

6th ERA TAF TSI Regional Workshop (EE, LT, LV, PL)

Impact analysis in the context of TAF TSI (C/B analysis)



ERA Telematics Team

Warsaw 12-13 September 2017

What do we aim at?

- **Ex post analysis of TAF TSI**
- **Following the principles of the Impact Assessment methodology of the EC**
- **Data collection on return of experience via:**
 - regional workshops
 - dedicated IT tool
- **Pre-condition: sufficient degree of implementation of the TAF TSI functions**
- **Status: the current analysis focuses on issues during the implementation and will be gradually complemented with evidence on impacts**



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What do stakeholders expect from TAF TSI?

Expected **positive impacts** (based on feedback from 3 regional workshops)

- ✓ improved data quality => better decision making and higher performance
- ✓ actors can communicate using harmonized protocols
- ✓ simplified access to information, simplified exchanges => increased efficiency
- ✓ process harmonization and optimization (e.g. request process)
- ✓ convergence between the main actors - RUs, IMs and WKs
- ✓ better tracking and tracing

Pre-conditions

- ✓ a **cost-effective** implementation and **easy transition**
- ✓ implementation of TAF shall take the **IT lifecycle** into account
- ✓ **compatibility** with other legal texts (e.g. OPE TSI) and with the safety requirements
- ✓ the **right balance** between regulation and self-regulation
- ✓ **stronger involvement** of companies' CEOs and CIOs is needed to ensure IT decision and funding

What do Stakeholders expect from TAF TSI?

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What lessons have we learnt so far?

1. Difficult to **separate** the impacts and challenges of TAF implementation from the global IT environment at company level
2. The obsolescence of existing IT systems creates the **opportunity** to link TAF to new IT investments
→ Suggested action: NCPs to communicate to rail actors they should consider to revamp IT systems in line with their life cycles in such a way that they become TAF compatible
3. IMs may **drive** the deployment process for the RU-IM functions (NB: there are also RUs taking the initiative)
→ Suggested action: Coordination of the TAF implementation is needed not only between MSs, but also within MSs (“What are the benefits if I already start to invest in TAF but my partners still wait”)
4. The degree of **complexity** of the IT systems (tools) should be proportional to the needs of information (according to the type of company and their business cases)
5. **Financial issues** do not seem to be a main cause of non-implementation
→ Suggested action: for those rail actors which have financial issues, ERA will communicate (via the NCPs) appropriate funding possibilities such as EIB, CEF or Structural Funds
6. Applicability and technical content of TAF TSI are not sufficiently known to the sector
→ Suggested Action: ERA to continue (together with NCPs) the dissemination WSs. Special attention will be paid to ensure stronger involvement of companies’ CEOs and CIOs in order to ensure IT decision and funding (dedicated dissemination).

Thank you very much for your kind attention!

Your ERA TELEMATICS TEAM

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