EUROPEAN UNION AGENCY FOR RAILWAYS

Making the railway system work better for society.

Report

Accompanying Report Baseline 2.2 TAF TSI Catalogue

	Drafted by	*Validated by*	*Approved by*
Name	Rodrigo Gutierrez Dominguez, Stefan Jugelt	Felice Ferrari	Anna Gigantino
Position	Project Officer	Head of Sector	Head of Unit
Date	13/10/2017	13/10/2017	13/10/2017
Signature			

Document History

Version	*Date*	*Comments*
0.1	22/02/2017	1st draft
0.2	23/02/2017	Comments provided by TAF TSI CCM Board
1.0	13/10/2017	Revision made by HoS, HuU

Contents

Abbreviations

Table 1 : table of abbreviations

Abbreviation	Definition
CER	Community of European Railway and Infrastructure Companies
CIT	International rail transport committee
CR	Change Request
CRD	Central Reference Database
EC	European Commission
EIM	European Rail Infrastructure Managers
ERA	European Railway Agency (also referred to as Agency)
IM	Infrastructure Manager
RISC	Rail Interoperability and Safety Committee
RNE	Rail Net Europe
RU	Railway Undertaking
SM	Station manager
TAF	Telematics Applications for Freight
TAP	Telematics Applications for Passengers
TEN	Trans European Network
TSI	Technical Specification for Interoperability
UIC	Union Internationale des Chemins de fer
UIP	International Union of Wagon Keepers
UNIFE	Association of the European Rail Industry
WK	Wagon Keepers
WP	Working Party organised by ERA

Reference documents

Table 2 : table of reference documents

Ref. N°	Document Reference	Title	Last Issue
(1)	ERA_Telematics_CCM_Guide_V1_2	Telematics applications change control management	27.04.2012
(2)	TAP_CCM_Economicevaluation_1_final	Economic impact assessment for change control management in Railway IT-Systems (TAF/TAP)	11.02.2011

Reference legislation

Table 3 : table of reference legislation

Ref. N°	Document Reference	Title	Last Issue
[1]	Directive 2008/57/EC	Interoperability of the rail system	17.06.2008
[2]	Regulation (EC) No 881/2004	Agency Regulation and its amendment (EC) No 1335/2008	16.12.2008
[3]	TAF TSI Regulation No 1305/2014	Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing the Regulation (EC) No 62/2006	11.12.2014
[4]	TAP TSI Regulation (EU) No 454/2011	Commission Regulation on the technical specification for interoperability relating to the subsystem 'telematics applications for passenger services' of the trans-European rail system.	05.05.2011
[5]	Directive 2001/14/EC	On the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure	26.02.2001

Table of Figures

1. Report Scope

1.1 Background to the assignment

The task for the change control management of the technical documents for the Telematics Applications for Freight TSI was assigned to ERA based on the Commission Regulation (EU) No 1305/2014 published on the official journal of the EU on 11th December 2014. In chapter 7.2 of the aforementioned regulation these tasks are defined as follows:

"7.2.1. ***Change Management Process***

Change management procedures shall be designed to ensure that the costs and benefits of change are properly analysed and that changes are implemented in a controlled way. These procedures shall be defined, put in place, supported and managed by the European Railway Agency and shall include:

- *the identification of the technical constraints underpinning the change,*
- *a statement of who takes responsibility for the change implementation procedures,*
- *the procedure for validating the changes to be implemented,*
- *the policy for change management, release, migration and roll-out,*
- *the definition of the responsibilities for the management of the detailed specifications and for both its quality assurance and configuration management.*

The Change Control Board (CCB) shall be composed of the European Railway Agency, rail sector representative bodies and national safety authorities. Such an affiliation of the parties shall ensure a perspective on the changes that are to be made and an overall assessment of their implications. The Commission may add further parties to the CCB if their participation is seen to be necessary. The CCB ultimately shall be brought under the aegis of the European Railway Agency.

7.2.2. ***Specific Change Management Process for documents listed in Appendix I to this Regulation***

The change control management for the documents listed in Appendix I to this Regulation shall be established by the European Railway Agency in accordance with the following criteria:

1. *The change requests affecting the documents are submitted either via the National Safety Authorities (NSA) or via the representative bodies from the railway sector acting on a European level as defined in Article 3(2) of Regulation 881/2004/EC, or via the TAF TSI Steering Committee. The Commission may add further submitting parties if their contribution is seen to be necessary.*
2. *The European Railway Agency shall gather and store the change requests.*
3. *The European Railway Agency shall present change requests to the dedicated ERA working party, which will evaluate them and prepare a proposal accompanied by an economic evaluation, where appropriate.*
4. *Afterwards the European Railway Agency shall present the change request and the associated proposal to the change control board that will or will not validate or postpone the change request.*
5. *If the change request is not validated, the European Railway Agency shall send back to the requester either the reason for the rejection or a request for additional information about the draft change request.*
6. *The document shall be amended on the basis of validated change requests.*
7. *The European Railway Agency shall submit to the Commission a recommendation to update the documents listed in Appendix I together with the draft new version of the document, the change requests and their economic evaluation.*
8. *The European Railway Agency shall make the draft new version of the document and the validated change requests available on its web site.*

9. *Once the update of the documents listed in Appendix I is published in the Official Journal of the European Union, the European Railway Agency shall make the new version of the document available on its web site.*

Where change control management affects elements which are in common use within the TAP TSI (4), the changes shall be made so as to remain as close as possible to the implemented TAP TSI (4) in order to achieve optimum synergies."

According to this assignment the change control management for TAF TSI technical documents is in force since the December 2011. The change control management is in force for the following technical documents according to annex of the TAF TSI regulation.

ERA has set-up two working parties responsible for the processing of these tasks for the change management of the documents listed in Appendix I to this Regulation:

No	Reference	Title	Version	Date
1	ERA-TD-100	TAF TSI — ANNEX A.5:FIGURES AND SEQUENCE DIAGRAMS OF THE TAF TSI MESSAGES	2.0	17.10.2013
2	ERA-TD-101	TAF TSI — Annex D.2: Appendix A (Wagon/ILU Trip Planning)	2.0	17.10.2013
3	ERA-TD-102	TAF TSI — Annex D.2: Appendix B — Wagon and Intermodal Unit Operating Database (WIMO)	2.0	17.10.2013
4	ERA-TD-103	TAF TSI — Annex D.2: Appendix C — Reference Files	2.0	17.10.2013
5	ERA-TD-104	TAF TSI — Annex D.2: Appendix E — Common Interface	2.0	17.10.2013
6	ERA-TD-105	TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model	2.0	17.10.2013

The two (2) Working Parties in place for the change of the above technical documents are:

1. a WP for the TAF TSI change control management according to 7.2.2. (3) Commission Regulation (EU) No 1305/2014.
2. a WP acting as TAF TSI change control management Board according to 7.2.1 of Commission Regulation (EU) No 1305/2014.

This report is dedicated to inform the about the changes of the technical documents foreseen to be published as TAF TSI baseline release 2.2.

1.2 Summary

The working party for the TAF TSI CCM has been started on 24th November 2015. It was foreseen to present the final results of this working party for a new baseline release by end 2016. However, due to the delivery of the Technical Opinion for the Baseline 2.1, this new baseline will be delivered in 2017.

The working party has held 5 meeting for the discussions about the submitted CRs. Because of the relevant CR 412, amending the technical document TAF TSI - Annex D.2 : Appendix E - Common Interface, the last meeting was held in February 2017.

The change requests discussed in this CCM cycle, can be grouped as follows:

Table 4 : table of group of Change Requests

Group of change requests	Remarks
corrections of errors detected in technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model	- Change requests to solve errors in the code list file attached to ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model. .
Addition of new elements.	- Incorporation of new values, changes deletion of old values in the TAF TSI code lists, submitted by the rail sector
Specification of the external interface of the Common interface(CI)	- A new version of the technical document TAF TSI - Annex D.2 : Appendix E - Common Interface has been released including a complete specification of the communication layer between Common Interfaces.

For the new baseline release for TAF TSI contains 23 changes for common TAF/TAP RU-IM Communication quoted in the TAF TSI technical documents set. Therefore, Appendixes E and F of the TAF TSI technical documents are proposed and packaged in the draft baseline release 2.2. The TAF TSI CCM Board has to decide about the approval of this package.

2 Project Progress

This chapter gives an overview about the current stage of the project. All the executed activities for the TAF TSI change control management are described.

2.1 Activities developed

The following activities were developed since the start of this CCM cycle.

Table 5 : project timescale

Activities	Status	Remarks
1st meeting of the TAFCCM WP (24/11/2015)	Done	
2nd meeting of the TAF CCM WP (04/02/2016)	Done	
3rd meeting of the TAF CCM WP (18.05.2016)	Done	The CR 412 concerning "Specification of the external interface of the Common interface (CI)" was presented to the members of the TAF TSI CCM WP. It was requested more time to assess the impact of this change for the TAF TSI Implementation. .
4th meeting of the TAF CCM WP (16.11.2016)	Done	The Agency granted to the sector additional time, until February to find an agreed text for Appendix E. Final draft was delivered by the sector by end November 2016.
5th meeting of the common TAF CCM WP (01.02.2017)	Done	CR 412 was unanimously endorsed by the members of the TAF TSI WP.

2.2 Risk assessment

For the progress of the project the following risks were discovered.

Table 6 : List of risks.

Description	Likelihood	Impact	Risk level	Mitigating Actions
Different points of view within the sector regarding the definition of the Communication layer for the Common Interface.	Low	High	Medium	The Agency granted additional time to the sector in order to have a consensus drafting for the appendix E. . .
Web-based Reporting tool not available on time	High	High	High	ERA IT shall set-up web based reporting tool for IBM ClearQuest properly the close the respective change request (http://servicedesk.era.europa.eu/WorkOrder.do?woMode=viewWO&woID=875&&fromListView=true)
The new baseline version is not accepted by TAF/TAP CCM board	Low	Low	Low	Inform the TAF/TAP CCM BOARDS in advance about the CR's
The submitter of a CR provide not sufficient information for the analysis	Low	Low	Low	Preparatory meetings with the submitter

The assessment of the risk is based on the PM2 risk assessment matrix adopted by European Commission as Project Management methodology:

		Impact				
		1 = Very Low	2 = Low	3 = Medium	4 = High	5 = Very High
Likelihood	5 = Very High	5	10	15	20	25
	4 = High	4	8	12	16	20
	3 = Medium	3	6	9	12	15
	2 = Low	2	4	6	8	10
	1 = Very Low	1	2	3	4	5

	Risks can be accepted, contingency plans may be developped
	Risks cannot be accepted, a risk response should be developped (avoid, reduce, transfer/share)
	Unacceptable - inmediate risk reduction or avoidance response

The risk 2 may create an additional effort for the recompilation of a new baseline release before the submission of the recommendation to EC. The first risk was mitigated hosting three meetings to reach enough maturity towards the approval of the appendix E (CR 412), providing a new complete description of the communication layer of the Common interface.

3 Results from the change control management of the TAF TSI technical documents

This chapter summarizes the changes done during the discussion about the baseline release version 2.2 in the TAF TSI CCM WP. All changes are grouped into one of the four mayor topics of the TAF TSI change control cycle:

1. Corrections of errors detected in technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model.
2. Addition of new elements.
3. Specification of the external interface of the Common interface (CI).

3.1 Corrections of errors detected in technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model

id in the CR tool	Name of the Change Request	Name of Submitter
TELEM00000380	TrainCompositionMessage: Error in OTN identification	CER
TELEM00000381	TrainCompositionMessage: Error in HazardIdentificationNumber element and UN_Number	CER
TELEM00000382	Error Wrong element “Customer” in WagonDepartureNoticeMessage	CER
TELEM00000391	Error corrections for RU-RU messages	CER
TELEM00000392	Error in element DangerousGoodsIndication in TrainCompositionMessage – TrainRunningData	CER
TELEM00000393	MaxParking-BrakeGradient annotation and spelling of NumberOfAccesorOfSpecType correction	CER
TELEM00000394	Correction of allowed values for element PermittedTolerance	CER
TELEM00000395	Error correction of the ValidityPeriod in LocationFileDatasetMessage	CER

id in the CR tool	Name of the Change Request	Name of Submitter
TELEM00000396	Error in element WagonData in TrainCompositionMessage	CER
TELEM00000409	Brake- and Hand-Brake Weight Values “0” in TrainCompositionMessage	CER
TELEM00000411	Changing the Train Control System in TrainCompositionMessage from Code List to Element with Detailed Annotation	CER
TELEM00000418	TrainCompositionMessage : Mistake in HazardIdentificationNumber element	CER
TELEM00000419	TrainCompositionMessage: Add Locomotive Number	CER
TELEM00000423	Cleanup of RSRD design data set	CER
TELEM00000424	Change of type for MaxAxleWeight	CER
TELEM00000426	Typing Mistake in TractionMode enumeration	CER
TELEM00000427	Number Formatting Pattern Error in ErrorMessage	CER

These CR’s were dedicated to errors detected during the implementation of the RU-IM communication functionality by the railway companies. The European rail sector noticed that error occurs if the date is missing to identify correctly the train (CR 380) and this error occurs if the Train Composition is sent few days in advance. In addition to this, in the current Train Composition more errors have been identified:

- It is quite difficult to identify univocally the dangerous good in a wagon of a freight train, thereby the elements “HazardIdentificationNumber” and “UN_Number” must be amended as proposed in CR 381.
- CR 392 allows keeping Train Composition up to date in line with the RID regulation.
- CR 396 deals with the issue that there is already “WagonData” in “TrainCompositionMessage” that is part of “TrainCompositionJourneySection”. Element has defined occurrence 1…infinite (unbounded). However Element “WagonData” is obligatory and there are trains running without any wagons at all (eg. Loco trains, train composed of motor units etc.). For such trains cannot be used present structure of message train composition as occurrence “0…infinite”. Therefore the European rail sector has requested to change of allowed occurrence of element Wagon Data in “TrainCompostitionMessage” from “1…infinite” to “0…infinite”.

- CR 411 allows the change of the Train Control System in “TrainCompositionMessage” from Code List to element with detailed annotation.
- In the current TAF TSI catalogue there is no loco number for the locomotive of the freight train contained in the element “LocoIdent”. Only “LocoTypeNumber” is provided. Then, the CR 419 allows solving this issue adding the element “LocoIdent”.

Other Change Requests deal with a broader scope of errors:

- In all wagon related messages, the same type of customer description should be used, since the global type “Customer” is used only in the “WagonDepartureNoticeMessage”, while all other messages contain the element “Customers”, the element “Customer” should be replaced by the element “Customers” Additionally, the now used global type contains the customer code type, which is not used by Rus. This error is solved by the CR 382.
- CR 391 deals with some minor mistakes found in some elements used in RU-RU messages – misleading annotation, misspelling or incorrect type definition.
- The new draft RSRD dataset contains two minor mistakes (annotation error and spelling mistake). The errors should be corrected before regular publishing and implementation by the Sector. CR 393 amends “MaxParking-BrakeGradient” annotation and spelling of “NumberOfAccesorOfSpecType”.
- The issue based on the fact that in the current RSRD dataset the minimum allowed value for “PermittedTolerance” is "1". It is very usual to limit the “PermittedTolerance” of the next wagon overhaul to "0" months. There is business need that this element must also cover the value "0". CR 394 extends the range of permitted tolerance from 1-99 to 0-99 integer values allowed. The imported document of the submitter underpins the demand.
- The “ValidtiyPeriod” element uses a wrong type in “LocationSubsidiaryInformation” in the “LocationFileDatasetMessage” is detected. The usage of “ValidityPeriod” type has to be consistent in the “LocationFileDatasetMessage”. The dates for “StartDate” and “EndDate” of the validity period are changed in CR 395 to the type xs:date.
- Almost one year after initial implementation of the RSRD message some weak points have been identified by the wagon keepers and railway undertakings. After thorough revision of the message (elements and structure) several improvements were suggested by the experts of the European rail sector materialised through CR 423 a cleanup of RSRD design data set.
- “MaxAxleWeight” element is in the current data catalogue expressed as integer values. However, in the operative use, the decimal values in the range from 0.1 to 99.9 are used. Thereby the CR 424 amends the type for “MaxAxleWeight” allowing the needed range.
- The element “TractionMode” has a correct enumeration in the diagram (with codes 44 and 54) and in the facets we find two codes 44 and no code 54.
  It is obviously a typing mistake and this inconsistency has been corrected with CR 426.
- In the “ErrorCode element” of the “ErrorMessage” a wrong pattern is used which causes “VALIDATION ERROR” on Common Interface. Thereby, CR 427 fix this to allow a proper use of the Common Interface.

3.2 Addition of new elements and code list.

id in the CR tool	Name of the Change Request	Name of Submitter
TELEM00000383	Adding Code 21 "NoAlternativeAvailable" to Existing Code List "TypeOfInformationCode"	CER
TELEM00000397	Adding BookedLocationDateTime (Optional!) to PlannedJourneyLocation	CER
TELEM00000398	Adding BookedLocationDateTime (Optional!) to AffectedSection/StartOfSection and AffectedSection/EndOfSection	CER
TELEM00000417	Creation of the code list for the element TractionType	CER
TELEM00000425	Task Force TCM –alignment and cleanup of TCM (HERMES) and RSRD.	CER

These CR's are covering the update of code lists (e.g. new values, changes, deletion of values) and elements used in the TAF TSI [3] technical documents. These changes were triggered by new business requirements:

- The CR 383 allows adding Code 21 "NoAlternativeAvailable" to existing code list "TypeOfInformationCode" Code because this did not exist in the current XSD code list schema, but it is conceptualized and should be used by the sector.
- The CR 397 allows adding "BookedLocationDateTime" as optional element to "PlannedJourneyLocation". This new addition to the current dataset of PlannedJourneyLocation/TimingAtLocation element (contained in PathDetailsMessage/PathInformation) is needed because of the following business needs:
    - The Timing element does not carry the information about the calendar (the circulation day of the train!)
    - No indication about the indication of time zone at location
- The CR 398 permits adding "BookedLocationDateTime" as optional element to "AffectedSection/StartOfSection" and "AffectedSection/EndOfSection" with the current dataset of "AffectedSection/StartOfSection" and "AffectedSection/EndOfSection" elements (contained in PathCanceledMessage/PathNotAvailable/PathConfirmed/PathDetailsRefused) based on the following business needs:

  - "StartAtLocation" and "EndOfLocation" elements do not carry the information about the calendar (the circulation day of the train). Calendar is the child element of the "AffectedSection". The calculation between the given calendar without having indication of time at location is not possible.
  - No indication about the indication of time zone at location.
- The CR 417 provides a solution to the business need of creating a code list for the element "TractionType" because currently this code list for the element "TractionType" is not defined in the TAF TSI catalogue. That is the reason why the actors use the table of the UIC leaflet 407-1. This table, created around the year 2000, has to be updated for two main reasons:
  - Concerning the first digit, there exists a new traction type : hybrid
  - Concerning the second digit, the traction unit type should be in line with the rolling stock described in chapter 2.2.2 of the TSI (regulation 1302/2014).
- The CR 425 has been submitted by the Task Force TCM dealing with the alignment and cleanup of TCM (HERMES) and RSRD. As the basis for all data are the same, this Change Request ensures the alignment of the wording in order to be consistent in all systems. This Change Request includes following actions:
  - Elements without meaning are deleted.
  - Naming of elements are unified and aligned.
  - Clean-up of the types of values for technical wagon data.

3.3 Specification of the external interface of the Common interface (CI)

id in the CR tool	Name of the Change Request	Name of Submitter
TELEM00000412	Specification of the external interface of the Common interface(CI)	ERA

The European rail sector manifested that there is a need to update the Appendix E of TAF TSI (technical document TAF TSI - Annex D.2: Appendix E - Common Interface), where the external interface of the Common Interface is described. The needs observed by the European rail community are the following:

- 4th TAF TSI Implementation Report corresponding to 1st half 2016 shows a not satisfactory level of fulfilment of the Common Interface. The current implementation level is still 54 %, but this function should have been already fully implemented by end 2014.
- Cost of Common Components (Common Interface, Company Codes and Primary Location Codes) is perceived by some companies in the European rail community as a barrier to join TAF TSI.
- Some RUs and IMs and moreover IT providers are willing to develop their own solutions.
- There is a mandate of the TAF Steering Committee, governance body for the implementation of TAF TSI, held on 5th July 2016 to complete technical specification on TAF TSI - Annex D.2: Appendix E - Common Interface.
- The current TAF TSI specification does not contain a sufficient description of the behavior of the external interface of the Common Interface to be implemented by the 3rd party implementations of the Common Interface
- The current Common Interface by delivered by RNE is the only available product on the market.

- The implementation and integration of a Common Interface in a company specific IT-architecture based on other technologies than the Common Interface provided by RNE would be possible.

The Change Request provides the following updates to the Appendix E of TAF TSI:

- Clean-up / deletion of the legacy from SEDP.
- It has been included the references to new TAF TSI.
- It has been included the links to actual metadata on EUAR website, TAF TSI XML files.
- It has been completed the description of the communication using SOAP Web service.
- There is no place for technical addressing.
- Receipt confirmation message is updated and error message is actually included.

Due to the relevance of this Change Request and the actual status of the implementation, this Change Request 412 might be subject to an economic impact assessment to be conducted by the European Union Agency for Railways.

4 Economic Evaluation

According to the "Economic Impact Assessment for Change Control Management in Railway IT Systems" (2) an economic impact assessment has to be made for the TAF TSI [3] change requests.

According to the rules for the economic assessment described in chapter 3.5 of (2), for each CR an economic assessment has to be made. For CR's related to errors a simplified economic assessment in form of a qualitative statement is sufficient. For CR's related to an enhancement there may be the need for a deeper impact assessment including a qualitative CBA.

CRs related to corrections of errors are set out in Section 3.1. Each of these CRs does not involve in an extension of the TAF TSI [3] system. In addition these CRs will not cause any additional costs for the railway sector. They will lead to a general improvement of the TAF TSI [3] system, thus contributing to the deployment of TAF TSI [3] within the railway sector.

The following CR's were classified as enhancements:

id in the CR tool	Name of the Change Request	Name of Submitter	Type
TELEM00000397	Adding BookedLocationDateTime (Optional!) to PlannedJourneyLocation	CER	Enhancement
TELEM00000398	Adding BookedLocationDateTime (Optional!) to AffectedSection/StartOfSection and AffectedSection/EndOfSection	CER	Enhancement
TELEM00000412	Specification of the external interface of the Common interface(CI)	ERA	Enhancement
TELEM00000417	Creation of the code list for the element TractionType	CER	Enhancement (Code list)

The cost impact resulting from the implementation of all these CRs is considered to be very low or negligible for the railway sector:

- The adding of the element BookedLocationDateTime (CR 397, 398) will have no impact on the existing implementations, because the element is optional.
- The creation of a code list for the element TractionType will have no impact, because the element hase been used as XML-element already.
- The specification of the external interface of the common interface (CI) makes the already existing specification of this external interface available for the public. This specification is already in use and implemented, but has not been made publicly available. So there is no cost impact for the railway undertakings and infrastructure managers , which have already implemented the CI. The published specification facilitates the implementation of the common interface by 3rd party software companies.

5 Next Activities

In this chapter the next activities for the TAF TSI [3] change control management are described. These activities will be executed by ERA in the next months:

Table 7 : Next activities.

Activity	Timescale forecast
Presentation of the TAF TSI [3] baseline release to the TAF TSI CCM Board and decision about this package by the board	23.02.2017
Drafting of a recommendation about the TAF TSI [3] baseline release version 2.1 to be issued to EC	February 2017
Submission of a recommendation about the new TAF TSI [3] baseline release to EC	To be discussed with European Commission

5.1 Presentation of the TAF TSI baseline release to the TAF TSI CCM Board

According to chapter 5.2.2.8. of (1) ERA has to incorporate the change requests into a new release of the TAF TSI [3] technical documents. This bundle of change requests is called package. This package has to be sent as draft TAF TSI [3] baseline release to the TAF TSI CCM board, according to chapter 5.2.2.9. of (1). The board decide about the submission of the recommendation about the presented package to EC. This decision is foreseen for the meeting of the TAF TSI CCM Board to be held on 10.02.2015.

5.2 Drafting of a recommendation about the TAF TSI baseline release version 2.2 to EC

After the acceptance of the proposed package by TAF TSI CCM the Board, ERA has to compile a recommendation about the proposed changes to EC. This task has to be done by ERA after the approval of the package by TAP TSI CCM Board.

5.3 Submission of a recommendation about the TAF TSI baseline release to EC

The new baseline release version of the TAF TSI [3] has to be sent as recommendation to EC.

Annex I – Summary of change requests agreed to be introduced in the TAF TSI technical documents

Change Request Summary

Table 8 : table listing the Change Requests treated along the cycle 2015 - 2017

id in the CR tool	Name of the Change Request	Name of Submitter
TELEM00000380	TrainCompositionMessage: Error in OTN identification	CER
TELEM00000381	TrainCompositionMessage: Error in HazardIdentificationNumber element and UN_Number	CER
TELEM00000382	Error Wrong element “Customer” in WagonDepartureNoticeMessage	CER
TELEM00000383	Adding Code 21 “NoAlternativeAvailable” to Existing Code List “TypeOfInformationCode”	CER
TELEM00000391	Error corrections for RU-RU messages	CER
TELEM00000392	Error in element DangerousGoodsIndication in TrainCompositionMessage - TrainRunningData	CER
TELEM00000393	MaxParking-BrakeGradient annotation and spelling of NumberOfAccesorOfSpecType correction	CER
TELEM00000394	Correction of allowed values for element PermittedTolerance	CER

id in the CR tool	Name of the Change Request	Name of Submitter
TELEM00000395	Error correction of the ValidityPeriod in LocationFileDatasetMessage	CER
TELEM00000396	Error in element WagonData in TrainCompositionMessage	CER
TELEM00000397	Adding BookedLocationDateTime (Optional!) to PlannedJourneyLocation	CER
TELEM00000398	Adding BookedLocationDateTime (Optional!) to AffectedSection/StartOfSection and AffectedSection/EndOfSection	CER
TELEM00000409	Brake- and Hand-Brake Weight Values “0” in TrainCompositionMessage	CER
TELEM00000411	Changing the Train Control System in TrainCompositionMessage from Code List to Element with Detailed Annotation	CER
TELEM00000412	Specification of the external interface of the Common interface(CI)	ERA
TELEM00000417	Creation of the code list for the element TractionType	CER
TELEM00000418	TrainCompositionMessage : Mistake in HazardIdentificationNumber element	CER
TELEM00000419	TrainCompositionMessage: Add Locomotive Number	CER

id in the CR tool	Name of the Change Request	Name of Submitter
TELEM00000423	Cleanup of RSRD design data set	CER
TELEM00000424	Change of type for MaxAxleWeight	CER
TELEM00000425	Task Force TCM –alignment and cleanup of TCM (HERMES) and RSRD	CER
TELEM00000426	Typing Mistake in TractionMode enumeration	CER
TELEM00000427	Number Formatting Pattern Error in ErrorMessage	CER

All the Change Requests can be retrieved from the CCM It tool hosted by the European Union Agency for Railways: http://ccm.era.europa.eu/cqweb/