



## 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 2022 and made available on the Agency website [here](#).

Use of the listed data is allowed only for the purpose described in the 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 alphanumeric 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.

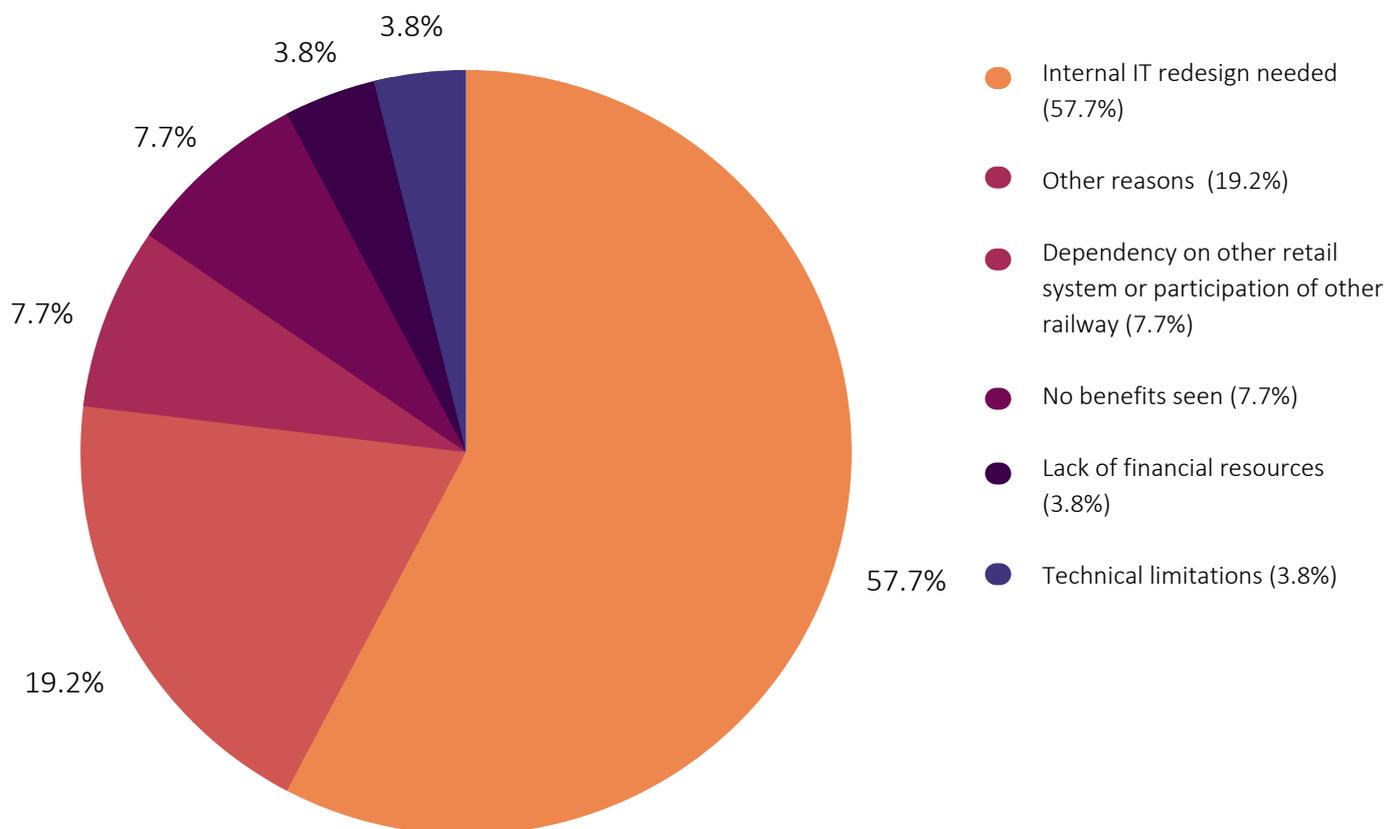
The Opinion of the European Union Agency for Railways to the European Commission regarding Change of company code to 4-letter-alphanumeric format ERA/OPI/2020-14 is available at the Agency website [here](#).



To monitor the migration towards the usage of alphanumeric company codes, the TAP TSI implementation cooperation group enhanced the questionnaire containing questions about the migration towards the alphanumeric company code.

The results of this reporting are the following:

- 12 companies have already implemented the alphanumeric company codes,
- 24 companies reported to have already a migration plan in place, where 27 companies have not yet established such an implementation plan,
- the main reasons for not yet having started the implementation of the alphanumeric codes are detailed in the graph below. The main reason, as described by 57.7% of the companies, is considered the internal IT redesign needed.



The reporting has shown that the final date of the implementation for the alphanumeric codes on 31 December 2025 will be respected by all reporting companies.

## TAF TSI

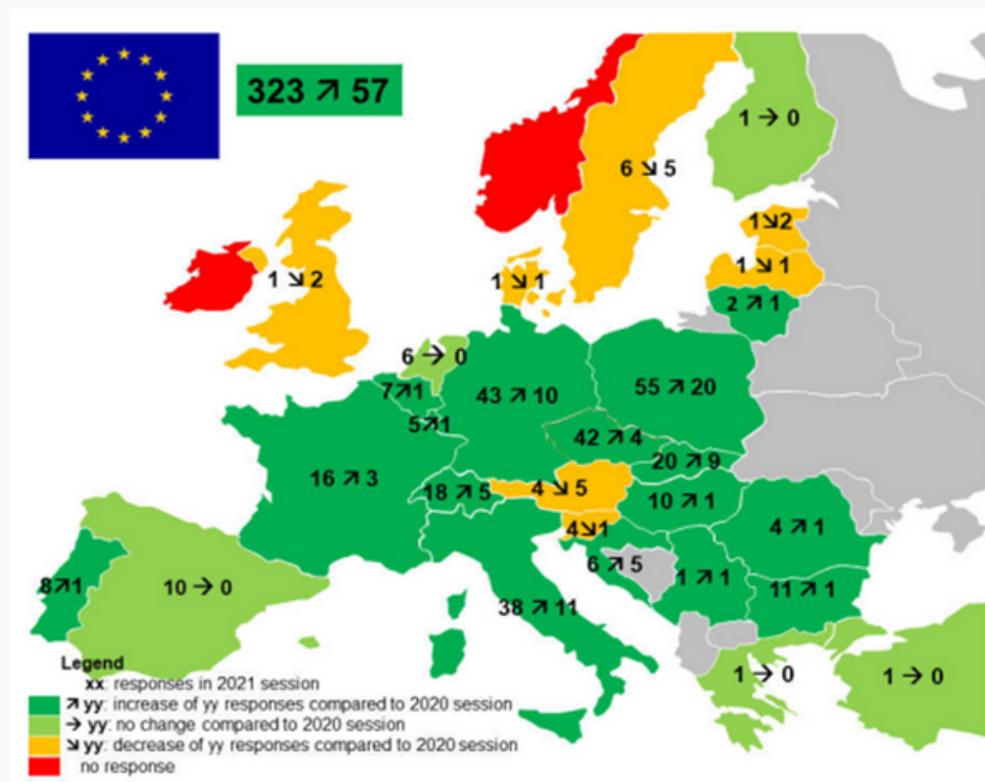
### 2021 TAF TSI IMPLEMENTATION REPORTING

The TAF TSI reporting campaign 2021 was very successful due to the excellent cooperation between all the involved parties. A total of 762 invitations (684 in 2020) were sent out and 323 responses (266 in 2020) were received from 28 countries across Europe, resulting to an overall response rate of 42 % (39 % in 2020). Number of responses taken into consideration contributed to the highest data set ever. Especially Poland, Czech Republic, Italy and Germany achieved a very high participation. This time, all TAF TSI functions were included. The questionnaire was translated earlier into European languages, thanks to the support of the National Contact Points.

The “2021 TAF TSI Implementation Status Report” which summarizes the results of the 2021 reporting campaign is available on the Agency website here.

The diagram below shows the distribution and the development of responses per country.

"The TAF TSI reporting campaign 2021 was very successful due to the excellent cooperation between all the involved parties"



## UPCOMING TAF TSI REPORTING: TAF TSI IMPLEMENTATION REPORTING 2022

As usual, the TAF implementation reporting session for 2022 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 14/11/2022 until 9/12/2022 for the TAF implementation managers to submit their TAF implementation progresses per function expressed as Degree of Information (DI). The TAF IT reporting tool will continue to have 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 2022 TAF implementation reporting session will be sent out by the TAF Joint Sector Group's reporting tool.

Before that, ERA will send in October 2022 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 2022 TAF implementation reporting session will be discussed then in the next TAF Implementation Cooperation Group meeting scheduled for 8/03/2023 so that ERA can send the commonly agreed 2022 TAF implementation report to DG MOVE in May 2023.



## TAF TSI USE IN OPERATION

Regarding the TAF TSI and TAP TSI Masterplans from 2013 as published on the ERA website, the target implementation dates for all functions expired by end of 2021 – making the current reporting about the degree of implementation (DI reporting) outdated. While the updating of the TAF TSI and TAP TSI Masterplan is still under negotiation in the framework of the TAF TSI and TAP TSI Revision, ERA aims to replace the current DI reporting with a new Key Performance Indicators (KPI) reporting, which shall give a better overview of the real implementation and concentrate on the usage and quality indicators of the implemented functions.

The Implementation Reporting Group (IRG) was mandated by ERA to draft first ideas of specific KPI's together with stakeholders and IT-providers. A set of 7 KPIs from 4 different TAF/TAP TSI functions was chosen as a first priority:

- Primary and Subsidiary Location Codes (PLC/SLC)
- Common Interface Implementation (CI)
- Train Running Information (TRI)
- Rolling Stock Reference Database (RSRD)

The data will be provided by RailNet Europe (RNE) for PLC/SLC, CI, TRI and International Union of Wagon Keepers (UIP) for RSRD. In 2022 a test run with the new KPI Reporting will be carried out in parallel with the ongoing DI reporting. The tasks for the National Contact Points (NCP) will remain mainly unchanged since the present DI reporting continues until further decisions. No additional tasks for NCP's or National Allocation Entities (NAE) are planned for the new KPI reporting system.

Benefits for the NCP's/NAE's with the new KPI reporting:

- Better overview of the real usage of TAF/TAP TSI tools and functions;
- Less operational work, as the data collection is done directly by IT-systems and not by means of questionnaires;
- NCP's and NAE's can actively participate in the development of the new KPI reporting and express their needs and wishes for specific KPI's or KPI evaluations by countries, functions, or companies.

The aim is to gradually replace the DI reporting by the KPI reporting. For the TAP Retail reporting no decision has been made so far. The supporting TAF TAP KPI Reporting Handbook is a general guideline for NCP's, NAE's, sector organizations, implementers, and data providers.

For more information contact ERA, the IRG or consult the TAF TAP KPI Reporting Handbook [at the website of the Telematics Joint Sector Group](#).

# TAF TSI REVISION 2022 PACKAGE STATE OF THE ART

ERA, together with its Stakeholders, IT implementers, State Representatives and other organisations, has revised in 2020-2021 the TAF TSI within the framework of the TSI revision package 2022.

Key revised elements were 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 including new quality provisions for the Estimated Time of Arrival (ETA),
- 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,
- Introduction of Specific Case for alphanumeric company codes: the Agency will allocate, store and maintain such Company codes from 1 January 2026.

For this TAF TSI revision 2022 package following formal steps were performed:

- social/public consultation for revised draft TAF TSI: 01/08/2021 – 31/10/2021;
- final revised TAF TSI recommendation has been sent by ERA to the European Commission: 24/01/2022.

The recommendation is foreseen to be updated in 2022 to include sharing of the Intermodal Loading Unit (ILU) data through the dedicated ILU database.



## HIGHLIGHTS FROM TAF TSI CHANGE CONTROL MANAGEMENT

The implementation of the TAF TSI is accelerating within EU. As seen in the last 2021 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).

In the autumn 2021 and spring 2022 session of the TAF TSI CCM Working Party meetings 28 change requests relevant for the TAF TSI implementation have been discussed.

Some highlighted changes:

- for the improved provision of position information the usage of global navigation systems such as GPS or Galileo is now possible. So, the Train Running Forecast message supports the data provision of the locations as well if they are not linked to a primary or secondary location in TAF TSI,
- the timings for the TrainDelayCause and TrainRunningInterrupted message were improved to include as well the originally booked timing for train run,
- For the TrainReadyMessage the reason why a train is not ready for a train run can be given.

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



# TAF TSI IMPLEMENTATION PROJECTS

## Connecting Europe Facility 2 call 2021 – related results

Here is an overview of the CEF Transport calls for proposals 2021 selected projects either dedicated or considered as interesting and potentially linked to Railway telematics Applications. Overview is based on information provided by the European Climate, Infrastructure and Environment Executive Agency (CINEA):

- „EDICT - Enhanced Data Interoperability for CT stakeholders“. Applicant(s) countries: Austria, Belgium, Germany and Netherlands. Project coordinated by PANTEIA BV. The Action is a pilot study focused on rail interoperability and refers to the implementation of TAF-TSI modules and their future refinement. In particular, the Action targets the integration of combined transport terminals in the rail-sector data exchange and is implemented by ten major EU Transport stakeholders located in the four countries.
- “Digital Capacity Management Implementation 2022-2024“. Applicant(s) countries: Austria, Belgium, Czech Republic, France, Germany, Italy, Luxembourg and Switzerland. Project coordinated by RailNetEurope. The Action is a study without physical intervention and continues the Europe-wide implementation of the programme ‘TimeTable and Capacity Re-design for a Smart Capacity Management’ proposed by the RailNetEurope.





# TAF/TAP IMPLEMENTATION PROJECTS

## Launch of the CEF Transport call 2022

On 13 September 2022, the 2022 CEF Transport call for proposals was launched, making EUR 5.12 billion available for projects targeting new upgraded and improved European transport infrastructure.

Projects funded under this call will help to increase the sustainability of the transport network, putting the EU on track to meet the European Green Deal objective of cutting transport emissions by 90% by 2050.

The budget of the call is available to support infrastructure projects on the Core and Comprehensive TEN-T networks, including projects removing interoperability barriers in compliance with the TAF and TAP TSIs.

More info can be found on CINEA website 2022 CEF Transport Call and on the e-Grants [Funding & Tenders](#) portal.

An info day for applicants will be organised on 5 October 2022. Please register here: [2022 CEF Transport call Info Day](#).



## KEY FINDINGS IN REPORTING SESSION 2021

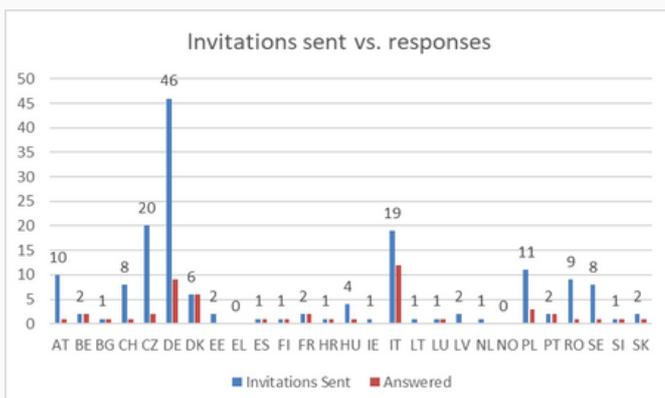
In the light of the monitoring of the implementation of the TAP TSI within EU, ERA and the Common support Group (CSG) prepared the annual report about the progress of the TAP TSI implementation.

For the reporting about the progress of the TAP SI implementation the number of registered companies on 5th November 2021 was 248 (241 railway undertakings and 6 ticket vendors), whereas 206 companies have submitted their contact details to be contacted for the questionnaire, raising the rate of the contacted companies to the registered ones from 63% for the report 2020 to 83% for the current report.

Despite of these figures, the participation of the passenger railway undertakings on the reporting was lower than in the previous reporting: only 27% of the invited RUs have answered.

By considering the market share of the answering companies, 63,6% of the European market is covered, based on the passenger-km.

The reason for the lower number of participating companies is that, due to the withdrawal of the United Kingdom, no companies from the UK are included in the reporting.



The implementation report is available on [ERA's website](https://www.era.europa.eu/era-website).

The overall implementation progress of the TAP TSI can be highlighted as follows:

- For the reservation messages, either sending or receiving, there is a high level of implementation of those reservation messages used by incumbent railway undertakings. According to applied weighting factor, 76 % of the railway market is sending seat reservation requests and 74% is answering on seat reservations or bicycle reservation requests.
- For the international ticketing, either issuing or accepting those tickets, there is a high level of implementation: 63 % of the market of railway undertakings in EU are issuing and 57 % of the railway undertakings are accepting tickets on security paper. For home printed tickets on plain paper 55 % of the railway undertakings are issuing and 52 % of the railway undertakings are accepting those.
- For the provision of timetable data the implementation progress is very good: 73 % of the railway market has implemented this basic parameter.
- For the provision of tariff data, 55% of European railway market declared to have implemented the process according to TAP TSI standards.

## TAP REVISION 2022: RECOMMENDATION RESULTS & STATUS

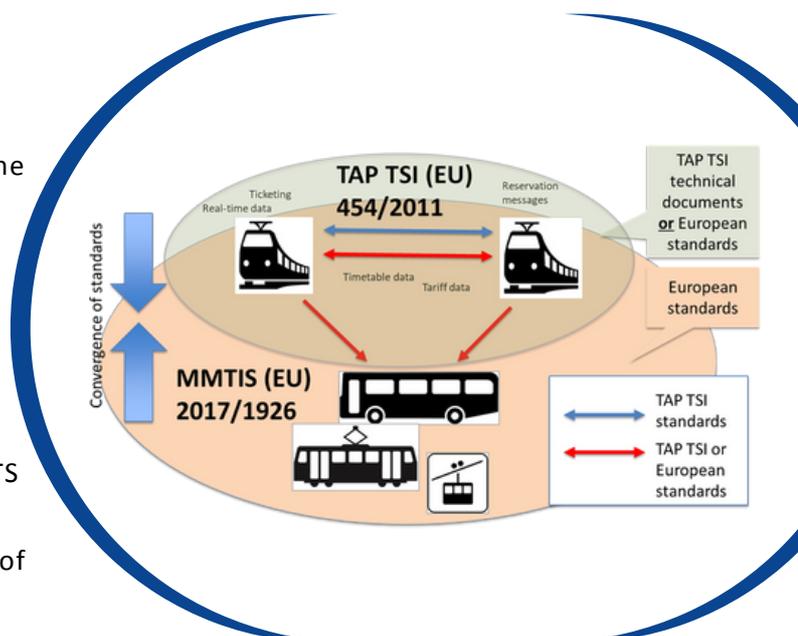
In the frame of the TSI revision package 2022, amending all Technical specifications for interoperability, the revision of the TAP TSI is addressed as well.

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 and recommended in January 2022 the revised TAP TSI to the European commission. The following key points were solved in the revised TAP TSI:

- The data exchange of the data for planned timetables and for fares has introduced European standards as alternative to the existing TAP TSI specifications. By using those standards the further development of an integrated multimodal data exchange for all transport modes will be possible.
- The revised TSI took into account the industry-driven Full Service Model initiative – now called “Open sales and distribution model (OSDM)” in the TAP TSI specification. This specification is an alternative to existing TAP TSI standards for booking interfaces and for the provision of international fares . The OSDM specification is currently analysed further to ensure the smooth integration and data exchange with other standards, such as the European standards CEN/TS 16614 (NeTex). For this purpose ERA is working together with CEN, UIC and CER on an alignment of OSDM with the standard NeTex to make them interoperable.
- The ticketing functions of the TAP TSI propose standards for the provision of barcode based tickets on paper and for mobile phones for international and for domestic railway tickets.
- 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.
- The TSI provides a specification for the provision for the accessibility data for European railway stations. This specification is based on the European standard CEN/TS 16614 (NeTex).

The recommendation about the revised TAP TSI is available on the website of ERA: [https://www.era.europa.eu/library/era-recommendations\\_en](https://www.era.europa.eu/library/era-recommendations_en)





## Highlights from TAP TSI change control management – new services for ÖBB night trains

On 1 June 2022, the TAP TSI change control board approved several changes concerning new passenger services, e.g., accommodation classes for so called mini-suites in night trains, were approved by the CCM board.

Furthermore, the working party started discussions how to improve the workflow for the reference data management for passenger railway locations such as railway stations.

More information and the last version of the technical documents are available on ERAs website:

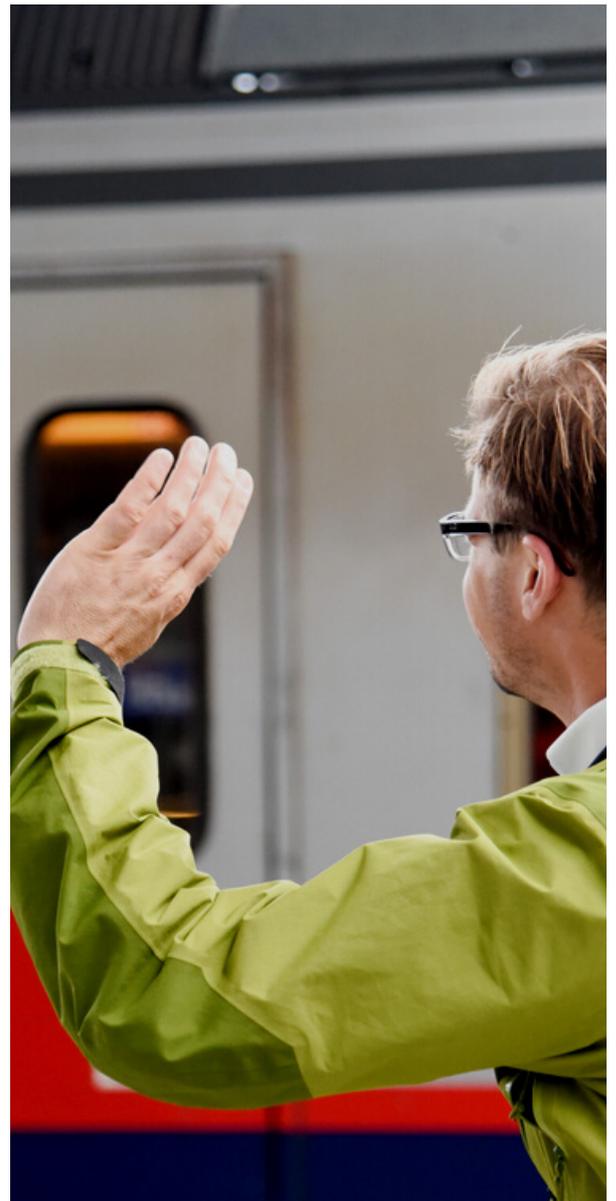
<https://www.era.europa.eu/content/tap>

## Upcoming TAP implementation reporting 2022 session:

As every year the TAP implementation reporting session for 2022 will take place at the end of this year. The TAP IT reporting tool will be open from 14.11.2022 to 09.12.2022 for the TAP implementation managers to submit their TAP implementation progresses. The reporting has been implemented with the tool EUSurvey which allows the translation of the questionnaire into all languages of the European Union. Currently the languages English, Italian, Spanish and German are available. From autumn 2022 it has been requested by the co-operation group to support the following as well: Slovak French and Czech.

Before that ERA will send in October 2022 a request to the TAP National Contact Points to confirm / amend the list of the TAP implementation managers in their respective countries.

The results of the 2022 TAP implementation reporting session will be discussed then in the next TAP Implementation Cooperation Group meeting scheduled for 09.03.2023 so that ERA can send the commonly agreed 2022 TAP implementation report to DG MOVE in May 2023.



# TSGA REGULATORY SERVICES: RIGHTS AND OBLIGATIONS

## Introduction

TSGA (TAP TSI Services Governance Association) is 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 more detailed information: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02011R0454-20190616>, Annex V referring to B61 Technical Document

## TSGA Services Initial Implementation

TSGA started to digitalize the services in 2018, where the development of the Retail Reference Database (RRD) and the corresponding services for Data Quality Management (DQM) of reference files for retail including timetables and tariffs started.

Shortly after the implementation start, the TSGA community realized the importance of building an efficient notification mechanism for the information consumers of TSGA.

Moreover, the possibilities of the integration of the TSGA services into domestic systems of the stakeholders have been investigated from the start. It resulted with the delivery of the following set of digital TSGA services in spring 2019:

- RRD database was created and initially filled with the data from the member companies;



- The DQM engine for format validation of timetables and tariffs according to the TAP Technical Documents specification was deployed;
- efficient notification mechanism for registered users was implemented – any change on RRD location data, timetables or tariffs provided by the members was available by a notification service;
- API (Application Programming Interface) for easy integration with domestic systems as Restful webservice was delivered and ready for use.



# TSGA Services Evolution

The TSGA community recognized quickly that the basis for further development was well constructed and decided to extend the service portfolio to serve the railway and retail sector as efficient as possible. TSGA supported the service evolution by adding the following new services such as:

- easy mapping of the RRD and CRD primary locations for railway stations was established, as the first tool in Europe that supports this linking;
- the code lists of TAP TSI are offered both via API and GUI (Graphical User Interface) for integration into domestic systems, which makes the job easier for all companies that are obliged to exchange data on passenger services according to the legal requirements of TAP;
- all PRM Station facility definitions are offered online and can be consumed via GUI or API from the TSGA services application, which is the first of that kind for enhancement of PRM TAP-compliant information exchange;
- intermodality was also recognized as “the future” in the data exchange in retail for railways and other modes of transport, as it is required by the EU Commission initiative for Multi-Modal Travel Information Services MMTIS (delegated regulation 2017/1926 of 31 May 2017 supplementing the ITS Directive 2010/40/EU);
- other placeholders for IATA reference data and their linking with RRD (and, indirectly to CRD) is already foreseen in TSGA services, and expected to be rolled out for general use as soon as possible;
- these initiatives correspond to the Digital Agenda of the European Commission for the Passengers;
- with this service portfolio, TSGA clearly supports the Action Plan of the European Commission according to the article “Boosting Long-Distance and Cross-border Passenger Rail” which was published in 2021 ([https://ec.europa.eu/commission/presscorner/detail/en/fs\\_21\\_6778](https://ec.europa.eu/commission/presscorner/detail/en/fs_21_6778)) and the CER Ticketing Roadmap (an initiative by the passenger CEO’s within the CER membership to further develop the international passenger rail market).

## TSGA Next Steps

Why do we have to commit EU Railways to provide their data to TSGA?

- 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.
- All European Railways are to provide their Retail Reference Data to TSGA, to comply to the obligations set down in the TAP TSI Regulation.
- To this aim, on behalf of DG MOVE and ERA, TSGA is committing to collect the TAP TSI Stakeholders data in order to feed the TSGA services.

# How to become a member of TSGA?

Below you can find the details of the registration form for TSGA membership.

## TSGA Membership Registration Form



To,  
The General Manager  
TAP TSI Services Governance Association (TSGA) AISBL  
c/o CER, 53 Avenue des Arts, 1000 Brussels, Belgium  
<https://tsga.eu> [info@tsga.eu](mailto:info@tsga.eu)  
Registration No.: 0673.899.877

### Company Information

Full Name of Company \_\_\_\_\_  
Countries registered in \_\_\_\_\_ Registr. No. \_\_\_\_\_  
Address \_\_\_\_\_  
\_\_\_\_\_

Website: \_\_\_\_\_

Type of Business  Railway Undertaking (RU)  Ticket Vendor (TV)

Member of Industry Association  CER  EIM  ETTSA  
 ECTAA  UITP  EPTO

### Authorised Representative of Company:

Title  Dr  Mr  Mrs  Ms Other \_\_\_\_\_  
First Name(s) \_\_\_\_\_ Last Name \_\_\_\_\_  
Designation \_\_\_\_\_ Email \_\_\_\_\_  
Tel \_\_\_\_\_ Fax \_\_\_\_\_ Other Phone \_\_\_\_\_

### Membership Fees

#### **TSGA Membership – Statutory provision**

According to Art. 5 of the TSGA Statutes, to become a Member of the Association, each Effective Member shall accept the Statutes of the Association and pay the membership fee. Furthermore, legal entities shall own a separate legal personality and should not have been bankrupt or wound up by a competent Court or any other recognized authority.

#### **Membership fees main principles – Internal Rules provision**

According to art. 15 of the TSGA Internal Rules of Procedures "1. TSGA Members shall provide funds to cover the TSGA annual budget; 2. TSGA Members other than the founding members should contribute to the budget as estimated in year 1 and repay the founding members."

**ERA'S MISSION: MOVING EUROPE TOWARDS A SUSTAINABLE AND SAFE RAILWAY SYSTEM WITHOUT FRONTIERS.**



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