



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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## **AMENDMENTS TO THE UTP TAF**

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Decisions to amend the UTP TAF

Status: **IN FORCE**

## 1. INTRODUCTION

The Uniform Technical Prescriptions Telematics applications for freight services (UTP TAF) in force since 1.12.2017 lays down requirements for the communication process between railway undertakings and infrastructure managers, databases intended to be used to track trains and wagon movements and information to be delivered 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 Union<sup>1</sup> (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 feedback into account and to correct errors, ERA updated the technical documents in 2017. The European Union has updated the references to these technical documents in Appendix I of the TAF TSI. The modification was published in the Official Journal of the EU in February 2018 and entered into force in the EU on 16 March 2018<sup>2</sup>. In order to refer to the same set of technical documents as the TSI, Appendix I of the UTP TAF should be updated as well.

The proposed modifications are set out in the annex to this document.

## 2. CONTEXT AND SUBSTANCE OF THE PROPOSAL

The chapters below describe the changes covered by the proposal, the reasons for these changes, their identification and the entity which initiated the change proposal at EU level. The descriptions have been provided to the OTIF Secretariat by ERA. The ERA Technical Documents resulting from these changes are available on the ERA website: <http://www.era.europa.eu/Document-Register/Pages/Technical-Documents.aspx>.

### 2.1. TSI DATA AND MESSAGE MODEL – ERROR CORRECTIONS

**Changes concern:** Technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model.

**Reason for changes:** The changes relate to the correction of errors detected during implementation of the RU-IM communication functionality by the railway companies.

Id	Headline	Submitted by
TELEM00000116	Location data reference in messages	ERA
TELEM00000280	To introduce within Annex A.5 the description of scenarios for Train Running Forecast and Train Running Information.	ERA

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

<sup>2</sup> Commission Implementing Regulation (EU) 2018/278 of 23 February 2018 amending the Annex to Regulation (EU) No 1305/2014

TELEM00000281	To introduce within Annex A.5 the description of Scenarios for SHIPMENT ETI / ETA.	ERA
TELEM00000340	Version history in draft 5.3 diagram is incorrect.	EIM <sup>3</sup>
TELEM00000342	WagonETA_ETI_Message uses ArrivalTimeAtLocation but description of element does not match its use.	EIM
TELEM00000359	Removal of messages ChangeOfTrackMessage and TrainJourneyModificationMessage from TAF baseline 5.3.	CER <sup>4</sup>
TELEM00000368	The Cardinality of Network Specific Parameters in Path Request and Path Details Message.	CER
TELEM00000331	Alignment of TAP TSI/TAF TSI code lists.	ERA
TELEM00000380	TrainCompositionMessage: Error in OTN identification	CER
TELEM00000381	TrainCompositionMessage: Error in HazardIdentificationNumber element and UN_Number	CER
TELEM00000382	Error Wrong element “Customer” in WagonDepartureNoticeMessage	CER
TELEM00000391	Error corrections for RU-RU messages	CER
TELEM00000392	Error in element DangerousGoodsIndication in TrainCompositionMessage – TrainRunningData	CER
TELEM00000393	MaxParking-BrakeGradient annotation and spelling of NumberOfAccessorOfSpecType correction	CER
TELEM00000394	Correction of allowed values for element PermittedTolerance	CER
TELEM00000395	Error correction of the ValidityPeriod in LocationFileDatasetMessage	CER
TELEM00000396	Error in element WagonData in TrainCompositionMessage	CER
TELEM00000409	Brake- and Hand-Brake Weight Values “0” in TrainCompositionMessage	CER
TELEM00000411	Changing the Train Control System in TrainCompositionMessage from Code List to Element with Detailed Annotation	CER
TELEM00000418	TrainCompositionMessage : Mistake in HazardIdentificationNumber element	CER
TELEM00000419	TrainCompositionMessage: Add Locomotive Number	CER

<sup>3</sup> European Rail Infrastructure Managers (EIM)

<sup>4</sup> The Community of European Railway and Infrastructure Companies (CER)

TELEM00000423	Cleanup of RSRD design data set	CER
TELEM00000424	Change of type for MaxAxleWeight	CER
TELEM00000426	Typing Mistake in TractionMode enumeration	CER
TELEM00000427	Number Formatting Pattern Error in ErrorMessage	CER

## 2.2. CODE LISTS

**Changes concern:** Code List used in TAF TSI technical documents

**Reasons for changes:** The modifications concerned changes to the code lists (e.g. new values, changes, deletion of values) used in the TAF TSI technical documents. These changes were triggered by new business requirements (e.g. new delay codes, transport restrictions for freight traffic (cf. UIC 920-13) and passenger traffic, brake power variation, etc.). Moreover, they put all enumerations from the main data catalogue into the separate code list catalogue.

<b>Id</b>	<b>Headline</b>	<b>Submitted by</b>
TELEM00000327	Extension of DelayCode code list	ERA
TELEM00000328	Basic Code List Separation for Path Request related messages	UIC <sup>5</sup>
TELEM00000375	Adding Codes to Existing Code Lists	CER
TELEM00000376	Moving Enumerations from Catalogue to Code Lists	CER
TELEM00000377	Delete Code Lists and Codes	CER
TELEM00000378	Adding New Code Lists	CER
TELEM00000379	Replace the Code List with Simple Element Types	CER
TELEM00000383	Adding Code 21 “NoAlternativeAvailable” to Existing Code List “TypeOfInformationCode”	CER
TELEM00000397	Adding BookedLocationDateTime (Optional!) to PlannedJourneyLocation	CER
TELEM00000398	Adding BookedLocationDateTime (Optional!) to AffectedSection/StartOfSection and AffectedSection/EndOfSection	CER
TELEM00000417	Creation of the code list for the element TractionType	CER
TELEM00000425	Task Force TCM –alignment and cleanup of TCM (HERMES) and RSRD.	CER

<sup>5</sup> International Union of Railways (UIC)

## 2.3. ROLLING STOCK DATA SET

**Changes concern:** New Rolling Stock Data Set

**Reasons for changes:** The European rail sector noted that some information within the data sets in the former RSRD were obsolete and not in use and that some important data were missing. Therefore, a new data set for the RSRD database was required.

In particular, a new query mechanism was introduced in the context of the TAF TSI system to query rolling stock reference data from the wagon keepers.

Id	Headline	Submitted by
TELEM00000366	RollingStockDatasetMessage	UIP <sup>6</sup>
TELEM00000367	RollingStockDatasetQueryMessage	UIP
TELEM00000384	Adding New Code Lists for RSDS	CER

## 2.4. NEW ELEMENTS AND MESSAGES IN THE TAF TSI CATALOGUE

**Changes concern:** New elements and messages in the TAF TSI catalogue, ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model

**Reasons for changes:** These changes reflect the functionality to exchange the EIN structure for ECM certificate number ID between Wagon Keepers, Railway Undertakings and NSAs if required.

A new element *LivestockOrPeopleIndication* replacing the *LivestockIndicator* element has been included to give a clear and simple indication of whether people or livestock are being carried in a train.

During implementation of the TAF TSI system, the sector noticed that there were some errors in the existing *ConsignmentOrderMessage* and the necessary corrections were made.

With the new message *ErrorMessage*, it will be possible for the receiver system to indicate to the sender that the message has not been processed completely.

Id	Headline	Submitted by
TELEM00000173	Create element LivestockOrPeopleIndication	UIC
TELEM00000335	Create EINNumber	ERA
TELEM00000365	ConsignmentOrderMessage Corrections	CER
TELEM00000369	ErrorMessage	CER

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<sup>6</sup> International Union of Wagon Keepers (UIP)

## 2.5. SPECIFICATION OF THE EXTERNAL INTERFACE OF THE COMMON INTERFACE (CI)

**Changes concern:** Appendix E of UTP TAF (technical document TAF TSI - Annex D.2: Appendix E - Common Interface), concerning the external interface of the Common Interface

**Reasons for changes:** specification needed updating. Cost of Common Components (Common Interface, Company Codes and Primary Location Codes) is perceived by some companies in the European rail community as a barrier to applying TAF TSI. Some RUs and IMs and, moreover, IT providers are willing to develop their own solutions.

Id	Headline	Submitter
TELEM00000412	Specification of the external interface of the Common interface (CI)	ERA

## 3. PREPARATORY WORK

In order to maintain equivalence between OTIF UTP and EU TSI, the Committee of Technical Experts (CTE) agreed at its 11<sup>th</sup> session on 12 and 13 June 2018 that the UTP TAF should be updated as well. However, there was no specific proposal at the session, so the chair of CTE requested the OTIF Secretariat and the EU to prepare a vote using the written procedure.

In accordance with the agreement reached at CTE 11, ERA provided the substance of the proposal set out in chapter 2 of this document.

*To participate in the preparatory work for future modifications of the technical documents, the non-EU OTIF Member States that apply UTP TAF could be involved in the change control management process and thus participate in development of the relevant IT specifications. Non-EU OTIF Member States are invited to contact the OTIF Secretariat if they wish to take part in such work.*

## 4. 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 to maintain equivalence with the specifications applied in the EU.

## 5. 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 Telematic Applications for Freight Services (UTP TAF) as set out in the annex to this document.

## ANNEX

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 10<sup>th</sup> session are 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. <del>0</del> <u>1</u>	<del>17.10.2013</del> <u>10.02.2015</u>
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. <del>0</del> <u>1</u>	<del>17.10.2013</del> <u>10.02.2015</u>
4	ERA-TD-103	TAF TSI - Annex D.2: Appendix C - Reference Files	2. <del>0</del> <u>1</u>	<del>17.10.2013</del> <u>10.02.2015</u>
5	ERA-TD-104	TAF TSI - Annex D.2: Appendix E - Common Interface	2. <del>0</del> <u>2</u>	<del>17.10.2013</del> <u>23.2.2017</u>
6	ERA-TD-105	TAF TSI - Annex D.2: Appendix F - TAF TSI Data and Message Model	2. <del>0</del> <u>2</u>	<del>17.10.2013</del> <u>23.02.2017</u>

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