

Making the railway system  
work better for society.

To the attention of:  
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JD-MV-D(2018)1642

Valenciennes, 18 MAI 2018

**Subject: The Agency’s 7<sup>th</sup> Report ERA-REP-114 - IMPL-2017-02 – 2nd Half 2017 on TAF TSI Implementation**

Dear Ms Werner,

In the DG MOVE letter of 26/05/2014, you requested the assistance of the Agency for the assessment of the TAF TSI implementation in accordance with Article 5 (1) of Regulation (EU) 1305/2014.

The Agency set up in October 2014 the Implementation Co-operation Group Telematics Applications for Freight to perform the assessment of the TAF TSI Implementation. The Agency hereby provides the 7th report ERA-REP-114 - IMPL-2017-02 – 2nd Half 2017 to inform DG MOVE on the progress of the implementation of TAF TSI regulation.

Should you require further clarifications, please do not hesitate to contact me.

For detailed questions, you may wish to contact Ms Anna GIGANTINO, the Head of Interoperability Unit (Tel: +33 32 70 96 548) e-mail: [anna.gigantino@era.europa.eu](mailto:anna.gigantino@era.europa.eu).

Yours sincerely,



Josef DOPPELBAUER

Executive Director

Enclosure: Report ERA-REP-114 - IMPL-2017-01

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# Report

## 7<sup>th</sup> TAF TSI IMPLEMENTATION STATUS REPORT OF THE EUROPEAN UNION AGENCY FOR RAILWAYS – 2<sup>nd</sup> HALF 2017

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0.1	05/03/2018	1 <sup>st</sup> draft
0.2	30/03/2018	<ul style="list-style-type: none"> <li>- Inclusion of new planning for 8<sup>th</sup> reporting session (chapter 9.2)</li> <li>- Inclusion of GIS maps (chapter 6)</li> </ul>
1.0	07/05/2018	<ul style="list-style-type: none"> <li>- Inclusion of comments from NCP CH, NCP ES, NCP NL and NCP PT</li> <li>- Inclusion of comments from CER</li> </ul>

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## Abbreviations

Abbreviation	Definition
CEF	Connecting Europe facility
CER	Community of European Railway and Infrastructure Companies
CI	Common Interface
DI	Degree of Implementation
EC	European Commission
EIM	European Rail Infrastructure Managers
EPTO	European Passenger Transport Operators
ERA	European Union Agency for Railways (also referred to as Agency)
ERFA	European Rail Freight Association
ESC	European Shippers' Council
ETA	Estimated Time of Arrival
GCU	General Contract for Use of Wagons
GIS	Geographical Information System
ICG	Implementation Cooperation Group
IM	Infrastructure Manager
IRG	Implementation Reporting Group
INEA	Innovation and Networks Executive Agency
JSG	Joint Sector Group
NCP	National Contact Point
PM <sup>2</sup>	Official Project Management Methodology of the European Commission
RNE	Rail Net Europe
RSRD	Rolling Stock Reference Database
RSRD <sup>2</sup>	Rolling Stock Reference Database implementation made by UIP members
RU	Railway Undertaking
TAF	Telematics Applications for Freight
TIS	Train Information System developed by RNE
TSI	Technical Specification for Interoperability
UIC	Union Internationale des Chemins de fer
UIRR	International Union for Road-Rail Combined Transport
UIP	International Union of Wagon Keepers
UITP	International Organisation for Public Transport

<b>Abbreviation</b>	<b>Definition</b>
UNIFE	Association of the European Rail Industry
WIMO	Wagon and Intermodal Unit Operational Database

## Reference documents

Ref. N°	Title	Reference	Version
(1)	TAF-TSI Master Plan	TAF Master Plan – v4.0	17.01.2013
(2)	NOTE TO ERA EXECUTIVE DIRECTOR: Assessment of TAF TSI implementation by the European Railway Agency	Ref. Ares(2014)1706338	26.05.2014
(3)	5 <sup>th</sup> ERA TAF TSI Implementation Cooperation Group held on 22 <sup>nd</sup> and 23 <sup>rd</sup> March 2017	<a href="#">Minutes TAF Cooperation Group 20170322 23 Draft v02</a>	27.03.2017
(4)	Joint Sector Group's 7th report of the TAF TSI Implementation	Version 1.0	19.02.2018

## Reference legislation

Ref. N°	Document Reference	Title	Last Issue
[1]	Directive 2008/57/EC	Interoperability of the rail system	17.06.2008
[1]	Directive (EU) <a href="#">2016/797</a>	Directive of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union	11.05.2016
[2]	TAF TSI Regulation No 1305/2014	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	11.12.2014
[3]	Corridor Regulation N° 913/2010	Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight	22.09.2010
[4]	CEF Regulation	Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010	11.12.2013

## 1. Executive summary

This report contains the data provided to report the status of the implementation by **26.01.2018** of the following TAF TSI [2] functions:

- Reference Files Function:
  - Company Codes
  - Primary Location Codes
- Common Interface Function
- Rolling Stock Reference Database (RSRD)
- Train Running Information Function
- Wagon and Intermodal Unit Operational Database (WIMO)
- Train Composition Message
- Consignment Order Message

This seventh report provides a view of the implementation of these eight functions, agreed by the Agency TAF TSI Cooperation Group in October 2017. This first conclusion can be drawn from the fact that the number of companies reporting has stayed stable compared to the previous report, because 186 companies responded out of potential 545 companies registered in the JSG Reporting Tool (<http://taf-isg.info/>). The number of companies reported is close to 35,4% of the potential responding companies.

To better evaluate the current degree of implementation for each function, the data provided is compared to the baseline defined in the Master Plan (1)<sup>1</sup> to implement the TAF TSI [2] regulation delivered by the European Rail Sector in 2013. The TAF-TSI Master Plan (1) was submitted to the TAF-TSI Steering Committee, DG MOVE and the Agency on 15th November, 2012. A total of 58 companies, representing over 85% of the total Tonne and Track Kilometres in Europe responded with their individual plans for implementation. The target dates are based on the corresponding TAF-TSI function to be implemented and they were set when 80% or more of the respondents indicated a final implementation.

The data provided is a self-declaration made by every company about the level of implementation of the above mentioned functions. Most of the data has been collected through an entity set-up by the European Rail Sector, the so called Joint Sector Group (JSG), to technically support the implementation of the system. The members of the JSG are:

- CER<sup>2</sup>
- UIC
- EIM
- UNIFE
- UIRR
- ESC

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<sup>1</sup> See «Reference Documents» and <http://www.era.europa.eu/Document-Register/Documents/TAF-TSI-Master-Plan.pdf>.

<sup>2</sup> See «Abbreviations» for acronyms.

- UIP
- RNE
- ERFA
- RAILDATA
- UITP
- EPTO

In addition, the Agency has kept the “Degree of Implementation” for all companies, which have not delivered data for the current report, but data from preceding deliveries was available (see chapter 5). All these companies were duly consulted before keeping their reporting values.

Regarding the function “Rolling Stock Reference Database”, the implementation data has been collected by the JSG in close cooperation with the International Union of Wagon Keepers, UIP. They have submitted to the Agency a file containing the status information of 70 companies across Europe.

The following key findings per TAF function can be highlighted:

- In general terms, whether we consider a reference group of companies reporting in the last three implementation reports, we can observe an increase of companies having finished implementation of the earliest TAF TSI functions.
- The majority of IMs has completed the population of the Common Reference Files for locations on their network.
- Company codes are already widely used within the sector, by both IMs and RUs. Nevertheless, some difficulties still remain in the process to get the Company Codes, in particular for newcomers and wagon keepers.
- The majority of RUs is still developing the common interface, while most of the IMs have already finished the implementation of the common interface.
- The deployment of the Rolling Stock Reference Database has already been launched. Although the number of Railway Undertakings reporting about this function has significantly increased, mainly UIP members have delivered these data. Regarding the data delivered, these members of UIP have already completed the implementation of this function. Nevertheless, the accomplishment of this function considering the whole European fleet of wagons is clearly delayed.
- The level of realisation of Train Running Information is progressing mostly in accordance with the implementation schedule quoted in the TAF TSI Master plan by 2018, in particular for the Infrastructure Managers. Meanwhile the evolution for the Railway Undertakings has significantly improved meeting the milestones quoted in the TAF TSI Master Plan (1).
- The level of fulfilment of the Wagon and Intermodal Unit Operational Database is improving in comparison with the realisation milestones committed on the TAF TSI Master Plan (1). Indeed, the actual value is however slightly behind the expected implementation value by 2018, when half of Railway Undertakings respondents committed to deploy this function by 2016. Nevertheless, the complete implementation is expected by 2018.
- As regards the level of implementation of the Train Composition Message, the actual implementation status is significantly below the expectations committed by the companies on the TAF TSI Master Plan (1).

Furthermore, the report identifies the TAF TSI functions where the sector shall allocate more resources to meet the target implementation date quoted in the TAF TSI Master Plan (1), in particular the Rolling Stock Reference Database, the Wagon and Intermodal Unit Operational Database and the Train Composition Message. These functions are either already delayed or on the way of not meeting the implementation deadlines quoted on the TAF TSI Master Plan (1).

In particular, this report shows that the implementation of the Rolling Stock Reference Database (RSRD) by 2017 is on average for the overall European rail sector delayed compared to the declared target implementation date in the Master Plan, 2015. The implementation data used in this report permits to conclude that the RUs have already started delivering information about the implementation of the TAF TSI [2] compliant RSRD database.

## 2. Introduction

This 7<sup>th</sup> Implementation Status Report is delivered in accordance with the legal frame provided by the 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 in force, TAF TSI [2] and with the Rail Interoperability Directive (EU) 2016/797 [1].

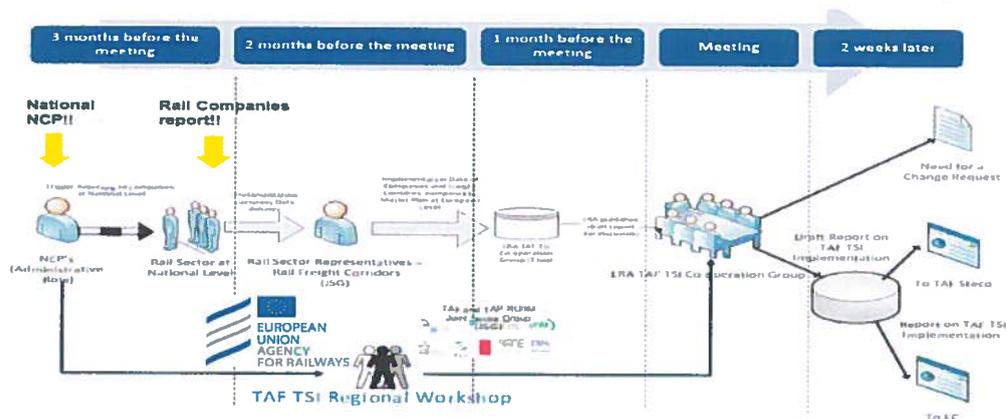
In particular, Article 5 of the Regulation [2] attributes to the European Union Agency for Railways, named the Agency along the report, the task to assess and oversee the implementation of the Regulation to determine whether the agreed objectives and deadlines have been achieved and to provide an assessment report to the TAF steering committee. Furthermore, the European Commission (EC) issued a letter on 26.05.2014 (2) describing the tasks expected to be carried out by the Agency for the Assessment of TAF TSI [2] implementation. In addition, since June 2016 the Agency has become a system authority for Telematics. This new role prescribed in article 23 of Regulation (EU) 2016/796 requires the Agency to assist the Commission in the monitoring of deployment of specifications for telematics applications in accordance with relevant TSIs.

Beyond this, this activity meets the 4<sup>th</sup> Strategic Priority of the Agency work programmes 2017 and 2018, "Simplified Access for Customers". On this basis, the Agency launched in October 2014 the Co-operation Group for the Implementation of Telematics Applications for Freight. The Co-operation Group performs the following tasks:

- To assess the reports from the sector (companies, NCPs and RBs) about the TAF TSI [2] implementation.
- To compare the data received with the content of the TAF TSI Master Plan (1) and assess the progress of implementation to determine whether the objectives pursued and deadlines have been achieved.
- To use Key Performance Indicators (KPIs) previously agreed between the Agency and the Rail Sector to assess the evolution of the deployment of the system and report twice per year to the European Commission and to the TAF Steering Committee.
- To help to perform a dissemination campaign to NCPs.

All these activities are performed in close cooperation with the different stakeholders, who will provide implementation reports. The Figure below shows the process allowing the Agency to perform the above listed activities:

Figure 1: Agency TAF TSI Implementation Cooperation Group process.



The Agency has to inform the EC about the results of this monitoring and has to advise the EC about the possible changes needed. In a multimodal context, the Agency has to guarantee that any of the actions taken do not create additional obstacles for multimodal environment.

In addition, the effort made by the European rail sector to deploy the TAF TSI [2] system is also supported by the Connecting Europe Facility (CEF) [4] programme launched by the European Commission and managed by the INEA Executive Agency.

The CEF<sup>3</sup> [4] will better mobilise private and public financing and allow for innovative financial instruments such as guarantees and project bonds to gain maximum leverage from this EU funding. A financial tool is available for all the companies implementing TAF TSI [2] regulation.

### 3. Context

The final version of the TAF-TSI Master Plan (1), establishing the implementation timeline for the Regulation, was submitted to the TAF-TSI Steering Committee, DG MOVE and the Agency on 15<sup>th</sup> November 2012.

A total of 58 companies, representing over 85% of the total Tonnes and Track Kilometres in Europe responded with their individual plans for implementation. Target dates were set when 80% or more of the respondents indicated a final implementation. The target dates are based on the corresponding TAF-TSI function to be implemented.

An analysis, based on Corridor Regulation N° 913/2010 [3], was also incorporated into this Master Plan (1). As the Corridor Regulation specifically addresses Short Term Path Requests and Train Running Information, these were the only functions included. It should be noted that the TAF-TSI is a supporting tool – and not a prerequisite – for the implementation of Regulation N° 913/2010. Therefore the later date of implementation of the TAF-TSI should have no impact on the implementation of 913/2010.

In order to collect the data and to boost the involvement of the higher possible number of companies, the European Union Agency for Railways has closely worked with the European Rail Sector to set-up the appropriate mechanism to collect the data concerning the deployment of the above mentioned functions. Indeed, the European Rail Sector grouped through the entity Joint Sector Group (JSG) and the Agency has set-up two IT tools to collect and visualize the data submitted by the European rail companies, Infrastructure Managers, Railway Undertakings and Wagon Keepers. For this purpose the companies submit their information to the JSG IT tool through a Web service available for all the companies registered. For the time being the **number of registered companies is 545 thanks to the information delivered by the National Contact Points (NCPs)**. Once the data is collected, the raw data (together with the JSG report of the TAF TSI Implementation (4)) is delivered by the JSG to the Agency, who incorporates this information in the Agency IT tool for TAF TSI [2] monitoring. This IT tool comprises a database to store the data and a GIS tool to visualize on maps the progress of the implementation. There are three groups of maps:

- Maps to report about common functions. These maps show the degree of implementation of the Reference Files (Company Codes and Primary Location Codes) and the Common Interface functions at European level.

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<sup>3</sup><https://ec.europa.eu/inea/en/connecting-europe-facility/2016-cef-synergy-call>

- Maps to report about RU-IM Communication functions. These maps show the degree of implementation at country level of the RU-IM Communication functions and there is an additional publication of the data per rail freight corridor in Europe as defined in the Corridor Regulation N° 913/2010 [3]. The presentation of the progress evolution per corridors underpins the implementation of Corridor Regulation N° 913/2010 [3]. Thereby, the maps used in this report represent the progress of the implementation at country level and at corridor level of the following functions :
  - Short Term Path Request,
  - Train Running Information,
  - Train Preparation,
  - Service Disruption and
  - Unique Train Identifiers.
- Maps to report about Railway Undertaking's functions. These maps show the degree of implementation at country level of the functions to exchange data amongst Railway Undertakings and Wagon Keepers:
  - Consignment Data Function,
  - Wagon and Intermodal Unit Operational Database (WIMO) Function,
  - Wagon Movement Function,
  - Shipment ETA Function and
  - Rolling Stock Reference Database
  - Train Composition Function.

The scope of the present 7<sup>th</sup> report is to inform about the deployment of the functions scheduled to be implemented by 2<sup>nd</sup> half 2017 in the Master Plan (1) delivered by the sector for the implementation of the TAF TSI [2] system. This temporary scope was agreed by the members of the Co-operation Group for the Implementation of Telematics Applications for Freight in the 6<sup>th</sup> meeting (7) held in October 2017, this report provides information about the implementation of the following functions:

- Reference Files Function:
  - Company Codes
  - Primary Location Codes
- Common Interface Function
- Consignment Data Function
- Rolling Stock Reference Database
- Train Running Information Function
- Wagon and Intermodal Unit Operational Database
- Train Composition Function

To have a common approach for all companies' contributors submitting implementation information, a **common criterion has been agreed with the representatives of the rail sector at the start of the reporting activities 2015 to assess the degree of deployment of TAF TSI functions.** This criterion is based on the

standard division in project phases of IT projects defined in the methodology for project management in use at the European Commission (PM<sup>2</sup>). Assuming that project phases are divisions within a project where extra control is needed to effectively manage the completion of a major deliverable, then it may be ideally assimilated with each of the 12 TAF TSI functions identified in the TAF TSI Master Plan (1) to an individual IT reference implementation project.

Within every individual IT reference implementation project, we use percentages of completion as early indicators to track the progress made each period of one year (n-3, n-2, and n-1, n) over a 4-year time span. This allows detecting delays in the implementation of a particular function.

Therefore, taking into account the above mentioned assumptions, every function implementation may be considered as an individual project to be split in the following reference phases:

- **Initiating Phase:** This phase may comprise those processes performed to define a new project or a new phase of an existing project by obtaining authorization to start the project or phase. This phase includes typically the following activities:
  - Feasibility Study
  - Business Case
  - Gathering of Technical and Functional Requirements

These activities may correspond in an “optional” reference implementation to a Degree of Implementation (DI) between 0% and 25% for a particular function. If the DI is achieved at the beginning of the timeframe for the deployment of such a function, ideally deadline minus three years (deadline-3), the implementation of this function can be deemed on time.

- **Planning Phase:** this phase includes typically those activities required to establish the scope of the project, refine the objectives, and define the course of action required to attain the objectives that the project was undertaken to achieve:
  - Resource Planning
  - Project Work Planning (Working Break Down Structure)
  - Migration Planning
  - Outsourcing Plan
  - Risk Management Planning

These activities may correspond in an “optional” reference implementation to a Degree of Implementation (DI) between 25% and 50% for a particular function. If the DI is achieved ideally within the deadline minus two years (deadline-2) period, the implementation of this function could be deemed to be on time.

- **Executing Phase:** this phase may comprise those processes performed to complete the work defined in the project management plan to satisfy the project specifications. This phase includes activities such as:
  - Procurement
  - Executing
  - Testing (User Acceptance and system Integration)
  - Training and Education

These activities may correspond in an “optional” reference implementation to a Degree of Implementation (DI) between 50% and 100% for a particular function. If the DI is achieved ideally within the deadline minus one year (deadline-1) period, the implementation of this function could be deemed to be on time.

- **Closing & Production:** this phase may comprise those processes performed to finalise all activities across all phases to formally close the project. Therefore, it may include the delivery of the product/service, in the context of the TAF TSI [2] deployment, the delivery of the IT system implementing a particular TAF TSI [2] function moving to production environment. These activities correspond in an “optional” reference implementation to a Degree of Implementation (DI) of 100% for a particular function. If the DI is achieved within the deadline minus ideally one year (deadline-1) period, the implementation of this function could be deemed to be on time. This level of implementation means that the company is capable to use the system in production or is using already the system in production for a particular TAF TSI function.

The above explained phases are summarised in the following Figure explaining the expected commitment of resources made for every phase of the project.

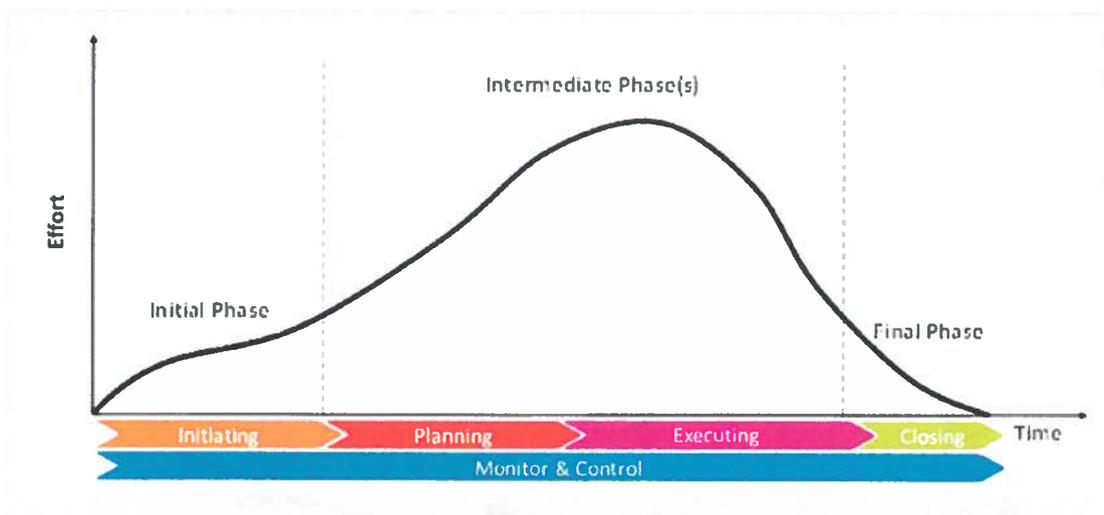


Figure 2: PM<sup>2</sup> project lifecycle.

Nevertheless, the different activities to be developed in the framework of a project to implement a particular TAF TSI [2] function should be adapted to the particular situation in every company. Therefore, every project may be assimilated, on a voluntary basis, to the addition of the four phases aforementioned (Initiating, Planning, Executing and Closing) establishing an optional comparable reference implementation to assess the progress of the implementation per company.

In conclusion, in the context of the Co-operation Group for TAF TSI Implementation there are two ways to report about the implementation of a particular TAF TSI function compared to the TAF TSI Master Plan (1):

- on one hand, companies may declare the final delivery of a particular TAF TSI function within the deadline set out in the TAF TSI Master Plan (1); in this case the implementation of this function will be deemed to be on time, and thus DI = 100% -> Dark Green colour on the map;
- on the other hand, companies may declare the Degree of Implementation (DI) for every function using the optional methodology aforementioned with different phases for the execution of the project. In this case, the declared Degree of Implementation will be colour-coded and displayed as follows:

- Project not launched: No data -> White colour on the map.
- Initiating Phase accomplished: 0% =< DI < 25% -> Red colour on the map.
- Planning Phase accomplished: 25% =< DI < 50% -> Orange colour on the map.
- Executing Phase accomplished: 50% =< DI < 75% -> Green colour on the map.
- Closing & Production accomplished: 75% =< DI = 100% -> Dark Green colour on the map.

## 4. Participation in the 7th Reporting Session

### 4.1. Responses to the survey

The number of project managers invited to report about the implementation of the TAF TSI and TAP TSI is shown in diagram 1 together with the number of responses received thereof. Starting from the first report, invitations have grown continuously. Since the third report, responses have shown only little development, stagnating again from the 6<sup>th</sup> to the 7<sup>th</sup> reporting session.

The 7<sup>th</sup> report includes 70 WKs submitted by UIP using RSRD<sup>2</sup>.

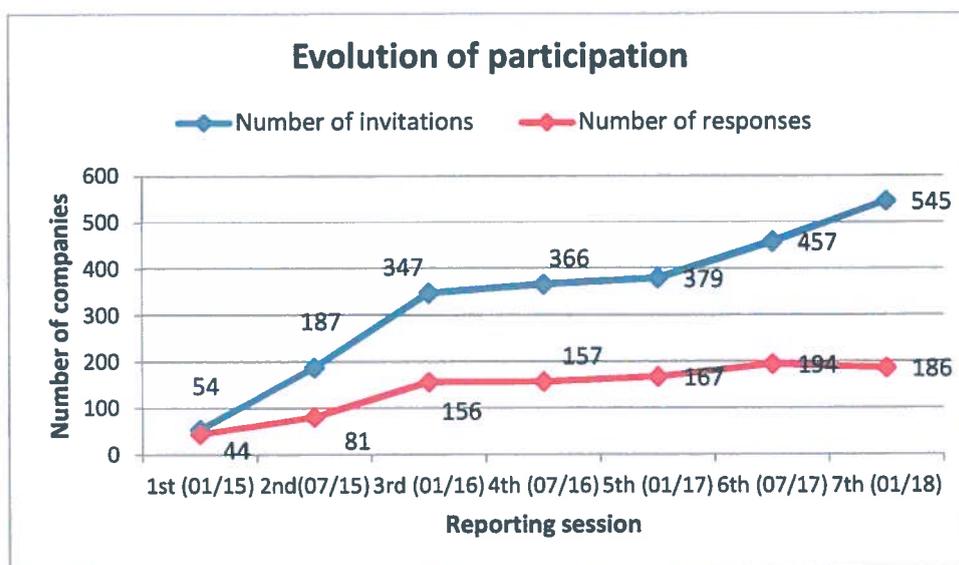


Diagram 1: Evolution of participation over time

The response rate however, calculated as number of responses in relation to number of invitations, descended for the first time to 34 % from a previously stable value of around 40 %, mainly due to the higher number of invitations (see diagram 2).

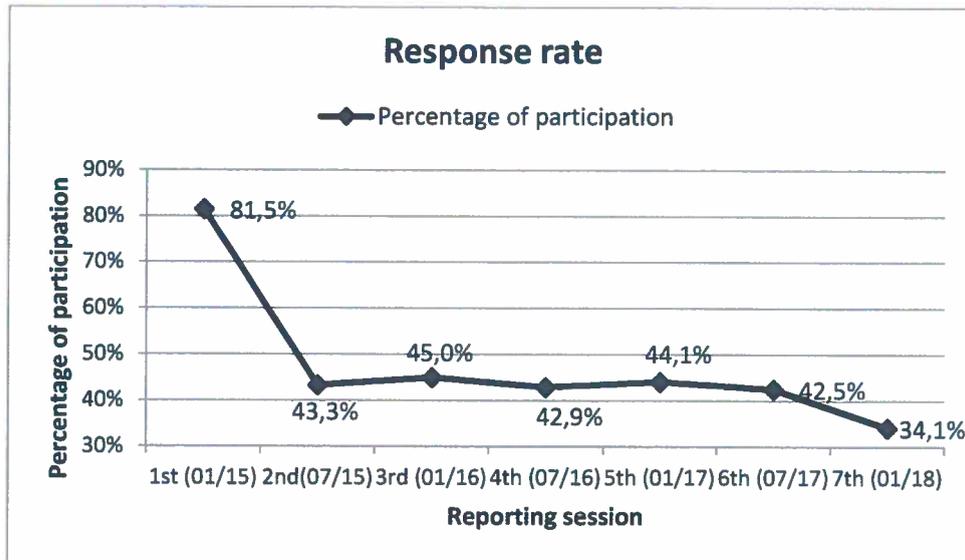


Diagram 2: Evolution of response rate over time

Diagram 3 displays the distribution of total responses per country. The feedback comprises 22 EU Member States plus Norway, Switzerland and Turkey. The average number of answers per country is close to 8.

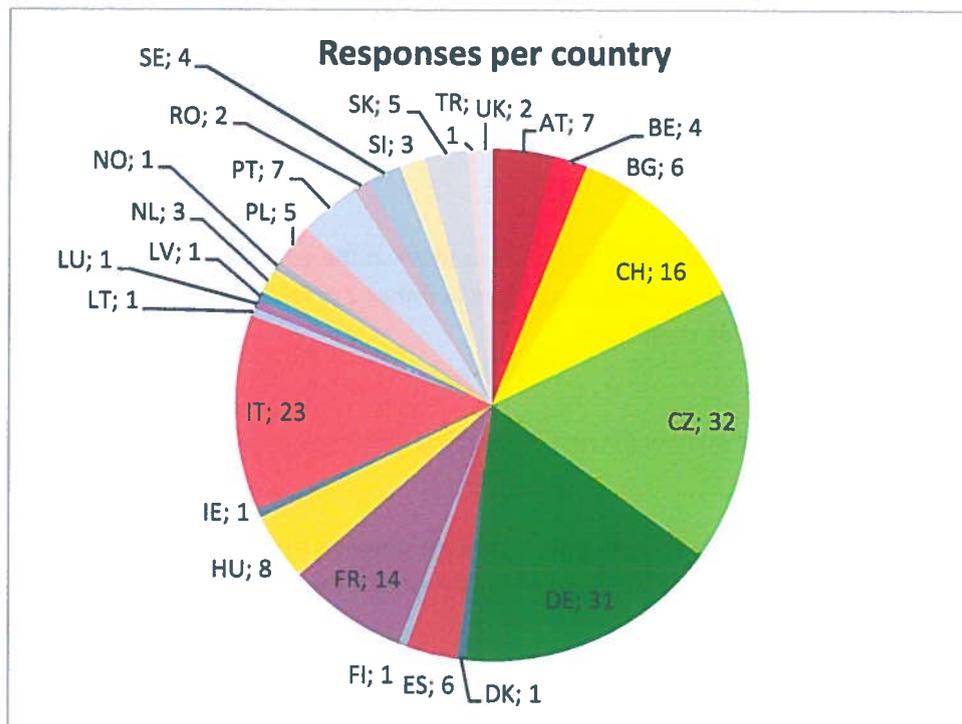


Diagram 3: Number of responses per country

Diagram 4 shows the distribution and the development of responses per country.

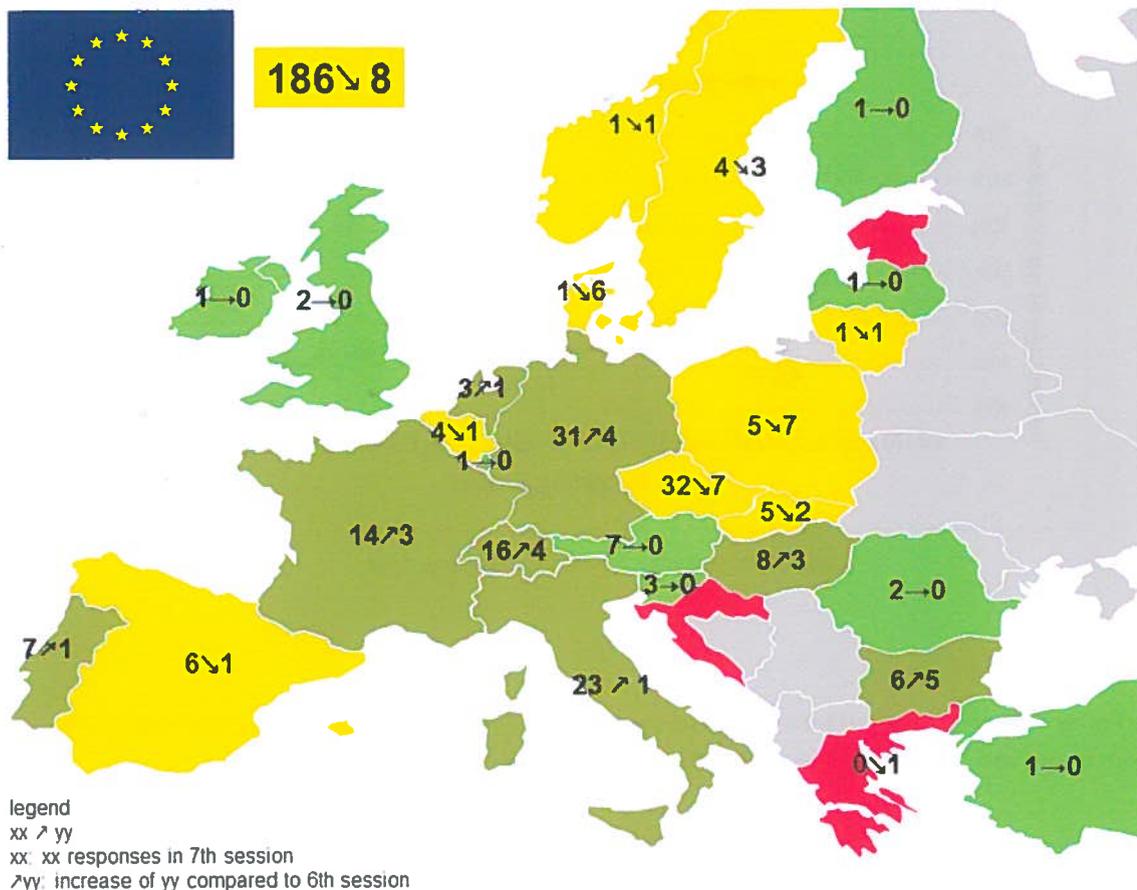


Diagram 4: Evolution of responses per country

## 4.2. Participation per company type

Companies in this survey may have multiple roles, such as RU and WK at the same time. Therefore, the total number of responses displayed in diagram 1 (193 companies) and listed in Annex 2 is lower than the total number of company types shown in diagram 5 hereafter (231 companies).

Compared to the previous survey, the number of types of company went down, mainly caused by missing RUs-P (- 15).

Annex 2 'Responses contact list v7' to this report gives a detailed overview about the companies per country having replied to the seventh session of TAF and TAP TSI implementation monitoring. Please note, that there are entities which have reported on behalf of several companies.

Annex 3 'Responses contact list v6' to this report lists the companies per country having replied to the sixth session of TAF and TAP TSI implementation monitoring and not to the present one.

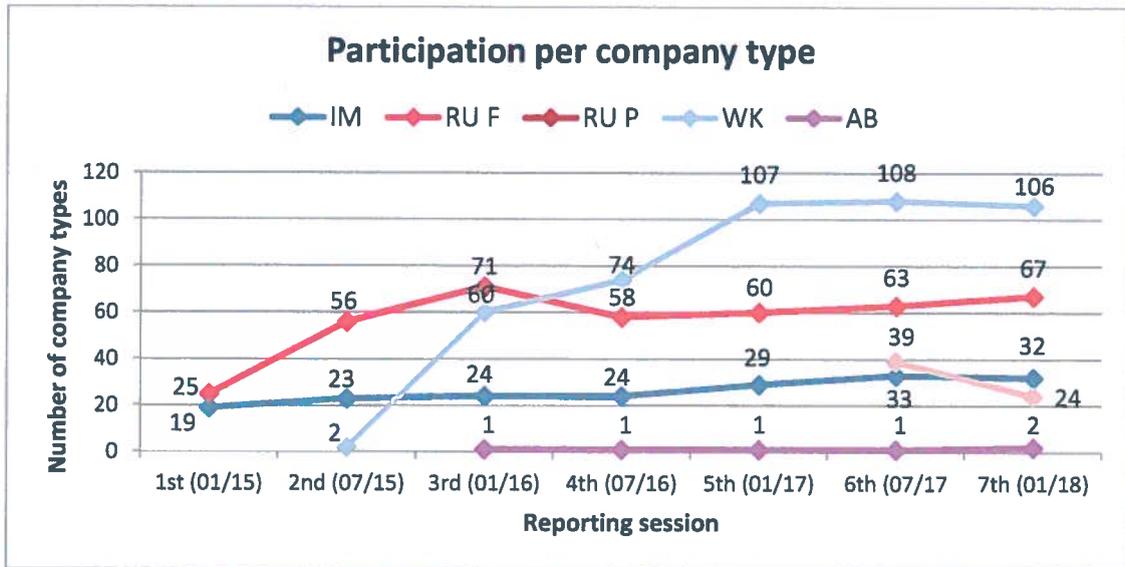


Diagram 5: Evolution of participating per company type over time

## 5. Data Basis for evaluation

In order to establish a wider sector representation, 43 companies from the previous survey, which have not replied this time, are also taken into consideration. For companies having reported to both surveys, only the company information from the 7<sup>th</sup> session is included.

Diagram 6 displays the actual state of implementation of TAF/TAP TSI functions, which is based on 272 types of company from the 6<sup>th</sup> and 7<sup>th</sup> reporting sessions. The reporting period thus represents the whole year 2017.

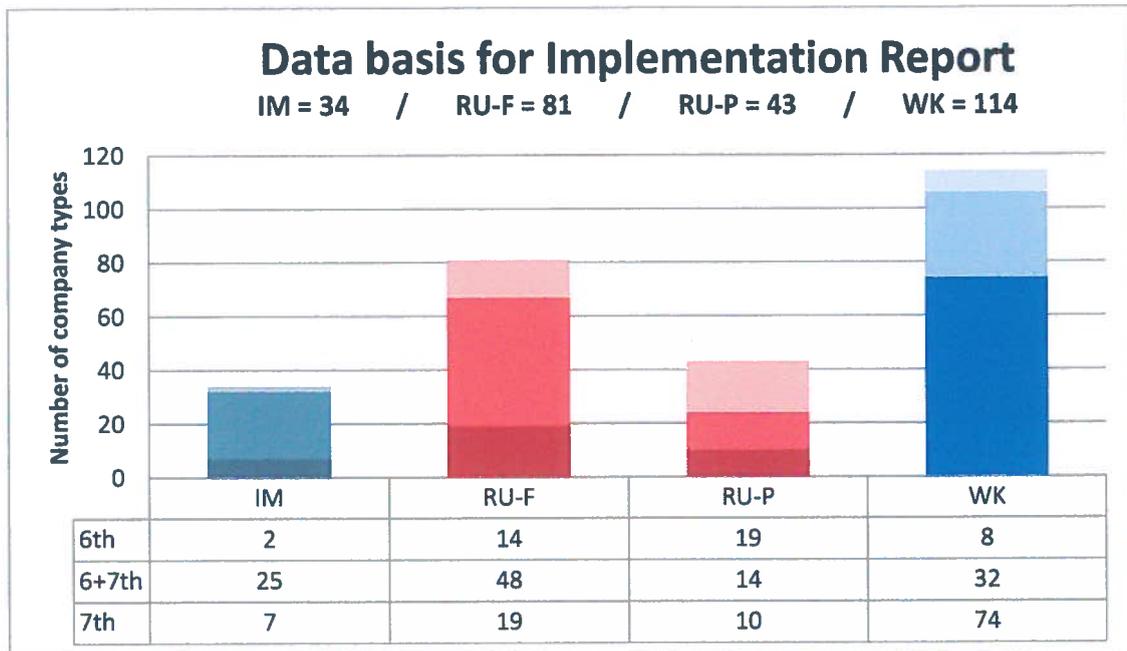


Diagram 6: Number of types of company taken into account for evaluation

## 6. Implementation monitoring of TAF TSI functions

### 6.1. Common Reference Files – Primary Location Codes (IMs)

The Target Implementation Milestone for realisation of the Primary Location Code Function (PLC) according to the TAF TSI Masterplan was 2013. This activity corresponds to Primary Location Codes, which have to be defined by IMs. Consequently, the following diagram only refers to IMs. Responses refer to initial upload of primary location codes, but update and maintenance process and use of codes is a different issue and not part of this report.

Diagram 7 indicates, that the majority of IMs reported to have completed the Common Reference Files for locations on their network. However, complete population of PLC is not yet reached. Regarding the level of fulfilment of PLC implementation, diagram 7 shows 22 IMs with complete implementation. 2 out of 34 IMs in the evaluation are considered with data from the previous survey.

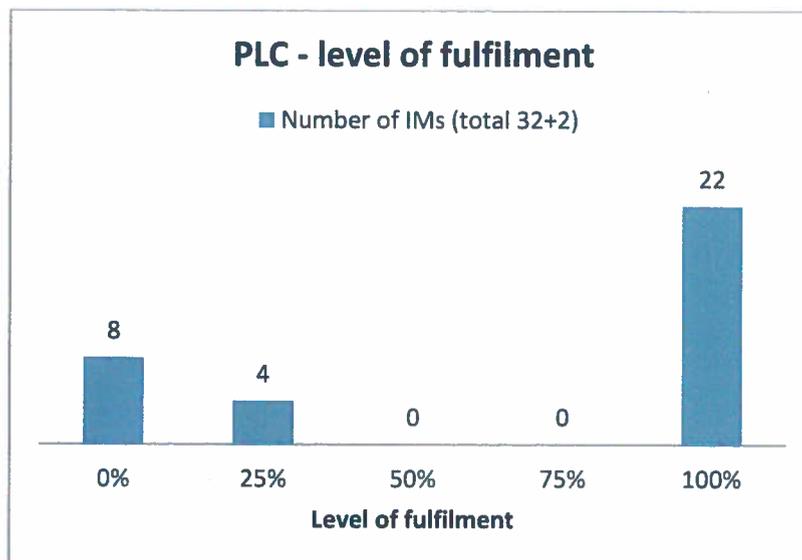


Diagram 7: Common Reference Files - Primary Location Codes (PLC)

Diagram 8 shows complete implementation of PLC in relation to the number of IM responses.

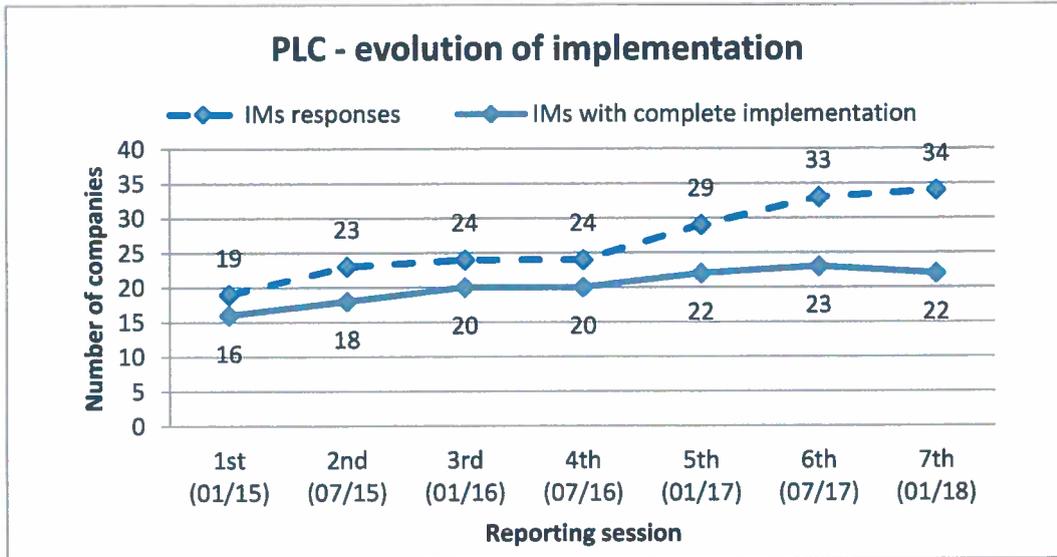
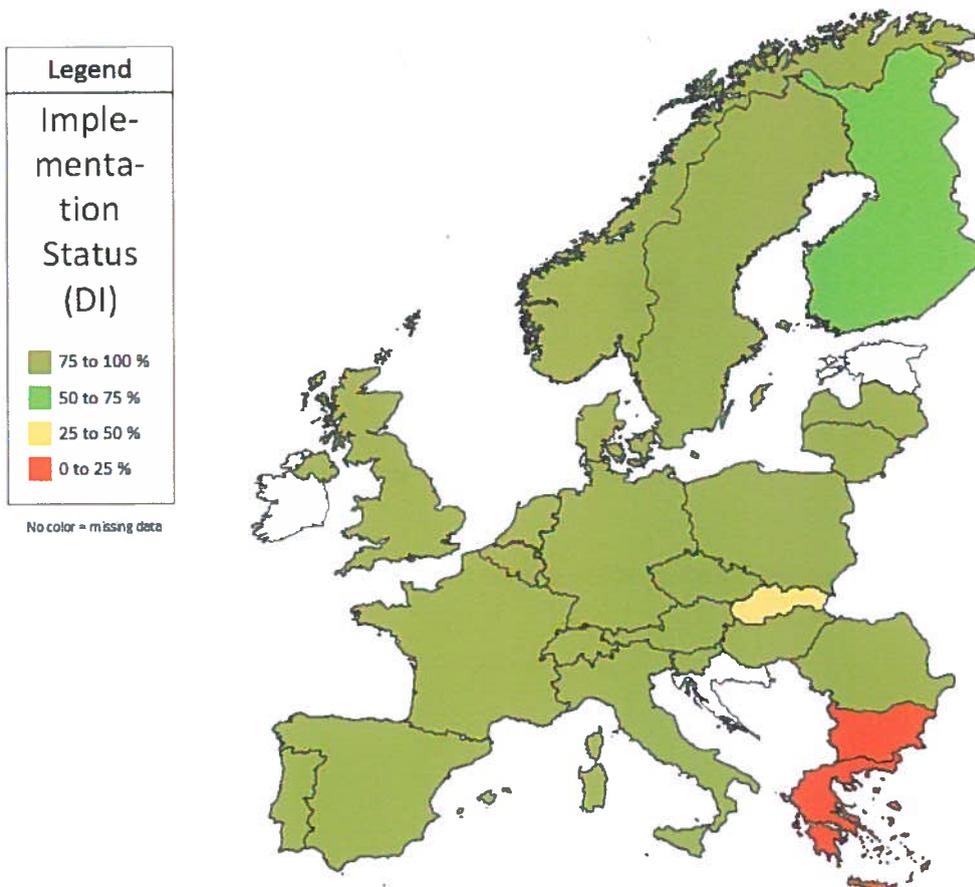


Diagram 8: Evolution of PLC implementation

The Degree of Implementation (DI) of this function for 2<sup>nd</sup> half 2017 per country on a map is expressed as follows:



## 6.2. Common Reference Files - Company Code (all companies)

The Target Implementation Milestone for realisation of the Company Code Function (CC) according to the TAF TSI Masterplan was 2013.

The bar chart below (diagram 9) is indicating the existence and use of company codes as part of the Common Reference Files for IMs, RUs-F and Wks. For CCs only two predefined percentage steps exist, because either a company does have an own CC or not. The vast majority of companies having replied to the query possess a CC.

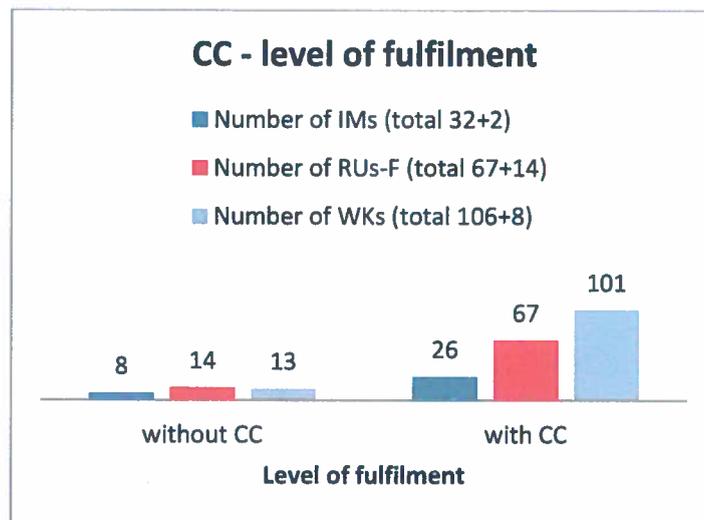


Diagram 9: Common Reference Files - Company Codes (CC)

According to Diagram 10, the number of companies with CCs declined for IMs and grew for RUs-F and Wks. The degree of implementation is around 80 % for all of them.

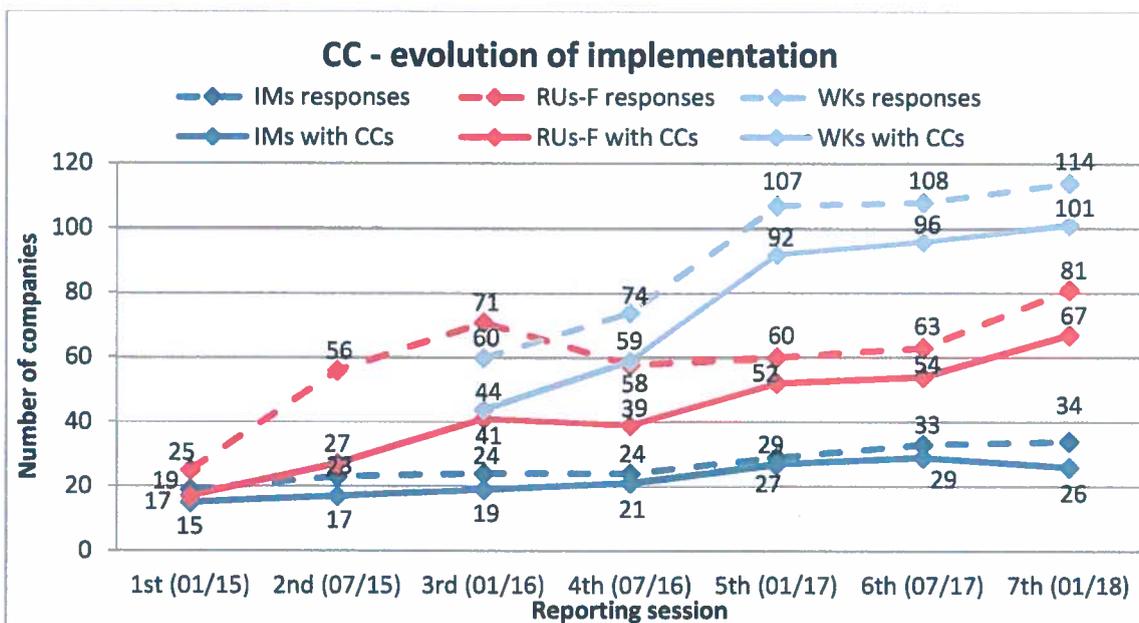
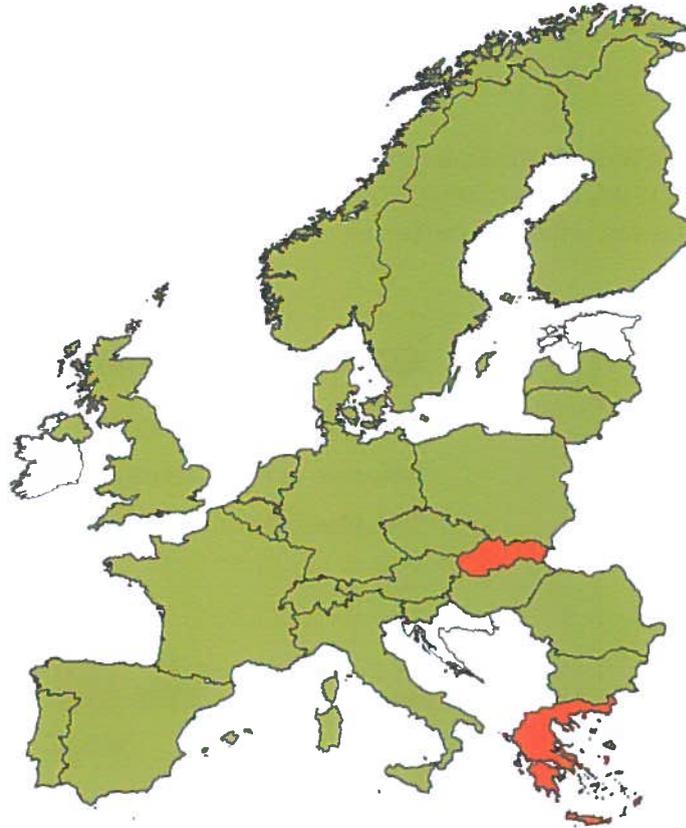
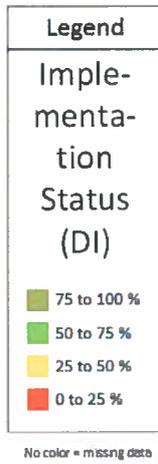
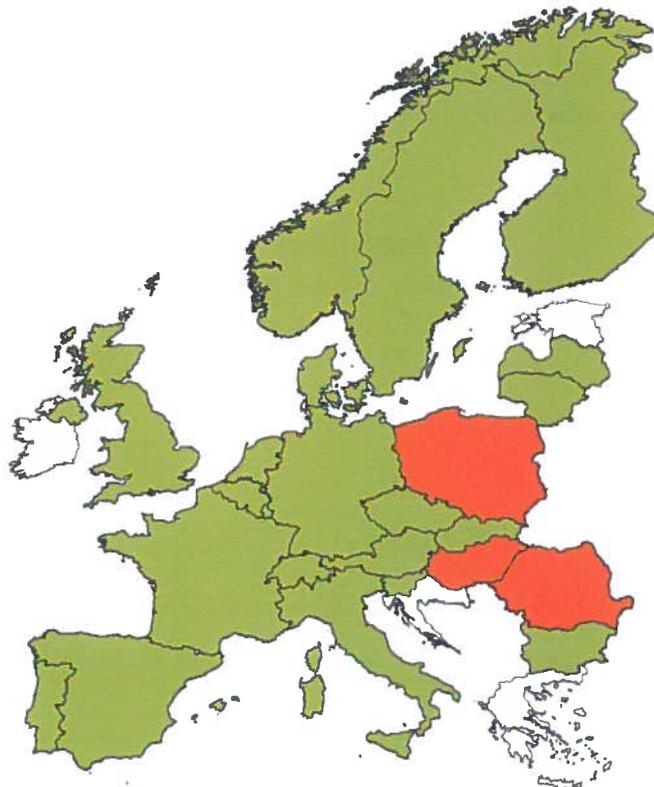
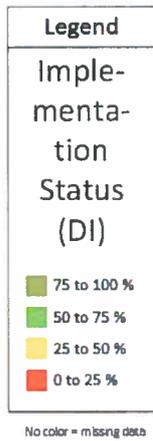


Diagram 10: Evolution of implementation for Company Codes

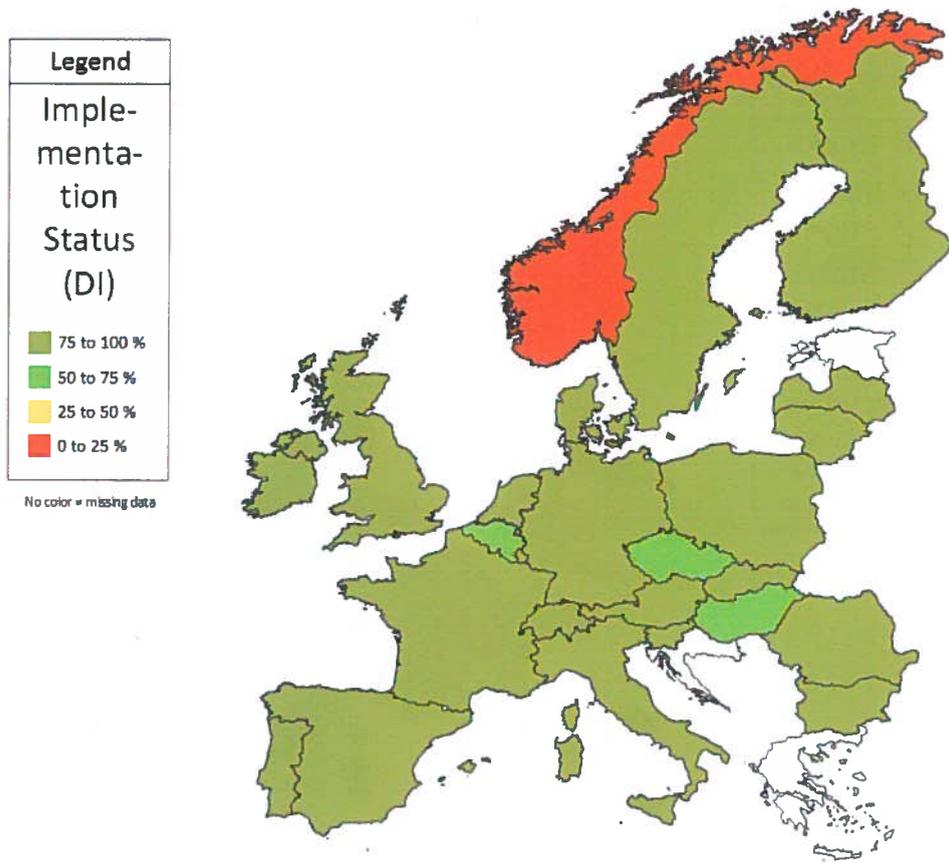
The Degree of Implementation (DI) of this function for 2<sup>nd</sup> half 2017 per country on a map is expressed as follows (IMs):



The Degree of Implementation (DI) of this function for 2<sup>nd</sup> half 2017 per country on a map is expressed as follows (RUs):



The Degree of Implementation (DI) of this function for 2<sup>nd</sup> half 2017 per country on a map is expressed as follows (WKs):



### 6.3. Common Interface Implementation (all companies)

The Target Implementation Milestone for realisation of the Common Interface Function (CI) according to the TAF TSI Masterplan was 2013.

Diagram 11 summarises the feedback related to the availability of CI and shows a difference in level of fulfilment between IMs, RUs-F and Wks. The CI is completely implemented by 18 IMs, 20 RUs-F and 16 Wks.

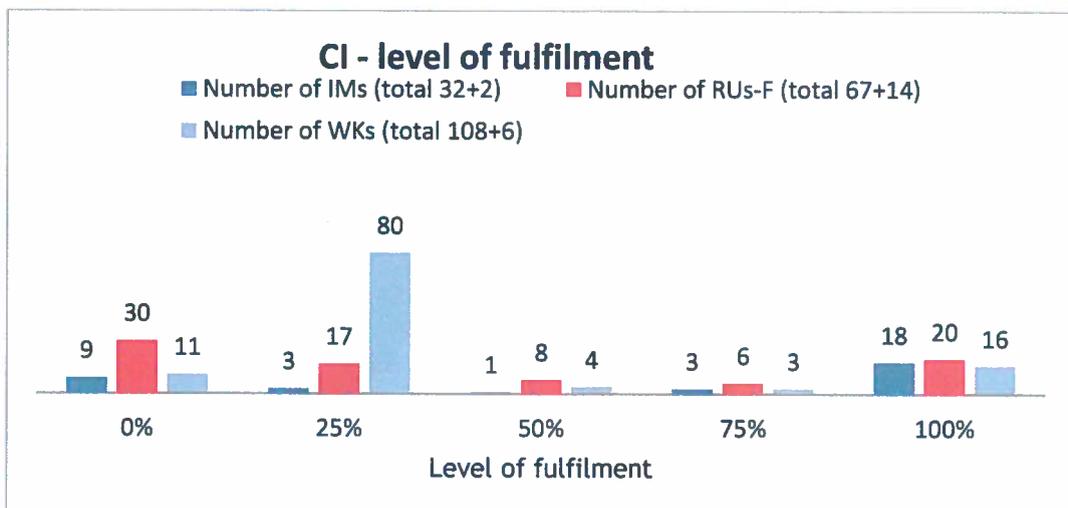
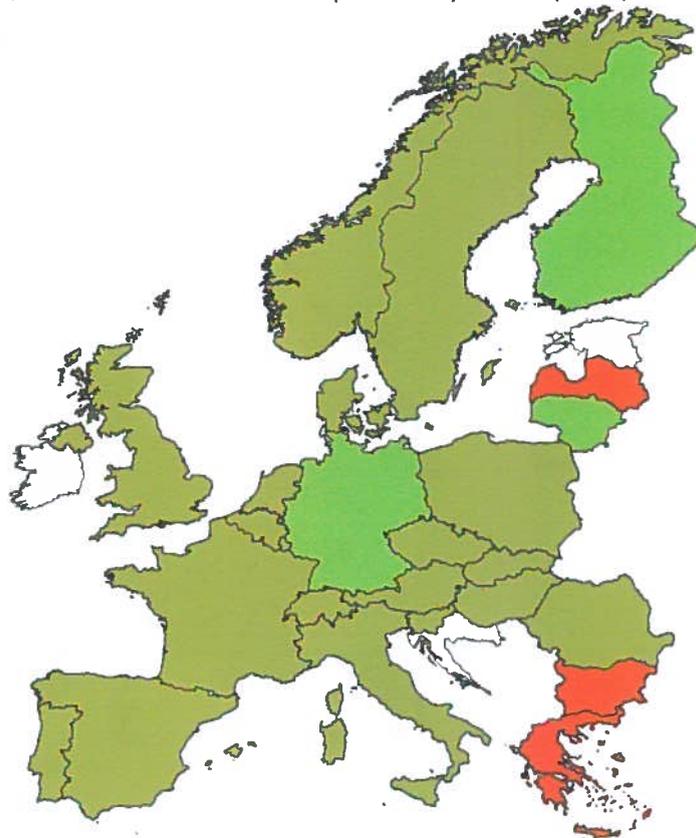
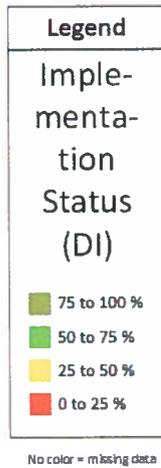


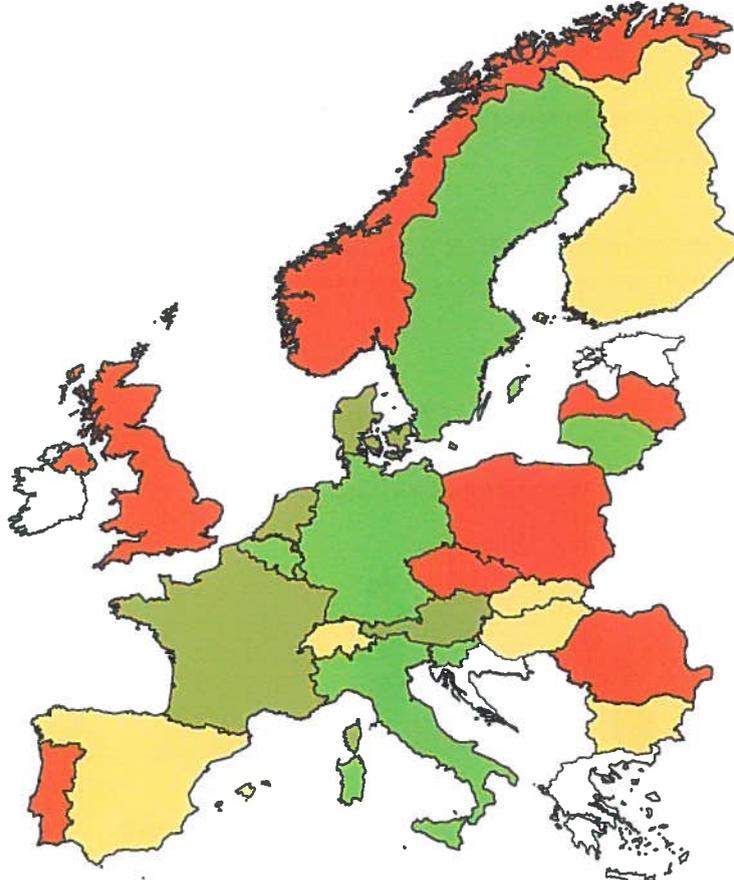
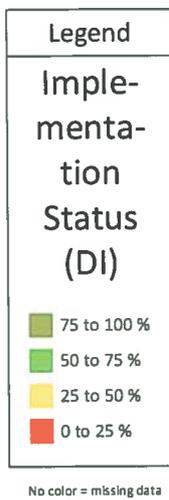
Diagram 11: Common Reference Files – Common Interface (CI)

The Degree of Implementation (DI) of this function for 2<sup>nd</sup> half 2017 per country on a map is expressed as follows



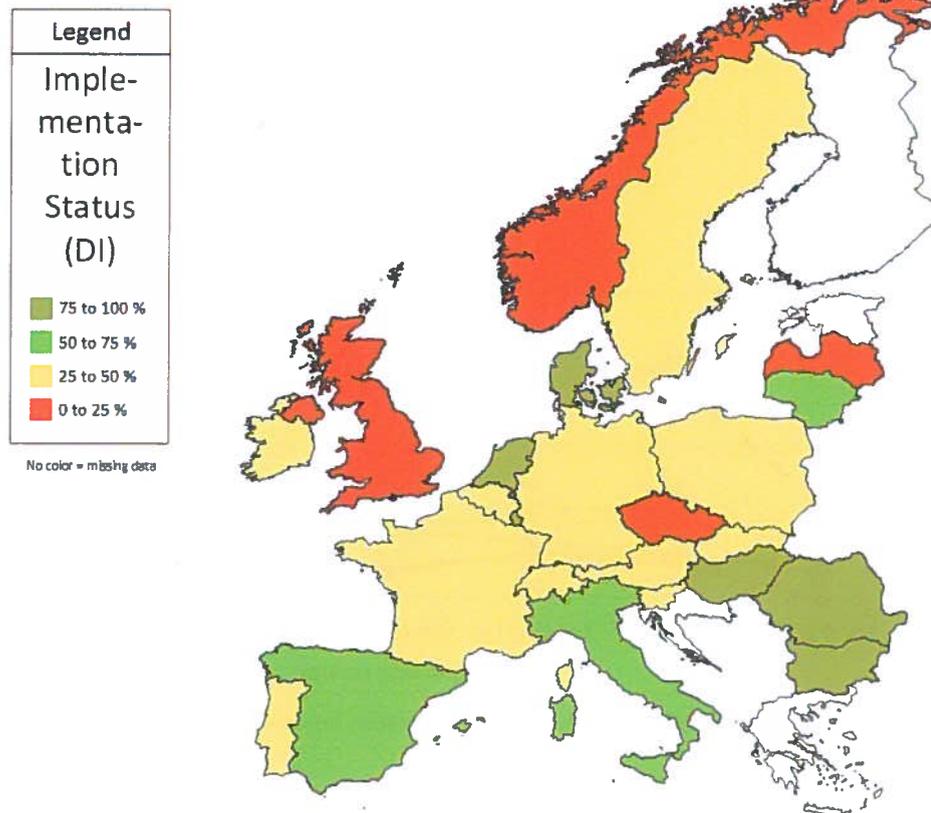
(IMs):

The Degree of Implementation (DI) of this function for 2<sup>nd</sup> half 2017 per country on a map is expressed as follows



(RUs):

The Degree of Implementation (DI) of this function for 2<sup>nd</sup> half 2017 per country on a map is expressed as follows



(WKs):

The development of complete implementation of the CI over time according to diagram 12 shows again the relation to the number of responses per company type. 50% of IMs have already finished the implementation of the CI. However, with completion being at 25 % of responding companies, the majority of RUs-F is still developing. For WKs completion is below 15 %, projects have not started yet or are at initiating phase. RSRD<sup>2</sup> has yet not implemented the CI. WKs using RSRD<sup>2</sup> therefore form part of the 25% level.

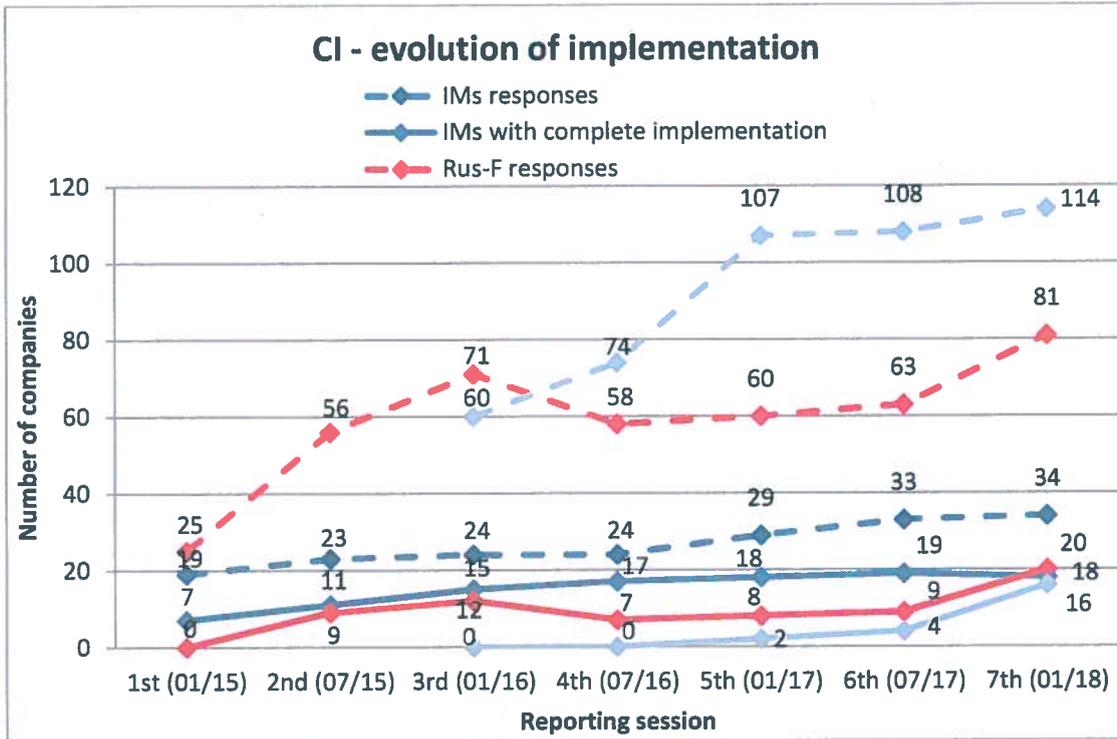


Diagram 12: Evolution of implementation for Common Interface

## 6.4. Train Running Information (IMs and RUs-F)

The Target Implementation Milestone for realisation of the Train Running Information message (TRI) according to the TAF TSI Masterplan was end of 2017. This monitoring concerns only one aspect of the TAF TSI basic parameter 'Train running forecast', the Train Running Information message. The Train Information System (TIS) is a common sector tool managed by RNE. Messages sent by IMs to TIS or messages received by RUs from TIS through traditional interfaces are considered as 75 % complete fulfilment and TAF messages sent or received by Common Interface are counted as 100 % fulfilment.

Diagram 13 indicates 12 IMs and 24 RUs-F with 100 % level of fulfilment. This leads to a degree of implementation for IMs and RUs-F having reported to the JSG Reporting Tool of about 35 % for IMs and 30 % for RUs-F.

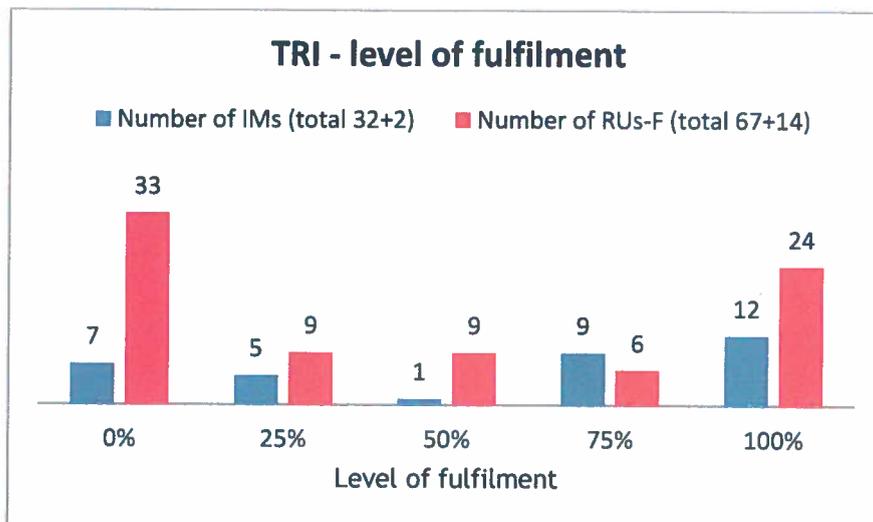


Diagram 13: Train Running Information (TRI)

Regarding diagram 14, both the number of RUs-F having implemented the TRI and the degree of completion increased in comparison to the 6<sup>th</sup> reporting session. For IMs the trend is opposing.

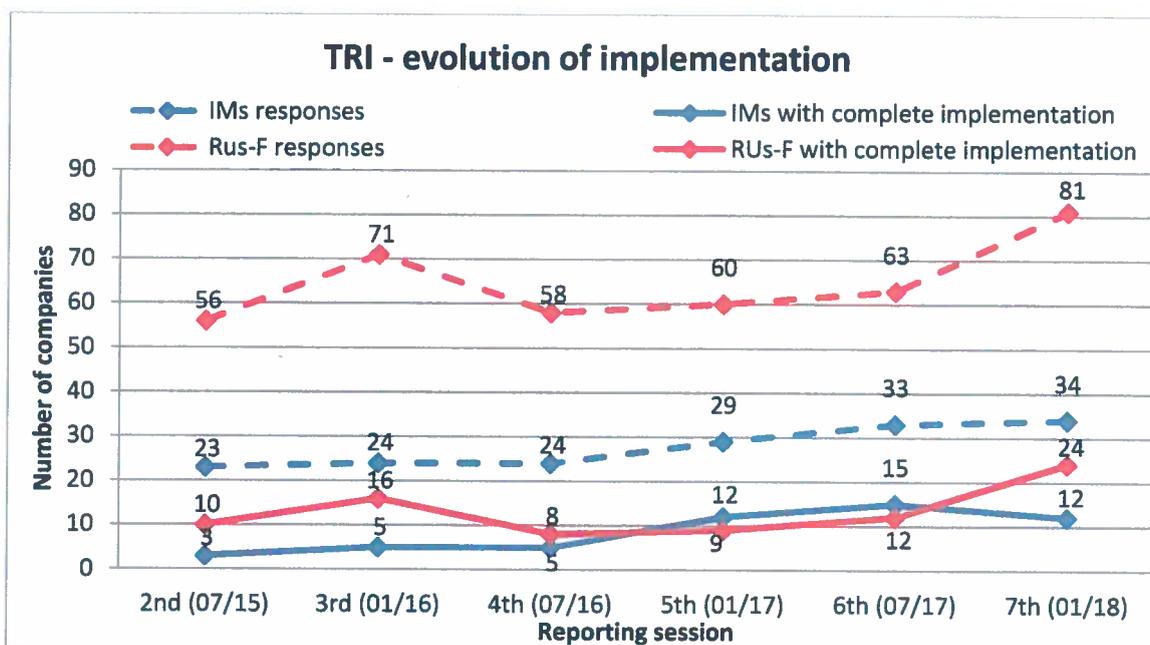
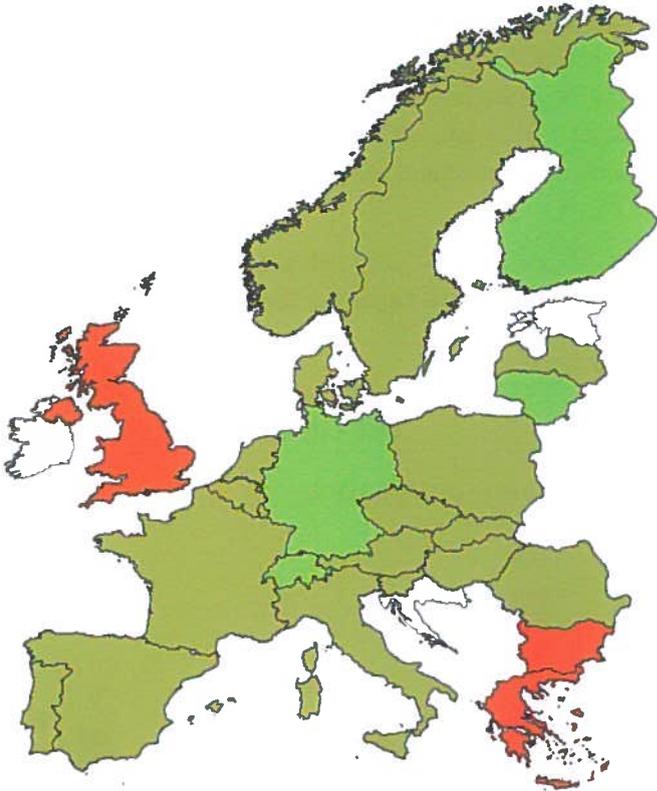
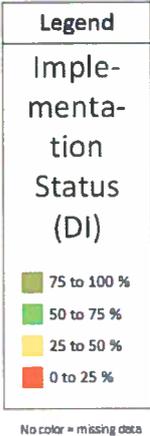


Diagram 14: Evolution of implementation for Train Running Information

The Degree of Implementation (DI) of this function for 2<sup>nd</sup> half 2017 per country on a map is expressed as follows (IMs):



The Degree of Implementation (DI) of this function for 2<sup>nd</sup> half 2017 per country on a map is expressed as follows (RUs):

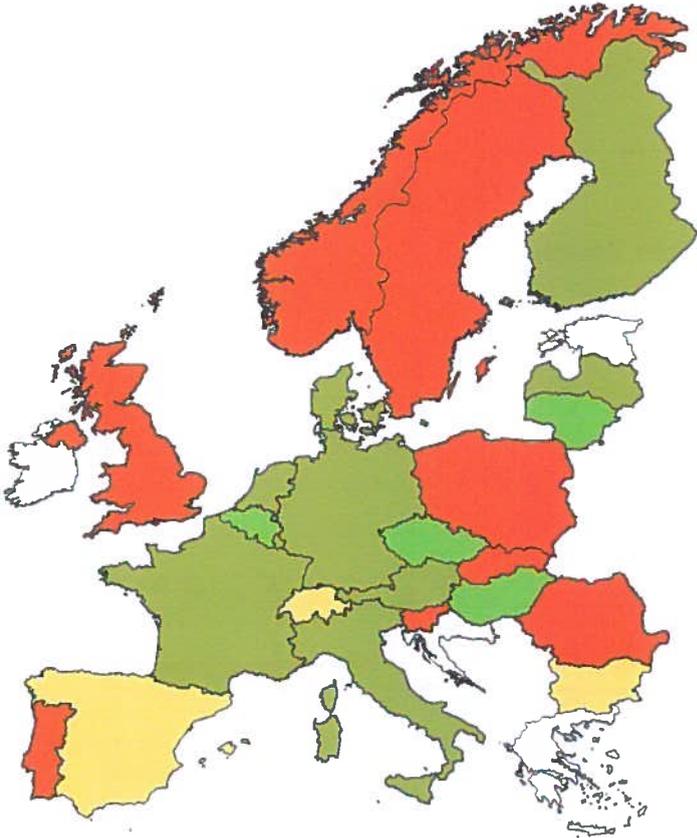
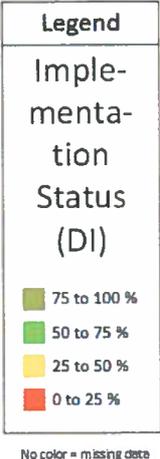


Diagram 15 gives another impression about the state of implementation of TRI by IMs in countries across Europe. The IMs having the longest network have been taken as relevant for the country. For IMs still in development the current planned end date and the respective level of fulfilment is shown in diagram 15.

Among the IMs there are 8 small companies, such as harbours, having responded to this survey. Contrary to the level of fulfilment of dominating IMs, such small companies have not even started projects.

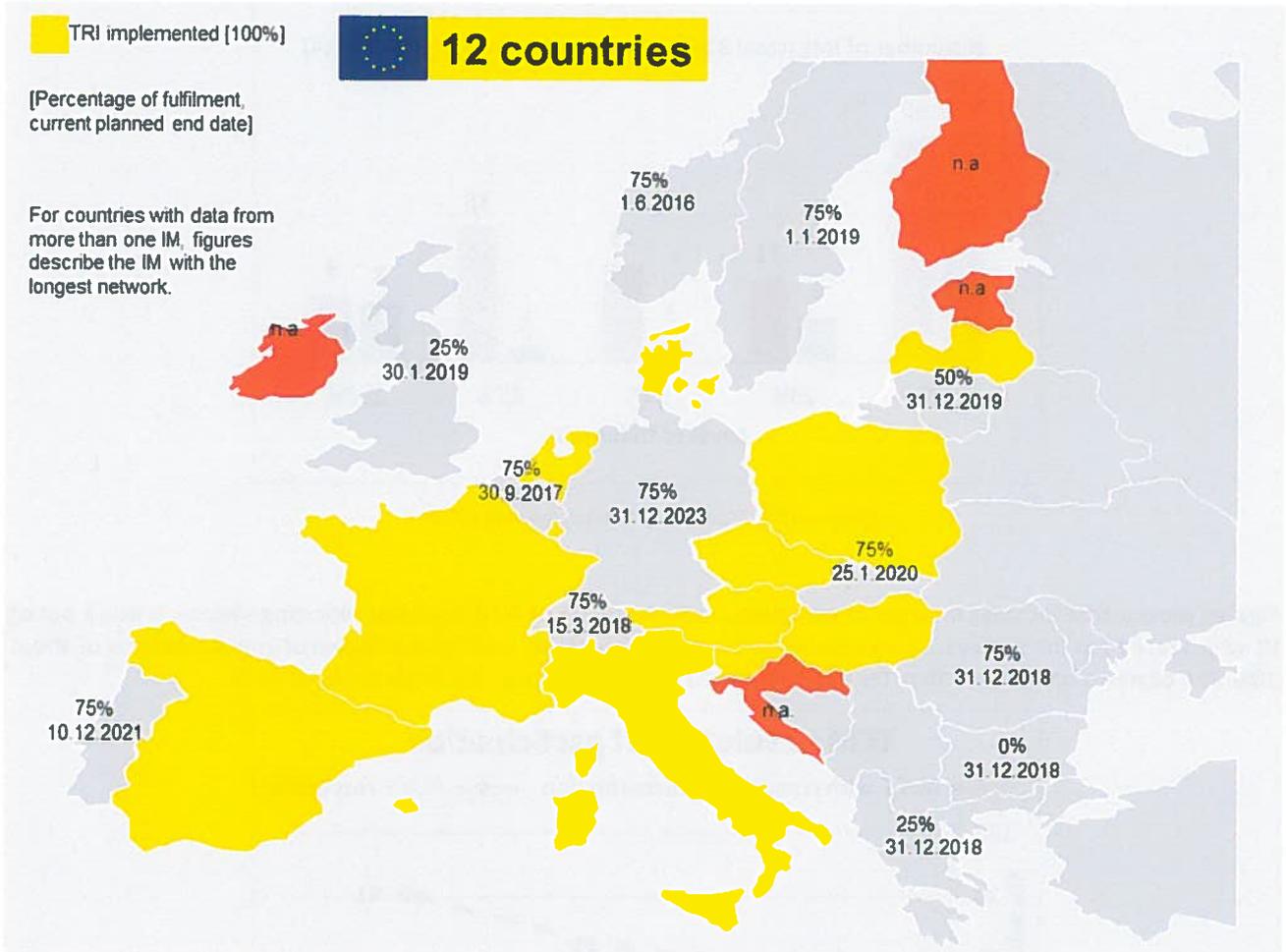


Diagram 15: Implementation of TRI of IMs across European countries

## 6.5. Train Composition Message (IMs and RUs-F)

The Target Implementation Milestone for realisation of the Train Composition Message (TCM) as part of the Train Preparation Function according to the TAF TSI Masterplan is end of 2018. TCM is mandatory to be sent by RUs-F. However, implementation by IMs is also reported. Most of them are still developing this TAF TSI function.

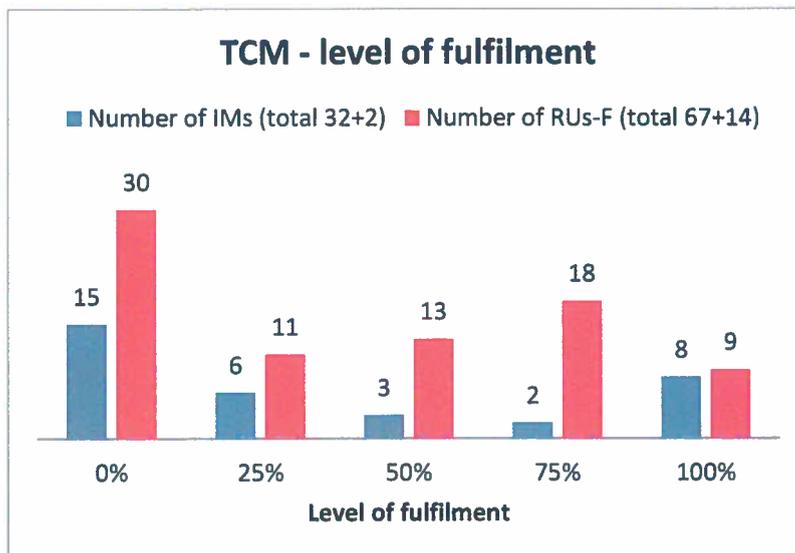


Diagram 16: Train Composition Message (TCM)

Figures show a little increase in terms of complete implementation of TCM since last reporting session. 9 RUs-F out of 81 which replied to the survey have completely implemented the TCM, leading to a degree of implementation of about 10%. The degree of implementation for IMs, monitored for the first time, calculates to about 25%.

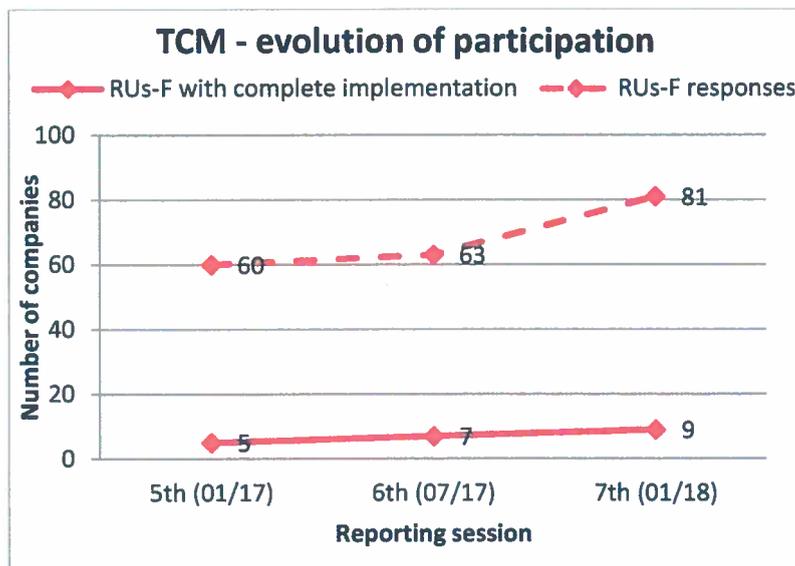
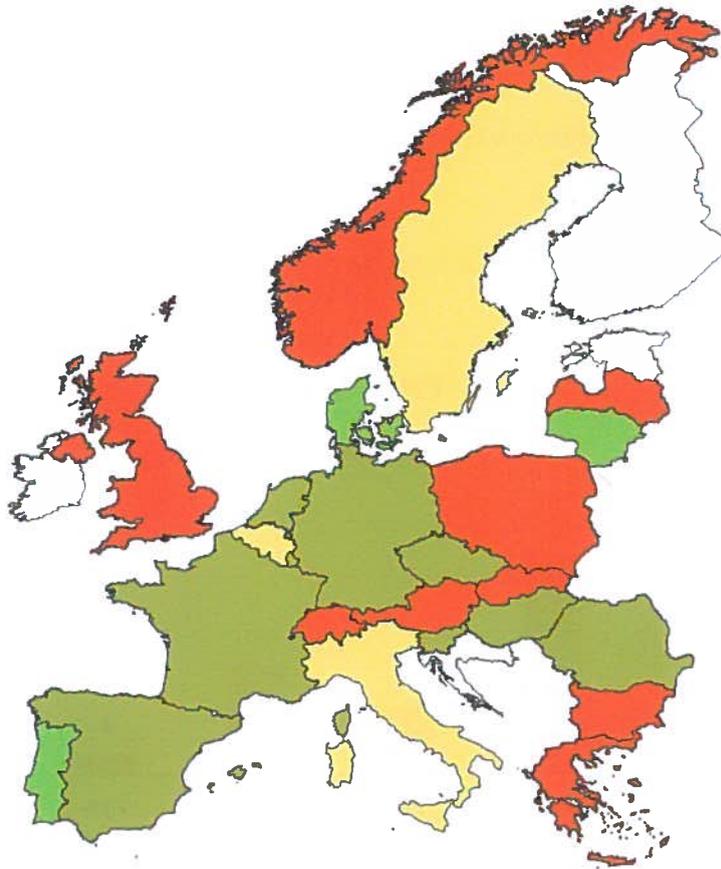
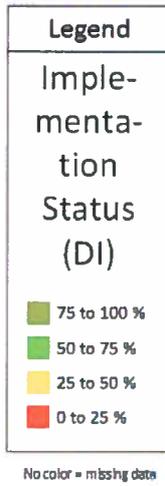
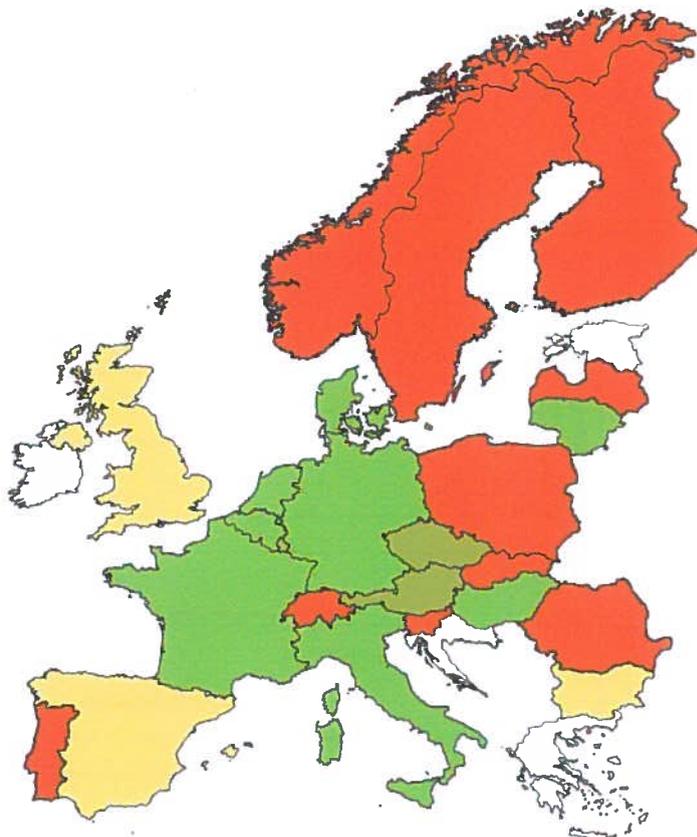
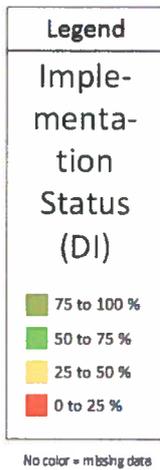


Diagram 17: Evolution of implementation for Train Composition Message

The Degree of Implementation (DI) of this function for 2nd half 2017 per country on a map is expressed as follows (IMs):



The Degree of Implementation (DI) of this function for 2nd half 2017 per country on a map is expressed as follows (RUs):



## 6.6. Consignment Note Data (RUs-F)

The Target Implementation Milestone for realisation of the Consignment Note Data function (CND) according to the TAF TSI Masterplan was end of 2017.

Diagram 18 indicates only 2 RUs-F out of 81 having finished implementation of CND.

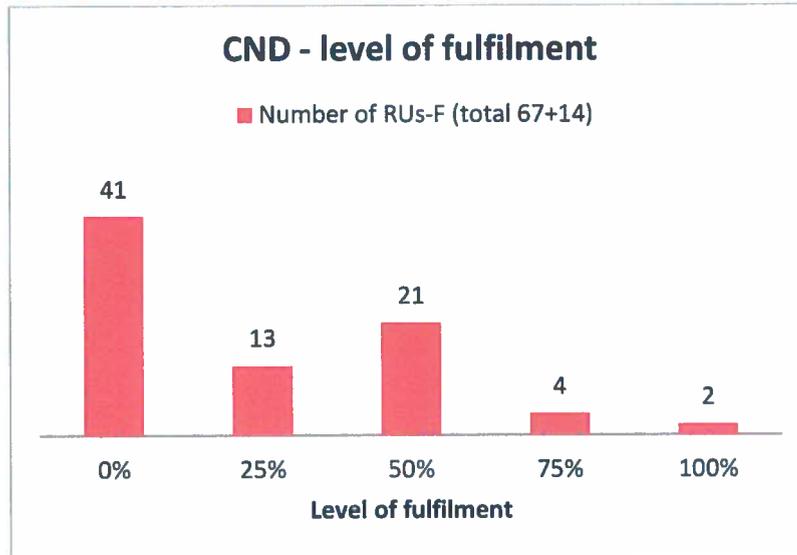


Diagram 18: Consignment Note Data (CND)

The degree of implementation rests at a very low level for this function.

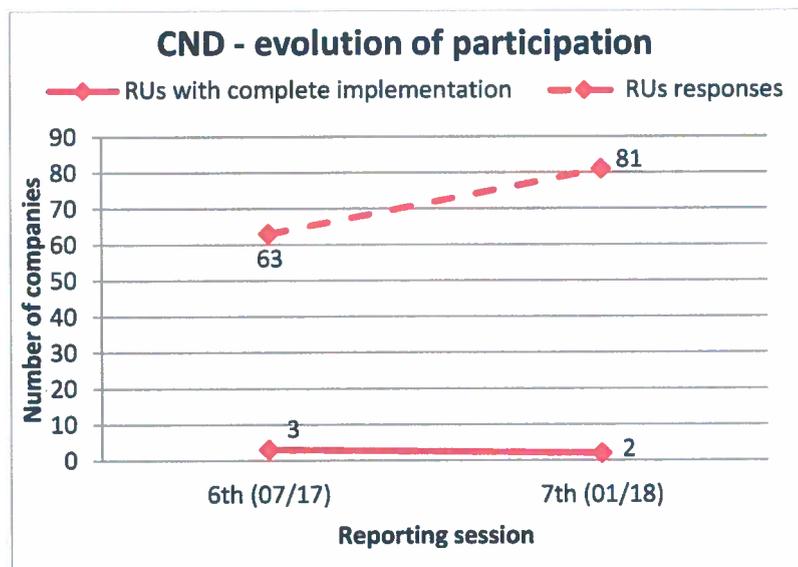
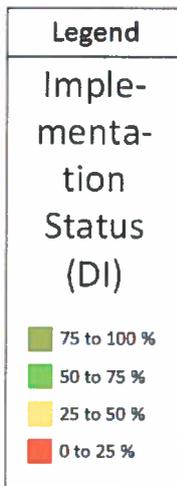
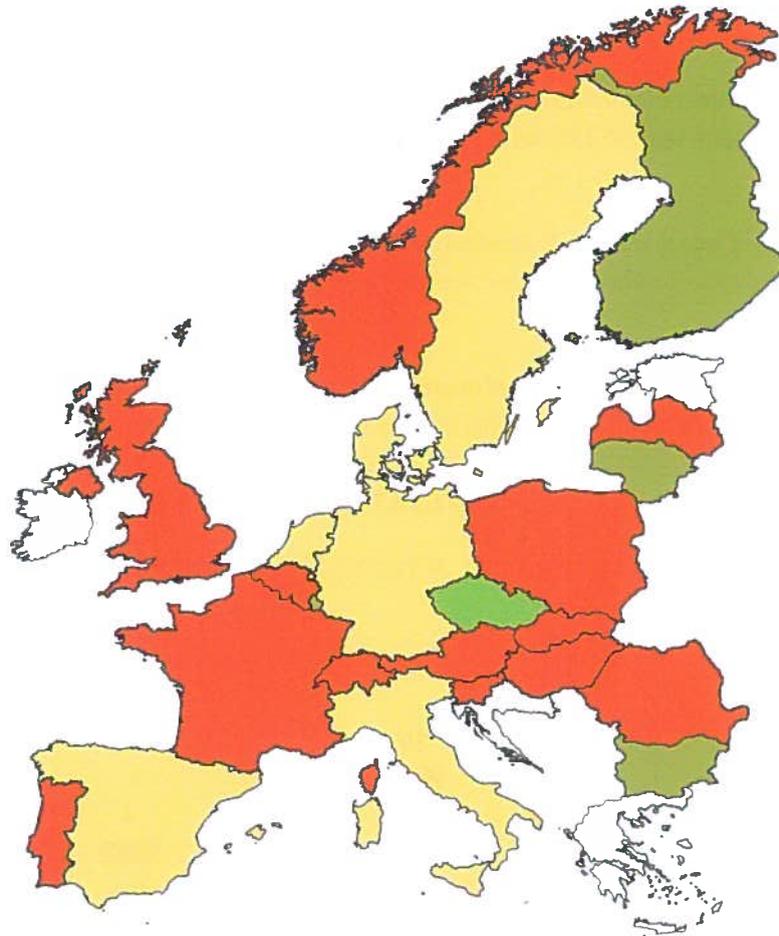


Diagram 19: Evolution of implementation for Consignment Note Data (CND)

The Degree of Implementation (DI) of this function for 2nd half 2017 per country on a map is expressed as follows (RUs):



No color = missing data



## 6.7. Wagon and Intermodal Unit Operating Database (RUs-F)

The Target Implementation Milestone for realisation of the Wagon and Intermodal Unit Operating Database function (WIMO) according to the TAF TSI Masterplan was 2016.

The 'Wagon and Intermodal Unit Operating Database' function (WIMO) is relevant for RUs-F only. However, IMs realising this function on behalf of RUs-F are not taken into account in the present report.

This function remains at a low degree of implementation of about 2%. The reason for this must be further investigated. Companies claim that some requirements and the criteria for fulfilling are still unclear (diagrams 20 and 21).

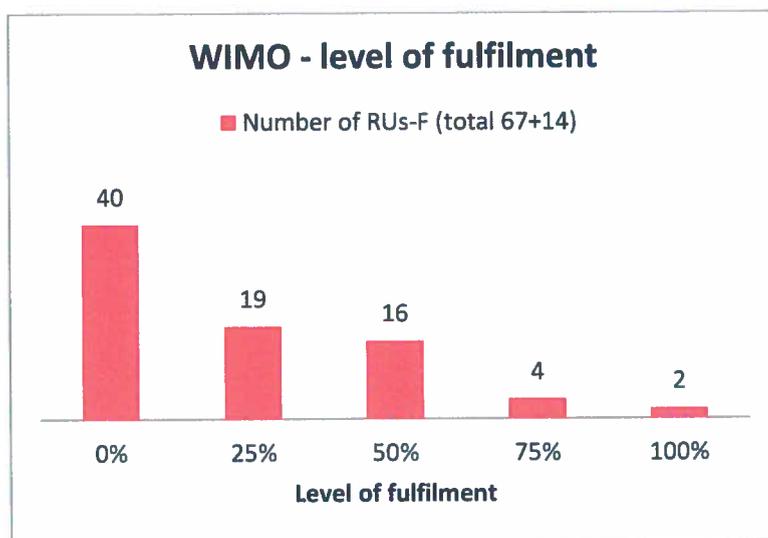


Diagram 20: Wagon and Intermodal Unit Operating Database

Diagram 21 indicates the very low degree of completion for WIMO with no sign of improvement over time.

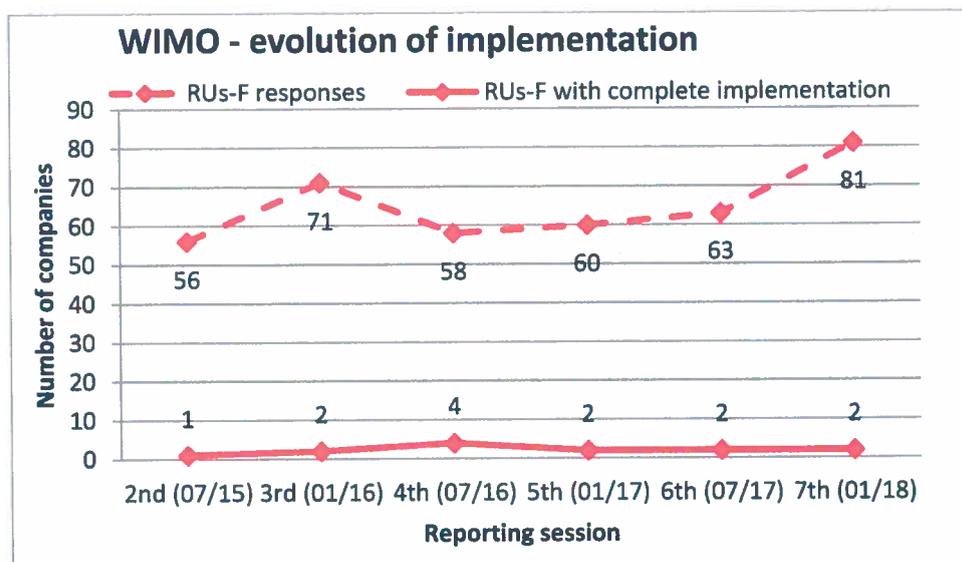
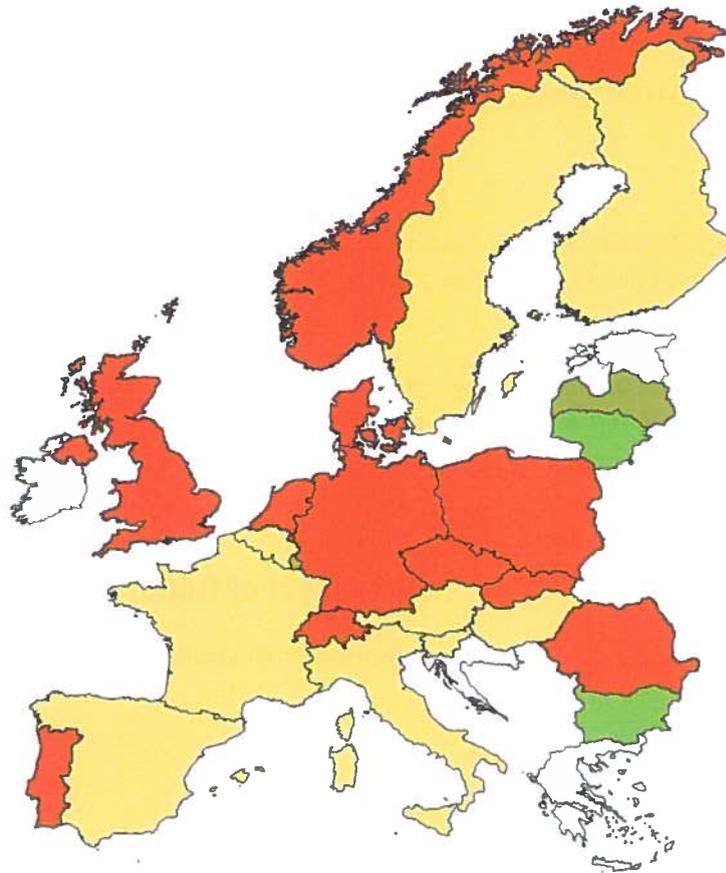
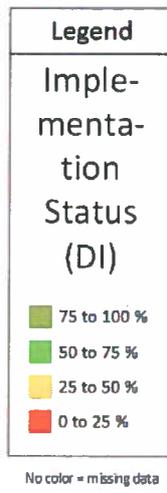


Diagram 21: Evolution of implementation for WIMO

The Degree of Implementation (DI) of this function for 2nd half 2017 per country on a map is expressed as follows (RUs):



## 6.8. Rolling Stock Reference Database (WKS)

The Target Implementation Milestone for realisation of the RSRD function according to the TAF TSI Masterplan was 2015.

The 'Rolling Stock Reference Database' function (RSRD) is relevant for companies which keep wagons. Those companies might at the same time also be RUs or IMs.

A number of companies intends fulfilling this functionality in a collaborative way via the common sector tool RSRD<sup>2</sup>. Information delivered by UIP for RSRD<sup>2</sup> means 100% of fulfilment. 72 of 114 WKS have implemented this function thanks to RSRD<sup>2</sup>, the degree of implementation is reported to be at 63 %.

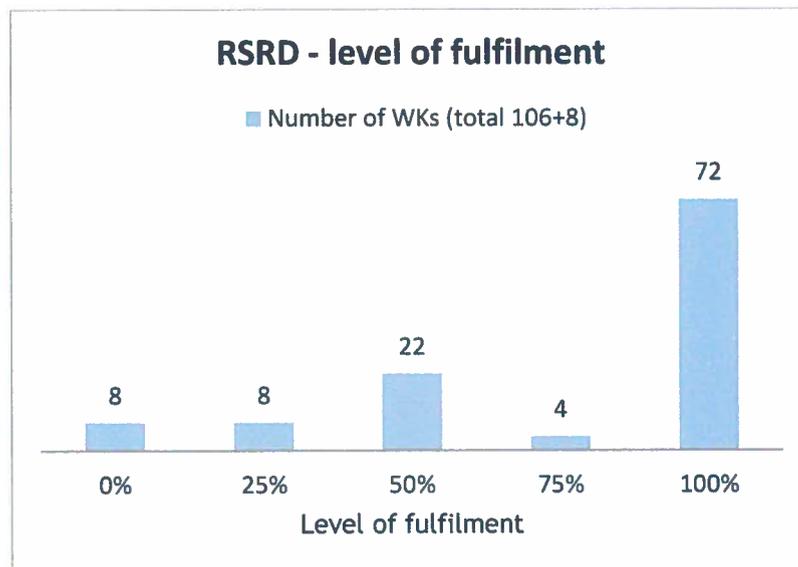


Diagram 22: Rolling Stock Reference Database

Following the increasing number of WKS using RSRD<sup>2</sup> and the higher participation to the survey, the implementation rate remains stable compared to the previous report (see diagram 25).

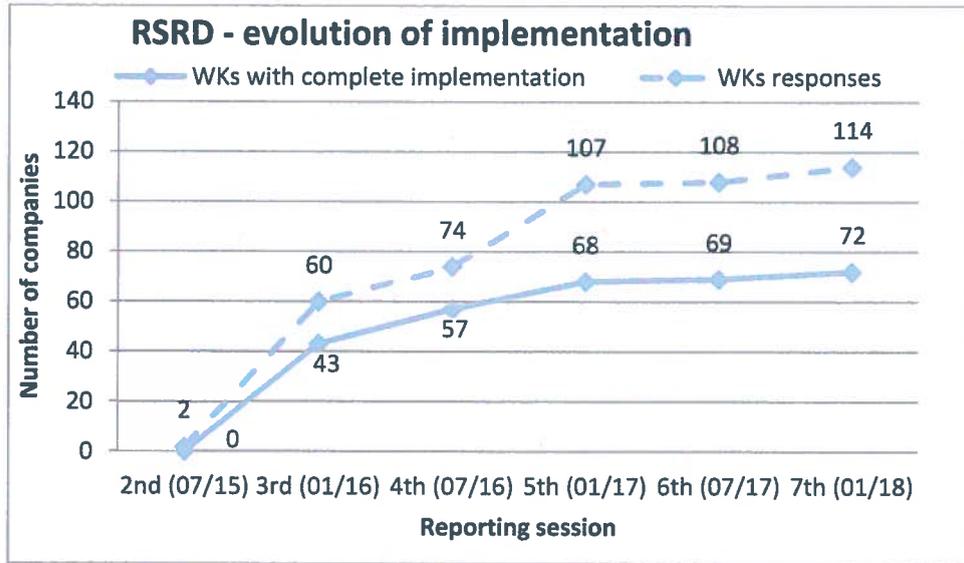
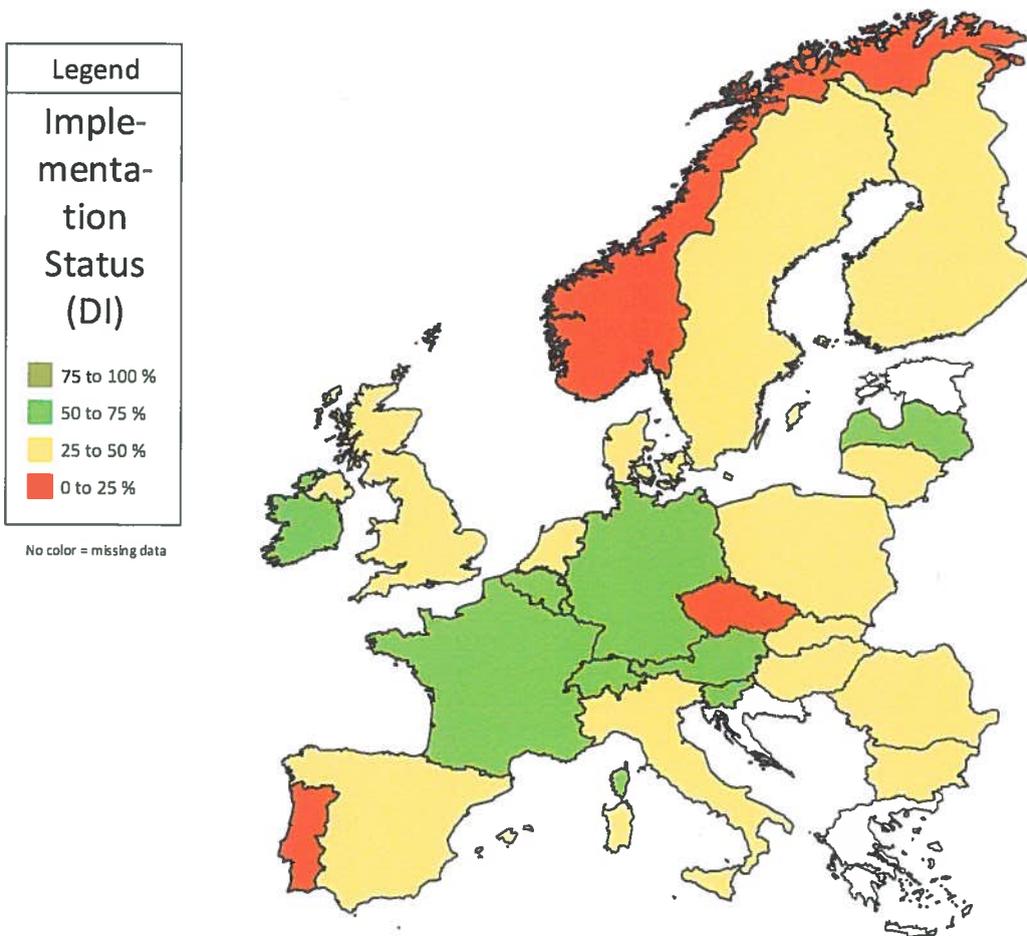


Diagram 23: Evolution of implementation for RSRD

The Degree of Implementation (DI) of this function for 2nd half 2017 per country on a map is expressed as follows (Wks):





## 6.9. Reasons for not starting implementation of TAF/TAP TSI functions

Companies could declare in a dedicated answer for each TAF/TAP TSI function one reason why they did not yet start implementing it. Diagram 24 gives a summary of the reasons selected by the companies.

Feedback regarding reasons for not implementing increased with plus 61 in total more than participation to the survey. All categories were affected by that evolution.

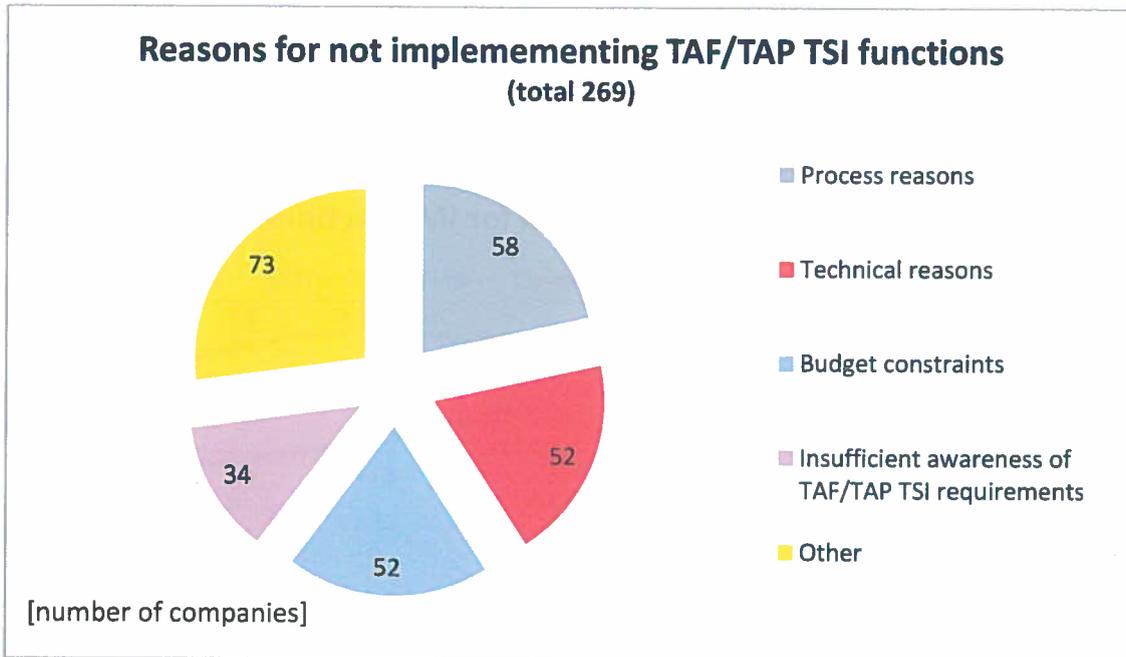


Diagram 24: Reasons for not starting implementation of TAF/TAP TSI functions

## 6.10. Degree of implementation at European level

This chapter summarises the development of the Degree of Implementation (DI) at European level for the TAF TSI functions since the beginning of reporting.

The DI in this report's diagrams is shown as the relation of companies having fully implemented (100 %) the particular function compared to the companies having replied to this query in per cent. DIs in the GIS maps may have other values too as stipulated at the end of chapter 3.

Diagram 25 shows the DI for functions to be implemented by IMs. TCM is being reported for the first time. Implementation of all functions decline compared to the last report. This might partly be explained by the growing number of smaller IMs taking part, which normally are not advanced in TAF/TAP implementation .

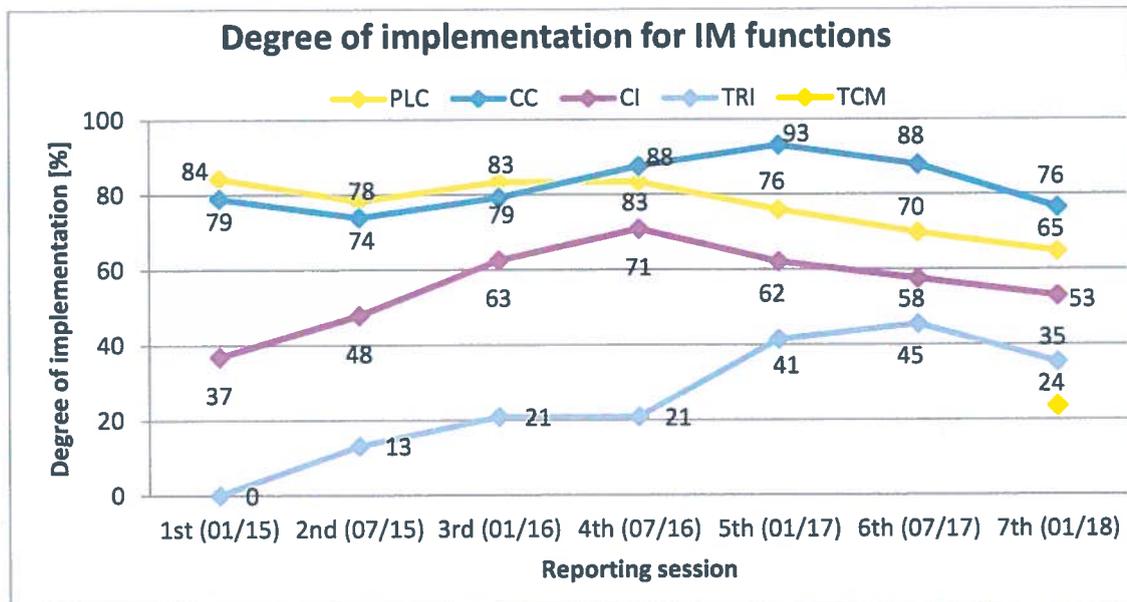


Diagram 25: Reported DI for mandatory IM functions

Diagram 26 indicates the evolution of implementation for RUs-F functions. Generally the proportion of RUs having finished implementation is considerably lower than for IMs. The DI for the CC stays high at 83 %. For the CI and TRI functions a positive trend with about 10 % increase is visible, but the other RUs-F functions stagnate at a low level of implementation.

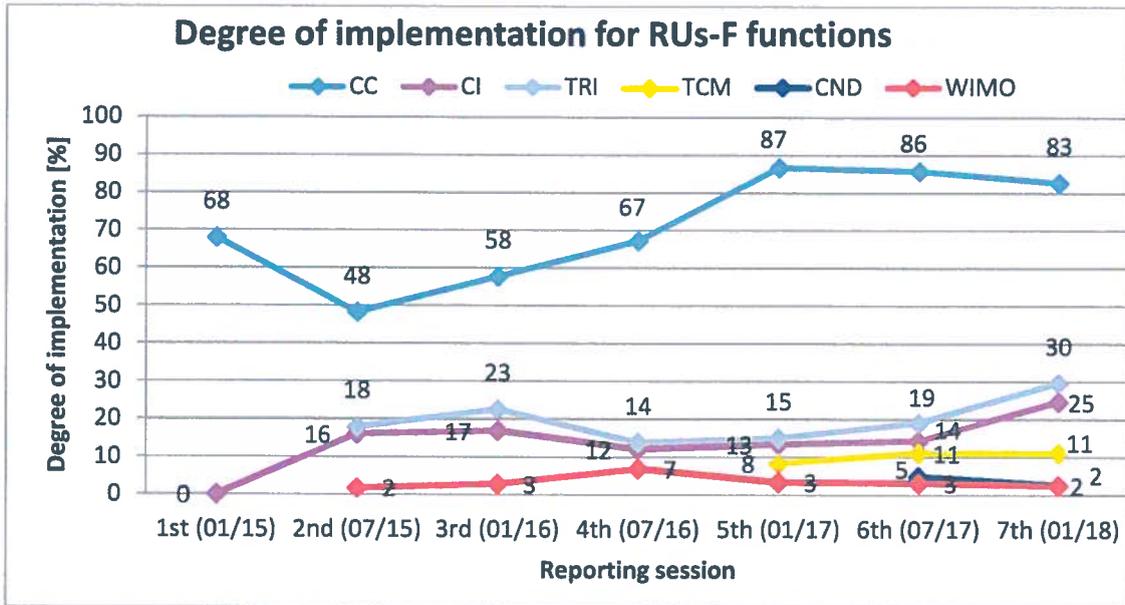


Diagram 26: Reported DI for mandatory RUs-F functions

Diagram 27 shows the reported DI for WKs in the present report. Similar to the RU-functions, only the DI of CI increases, whereas the CC and RSRD completion remains stable.

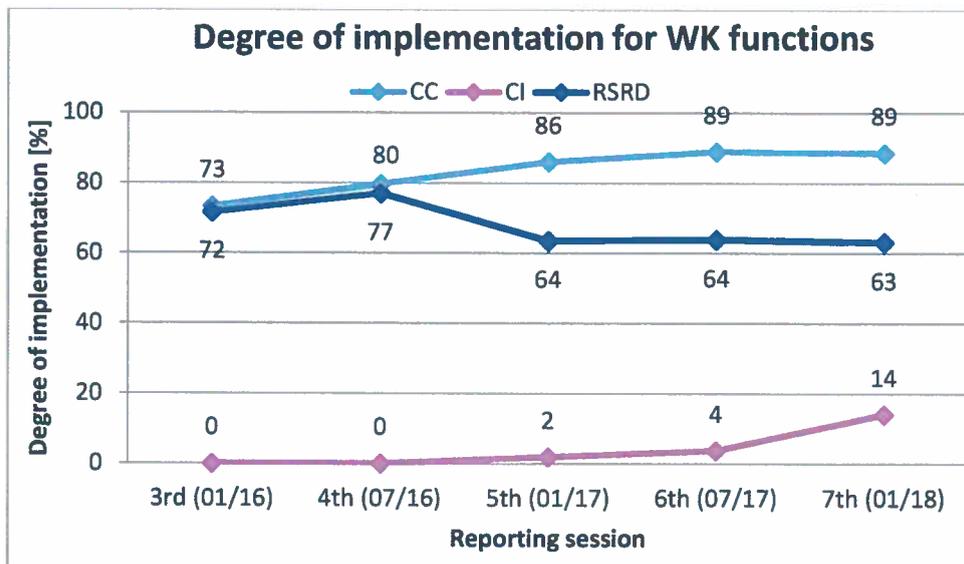


Diagram 27: Reported DI for mandatory WK functions

## 7. Intentions for implementation

### 7.1. Common sector tools

Participants of the questionnaire could select all common sector tools in use to meet some specific requirements of the TAF/TAP TSI. The number of companies having indicated using such tools are summarised in diagram 28.

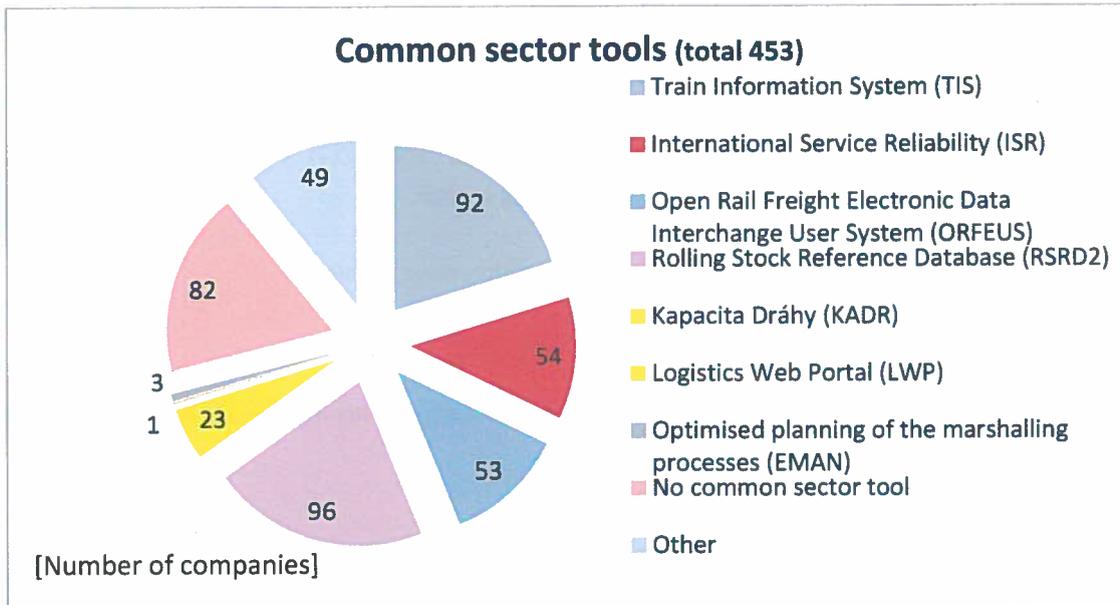


Diagram 28: Common sector tools in use

The tools named KADR, LWP and EMAN are recorded for the first time in this report.

Responses of common sector tools went up by 25 % from last reporting, RSRD<sup>2</sup> and TIS both remaining the most used ones.

In respect to the responses received from relevant types of company, RSRD<sup>2</sup> is in use by about 80 % and TIS is in use by about 60 % of its potential users.

From 49 companies using other common sector tools, no company has indicated the tools in use.

## 8. Survey coverage

The present reporting period contained also few statistical questions, such as line-km, ton-km and passenger-km.

After analysing the partly incomplete data from the companies and the comparison of this data with the available statistical data the IRG was unable to draw a clear picture of the actual situation for whole Europe. Also a first check with the available ABC-analysis<sup>4</sup> did not show any reliable results.

Therefore the rail sector's Implementation Reporting Group (IRG) suggests removing these specific questions from the questionnaire for the next reporting session.

Since an European-wide picture of the real implementation status would be very helpful, the IRG proposes to put more effort in aforementioned analysis with the support of the NCPs.

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<sup>4</sup> ABC-analysis means the classification of companies in relation to their market share.

## 9. Conclusion and Findings

The number of companies having responded to the 7th questionnaire is, as always as, significantly lower than the number of companies having been invited. The response rate descended for the first time to 35 % from a previously stable value of around 40 %.

Lower absolute numbers of participation result from the fact, that participation of RUs-P has decreased.

For some TAF TSI functions there is a strong need to precisely define the compliance with TAF TSI regulation. For example for the WIMO function, companies claim that some requirements and the criteria for fulfilling are still unclear. This task has been initiated from the European rail sector and work is ongoing.

The degree of implementation as set out in diagrams 25 to 27 of this report is calculated from the responses to the questionnaire. If companies not having responded would be also taken into calculation, the degree of implementation would drop.

The inclusion of data from the previous reporting session in this report was an effort to have a more complete view of the company's feedback and the current level of implementation.

## 10. Regional Workshops

To provide an appropriate response to the first action requested to EU institutions, the Agency TAF TSI Implementation Cooperation Group adopted in the 2<sup>nd</sup> meeting held on 29<sup>th</sup> and 30<sup>th</sup> September 2015 (3) the decision to launch a campaign of Regional Workshops across European Member States.

There was one WS held in 2018:

### 10.1 TAF WS 07/08 March 2018 – Bucharest, Romania

- Attendees: 80 RUs/IMs/WKs/IT providers from Romania, Bulgaria, Greece, Serbia (IPA) and Former Yugoslav Republic Of Macedonia (IPA)
- Information about TAF regulation and TAF implementation status – incumbent actors: on the right track
- Information about TAF regulation and TAF implementation status – newcomer actors: room for improvement  
→ further communication or WS needed

### 10.2 Proposal for next Workshop

- Planned date: 2<sup>nd</sup> half 2018
- Venue: A central place in Europe with easy access
- Attendees: all smaller RUs/WKs/IMs with DI =< 25% or not reporting at all to JSG IT tool

## 11. Proposals to support the Reporting Process

In order to clarify the scope and content of the TAF TSI Implementation Report and the TAP TSI Implementation Report, it has been agreed (3) that the content of the reports will be discussed in TAF TSI co-operation group for TAP TSI RU-IM basic parameters and in the TAP TSI retail co-operation group for the TAP TSI retail basic parameters.

Therefore, the Agency will deliver in the future two reports, one for TAF TSI and another for TAP TSI (retail and RU-IM-communication).

Beyond this, it has been agreed to put in place the following measures to facilitate the implementation and engagement of the small and medium sized RUs and IMs:

- To deliver newsletters after every Implementation Cooperation Group (ICG) meeting to the NCPs with the main outcomes of every meeting.
- To translate questionnaire at the JSG reporting tool into other languages: this will increase the level of responsiveness.
- The Agency must address the TSI TAF TAP topic to the top management of IMs and RUs by participation in appropriate "High Level Rail Events" throughout Europe.
- The Agency should explain together with EC about the additional funding for the TAF TSI functions, and in particular, the implementation of the common interface and the upgrade of the legacy systems.
- Continue with dissemination in form of regional workshops.

### **11.1 Functions to be reported in the next report**

During the 7<sup>th</sup> TAF TSI Implementation Cooperation Group meeting held in March 2018, it was agreed to report about the following functions for the 8<sup>th</sup> Reporting wave in the frame of the TAF TSI regulation:

- Primary location codes
- Company codes
- Common interface
- Train running information
- RSRD
- WIMO
- Train composition message
- Consignment note data
- Wagon Movement data (new)

### **11.2 Calendar for reporting**

In the frame of the 7<sup>th</sup> TAF TSI Implementation Cooperation Group meeting held in March 2018, it was agreed the following schedule to report about the implementation of TAF TSI functions and RU-IM Communication for TAP TSI:

	2018					
	May	June	July	August	September	October
■ Preparing questionnaire at IRG	15					
■ Agreeing questionnaire with ERA	16					
■ Publishing questionnaire / initiating session	22					
■ Opening JSG/CSG Reporting Tool		4 - 29				
■ Revising draft Report at IRG					11	
■ Agreeing draft Report with ERA					13	
■ Approving draft Report at JSG					18	
■ Presenting at ERA Coop Group						17-18
■ Publishing JSG Report						

Figure 3: Reporting Schedule for the 8<sup>th</sup> Reporting wave

## ANNEX 1: DISTRIBUTION OF FREIGHT FLEET PER COUNTRY IN EUROPE

Country	Valid registrations VVR / Eurostat	Wagons In GCU	Wagons In RSRD (Data provided by RSRD <sup>2</sup> – UIP) <sup>5</sup>
Austria	19.706	20.052	7.882
Belgium	40.375	10.426	17.361
Bulgaria	12865	3.492	244
Croatia		5.837	5
Czech Republic	53.885	40.503	20.251
Denmark	2.305	1	830
Estonia	-	0	0
Finland	-	4	-
Norway	-	0	0
France	113.261	77.319	53.232
Germany	102.778	168.866	100.722
Greece	4.094	0	2.047
Hungary	12.918	11.649	646
Ireland	-	0	0
Italy	44.482	26.519	31.137
Latvia	11.210	0	8.676
Lithuania	-	0	0
Luxembourg	4.216	2.966	8432
Netherlands	21.957	18.058	7.026
Poland	109.165	70.435	22.924
Portugal	3.123	6	206
Romania	24.076	14.561	963
Slovakia	33.359	24.279	24.352
Slovenia	3.767	3.468	54
Spain	12.760	18.131	4.014
Switzerland	27.398	17.211	13.425
Sweden	12.760	8.820	4.083
United Kingdom	-	616	-

<sup>5</sup> The table has been updated with the data provided by UIP-RSRD<sup>2</sup>.

## ANNEX 2: RESPONSES CONTACT LIST V7

Nr.	Member State	Type of Company	Company name	Reporting Entity
1	AT	IM	ÖBB Infrastruktur AG	
2	AT	RU-FWK	Rail Cargo Austria AG	
3	AT	WK	Bahnbau Wels GmbH	RSRD <sup>2</sup>
4	AT	WK	Felbermayr Transport- und Hebeteknik GmbH & Co KG	RSRD <sup>2</sup>
5	AT	WK	GATX Rail Austria GmbH	RSRD <sup>2</sup>
6	AT	WK	Logistik Service GmbH	RSRD <sup>2</sup>
7	AT	WK	Propangas AG	RSRD <sup>2</sup>
8	BE	IM	Infrabel	
9	BE	WK	LINEAS	RSRD <sup>2</sup>
10	BE	WK	LINEAS GROUP	RSRD <sup>2</sup>
11	BE	WK	LINEAS Intermodal	RSRD <sup>2</sup>
12	BG	IM	NRIC	
13	BG	RU-F	BDZ Cargo	
14	BG	RU-F	Bulgarian Railway Company (BRC)	
15	BG	RU-F	EXPRESS SERVICE OOD	
16	BG	RU-F	Rail Cargo Carrier - Bulgaris Ltd.	
17	BG	RU-FWK	DB Cargo Bulgaria	DB Cargo AG
18	CH	IM	BLS-Netz AG	
19	CH	IM	SBB AG, Division Infrastruktur	
20	CH	RU-F	BLS Cargo	
21	CH	RU-F	SBB Cargo International	
22	CH	RU-F	WRS Widmer Rail Services AG	
23	CH	RU-FWK	DB Cargo Switzerland	DB Cargo AG
24	CH	RU-FWK	SBB CARGO AG	
25	CH	RU-P	SBB AG, Division Personenverkehr	
26	CH	WK	Diversified Investments SA	RSRD <sup>2</sup>
27	CH	WK	Ermewa SA, Geneva branch	RSRD <sup>2</sup>
28	CH	WK	HASTAG (Zürich) AG	RSRD <sup>2</sup>
29	CH	WK	MITRAG AG	RSRD <sup>2</sup>
30	CH	WK	SBB Cargo AG	RSRD <sup>2</sup>
31	CH	WK	TRANSWAGGON AG	RSRD <sup>2</sup>

Nr.	Member State	Type of Company	Company name	Reporting Entity
32	CH	WK	VTG Schweiz GmbH	RSRD <sup>2</sup>
33	CH	WK	WASCOSA AG Luzern	RSRD <sup>2</sup>
34	CZ	IM	PDV RAILWAY a.s.	
35	CZ	IM	Správa železniční dopravní cesty, státní organizace	
36	CZ	RU-F	BF Logistics s.r.o.	
37	CZ	RU-F	DBV-ITL, s.r.o.	
38	CZ	RU-F	LTE Logistik a Transport Czechia s.r.o.	LTE Group
39	CZ	RU-F	MH-spedition s.r.o.	
40	CZ	RU-F	SLEZSKOMORAVSKA DRÁHA a.s.	
41	CZ	RU-F	Sokolovská uhelná, právní nástupce, a.s.	
42	CZ	RU-F	TCHAS ŽD s.r.o.	
43	CZ	RU-F	VÍTKOVICE Doprava, a.s.	
44	CZ	RU-F/RU-P	LTE Logistik a Transport Slovakia s.r.o.	LTE Group
45	CZ	RU-F/RU-P	RegioJet	
46	CZ	RU-F/RU-P/WK	Ceske drahy, a.s.	
47	CZ	RU-FWK	Advanced world transport a.s.	
48	CZ	RU-FWK	ČD Cargo.a.s.	
49	CZ	RU-FWK	LOKO TRANS s.r.o.	
50	CZ	RU-FWK	UNIPETROL Doprava, s.r.o.	
51	CZ	WK	ArcelorMittal Ostrava a.s.	RSRD <sup>2</sup>
52	CZ	WK	Česká republika -Správa státních hmotných rezerv	
53	CZ	WK	Českomoravský cement, a.s.	
54	CZ	WK	Coal Services a.s.	
55	CZ	WK	Felbermayr Transport- und Hebetchnik spol.s.r.o.	RSRD <sup>2</sup>
56	CZ	WK	KOS Trading, akciová spoločnosť	RSRD <sup>2</sup>
57	CZ	WK	Lafarge Cement, a.s.	RSRD <sup>2</sup>
58	CZ	WK	Lovochemie, a.s.	RSRD <sup>2</sup>
59	CZ	WK	NH-TRANS, SE	
60	CZ	WK	Railco a.s.	RSRD <sup>2</sup>
61	CZ	WK	RYKO PLUS spol. s r.o.	RSRD <sup>2</sup>
62	CZ	WK	V.K.S. Vagon Komerco Speed, spol. s r.o.	RSRD <sup>2</sup>
63	CZ	WK	Vápenka Čertovy schody a.s.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
64	CZ	WK	VÁPENKA VITOŠOV s.r.o.	
65	CZ	WK	ZX-BENET CZ s.r.o.	
66	DE	IM	DB Netz AG	
67	DE	IM	Häfen und Güterverkehr Köln AG	
68	DE	IM/RU-F	Bayernhafen GmbH & Co KG	
69	DE	IM/RU-F/RU-P	Hafen Krefeld GmbH & Co. KG	
70	DE	RU-F	Captrain CargoWest GmbH	
71	DE	RU-F	RTB CARGO GMBH and VIAS GMBH (freight part)	
72	DE	RU-F	SBB Cargo Deutschland GmbH	SBB Cargo International
73	DE	RU-FWK	DB Cargo AG	
74	DE	RU-FWK	MEG Mitteldeutsche Eisenbahn GmbH	DB Cargo AG
75	DE	RU-FWK	RBH Logistics GmbH	DB Cargo AG
76	DE	RU-P	DB Regio AG	
77	DE	WK	AlzChem AG	RSRD <sup>2</sup>
78	DE	WK	Aretz GmbH und Co. KG	RSRD <sup>2</sup>
79	DE	WK	BASF SE	RSRD <sup>2</sup>
80	DE	WK	DAHHER PROJECTS GmbH	RSRD <sup>2</sup>
81	DE	WK	Ermewa GmbH	RSRD <sup>2</sup>
82	DE	WK	ERR European Rail Rent GmbH	RSRD <sup>2</sup>
83	DE	WK	GATX Rail Germany GmbH	RSRD <sup>2</sup>
84	DE	WK	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co KG	RSRD <sup>2</sup>
85	DE	WK	Mosolf Automotive Railway GmbH	RSRD <sup>2</sup>
86	DE	WK	NACCO GmbH	RSRD <sup>2</sup>
87	DE	WK	On Rail - Gesellschaft für Eisenbahnausrüstung und Zubehör mbH	RSRD <sup>2</sup>
88	DE	WK	On Rail Gesellschaft für Vermietung und Verwaltung von Eisenbahnwaggons mbH	RSRD <sup>2</sup>
89	DE	WK	Petrochem Mineralöl-Handels-GmbH	RSRD <sup>2</sup>
90	DE	WK	TRANSWAGGON GmbH	RSRD <sup>2</sup>
91	DE	WK	Tyczka Gase GmbH	RSRD <sup>2</sup>
92	DE	WK	voestalpine Rail Center Königsborn GmbH	RSRD <sup>2</sup>
93	DE	WK	Vossloh Logistics GmbH	RSRD <sup>2</sup>
94	DE	WK	VTG Aktiengesellschaft	RSRD <sup>2</sup>

Nr.	Member State	Type of Company	Company name	Reporting Entity
95	DE	WK	VTG Rail Europe GmbH	RSRD <sup>2</sup>
96	DE	WK	Zürcher Bau GmbH	RSRD <sup>2</sup>
97	DK	RU-FWK	DB Cargo Scandinavia A/S	DB Cargo AG
98	ES	IM	ADIF Administrador de Infraestructuras Ferroviarias	
199	ES	RU-F	ACCIONA RAIL SERVICES	
100	ES	RU-F	RENFE MERCANCIAS	
101	ES	RU-FWK	TF Transfesa	DB Cargo AG
102	ES	WK	Sociedad de estudios y explotacion de material auxiliar de transportes S.A.	RSRD <sup>2</sup>
103	ES	WK	Transportes Ferroviarios Especiales S.A.	RSRD <sup>2</sup>
104	FI	RU-F/RU-P	Vr Group	
105	FR	IM	SNCF Réseau	
106	FR	RU-F	SNCF MOBILITES - Fret	
107	FR	RU-FWK	ECR Euro Cargo Rail SA	DB Cargo AG
108	FR	RU-P	SNCF Mobilités Voyageurs	
109	FR	WK	ATIR-RAIL	RSRD <sup>2</sup>
110	FR	WK	Compagnie Française de Produits Métallurgiques	RSRD <sup>2</sup>
111	FR	WK	Ermewa SA	RSRD <sup>2</sup>
112	FR	WK	Millet SAS	RSRD <sup>2</sup>
113	FR	WK	Monfer France SASU	RSRD <sup>2</sup>
114	FR	WK	NACCO S.A.S.	RSRD <sup>2</sup>
115	FR	WK	SOCOMAC	RSRD <sup>2</sup>
116	FR	WK	STVA S.A.	RSRD <sup>2</sup>
117	FR	WK	VTG Austria Ges.m.b.H.	RSRD <sup>2</sup>
118	FR	WK	VTG France SAS	RSRD <sup>2</sup>
119	HU	AB	VPE - Vasúti Pályakapacitás-elosztó Kft.	
120	HU	IM	GYSEV Zrt.	
121	HU	IM	MÁV	
122	HU	RU-F	GYSEV CARGO Zrt.	
123	HU	RU-F	MMV Magyar Magánvasút Zrt.	
124	HU	RU-FWK	DB Cargo Hungária Kft.	DB Cargo AG
125	HU	RU-FWK	Rail Cargo Hungaria Zrt.	
126	HU	RU-P	MÁV-START	

Nr.	Member State	Type of Company	Company name	Reporting Entity
127	IE	WK	TOUAX Rail Ltd.	RSRD <sup>2</sup>
128	IT	IM	EAV Naples Italy	
129	IT	IM	Ferrovie Emilia Romagna	
130	IT	IM	Gruppo Torinese Trasporti S.p.A.	
131	IT	IM	La Ferroviaria Italiana S.p.A.	
132	IT	IM	RFI	
133	IT	IM/RU-P	FERROVIE DEL GARGANO	
134	IT	RU-F	Captrain Italia Srl	
135	IT	RU-F	Dinazzano Po	
136	IT	RU-F	GTS Rail S.p.A.	
137	IT	RU-F	HUPAC SpA	
138	IT	RU-F	TX Logistik AG - Sede Secondaria Italiana	
139	IT	RU-F/RU-P	Trasporto Ferroviario Toscano SpA	
140	IT	RU-FWK	DB Cargo Italia Srl	DB Cargo AG
141	IT	RU-FWK	Mercitalia Rail s.r.l.	
142	IT	RU-P	GRUPPO TORINESE TRASPORTI SPA	
143	IT	RU-P	Italo - Nuovo Trasporto Viaggiatori S.p.A.	
144	IT	RU-P	SAD-Trasporto Locale SpA	
145	IT	RU-P	SNCF Voyages Italia	
146	IT	RU-P	Trasporto passeggeri emilia romagna	
147	IT	RU-P	Trenitalia S.p.A.	
148	IT	RU-P	TRENTINO TRASPORTI ESERCIZIO SPA	
149	IT	WK	Lotras srl	RSRD <sup>2</sup>
150	IT	WK	Monfer Cereali SRL	RSRD <sup>2</sup>
151	LT	IM/RU-F/RU-PWK	JSC "Lithuanian Railways"	
152	LU	IM/RU-F/RU-P/WK/AB	CFL (IM), CFL (RU), CFL CARGO (RU + WK), ACF (AB)	
153	LV	IM/RU-FWK	VAS Latvijas dzelzceļš (LDz)	
154	NL	IM	ProRail B.V.	
155	NL	RU-FWK	DB Cargo Nederland N.V.	DB Cargo AG
156	NL	RU-P	NS Reizigers & NS International	
157	NO	IM	Bane NOR	
158	PL	IM	PKP Polskie Linie Kolejowe S.A.	
159	PL	RU-FWK	DB Cargo Polska Spółka Akcyjna	DB Cargo AG

Nr.	Member State	Type of Company	Company name	Reporting Entity
160	PL	WK	Felbermayr Immo Sp.z.o.o.	RSRD <sup>2</sup>
161	PL	WK	GATX Rail Poland Sp. z o.o.	RSRD <sup>2</sup>
162	PL	WK	Tankwagon Sp. z o. o.	RSRD <sup>2</sup>
163	PT	IM	Infraestruturas de Portugal	
164	PT	RU-FWK	Medway - Operador Ferroviário e Logístico de Mercadorias, SA	
165	PT	RU-FWK	Takargo	
166	PT	RU-P	CP - Comboios de Portugal, E.P.E.	
167	PT	RU-P	FERTAGUS	
168	PT	WK	ADP Fertilizantes, S.A.	RSRD <sup>2</sup>
169	PT	WK	CIMPOR - Serviços de Apoio à Gestão de Empresas, S.A.	RSRD <sup>2</sup>
170	RO	IM	CFR	
171	RO	RU-FWK	DB Cargo Rail Romania SRL	DB Cargo AG
172	SE	IM	Trafikverket	
173	SE	RU-FWK	Green Cargo	
174	SE	WK	Stena Recycling AB	RSRD <sup>2</sup>
175	SE	WK	TRANSWAGGON AB	RSRD <sup>2</sup>
176	SI	IM	SŽ Infrastruktura d.o.o. Kolodvorska 11, 1000 Ljubljana Slovenia	
177	SI	RU-F	SŽ TOVORNI PROMET D.O.O.	
178	SI	WK	Adria kombi d.o.o.	RSRD <sup>2</sup>
179	SK	RU-F	BULK TRANSSHIPMENT SLOVAKIA, a.s.	
180	SK	RU-F/RU-P	LTE Logistik a Transport Slovakia s.r.o.	LTE Group
181	SK	RU-FWK	Železničná spoločnosť CARGO Slovakia, a.s.	
182	SK	WK	Felbermayr Slovakia s.r.o.	RSRD <sup>2</sup>
183	SK	WK	Ing. Alica Ovciariková A.O.	RSRD <sup>2</sup>
184	TR	WK	TRANSWAGGON Vagon Isletmeleri Ltd. Sti.	RSRD <sup>2</sup>
185	UK	IM	Network Rail Infrastructure Limited	
186	UK	RU-FWK	DB Cargo UK	

### ANNEX 3: RESPONSES CONTACT LIST V6

Nr.	Member State	Type of Company	Company name	Reporting Entity
1	BE	RU-F	Lineas Group	
2	BE	RU-P	THI factory	
3	CZ	RU-F	EP Cargo	
4	CZ	RU-F	IDS CARGO	
5	CZ	RU-F	TONCUR	
6	CZ	RU-F/RU-P	CityRail	
7	CZ	RU-F/RU-P	Jindrichohradecke mistni drahy	
8	CZ	RU-F/RU-P	KŽC Doprava	
9	CZ	RU-P	GW Train Regio	
10	CZ	WK	Cement Hranice	
11	CZ	WK	ČR SSHR	
12	CZ	WK	KKB	
13	CZ	WK	KOTOUČ ŠTRAMBERK	
14	CZ	WK	Škoda Auto	
15	CZ	WK	Spolek pro chemickou a hutní výrobu	
16	CZ	WK	státní podnik DIAMO	
17	DE	RU-F	RheinCargo	
18	DK	RU-P	DSB	
19	EL	IM	O.S.E.	
20	ES	RU-F	Logitren Ferroviaria	
21	ES	RU-F/RU-P	FERROVIAL RAILWAY	
22	IT	RU-F/RU-P	Società Ferrovie Udine Cividale	
23	IT	RU-F/RU-P	TRENORD	
24	IT	RU-P	ARRIVA Italia Rail	
25	PL	RU-P	Arriva RP	
26	PL	RU-P	Koleje Dolnoslaskie	
27	PL	RU-P	Koleje Małopolskie	
28	PL	RU-P	Koleje Śląskie	
29	PL	RU-P	PKP	
30	PL	RU-P	PKP Intercity	

Nr.	Member State	Type of Company	Company name	Reporting Entity
31	PL	WK	Łódzka Kolej Aglomeracyjna	
32	SE	RU-F	Hector Rail	
33	SE	RU-F	LKAB Malmtrafik	
34	SE	RU-P	sj	
35	SK	IM	Slovak Railways	
36	SK	RU-P	RegioJet	
37	SK	RU-P	Železničná spoločnosť Slovensko	

