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TAF TSI Compliance Results – CEF Grant Agreement INEA/CEF/TRAN/M2015/1138222

To whom it may concern,

I confirm and certify herewith that the TAF TSI functionalities implemented by the company Železničná spoločnosť Cargo Slovakia (Slovakia) within the Action “*Implementation of the technical interoperability for TAF TSI subsystem at ZSSK CARGO*”, co-financed by the Connecting Europe Facility Fund, are compliant with the appropriate provisions of the TAF-TSI Regulation No. 1305/2014 and its Technical Documents.

Details of the Action:

Name of the Action:	Implementation of the technical interoperability for TAF TSI subsystem at ZSSK CARGO
No. of the Action:	2015-SK-TM-0080-W
No. of the Grant Agreement:	INEA/CEF/TRAN/M2015/1138222
Duration of the Action:	2017-2019
Verified Activity:	TAF TSI Implementation – Phase 3 (Activity 3), Phase 4 (Activity 4)
Verified TAF TSI Functionalities:	Consignment Note Data; Wagon Movement; Path Request; Train Composition

Table 1 Details of the Action

The results of the verification process are concluded as follows:

Železničná spoločnosť Cargo Slovakia has sent to the European Union Agency for Railway on 4 December 2019 following attached deliverable datasets for verification:

No.	TAF TSI function	File name
1)	Consignment Note Data	2156_ECN_1.5v1.3_sample_002.xml
2)	Wagon Movement	2156_WSM_WagonArrivalNotice_sample_001.xml; 2156_WSM_WagonDeliveryNotice_sample_001.xml; 2156_WSM_WagonDepartureNotice_sample_001.xml; 2156_WSM_WagonReleaseNotice_sample_001.xml; 2156_WSM_WagonYardArrival_sample_001.xml; 2156_WSM_WagonYardDeparture_sample_001.xml; 2156_WagonInterchangeNoticeMessage_5009_sample_002.xml; 2156_WagonInterchangeSubNoticeMessage_5010_sample_002.xml; 2156_WagonReceivedAtInterchangeMessage_5012_sample_002.xml; 2156_WagonRefusedAtInterchangeMessage_5013_sample_002.xml.
3)	Path Request	Path Request Message.xml; Receipt Confirmation Message.xml; Path Canceled Message.xml; Error Message.xml.
4)	Train Composition	2156_TrainCompositionMessage_3003_sample_001.xml.

Table 2 Datasets for verification

- 1) The TAF TSI function „Consignment Note Data“ XML messages Železničná spoločnosť Cargo Slovakia deploys in its IT system called „ISP-Information system for operation support“ (CEF Project), mentioned in *Table 2*, are (soft) compliant against the official TAF data catalogue version baseline 2.3.0 (checked with Altova XML Spy 2019 (x64) in February 2020) – see <https://www.era.europa.eu/content/technical-documents-baseline-230>. (Soft) compliance is considered conditional, with minor open point, to be closed by the applicant, minor open point is given in the *ANNEX: Compliance of the Consignment Note Data message*. (Soft) compliance is concluded in conjunction with the additional explanations delivered by the applicant, which are laid down in the *ANNEX: Compliance of the Consignment Note Data message*.
- 2) The TAF TSI function „Wagon Movement“ XML messages Železničná spoločnosť Cargo Slovakia deploys in its IT system called „ISP-Information system for operation support“ (CEF Project), mentioned in *Table 2*, are valid against the official TAF data catalogue version baseline 2.3.0 (checked with Altova XML Spy 2019 (x64) in February 2020) – see <https://www.era.europa.eu/content/technical-documents-baseline-230>. Except for the following messages:
 - 2156_WSM_WagonArrivalNotice_sample_001.xml;
 - 2156_WSM_WagonDeliveryNotice_sample_001.xml;
 - 156_WSM_WagonDepartureNotice_sample_001.xml;
 - 156_WSM_WagonReleaseNotice_sample_001.xml;
 - 2156_WSM_WagonYardArrival_sample_001.xml;
 - 2156_WSM_WagonYardDeparture_sample_001.xml;

which are (soft) compliant to the TAF TSI. Detailed compliance report can be obtained from the website

https://www.era.europa.eu/sites/default/files/filesystem/taf/compliance_reports/compliance_report_-_raildata_isr_v1.0.docx.

The ISR data catalogue “120927_WSM_version_05.xsd” has been used for compliance checking.


- 3) The TAF TSI function „Path Request“ XML messages Železničná spoločnosť Cargo Slovakia deploys in its IT system called „VDS – Train dispatching system“ (CEF Project), mentioned in *Table 2*, are valid against the official TAF data catalogue version baseline 2.3.0 (checked with Altova XML Spy 2019 (x64) in February 2020) – see <https://www.era.europa.eu/content/technical-documents-baseline-230>. With the following minor exceptions:

the TAF XML message:

- *PathRequestMessage.xml*

compliance includes the TAF TSI CCM Change Request on the LocoTypeNumer not yet part of the official TAF data catalogue. Approval of the corresponding Change Request is foreseen for May 2020. As soon as it happens this exception shall be considered removed.

- 4) The TAF TSI function „Train Composition“ XML messages Železničná spoločnosť Cargo Slovakia deploys in its IT system called „ISP-Information system for operation support“ (CEF Project), mentioned in *Table 2*, are valid against the official TAF data catalogue version baseline 2.3.0 (checked with Altova XML Spy 2019 (x64) in February 2020) – see <https://www.era.europa.eu/content/technical-documents-baseline-230>



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ANNEX: Compliance of the Consignment Note Data message

APPENDIX: Messages subject to verification:

https://www.era.europa.eu/sites/default/files/filesystem/taf/compliance_reports/compliance_report_zs_cargo_slovakia_inea_cef_tran_m2015_1138222_ph3_4_appendix.zip

ANNEX: Compliance of the Consignment Note Data message

../ns1:MessageHeader/ns1:MessageReference/ns1:MessageIdentifier

Type: ns1:FreeText

Annotation: Identification of the Message

Explanations offered on January 27, 2020:

„The corresponding data element in ECN is the MessageReferenceNumber (CIMECNMessages/ECNs/ECNHeader/MessageReferenceNumber) It serves an identifier for each ECN message“

../ns1:COMS/ns1:COM_Header/ns1:ConsignmentOrderType

Type:

Annotation: Preliminary list of messages, by now restricted on different types of consignment orders. CIM: none.

ORU: original consignment order message from origin location

ORX: update for consignment order from origin location

ORD: deletion for consignment order from origin location

TRU : original transit consignment order

TRX: update for transit consignment order

TRD: deletion of transit consignment order

DRU : original consignment order to destination location

DRX: update for consignment order to destination location

DRD: deletion of consignment order to destination location

Explanations offered on January 27, 2020:

„In the ECN flow it was decided that each message contains the complete information about the entire transport. There is no division in O, T or D (Origin, Transit and Destination). This was demanded by several railways since the information about the destination of trains has to be already present while building the train in the origin station. Therefore it makes no sense to divide the messages as described in TAF/TSI.

Nevertheless the information is given by the carrier sequences in the ECN messages. Each carrier has access to the information on which position he acts during the transport. »

Condition (open point) offered on January 27, 2020:

(...) What we as Raildata may offer you is to adapt the relation of ECOM and ECN messages to ORU, TRU and DRU in the documentation of the ECN messages (...)

.../ns1:RID/ns1:DangerousGoodsIndication/ns1:LimitedQuantityIndicator

Type: xs:boolean

Annotation: Indicator for labelled dangerous goods in limited quantity according to chapter 3.-4 RID

Explanations delivered on January 27, 2020:

« The information about dangerous goods in limited quantities is given in the ECN, but it is located on a different place. Instead of having a marker in the RID section (which by the way is complete illogical, since dangerous goods in limited quantities are not subject to the RID) the information in ECN is stored in CIMECNMessages/ECNs/ECN/ConsignorDeclarations/ConsignorDeclaration. The code 24 is hardcoded (token) with the following meaning : Dangerous goods packed in Limited quantities the total gross mass of which exceeds eight tonnes per wagon or UTI

Only in this case the consignor has to provide the RU with this information. In my point of view the ECN is here closer to the legal demands than the COM”