# TAF AND TAP TSI BULLETIN

## ISSUE JULY 2021

**EUROPEAN UNION AGENCY FOR RAILWAYS**

## NCP AND NAE STAFFING UPDATE

The TAP and TAF TSI National Contact Points (NCP) and the National Allocation Entities (NAE) for Primary Location Codes lists have been updated for 2021 and made available on the Agency website here.

Use of the listed data is allowed only for the purpose described in the of Annex VI of Commission Regulation (EU) No 454/2011 of 5 May 2011 (TAP TSI) with further amendments and respectively for the purpose described in the Appendix III to the Annex to the Commission Regulation (EU) No 1305/2014 of 11 December 2014 (TAF TSI) with further amendments.

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# COMPANY CODE CHANGE OF FORMAT FROM 4-NUMERICAL TO 4-ALPHANUMERICAL

The Agency would like to draw your attention to the important change incorporated in the TAP TSI from the Maintenance Release 1.4.0, as well as in the TAF TSI from the Maintenance Release 2.5.0.

The 4-digit Company Code – as well known as UIC RICS code - used to identify actors in the TAP TSI and the TAF TSI data exchange has moved from the numerical to alphanumerical format. Change provides alignment with the obligatory Organisation Code used for the vehicle registers (as laid down in the Commission Implementing Decision (EU) 2018/1614) and increases capacity of the code, facilitating the multimodal extension of the TAF/TAP data exchange as well as use of one code for many activities such as planning, operation, retail, ERA registers, and RINF Register of Infrastructure. Organisation codes are allocated by ERA and TAF/TAP TSI company codes will be allocated until December 2025 by UIC.

For existing company codes no change of the code attribution is foreseen. Existing numeric codes assigned to railway undertakings remain unchanged and can be accommodated in the new 4-letter alphanumeric coding.

Also for those of the new companies who have business relationships with actors outside the European Economic Area, such as OSJD or OTIF countries, where the numerical company codes are in use, a numerical subset of the company code will be assigned until necessary, in the meantime ERA continues to communicate with OSJD and OTIF to discuss the future company code management.

Pillars of the seamless implementation of the change are the following:

- thorough preparation by the Railway Sector & ERA between 2018 & 2020;
- TSIs publication on the Agency website (as mentioned above);
- common impact assessment which led to 2-phase Migration Plan: 1) development phase 2) migration date: common use from the 1st of January 2026;
- Agency Opinion ERA/OPI/2020-14 supporting the Migration Plan by the proposal of the TSI Temporary Specific Cases mandating allocation/use of old 4N format until migration date;
- encompassing the mentioned TSI Temporary Specific Cases in the Agency Recommendation for the ongoing TAP & TAF TSI revisions in the frame of the overall 2022 TSIs revision package;
- inclusion of the change in the TSIs dissemination activities (such as current bulletin);
- implementation monitoring in the frame of the future TAF / TAP TSI implementation reporting scheme;

Relevant TAP and TAP TSI technical documents and .xml schema are available at the Agency website here and here respectively.

The Opinion of the European Union Agency for Railways to the European Commission regarding Change of company code to 4-letter-alphanumeric format ERA/OPI/2020-14 is available at the Agency website here.

## CONNECTING EUROPE FACILITY 2 (CEF2) PROGRAMME

The first call for proposals under Connecting Europe Facility 2 (CEF2) programme has not yet been published at the time of distribution of current bulletin. The publication of the calls, with potential inclusion of objectives related to the implementation of TAP and TAF TSIs is currently expected in September 2021. It is recommended that the organisations interested in this EU funding mechanism observe the website of the European Climate, Infrastructure and Environment Executive Agency (CINEA) https://cinea.ec.europa.eu/

"The TAF TSI reporting campaign 2020 was very successful due to the excellent cooperation between all the involved parties"

## TAF TSI

### 2020 TAF TSI IMPLEMENTATION REPORTING

The TAF TSI reporting campaign 2020 was very successful due to the excellent cooperation between all the involved parties. A total of 684 invitations were sent out and 266 responses were received from 27 countries across Europe, resulting to an overall response rate of 39 %. Number of responses taken into consideration contributed to the highest data set ever. Especially Poland, Czech Republic and Germany achieved a very high participation. For the first time, all TAF TSI functions were now included. Also, for the first time the questionnaire was translated into European languages, thanks to the support of the National Contact Points.
The "2020 TAF TSI Implementation Status Report" which summarizes the results of the 2020 reporting campaign is available on the Agency website here.

# UPCOMING TAF IMPLEMENTATION REPORTING 2021 SESSION

As every year, the TAF implementation reporting session for 2021 will take place at the end of this year. The TAF IT reporting tool (hosted by the TAF Joint Sector Group) will be open from 15/11/2021 to 10/12/2021 for the TAF implementation managers to submit their TAF implementation progresses. The TAF IT reporting tool will have – like in the last year – translations into a great number of EU languages as to ensure that TAF implementation project managers can do reporting in their own mother tongues. Invitation to join the 2021 TAF implementation reporting session will be sent out by the TAF Joint Sector Group's reporting tool.

Before that ERA will send in October 2021 a request to the TAF National Contact Points to confirm / amend the list of the TAF implementation managers in their respective countries.

In above request ERA will also give a hint to the NCPs to the importance of:

- checking at the start of the reporting session whether the appointed TAF implementation managers are still on their place;
- ensuring if the TAF implementation managers have received TAF Joint Sector Group reporting tool invitation messages;
- permanent monitoring whether TAF implementation managers have answered or not to the JSG reporting tools invitation messages.

Above approach was very useful – as reported by some NCPs – to significantly increase the TAF implementation managers' response rate in their countries.

In the same request ERA will also kindly ask the involved TAF Stakeholders Organizations to get in touch and motivate their freight advisors to increase the response rate to the TAF Joint Sector Group's reporting tool.

The results of the 2021 TAF implementation reporting session will be discussed then in the next TAF Implementation Cooperation Group meeting scheduled for 10/03/2022 so that ERA can send the commonly agreed 2021 TAF implementation report to DG MOVE in May 2022.

# TAF TSI REVISIONS 2018-2019 AND 2022 PACKAGE – STATE OF THE ART

## TAF TSI REVISION 2018-2019:

ERA, together with its Stakeholders, IT implementers, State Representatives and other organisations, has revised 2018-2019 the TAF TSI. Key revised elements were here the:

- harmonization between TAF / TAP TSIs (operational aspects);
- rationalisation of TAF TSI processes (path request, CIM consignment note, simplified wagon movements / train composition, introduction of technical soft compliance);
- focus on combined transport (inclusion of combined transport actors into the TAF TSI, better access of above actors to TAF message exchange);
- modification of outdated TAF TSI requirements (mandatory WIMO database, wagon interchange).

As a result ERA has sent on 11/09/2020 its recommendation on the revised TAF TSI to the European Commission. The new amended TAF TSI regulation (EU) 2021/541 was published on 26/03/2021 in the EU Official Journal.

## TAF TSI REVISION 2020-2021:

ERA and its aforementioned partners have further revised in 2020 - 2021 the TAF TSI within the framework of the TSI revision package 2022.

Key revised elements were here the:

- merger between TAF / TAP TSIs (operational aspects, change control and governance);

- enhanced provisions for real time tracking and tracing of trains, wagons and consignments;
- improved provisions for Estimated Time of Arrival calculation (involving also combined transport actors);
- linking of multimodal time and train data (including terminals);
- enhanced object identifiers to be used in TAF TSI message exchange.

Next steps for this TAF TSI revision 2022 package:

- social/public consultation for revised draft TAF TSI: 01/08/2021 – 31/10/2021;
- final revised draft TAF TSI recommendation is scheduled to be sent by ERA to the European Commission: 31/12/2021;

# HIGHLIGHTS FROM TAF TSI CHANGE CONTROL MANAGEMENT

The implementation of the TAF TSI is accelerating within EU. As seen in the last 2020 report about the TAF TSI implementation progress, more and more railway undertakings and infrastructure managers are implementing the TAF TSI functions and are able to discover during the implementation needs for enhancements or error corrections in the existing technical documents. Changes of these documents are managed in the TAF TSI change control management process (CCM).



"The rail sector and the Agency could process more than 30 changes relevant for the TAF TSI implementation, an all-time record"

In the spring session of the TAF TSI CCM Working Party meeting on 11th of May 2021 and the approval by the board on 26th of May 2021, a new milestone was achieved: the rail sector and the Agency could process more than 30 changes relevant for the TAF TSI implementation, an all-time record!

Some highlighted changes:
- for the improved handling of the route information, the ObjectType code list has now an element route. The handling of the calendars for a path management has been improved. This change facilitates significantly the management of a train operating with different schedules, e.g. due to construction works;
- due to the changed TAF TSI (amendment 2021/541 (EU), the Wagon interchange message is not anymore part of the TAF TSI message catalogue;
- the TAF TSI locations can now accommodate as well OSJD location codes to facilitate the data exchange with OSJD member states;
- the list of train control command systems has been harmonised. The systems in use for a given train can be now defined in more details.

More information and the last version of the technical documents are available on ERAs website: https://www.era.europa.eu/content/taf

# OSJD & ERA REPORT ON TAF COMPATIBILITY BETWEEN THE RAIL SYSTEMS AT THE CIS & EU

We are glad to announce that the experts of the Organization for Co-operation Between Railways (OSJD) and the European Union Agency for Railways (ERA) have delivered their report on TAF compatibility between the Commonwealth of Independent States (CIS) & European Union (EU) railway systems.

In the report the dedicated OSJD/ERA Contact Group made a comparative analysis of existing technical specifications for the railway subsystem "telematics applications for freight" with the requirements used in the 1524/1520 mm and 1435 mm networks of participating members of OSJD.

The analysis is intended to facilitate the maintenance and development of technical and operational compatibility of the railway systems of the member countries of EU and OSJD. Information included in the report is intended for a direct use by any interested Railway Undertaking or Infrastructure Manager or intermodal transport operator for automatic message conversion.

As such it shall serve as an input to seamless exchange of rail freight data with limited investments into existing systems (EU TAF TSI XML format vs OSJD EDIFACT / TXT format & CSJT message system).

The report written originally in Russian and English is available at the Agency website here.

# SHIFT2RAIL UNIQUE TRAIN PRIZE

Shift2Rail has launched a Prize whose objective is to develop an innovative solution that will allow tracking all commercial freight trains, from all railway undertakings, covering the whole European network.

The aim is to provide real time information about the train, accessible to all, including information on the location, departure, destination, composition and punctuality. The desired solution must take into account the national messages compliant with 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 (hereinafter TAF-TSI) and the existing interfaces with multimodal hubs (terminal, ports authorities, etc).

In particular, the single solution (interface, tools, etc.) will ensure:
- a seamless tracking (possibly from path request until operation) of commercial trains across Europe in Infrastructure Managers networks and beyond, in synergy with "Telematics Applications for Freight services" (hereinafter TAF) compatible messages and existing online tools;
- a service to track commercial trains across Europe, including tailormade access to data within TAF environment Railway Undertakings(RU), Infrastructure Managers (IM), TIS (Train Information System from Rail Net Europe (RNE)), terminals, port authorities and combined transports operators, etc. adaptable to the needs of different users.

Expected Impact:
It is expected that a single solution for the implementation of efficient methods and tools to track commercial trains, across IM networks and Terminals, in synergy with the TRAIN ID and train data-related activities managed by the Joint Sector Group (JSG), Rail Net Europe (RNE) and Forum Train Europe (FTE) taking stock among others of the Telematics Application for Freight TSI (TAF TSI) for mainstreaming, will be the final result of the prize.

The solution should demonstrate its technical validity and universality while at the same time it should provide a viable path (of measures and advantages) to go beyond the current state of play and open to further developments of the single Train ID. Further information can be found in the Rules of Contest.

Deadline is 21 September 2021 and participants can submit the applications here.

# IMPLEMENTATION OF TAF-TSI AT PRIVATE RAILWAY UNDERTAKINGS

Company OLTIS Group implemented the standards for TAF-TSI data exchange in information systems used by private railway undertakings for planning and operational support of their activities. The TAF-TSI implementation requires that existing functionalities are enhanced by communication with infrastructure managers, cooperating railway undertakings and wagon keepers. The project succeeded in implementation of the above functionalities based on TAF-TSI so that they can be effectively used by private undertakings.

In the area of road transport, the market offers a wide range of IT solutions assisting in the operations and development of the companies in this sector. In terms of IT solutions, the situation in the rail transport is rather demanding in many respects; this is also caused by different technological processes. It is mainly due to the necessity for exchanging data not only with the customer but often also with different undertakings, infrastructure managers and shippers. Today, it often means duplicate manual data entries into various information systems.

The current state of the data exchange is unsatisfactory for all the entities involved in railway transport. Although there are many information systems (those of the national infrastructure manager, individual railway undertakings, wagon keepers) in every country, these systems do not communicate uniformly (if they communicate at all) and the communication does not cover the entire life cycle of a train – this leads to loss of data transfer, which must be laboriously replaced with manual multiple data entries into the own system.

Entry into the other country or infrastructure of other infrastructure manager requires for the railway undertakings to create another dedicated interface for communication with the respective IM, with a different amount of information covering parts of the life cycle of a train.

The aim of the project was to implement data communication in accordance with TAF-TSI regulation at private railway undertakings in order to ensure effective communication of with private undertakings with information systems (hereinafter referred to as IS) of cooperating entities (IM, other undertakings, wagon keepers) on the basis of European single interface. This led to meeting the interoperability requirements for telematics applications in accordance with the TAF-TSI regulation. Each specific carrier is using the supplied IS together with the communication according to TAF-TSI thus is able to:

- meet requirements of the IM for data communication;
- enter more simply into the infrastructure of other IMs;
- streamline own processes (data exchange with cooperating undertakings and IM removes duplicate manual data entries when taking trains from these undertakings);
- unify the information model modelling the behavior of all actors within the rail sector (their processes, objects and data messages) to ensure simplification of mutual relations of the entire railway sector.

The solution met all the requirements stemming from European legislation on data exchange pursuant to Commission Regulation (EU) no. 1305/2014 of 11 December 2014 concerning the technical specification for interoperability of subsystem "Telematics Applications for Freight Transportation" of the railway system of the European Union, which requires that all railway undertakings, infrastructure managers and wagon keepers implement a uniform system of describing objects and their identifiers, processes and data messages, that will serve for the unified mutual data exchange between them. The data communication, beneficial for individual actors, requires the unconditional participation of all stakeholders of the rail transport; inferring that the TAF-TSI regulation is demanding to implement. TAF-TSI implementation with the support of European funds enabled significant reduction of the economic discrepancy between the complexity and costs on the one hand and the economic possibilities of smaller companies on the other hand and will thus allow these smaller companies to effectively function in the railway transport market in accordance with the aforementioned European regulations.

The company OLTIS Group delivered the implementation to selected private railway undertakings into their existing information systems. These railway undertakings thus met the binding EU regulation; in addition, this brought them not only the possibility of mutual information exchange but also several other benefits.

The implementation was held in Czech Republic, Slovakia, and Hungary.

The project was coordinated with the TAF-TSI implementation plan (Master Plan) and co-financed by the European Union.

# IRAIL - Enhancing rail interoperability with TAF TSI standard

Spain, Italy and Portugal are progressing in the implementation of the European TAF TSI standard thanks to the IRAIL project. Currently, in rail freight transport, some information is still exchanged manually and with different national standards, which have a negative impact in terms of time, errors, and costs.

IRAIL is an EU funded CEF project started in 2019, which is facilitating the digitalisation and harmonisation of rail freight procedures with the implementation of the European TAF TSI standard, according to the Interoperability Directive 797/EC/2016.

A strong consortium of 22 partners from the three countries is participating in the IRAIL project. Railway undertakings, infrastructure managers (including port authorities), wagon keepers and other rail actors involved in intermodal transport (such as port terminals, shunting terminals and Customs) are implementing TAF TSI functions.

The benefits derived from this digitalisation with the common European TAF TSI standard will result in an efficient and safe way to manage the daily work of rail actors, reducing operational costs and increasing the competitiveness of the rail freight transport in Europe and promoting modal shift towards a more environmentally friendly mode of transport.

# SHIFTING FREIGHT2RAIL - SECTOR INITIATIVE TO IMPLEMENT TAF & TAP TSI SOLUTIONS

The RailNetEurope (RNE) Shifting Freight2Rail project, co-financed by the European Commission under the CEF program (AT_2016-AT-TM-0043-S) was successfully implemented by the end of 2020.
The project follows an innovative approach designed to support modal shift and increase the market share of rail in international freight transport. Even more importantly all implementations were based on TAF and TAP TSI and some of the TAF/TAP TSI front runner applications like the Train Information System and the Path Coordination System were completely renewed based on TAF/TAP technology. The project includes some major developments.
An important part was the renewal of the TIS (tis.rne.eu) system. TIS is one of the frontrunner systems for the implementation of the TAF TSI. All international European freight and passenger trains (and most national freight trains) can be followed via the European Train Information System. Beside that also the Incident Management tool was included into the TIS 2020. The primary goal of the Incident Management tool is to record the information about interruption into TIS 2020, so it is visible to all users.

The TIS system covers around 20.000 trains per day from more than 600 Railway Companies. More than 2.500 users are regularly using the system and up to 3 million TAF/TAP messages are exchanged per day in real time between more than 70 rail companies. The system is fully in line with the new TAF TSI and has included the new data-sharing principle. Therefore, all partners included in a train run are allowed to get all information about the train. In addition, also Terminals are now able to join the TIS system.

In the same way important the project has supported the TAF TSI parts related to the short-term path request and TrainID. For that PCS (pcs.rne.eu) was renewed and was used as the system for the JSG TAF TSI Short Term Path Request and Train ID Pilot.

The Path Coordination System (PCS) is an international path request coordination system for Path Applicants, e.g. Railway Undertakings (RUs), Infrastructure Managers (IMs,) Allocation Bodies (ABs) and Rail Freight Corridors (RFCs).

The internet-based application optimises international path coordination by ensuring that path requests and offers are harmonized by all involved parties. Input for international path requests needs to be placed only once into one system – either into the domestic application or directly into the PCS.
PCS is now able to receive and send TAF and TAP TSI compliant path request and path offers and is open for all IMs and RUs to connect to the system based on the outcomes of the JSG TAF TSI Short Term Path Request and Train ID Pilot.

To support the coordination and publication of works on the network the rail Infrastructure Manager have developed a platform the TCR P System (tcr.rne.eu). So-called temporary capacity restrictions (TCRs) are necessary to keep the infrastructure and its equipment in good operational condition and/or to allow changes to the infrastructure necessary to cover market needs. However, there is a high customer demand to know in advance which capacity restrictions they will be confronted with in order to coordinate their shipments. All Corridor-relevant capacity restrictions have to be coordinated, taking into account the interests of the RUs and the impacts on available capacity and on rail traffic in order to:
- reduce the impact on customers traffic and to allow RUs to anticipate and organise as best they can;
- secure maintenance time for IMs.

RNE provides a range of IT applications that support several areas of the railway business; however, these applications are currently mostly stand-alone within the rail company. They were not connected with each other and partly not using TAF TSI Reference Files (in some cases not even with the national systems) thus even if they cover their part of the process, all together they do not form a flow.

For this reason, RNE has started a 'Big Data' project connecting several systems, from timetable planning, train tracking, or reporting, to charging.
Moreover, RNE has chaired most of the Telematic (TAF/TAP) expert groups like the operational, planning and reference files expert group.

This and many more activities were carried out under the Shifting Freight2Rail - Sector Initiative to implement TAF & TAP TSI Solutions.

## TAP TSI

## APPOINTING OF NATIONAL ALLOCATION ENTITIES FOR THE TAP TSI

One of the key elements to make the implementation of the TAP TSI a success, is the availability of high quality reference data to identify the companies and the stations, used for the passenger information and sales processes. Whereas for the TAF TSI those processes are well established, similar processes and tools were not always in use for TAP.

According to the TAP TSI the National Contact Point (NCP) shall "Work with the Member State to ensure that an entity is appointed to be responsible for populating the Central Reference Domain with primary location codes."

In the light of the ongoing TAP TSI revision, ERA has analysed the sector implemented specifications and procedures for the allocation of TAP TSI location codes, used for retail purposes. Analysis revealed missing elements such as:



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- clear definition of a master database for retail reference data in place; retail master data can be accommodated in different databases and reference files;
- clear process for the code allocation for several retail location codes applied on European scale;
- clear documented use cases for the maintenance of retail location codes in place.

The report from this analysis is still under elaboration but ERA has presented already its findings to the TAP TSI Implementation Co-operation group (ICG) at its meeting on 10th of March 2021. The key questions arising from this presentation were:

1. Who is responsible in the Member States for the retail reference files maintenance?
2. How the retail reference files management procedures are set-up in the member state?

The ICG recognised that the available list of National Allocation Entities (NAE) has to be updated. The NCPs were asked by ERA to update the list of the NAE for TAP TSI until 31 May 2021 (see NCP and NAE staffing update). The updated list is published at the ERA website here.

# TAP TSI REVISION – A TSI THAT WORKS FOR PASSENGERS

In the frame of the TSI revision package 2022, amending all Technical specifications for interoperability, the revision of the TAP TSI is addressed as well.

Additionally, this revision is linked with the recast of the rail passenger rights regulation (EU) 2021/782, where additional requirements for the TAP TSI, such as the provision of real-time data, are specified.

The TAP TSI revision Working Party works started in September 2020 addresses among others the following aspects:

- evaluation of merging TAF and TAP TSIs: further split of the responsibilities between both specifications: the TAF TSI addresses the operational message exchange, whereas the TAP TSI focuses on the passenger information and sales processes. This has been widely achieved by replacing redundant provisions of TAP TSI with references to the corresponding ones in TAF. The question how real-time data shall be provided by the infrastructure managers to 3rd parties such as ticket vendors or tour operators was one of the most controversial ones impacting decision on merging TAF and TAP TSIs;
- taking into account the industry-driven Full Service Model initiative - B2B platform for ticketing: the Working Party could agree to include the "Open sales and distribution model" in the TAP TSI specification, to provide booking interfaces for railway tickets with modern technologies;

- analysis of the results of the Shift2Rail IP4 projects and initiate the update of relevant EN standards linked to the TAP TSI (such as SIRI, NeTEx, Transmodel) and concerning the passenger information and ticketing. Due to the non-matching schedules of the Shift2Rail and the TSI revision 2022 package, the discussion have been postponed to a later revision of the TAP TSI;
- introduction of the European wide data exchange of ticket control data. The TAP TSI technical document based on an already existing and applied technical specification will be drafted.
- update profile for the accessibility data for European railway stations.

The schedule for the revision of the TAP TSI is as follows:

- August 2021 – October 2021: social consultation;
- 25 November 2021 - Working Party discussion on the input received from the social consultation;
- 31 December 2021 – submission of the final recommendation to the European Commission;
- 30 June 2022 – submission of the final technical documents concerning bookings, ticket check and state modification by ERA to the European commission.

## Highlights from TAP TSI change control management – passenger information about medical masks and Wi-Fi

Are you aware that the TAP TSI had as well a link with the Covid-19 pandemic? This is one of the changes discussed in the spring 2021 change control management (CCM) session for the TAP TSI. Now it is possible to define for any train, running in the EU, if medical masks are required on-board. Let's hope this information has not to be used anymore in the future. Another important information for passengers, travelling in the EU, is the availability of an on-board Wi-Fi. The TAP TSI allows now the provision of this information to all passengers, so you can plan your next trip by train in European with the restriction "Use only trains with Wi-Fi". Furthermore, changes concerning new services, e.g. accommodation classes in night trains, were approved by the CCM board.

More information and the last version of the technical documents are available on ERA's website:
https://www.era.europa.eu/content/tap

As every year the TAP implementation reporting session for 2021 will take place at the end of this year. The TAP IT reporting tool will be open from 15.11.2021 to 10.12.2021 for the TAP implementation managers to submit their TAP implementation progresses. The reporting will be migrated to the new tool EUSurvey to allow as well the translation of the questionnaire.

Before that ERA will send in October 2021 a request to the TAF National Contact Points to confirm/amend the list of the TAP implementation managers in their respective countries.

The results of the 2021 TAP implementation reporting session will be discussed then in the next TAF Implementation Cooperation Group meeting scheduled for 09.03.2022 so that ERA can send the commonly agreed 2021 TAP implementation report to DG MOVE in May 2022.

## TSGA REGULATORY SERVICES: AN IMPORTANT STEP FOR THE IMPLEMENTATION OF THE TAP TSI REGULATION

TSGA (TAP TSI Services Governance Association), a non-profit association set up in December 2016 by DB, Trenitalia and SNCF Voyageurs and successively joined by DSB, NS, SBB and CFL, in order to build the TAP TSI regulatory services and make them available for all the stakeholders, as stated in the TAP TSI regulation (EU) 454/2011 (For information: https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02011R0454-20190616)

The launch of TSGA regulatory services in 2019 constituted one of the key milestones towards fully implementing the TAP TSI regulation, acting as an enabler for rail businesses to step further in the field of digitalization.

The TAP TSI Regulation, elaborated by ERA in cooperation with the sector, is the European Technical Specification for Interoperability concerning telematics applications for passenger services. It defines the technical specifications for providing passengers with information before and during the journey such as timetables and fares, reservation and payment systems, luggage management, and management of connections between trains and with other modes of transport, such as urban public transport or long distance coaches.
It is mandatory to apply the TAP TSI regulation by all passenger Railway Undertakings, infrastructure managers and travel agencies for rail in Europe.

More specifically, under the TAP TSI Regulation, all European passengers Railway Undertakings operating within the European Union must provide TSGA with the necessary data to feed the TSGA regulatory services. If you are a passenger Railway Undertaking operating in the European Union, please make sure that you contact TSGA and start providing the required data for the TSGA services.

TSGA regulatory services successfully implemented and available since June 2019 aim at supporting businesses to develop digitalisation and to improve the data exchange necessary for efficient rail distribution functions of Railway Undertakings which provide passenger services.

TSGA services have been constantly improved to provide better solutions for members and licensees, with the aim of providing reliable connections between retail and operational needs for location codes. TSGA is becoming in that sense the unique link between the two instances.

TSGA regulatory services in a nutshell are:

- Registry Data service: indicating where to find all types of resources requested by TAP regulation, such as timetables, fares, reservation system, public keys for print@home tickets and notifications about any changes for those resources;
- Reference Data service: providing standardised location information and code lists for rail stations in the European Union;
- Data Quality Management service: a tool aiming to control the format quality of the data available in the Registry Data and in the Reference Data services.

TSGA license allows to access these 3 services. If you are a TSGA member, the license fee is already included in your membership fee. If you are not a TSGA member, and would like to access the TSGA services, you can subscribe to a TSGA license providing unlimited access to all TSGA regulatory services for 12 months. All the information about the terms and conditions of the license is available at TSGA web site www.tsga.eu.

To make TSGA fully successful it is fundamental that all European Railways provide their data to the Association, thus being compliant to the obligations set down in the TAP TSI Regulation.

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