



TIS and Terminals
TrainLinking based on TCM

# Legal context for rail freight terminals Data-sharing is allowed between cooperating companies

Implementing Regulation (EU) 2017/2177 on access to service facilities and rail-related services

Article 7.3

Where relevant, operators of service facilities, infrastructure managers and applicants shall cooperate to ensure efficient operation of trains from and to service facilities. In the case of trains using rail freight terminals, including those in maritime or inland ports, this cooperation shall include the exchange of information on train tracking and tracing and, where available, the estimated time of arrival and departure in the event of delays and disturbances.

**Telematics Applications for Freight -Technical Specifications for Interoperability (TAF-TSI)** 

Functional and technical specifications of the subsystem

- Path Details Message
- Train Running Information message
- Train Running Forecast message
- Train Ready message
- Train Running Interruption message
- ETA/ETI calculation





#### **Terminals connection to the RNE TIS**

# Why the Terminals data connection is important



Vital part of the supply chain

First/Last mile for rail services

Interface of transport modes along logistical chains

Facilitates the cooperation with Combined Transport Operators (CTOs)

Helps to improve efficiency of resources

Contributes to a greener Europe

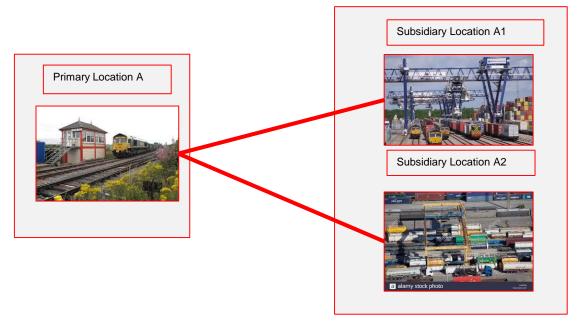
Reduces congestions



# Integration of the Terminals into TAF/TAP Reference Files

#### **Technical Agreement**

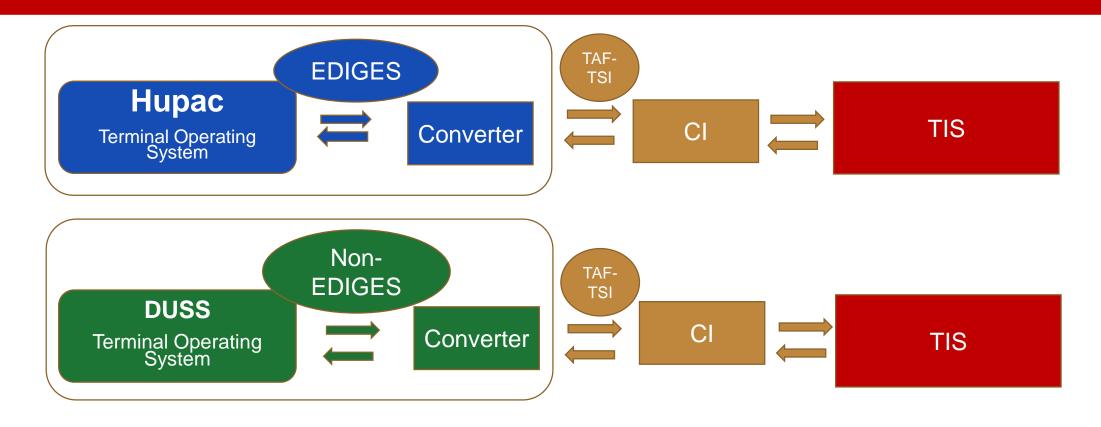
- Terminals will be defined as Subsidiary Locations
- Terminals are linked to the last operating point on the IM network
- Information from the Terminals can be processed and displayed in TIS
- Information can be distributed to the railway sector



- Primary Location code by IM
- <u>Subsidiary Location</u> code based on UIRR terminal code with code 57 for terminal as a type in the Subsidiary Location code.



# How TAF/TAP TSI helps with data provisioning



Essentially the data for the messages to be sent by terminals to TIS in TAF TSI format are available in (most) Terminal Operating Systems (TOS)

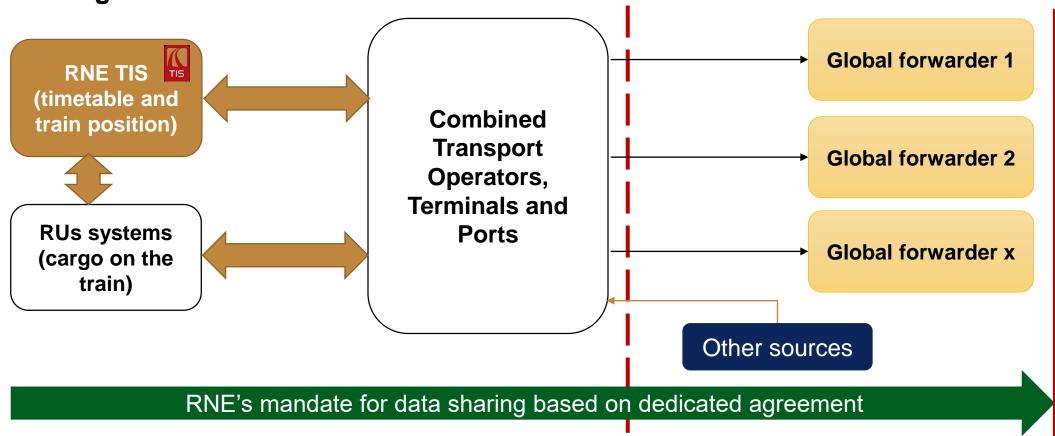
Use existing EDIGES messages
EDIGES S34 to TAF Train Running
message
EDIGES S36 to TAF Train Running
Forecast message





# **Data sharing of TIS train information**

#### **Data sharing**



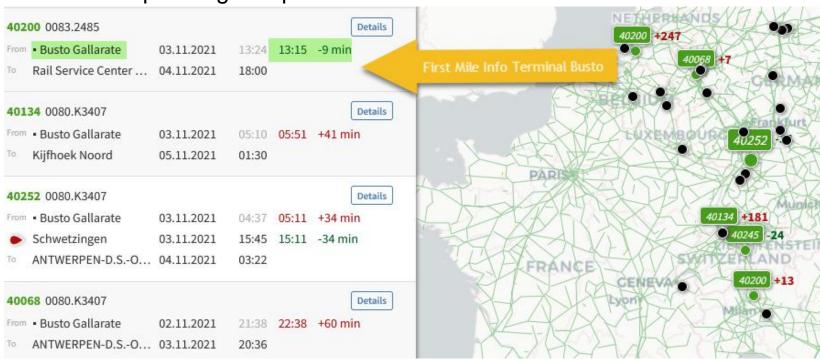




## **Integration of the Terminals – Next Steps**

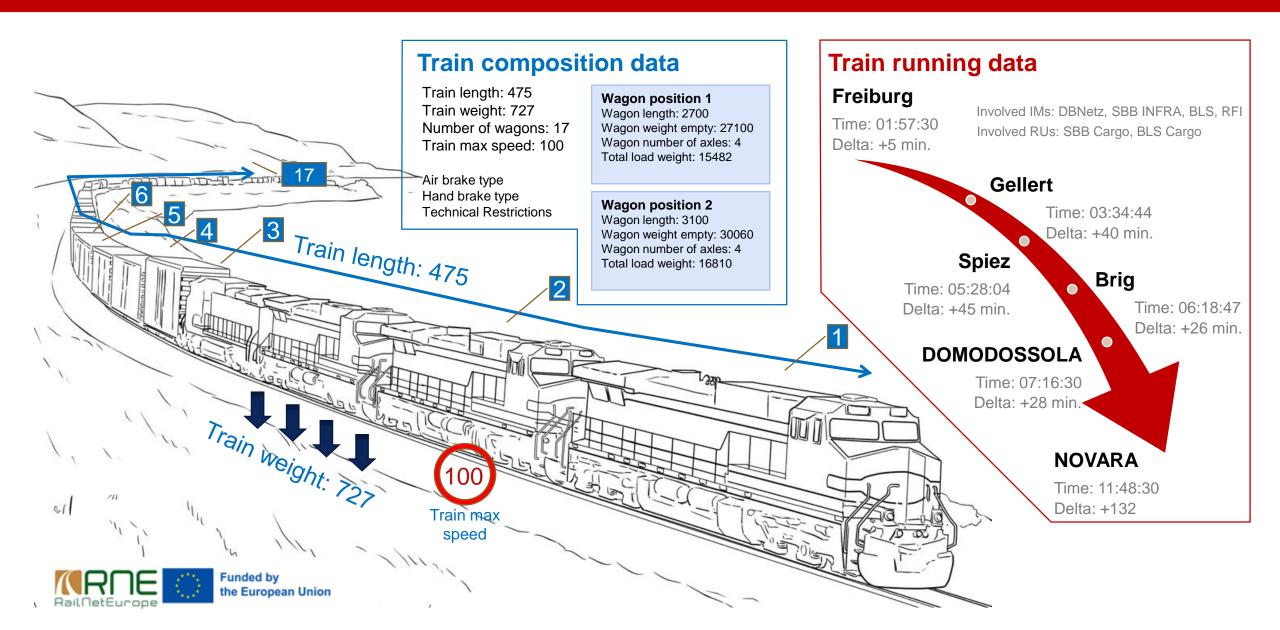
#### **Next Steps**

- Include more terminals into TIS
- Already in the pipeline
  - Corridor 2 North Sea Mediterranean (Amsterdam Marseille)
  - Bettembourg (Luxembourg)
- Share the first and last mile information with cooperating companies
- Additional optimizations in TIS

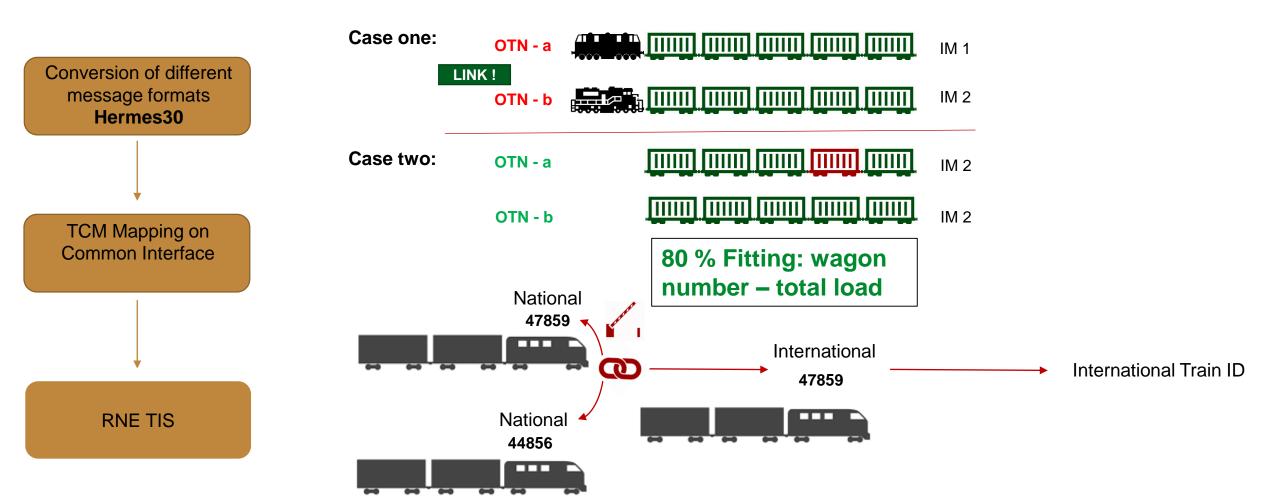




# **Train Run / Composition**



# **Different Train Number Linking based on Train Composition**





#### **Previous State**

The cross-border traffic has the challenge of missing and / or incorrectly mapped train running data due to frequent change of OTN



Funded by

the European Union



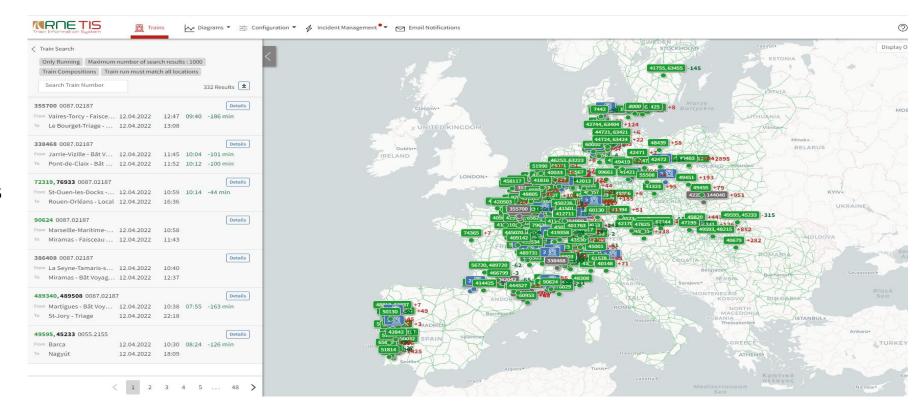
- 28.02.2020: Start of the project "LinkingTrains" by automated linking of trains with different OTN – starting in Forbach
- Regularly coordination appointments with the participants

# **Train Composition Next Steps**

# Train Composition Messages for around 1200 trains daily ≈ 10% of International traffic 5.000 trains per month are linked based on Train Composition Information

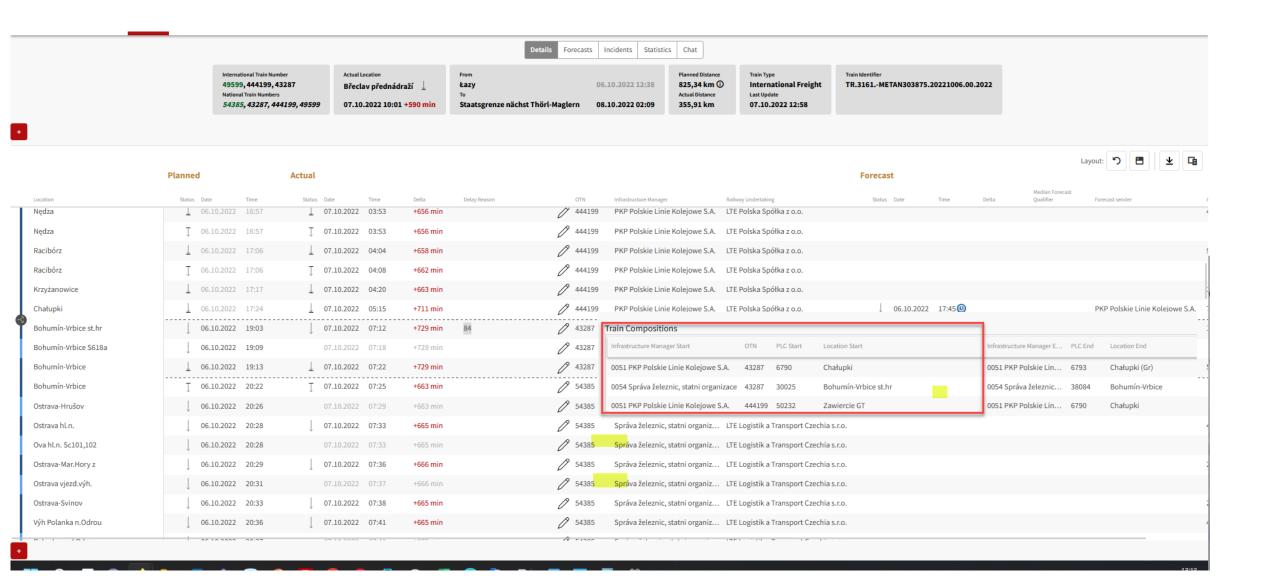
#### **Next Steps**

- Collect more Train Compositions from RUs/IMs
- More TIS participants through common interfaces
- More train linking results
- Make use of the Wagon Performance Message (WPM)
- Improve the data quality on message level





# Train Linking based on TCM at border PL-CZ



# Thank you

