Report

8th TAF TSI IMPLEMENTATION STATUS REPORT OF THE EUROPEAN UNION AGENCY FOR RAILWAYS – 1st HALF 2018

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Document History

Version	*Date*	*Comments*
0.1	28/09/2018	1st draft
1.0	27/02/2019	release incorporating the kind contribution from NCP PT

Contents

Abbreviations

Abbreviation	Definition
CEF	Connecting Europe Facility
CER	Community of European Railway and Infrastructure Companies
CI	Common Interface
CRD	Central Reference Database
DI	Degree of Implementation
EC	European Commission
ECM	Entity in Charge of Maintenance
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
INEA	Innovation and Networks Executive Agency
JSG	Joint Sector Group
NCP	National Contact Point
PCS	Path Coordination System by RNE
PM^2	Official Project Management Methodology of the European Commission
RailData	International organisation of European cargo Railway Undertakings. It is established as special group of the International Union of Railways (UIC)
RISC	Rail Interoperability and Safety Committee
RNE	Rail Net Europe
RSRD	Rolling Stock Reference Database
RSRD^2	Rolling Stock Reference Database implementation made by UIP members
RU	Railway Undertaking
TAF	Telematics Applications for Freight
TIS	Train Information System developed by RNE

Abbreviation	Definition
CEF	Connecting Europe Facility
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
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)	1st Status Report in 2014 of the European Railway Agency for European Commission regarding the Implementation of TAF TSI.	1st Status Report ERA-REP-114 - IMPL-2015-01	21.04.2015
(4)	2nd Status Report in 2014 of the European Railway Agency for European Commission regarding the Implementation of TAF TSI.	2nd Status Report ERA-REP-114 - IMPL-2015-02	27.11.2015
(5)	3rd TAF TSI Implementation Status Report of the European Union Agency for Railways – 2nd Half 2015	3rd TAF TSI Implementation Status Report ERA-REP-114-IMPL-2016-01.	26.07.2016
(6)	4th TAF TSI Implementation Status Report of the European Union Agency for Railways – 1st Half 2015	4th TAF TSI Implementation Status Report ERA-REP-114-IMPL-2016-02.	22.12.2016
(7)	5th ERA TAF TSI Implementation Cooperation Group held on 22nd and 23rd March 2017	Minutes_TAF_Cooperation Group_20170322_23_Draft_v02	27.03.2017

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) 2016/797	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	22.09.2010

Ref. N°	Document Reference	Title	Last Issue
		2010 concerning a European rail network for competitive freight	
[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

Table of Figures

1. Executive summary

This report contains the data provided to report the status of the implementation by **30.06.2018** of the following TAF TSI [2] functions:

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

This eights report provides a view of the implementation of these eight functions, agreed by the Agency TAF TSI Cooperation Group in March 2018. The first conclusion can be drawn from the fact that number of companies reporting has significantly increased compared to the previous report, because 214 companies responded out of potential 569 companies registered in the JSG Reporting Tool (http://taf-jsg.info/). Therefore the number of companies reported is close to 37% 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)[1] 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[2]
- UIC
- EIM
- UNIFE

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

[2] See «Abbreviations» for acronyms.

- UIRR
- ESC
- 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. 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 108 companies across Europe.

The following key findings per TAF function can be highlighted:

- In general terms, when 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 conducting to get the Company Codes, in particular for newcomers and wagon keepers.

- The majority of RUs is still developing the common interface, while a more significant number of the IMs have already finished the implementation of the common interface.

- The deployment of the Rolling Stock Reference Database has been already launched. Although the number of Railway Undertakings reporting about this function has significantly increased, still mainly UIP members have delivered data concerning the implementation of this function. Regarding the data delivered, these Wagon Keepers companies' 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 2017, 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 (+ the wagon movement) is improving in comparison with the realisation milestones committed on the TAF TSI Master Plan (1). Indeed, the actual value is however behind the expected implementation value by

2017, when half of Railway Undertakings respondents committed to deploy this function by 2016. Nevertheless, the whole implementation is expected by 2018.

- Regarding 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 1st half of 2018 is in 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 8th 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 becomes a system authority for Telematics. This new role prescribed on 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 4th 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 perform a dissemination campaign to NCPs and assist them to follow-up the TAF TSI [2] implementation at national level.

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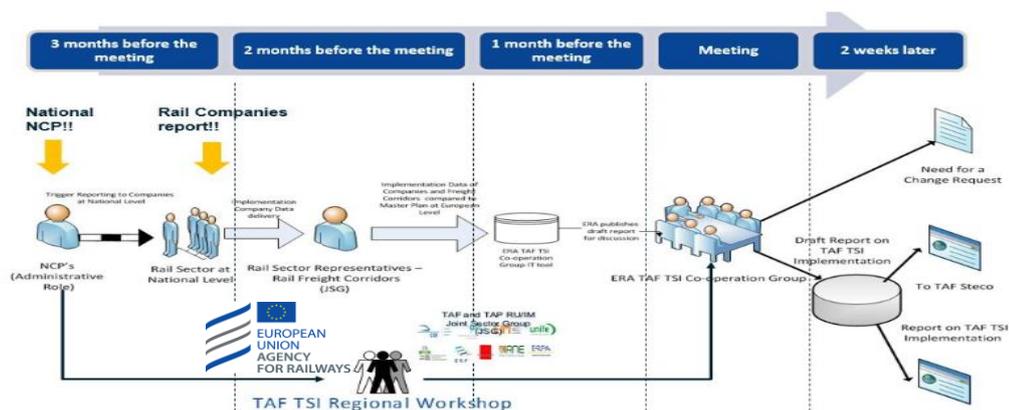
The Agency has to inform the EC about the results of this monitoring and has to advise the EC about the possible changes needed. In a multimodal context, the Agency has to guarantee that any of the actions taken do not create additional obstacles for multimodal environment.

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[3] [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 injection at it's a financial tool at disposal of 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 15th 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 569 thanks to the information delivered by the National Contact Points (NCPs)**. Once the data is collected, the raw data is delivered 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:

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[3] https://ec.europa.eu/inea/en/connecting-europe-facility/2016-cef-synergy-call

- 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.

- 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 8th report is to inform about the deployment of the functions scheduled to be implemented by 1st half 2018 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 7th meeting (7) held in March 2018, 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

- Wagon Movement

- 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^2). 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:
  - o Feasibility Study
  - o Business Case
  - o 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:
  - o Resource Planning
  - o Project Work Planning (Working Break Down Structure)
  - o Migration Planning
  - o Outsourcing Plan
  - o 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:
  - o Procurement
  - o Executing

       o   Testing (User Acceptance and system Integration)

       o   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.
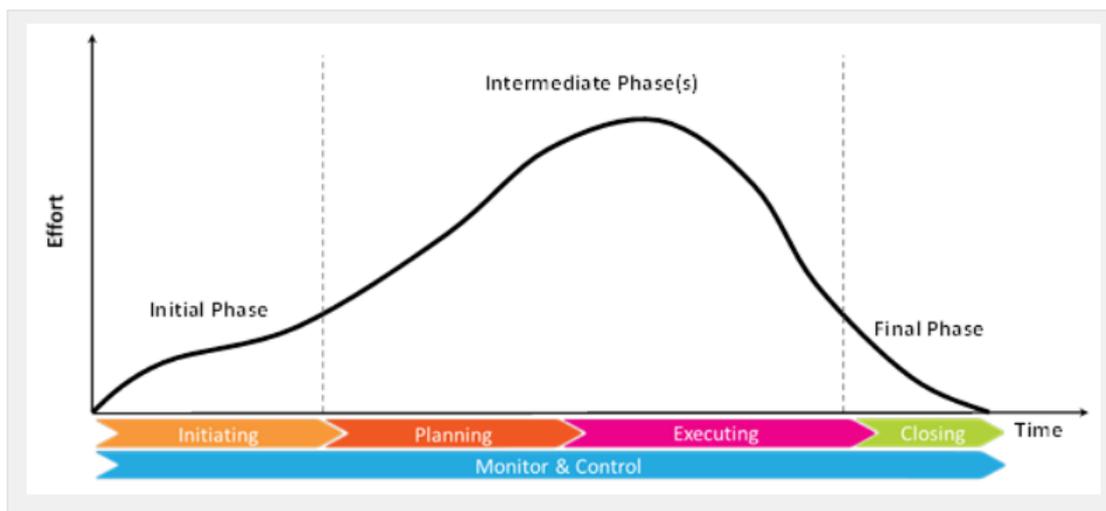
Figure 2: PM^2 project lifecycle.

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 -> Blue 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 < 100% -> Green colour on the map.
  - Closing & Production accomplished: DI = 100% -> Dark Green colour on the map.

4. Participation in the 8th 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 and responses have grown continuously. With the present survey the negative trend of responses is changed again into a growing number of feedback.

The 8th report includes 71 WKs submitted by UIP using RSRD[2].
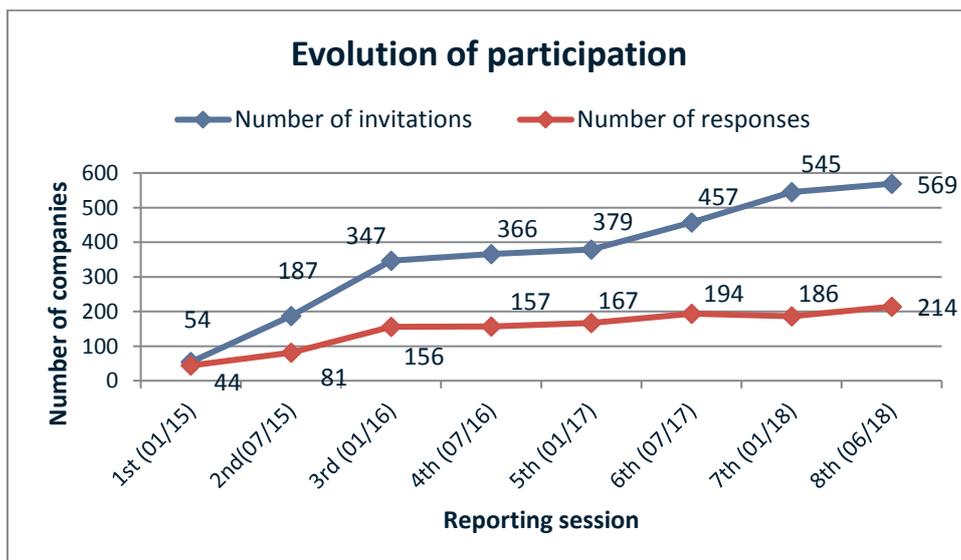
Diagram 1: Evolution of participation over time

Also, the response rate, calculated as number of responses in relation to number of invitations, grew again from 34,1 % to 37,6 % (see diagram 2).
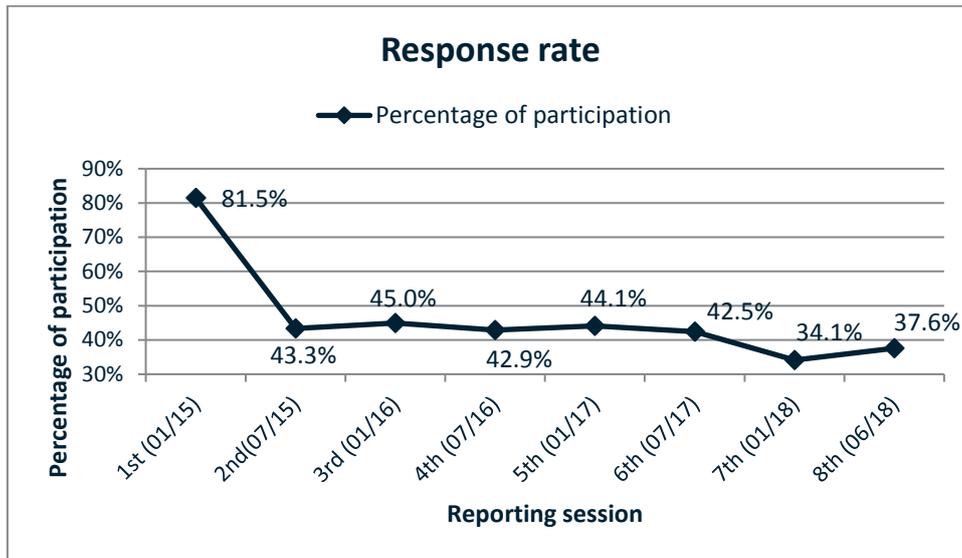
Diagram 2: Evolution of response rate over time

Diagram 3 displays the distribution of total responses per country. The feedback comprises 23 EU Member States plus Switzerland and Turkey.
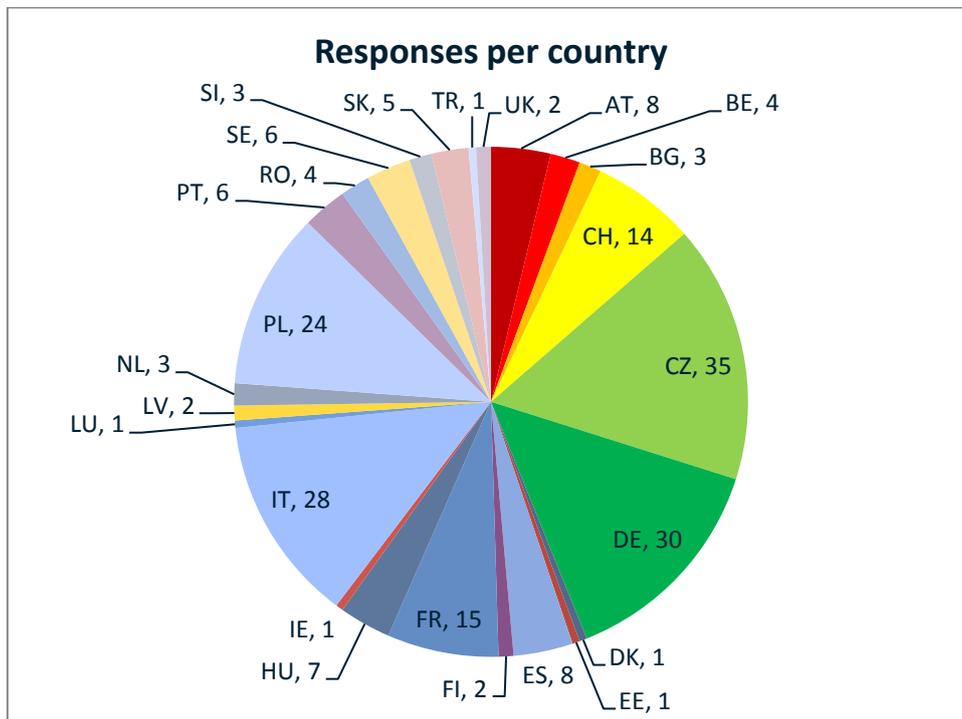
Diagram 3: Number of responses per country

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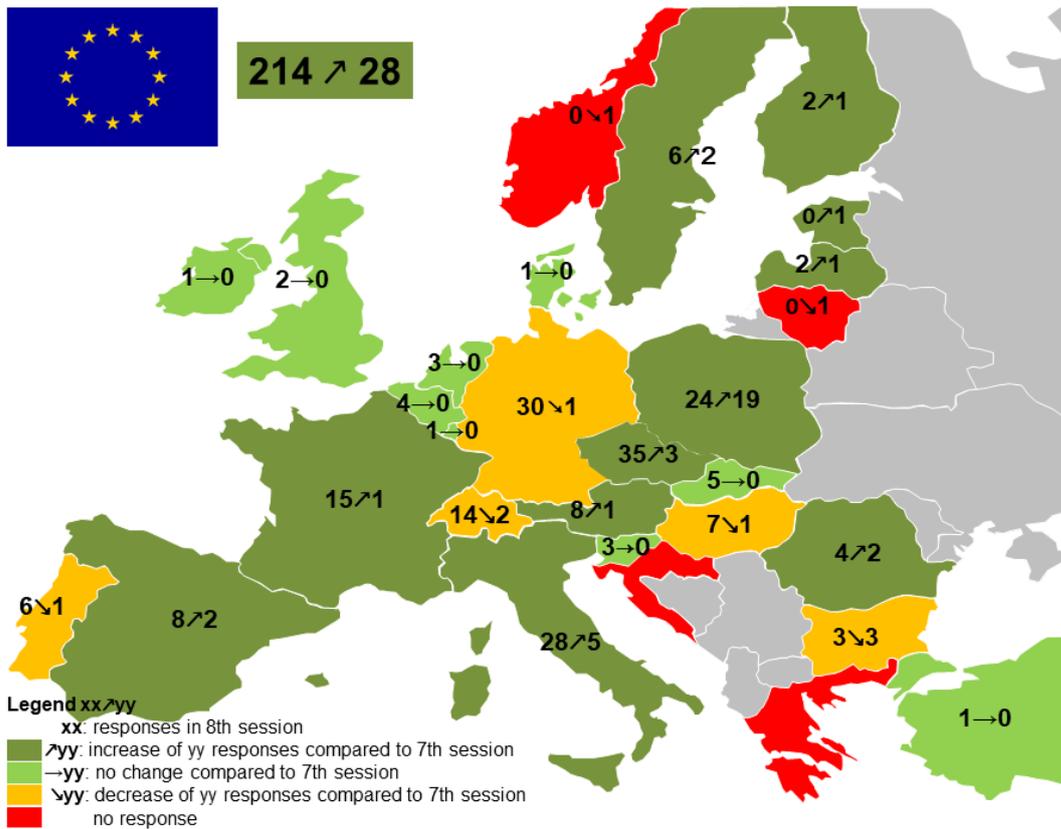
Diagram 4: Evolution of responses per country

4.2.   Participation per company type

Some 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 (214 companies) and listed in Annex 2 is lower than the total number of company types shown in diagram 5 hereafter (263 companies).

Compared to the previous survey, participation for all types of company has grown.

Annex 2 'Responses contact list v8' to this report gives a detailed overview about the companies per country having replied to the eighth session of TAF and TAP TSI implementation monitoring. Please note, that there are entities which have reported on behalf of several companies.

Participation per company type

Legend: IM, RU F, RU P, WK, AB

Y-axis: Number of company types (0 to 120)
X-axis: Reporting session

Reporting session	IM	RU F	RU P	WK	AB
1st (01/15)	19	25			
2nd (07/15)	23	56		2	
3rd (01/16)	24	71	60	60	1
4th (07/16)	24	58		74	1
5th (01/17)	29	60		107	1
6th (07/17)	33	63	39	108	1
7th (01/18)	32	67	24	106	2
8th (06/18)	35	85	29	112	2
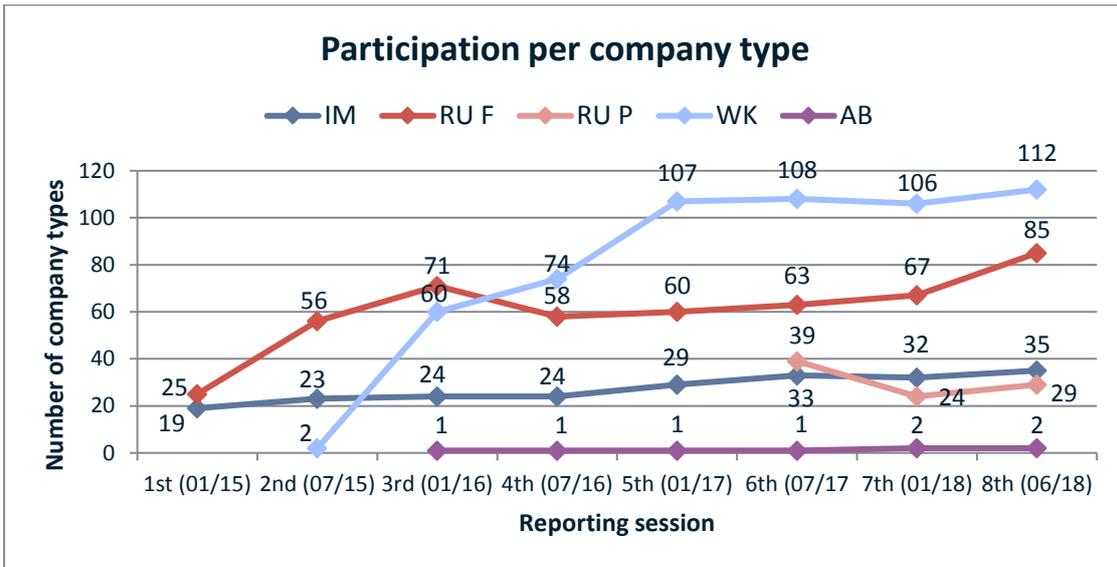
Diagram 5: Evolution of participating per company type over time

5. Data Basis for evaluation

To establish a wider sector representation, 35 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 8th session is included.

Diagram 6 displays the total number of types of company (297) with their allocation to the following reporting sessions:

- Companies only reporting to the 7th reporting session
- Companies reporting to both 7th and 8th reporting session
- New companies reporting for the first time in the 8th reporting session

The reporting period thus represents the second half of year 2017 and the first half of year 2018.

Data basis for Implementation Report

IM = 40   /   RU-F = 101   /   RU-P = 36   /   WK = 119

	IM	RU-F	RU-P	WK
7th	5	16	7	6
7+8th	26	47	18	98
8th	9	38	11	15
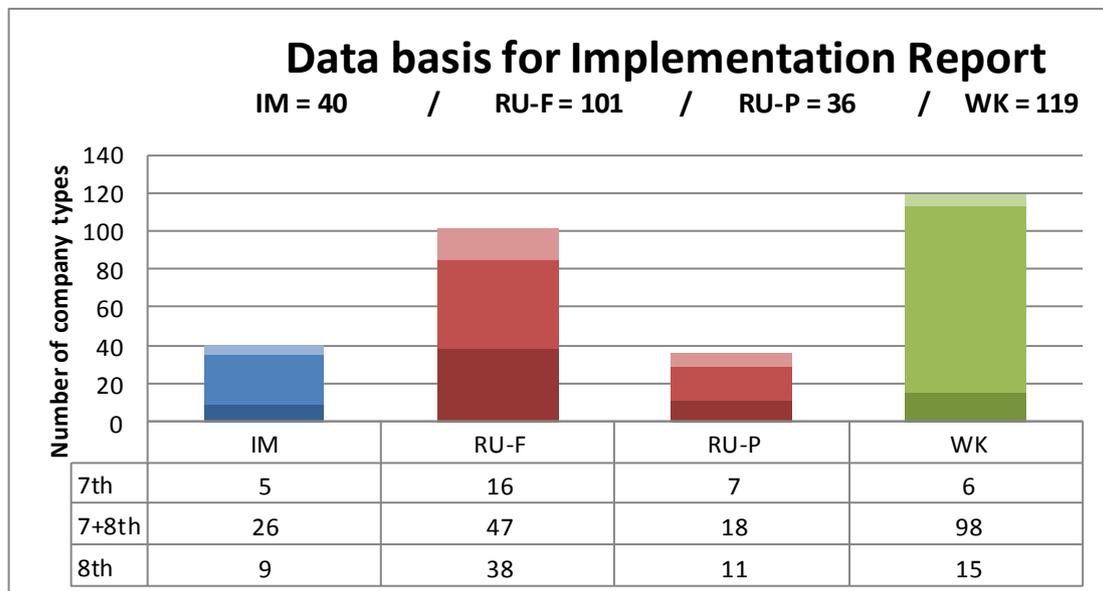
Diagram 6: Number of types of company per reporting session

Annex 3 'Responses contact list v7' to this report lists the companies per country having replied to the seventh session of TAF and TAP TSI implementation monitoring and not to the present one.

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 must 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 most 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 24 IMs with complete implementation. 5 out of 40 IMs in the evaluation are considered with data from the previous survey.
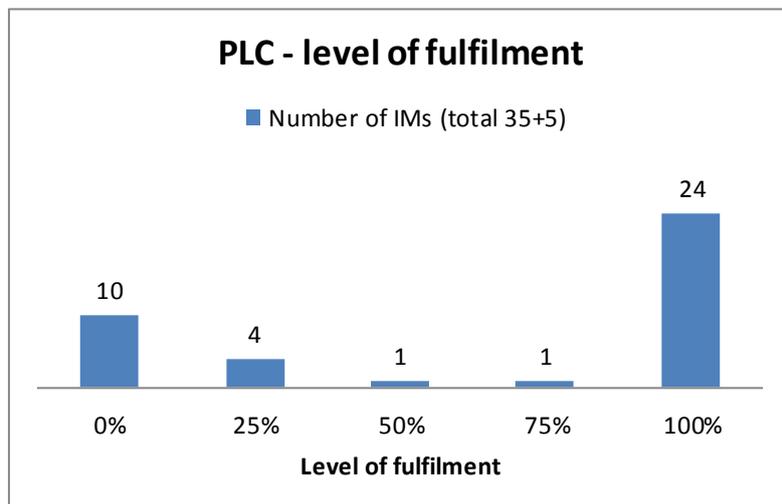
Diagram 7: Common Reference Files - Primary Location Codes (PLC)

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

PLC - evolution of implementation
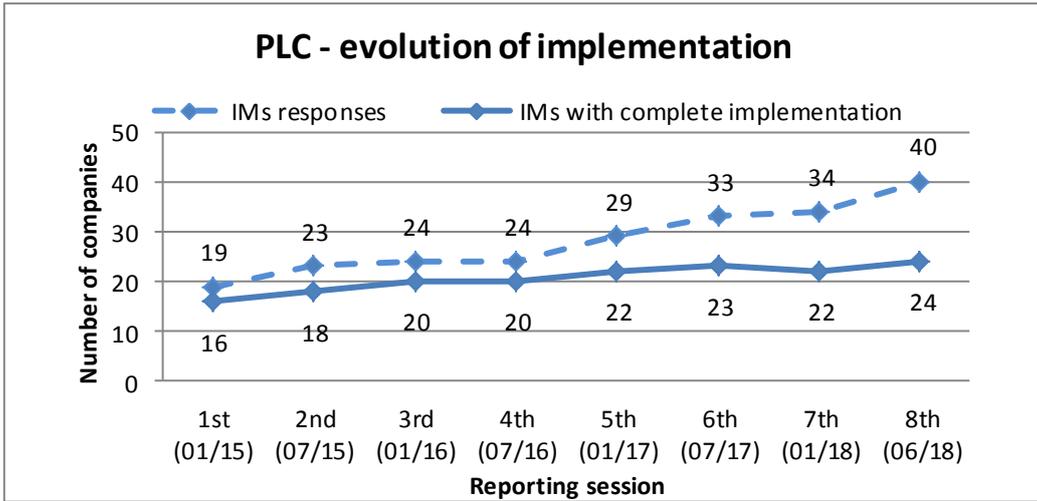
Diagram 8: Evolution of PLC implementation

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. Most of companies having replied to the query possess a CC.

CC - level of fulfilment

- Number of IMs (total 35+5)
- Number of RUs-F (total 85+16)
- Number of WKs (total 113+6)

Level of fulfilment	without CC	with CC
IMs	8	32
RUs-F	23	78
WKs	8	111
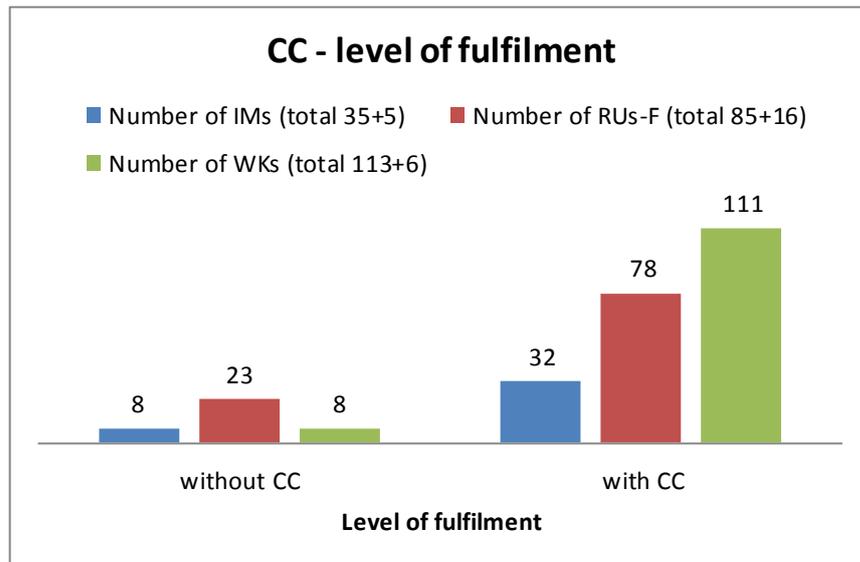
Diagram 9: Common Reference Files - Company Codes (CC)

According to Diagram 10, the number of companies with CCs has grown for all types of companies since the last survey.

CC - evolution of implementation
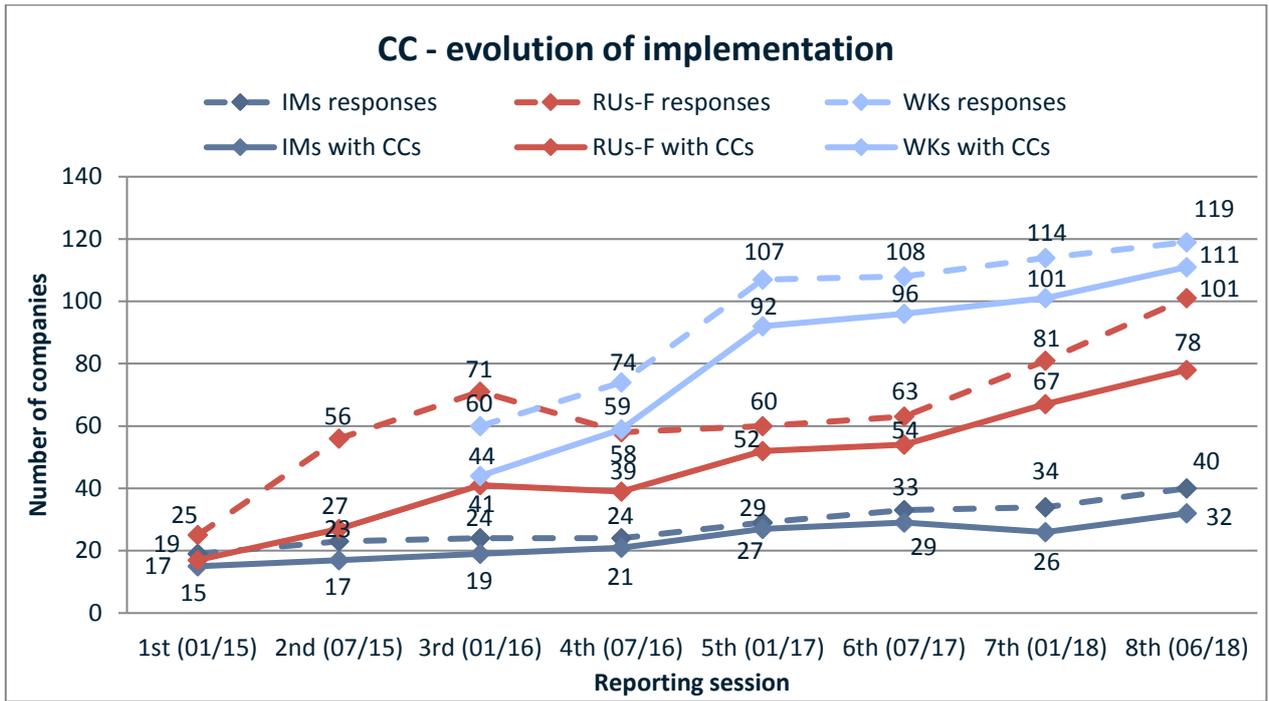
Diagram 10: Evolution of implementation for Company Codes

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, 24 RUs-F and 16 WKs. RSRD^2 has yet not implemented the CI. WKs using RSRD^2 therefore form part of the 25% level.
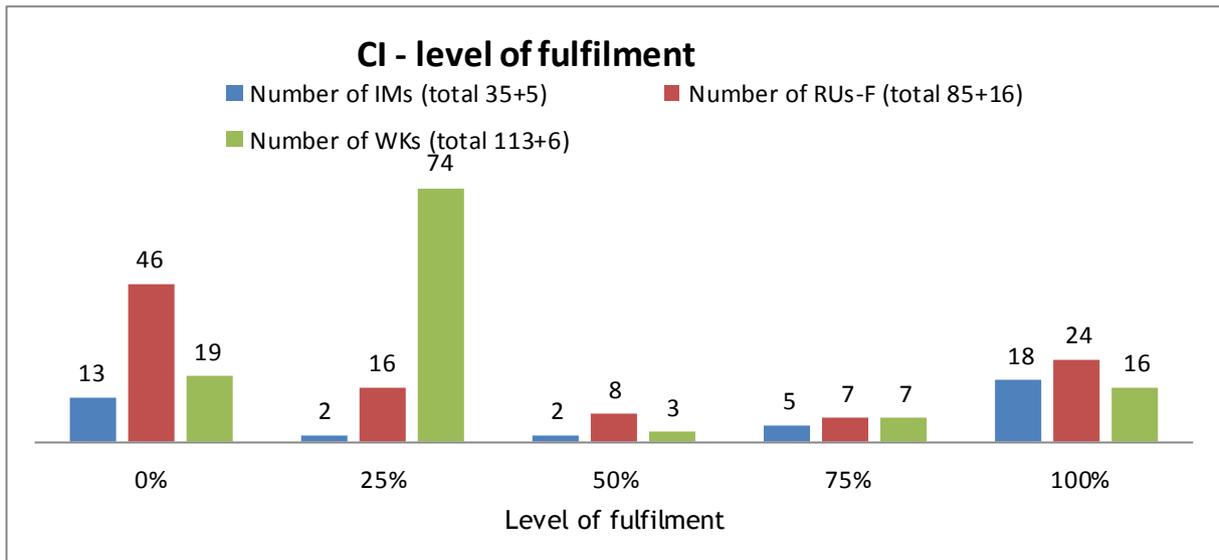
Diagram 11: Common Reference Files – Common Interface (CI)

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. There is no or only little evolution of CI in production up to June 2018.

CI - evolution of implementation
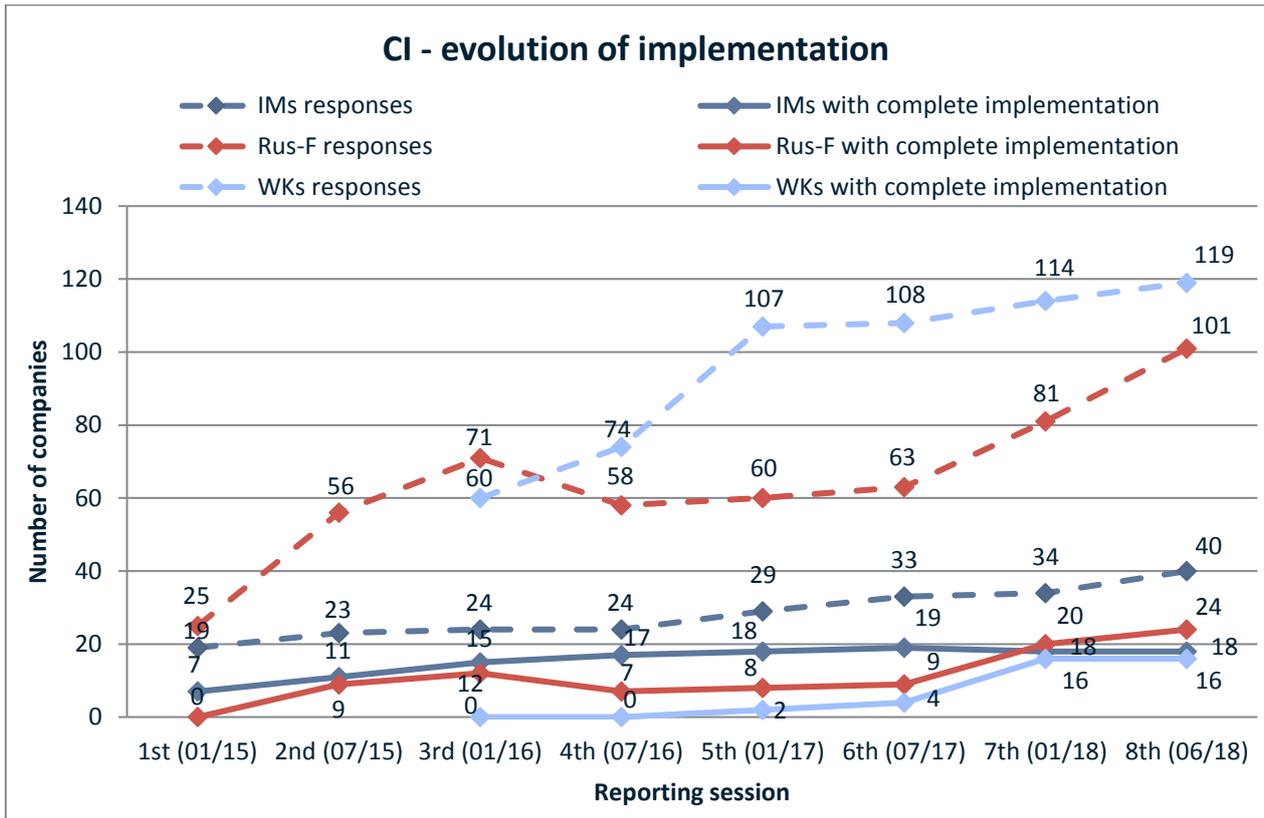
Diagram 12: Evolution of implementation for Common Interface

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 15 IMs and 35 RUs-F with 100 % level of fulfilment.

TRI - level of fulfilment
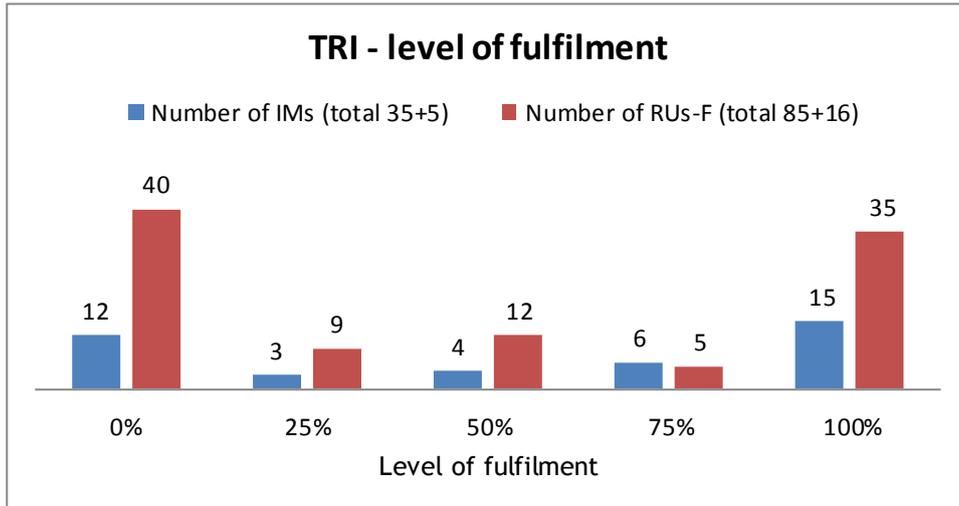
Diagram 13: Train Running Information (TRI)

Regarding diagram 14, both the number of IMs and RUs-F having implemented completely the TRI increased in comparison to the 7th reporting session (plus 3 IMs and plus 11 RUs-F).
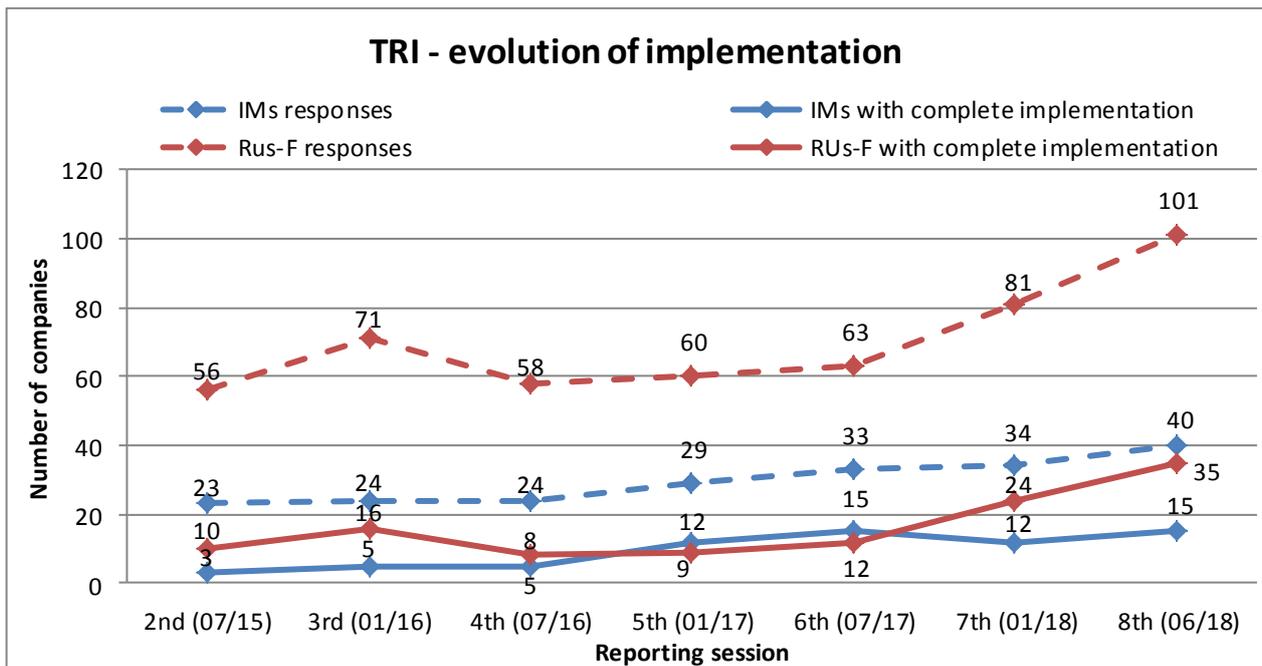
Diagram 14: Evolution of implementation for Train Running Information

Diagram 15 gives an 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.

In CH, CZ and HU there are always two IMs having completed TRI implementation. Among the IMs there are 11 small companies, such as harbours, having responded to this survey. Contrary to the level of fulfilment of dominating IMs, such small companies all across Europe have not even started projects.

Legend (within image):
TRI implemented [100%]   🇪🇺 12 countries

[Percentage of fulfilment, current planned end date]

For countries with data from more than one IM, figures describe the IM with the longest network.

75% 1.6.2016
75% 1.1.2019
n.a.
50% 31.12.2021
50% 31.12.2019
n.a.
n.a.
50% 31.12.2018
75% 30.9.2018
75% 31.12.2023
0% 31.12.2020
75% 31.12.2018
75% 10.12.2021
n.a.
50% 31.12.2018
n.a.
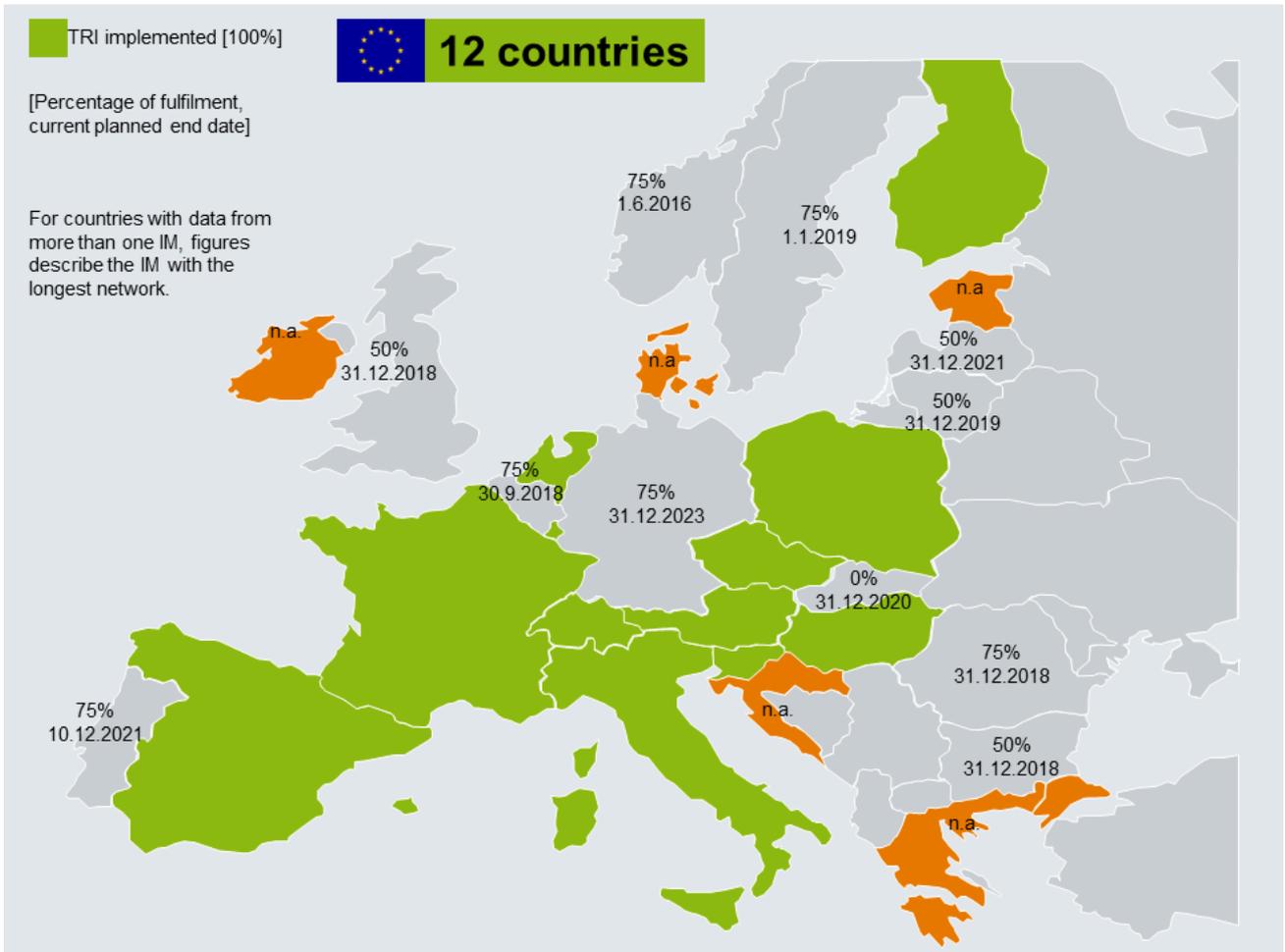
Diagram 15: Implementation of TRI of IMs across European countries

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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.

TCM - level of fulfilment

- Number of IMs (total 35+5)
- Number of RUs-F (total 85+16)

Level of fulfilment	IMs	RUs-F
0%	17	39
25%	5	15
50%	5	14
75%	2	18
100%	11	15
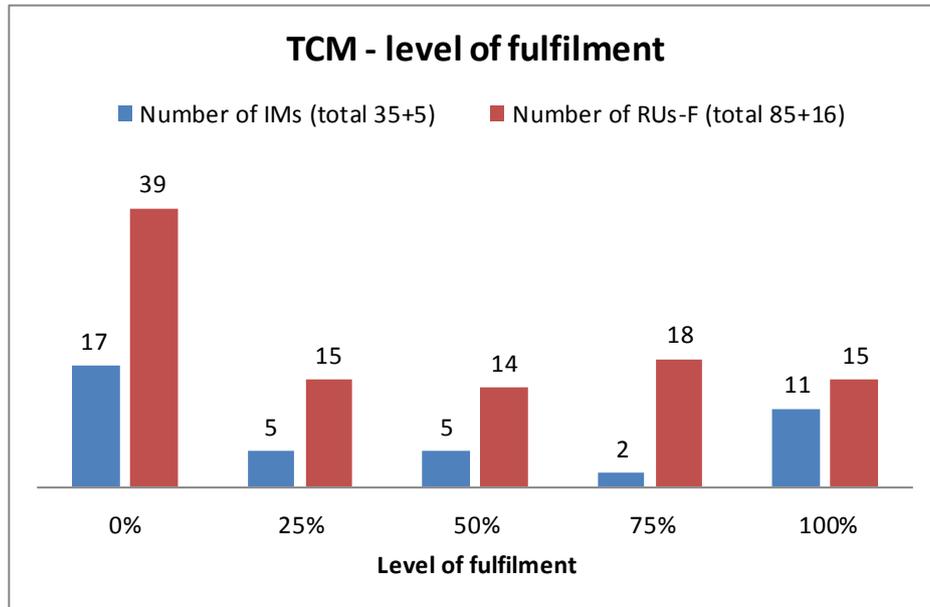
Diagram 16: Train Composition Message (TCM)

Figures show a little increase in terms of complete implementation of TCM since last reporting session. 15 RUs-F out of 101 which replied to the survey have completely implemented the TCM while 11 out of 40 IMs have finished their duty.
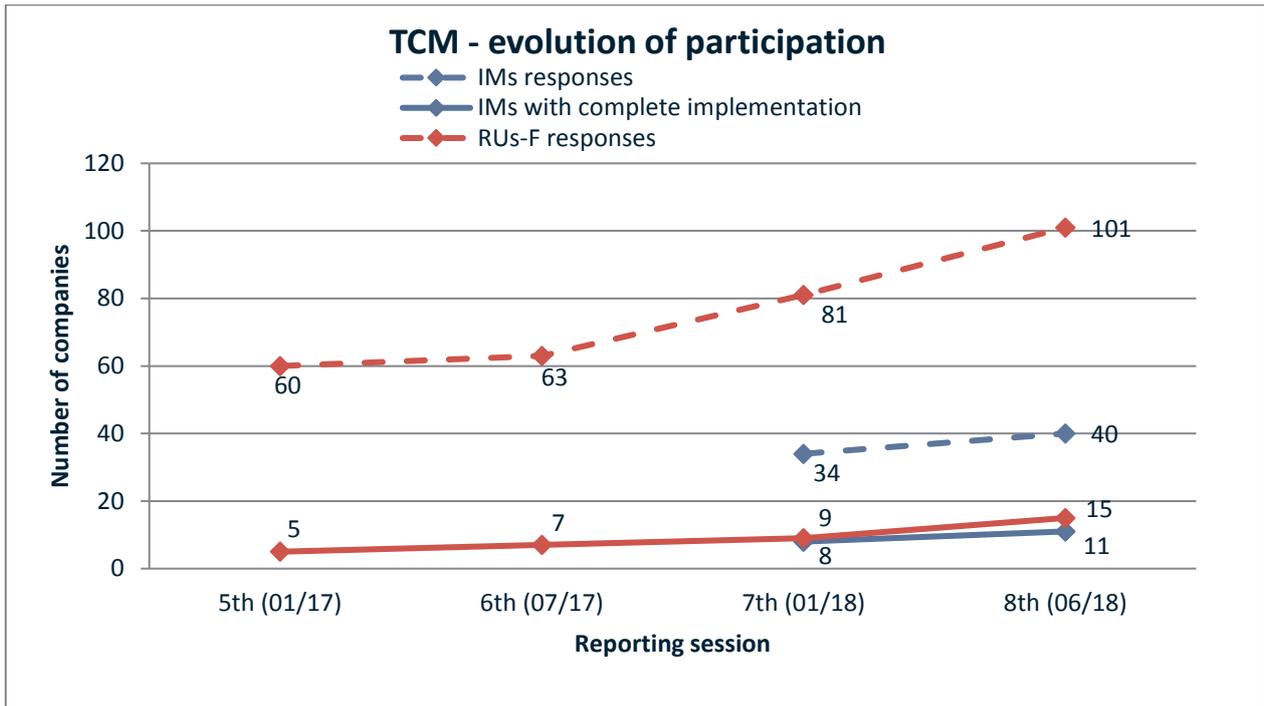
Diagram 17: Evolution of implementation for Train Composition Message

The European map (diagram 18) indicates the level of implementation regarding the TCM function for dominating IMs in each country. Where complete implementation has not yet been reached, current planned end date and level of fulfilment is given.

In CZ and HU there are two IMs having completed TCM implementation. Among the IMs there are 14 small companies, such as harbours, having responded to this survey. Contrary to the level of fulfilment of dominating IMs, such small companies all across Europe have not even started projects.

9 countries

TCM implemented [100%]

TCM [percentage of fulfilment, current planned end date]

no information available

For countries with data from more than one IM, figures describe the IM with the longest network.

n.a.

50%
31.12.2018

0%
n.a.

25%
31.12.2020

n.a

25%
31.12.2021

50%
31.12.2019

25%
31.12.2018

n.a

0%
31.12.2018

0%
n.a.

50%
31.03.2019

0%
31.12.2012

75%
31.12.2018

50%
10.12.2021

n.a.

50%
31.12.2023

75%
30.11.2018

n.a.
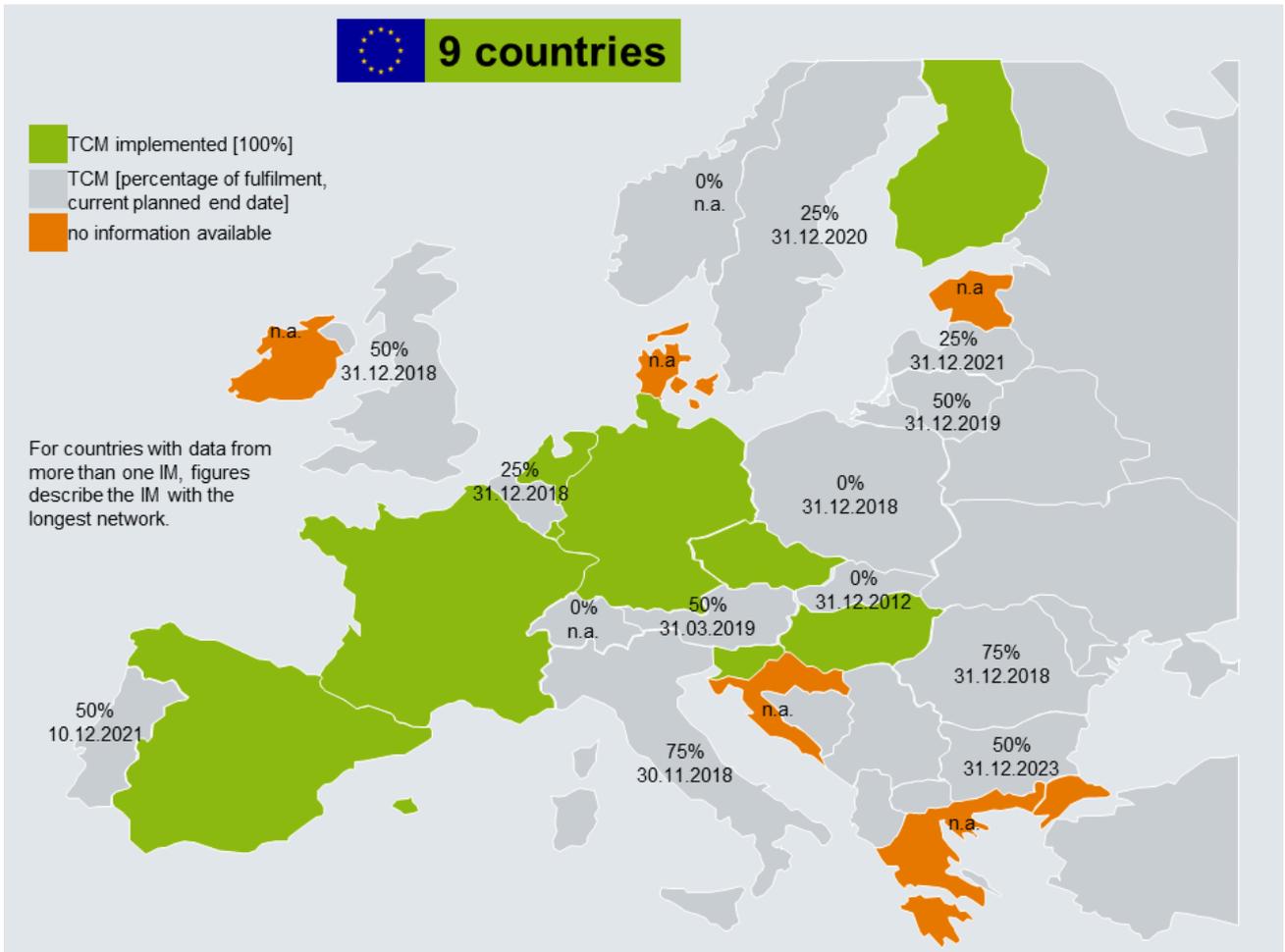
Diagram 18: Implementation of TCM of IMs across European countries

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 19 indicates only 3 RUs-F out of 101 having finished implementation of CND.
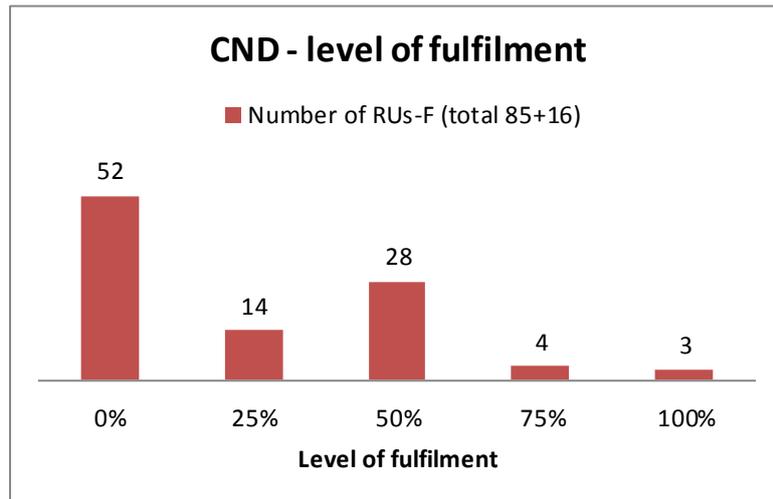
Diagram 19: Consignment Note Data (CND)

Contrary to the evolution of responses the evolution of implementation for CND rests at a very low level for this function (diagram 20).
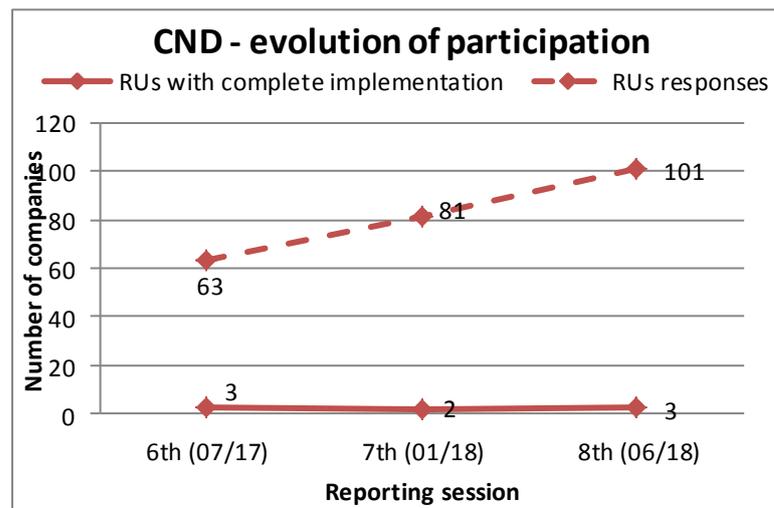
Diagram 20: Evolution of implementation for Consignment Note Data (CND)

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6.7.   Wagon Movement (RUs-F)

The Target Implementation Milestone for realisation of the Wagon Movement function (WM) according to the TAF TSI Masterplan was end of 2016.

This function is reported for the first time in this reporting session. RUs-F from the previous survey (16 companies) therefore do not form part of the data basis, as no data is available from them.

Results from the 8th implementation survey indicate 2 RUs-F having completed the WM function from a total of 85 companies.

WM - level of fulfilment

■ Number of RUs-F (total 85)

Level of fulfilment	Number of RUs-F
0%	46
25%	10
50%	11
75%	16
100%	2
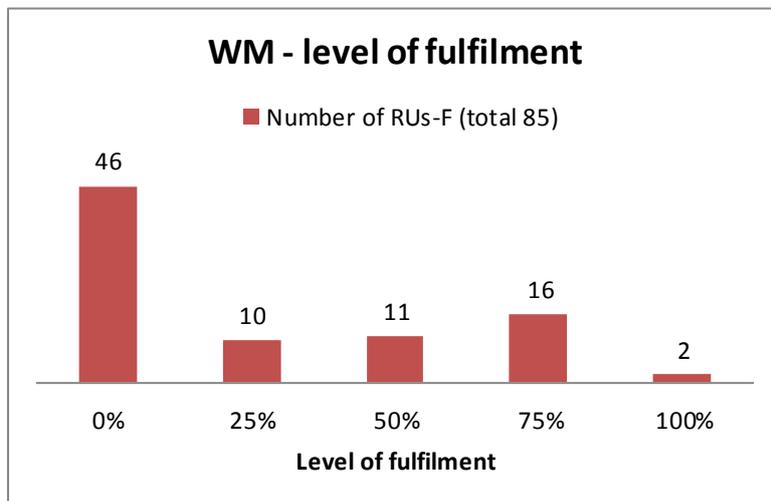
Diagram 21: Wagon Movement (WM)

6.8. 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 considered in the present report.

This function remains at a very low level of fulfilment with 2 companies having this function in production. The reason for this must be further investigated. Companies claim that some requirements and the criteria for fulfilling are still unclear (diagram 22).

WIMO - level of fulfilment

■ Number of RUs-F (total 85+16)

Level of fulfilment	0%	25%	50%	75%	100%
Number of RUs-F	58	24	13	4	2
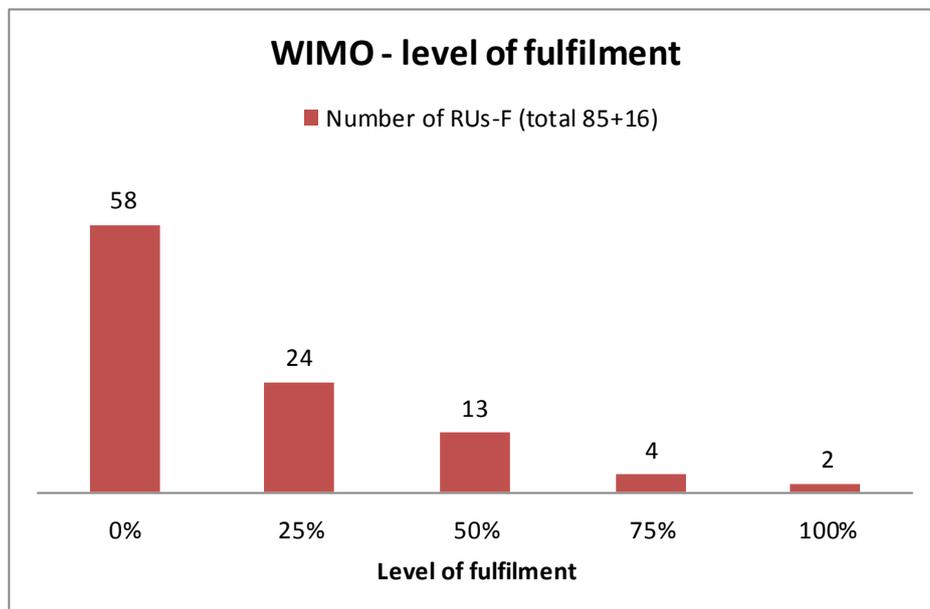
Diagram 22: Wagon and Intermodal Unit Operating Database

Diagram 23 indicates the very low degree of completion for WIMO with no sign of improvement over time.

WIMO - evolution of implementation
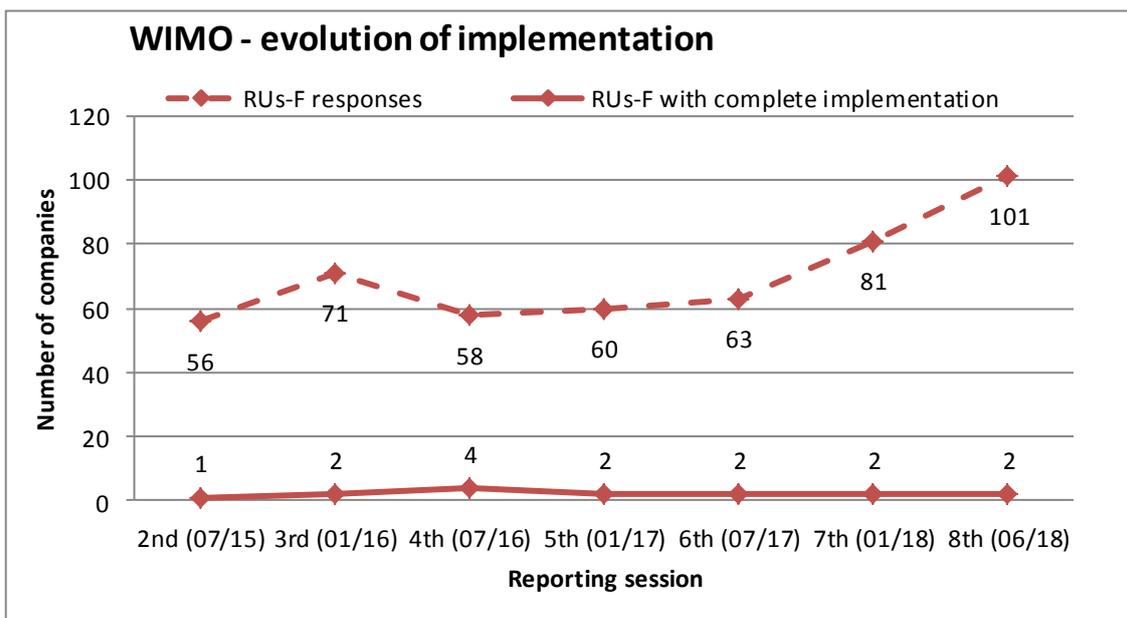
Diagram 23: Evolution of implementation for WIMO

6.9. 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.

Many companies intend fulfilling this functionality in a collaborative way via the common sector tool RSRD[2]. Information delivered by UIP for RSRD[2] means 100% of fulfilment. 73 WKs have implemented this function, out of which 69 WKs thanks to RSRD[2].

RSRD - level of fulfilment

Number of WKs (total 113+6)
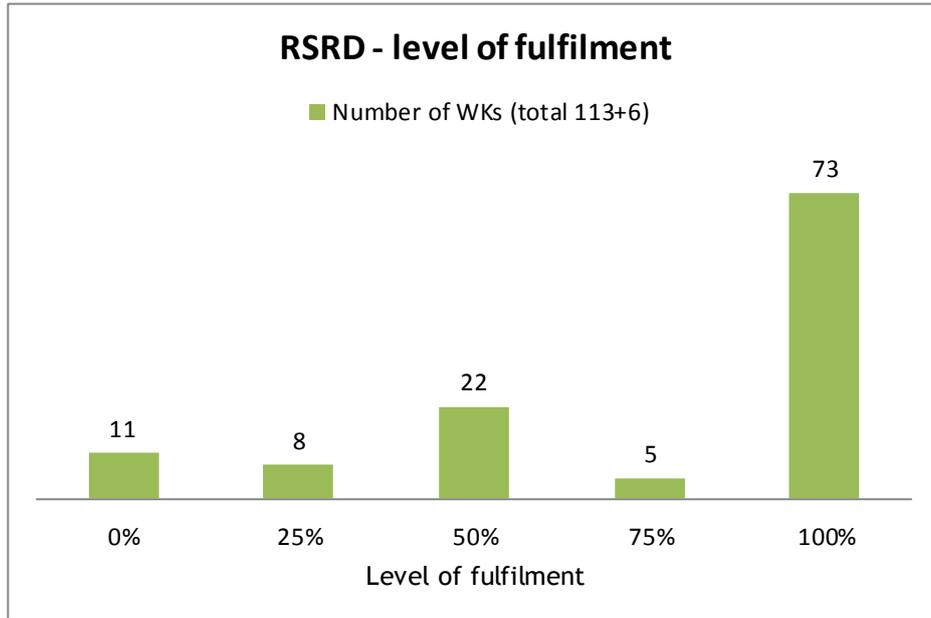
Diagram 24: Rolling Stock Reference Database

Following the higher participation to the survey, the evolution of implementation remains stable compared to the previous report (see diagram 25).

RSRD - evolution of implementation
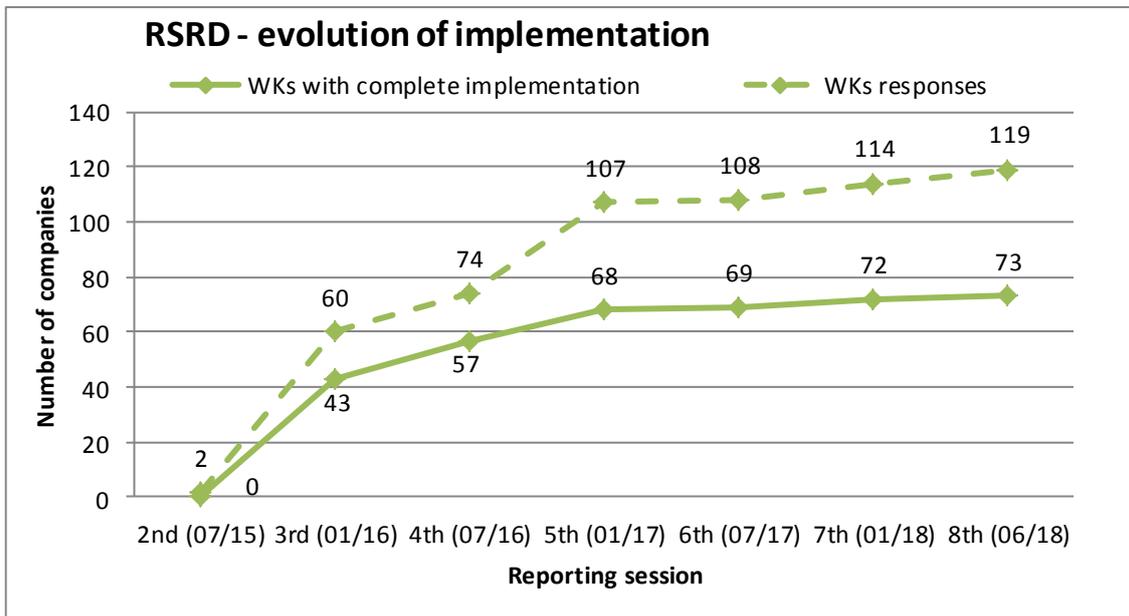
Diagram 25: Evolution of implementation for RSRD

6.10. 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 26 gives a summary of the reasons selected by the companies.

Feedback regarding reasons for not implementing increased with plus 97 in total more than participation to the survey. All categories except 'Process reasons' were affected by that evolution.

Reasons for not implemementing TAF/TAP TSI functions
(total 366)

- Process reasons: 55
- Technical reasons: 63
- Budget constraints: 90
- Insufficient awareness of TAF/TAP TSI requirements: 63
- Other: 95

[number of companies]
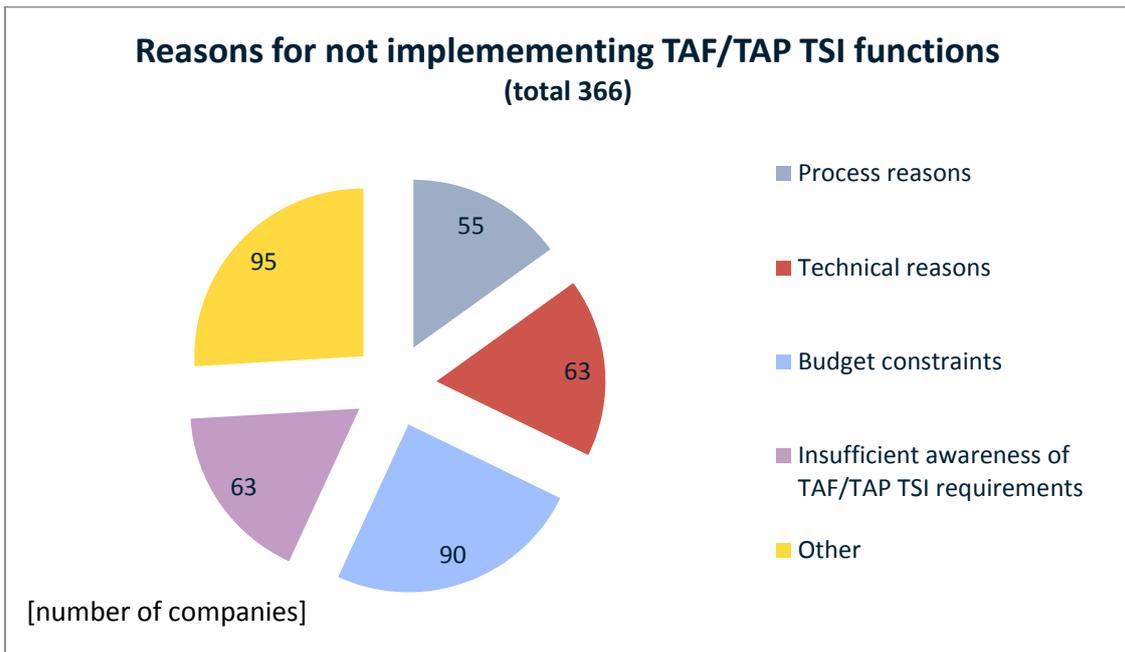
Diagram 26: Reasons for not starting implementation of TAF/TAP TSI functions

6.11. 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 is defined as the relation of companies having fully implemented (100 %) the function compared to the companies having replied to this query in per cent.

Diagram 27 shows the DI for functions to be implemented by IMs. Implementation of these functions show a different trend relative to the last report. DI for the functions CC, TRI and TCM increase by 3 to 4 % each, whereas DI for PLC and CI decline.
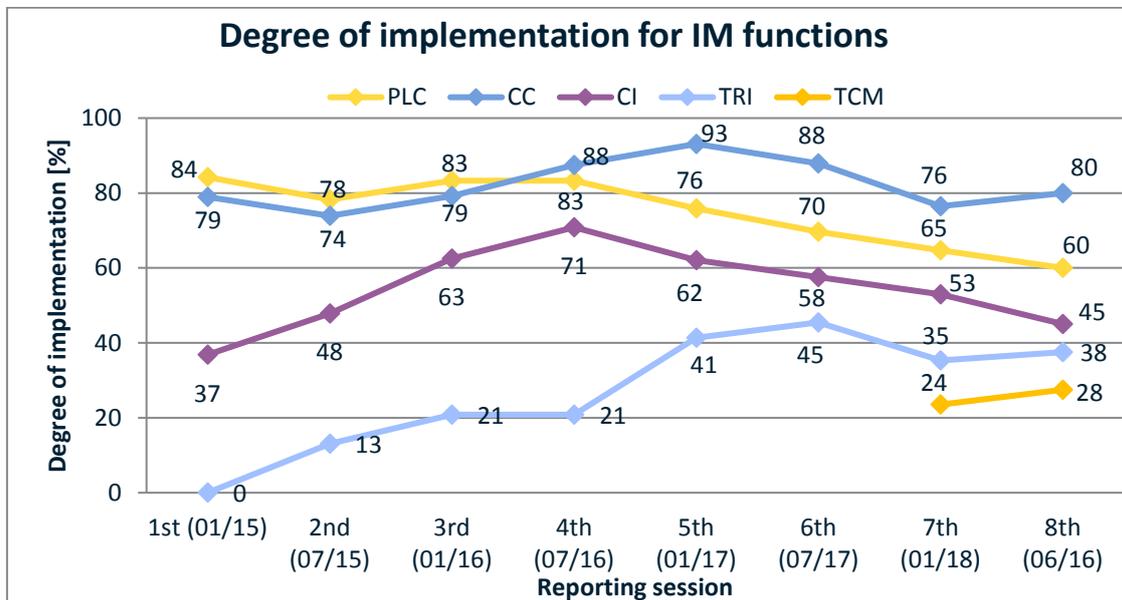
Diagram 27: Reported DI for IM functions

Diagram 28 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 function stays high at 77 %. For the CI, TRI and TCM functions a positive trend is visible, but the other RUs-F functions stagnate at a low level of implementation. WM is being reported for the first time. Its DI calculates at 2 % and is therefore not visible in the following graph.
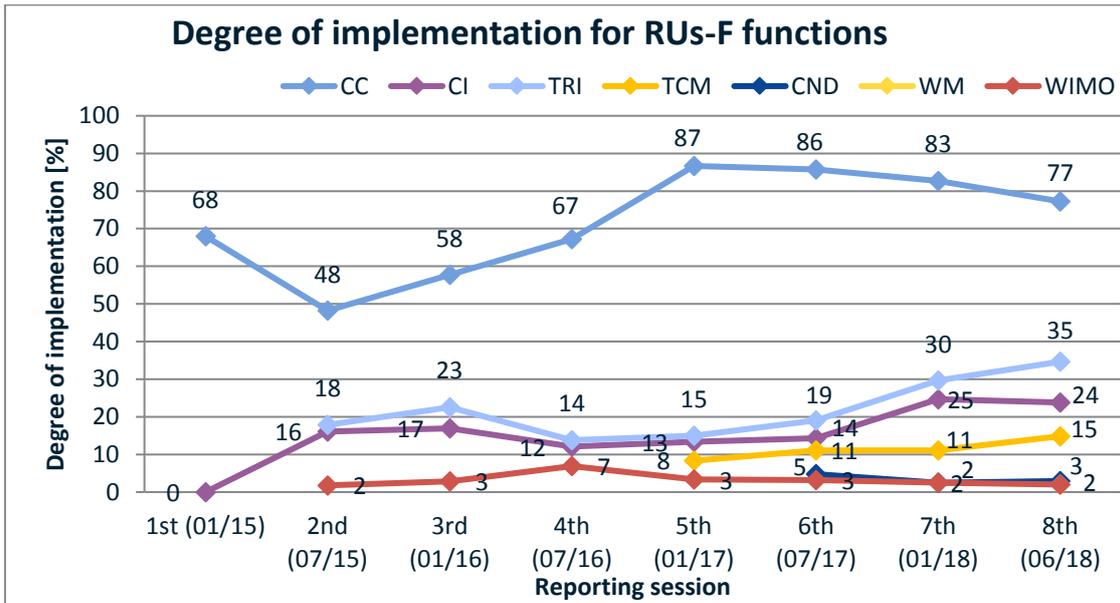
Diagram 28: Reported DI for RUs-F functions

Diagram 29 shows the reported DI for WKs in the present report. Only the DI of CC increases, whereas the CI and RSRD completion remains stable.
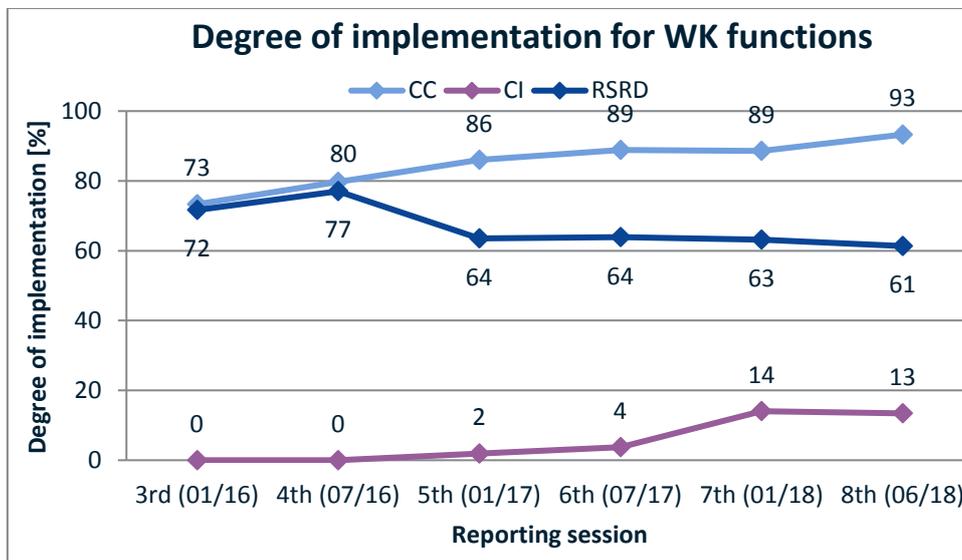
Diagram 29: Reported DI for WK functions

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 30.
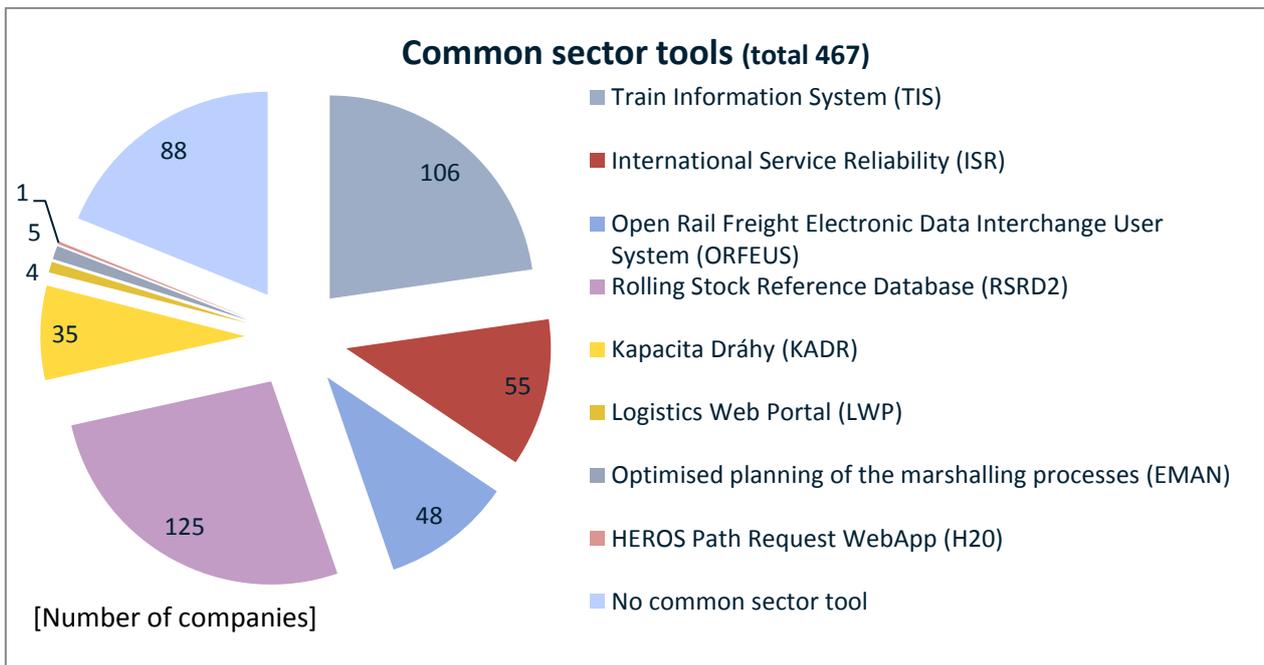
Diagram 30: Common sector tools in use

The tool named HEROS is recorded for the first time in this report.

Responses related to common sector tools went up by about 20 % from last reporting, RSRD[2] and TIS both remaining the most used ones.

In respect to the responses received from relevant types of company, RSRD[2] is in use by about 75 % and TIS is in use by about 50 % of its potential users.

8.   Conclusion and Findings

The number of companies having responded to the 8th questionnaire is, as always, significantly lower than the number of companies having been invited. After a decline in the previous reporting session, the response rate rose again from about 34 % to 37 %.

Growth in participation is observed for all types of companies, higher than average for RUs-F. An outstanding effort improving feedback has been made in Poland.

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.

There is no single TAF function, where the level of fulfilment in terms of absolute number of companies with full implementation has gone down. For certain types of company figures are at least stable.

The degree of implementation (DI) for the different TAF functions (diagrams 27 to 29) in the present report show a mixed development. Degree of implementation of CC has the highest value for all types of companies. For all other functions the degree of implementation for IMs is higher than the one for RUs.

The DI declines for some functions, where in respect to the previous surveys the number of responding companies grows steeper than the number of companies with complete implementation. This might partly be explained by the growing number of smaller companies taking part, which normally are not advanced in TAF/TAP implementation.

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 sector and work is ongoing.

The degree of implementation (DI) as set out in diagrams 27 to 29 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 off.

RSRD[2] and TIS remain the most used common sector tools following feedback to this survey. 75 % of responding companies benefit from RSRD[2], while it is 50 % for TIS.

9.   Proposals to support the Reporting Process

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 responses.
- 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 will analyse the costs for the upgrade/setup of the legacy systems of the RU's.
- 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 woskshops.

9.1. Functions to be reported in the next report

During the 8th TAF TSI Implementation Cooperation Group meeting held in October 2018, it was agreed to report about the following functions for the 9th 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

9.2. Calendar for reporting

In the frame of the 8th TAF TSI Implementation Cooperation Group meeting held in October 2018, it was agreed the following schedule to report about the implementation of TAF TSI functions and RU-IM Communication for TAP TSI:

- IRG preparation of questionnaire – 29.10.2018 (afternoon) CER
- ERA-JSG consultation about questionnaire – 30.10.2018 (morning) CER
- Questionnaire publication – 12.11.2018
- Opening JSG/CSG tool for **reporting** – 26.11.-21.12.2018
- IRG Revising draft reports – 5.2.2019.
- ERA/JSG consultation about reports – 6.2.2019
- Approving report at JSG – 6.3.2019
- Presenting at ERA ICG – 26-28.3.2019
- Publishing reports April 2019

Figure 3: Reporting Schedule for the 9th 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[2] – UIP)[4]
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	3123	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	-

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[4] The table has been updated with the data provided by UIP-RSRD[2].

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-F/WK	Rail Cargo Austria AG	
3	AT	WK	Bahnbau Wels GmbH	RSRD²
4	AT	WK	Felbermayr Transport- und Hebetechnik GmbH & Co KG	RSRD²
5	AT	WK	GATX Rail Austria GmbH	RSRD²
6	AT	WK	Logistik Service GmbH	RSRD²
7	AT	WK	Propangas AG	RSRD²
8	BE	IM	Infrabel	
9	BE	WK	LINEAS	RSRD²
10	BE	WK	LINEAS GROUP	RSRD²
11	BE	WK	LINEAS Intermodal	RSRD²
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-F/WK	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-F/WK	DB Cargo Switzerland	DB Cargo AG
24	CH	RU-F/WK	SBB CARGO AG	
25	CH	RU-P	SBB AG, Division Personenverkehr	
26	CH	WK	Diversified Investments SA	RSRD²
27	CH	WK	Ermewa SA, Geneva branch	RSRD²
28	CH	WK	HASTAG (Zürich) AG	RSRD²
29	CH	WK	MITRAG AG	RSRD²
30	CH	WK	SBB Cargo AG	RSRD²
31	CH	WK	TRANSWAGGON AG	RSRD²

Nr.	Member State	Type of Company	Company name	Reporting Entity
32	CH	WK	VTG Schweiz GmbH	RSRD[2]
33	CH	WK	WASCOSA AG Luzern	RSRD[2]
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-F/WK	Advanced world transport a.s.	
48	CZ	RU-F/WK	ČD Cargo.a.s.	
49	CZ	RU-F/WK	LOKO TRANS s.r.o.	
50	CZ	RU-F/WK	UNIPETROL Doprava, s.r.o.	
51	CZ	WK	ArcelorMittal Ostrava a.s.	RSRD[2]
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 Hebetechnik spol.s.r.o.	RSRD[2]
56	CZ	WK	KOS Trading a. s.	
57	CZ	WK	KOS Trading, akciová společnost	RSRD[2]
58	CZ	WK	Lafarge Cement, a.s.	RSRD[2]
59	CZ	WK	Lovochemie, a.s.	
60	CZ	WK	Lovochemie, a.s.	RSRD[2]
61	CZ	WK	NH-TRANS, SE	
62	CZ	WK	Railco a.s.	RSRD[2]
63	CZ	WK	RYKO PLUS spol. s r.o.	RSRD[2]

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

Nr.	Member State	Type of Company	Company name	Reporting Entity
94	DE	WK	TRANSWAGGON GmbH	RSRD²
95	DE	WK	Tyczka Gase GmbH	RSRD²
96	DE	WK	Tyczka Gase GmbH / VKM: TTGGE	
97	DE	WK	voestalpine Rail Center Königsborn GmbH	RSRD²
98	DE	WK	Vossloh Logistics GmbH	RSRD²
99	DE	WK	VTG Aktiengesellschaft	RSRD²
100	DE	WK	VTG Rail Europe GmbH	RSRD²
101	DE	WK	Zürcher Bau GmbH	RSRD²
102	DK	RU-F/WK	DB Cargo Scandinavia A/S	DB Cargo AG
103	ES	IM	ADIF Administrador de Infraestructuras Ferroviarias	
104	ES	RU-F	ACCIONA RAIL SERVICES	
105	ES	RU-F	RENFE MERCANCIAS	
106	ES	RU-F/WK	TF Transfesa	DB Cargo AG
107	ES	WK	Sociedad de estudios y explotacion de material auxiliar de transportes S.A.	RSRD²
108	ES	WK	Transportes Ferroviarios Especiales S.A.	RSRD²
109	FI	RU-F/RU-P	Vr Group	
110	FR	IM	SNCF Réseau	
111	FR	RU-F	SNCF MOBILITES - Fret	
112	FR	RU-F/WK	ECR Euro Cargo Rail SA	DB Cargo AG
113	FR	RU-P	SNCF Mobilités Voyageurs	
114	FR	WK	ATIR-RAIL	RSRD²
115	FR	WK	Compagnie Française de Produits Métallurgiques	RSRD²
116	FR	WK	Ermewa SA	RSRD²
117	FR	WK	Millet SAS	RSRD²
118	FR	WK	Monfer France SASU	RSRD²
119	FR	WK	NACCO S.A.S.	RSRD²
120	FR	WK	SOCOMAC	RSRD²
121	FR	WK	STVA S.A.	RSRD²
122	FR	WK	VTG Austria Ges.m.b.H.	RSRD²
123	FR	WK	VTG France SAS	RSRD²
124	HU	AB	VPE - Vasúti Pályakapacitás-elosztó Kft.	
125	HU	IM	GYSEV Zrt.	

Nr.	Member State	Type of Company	Company name	Reporting Entity
126	HU	IM	MÁV	
127	HU	RU-F	GYSEV CARGO Zrt.	
128	HU	RU-F	MMV ?agyar Magánvasút Zrt.	
129	HU	RU-F/WK	DB Cargo Hungária Kft.	DB Cargo AG
130	HU	RU-F/WK	Rail Cargo Hungaria Zrt.	
131	HU	RU-P	MÁV-START	
132	IE	WK	TOUAX Rail Ltd.	RSRD[2]
133	IT	IM	EAV Naples Italy	
134	IT	IM	Ferrovie Emillia Romagna	
135	IT	IM	Gruppo Torinese Trasporti S.p.A.	
136	IT	IM	La Ferroviaria Italiana S.p.A.	
137	IT	IM	RFI	
138	IT	IM/RU-P	FERROVIE DEL GARGANO	
139	IT	RU-F	Captrain Italia Srl	
140	IT	RU-F	Dinazzano Po	
141	IT	RU-F	GTS Rail S.p.A.	
142	IT	RU-F	HUPAC SpA	
143	IT	RU-F	TX Logistik AG - Sede Secondaria Italiana	
144	IT	RU-F/RU-P	Trasporto Ferroviario Toscano SpA	
145	IT	RU-F/WK	DB Cargo Italia Srl	DB Cargo AG
146	IT	RU-F/WK	Mercitalia Rail s.r.l.	
147	IT	RU-P	GRUPPO TORINESE TRASPORTI SPA	
148	IT	RU-P	Italo - Nuovo Trasporto Viaggiatori S.p.A.	
149	IT	RU-P	SAD-Trasporto Locale SpA	
150	IT	RU-P	SNCF Voyages Italia	
151	IT	RU-P	Trasporto passeggeri emilia romagna	
152	IT	RU-P	Trenitalia S.p.A.	
153	IT	RU-P	TRENTINO TRASPORTI ESERCIZIO SPA	
154	IT	WK	Lotras srl	RSRD[2]
155	IT	WK	Monfer Cereali SRL	RSRD[2]
156	LT	IM/RU-F/RU-P/WK	JSC "Lithuanian Railways"	
157	LU	IM/RU-F/RU-P/WK/AB	CFL (IM), CFL (RU), CFL CARGO (RU + WK), ACF (AB)	
158	LV	IM/RU-F/WK	VAS Latvijas dzelzceļš (LDz)	

Nr.	Member State	Type of Company	Company name	Reporting Entity
159	NL	IM	ProRail B.V.	
160	NL	RU-F/WK	DB Cargo Nederland N.V.	DB Cargo AG
161	NL	RU-P	NS Reizigers & NS International	
162	NO	IM	Bane NOR	
163	PL	IM	PKP Polskie Linie Kolejowe S.A.	
164	PL	RU-F/WK	DB Cargo Polska Spółka Akcyjna	DB Cargo AG
165	PL	WK	Felbermayr Immo Sp.z.o.o.	RSRD[2]
166	PL	WK	GATX Rail Poland Sp. z o.o.	RSRD[2]
167	PL	WK	Tankwagon Sp. z o. o.	RSRD[2]
168	PT	IM	Infraestruturas de Portugal	
169	PT	RU-F/WK	Medway - Operador Ferroviário e Logístico de Mercadorias, SA	
170	PT	RU-F/WK	Takargo	
171	PT	RU-P	CP - Comboios de Portugal, E.P.E.	
172	PT	RU-P	FERTAGUS	
173	PT	WK	ADP Fertilizantes, S.A.	RSRD[2]
174	PT	WK	CIMPOR - Serviços de Apoio à Gestão de Empresas, S.A.	RSRD[2]
175	RO	IM	CFR	
176	RO	RU-F/WK	DB Cargo Rail Romania SRL	DB Cargo AG
177	SE	IM	Trafikverket	
178	SE	RU-F/WK	Green Cargo	
179	SE	WK	Stena Recycling AB	RSRD[2]
180	SE	WK	TRANSWAGGON AB	RSRD[2]
181	SI	IM	SŽ Infrastruktura d.o.o. Kolodvorska 11, 1000 Ljubljana Slovenia	
182	SI	RU-F	SŽ TOVORNI PROMET D.O.O.	
183	SI	WK	Adria kombi d.o.o.	RSRD[2]
184	SK	RU-F	BULK TRANSSHIPMENT SLOVAKIA, a.s.	
185	SK	RU-F/RU-P	LTE Logistik a Transport Slovakia s.r.o.	LTE Group
186	SK	RU-F/WK	Železničná spoločnosť CARGO Slovakia, a.s.	
187	SK	WK	Felbermayr Slovakia s.r.o.	RSRD[2]
188	SK	WK	Ing. Alica Ovciariková A.O.	RSRD[2]
189	TR	WK	TRANSWAGGON Vagon Isletmeleri Ltd. Sti.	RSRD[2]

Nr.	Member State	Type of Company	Company name	Reporting Entity
190	UK	IM	Network Rail Infrastructure Limited	
191	UK	RU-F/WK	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	IT	RU-P	Trasporto Passeggeri Emilia Romagna	
26	PL	RU-P	Arriva RP	
27	PL	RU-P	Koleje Dolnoslaskie	
28	PL	RU-P	Koleje Małopolskie	
29	PL	RU-P	Koleje Śląskie	
30	PL	RU-P	PKP	

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