

6th ERA TAF TSI Regional Workshop
(Poland, Latvia, Lithuania and Estonia)

The Content of TAF TSI: RU/IM Communication and Legal Obligations



ERA Telematics Team

Warsaw 12-13 September 2017



TAF TSI Regional **W**orkshop

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



TAF TSI process

Planning...

Operation...

After...

Consignment
Note

Wagon
trip plan

Path
Allocation

Train
Preparation

Train
Running
Forecast

Wagon
Movement

Post-Trip

- Wagon loads
- Wagon release

- Price and transit times
- Wagon status and location

- Open Access
- One Stop Shop

- Train Composition

- Train Running
- Service Disruption

- Estimated Time of Arrival (ETA)
- Estimated Time for Interchange (ETI)

- To improve the quality and productivity

TAF TSI published on EU Journal: COMMISSION REGULATION (EU) No 1305/2014

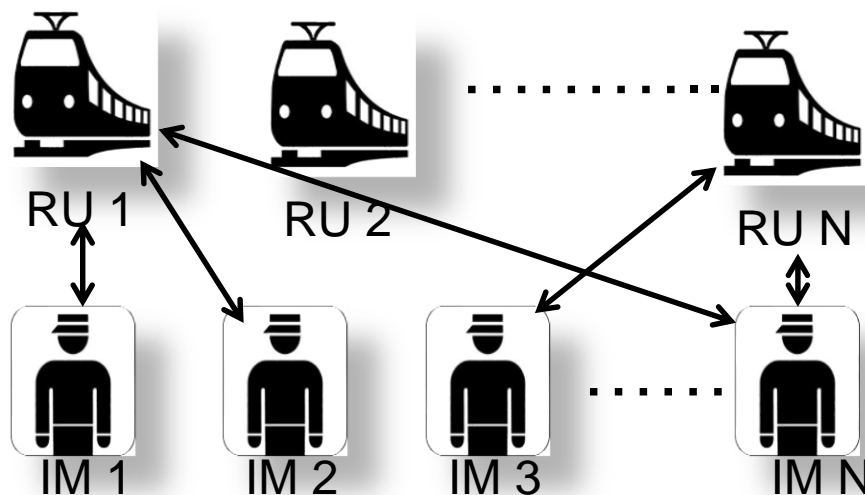
- **Infrastructure Managers and Railway Undertakings**, but also intermodal operators ...



- and even freight Customers (shippers, consignors of goods, forwarders etc .)

Exchange of data (process & protocol) between Railway Undertaking (RU) and Infrastructure Manager (IM) :

- Path Request
- Train Preparation
- Train Running Forecast
- Service Disruption Information
- Data exchange for Quality Improvement



- 4.2.4. Train Running Forecast (ERA-TD-100 – Annex A.5 - <http://www.era.europa.eu/Document-Register/Pages/TAF-TSI.aspx>):
- Messages:
 - Train Running Forecast Message
 - Train Running Information Message
 - Train Delay Cause Message.



- **4.2.5. Service Disruption Information:** When the RU learns about a **service disruption** during the train running operation for which it is responsible, it **must immediately inform the IM concerned**.



- If **train running is interrupted**, the infrastructure manager shall send a **‘train running interrupted’** message to the **contracted RU** and the **next neighboring IM** involved in the train run.

Expected Benefits for IMs!

- Increase of rail capacity ->



- Replacement of manual work and support ->

- ✓ **Better incident management** (service disruption).

- ✓ **Improvement** in terminal operations such as shunting and intermodal operations.

- ✓ Reduction of Operational Costs.



Expected Benefits for RUs!

- **Long Term Savings.**
- **In personnel:** replacement of manual work, paperless communication and automated processes, availability of registers.
- **More effective processes:**
 - ✓ the composition of trains can be **planned in advance**
 - ✓ **dead loss time in operations decrease,**
 - ✓ **savings in working time** as paperless documents are input only once -> **improvement of data validity and quality.**



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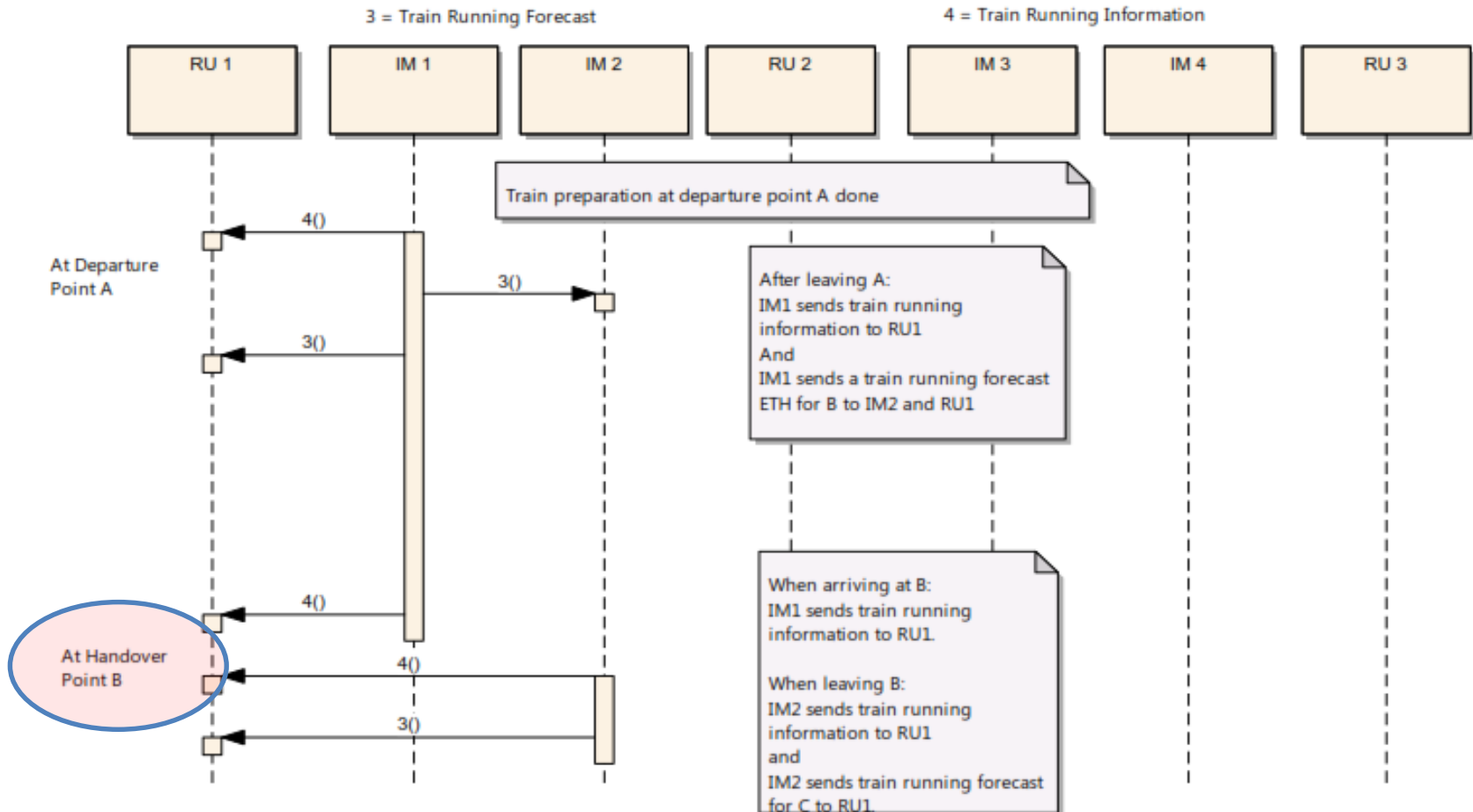
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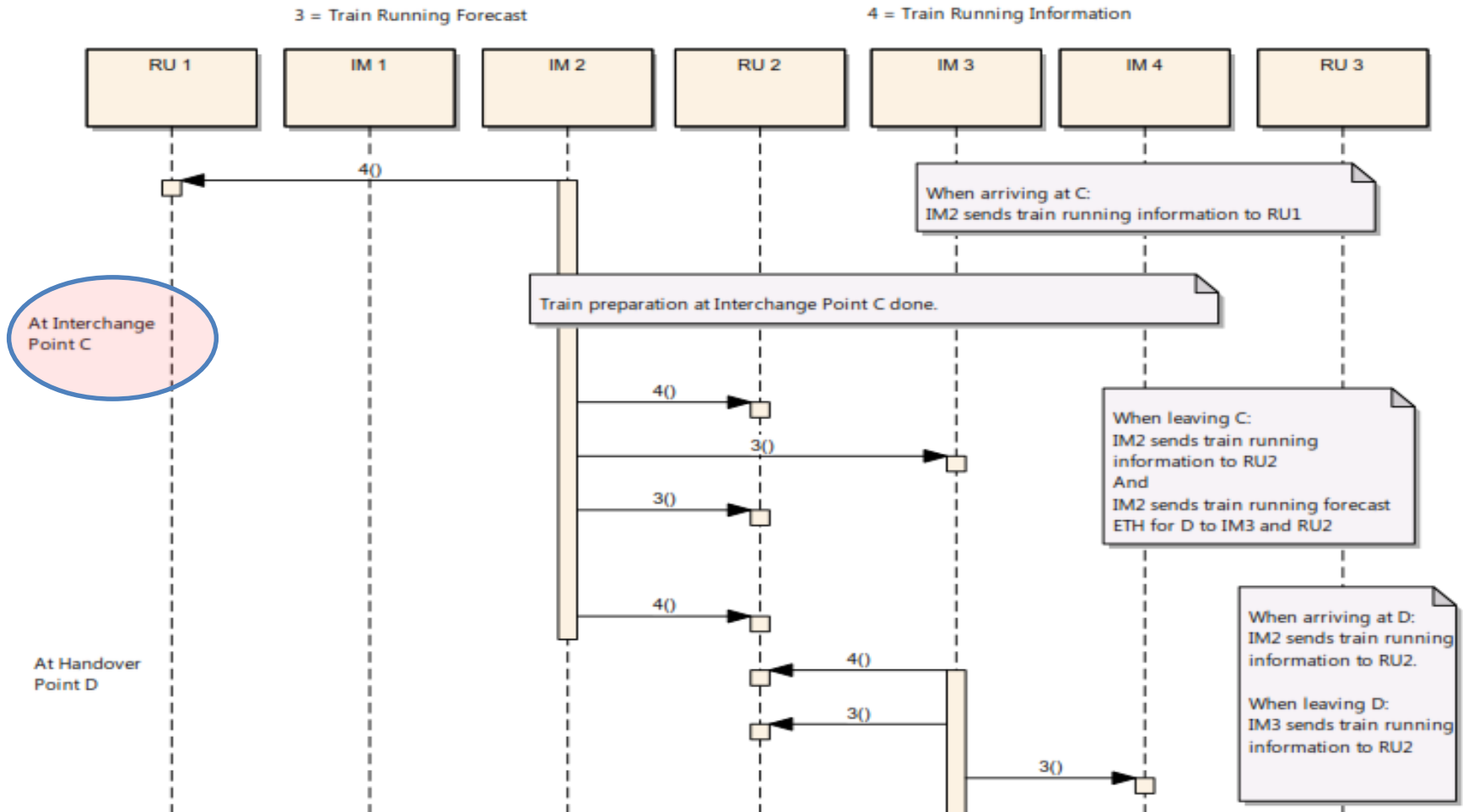
Back – Up Slides

- 4.2.4. Train Running Forecast (ERA-TD-100 – Annex A.5 - <http://www.era.europa.eu/Document-Register/Pages/TAF-TSI.aspx>):
- 2 Scenarios:
 - ✓ **Scenario A : Train approaching a Handover Point between IM1 and his neighbor IM2**
 - ✓ **Scenario B : Train approaching an Interchange Point between RU 1 and the next RU 2 (only scenario B)**

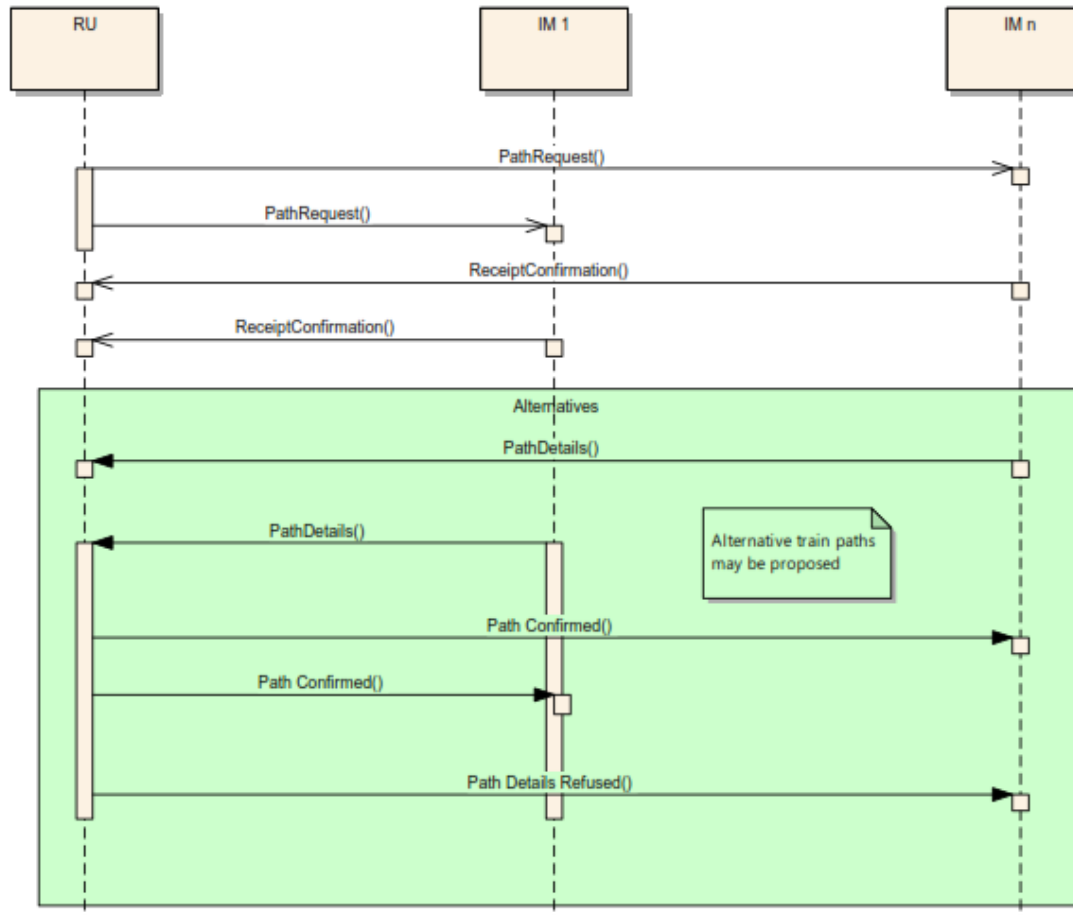


TAF TSI – EU 1305/2014 -> Process ?

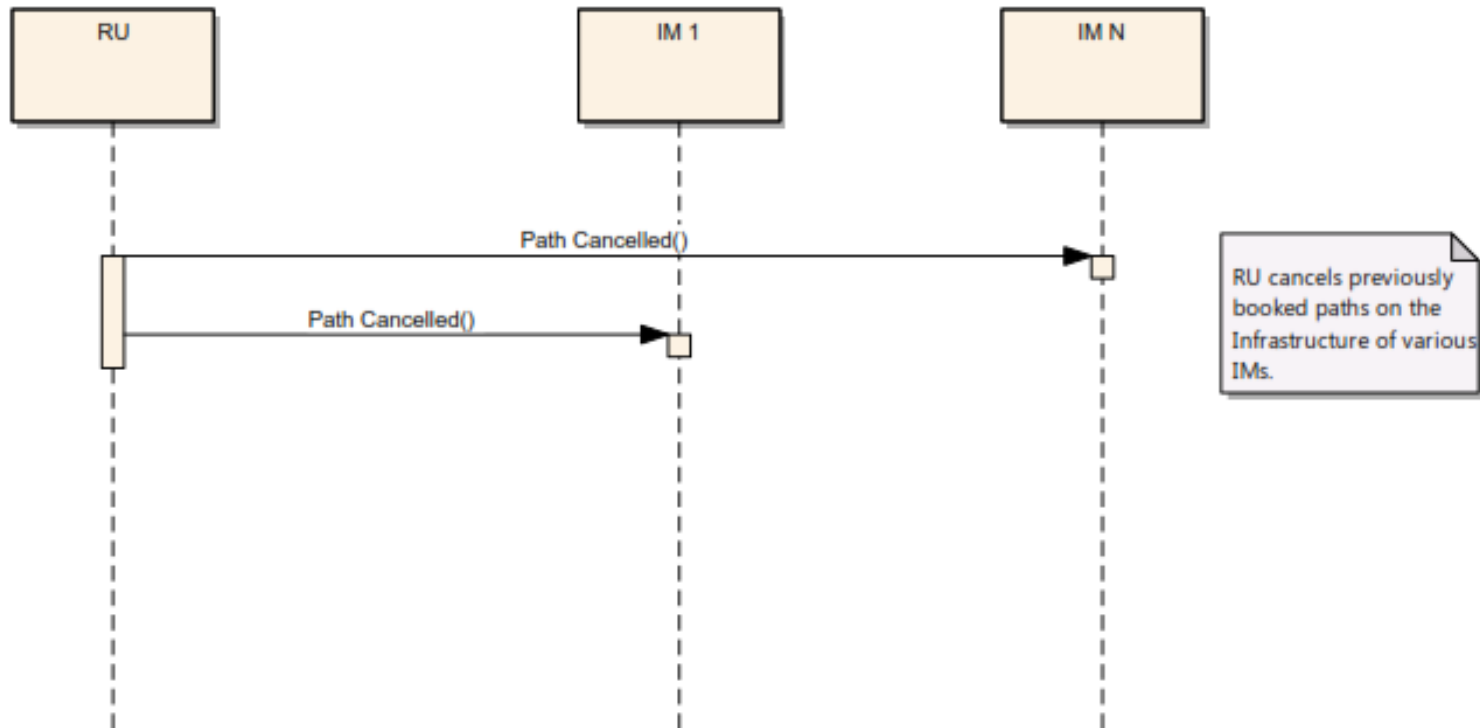




- 4.2.2. Path Request (ERA-TD-100 – Annex A.5 - <http://www.era.europa.eu/Document-Register/Pages/TAF-TSI.aspx>):



- 4.2.2. Path Request (Path Cancellation) (ERA-TD-100 – Annex A.5 - <http://www.era.europa.eu/Document-Register/Pages/TAF-TSI.aspx>):



- 4.2.3. Train Preparation (ERA-TD-100 – Annex A.5 – <http://www.era.europa.eu/Document-Register/Pages/TAF-TSI.aspx>):

