



European Railway Agency



An agency of the
European Union

TAF TSI revision - recommendation
Working Group on TELEMATICS
in the transport of dangerous goods

Bordeaux, 03.06.2014

TAF TSI – Legal Framework

- › Directive 2008/57/EC says:
- › Annex II - § 2.5: Telematics Applications:

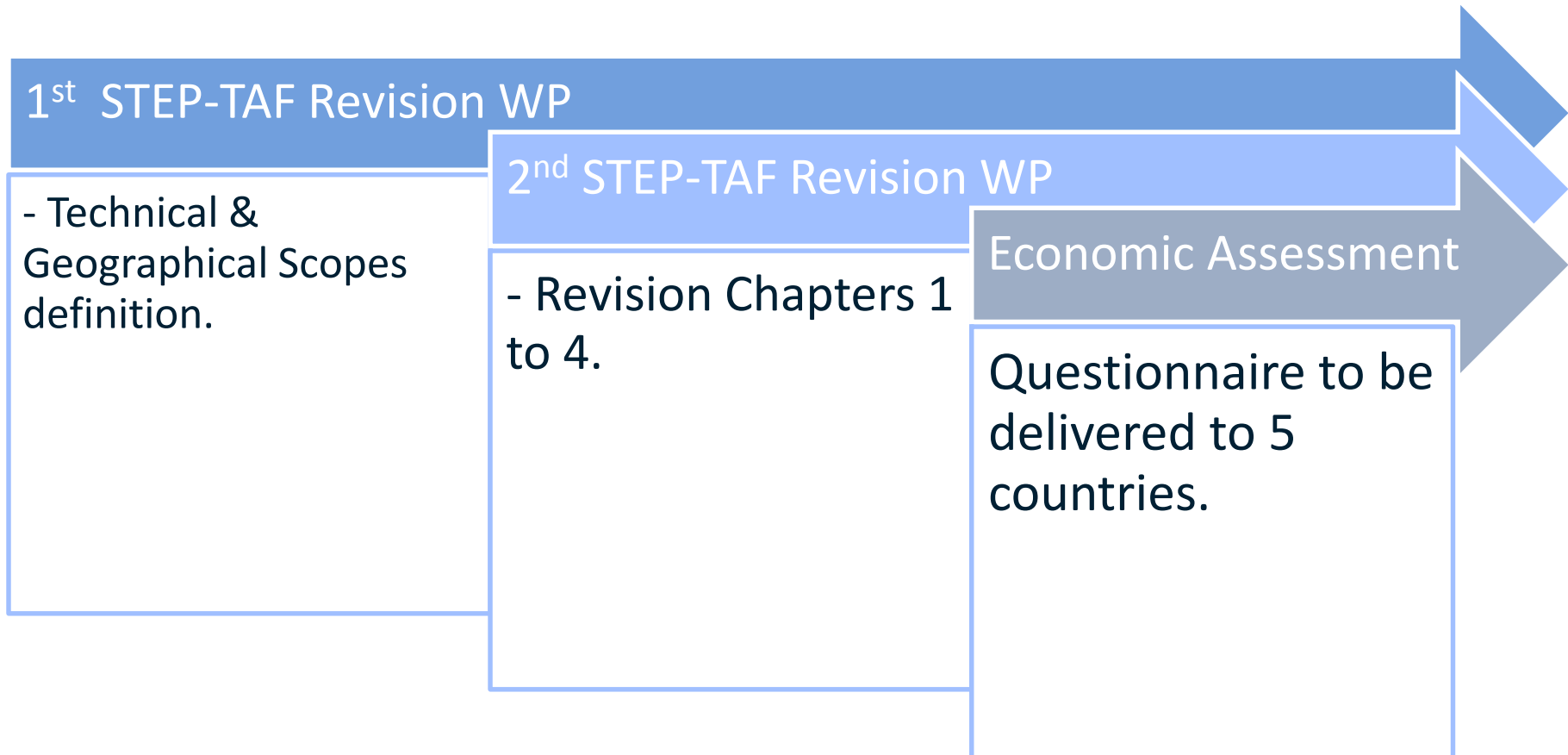
“b) applications for freight services, including information systems (real-time monitoring of freight and trains), marshalling and allocation systems, reservation, payment and invoicing systems, management of connections with other modes of transport and production of electronic accompanying documents.”
- Mandate C(2010)2576 final to review Technical Specifications for Interoperability with a view to extending their scope to the whole rail system in the European Union.

TAF TSI – Revision

- › ERA launched the TAF TSI Revision WP July 2012 -> June 2013.
- › ERA Recommendation containing the revised TSI TAF repealing the former TSI TAF was delivered in December 2013.
- › ERA presented the Revised TSI TAF in RISC in January 2014, It has been submitted for opinion in June 2014.



›Methodology followed:



› Main achievements of Revision WP:

- Approval of New Geographical and Technical Scope: TEN network + Off-TEN network.
- Reinforcement of the role of Freight customers within the regulation: **“Under Contractual Agreement the customers will receive the messages Train Running forecast, Train Running Information and ETA (estimated Time of Arrival)”**.

› Main achievements of Revision WP:

- Alignment TAF core text to TAF Technical Documents:

- ✓ ***Deletion of some messages: Train Enquiries, “Train at Start”, “Wagon Exception message new ETI/ETA Request”, “TrainNotSuitable message” etc..***
- ✓ ***Database withdrawn by the Sector: IRNDB (Infrastructure Restriction Notice Database), however the functionality remains (Chapter “4.2.2 Path Request” and Chapter “4.2.3 Train Preparation”).***

› Main achievements of Revision WP:

- Dependencies between TAF TSI and OPE TSI:

- ✓ ***Requirements requested in OPE TSI for Train Composition.***
- ✓ ***Alignment of requirements for Service Disruption in TAF TSI and in OPE TSI.***

- Better alignment with TAP TSI (Reference Files, Central Repository and Common Interface).
- Intermodal Transport -> Adoption of BIC- or an ILU-Code for the identifiers of the loading units.



› Main achievements of Revision WP:

- To make feasible the implementation of TAF TSI in the Baltic Countries.
- To use of other existing standards for some messages within TAF framework if there is a bilateral agreement between the RU and the IM, for instance Path Request.



- › A combination of information sources:

- > what train is where at what time?

- › TAF TSI 'train running information'

- > what is carried in/on what wagon?

- › TAF TSI 'train composition message' inc. wagon number. *"...RU must have access to the infrastructure restriction notices, to the technical wagon data (Rolling Stock Reference Databases, chapter 4.2.10.2: The Rolling Stock Reference Databases), to the dangerous goods reference file ..."*

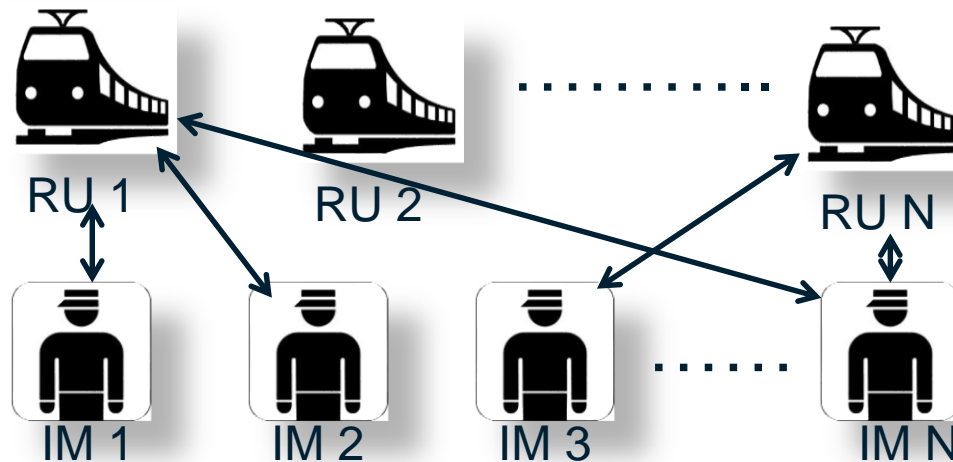
- > how can the information concerning Dangerous Goods be reached by third parties?

- › Several options need to be assessed

TAF TSI Revision – Outcomes V -> what train is where at what time?

Functionalities:

- Long-term planning, Path Request on Short Notice, Train Preparation, Train Running Forecast/Information and Service Disruption Information.



TAF TSI Revision – Outcomes V -> what is carried in/on what wagon?

›TAF Revision + TAF CCM:

ERA TAF TSI Technical Documents (Appendixes attached to Annex I)



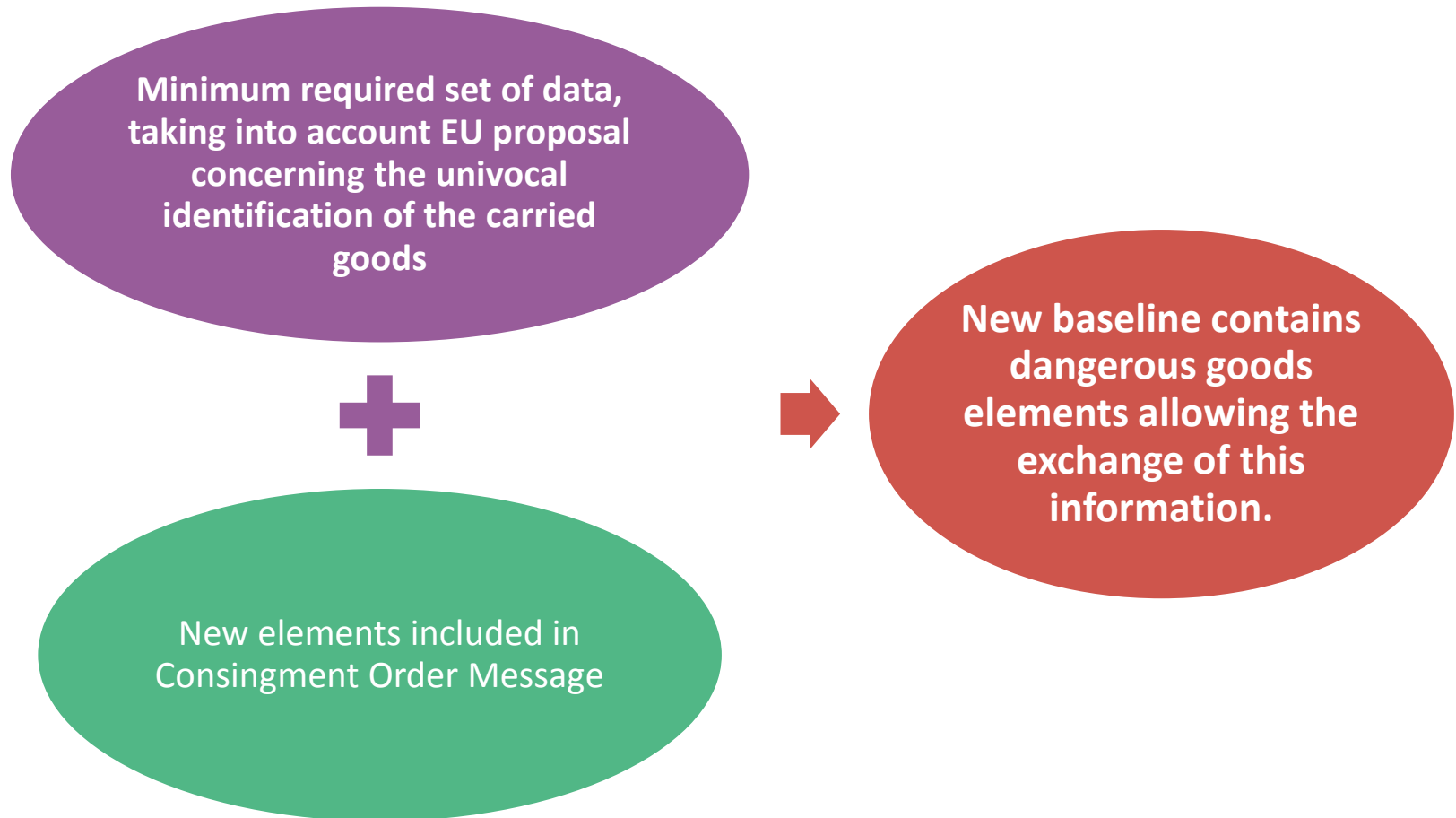
**New message
Electronic
Consignment
Note - agreed
with CIT.**



**Complete definition
of RID elements
within TAF
catalogue.**

TAF TSI Revision – Outcomes V -> what is carried in/on what wagon?

›TAF Revision + TAF CCM:

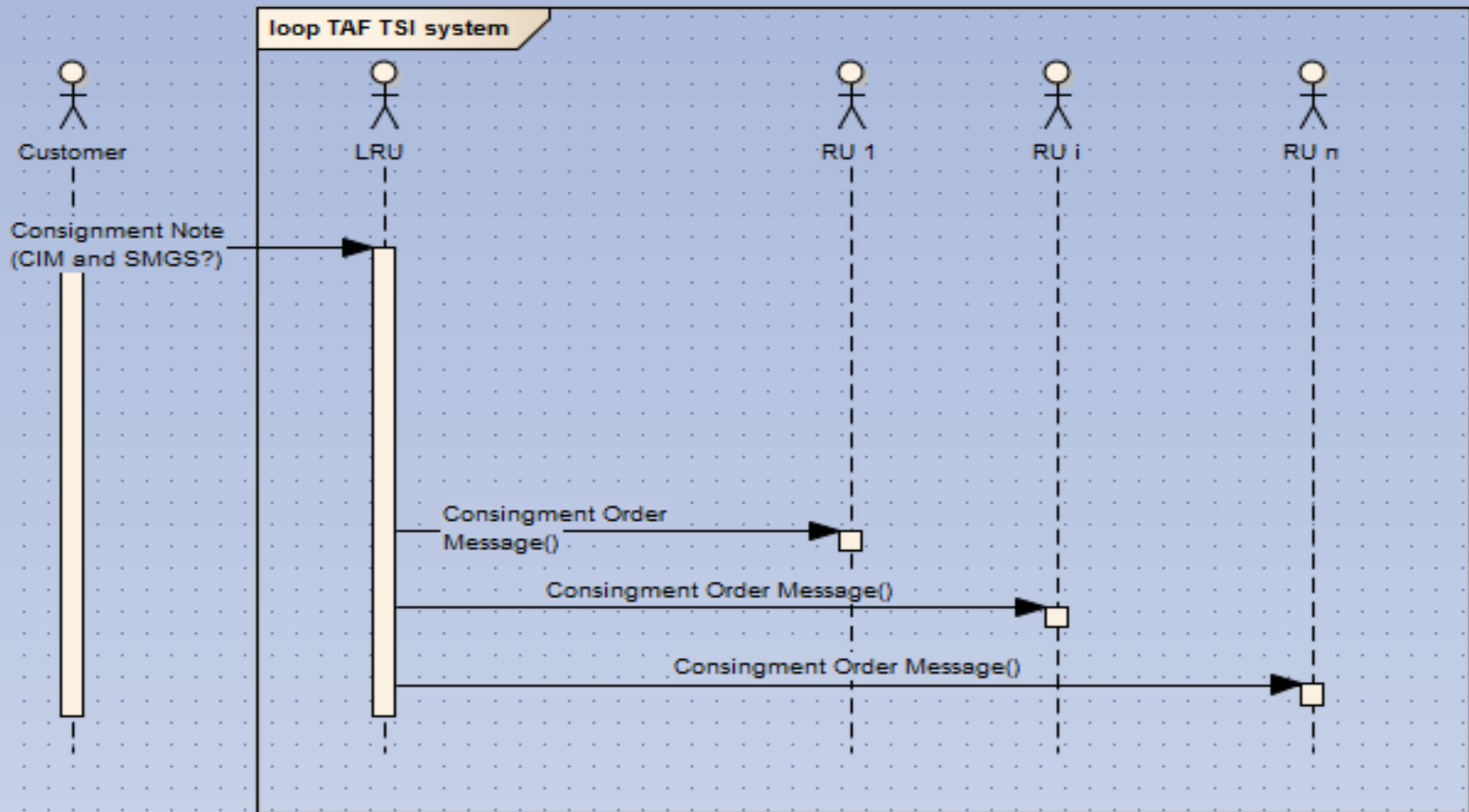


TAF TSI Revision – Outcomes V -> what is carried in/on what wagon?

- › TAF TSI aims at establishing an optimum level of interoperability of data exchanges related to rail freight business
- › To date, the following information is within the TAF TSI catalogue - Consignment order message:
 - › **CIM/SMGS consignment note, including dangerous goods description (required by Chapter 5.4 of RID)**
 - › **Other RID requirements concerning legally binding exchange of information between RUs and IMs, for example section 1.4.3.6**

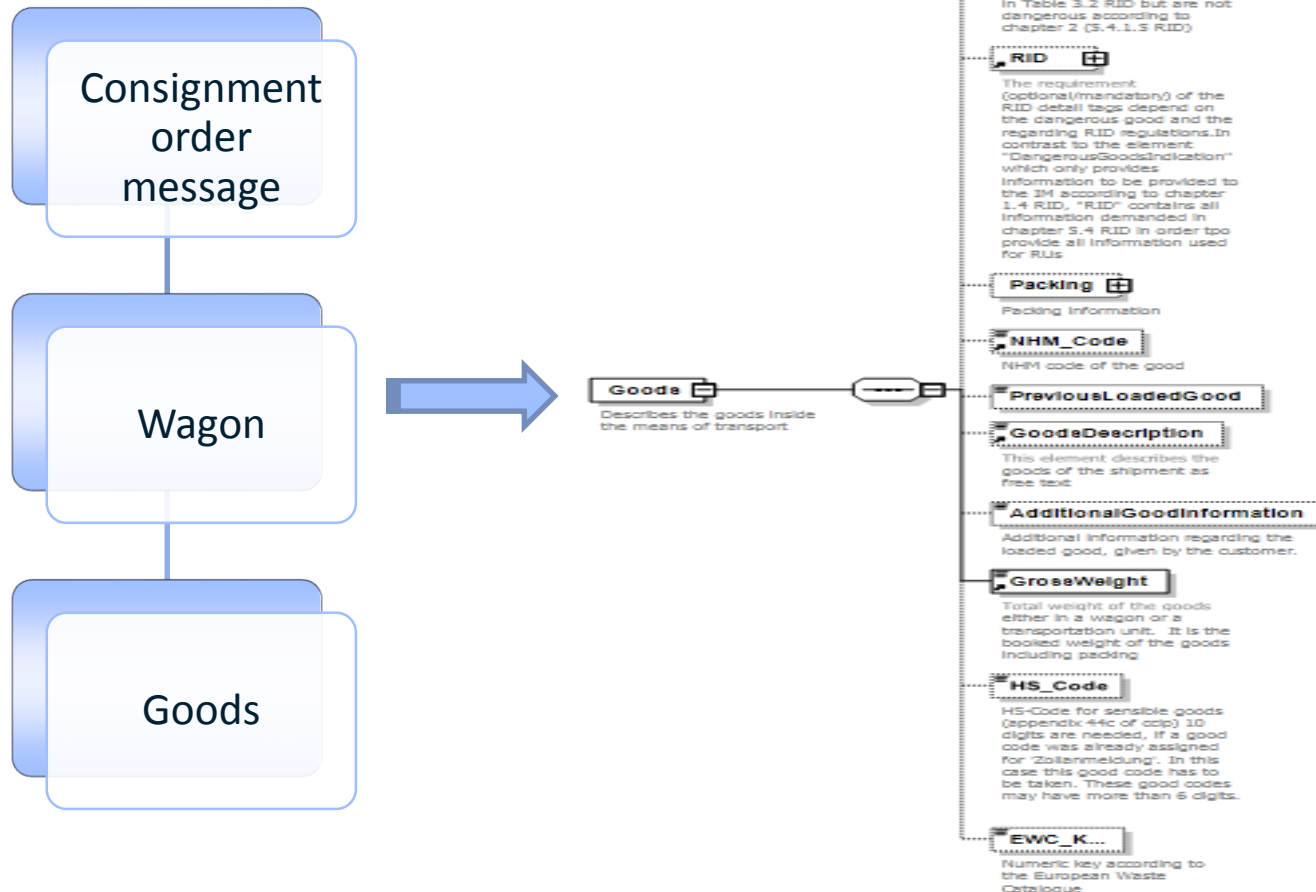
TAF TSI Revision – Outcomes V -> what is carried in/on what wagon?

- › Sequence diagram in ERA-TD-100:



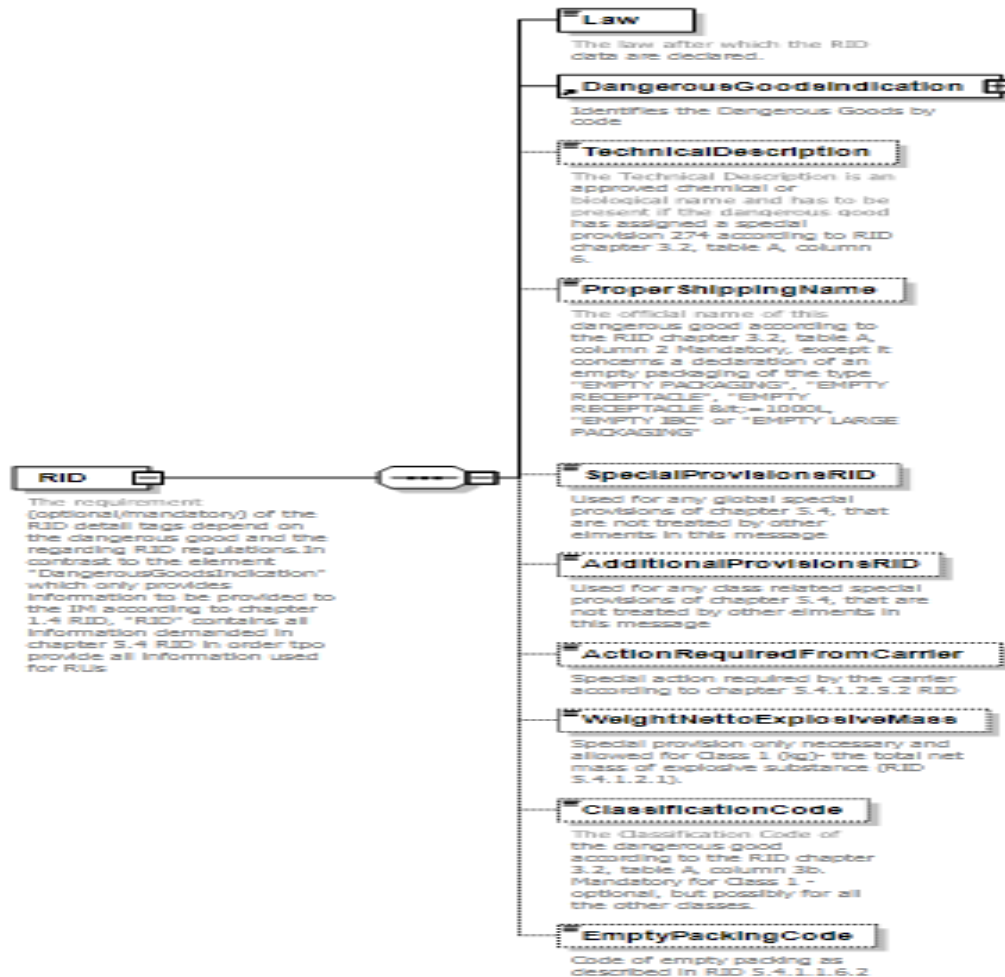
TAF TSI Revision – Outcomes V -> what is carried in/on what wagon?

- › Section A (WHO DOES WHAT RID table) elements integrated in the TAF TSI data catalogue.



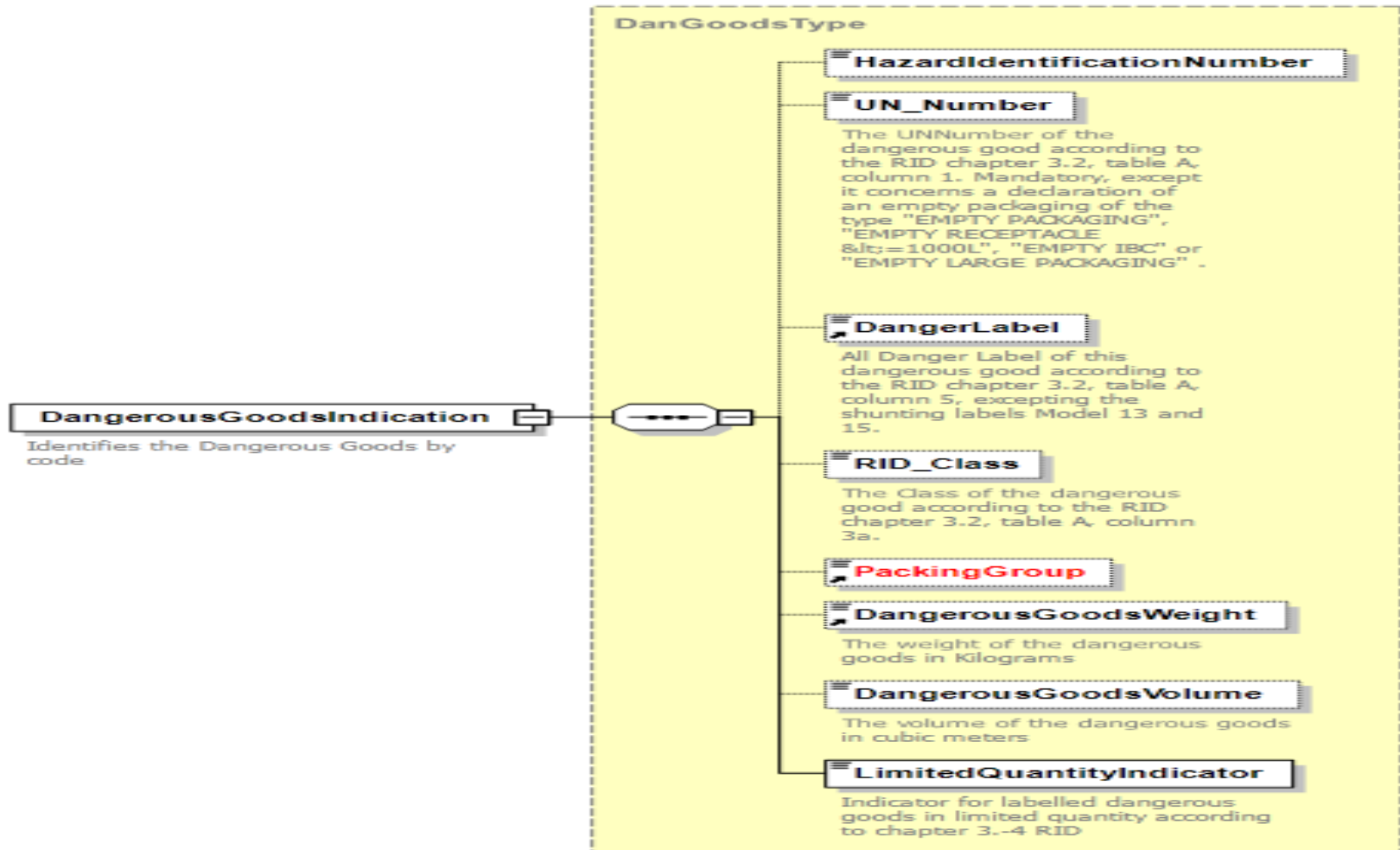
TAF TSI Revision – Outcomes V -> what is carried in/on what wagon?

› RID Section A elements integrated in the TAF TSI data catalogue:



TAF TSI Revision – Outcomes V -> what is carried in/on what wagon?

- › RID Section A elements integrated in the TAF TSI data catalogue



TAF TSI Revision – Outcomes V -> what is carried in/on what wagon?

- › **In the revised TAF TSI Core Text, Section 4.2.11.1, it is stated:**

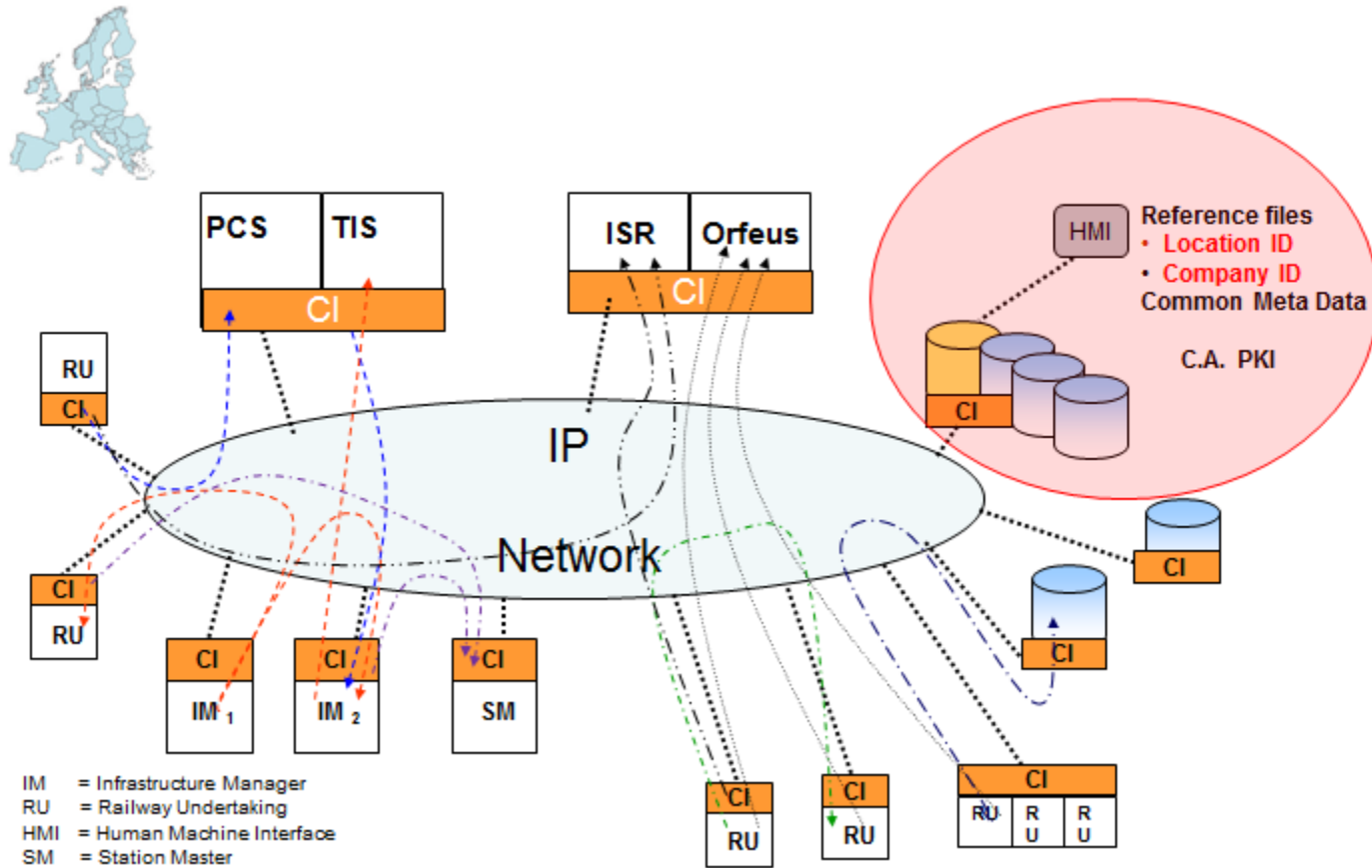
“Locally stored and administrated:

- *Reference File of the emergency services, correlated to type of hazardous goods.”*



TAF TSI Revision – Outcomes V -> how can the information concerning Dangerous Goods be reached by third parties?

RU/IM system architecture:

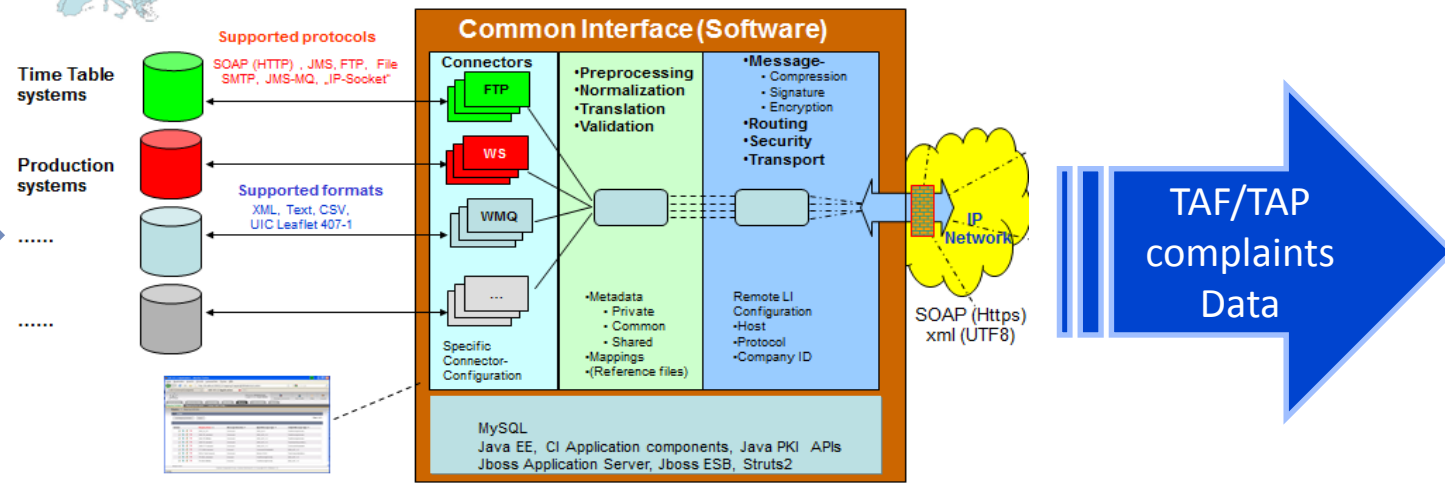


TAF TSI Revision – Outcomes V -> how can the information concerning Dangerous Goods be reached by third parties?

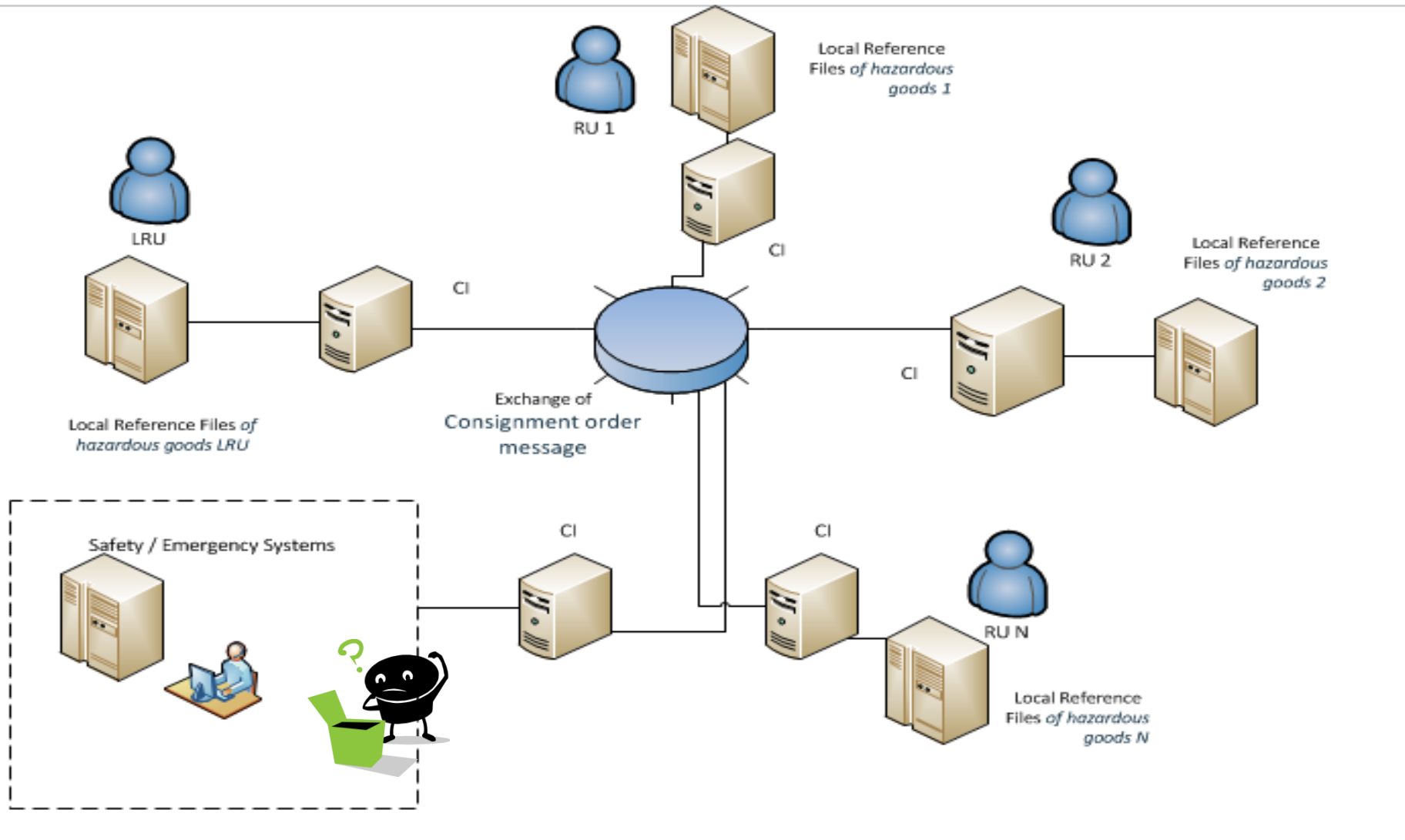
›Common Interface:



Interfaz Comun



TAF TSI Revision – Outcomes V -> how can the information concerning Dangerous Goods be reached by third parties?



›New Provision Agreed for Chapter 4.2.10.2:

“Wagon Keepers may store the ECM certification identification number in the individual Rolling Stock Reference Databases”

›New Provision Agreed for Chapter 4.2.10:

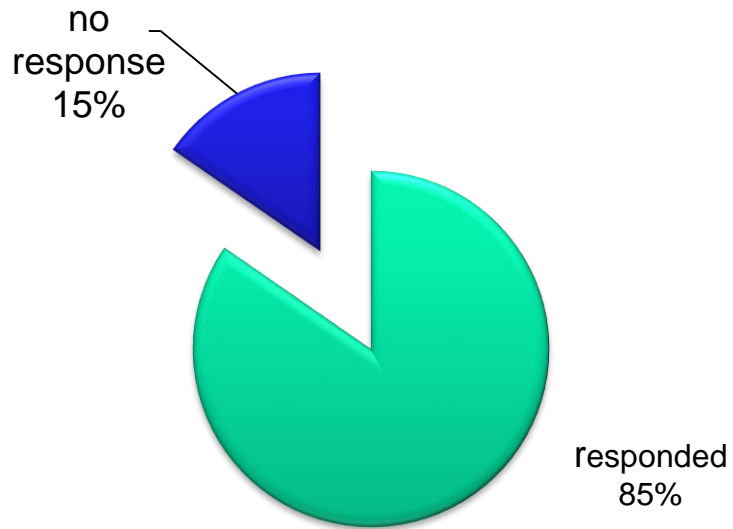


Revised TSI TAF is done!

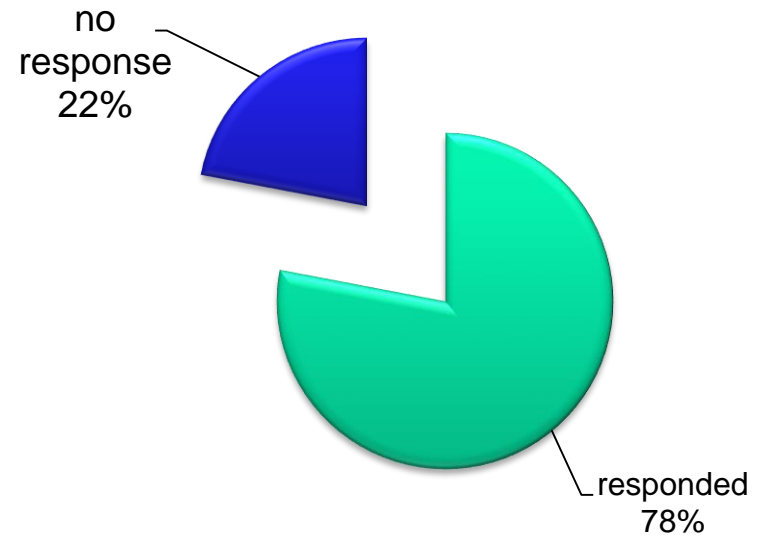
- ***WE ARE IN THE IMPLEMENTATION PHASE!!***

Revised TSI TAF is done! – Commitment of the Sector

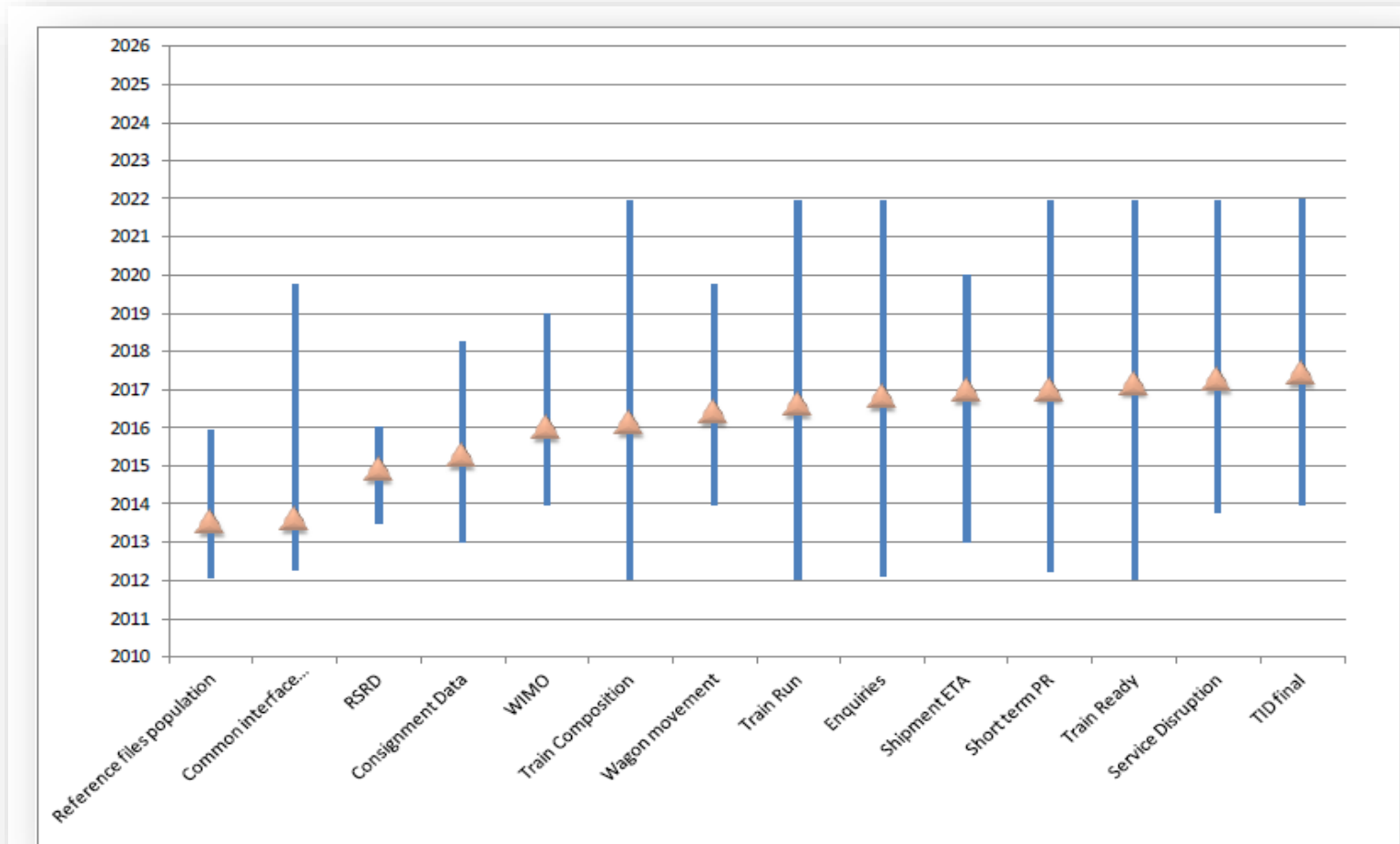
- Infrastructure Managers
Track-Kms



- Railway Undertakings
Tonne-Kms



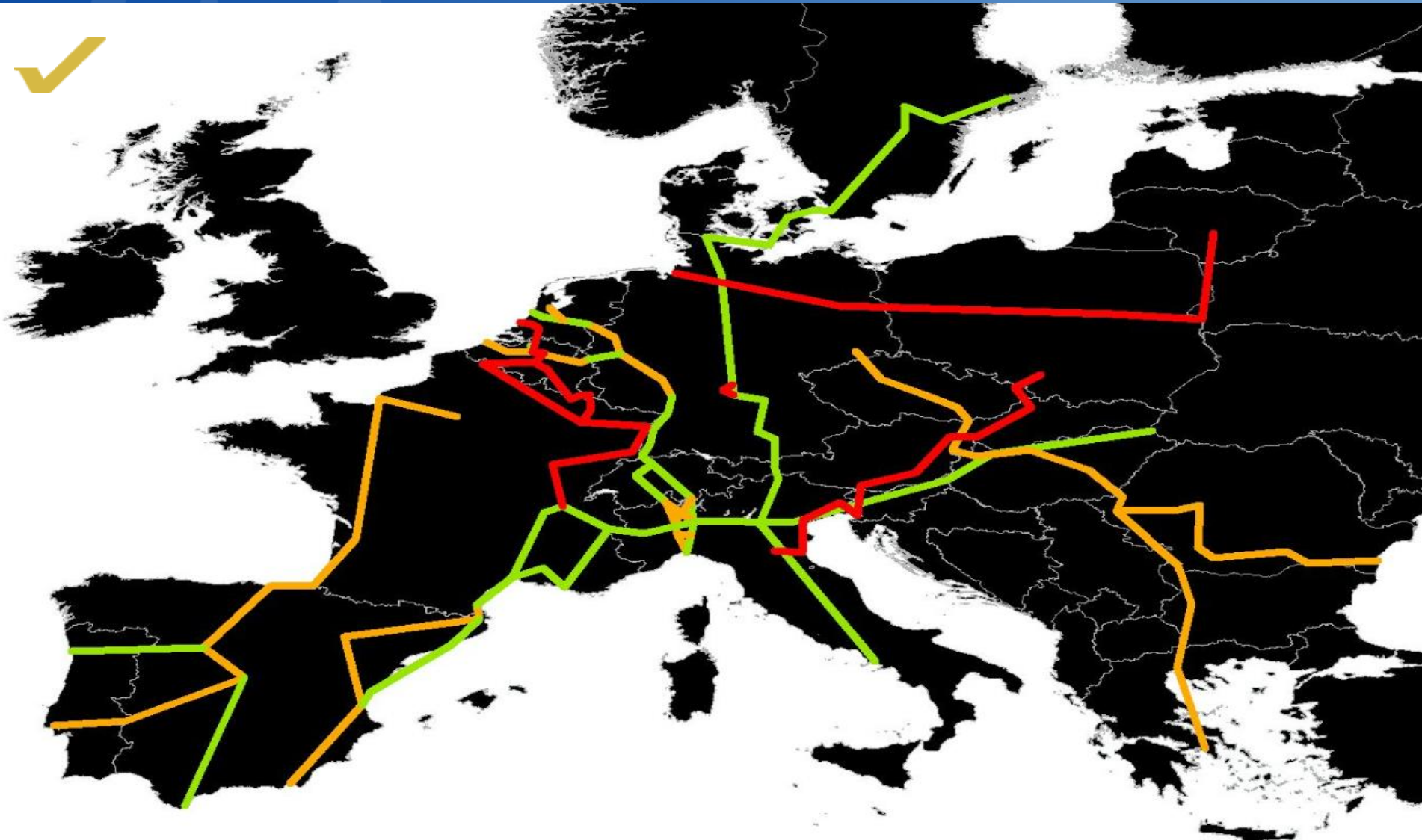
Implementation Timeline for TAF RU/IM functions (Min/Max/Avg)



RU/IM Communication – Implementation – ERA Role

- Monitor the implementation progress in Member States on the technical level and report to the TAF Steering Committee,
- Assist stakeholders and Member States on the TAF TSI implementation,
- ERA is doing already Dissemination.

TAF TSI Co-operation Working Group – ERA Role





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