

7th ERA TAF TSI Regional Workshop  
(BG, EL, RO)

## Workshop on Business Impacts and Implementation Issues



**ERA Telematics and EcoEv Team**  
Bucharest 07-08 March 2018

## What do we aim at?

- **Ex post evaluation of TAF TSI - following the principles of the Impact Assessment methodology of the EC**
- **Data collection on return of experience via:**
  - regional workshops
  - dedicated IT tool
- **Pre-condition: sufficient degree of implementation of the TAF TSI functions**
- **Status: the current analysis focuses on issues during the implementation and will be gradually complemented with evidence on impacts**

## What do stakeholders expect from TAF TSI?

Expected **positive impacts** (based on feedback from this/former regional workshops)

- ✓ improved data quality => better decision making and higher performance (incl. improved tracking and tracing)
- ✓ simplified access to information, simplified exchanges => increased efficiency
- ✓ process harmonization and optimization (e.g. request process)
- ✓ less interfaces between the actors
- ✓ automation of manual processes (e.g. path request)
- ✓ better incident management (service disruption information)

### Pre-conditions

- ✓ a **cost-effective** implementation and **easy transition**
- ✓ implementation of TAF shall take the **IT lifecycle** into account
- ✓ **compatibility** with other legal texts (e.g. OPE TSI) and with the safety requirements
- ✓ the **right balance** between regulation and self-regulation
- ✓ **No deterioration** of present transport processes (e.g. transport to third countries)
- ✓ **stronger involvement** of companies' CEOs and CIOs is needed to ensure IT decision and funding

# Which issues were raised by stakeholders

(during past workshops)

1. There is the need to ensure **proportionality** between IT investments for TAF and the business volume of the TAF actor  
The railway sector already developed a number of TAF tools (see 1<sup>st</sup> day) for the different actors.
2. **Backwards Compatibility** should be ensured when new baselines are built  
Current CCM process ensures that the unchanged functions still can be used to ensure maximum backwards compatibility – however new functions can never be covered
3. Migration of TAF requires **coordination** between the actors (NB: there are also RUs taking the initiative)  
Coordination of the TAF implementation is needed not only between MSs, but also within MSs (“What are the benefits if I already start to invest in TAF but my partners still wait”)
4. The specifications for the CI shall be made publicly available  
The specifications are available now at ERA website.  
ERA and railway sector plans to introduce the following change in TAF TSI:  
The exchange of mandatory TAF data catalogue elements (XSD) can either use the Common Interface specifications or any other communication technology if there is a specific agreement between the involved parties.
5. **Access to CRD** shall be free of charge  
Access to CRD provided at ERA website based on queries.
6. Ensure sufficient **funding** by the EC to support the implementation  
Specific CEF Call (MAP) 2016 (Cohesion Funds) -> e.g. 1 successful application of a Greek project

**Thank you very much for your kind attention!**

**Your ERA TELEMATICS and ERA ECOEV Team**

[kornel.nagy@era.europa.eu](mailto:kornel.nagy@era.europa.eu)

[martin.schroeder@era.europa.eu](mailto:martin.schroeder@era.europa.eu)

[mickael.varga@era.europa.eu](mailto:mickael.varga@era.europa.eu)





Making the railway system work better for society.

Follow us on Twitter: [@ERA\\_railways](https://twitter.com/ERA_railways)