



# **TAF TSI**

## **Generic presentation**

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# Directive 2001/16/EC and TAF TSI

**Directive 2001/16/EC says:**

**Art. 23.1.a) of “the first group of TSIs will cover... / ...  
telematics applications for freight services.”**

## **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.”**



**COMMISSION REGULATION (EC) No 62/2006  
of 23 December 2005 concerning the technical specification  
for interoperability relating to the telematics applications  
for freight subsystem of the trans-European conventional  
rail system, defines:**

- **Scope and Functions**

- **Components**

- Messages,
- Databases,
- Common Interface (IMs and RUs).

- **Implementation**

- Strategic European Development Plan (SEDP)
- Management of change



# Content of TAF TSI - Messages

TAF TSI prescribes the way and the interfaces which must be respected by European RUs and IMs when they exchange messages for the purpose of

- **Consignment Note data** (contains/linked to DG identification)
- **Path Request**
- **Train Preparation**
- **Train Running Forecast**
- **Service Disruption Information**
- **Train Location**
- **Shipment Estimated Time of Interchange / Arrival**
- **Wagon Movement**
- **Interchange Reporting**
- **Data Exchange for Quality Improvement**



## Content of TAF TSI - Databases

**TAF TSI prescribes furthermore databases which must be implemented by European RUs or IMs to enable the exchange of above messages. These databases are the**

- **Infrastructure Restriction Notice Databases**
- **Rolling Stock Reference Databases**
- **Wagon and Intermodal Unit Operational Database**
- **Trip plan for wagon / Intermodal unit**
- **Reference Files (such as location ID, company ID, dangerous goods, etc).**



## Content of TAF TSI – Common Interface

**TAF TSI prescribes the mandatory use of a so called “common interface” which is mandatory for all RUs and IMs to ensure**

- the appropriate formatting, conformity checking, encrypting, signing, addressing and decrypting of the exchanged messages from slide 4**
- the appropriate access to all the data required according the TSI within each RU, IM, etc, whether the relevant Databases are central or individual**



# Strategic European Deployment Plan of TAF TSI

**In 2007 the European Rails Sector has delivered the Strategic European Deployment Plan to the European Commission.**

**The SEDP states in the Deliverable 3 “overall TAF system development plan from-concept-to-delivery” that:**

- Messages,**
- Databases, and**
- Common interface**

**will be realised and implemented by RUs and IMs by 2014.**

**The European Rails Sector is right now in the development phase of the TAF system.**



## Change Management

**Any change to Messages, Databases, and Common interface follows a change management process.**

**The next update of technical documents describing the telematics applications will occur in autumn 2011**

**Therefore the 'Identification' message concerning dangerous goods should be stable before this time.**





## Interface between TAF TSI and the present WG

**The following WG objectives (if applicable):**

- Real-time positioning with few meters accuracy,**
  - Real-time assistance to rescue services,**
  - Providing data to authorities**
- are not in the scope of TAF TSI.**

**Users of TAF TSI are mainly IMs and RUs who exchange data for improving quality of freight services**

**‘Identification’ message of dangerous goods is a common objective between the present WG and the TAF TSI scope**

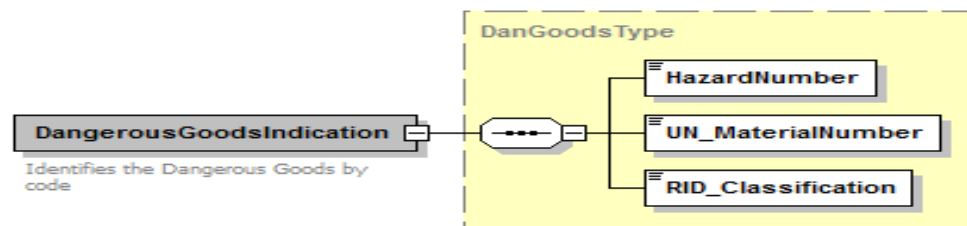


# Identification message for dangerous goods

Conclusion of last WG meeting shows that:

- Univocal identification of Table A lines,
- Harmonised identification in all surface transport modes are necessary.

Current TAF TSI identification message content is as follows:





# Identification message for dangerous goods

The following identification message should allow univocal references to lines of Table A :

- |                                 |                        |
|---------------------------------|------------------------|
| - Hazard identification number, | (Column 20 of          |
| Table A)                        |                        |
| - UN number,                    | (Column 1 of Table A)  |
| - Class,                        | (Column 3a of Table A) |
| - Classification code,          | (Column 3b of Table A) |
| - Packing group,                | (Column 4 of Table A)  |
| - Labels, and                   | (Column 5 of Table A)  |
| - Special provisions.           | (Column 6 of Table A)  |

For harmonisation reason and for facilitating multi-modal transport this content should be agreed at UNECE level.



## Conclusions

**Interfaces between the present working group objectives and TAF TSI have been identified.**

**An improvement concerning the ‘identification’ message of dangerous goods in telematics application is possible.**

**In accordance with the Change Control Management Process of technical documents (annexed to the TSI) chaired by ERA, the ‘identification’ message may be updated in autumn 2011.**

**It would facilitate harmonisation work between modes of transport if the next UNECE Joint Meeting could formally agree on the content of the proposed message (slide 11).**



**Thank you for your attention**