

Making the railway system
work better for society.

Document Review – Comment Sheet

Document commented (name/version): Draft TAF-TSI working document

<i>Requestor:</i>	ESPO
<i>Deadline for submitting comments:</i>	13/04/2020

	<i>Reviewer 1</i>	<i>Reviewer 2</i>	<i>Reviewer 3</i>	<i>Reviewer 4</i>	<i>Reviewer 5</i>
<i>Date:</i>	11/04/2020				
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Document History

<i>Version</i>	<i>Date</i>	<i>Comments</i>
0.1	11/04/2020	
0.2		
0.3		

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Conventions:

<i>Type of Comment</i>		<i>Reply by requestor</i>	
<i>G</i>	General	<i>R</i>	Rejected
<i>M</i>	Mistake	<i>A</i>	Accepted
<i>U</i>	Understanding	<i>D</i>	Discussion necessary
<i>P</i>	Proposal	<i>NWC</i>	Noted without need to change

Review Comments <if necessary add extra lines in the table>

<i>N°</i>	<i>Reference (e.g. Art, §)</i>	<i>Type</i>	<i>Reviewer</i>	<i>Reviewer's Comments, Questions, Proposals</i>	<i>Reply</i>	<i>Proposal for the correction or justification for the rejection</i>
1.	4.2.	P	1	HPA considers certain wagon movement messages as important for the logistics chain, because shunting in complex yards (i.e. industrial compounds or ports) has a significant impact on overall rail transportation efficiency. We therefore propose to add messages 4.2.7.2., 4.2.7.3., 4.2.7.7. and 4.2.7.8. as important for all involved rail transport stakeholders to the list in the third paragraph. This is important for Delivering and Measuring services.		

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2.	4.2.1.2.	P	1	In case of IM which are large scale freight yards/terminals with an own operation management (like industrial compounds or ports), the consignment order is important for Delivering, Measuring and Operating services for the IM side, especially if they operate a community system IT tool. It should therefore be made available to the IM as well, subject to local agreements and indicated in the network statement.		
3.	4.2.3.3.	P	1	In case of combined transport, the 'train ready' message by the RU providing traction to the IM entry point should be made available to the IM as well, subject to local agreements and indicated in the network statement. This is important for the IM regarding Delivering, Measuring and Operating services.		

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4.	4.2.4.2.	U	1	In the port of Hamburg with 4 large scale container terminals and several smaller ones, only about 50% of the intermodal trains arrive as direct trains to exactly one container terminal. The remaining typically service two to three container terminals and thus require shunting in the preceding (upstream) shunting yard(s). Shunting frequently also includes adding wagons from other trains to the very same container terminal. The shunting yards typically belong to the public port railway infrastructure (which may or may not be an individual IM) and not to the container terminal.		
5.	4.2.4.2.	P	1	In case of upstream shunting yards, the arrival times at container terminals are highly depending on operations in said yards. HPA recommends to amend the second paragraph by "Depending on local agreements, this may also be done by the neighbouring upstream infrastructure manager."		
6.	4.2.5.2	P	1	In case of upstream shunting yards, the impact of interrupted train runs at container terminals are also depending on operations in said yards. HPA recommends to amend the second paragraph by "Depending on local agreements, this may also be done by the neighbouring upstream infrastructure manager."		

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7.	4.2.7.	U	1	<p>It is our understanding that the Wagon Movement messages are aimed mostly at shunting operations.</p> <p>At the port of Hamburg, all train runs origin and terminate at the port's public shunting yard sections which are managed by the Hamburg Port Authority as IM. To this yard, about 70 intermodal terminals and other loading points are connected within a compact area. For Delivering, Measuring and Operating services it is important for HPA as terminal IM to receive information regarding shunting moves.</p>		
8.	4.2.7.2 4.2.7.3 4.2.7.4 4.2.7.5 4.2.7.6 4.2.7.7 4.2.7.8	P	1	HPA proposes to amend all sections by "This information should therefore be made available to the IM as well, subject to local agreements and indicated in the network statement."		
9.	4.2.10.2.	U	1	In order to manage and coordinate efficient rail transportation within the port of Hamburg's shunting yards, intermodal terminals and other loading point, a wagon and intermodal unit operational database for all rail operation stakeholders has been used for decades.		

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10.	4.2.10.2.	P	1	In case of IM which are large scale freight yards/terminals with an own operation management (like industrial compounds or ports), the usage of wagon and intermodal unit tracking may be considered important. Hence HPA proposes to add in the first paragraph infrastructure managers to the list of authorised entities.		

Note: This table could be changed according to the requestor's needs

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