



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

**Commission d'experts techniques
Fachausschuss für technische Fragen
Committee of Technical Experts**

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Proposal to modify Appendix I to the UTP TAF (references to the technical documents)

1. INTRODUCTION

The Uniform Technical Prescription concerning Telematics applications for freight services (UTP TAF) lays down requirements for the communication process between railway undertakings and infrastructure managers, the databases intended to be used to track trains and wagon movements and the information to be delivered to freight customers.

The latest version of the UTP TAF entered into force on 1 January 2023, after which its Appendix I was amended, for a date of entry into force of 1 January 2024. The UTP TAF is equivalent to European Union (EU) Commission Regulation No 1305/2014, as last amended by Commission Regulation (EU) 2021/541 of 26 March 2021 *on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union* (TAF TSI).

Appendix I to the UTP TAF makes reference to technical documents that are published and regularly updated on the website of the EU Agency for Railways (ERA), so that the IT provisions are enshrined in COTIF, but managed by ERA. ERA regularly updates the technical documents, taking into account sector experience and in order to correct errors. Appendix I to the UTP TAF should therefore be regularly updated as well.

Modification of its Appendix I formally constitutes modification of the UTP TAF. The modification must therefore be adopted by the Committee of Technical Experts (CTE) in accordance with Article 20 § 1 b) COTIF and Articles 6 and 8a APTU. This document makes proposals for decision to this effect.

2. PREPARATORY WORK

In 2020, ERA and the OTIF Secretariat agreed a process with a view to ensuring continued equivalence between the TAF UTP and TAF TSI (see document TECH-20020-WGT40-5e dated 20 March 2020). According to this process, ERA sends the OTIF Secretariat information concerning the changes to the technical documents referred to in the TAF TSI; in turn, the OTIF Secretariat prepares a document according to which CTE can take decisions to update the UTP TAF accordingly.

Point 4 of this document sets out ERA's description of the changes to the technical documents and the objective of these changes.

3. JUSTIFICATION FOR THE AMENDMENTS

Modifications to the technical documents referred to in Appendix I of the UTP TAF are necessary in order to correct errors, take feedback into account, keep up with technical progress and maintain equivalence with the specifications applied in the EU.

4. CONTEXT AND SUBSTANCE OF THE PROPOSAL

The points below describe the changes, the reasons for these changes, their identification and the entity which requested the change at EU level.

4.1 TAF TSI MAINTENANCE RELEASE 3.4.0

This section summarises the changes made during the discussion on the baseline release version 3.4.0 in the ERA CCM WP. All changes are grouped into one of the topics of the TAF TSI change control cycle:

1. Correction of errors detected in technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model.
2. Addition of new elements or modification of optional elements in technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model.
3. Introduction of changed code lists and documentation in technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model

4.1.1 CORRECTION OF ERRORS DETECTED IN TECHNICAL DOCUMENT ERA-TD-105: TAF TSI — ANNEX D.2: APPENDIX F — TAF TSI DATA AND MESSAGE MODEL

Table 1 : table of CR for correction of errors

<i>id in the CR tool</i>	<i>Name of the Change Request</i>	<i>Submitter</i>
TELEM00000688	Inclusion of RID 2021 and 2023 provisions in the Dangerous Goods Description in TAF XSD	ERA

CR which includes the updated provisions of RID 2021 and 2023 in the Dangerous Goods Description in TAF XSD.

4.1.2 ADDITION OF NEW ELEMENTS OR MODIFICATION OF OPTIONAL ELEMENTS IN TECHNICAL DOCUMENT ERA-TD-105: TAF TSI — ANNEX D.2: APPENDIX F — TAF TSI DATA AND MESSAGE MODEL

Table 2 : table of CR for new or modified optional elements

<i>id in the CR tool</i>	<i>Name of the Change Request</i>	<i>Submitter</i>
TELEM00000649	Enlargement of TrainCompositionMessage with Container Information	CER
TELEM00000693	Addition of "BrakingRatio" to TCM/PTCM messages	CER
TELEM00000703	Add Regenerative brake information in TrainCompositionMessage	CER
TELEM00000706	Addition of RelatedLocation in TrainActivity structure	CER
TELEM00000710	Removal WeightOfDangerousGoods from the TrainCompositionMessage	CER
TELEM00000713	Modify wagon section in Consignment Order message	CER
TELEM00000714	Fax number, email and phone number for customers are duplicated in ConsignmentOrderMessage	CER
TELEM00000717	Extend element TrafficType for detailed code lists	CER

These CRs were submitted to modify optional elements or introduce new optional elements in the TAF TSI technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model:

- CR649: the current TrainCompositionMessage does not provide any element regarding Loading Units, such as Container, Swap Bodies. At the moment, no loading unit can be identified within the TrainComposition. Loading units are already equipped with GPS devices. In order to take this information for tracking and tracing of loading units, additional information is needed in the TrainCompositionMessage
- CR693: In Germany, if the braking capacity (BrakingRatio) for a train is reduced, the actual braking capacity (BrakingRatio) is communicated from the RU to the IM by a manual process (phone call). In future, DB-Netz plans to offer a tool allowing RU to send reduced braking capacity (BrakingRatio) via TCM and to receive adjusted timings for its path (optional offer, no obligation). This would replace the current manual process (phone call) and therefore reduce the workload of the locomotive driver and IM dispatching staff. BrakingRatio is required as BrakeWeight cannot be used by the IM (in Germany) to calculate BrakingRatio. This is because of multiple factors in the calculation, which are unknown to the IM and which are part of the conversion of BrakeWeight into BrakingRatio by the RU. Furthermore, BrakingRatio is only part of the technical train data in the planning messages (PathRequest), but not TCM/PTCM. As the TCM/PTCM is an update of the information given by the RU to the IM in the planning phase, both messages should contain the same data.
- CR703: ADIF encourages the reduction of energy consumption by providing incentives, thus encouraging use of those locomotives/vehicles that have RegenerativeBraking. RUs must therefore indicate whether the locomotive in use has RegenerativeBraking. As some locomotives allow the RegenerativeBraking to be disabled, the RUs have to declare that regenerative braking is not disabled to receive the incentive. This only applies to electric locomotives with an external power source. (Catenary in ADIF's case).
- CR706 enables RU and IM to describe dependencies between trains in two different locations via TrainActivity.
- CR710: to simplify the TCM message and avoid confusion on where to declare the WeightOfDangerousGoods, it is proposed to delete the redundant first instance of dangerous goods weight (WeightOfDangerousGoods) and restructure the DangerousGoodsDetails, by eliminating it and promoting the orphan child, "DangerousGoodsIndication".
- CR713: the wagon section had to be rebuilt in order to avoid that the system requires double entries for NHM numbers for empty containers.
- CR714: Faxnumber, email and phonenumber for customers are duplicated in the ConsignmentOrderMessage. CR proposes deletion of Section Contacts ConsignmentOrderMessage/COMS/COM/Customers/Contacts.
- CR717: replaces the (rejected) CR 640, which had the same purpose of extending the Traffic Type, but with a different technical solution, as requested by ERA CCM WP. On 9 November 2022, ERA CCM WP agreed on the principle, but not on the proposed CR 640 solution (i.e. extension of TrafficType with max. length of 9 characters, for values prefixed by network codes). ERA CCM WP suggested using a complex type element instead, and to provide a distinct field for network code and for the traffic type itself, instead of concatenation of both.

4.1.3 INTRODUCTION OF CHANGED CODE LISTS AND DOCUMENTATION IN TECHNICAL DOCUMENT ERA-TD-105: TAF TSI — ANNEX D.2: APPENDIX F — TAF TSI DATA AND MESSAGE MODEL

Table 3 : table of CR for changed code lists

<i>id in the CR tool</i>	<i>Name of the Change Request</i>	<i>Submitter</i>
TELEM00000695	Annotation update - TypeOfRequest and TypeOfRequestCode	CER
TELEM00000696	Annotation update – ProcessType	CER
TELEM00000702	New objects in the ObjectType list	CER
TELEM00000704	Clarification of TrainActivity type codes 0044 to 0047 "connecting service"	CER
TELEM00000705	Info on loco-charging in TrainActivity	CER
TELEM00000707	TimingQualifierCode – Code list update	CER
TELEM00000708	ProcessType – Code list update	CER
TELEM00000713	Modify wagon section in Consignment Order message	CER

These CRs were submitted in order to introduce new code list values and/or documentation updates in the TAF TSI technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model.

- CR695: the current annotation in the TAF TSI Sector xsd schema v3.2.0.0 is not aligned with the JSG Handbook and does not consider the new element ProcessType added to the schema in version 3.1.0.0.
- CR696: the current annotation in the TAF TSI Sector xsd schema v3.2.0.0 does not consider the annotation of the elements TypeOfRequest and TypeOfRequestCodes.
- CR702: To support the additional objects of the capacity model and later the capacity supply of the TTR IT Landscape, some additional objects should be defined. In the Capacity Model, new object types for the announcement of capacity needs and for the capacity model should be created.
- CR704 clarifies the codes 44-47 for connecting services. CR replaces the "survey CR" 352 after feedback from DB Netz and Trafikverket, using the input provided by DB Netz for new annotation.
- CR705's purpose is to enlarge the train activity code list to include a new code indicating that a hybrid/battery-powered locomotive shall be charged at a location.
- CR707 updates the code list of the attribute TimingQualifierCode to align with the additional Timer Qualifier Codes in the annotation of the element TimingAtLocation introduced by previous CR 660.
- CR708 aligns the schema with the process types described in the Sector Handbook and covers future business needs with new process types.
- CR713: the wagon section had to be rebuilt in order to avoid that the system requires double entries for NHM numbers for empty containers.

4.2 TAF TSI MAINTENANCE RELEASE 3.4.1

4.2.1 ADDITION OF NEW OR MODIFICATION OF OPTIONAL ELEMENTS IN TECHNICAL DOCUMENT ERA-TD-105: TAF TSI — ANNEX D.2: APPENDIX F — TAF TSI DATA AND MESSAGE MODEL

Table 4 : table of CR for new or modified optional elements

<i>id in the CR tool</i>	<i>Name of the Change Request</i>	<i>Submitter</i>
TELEM00000689	Inclusion of new actors "Carrier", "Loader", "Filler" and "Unloader" in ConsignmentOrderMessage for the purposes of RID 1.4.3.6 and 1.4.2.2.5.	ERA
TELEM00000709	Update of ILUDataQueryMessage and ILUDataMessage	CER
TELEM00000715	Remove wagon movement messages	CER
TELEM00000716	Create new Wagon Status Message	CER
TELEM00000721	Precision of the signal quality in GNSS_DynamicPosition element	CER
TELEM00000723	Adapt list in element "Severity" in ErrorMessage	CER
TELEM00000724	IntermodalTransportData should have maxOccurs="unbounded"	CER

These CRs were submitted in order to modify or introduce new optional elements in the TAF TSI technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model:

- CR689: the new actors "Carrier", "Loader", "Filler" and "Unloader" were added to fulfil the requirements for RID
- CR709: The new messages ILUDataQueryMessage and ILUDataMessage have to be added to enable implementation of the revised TAF TSI
- CR715, CR 716: Both CRs enable implementation of the revised TAF TSI concerning the wagon event messages
- CR721: The CR enhances the capabilities in terms of providing information about the signal quality for GNSS based positioning
- CR723: The “Severity” element has been reduced to warning and error messages
- CR724: The optional element “IntermodalTransportData” is enhanced to appear unlimited times in the WagonData element

Detailed information on the change requests is available in annex I.

4.2.2 INTRODUCTION OF CHANGED CODE LISTS AND DOCUMENTATION IN TECHNICAL DOCUMENT ERA-TD-105: TAF TSI — ANNEX D.2: APPENDIX F — TAF TSI DATA AND MESSAGE MODEL

Table 5 : table of CR for changed code lists

<i>id in the CR tool</i>	<i>Name of the Change Request</i>	<i>Submitter</i>
TELEM00000711	Update of MessageType code list	CER
TELEM00000722	Reserve a message type for sector RunningStatusReportMessage	CER

These CRs were submitted in order to introduce new code list values and/or documentation updates in the TAF TSI technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model.

- CR711, CR722: The message type code list has been updated to the most recent messages.

PROPOSALS FOR DECISION

- The Committee of Technical Experts takes note of the changes to ERA’s technical documents referred to in the UTP TAF, as described in document TECH-24006-CTE16-4.4.
- In accordance with Article 20 § 1 b) COTIF and Articles 6 and 8a of the APTU UR, the Committee of Technical Experts adopts modifications to Appendix I to the Uniform Technical Prescriptions concerning Telematics Applications for Freight Services (UTP TAF) of 1 January 2023, as last amended on 1 January 2024. The modifications to Appendix I to the UTP TAF are set out in the Annex to document TECH-24006-CTE16-4.4.
- The Committee of Technical Experts instructs the Secretary General to publish the modified Appendix I to the UTP TAF on OTIF’s website.

Annex to document TECH-24006-CTE16-4.4

Appendix I
List of technical documents

N°	Reference	Title	Version	Date
1	ERA-TD-100	TAF TSI - Annex A.5: Figures and sequence diagrams of the TAF TSI messages	3.0	26.05.2021
2	ERA-TD-101	TAF TSI - Annex D.2: Appendix A (Wagon/ILU Trip Planning)	2.0	17.10.2013
3	ERA-TD-102	TAF TSI - Annex D.2: Appendix B - Wagon and Intermodal Unit Operating Database (WIMO)	3.0	15.06.2021
4	ERA-TD-103	TAF TSI - Annex D.2: Appendix C - Reference Files	3.0	15.06.2021
5	ERA-TD-104	TAF TSI - Annex D.2: Appendix E - Common Interface	3.0	15.06.2021
6	ERA-TD-105	TAF TSI - Annex D.2: Appendix F - TAF TSI Data and Message Model	3.3.0	15.12.2022
7	ERA-TD-105	TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model	3.4.0	15.06.2023
8	ERA-TD-105	TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model	3.4.1	15.12.2023