TAF TSI revision - recommendation
Working Group on TELEMATICS
in the transport of dangerous goods

Bordeaux, 03.06.2014
 Directive 2008/57/EC says:

Annex II - § 2.5: Telematics Applications:

“b) applications for freight services, including information systems (real-time monitoring of freight and trains), marshalling and allocation systems, reservation, payment and invoicing systems, management of connections with other modes of transport and production of electronic accompanying documents."

• Mandate C(2010)2576 final to review Technical Specifications for Interoperability with a view to extending their scope to the whole rail system in the European Union.
ERAs launched the TAF TSI Revision WP July 2012 -> June 2013.

ERA Recommendation containing the revised TSI TAF repealing the former TSI TAF was delivered in December 2013.

ERA presented the Revised TSI TAF in RISC in January 2014, It has been submitted for opinion in June 2014.
Methodology followed:

1st STEP-TAF Revision WP
- Technical & Geographical Scopes definition.

2nd STEP-TAF Revision WP
- Revision Chapters 1 to 4.

Economic Assessment
Questionnaire to be delivered to 5 countries.
Main achievements of Revision WP:


- Reinforcement of the role of Freight customers within the regulation: “Under Contractual Agreement the customers will receive the messages Train Running forecast, Train Running Information and ETA (estimated Time of Arrival)”.
Main achievements of Revision WP:

- Alignment TAF core text to TAF Technical Documents:

  ✓ **Deletion of some messages:** Train Enquiries, “Train at Start”, “Wagon Exception message new ETI/ETA Request”, “TrainNotSuitable message” etc..

  ✓ **Database withdrawn by the Sector:** IRNDB (Infrastructure Restriction Notice Database), however the functionality remains (Chapter “4.2.2 Path Request” and Chapter “4.2.3 Train Preparation”).
Main achievements of Revision WP:

- Dependencies between TAF TSI and OPE TSI:
  
  - Requirements requested in OPE TSI for Train Composition.
  
  - Alignment of requirements for Service Disruption in TAF TSI and in OPE TSI.

- Better alignment with TAP TSI (Reference Files, Central Repository and Common Interface).

- Intermodal Transport -> Adoption of BIC- or an ILU-Code for the identifiers of the loading units.
Main achievements of Revision WP:

- To make feasible the implementation of TAF TSI in the Baltic Countries.

- To use of other existing standards for some messages within TAF framework if there is a bilateral agreement between the RU and the IM, for instance Path Request.
A combination of information sources:

- what train is where at what time?
  - TAF TSI ‘train running information’

- what is carried in/on what wagon?
  - TAF TSI ‘train composition message’ inc. wagon number. “...RU must have access to the infrastructure restriction notices, to the technical wagon data (Rolling Stock Reference Databases, chapter 4.2.10.2: The Rolling Stock Reference Databases), to the dangerous goods reference file ...”

- how can the information concerning Dangerous Goods be reached by third parties?
  - Several options need to assessed
Functionalities:

- Long-term planning, Path Request on Short Notice, Train Preparation, Train Running Forecast/Information and Service Disruption Information.
TAF TSI Revision – Outcomes V -> what is carried in/on what wagon?

TAF Revision + TAF CCM:

ERA TAF TSI Technical Documents (Appendixes attached to Annex I)

New message Electronic Consignment Note - agreed with CIT.

Complete definition of RID elements within TAF catalogue.
TAF TSI Revision – Outcomes V -> what is carried in/on what wagon?

TAF Revision + TAF CCM:

Minimum required set of data, taking into account EU proposal concerning the univocal identification of the carried goods

New elements included in Consignment Order Message

New baseline contains dangerous goods elements allowing the exchange of this information.
TAF TSI aims at establishing an optimum level of interoperability of data exchanges related to rail freight business.

To date, the following information is within the TAF TSI catalogue - Consignment order message:

- CIM/SMGS consignment note, including dangerous goods description (required by Chapter 5.4 of RID)
- Other RID requirements concerning legally binding exchange of information between RUs and IMs, for example section 1.4.3.6
Sequence diagram in ERA-TD-100:
Section A (WHO DOES WHAT RID table) elements integrated in the TAF TSI data catalogue.

- Consignment order message
- Wagon
- Goods
RID Section A elements integrated in the TAF TSI data catalogue:
RID Section A elements integrated in the TAF TSI data catalogue

- **DanGoodsType**
  - **HazardIdentificationNumber**
  - **UN_Number**
    - The UNNumber of the dangerous good according to the RID chapter 3.2, table A, column 1. Mandatory, except if it concerns a declaration of an empty packaging of the type "EMPTY PACKAGING", "EMPTY RECEPTACLE & Li=1000L", "EMPTY IBC" or "EMPTY LARGE PACKAGING".
  - **DangerLabel**
    - All Danger Label of this dangerous good according to the RID chapter 3.2, table A, column 5, excepting the shunting labels Model 13 and 15.
  - **RID_Class**
    - The Class of the dangerous good according to the RID chapter 3.2, table A, column 3a.
  - **PackingGroup**
  - **DangerousGoodsWeight**
    - The weight of the dangerous goods in Kilograms
  - **DangerousGoodsVolume**
    - The volume of the dangerous goods in cubic meters
  - **LimitedQuantityIndicator**
    - Indicator for labelled dangerous goods in limited quantity according to chapter 3.4 RID

- **DangerousGoodsIndication**
  - Identifies the Dangerous Goods by code
In the revised TAF TSI Core Text, Section 4.2.11.1, it is stated:

“Locally stored and administrated:
  • Reference File of the emergency services, correlated to type of hazardous goods.”
How can the information concerning Dangerous Goods be reached by third parties?

RU/IM system architecture:
how can the information concerning Dangerous Goods be reached by third parties?

Common Interface:
TAF TSI Revision – Outcomes V --> how can the information concerning Dangerous Goods be reached by third parties?
New Provision Agreed for Chapter 4.2.10.2:

“Wagon Keepers may store the ECM certification identification number in the individual Rolling Stock Reference Databases”
New Provision Agreed for Chapter 4.2.10:

1. RUs and IMs must measure the quality

2. Individual quality parameter, route/location and a measurement period.

3. Measurement process must show the achievement level against the target
Revised TSI TAF is done!

• WE ARE IN THE IMPLEMENTATION PHASE!!
Revised TSI TAF is done! – Commitment of the Sector

- Infrastructure Managers
  Track-Kms
  - Responded 85%
  - No response 15%

- Railway Undertakings
  Tonne-Kms
  - Responded 78%
  - No response 22%
Monitor the implementation progress in Member States on the technical level and report to the TAF Steering Committee,

Assist stakeholders and Member States on the TAF TSI implementation,

ERA is doing already Dissemination.
Making the railway system work better for society.

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