EUROPEAN UNION AGENCY FOR RAILWAYS

Disclaimer

WEBINAR - Telematics Applications

Technical Specifications for Interoperability of data sharing in rail transport – TEL TSI

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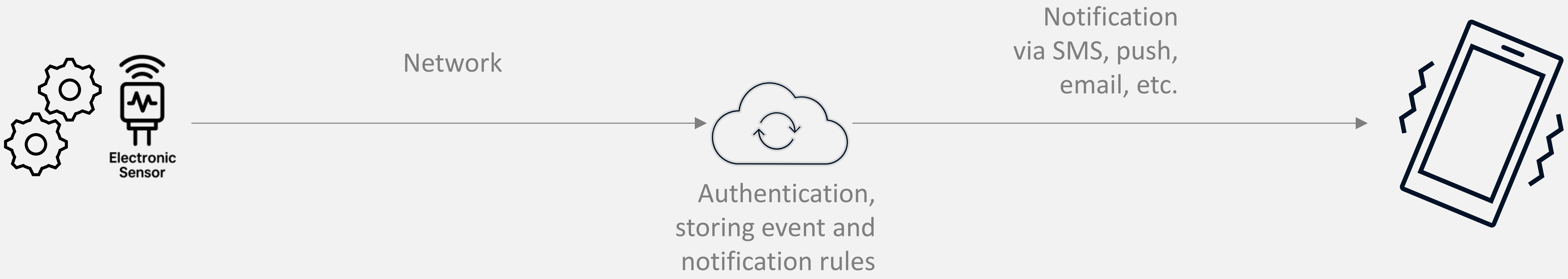
Content of the webinar

Agenda item	Presenter
1 – Welcome and Introduction	**Cyriel Martin** ***Project Officer, ERA***
2 – ERA's Vision, Mission and Tasks in light of rail digitalisation and of the Telematics TSI	Oana Gherghinescu (video) *Executive Director, ERA*
3 – The European Commission's views on the Telematics TSI	Yann SEIMANDI *Policy Officer, European Commission, DG MOVE*
4 – ERA authority tasks for telematics specified through the Telematics TSI	Christopher CARR *Head of Unit, ERA*
5 – Technical deep dive on capacity and traffic management, freight and ticketing	Mickael VARGA *Project Officer, ERA*
6 – Wrap up of the webinar with Questions and Answers	Cyriel MARTIN *Project Officer, ERA*

Basics

Telematics is what happens when machines talk to each other.



Basic elements of a telematics message:

sender ID, receiver ID, timestamp, message type, payload (the data), and status/acknowledgement fields

Timeline

*Commission Implementing Regulation (EU) 2026/253 of 6 February 2026 on a **technical specification** relating to the **telematics subsystem** of the rail system in the European Union **for interoperability of data sharing in rail transport** (TEL TSI)*

Previous situation

- **TAF TSI on freight services** (Regulation (EU) N.1305 / 2014)
- **TAP TSI on passenger services** (Regulation (EU) No 454/2011, as last amended in 2019)

10 February 2026

Telematics Applications TSI published in the Official Journal of the European Union

2 March 2026

Telematics Applications TSI
Enters into force

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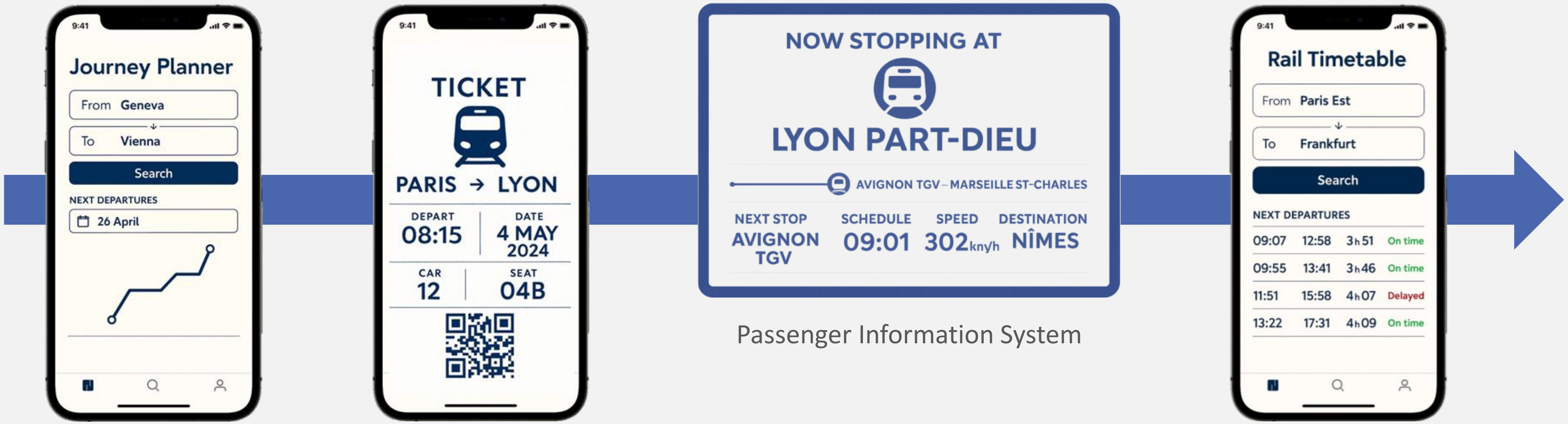
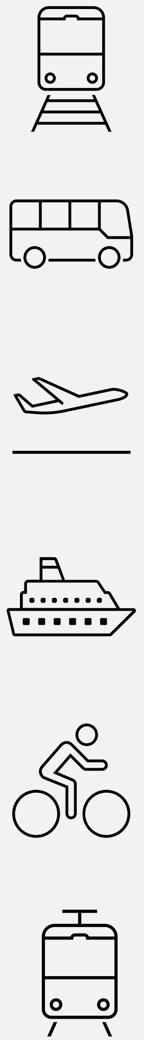
TSI Telematics

Passengers



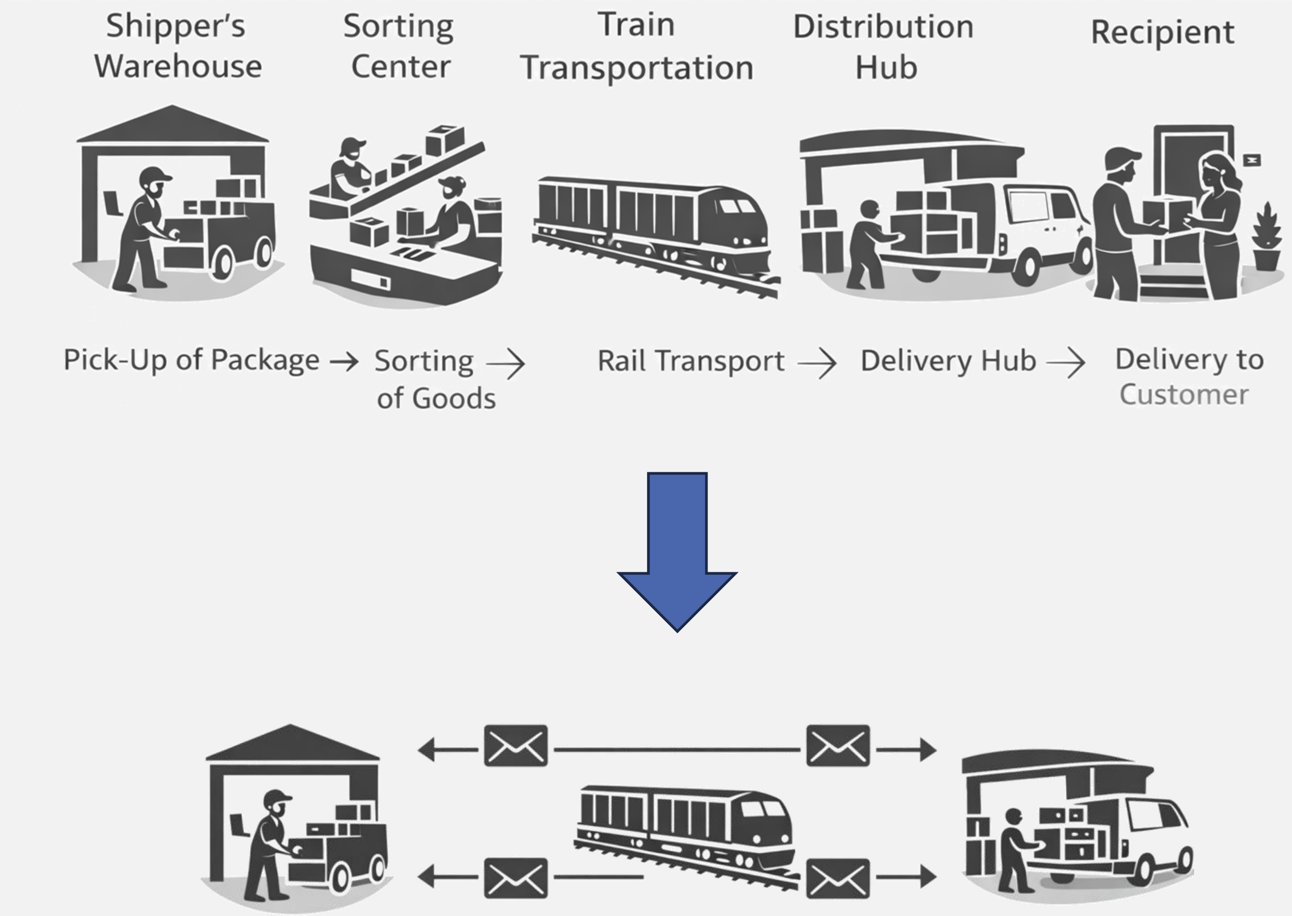
Passenger Information System



- Timetable
  - Journey planning
  - Real time information
- Ticketing:
  - Tariff structure, validity, services
  - PRM Assistance
  - Availability and reservations
  - Reimbursements and compensations

TSI Telematics

Freight



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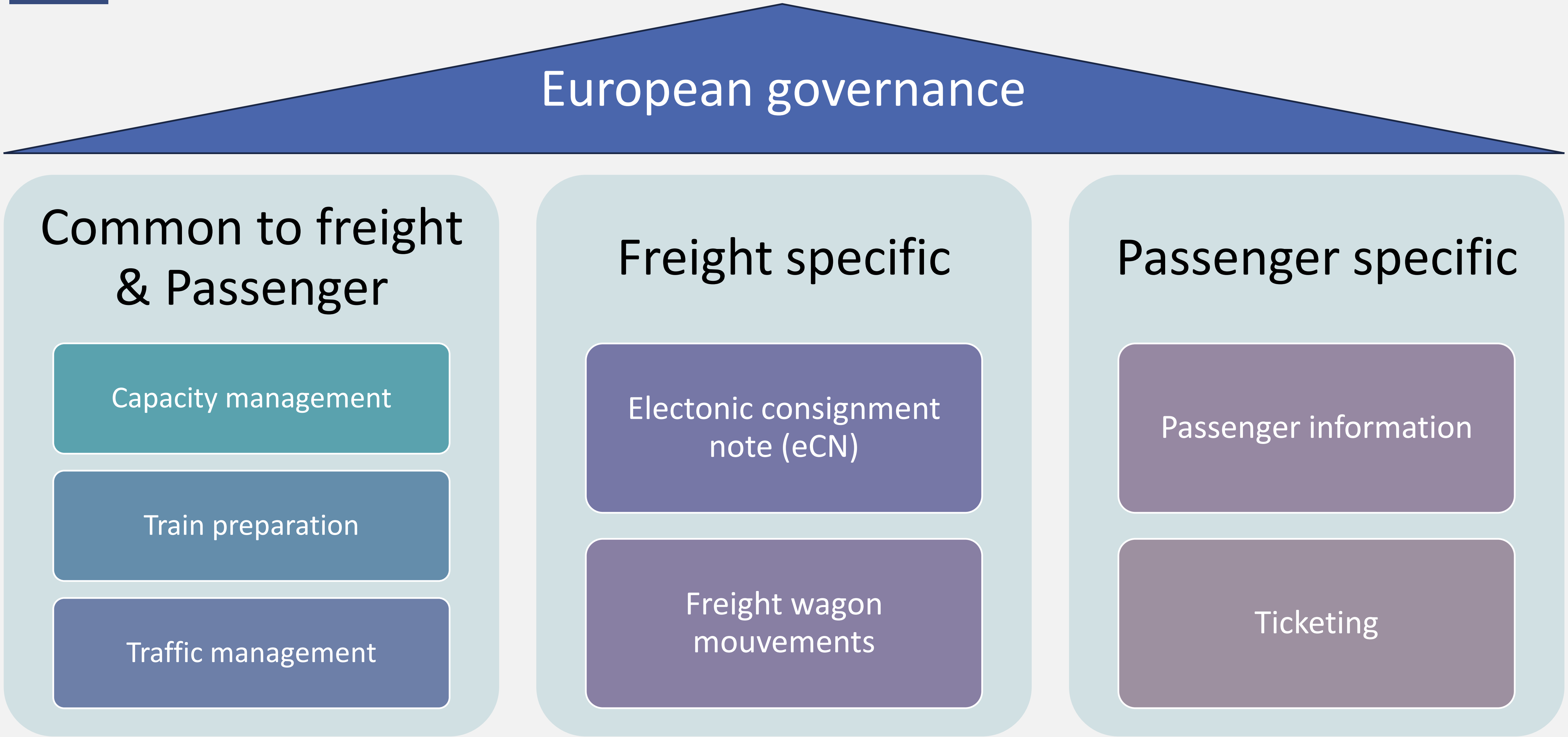
TSI Telematics

Main blocks



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A European governance

Rail as backbone of multimodal mobility and logistics
Multimodal data specifications by design → rail integration

RAIL INTEGRATION OF THE EUROPEAN MOBILITY DATA ARCHITECTURE

- EU-wide multimodal travel information services enabling the development of multimodal digital mobility services and associated rail passenger rights
  - Reinforced role of National Access Points
  - Mandated adoption of on multimodal European standards (CEN: Transmodel, NeTEx and SIRI)
  - Multimodal connection times between access nodes, including for person with reduced mobility and transport of bycicles

RAIL INTEGRATION OF FIRST TO LAST MILE MULTIMODAL LOGISTICS

- Integration of intermodal transport and multimodal freight terminals in rail processes
- Scalability of rail telematics to multimodal electronic freight transport information

Harnessing the power of interoperable data sharing in the Single European Railway Area
Non-discriminatory availability of interoperable data → effective access to the rail market

- European system authority for the interoperability of data sharing
- Integrated enforcement mechanism (cleaning-up of local data requirements, national contact points, deadlines, compliance and monitoring scheme, data access for authorities) supporting follow-up actions by relevant enforcement bodies (national safety authorities, rail market regulatory bodies, and other national enforcement bodies and competent authorities)
- Scaling-up innovative deployment through EU funded projects

Integration of Union's data and digitalisation strategy

Application of horizontal Union rules

- Data Act
- Data Governance Act
- Cyber Resilience Act
- NIS2 Directive
- eIDAS Regulation

Integration in the ecosystem of European mobility data spaces (EMDS)

- ERA ontology as the building block for rail
- Integration and management of operational data models and code lists through the ERA ontology

Data opening for businesses and citizens alike

Business-to-business data sharing

- From peer-to-peer message exchange
- Open data access via common European APIs and web-UIs

Public data

- Open-source and innovative passenger services for citizens
- Opt-in for freight innovative businesses

Once-only principle

- Consistency of data sharing for common processes in freight & passenger services
- Real-time passenger information based on established common operational processes
- Single source of topology and infrastructure description from operation to distribution
- Rail operationalisation of EU-wide multimodal travel information services
- Enabling the use of data for the safety of rail operations and digital operational communications

A gradual and compliant implementation
Planning & operation

13 Dec. 2026

- Common reference data

5 March 2028

- Passenger trains' capacity allocation

10 Dec. 2028

- Passenger trains' running and forecast information
- Freight reference data (RSRDs, ILUs, WIMOs)

4 March 2029

- Freight trains' capacity allocation

9 Dec. 2029

- Freight trains' running and forecast information
- Freight & passenger trains' composition
- Train ready & readiness forecast
- SWD freight movements

12 months transition period for

- projects at an advanced stage of development
- freight terminals

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A gradual and compliant implementation
Passenger information & ticketing

14 Dec. 2025

- Passenger timetable data

13 Dec. 2026

- Common reference data
- Condition of carriages, incl. accessibility of stations (ERSAD)
- Tickets format

12 Dec. 2027

- Connection times
- Passenger information in stations & on-board of trains

10 Dec. 2028

- Passenger trains' running and forecast information
- Ticketing reference data
- Tariff data

10 June 2029

- Availability & reservations

9 Dec. 2029

- Passenger train composition
- Train ready & readiness forecast

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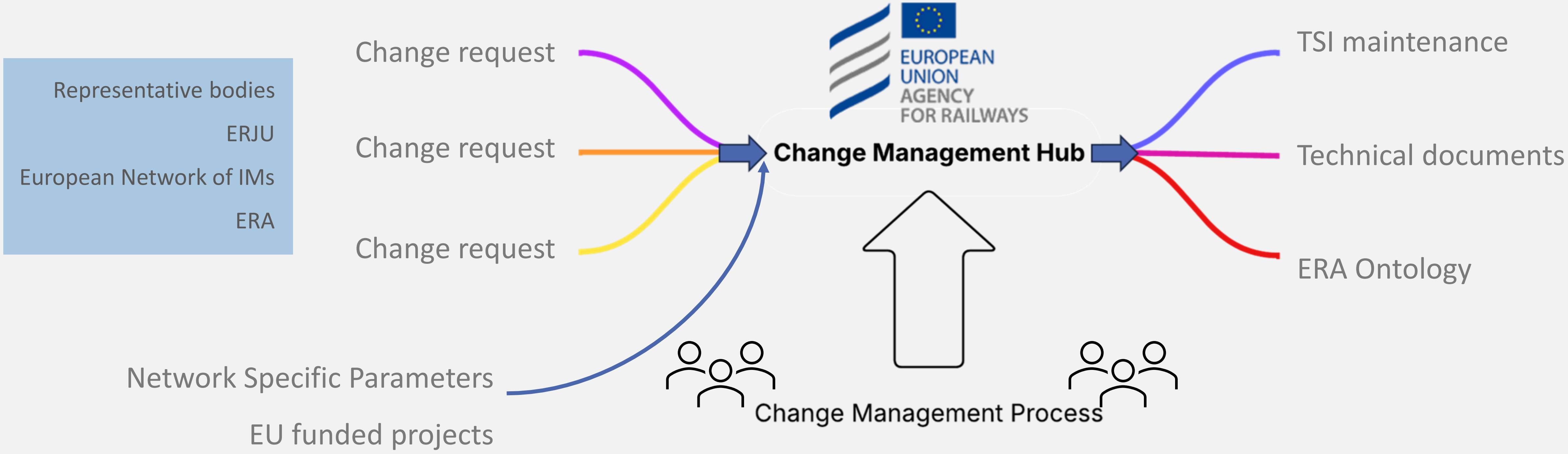
TSI Telematics
ERA's authority tasks – Change management

Set up a Change Control Management process to ensure a structured and transparent maintenance of Technical Documents and ERA Ontology



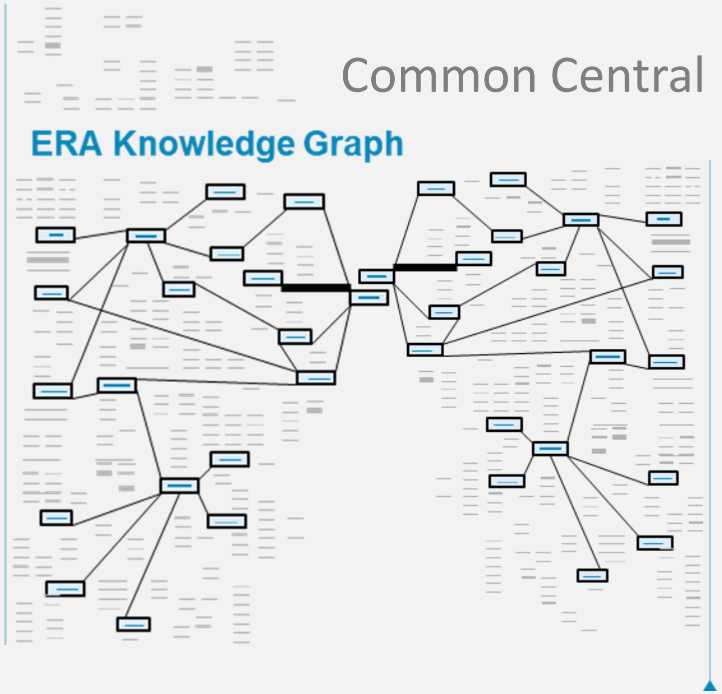
TSI Telematics
ERA's authority tasks – Reference data

Organisation codes

Location codes

Links to RSRD, PKI CAs, ILURD, etc.

Common Central Repository



RINF

APIs

Cyber security & data quality requirements:

- Define processes for allocation of organisation and location codes
- Define and monitor the implementation of cybersecurity and data-quality obligations across all processes

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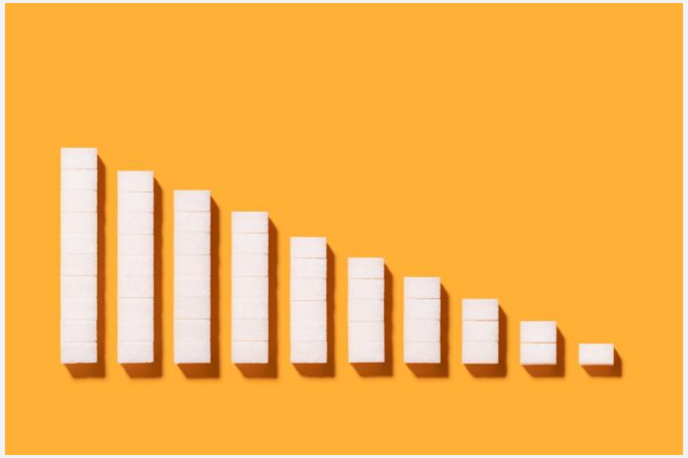
TSI Telematics

ERA’s authority tasks – Monitoring & assessment

- ERA can evaluate the correctness of the self-assessment in specific cases
- Monitor implementation of each TSI obligations by infrastructure managers, railway undertakings, service facilities, ticket vendors, and terminals
- Oversee compliance by deadlines and milestones
- Provide compliance assessment tools to the sector



TSI Telematics
Ramping up

- alignment of ERA's SPD, incl. EC's contribution to ERA with dedicated external resources
- Publication of ERA webpage *TEL TSI*, incl. links to TDs dated 6/2/2026 as per TDs for RISC 106 dated 10/6/2025

2 March 2026

6 months: **2 September 2026**

- common central repository
- common reference data based on sector applications
- collection of network specific parameters
- CCM process for update of referenced specifications

12 months: **2 March 2027**

- ERA's web applications for:
  - common reference data
  - implementation reporting
  - compliance assessment

TSI Telematics
Future development

30 Sept. 2027

- ENIM’s (IMs), EU-Rail JU’s and CEN’s inputs to ERA CCM process
- inputs from MSs, incl. NSAs and RRBs
- inputs from other sector’s organisations, incl. representative bodies

31 Dec. 2028

ERA Recommendation

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Telematics TSI

Common central repository

- Metadata & data catalogue elements (ERA Ontology)
- Certification authorities for public key infrastructure (PKI)
- Common reference data (organisation and location codes, code lists (incl. Ticketing))
- Links to freight-specific reference data (e.g. RSRD, ILU, WIMO databases)

2.3 Capacity Allocation Messages

Message Name	Who Sends	Who Receives
PathRequestMessage	Applicant (RU, lead RU, intermodal operator, etc.)	IM
PathDetailsMessage	IM	Applicant
PathConfirmedMessage	Applicant	IM (then forwarded to RUs, lead RU, customers for freight)
PathDetailsRefusedMessage	Applicant	IM
PathCanceledMessage	Applicant	IM
PathNotAvailableMessage	IM	Applicant
ReceiptConfirmationMessage	Any recipient of the above messages	Sender of the original message

2.5 Train Preparation Messages

TrainCompositionMessage (freight)	Freight RU	IM / terminal operator
PassengerTrainCompositionMessage	Passenger RU	IM
TrainReadyMessage	RU	IM of departure
TrainReadyMessage (status: NotReady)	RU (when delayed or not ready)	IM of departure

2.6 Train Traffic Management Messages

TrainRunningInformationMessage	IM / terminal operator	RUs & other IMs; NAPs
TrainRunningForecastMessage	IM / terminal operator	RUs & other IMs
TrainDelayCauseMessage	IM / terminal operator	RUs & other IMs
TrainRunningInterruptionMessage	IM / terminal operator	RUs & other IMs

3.1.1 Electronic consignment note (eCN)

Message Name	Who Sends	Who Receives
ConsignmentNoteMessage (eCN)	Lead RU	All involved RUs; telematics stakeholders; competent authorities

3.2 Freight Wagon Movement Messages (WagonStatusMessage event types)

All are specialisations of the WagonStatusMessage defined in 3.2.1.2.

Event Type	Sender	Receiver
Wagon Ready To Pull	Loader / filler (via lead RU)	Next RU
Wagon Pulled	Outbound RU	Lead RU
Wagon Left Origin	Outbound RU	Lead RU
Wagon Arrival	Arrival RU	Lead RU
Wagon Departure	Outbound RU	Lead RU
Wagon Handed Over	RU of arrival	Next RU
Wagon Taken Over	RU of departure	Lead RU
WagonJourneyIrregularity	Responsible RU	Lead RU & others
WagonJourneyRectified	Responsible RU	Lead RU
Wagon Reached Destination	Arrival RU	Lead RU
Wagon Delivered	Arrival RU	Lead RU

3.2.3 Wagon Forecasting

Message Name	Who Sends	Who Receives
WagonETI_ETAMessage	RU	Lead RU; Next RU in handover chain

4.2 – Passenger Timetable Data

Information (NeTEx)	Who Sends	Who Receives
Planned timetable (journey patterns, calling points, planned arrival/departure, calendar/validity periods), Minimum connection times (MCT)	Passenger RU (or competent authority)	National Access Points (NAPs) (public access)
Minimum connection times (MCT), within station / between stations (meta-station), access-node data	Station Managers (or IM / designated entity)	National Access Points (NAPs) (public access)

4.3 – Tariff Data

Tariff structure, fare tables, fare zones, commercial rules, product/entitlement definitions, validity rules	Passenger RU (or competent authority)	NAPs Direct access base don contract

4.4 – Conditions of Carriage

General passenger transport conditions Accessibility to stations & PRM assistance conditions Conditions for luggage, bicycles, cars	Passenger RU (or competent authority)	National Access Points (NAPs) (public access)

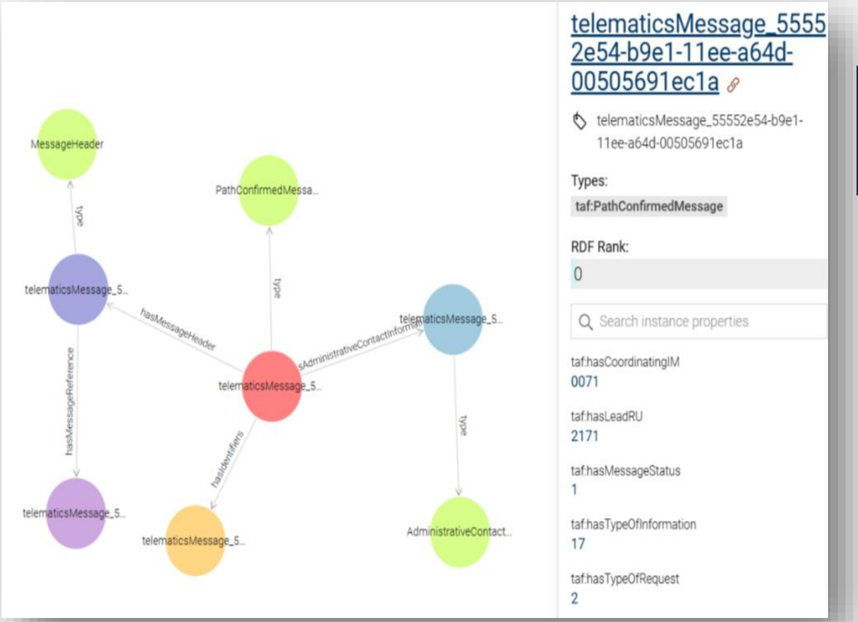
4.5 Availability & Reservation Messages (incl. PRM, Bicycles, Cars)

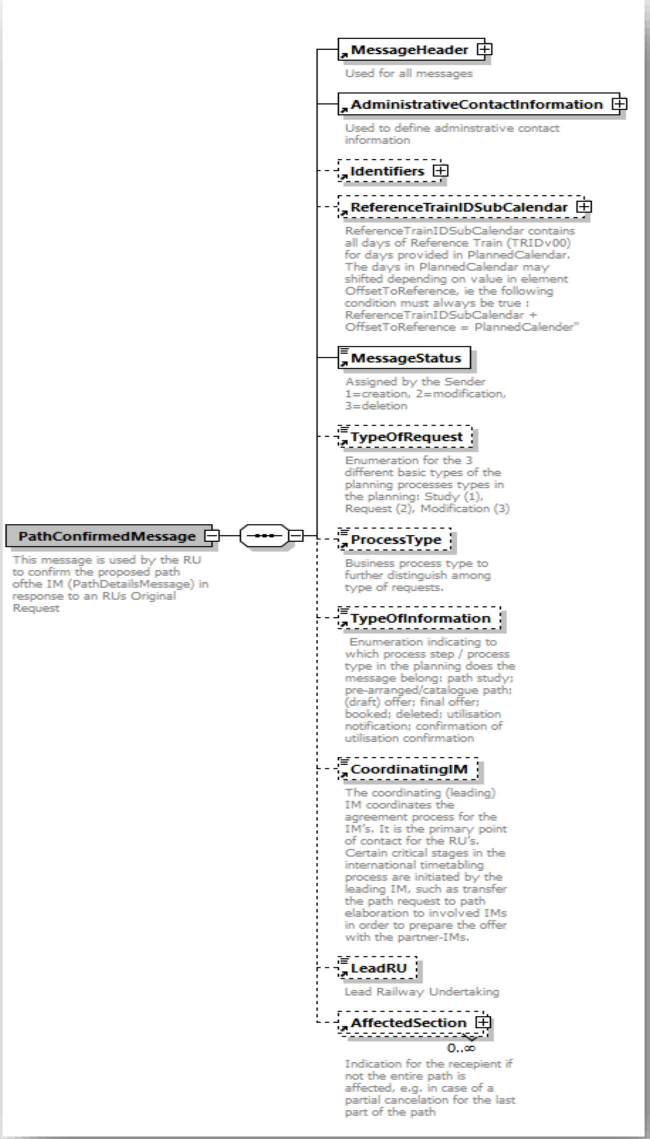
Message Name	Who Sends	Who Receives
Availability and Reservation Request	Distributor/Retailer	Railway Undertaking (attributing system)
Availability and Reservation Response	RU (attributing system)	Distributor/Retailer

4.6 Ticket Issuing & Control Messages

Ticket issuing	Issuer	Ticket Control Organisation
Ticket Annotation Message	Ticket Control Organisation	RU / distributor
Reimbursement / Compensation Request	Passenger / Retailer / TCO	RU / Distributor

Telematics TSI messages



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Focus on passenger services

Defined roles: **Distributor**, **Retailer**, **Issuer** – Art 3(38), (40), (42)

Mandatory data access & data sharing

- **public & free of charge** data sharing of raw data
  - **via National Access Points (NAPs)** and under **open licence** (CC 4.0 or equivalent)
  - **train traffic** | **SIRI** format (BY-SA licence)
  - **train composition** | **NeTEx** format (BY-NC-ND licence)
    - integration of train traffic, train composition and platform information (BY-ND licence)
  - **timetable and connection times** | **NeTEx** format (BY-NC-ND licence)
  - **conditions of carriage and accessibility of stations** | **NeTEx** format (BY-NC-ND licence)
  - **historic record**

- Access to **tariff data**
  - subject to contractual provisions
  - Open access **via National Access Points (NAPs)**| **NeTEx** format
    - under **open licences** (CC BY-ND 4.0 or equivalent)
  - Direct access | **Transmodel**-based format

- Direct access to **availability and reservation data**
  - subject to contractual provisions
  - interoperable APIs compliant with ERA Technical Document B.5 (TAP-legacy, OSDM, OMSA)

- **Harmonised ticket formats**
- Specific **testing procedure** for timetable data, tariff data and availability and reservation

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Focus on passenger services

4.2 – Passenger Timetable Data

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Tariff structure, fare tables, fare zones, commercial rules, product/entitlement definitions, validity rules	Passenger RU (or competent authority)	NAPs Direct access base don contract

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General passenger transport conditions Accessibility to stations & PRM assistance conditions Conditions for luggage, bicycles, cars	Passenger RU (or competent authority)	National Access Points (NAPs) (public access)

4.5 Availability & Reservation Messages (incl. PRM, Bicycles, Cars)

Message Name	Who Sends	Who Receives
Availability and Reservation Request	Distributor/Retailer	Railway Undertaking (attributing system)
Availability and Reservation Response	RU (attributing system)	Distributor/Retailer

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Ticket issuing	Issuer	Ticket Control Organisation
Ticket Annotation Message	Ticket Control Organisation	RU / distributor
Reimbursement / Compensation Request	Passenger / Retailer / TCO	RU / Distributor

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Common data sharing obligations for freight and passenger services

Old provisions under TAF/TAP TSIs

- **Bilateral exchange** of path requests/modifications, train running and forecast information, train composition, consignment order and wagon movements **via TAF processes**
- Operational passenger and ticketing information **via TAP processes**

New provisions under TEL TSI

- **One unified telematics subsystem** merging TAF + TAP scopes – Art 2
  - Including **safety-related operational data** – Annex 1.1(2)
- **Open-data architecture** supported by the horizontal provisions of the **Data Act**
  - **Open data sharing and access** for stakeholders involved in the **same rail transport services and related processes** – Art 4(1)
  - **Direct and free-of-charge access** to raw operational data **for EU/national/regional/local authorities** – Art 4(2)
- **Standardised APIs and web UIs** for all operational data exchanges – Art 14
  - Open access to data via **common European APIs and web UIs** developed by – Art 21
    - the European Network of Infrastructure Manager (ENIM/NC)
    - a cooperation of freight railway undertakings and terminals

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Common data sharing obligations for freight and passenger services

2.3 Capacity Allocation Messages

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PathRequestMessage	Applicant (RU, lead RU, intermodal operator, etc.)	IM
PathDetailsMessage	IM	Applicant
PathConfirmedMessage	Applicant	IM (then forwarded to RUs, lead RU, customers for freight)
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TrainCompositionMessage (freight)	Freight RU	IM / terminal operator
PassengerTrainCompositionMessage	Passenger RU	IM
TrainReadyMessage	RU	IM of departure
TrainReadyMessage (status: NotReady)	RU (when delayed or not ready)	IM of departure

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TrainRunningInformationMessage	IM / terminal operator	RUs & other IMs; NAPs
TrainRunningForecastMessage	IM / terminal operator	RUs & other IMs
TrainDelayCauseMessage	IM / terminal operator	RUs & other IMs
TrainRunningInterruptionMessage	IM / terminal operator	RUs & other IMs

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Focus on freight services

Integration of **TEN-T multimodal freight terminals** (rail-road terminals, maritime ports, inland ports) as **telematics stakeholders** – Art 3(8)

Mandatory data access & data sharing – Art 5

- **Opt-in** public & free of charge data sharing of raw data
  - **via common Union APIs and web UIs**
  - under **open licences** (CC 4.0 or equivalent)
    - **working timetable** (BY-ND licence)
    - **train traffic** (BY-SA licence)
    - **train composition** (BY-NC-ND licence)
    - **historic record**
  - **Exceptions** (not public) for dangerous goods and security-relevant movements

e**lectronic consignment note (eCN)** – Annex 3.1.1

- Paperless transport subject to eIDAS compliant authentication: **qualified electronic seals**

Wagon running and forecast information – Annex 3.2

- Focus on **Wagon Single Load traffic**
- Open **geo-localisation based positioning** data of freight wagons
- integrated **wagon & load data** into one unified architecture
  - standardised access to unified wagon/load datasets for safety & operational needs
- enhanced **forecast** logistics information

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Focus on freight services

3.1.1 Electronic consignment note (eCN)

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Wagon Departure	Outbound RU	Lead RU
Wagon Handed Over	RU of arrival	Next RU
Wagon Taken Over	RU of departure	Lead RU
WagonJourneyIrregularity	Responsible RU	Lead RU & others
WagonJourneyRectified	Responsible RU	Lead RU
Wagon Reached Destination	Arrival RU	Lead RU
Wagon Delivered	Arrival RU	Lead RU

3.2.3 Wagon Forecasting

Message Name	Who Sends	Who Receives
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1 – Welcome and Introduction	Cyriel MARTIN *Project Officer, ERA*
2 – ERA's Vision, Mission and Tasks in light of rail digitalisation and of the Telematics TSI	Oana GHERGHINESCU (video) *Executive Director, ERA*
3 – The European Commission's views on the Telematics TSI	Yann SEIMANDI *Policy Officer, European Commission, DG MOVE*
4 – ERA authority tasks for telematics specified through the Telematics TSI	Christopher CARR *Head of Unit, ERA*
5 – Technical deep dive on capacity and traffic management, freight and ticketing	Mickael VARGA *Project Officer, ERA*
6 – Wrap up of the webinar with Questions and Answers	**Cyriel MARTIN** ***Project Officer, ERA***

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Generic ETCS Drivers' Handbook:
The Harmonised Operation Manual

ERA Webinar - 26 March, 12:00 - 13:00 (CET)

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