Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Bern, 14–18 March 2016

Item 6 of the provisional agenda

Reports of informal working groups

Report of the informal working group on telematics
(Bordeaux, 6 – 8 October 2015)

Presentations used during the Working group – TAF TSI Interface - Analysis (ERA)
ITS World Congress - Working Group on the use of Telematics in the Transport of Dangerous Goods

TAF TSI Interface - Analysis

Bordeaux, 06/10/2015 – 08/10/2015

Rodrigo Gutierrez Dominguez – ERA Telematics Team
Objective:

To assess the potential interfaces between TAF TSI and the Emergency Systems
3. Activity Diagram

Start

Authority enquires IM

Enquiry passes via the management centre, subject to verification of the authorisation

IM replies with last train position known with Train Running Information (TAF format)

End

Public authorities to query RU

RU to deliver TAF - Consignment Order Message.

Alternate

[To deliver Wagon Movement Messages]

RU to deliver Wagon Movement Messages

[To deliver Train Composition]

RU to deliver TAF - Train Composition Message.

[To grant access to WIMO database]

RU to grant access to WIMO database

End
5. Business Reasons

- **Advantages:**
  - Minimum impact on TAF TSI deployment (on-going).
  - In line with future intermodal developments envisaged by EC.
  - Shorter period to become operational.
  - It may compatible with Pull service.
  - In Railways it may not be needed that every enquiry to pass via the management centre (TP1).
  - In line with requirements for Train Composition information in TAF TSI and TSI Operation and Traffic Management.
  - Consignment Order message contained all the information requested in RID.
  - Conversion from TAF format to proprietary one using the TAF TSI Common Interface
6. Data Model

- TAF TSI messages:
6. Data Model
Target Master Plan by mid-2015:

- 55% degree of implementation in 2014 and 62% degree of implementation (DI) in 2015 for Infrastructure Managers and
7. Function Status – Train Running Information function corridor map

- Target Master Plan by mid-2015:

- 55% degree of implementation in 2014 and 62% degree of implementation (DI) in 2015 for Infrastructure Managers (CORRIDOR VIEW)
Target Master Plan by mid 2015:

- 28% degree of implementation (DI) by 2014 for the Railway Undertakings and 39% degree of implementation (DI) by 2015.
Making the railway system work better for society.

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