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OPINION

2016-4

OF THE EUROPEAN UNION AGENCY FOR RAILWAYS

for

European Commission

regarding

Baseline in TAF TSI

Disclaimer:

The present document is a non-legally binding opinion of the European Union Agency for Railways. It does not represent the view of other EU institutions and bodies, and is without prejudice to the decision-making processes foreseen by the applicable EU legislation. Furthermore, a binding interpretation of EU law is the sole competence of the Court of Justice of the European Union.

1. General Context

In its letter MOVE/C4/LV/tg/c.4 (2016)7561051 of 14th December 2016, the European Commission has requested the Agency to issue an opinion concerning the need to update the baseline of the Regulation (EU) 1305/2014.

The aim of this Technical Opinion is to recommend the European rail sector to use the baseline 2.1 of technical documents embedded in the Recommendation ERA-REC-110-2015/REC delivered by the Agency on 10th May 2015 (<http://www.era.europa.eu/Document-Register/Pages/Recommendation-on-the-TAF-TSI---baseline-release-version-2.1.aspx>). There is a need of the European rail sector towards the Agency in order to provide this advice for implementing the baseline object of this technical opinion. The scope of this baseline 2.1 is the update of the Technical Documents of the Appendix I of the Regulation (EU) No 1305/2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union. These documents have been updated in accordance with the change control management procedure defined in chapter 7.2 of the aforementioned Regulation, but the TAF TSI has not yet been amended accordingly.

2. Legal Background

In consideration of Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004¹ (Agency Regulation), Article 10 provides the European Commission with the possibility to request an opinion from the Agency concerning amongst others “technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union”.

The task related to the change control management of the technical documents for the technical specification for interoperability relating to the telematics applications for freight subsystem (TAF TSI) is assigned to the Agency based on the 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 62/2006². In chapter 7.2 of the aforementioned Regulation, these tasks are defined as follows:

“7.2.1. Change Management Process

Change management procedures shall be designed to ensure that the costs and benefits of change are properly analysed and that changes are implemented in a controlled way. These procedures shall be defined, put in place, supported and managed by the European Railway Agency and shall include:

- *the identification of the technical constraints underpinning the change,*
- *a statement of who takes responsibility for the change implementation procedures,*
- *the procedure for validating the changes to be implemented,*
- *the policy for change management, release, migration and roll-out,*
- *the definition of the responsibilities for the management of the detailed specifications and for both its quality assurance and configuration management.*

1. *The Change Control Board (CCB) shall be composed of the European Railway Agency, rail sector representative bodies and national safety authorities. Such an affiliation of the parties shall ensure a perspective on the changes that are to be made and an overall assessment of their implications. The Commission may add further parties to the CCB if their participation is seen to be necessary. The CCB ultimately shall be brought under the aegis of the European Railway Agency.*

¹ OJ L 138, 26.5.2016, p. 1.

² OJ L 356, 12.12.2014, p. 438.

2. **7.2.2. Specific Change Management Process for documents listed in Appendix I to this Regulation**
3. *The change control management for the documents listed in Appendix I to this Regulation shall be established by the European Railway Agency in accordance with the following criteria:*
 1. *The change requests affecting the documents are submitted either via the National Safety Authorities (NSA) or via the representative bodies from the railway sector acting on a European level as defined in Article 3(2) of Regulation 881/2004/EC, or via the TAF TSI Steering Committee. The Commission may add further submitting parties if their contribution is seen to be necessary.*
 2. *The European Railway Agency shall gather and store the change requests.*
 3. *The European Railway Agency shall present change requests to the dedicated ERA working party, which will evaluate them and prepare a proposal accompanied by an economic evaluation, where appropriate.*
 4. *Afterwards the European Railway Agency shall present the change request and the associated proposal to the change control board that will or will not validate or postpone the change request.*
 5. *If the change request is not validated, the European Railway Agency shall send back to the requester either the reason for the rejection or a request for additional information about the draft change request.*
 6. *The document shall be amended on the basis of validated change requests.*
 7. *The European Railway Agency shall submit to the Commission a recommendation to update the documents listed in Appendix I together with the draft new version of the document, the change requests and their economic evaluation.*
 8. *The European Railway Agency shall make the draft new version of the document and the validated change requests available on its web site.*
 9. *Once the update of the documents listed in Appendix I is published in the Official Journal of the European Union, the European Railway Agency shall make the new version of the document available on its web site.*

Where change control management affects elements which are in common use within the TAP TSI, the changes shall be made so as to remain as close as possible to the implemented TAP TSI in order to achieve optimum synergies."

According to this assignment, the change control management (CCM) for TAF TSI technical documents is in force since December 2011 to maintain technical documents listed on the appendix I of the Commission Regulation (EU) No 1305/2014. Therefore, the Agency runs two (2) working parties responsible for the change management:

1. a WP for the TAF TSI change control management according to 7.2.2. (3) Commission Regulation (EU) No 1305/2014.
2. a WP acting as TAF TSI change control management Board according to 7.2.1 of Commission Regulation (EU) No 1305/2014.

This opinion contains the decisions adopted by the above mentioned working parties that were submitted to the Commission by Recommendation ERA-REC-110-2015/REC delivered by the Agency on 10th May 2015.

3. Analysis

The working parties in charge of the TAF TSI CCM have agreed to the following main changes of the technical documents listed on appendix I of the Regulation (EU) No 1305/2014:

Type of change requests	Purpose
Corrections of errors detected in technical document ERA-TD-105: TAF	- Change requests to solve errors in the code list file attached to ERA-TD-105: TAF TSI —

TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model	Annex D.2: Appendix F — TAF TSI Data and Message Model and to guarantee the alignment with TAP TSI [4] code list.
Enhancements of code lists	- Incorporation of new values, changes deletion of old values in the TAF TSI code lists, submitted by the rail sector
Replacement of TAF TSI Code List with simple element types	- Simple types have to be used instead of the fixed code lists.
New Rolling Stock Data Set	- A new data set for RSRD database has been incorporated because currently several information within the data sets are obsolete and not in use. On the contrary important data is missing. This new information includes a query process and a new code list not included yet in the previous releases of Appendix F and Appendix C.
New ErrorMessage in the TAF TSI catalogue	- General error message concept was missing in TAF-TSI. The new message is needed to generically cover the various situations in the communication between the stakeholders that cause a state of an error.

Therefore, the list of technical documents packaged in the draft baseline release 2.1 is updated as follows:

- ERA-TD-100: TAF TSI — ANNEX A.5: FIGURES AND SEQUENCE DIAGRAMS OF THE TAF TSI MESSAGES, version 2.1
- ERA-TD-102: TAF TSI — Annex D.2: Appendix B — Wagon and Intermodal Unit Operating Database (WIMO), version 2.1
- ERA-TD-103: TAF TSI — Annex D.2: Appendix C — Reference Files, version 2.1
- ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model, version 2.1

4. The opinion

The Agency recommends the usage of the change requests packaged in the baseline release version 2.1 of the technical documents listed on appendix I of the Regulation (EU) No 1305/2014 . This baseline is embedded in the Recommendation delivered by the Agency on 10th May 2015. The Recommendation is published on the Agency website: <http://www.era.europa.eu/Document-Register/Pages/Recommendation-on-the-TAF-TSI---baseline-release-version-2.1.aspx>

Valenciennes, 21. 12. 2016



Josef DOPPELBAUER
Executive Director

ANNEX 1



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR
MOBILITY AND TRANSPORT



Request of the Commission to the Agency for an Opinion/Advice

Requesting Organisation (name, address)	DG MOVE, C4	
Contact information	Linos Voskarides (Linos.VOSKARIDES@ec.europa.eu)	
Legal base	Opinion	→ Agency Regulation Art. 25 and 26 → Agency Regulation Art. 10.1 → Agency Regulation Art. 10.2 → Agency Regulation Art. 19 → Agency Regulation Art. 42
	Advice	→ Agency Regulation Art. 41
Objective	Technical opinion	
Scope	Interoperability Directive (EU) 2016/797	
Task Description	<p>Technical opinion regarding the need to update the baseline of the Regulation (EU) 1305/2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union.</p> <p>In particular, the technical opinion should include the list of the technical documents that need to be updated in Appendix I of the Regulation, as these were decided during the CCM process.</p>	
Key input documents		
Request to be sent to:	opinionadvice@portal.era.europa.eu	

MoU Agency-DG MOVE

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Annex 3
 Electronically signed on 14/12/2016 09:57 (UTC+01) in accordance with article 4.2 (Validity of electronic documents) of Commission Decision 2001/563