s r.o.	
95	CZ	WK	VÁPENKA VITOŠOV s.r.o.	
96	CZ	WK	ZZN Polabi, a.s.	
97	DE	AB	WISAG Rail Services GmbH & Co. KG	
98	DE	IM	Bayernhafen GmbH & Co.KG	
99	DE	IM	Häfen und Güterverkehr Köln AG	
100	DE	IM	Hamburg Port Authority	
101	DE	IM	Intermodal.sh GmbH & Co KG	
102	DE	IM, AB	DB InfraGO AG	
103	DE	IM, RU-F, RU-P	Eisenbahnen und Verkehrsbetriebe Elbe-Weser GmbH (evb)	
104	DE	IM, RU-F, RU-P	Hessische Landesbahn GmbH	
105	DE	IM, RU-F, WK	Havelländische Eisenbahn AG	
106	DE	IM, RU-P	Albtal-Verkehrs-Gesellschaft mbH	
107	DE	RU-F	boxXpress.de GmbH	
108	DE	RU-F	DeltaRail GmbH	
109	DE	RU-F	Gunvor Deutschland GmbH	
110	DE	RU-F	HSL-Logistik GmbH	HSL-Logistik (CZ)
111	DE	RU-F	LTE Germany GmbH	LTE Austria GmbH
112	DE	RU-F	RBH Logistics GmbH	
113	DE	RU-F	SBB Cargo International AG	SBB Cargo International AG (CH)
114	DE	RU-F	TFG Transfracht GmbH	

Nr.	Member State	Type of Company	Company name	Reporting Entity
115	DE	RU-F, RU-P	SWEG Südwestdeutsche Landesverkehrs - GmbH	
116	DE	RU-F, WK	DB Cargo AG	
117	DE	RU-F, WK	Mitteldeutsche Eisenbahn GmbH	
118	DE	RU-P	cantus Verkehrsgesellschaft mbH	
119	DE	RU-P	DB Fernverkehr AG	
120	DE	RU-P	DB Regio AG	
121	DE	RU-P	Transdev Rhein-Ruhr GmbH	
122	DE	WK	Alzchem Trostberg GmbH	
123	DE	WK	Aretz GmbH und Co. KG	
124	DE	WK	ARS Altmann AG	
125	DE	WK	BASF SE	
126	DE	WK	BSAS EisenbahnVerkehrs GmbH & Co.KG	
127	DE	WK	Bundeswehr	
128	DE	WK	Dortmunder Eisenbahn GmbH	
129	DE	WK	ERR European Rail Rent GmbH	
130	DE	WK	Evolit Consulting	
131	DE	WK	GATX Rail Austria GmbH	
132	DE	WK	GATX Rail Germany GmbH	
133	DE	WK	Greenbrier Leasing Europe B.V.	
134	DE	WK	ITL Eisenbahngesellschaft mbH	
135	DE	WK	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co. KG	
136	DE	WK	Kübler Heavy Rail GmbH	
137	DE	WK	Linde GmbH Gases Division	
138	DE	WK	Logistik Service GmbH	
139	DE	WK	MFD Rail GmbH	
140	DE	WK	On Rail - Gesellschaft für Eisenbahnausrüstung und Zubehör mbH	
141	DE	WK	On Rail Gesellschaft für Vermietung und Verwaltung von Eisenbahnwaggons mbH	
142	DE	WK	Petrochem Mineralöl-Handels-GmbH	
143	DE	WK	Railco a.s.	
144	DE	WK	Schienenfahrzeuge Export-Import Handelsgesellschaft mbH - SFH	
145	DE	WK	Schröder & Klaus GmbH & Co. KG	
146	DE	WK	S-Rail GmbH	
147	DE	WK	TRANSWAGGON GmbH	
148	DE	WK	Tyczka Gase GmbH	
149	DE	WK	voestalpine Rail Center Königsborn GmbH	
150	DE	WK	Vossloh Rail Services Deutschland GmbH	
151	DE	WK	VTG Rail Europe GmbH	
152	DE	WK	VTG Schweiz GmbH (ex AAE)	
153	DE	WK	WASCOSA AG Luzern	
154	DE	WK	Zürcher Bau GmbH	

Nr.	Member State	Type of Company	Company name	Reporting Entity
155	DK	IM	Oresundsbro Konsortiet	
156	EE	IM	AS Eesti Raudtee	
157	EE	IM	Edelaraudtee AS	
158	EE	RU-F	AS GoRail	
159	EE	RU-F	RailProject OÜ (Operail)	
160	EE	RU-P	AS Eesti Liinirongid	
161	ES	IM	ADIF	
162	ES	RU-F	Continental Rail	
163	ES	RU-F	CSP LOGITREN SA	
164	ES	RU-F	GO TRANSPORT SERVICIOS 2018, S.A.	
165	ES	RU-F	Low Cost Rail	
166	ES	RU-F	Renfe Mercancías, S.M.E. S.A.	
167	ES	RU-F, WK	Tracción Rail	
168	ES	WK	CONTINENTAL RAIL, S.A.U.	
169	FI	RU-F	VR-Group Plc	
170	FR	IM	SNCF Réseau	
171	FR	RU-F	Captrain France	
172	FR	RU-F	DB Cargo France	
173	FR	RU-F	FRET SNCF	
174	FR	RU-F	Lineas France	Lineas (BE)
175	FR	RU-P	SNCF Voyageurs	
176	FR	WK	ATIR-RAIL	
177	FR	WK	CAT France	
178	FR	WK	GCA WAGONS	
179	FR	WK	Lotras srl	
180	FR	WK	Millet SAS	
181	FR	WK	Modalis S.A.S.	
182	FR	WK	NAVILAND CARGO SAS	
183	FR	WK	SNCF-C32 SAS	
184	FR	WK	SOCOMAC	
185	FR	WK	TRANSFESA Logistics S.A.	
186	GR	IM	ΟΡΓΑΝΙΣΜΟΣ ΣΙΔΗΡΟΔΡΟΜΩΝ ΕΛΛΑΔΟΣ Α.Ε	
187	HR	IM	HŽ Infrastruktura d.o.o.	
188	HR	RU-F	Adria Rail operator d.o.o.	
189	HR	RU-F	Adria Transport Croatia	
190	HR	RU-F	ČD Cargo Adria d.o.o.	
191	HR	RU-F	CER Slovakia a.s.	CER Slovakia a.s. (SK)
192	HR	RU-F	ENNA Transport	
193	HR	RU-F	HŽ Cargo d.o.o.	
194	HR	RU-F	Kombinirani prijevoz d.o.o.	
195	HR	RU-F	Log Rail d.o.o.	
196	HR	RU-F	PRUŽNE GRAĐEVINE d.o.o.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
197	HR	RU-F	Rail Cargo Carrier Croatia d.o.o.	
198	HR	RU-F	Rail&Sea d.o.o.	
199	HR	RU-F	Train Hungary Maganvasut Kft. Podružnica u Zagrebu za pružanje željezničkih usluga	
200	HR	RU-F, WK	CENOZA RAIL d.o.o.	
201	HR	RU-P	HŽ Putnički prijevoz d.o.o.	
202	HU	IM	GYSEV Zrt.	
203	HU	IM	MÁV Zrt.	
204	HU	RU-F	CER Slovakia a.s.	CER Slovakia a.s. (SK)
205	HU	RU-F	LTE Hungária Kft.	
206	HU	RU-F	MÁV Felépítménykarbantartó és Gépjavító Kft.	
207	HU	RU-F	MMV Magyar Magánvasút Zrt.	
208	HU	RU-F	V-Híd Cargo Zártkörűen Működő Részvénytársaság	
209	HU	RU-F, RU-P	Continental Railway Solution	
210	HU	RU-F, WK	GYSEV CARGO Zrt.	
211	HU	RU-F, WK	PKP CARGO INTERNATIONAL a.s.	PKP CARGO INTERNATIONAL a.s. (CZ)
212	HU	RU-F, WK	Rail Cargo Hungaria Zrt.	
213	HU	RU-P	MÁV-START	
214	HU	WK	Felbermayr Polska Sp z.o.o.	
215	HU	WK	TOUAX Rail Ltd.	
216	IT	IM	Ente Autonomo Volturno S.r.l.	
217	IT	IM	Ferrotramviaria SpA - Divisione Infrastruttura	
218	IT	IM	Ferrovie del Gargano Gestore Infrastruttura	
219	IT	IM	Ferrovie Emilia Romagna S.r.l.	
220	IT	IM	FERROVIENORD S.p.A.	
221	IT	IM	Infrastrutture Venete	
222	IT	IM	La Ferroviaria Italiana Spa	
223	IT	IM	RETE FERROVIARIA ITALIANA S.p.A.	
224	IT	IM, ,RU-P, WK	FERROVIE UDINE - CIVIDALE	
225	IT	RU-F	Adriafer srl	
226	IT	RU-F	ART - Altmann Rail Traction S.r.l.	
227	IT	RU-F	CAPTRAIN ITALIA SRL	
228	IT	RU-F	DB Cargo Italia S.r.l.	
229	IT	RU-F	Ermes Rail	
230	IT	RU-F	EVM Rail Srl	
231	IT	RU-F	FuoriMuro Impresa Ferroviaria S.r.l.	
232	IT	RU-F	GTS Rail	
233	IT	RU-F	Hupac SpA	
234	IT	RU-F	LTE Italia S.r.l.	LTE Austria GmbH
235	IT	RU-F	Oceanogate Italia S.r.l.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
236	IT	RU-F	Rail Traction Company Spa	
237	IT	RU-F	Sangritana S.p.A.	
238	IT	RU-F	Trasporto Ferroviario Toscano SpA	
239	IT	RU-F	TX Logistik Transalpine GmbH - Sede Secondaria Italiana	
240	IT	RU-F, RU-P	Ferrotramviaria S.p.A.	
241	IT	RU-F, RU-P	Rail Cargo Carrier Italy	
242	IT	RU-F, WK	Mercitalia Rail	
243	IT	RU-F, WK	Mercitalia Shunting & Terminal S.r.l.	
244	IT	RU-P	BLS Cargo Italia S.r.l.	
245	IT	RU-P	Busitalia Sita Nord s.r.l.	
246	IT	RU-P	Ente Autonomo Volturno Srl	
247	IT	RU-P	Ferrovie del gargano srl	
248	IT	RU-P	FS Treni Turistici Italiani S.r.l.	
249	IT	RU-P	Grandi Treni Espressi SpA	
250	IT	RU-P	SAD trasporto locale spa	
251	IT	RU-P	Trenitalia S.p.A.	
252	IT	RU-P	Trenitalia Tper S.C.A.R.L.	
253	IT	RU-P	Trentino Trasporti S.p.A.	
254	IT	WK	AMBROGIO TRASPORTI SPA	
255	IT	WK	Giovanni Ambrosetti Auto Logistica S.p.A	
256	IT	WK	LOTRAS S.r.l.	
257	IT	WK	Mercitalia Intermodal S.p.A.	
258	IT	WK	SITFA SPA	
259	IT	WK	Vrail s.r.l.	
260	LT	IM, RU-F, RU-P, WK	JSC "Lithuanian Railways" (LTG)	
261	LU	IM	Société Nationale des Chemins de Fer Luxembourgeois (IM)	
262	LU	RU-F, WK	CFL cargo SA	
263	LU	RU-P	Société Nationale des Chemins de Fer Luxembourgeois (SNCFL)	
264	LV	IM	VAS Latvijas dzelzceļš (LDZ)	
265	LV	RU-F	LLC LDZ CARGO	
266	NL	IM	ProRail BV	
267	NL	RU-F	DB Cargo Nederland N.V.	
268	NL	RU-F	HSL-Logistik B.V.	HSL-Logistik (CZ)
269	NL	RU-F	HSLNetherlands B.V.	HSL-Logistik (CZ)
270	NL	RU-F	LTE Netherlands BV	LTE Austria GmbH
271	NL	RU-F	Rail Force One B.V.	
272	NL	RU-F	SBB Cargo International AG	SBB Cargo International AG (CH)

Nr.	Member State	Type of Company	Company name	Reporting Entity
273	NL	RU-F	VolkerRail Materieel en Logistiek B.V.	
274	NL	RU-P	Arriva Nederland	
275	NL	WK	Eiffage Infra-Rail GmbH	
276	NL	WK	EUROWAGON SP. Z O.O.	
277	NL	WK	Ministerie van Defensie Koninklijke Landmacht Materieellogistiek Commando Land Afdeling Logistiek	
278	NL	WK	RailRelease B.V.	
279	NO	IM	Bane NOR SF	
280	NO	RU-F	CargoNet AS	
281	NO	RU-P	SNCF Voyageurs	SNCF Voyageurs (FR)
282	NO	RU-P	Vygruppen AS	
283	PL	IM	PKP POLSKIE LINIE KOLEJOWE S.A.	
284	PL	IM, RU-P	PKP Szybka Kolej Miejska w Trójmieście Sp. z o. o.	
285	PL	IM, WK	Zakład Inżynierii Kolejowej Sp. z o.o.	
286	PL	RU-F	"Portos" Sawicki i Perz Sp. J.	
287	PL	RU-F	B.R.S. sp. z o.o.	
288	PL	RU-F	BARTER S.A.	
289	PL	RU-F	Captrain Polska Sp. z o.o.	
290	PL	RU-F	CARGO-POWER SP. Z O.O.	
291	PL	RU-F	CER Slovakia a.s.	CER Slovakia a.s. (SK)
292	PL	RU-F	CL Cargo Logistics Sp. z o.o.	
293	PL	RU-F	CTL Północ Sp. z o.o.	
294	PL	RU-F	DAB Rail Sp. z o.o.	
295	PL	RU-F	Enea Bioenergia sp. z o.o.	
296	PL	RU-F	Eurasian Railway Carrier Sp. z o.o.	
297	PL	RU-F	EUROTRANS SP Z O.O.	
298	PL	RU-F	FDM REW Damian Żur	
299	PL	RU-F	Fortis Logistics Group Sp. z o.o.	
300	PL	RU-F	Freightliner PL Sp z o.o.	
301	PL	RU-F	G&G Train Polska sp. z o.o. sp. k.	
302	PL	RU-F	GB Rail Sp. z o.o.	
303	PL	RU-F	HSL-Sp. Z.o.o	HSL-Logistik (CZ)
304	PL	RU-F	IGL SP. Z O.O. SP. K.	
305	PL	RU-F	Inter Cargo Sp. z o.o	
306	PL	RU-F	IRT Sp. zo.o.	
307	PL	RU-F	Jaxan Kolej sp z o.o.	
308	PL	RU-F	Kolej Bałtycka S.A.	
309	PL	RU-F	LTE Polska sp. z o. o.	
310	PL	RU-F	LTG Cargo Polska sp. z o.o.	
311	PL	RU-F	Majkoltrans Sp. z o.o.	
312	PL	RU-F	METRANS Rail sp. z o.o.	
313	PL	RU-F	Mobil Lok Servis	

Nr.	Member State	Type of Company	Company name	Reporting Entity
314	PL	RU-F	MORIS Sp Z o.o.	
315	PL	RU-F	NEWAG S.A.	
316	PL	RU-F	Olavion Sp. Z o.o.	
317	PL	RU-F	Orion Rail Logistics Sp. z o.o. Sp. k.	
318	PL	RU-F	ORLEN Kolej sp. z o.o.	
319	PL	RU-F	OWLP	
320	PL	RU-F	PCC Intermodal S.A.	
321	PL	RU-F	PROTOR GROUP Spółka z ograniczoną odpowiedzialnością	
322	PL	RU-F	Przedsiębiorstwo Napraw i Utrzymania Infrastruktury Kolejowej w Krakowie Sp. z o.o.	
323	PL	RU-F	Przedsiębiorstwo Robót Torowych "TORREMS" Sp. z o.o.	
324	PL	RU-F	PUK KOLPREM	
325	PL	RU-F	Rail Cargo Carrier - Poland Sp. z o.o.	
326	PL	RU-F	Rail Force One Poland Sp. z o.o.	
327	PL	RU-F	RAILPOLONIA sp. z o.o.	
328	PL	RU-F	RC Trans Rail Sp. z o.o.	
329	PL	RU-F	SILVA LS	
330	PL	RU-F	Swietelsky Rail Polska Sp. z o.o.	
331	PL	RU-F	T&C Sp. z o.o.	
332	PL	RU-F	Tekol sp. z o.o.	
333	PL	RU-F	TKP SILESIA Spółka z ograniczoną odpowiedzialnością Sp. K.	
334	PL	RU-F	Track Tec Logistics sp. z o.o.	
335	PL	RU-F	Track Tec Rail sp. z o.o	
336	PL	RU-F	Trainspeed Sp. z o.o.	
337	PL	RU-F	Zakład Przeróbki Mechanicznej Węgla POL-CARBON Sp. z o.o.	
338	PL	RU-F, RU-P	CARGO Master Sp. z o.o.	
339	PL	RU-F, RU-P	LokoTrain Polska Sp. z o.o.	
340	PL	RU-F, RU-P	NKN Usługi Kolejowe Sp. z o.o.	
341	PL	RU-F, RU-P	RailTrans Poland sp. z o.o. sp.k.	
342	PL	RU-F, WK	CD Cargo Poland	
343	PL	RU-F, WK	CEMET S.A.	
344	PL	RU-F, WK	DB Cargo Polska S.A.	
345	PL	RU-F, WK	DB Cargo Spedkol Sp. z o.o.	
346	PL	RU-F, WK	Ecco Rail Sp. z o.o.	
347	PL	RU-F, WK	Grupa Azoty "KOLTAR" Sp. z o.o.	
348	PL	RU-F, WK	JSW Logistics Spółka z ograniczoną odpowiedzialnością	

Nr.	Member State	Type of Company	Company name	Reporting Entity
349	PL	RU-F, WK	Kopalnia Piasku Kotlarnia S.A.	
350	PL	RU-F, WK	Lubelski Węgiel "Bogdanka" S.A.	
351	PL	RU-F, WK	PBS TRANSKOL SP. z o.o.	
352	PL	RU-F, WK	PGE Energetyka Kolejowa S.A.	
353	PL	RU-F, WK	Pomorskie Przedsiębiorstwo Mechaniczno-Torowe Sp. z o.o.	
354	PL	RU-F, WK	POZ BRUK Sp. Z o.o. Sp. Jawna	
355	PL	RU-F, WK	Rail Polska Sp. z o.o.	
356	PL	RU-F, WK	Transchem Sp. z o.o.	
357	PL	RU-F, WK	Zakład Robót Komunikacyjnych - DOM w Poznaniu sp.z o.o.	
358	PL	RU-F, WK	ZUE S.A.	
359	PL	RU-P	"Koleje Małopolskie" sp. z o.o.	
360	PL	RU-P	Arriva RP Sp. z o.o.	
361	PL	RU-P	Koleje Dolnośląskie S.A.	
362	PL	RU-P	Koleje Slaskie sp. z o.o.	
363	PL	RU-P	Łódzka Kolej Aglomeracyjna Sp. z o.o.	
364	PL	RU-P	Parowozownia Wolsztyn Instytucja Kultury Samorządu Województwa Wielkopolskiego	
365	PL	WK	GATX Rail Poland Sp. z o.o.	
366	PL	WK	Lotos Kolej Sp. z o.o.	
367	PL	WK	Tankwagon Sp. z o. o.	
368	PT	IM	Infraestruturas de Portugal	
369	PT	RU-P	CP - Comboios de Portugal EPE	
370	PT	RU-P	FERTAGUS, S.A.	
371	PT	WK	ADP Fertilizantes, S.A.	
372	PT	WK	CIMPOR – SERVIÇOS, S.A.	
373	PT	WK	Takargo, Transporte de Mercadorias, S.A.	
374	RO	IM	CFR	
375	RO	RU-F	Deutsche Bahn Cargo Romania	
376	RO	RU-F	LTE Rail Romania S.R.L.	LTE Austria GmbH
377	RS	RU-F	ENNA Transport BGD	ENNA Transport (HR)
378	SE	IM	Trafikverket	
379	SE	RU-F	Svensk Tågkraft AB	
380	SE	RU-F	TX Logistik AB	
381	SE	RU-F, WK	Green Cargo	
381	SE	RU-P	SJ AB	
383	SE	RU-P	Vy Tåg AB	
384	SE	WK	Stena Recycling AB	
385	SE	WK	TRANSWAGGON AB	

Nr.	Member State	Type of Company	Company name	Reporting Entity
386	SI	IM	SŽ Infrastruktura, d.o.o.	
387	SI	RU-F	ENNA Transport	ENNA Transport (HR)
388	SI	RU-F	Rail Cargo Carrier Slovenija d.o.o.	Rail Cargo Carrier Croatia d.o.o.
389	SI	RU-F	SŽ-Tovorni promet, d.o.o.	
390	SI	WK	Adria kombi d.o.o.	
391	SK	IM	U. S. Steel Košice s.r.o	
392	SK	IM	Železnice Slovenskej republiky	
393	SK	RU-F	CENTRAL RAILWAYS, a.s.	
394	SK	RU-F	CER Slovakia a.s.	
395	SK	RU-F	DMG s.r.o.	
396	SK	RU-F	LOKORAIL, a.s.	
397	SK	RU-F	METRANS Rail Slovakia s.r.o.	
398	SK	RU-F	NZ Rail s.r.o	
399	SK	RU-F	Rail Cargo Carrier Slovakia	
400	SK	RU-F	Railtrans international, a.s.	
401	SK	RU-F	RAILTRANS LOGISTICS, a.s.	
402	SK	RU-F	Retrack Slovakia s.r.o	
403	SK	RU-F, RU-P, WK	LTE Slovakia s.r.o.	
404	SK	RU-F, WK	PKP CARGO INTERNATIONAL a.s.	PKP CARGO INTERNATIONAL a.s. (CZ)
405	SK	RU-F, WK	Prvá Slovenská železničná, akciová spoločnosť	
406	SK	RU-F, WK	Železničná spoločnosť Cargo Slovakia, a.s.	
407	SK	WK	AXBENET.s.r.o.	
408	SK	WK	Cargo Wagon, a.s.	
409	SK	WK	Duslo, a.s.	
410	SK	WK	EEWS, spol. s r. o.	
411	SK	WK	Felbermayr Slovakia s.r.o.	
412	SK	WK	Railtrans Wagon, s.r.o	
413	TR	WK	TRANSWAGGON Vagon Isletmeleri Ltd. Sti.	

ANNEX 3: RESPONSES CONTACT LIST 2023

Nr.	Member State	Type of Company	Company name	Reporting Entity
1	CH	RU-F	railCare AG	
2	CH	RU-F	SBB Cargo	
3	CZ	AB	SART – stavby a rekonstrukce a.s.	
4	CZ	IM	SART – stavby a rekonstrukce a.s.	
5	CZ	RU-F	LokoTrain s.r.o.	
6	CZ	RU-F	METRANS Rail s.r.o.	
7	CZ	RU-P	METRANS Rail s.r.o.	
8	CZ	WK	Ceskomoravsky cement	
9	CZ	WK	EP Cargo Invest	
10	CZ	WK	Liberty Ostrava a.s.	
11	DE	IM	Duisburger Hafen AG	
12	DE	IM	SWEG Schienenwege GmbH	
13	DE	IM	U E F Eisenbahn-Verkehrsgesellschaft mbH	
14	DE	RU-F	DB Cargo BTT GmbH	
15	DE	RU-F	METRANS Rail (Deutschland) GmbH	
16	DE	RU-F	Nordic Rail Service GmbH	
17	DE	RU-F	U E F Eisenbahn-Verkehrsgesellschaft mbH	
18	DE	RU-F	VIAS GmbH Transportart Guterverkehr	
19	DE	RU-P	City-Bahn Chemnitz GmbH	
20	DE	RU-P	FlixTrain GmbH	
21	DE	RU-P	U E F Eisenbahn-Verkehrsgesellschaft mbH	
22	DE	RU-P	VIAS Passenger	
23	DE	WK	Certis Belchim B.V. Railservice	
24	DE	WK	On Rail Gesellschaft für Eisenbahnausrüstung und Zubehör mbH	
25	EE	RU-F	AS Operail	
26	ES	IM	Línea Figueras Perpignán S.A.	
27	ES	RU-F	Transfesa Logistics S.A.	
28	ES	RU-P	Renfe Viajeros SME	
29	FR	RU-F	EUROPORTE	
30	FR	RU-P	Trenitalia France	
31	HU	AB	VPE	
32	IT	RU-F	InRail S.p.A.	
33	IT	RU-F	LTE Italia S.r.l.	
34	IT	RU-F	SBB Cargo Italia Srl	
35	IT	RU-F	Trasporti Ferroviari Italiani	
36	IT	RU-P	Sistemi Territoriali SpA	
37	IT	WK	GCF	
38	IT	WK	RAILOC SRL	
39	LU	AB	ACF	
40	LU	IM	CFL terminals s.a.	
41	PL	RU-F	CIECH Cargo Sp.z o.o.	
42	PL	RU-F	CLIP Intermodal Sp. z o.o.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
43	PL	RU-F	CTL Logistics Sp. z o.o.	
44	PL	RU-F	Loko Train s.r.o. Sp. z o.o. Oddział w Polsce	
45	PL	RU-F	PGE Energetyka Kolejowa S.A.	
46	PL	RU-F	POL-MIEDŹ TRANS Sp. z o.o.	
47	PL	RU-F	Stalserwis Batory Sp. z o.o.	
48	PT	RU-F	Medway Operador Ferroviario	
49	PT	RU-F	TAKARGO - Transporte de Mercadorias SA	
50	SE	RU-P	FlixBus Sverige AB	
51	SK	RU-F	CD Cargo Slovakia	
52	SK	RU-F	Hornonitrianske Bane zamestnanecká, akciová spoločnosť	
53	SK	RU-F	HSL-Logistik s.r.o.	
54	SK	RU-F	METRANS /Danubia/, a.s.	
55	SK	RU-F	RegioJet a.s.	
56	SK	RU-F	TSS Grade	
57	SK	RU-P	RegioJet a.s.	
58	SK	WK	Hornonitrianske Bane zamestnanecká, akciová spoločnosť	

Disclaimer

The RU/IM Telematics Joint Sector Group (JSG)
The JSG was set up in October 2012 as a voluntary organisation supported by fourteen 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/