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

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**UTP TAF: ERA DOCUMENT DESCRIBING THE OBJECTIVE OF THE
CCM CHANGES APPROVED BY THE ERA CHANGE CONTROL BOARD
TAF TSI**

Draft proposal for modifications to the documents listed in Appendix I of UTP TAF
and ensuring alignment with the Technical Documents of TAF TSI

1. INTRODUCTION

The Uniform Technical Prescriptions Telematics applications for freight services (UTP TAF) in force since 1.12.2017 lays down requirements with regard to the communication process between railway undertakings and infrastructure managers, databases intended to be used to track trains and wagon movements and information to be provided to freight customers. It is equivalent to European Union (EU) Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics application for freight subsystem of the rail system in the European Union¹ (TAF TSI).

The UTP TAF makes reference to technical documents that are published and regularly updated on the website of the EU Agency for Railways (ERA). Such a reference was included in the UTP so that the IT provisions are enshrined in COTIF, but managed by ERA. As modification of these references formally constitutes a modification of the UTP TAF, it must be subject to a decision by the Committee of Technical Experts in accordance with Article 20 § 1 b) COTIF and Articles 6 and 8a APTU.

In order to take into account return of experience and to correct errors, ERA has updated the technical documents and references in Appendix I of the TAF TSI in 2018. The modifications were subsequently approved by the TAF CCM Board².

The proposal for modifications is set out in the annex to this document.

2. CONTEXT AND SUBSTANCE OF THE PROPOSAL

The following section lists and describes the changes subject to the proposal, the reasons for these changes, their identification and the entity which initiated the change proposal at EU level. Table 1 shows the overall list of the Change Requests approved by the TAF CCM Board. Table 2 in Section 2.1. lists and explains only the Change Requests that were corrected due to errors. Table 3 Section 2.2. lists and explains the Change Requests which include new elements.

Table 1 : table of approved CRs

id in the CR tool	Name of the Change Request	Name of submitter
TELEM00000433	ErrorMessage: Repetition of Errors – Multi-Cardinality required	CER
TELEM00000443	Clarification of the possible calendar offset between Path Offer and Path Request	CER
TELEM00000453	Change the maximum length of the element BitmapDays	CER
TELEM00000454	Unified use of the element “ LocoTypeNumber”	CER
TELEM00000455	Supplement of reason for using RelatedPlannedTransportIdentifier (RPTID)	CER
TELEM00000456	ReceiptConfirmationMessage: to add an optional element in RelatedReference tag	CER
TELEM00000457	ErrorMessage : to add an optional child element in ErrorCauseReference tag	CER

¹ Official Journal of the EU: OJ L 356, 12.12.2014, p. 438–488

² At the time of this draft proposal, the new version of the TAF TSI giving ERA the responsibility for approval and publication of the new documents is pending publication in the EU Official Journal early 2019.

id in the CR tool	Name of the Change Request	Name of submitter
TELEM00000458	Error in RouteClass Element Pattern	CER
TELEM00000459	Correction of value range of element AirBrakedMass	CER
TELEM00000460	Identification of Affected Section	CER

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

Reasons for changes: These CRs concerned errors detected during implementation of the RU-IM communication functionality by the railway companies:

- In CR 458 an incorrect pattern (<xs:pattern value=""/>) has been used in the XSD. Validation of a value in this element therefore failed.
- In CR459 the range for the AirBrakedMass was restricted to a range from 1 to 999. As a result, wagons with a deactivated brake (AirBrakedMass="0") could not be used.
- CR 453 allows the definition of path requests for up to two years, taking into account leap years.

Table 2: table of CR for correction of errors

id in the CR tool	Name of the Change Request	Name of submitter
TELEM00000458	Error in RouteClass Element Pattern	CER
TELEM00000459	Correction of value range of element AirBrakedMass	CER
M00000453	Change the maximum length of the element BitmapDays	CER

2.2. INTRODUCTION OF NEW ELEMENTS IN TECHNICAL DOCUMENT ERA-TD-105: TAF TSI — ANNEX D.2: APPENDIX F — TAF TSI DATA AND MESSAGE MODEL

Reasons for changes: The CRs listed in the table below were submitted to introduce new elements in the TAF TSI technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model.

- CR 433 will allow the transport of more than one error information within the ErrorMessage. This allows the sender of such a message to inform the receiver of more details about the errors that have occurred.
- CR 443 allows a clear definition of the time offset between a path request and a path offer, in case a path request contains timings close to midnight. This is the situation where the requested time of departure is, for example, 23:5x or 00:0x, where the offer could have a day offset (positive or negative) compared to the request. The changed message allows the transmission of this information, if a day switch has occurred.
- CR 454 provides a new structure of the element LocoTypeNumber. This element allows the check of the format a locomotive number.

- CR 456 allows the exchange of the reference to the originating message in the ReceiptConfirmationMessage, sent by the legacy system of the receiver
- CR 457 allows the exchange of the link to the origin message with returned ErrorMessage. This will improve the identification of errors in the message exchange.
- CR 460 adds an optional element in the affected section to define the timings in some exceptional train path requests. This allows a more correct definition of path requests, serving one station more than once, e.g. for lollipop or Y-shaped routes.

Table 3: table of CR for new elements

id in the CR tool	Name of the Change Request	Name of submitter
TELEM00000433	ErrorMessage: Repetition of Errors – Multi-Cardinality required	CER
TELEM00000443	Clarification of the possible calendar offset between Path Offer and Path Request	CER
TELEM00000454	Unified use of the element “LocoTypeNumber”	CER
TELEM00000456	ReceiptConfirmationMessage: to add an optional element in RelatedReference tag	CER
TELEM00000457	ErrorMessage: to add an optional child element in ErrorCauseReference tag	CER
TELEM00000460	Identification of Affected Section	CER

3. PREPARATORY WORK

ERA has drafted and submitted to the OTIF Secretariat the proposed document with the change requests. This document will be presented at WG TECH 37. The OTIF Secretariat has prepared a draft proposal for modifications for adoption by CTE 12. The descriptions have been provided to the OTIF Secretariat by ERA.

4. JUSTIFICATION FOR THE AMENDMENTS

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

5. PROPOSALS FOR DECISION

In accordance with Article 20 § 1 b) COTIF and Articles 6 and 8a APTU, the Committee of Technical Experts adopts the modifications to Appendix I of the Uniform Technical Prescriptions concerning Telematics Applications for Freight Services (UTP TAF) as set out in the annex to this document.

ANNEX

Proposal for text modifications

Appendix I of the Uniform Technical Prescriptions, Telematics applications for freight services (UTP TAF) in the version adopted by the Committee of Technical Experts at its 10th session in June 2017 and as modified by a vote using the written procedure in November 2018, is amended to read as follows:

“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	2.1	10.02.2015
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)	2.1	10.02.2015
4	ERA-TD-103	TAF TSI - Annex D.2: Appendix C - Reference Files	2.1	10.02.2015
5	ERA-TD-104	TAF TSI - Annex D.2: Appendix E - Common Interface	2.2	23.2.2017
6	ERA-TD-105	TAF TSI - Annex D.2: Appendix F - TAF TSI Data and Message Model	2.3	23.02.2017 XX.XX.20 19

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