

Making the railway system
work better for society.

ACCOMPANYING REPORT TO THE OPINION OF THE EUROPEAN UNION AGENCY FOR RAILWAYS

for

EUROPEAN COMMISSION – DIRECTORATE GENERAL FOR
MOBILITY AND TRANSPORT

regarding

the need to update the technical documents baseline of the
Regulation (EU) 1305/2014 on the technical specification for
Interoperability relating to the telematics applications for freight
subsystem on the rail system in the European Union.

Disclaimer:

The present document is a non-legally binding report of the European Union Agency for Railways. It does not represent the view of other EU institutions and bodies, and is without prejudice to the decision-making processes foreseen by the applicable EU legislation. Furthermore, a binding interpretation of EU law is the sole competence of the Court of Justice of the European Union.

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1. Executive summary

The working party and the Board for the TAF TSI CCM adopted the decision to deliver by the first quarter 2015 a new baseline 2.1 for the list of technical documents quoted on the appendix I of the Regulation (EU) No 1305/2014 [5] on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union. This update of the technical documents concerns the following list of documents:

- ERA-TD-100: TAF TSI — ANNEX A.5: FIGURES AND SEQUENCE DIAGRAMS OF THE TAF TSI MESSAGES, version 2.1
- ERA-TD-102: TAF TSI — Annex D.2: Appendix B — Wagon and Intermodal Unit Operating Database (WIMO), version 2.1
- ERA-TD-103: TAF TSI — Annex D.2: Appendix C — Reference Files, version 2.1
- ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model, version 2.1

All the Change Requests packaged in the baseline 2.1 are registered on the Telematics CCM It tool (<http://ccm.era.europa.eu/cqweb/>) managed by the Agency; they address the following identified deficiencies:

Deficiency Identified	Upgrade adopted
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 and to guarantee the alignment with TAF TSI [6] code list.
Enhancements of code lists	Incorporation of new values, changes deletion of old values in the TAF TSI code lists, submitted by the rail sector
Replacement of TAF TSI Code List with simple element types	Simple types have to be used instead of the fixed code lists.
New Rolling Stock Data Set	A new data set for RSRD database has been incorporated because currently several information within the data sets are obsolete and not in use. On the contrary important data is missing. This new information includes a query process and a new code list not included yet in the previous releases of Appendix F and Appendix C.
New ErrorMessage in the TAF TSI catalogue	General error message concept was missing in TAF-TSI. The new message is needed to generically cover the various situations in the communication between the stakeholders that cause a state of an error.

The new baseline release for TAF TSI contains 22 changes for common TAF TSI RU-IM Communication quoted in the TAF TSI technical documents set. Therefore, Annex A.5, Appendix B and Appendixes C and F of the TAF TSI technical documents are updated and packaged in the draft baseline release 2.1. The Agency recommends to use this baseline for the implementation of TAF TSI, in particular those Change Requests addressing errors and defining new data sets and messages.

This baseline is embedded in the Recommendation ERA-REC-110-2015/REC delivered by the Agency on 10th May 2015 and published on the Agency website: <http://www.era.europa.eu/Document-Register/Pages/Recommendation-on-the-TAF-TSI---baseline-release-version-2.1.aspx>

2. Introduction

The present report complements the Opinion 2016-4, issued to fulfill a Commission request (letter MOVE/C4/LV/tg/c.4 (2016)7561051) of 14th December 2016), concerning the need to update the baseline of the Regulation (EU) 1305/2014 [5].

The scope of this technical opinion is the update of the Technical Documents of the Appendix I of the Regulation (EU) No 1305/2014 [5] on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union. These documents have been updated in accordance with the change control management procedure defined on chapter 7.2 of the aforementioned Regulation.

In consideration of Regulation (EU) 2016/796 [1] of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004¹ (Agency Regulation), Article 10 provides the Commission with the possibility to request an opinion from the Agency concerning “technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union”.

The task related to the change control management of the technical documents for the technical specification for interoperability relating to the telematics applications for freight subsystem (TAF TSI) is assigned to the Agency based on the Commission Regulation (EU) No 1305/2014 [5] 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 Agency 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.*

¹ OJ L 138, 26.5.2016, p. 1.

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, the changes shall be made so as to remain as close as possible to the implemented TAP TSI in order to achieve optimum synergies."

According to this assignment, the change control management (CCM) for TAF TSI technical documents is in force since December 2011 to maintain technical documents listed on the appendix I of the Commission Regulation (EU) No 1305/2014 [5]. Therefore, the Agency runs two (2) working parties responsible for the change management:

1. a WP for the TAF TSI change control management according to 7.2.2. (3) Commission Regulation (EU) No 1305/2014 [5],
2. and a WP acting as TAF TSI change control management Board according to 7.2.1 of Commission Regulation (EU) No 1305/2014 [5].

This report underpins the opinion recommending the use of the TAF TSI baseline release 2.1 as defined in the Recommendation ERA-REC-110-2015/REC delivered by the Agency on 10th May 2015. This Recommendation contains the decisions adopted by the above mentioned working parties about the changes of the technical documents foreseen to be published as TAF TSI baseline release 2.1. Context.

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

Id	Headline	Submitter
TELEM00000116	Location data reference in messages	THE AGENCY
TELEM00000280	To introduce within Annex A.5 the description of scenarios for Train Running Forecast and Train Running Information.	THE AGENCY
TELEM00000281	To introduce within Annex A.5 the description of Scenarios for SHIPMENT ETI / ETA.	THE AGENCY
TELEM00000340	Version history in draft 5.3 schema is incorrect.	EIM

Id	Headline	Submitter
TELEM00000342	WagonETA_ETI_Message uses ArrivalTimeAtLocation but description of element does not match its use.	EIM
TELEM00000359	Removal of messages ChangeOfTrackMessage and TrainJourneyModificationMessage from TAF baseline 5.3.	CER
TELEM00000368	The Cardinality of Network Specific Parameters in Path Request and Path Details Message.	CER
TELEM00000331	Alignment of TAP TSI [6] /TAF TSI [5] code lists.	THE AGENCY

Within the framework of the Agency TAF TSI CCM Working Party some Change Requests were dedicated to errors detected during the implementation of the RU-IM communication functionality by the railway companies. The European Union Agency for Railways noticed that error occurs if messages with location codes (LocationIdent/LocationPrimarycode), company codes or code lists will be sent or received (CR 116). Whether one of these codes is not available in the appropriate reference file, then the message is not valid. A further processing of the message is not possible. Concerning the description of the business scenarios for the different messages exchange mechanism (CRs 280 and 281), it was agreed during the revision of TAF TSI regulation to better describe such a mechanism for Shipment ETI/ETA, Train Running Forecast and Train Running. Therefore, through the Change Control Management a complete scenario description has been included in the ERA-TD-100: TAF TSI — ANNEX A.5: FIGURES AND SEQUENCE DIAGRAMS OF THE TAF TSI MESSAGES published on the Agency website: <http://www.era.europa.eu/Document-Register/Pages/Recommendation-on-the-TAF-TSI---baseline-release-version-2.1.aspx>. Due to a mistake in the publication of the schema version 5.3, the version history contained within the draft 5.3 schema was not updated. The sector rose this concern in the context of the Working Party (CR 340) and this issue has been solved through a new Change Request (CR 340) which provides the appropriate version numbering. Beyond this, the sector requested to modify the description of “ActualTimeAtLocation” (CR 342), because the former one, ‘The actual arrival date and time at the defined location’, was considered incorrect when being used to specify an ETA or ETI, creating confusion over usage. Thus, it was agreed in the Working Party to remove the adjective “actual” from the description of “ArrivalTimeAtLocation”. Regarding the messages, “ChangeOfTrackMessage” and “TrainJourneyModificationMessage”, it was agreed that, due to the fact that they are not linked to any basic parameter, neither in TAF TSI [5] nor in TAP TSI [6], both messages were removed from the catalogue. Indeed, these messages will be discussed in the context of the TAP TSI [6] revision working party, whether they shall be linked with the TAP TSI [6] BP 4.2.12 and 4.2.13. In addition, through a new Change Request (CR 368) submitted by the rail sector, it was agreed that for the “PathRequestMessage” the sender may indicate one or more “NetworkSpecificParameters”. This request was based on the fact that in the former XSD schema only one set of “NetworkSpecificParameters” could be provided. Finally, within this block of Change Requests it was treated the alignment of TAP TSI [6] /TAF TSI [5] code lists (CR 331). Then, it was endorsed by the members of the Working Party that there will not be duplication of code lists between TAF and TAP TSI [6] through the inclusion of namespaces for the code lists included from the other TSI as cross reference in both catalogues for the respective code lists.

2.2. Enhancements of code lists and replacement of TAF TSI Code List with simple element types

Id	Headline	Submitter
TELEM00000327	Extension of DelayCode code list	THE AGENCY
TELEM00000328	Basic Code List Separation for Path Request related messages	UIC
TELEM00000375	Adding Codes to Existing Code Lists	CER
TELEM00000376	Moving Enumerations from Catalogue to Code Lists	CER
TELEM00000377	Delete Code Lists and Codes	CER
TELEM00000378	Adding New Code Lists	CER
TELEM00000379	Replace the Code List with Simple Element Types	CER

These CRs are covering the changes of code lists (e.g. new values, changes, deletion of values) used in the TAF TSI [3] technical documents. These changes were triggered by new business requirements (e.g. new delay codes, transport restrictions for Freight Traffic (cf. UIC 920-13) and Passengers Traffic, brake power variation, etc.). Moreover, there was a common decision of the Agency and sector to put all numerations from the main data catalogue into the code list catalogue. The change requests were approved unanimously by the WP. Beyond the update of the code list, it was agreed that the "ActivityCode" list was not final and differs heavily from one RU/IM to another. Therefore, due to the fact that the code list was impossible to use, some code list were replaced by simple element types, among them, a new simple element "TrainActivityType".

2.3. New Rolling Stock Data Set

Id	Headline	Submitter
TELEM00000366	RollingStockDatasetMessage	UIP
TELEM00000367	RollingStockDatasetQueryMessage	UIP
TELEM00000384	Adding New Code Lists for RSDS	CER

The European rail sector manifested that in the former the Rolling Stock Reference Databases (RSRD) several information within the data sets were obsolete and not in use. On the contrary important data was missing. Therefore, the Working Party decided to accept a set of Change Requests (CR 366, CR 367 and CR 384) to adopt a new data set for the RSRD database.

In particular, a new query mechanism was agreed in the context of the TAF TSI [3] system to query rolling stock reference data from the wagon keepers. Indeed, through these new Change Requests, in particular Change Request 367, a new mechanism for exchanging data between the WIMO database and the RSRD database will be in place with the "RollingStockDatasetQueryMessage". The whole description of this mechanism will be quoted in the ERA-TD-103: TAF TSI — Annex D.2: Appendix C — Reference Files.

Finally, in order to be in line with the separation between the messages catalogue and the code list, another Change Request was approved by the working Party (CR 384) to include the code list for RSRD in the code list file.

2.4. New elements and messages in the TAF TSI catalogue, ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model

Id	Headline	Submitter
TELEM00000173	Create element LivestockOrPeopleIndication	UIC
TELEM00000335	Create EINNumber	THE AGENCY
TELEM00000365	ConsignmentOrderMessage Corrections	CER
TELEM00000369	ErrorMessage	CER

Within the framework of the Agency TAF TSI CCM Working Party some Change Requests were dealt to reflect the functionality of the new release of the regulation published on the EU Official Journal in December 2014 and endorsed by the Railway Interoperability and Safety Committee in June 2014. Indeed, the European Union Agency for Railways submitted a new Change Request (CR 335) to exchange among Wagon Keepers, Railway Undertakings and NSAs if required, the EIN structure for ECM certificate number ID, according to the Commission Regulation (EU) No 1305/2014 [5], new provision in section 4.2.10.2 about RSRD.

Further to this, it was discussed and endorsed by the Working Party that it has to be made clear and simple the indication whether people or livestock are transported in train, because the former element "LivestockIndicator" was not enough for the aim of the "TrainCompositionMessage". Thus, a new element "LivestockOrPeopleIndication" replacing the element "LivestockIndicator" has been included (CR 173) to make a clear and simple indication if people or livestock are transported in train.

During the implementation of the TAF TSI [5] system, the sector has noticed that there were some errors in the already existing "ConsignmentOrderMessage". In particular, the following corrections were made:

- the codification in use for the element "ConsignorDeclarations" was specified more precisely,
- the name of three elements were changed to avoid mistaking:
 - "ConsignmentOrderMessage/COMS/COM/ConsignorDeclarations/Code" to "ConsignmentOrderMessage/COMS/COM/ConsignorDeclarations/ConsignorDeclarationsCode".
 - "ConsignmentOrderMessage/COMS/COM/CommercialSpecifications/Code" to "ConsignmentOrderMessage/COMS/COM/CommercialSpecifications/CommercialSpecificationCode".
 - "ConsignmentOrderMessage/COMS/COM/RU_Declarations/RU_Declaration/DeclarationCode" to "ConsignmentOrderMessage/COMS/COM/RU_Declarations/RU_Declaration/RU_DeclarationCode",
- the types of different elements were changed to avoid inconsistencies between different formats used in existing data exchange outside TAF-TSI [5]: changing of type, cardinality or value range.

Beyond this, a “general error message” concept was missing in TAF-TSI [5], thus this issue was handled through the CR 369 covering the communication process already depicted in the TAF TSI [5] core text. The new message “ErrorMessage” is needed to generically cover the various situations in the communication among the stakeholders that cause a state of an error. Indeed, with this new message, the sender system will not be obliged to guess that the message is processed by the receiver system, because the receiver system will have the possibility to indicate to the sender that the message has not been processed completely.

3. Impact Assessment

According to the Agency Regulation, [Regulation (EU) 2016/796, Art. 8, para 1], the Agency has performed an impact assessment related to this opinion.

In line with the proportionality principle, this was treated as a light impact assessment, approaching the assessment of each CR potential impacts in a qualitative way.

3.1. Assessment of CRs related to the correction of errors

CRs related to **corrections of errors** are set out in Section 2.1 of the current report. None of these CRs involves an extension of the TAF TSI [5] system. Moreover, none of these CRs is expected to cause additional costs for the railway sector. They will lead to a general improvement of the TAF TSI [5] system, thus contributing to the deployment of TAF TSI [5] within the railway sector.

3.2. Assessment of CRs classified as enhancements

CRs related to **enhancements** are set out in Sections 3.2-3.4 of the current report. A qualitative assessment of their potential impacts was performed at the level of clusters of CRs, as follows:

- Change Requests covering the **changes of code lists**, for instance adding new values, changes or deletion of values (CRs 327, 328, 375, 376, 377 and 378) were triggered by new business requirements (e.g. new delay codes, transport restrictions for Freight Traffic (cf. UIC 920-13) and Passengers Traffic, brake power variation, etc.). The cost expected from the implementation of these changes may be considered very low in terms of person-hours and negligible from the point of view of new equipment. For CR 379, the expected implementation effort can be assimilated to the changes of code list. On the benefit side, it is expected to lead to lower operation costs because it reduces the divergences from one RU/IM to another, thus bringing more efficiency for the users.
- Change Requests 173, 335, 365 and 369 provide **new elements and messages** in the TAF TSI [5] catalogue, ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model. They were requested by the sector and they reflect the functional changes made at the level of the core text of the regulation. They will lead to a simplification of the regulation and reduce the constraints to deploy the system. These CRs do not generate additional cost impacts for the implementers.
- Change Requests 366, 367 and 384 provide a **new functionality concerning the RSRD**. These CRs were submitted by one stakeholder (UIP) and endorsed by the entire sector, in particular the most impacted companies, the Railway Undertakings. The CR is addressing a problem causing a low degree of implementation of RSRD functionality, namely that some information within the data sets of RSRD was obsolete or not in use while important data was missing. As a consequence Railway Undertakings and Infrastructure Managers were forced to obtain the missing data (manually) from other sources, while Wagon Keepers were obliged to invest efforts into the collection of “useless” data. There is a common agreement within the sector that the expected benefits resulting from these CRs will

significantly outweigh the costs. A specific “light impact assessment” was made. The details of this assessment are published on the CCM IT tool: <http://ccm.era.europa.eu/cqweb/>.

Overall, the CRs put forward are likely to result in net-benefits for the sector, while not leading to any significant costs.

None of these CRs involves an extension of the TAF TSI [5] system, but its improvement in terms of increased relevance and applicability to users, reduced operational costs, increased reliability of information, reflecting with the highest degree of clarity possible the reality of the sector.

4. Conclusions

4.1. Main conclusions

After the acceptance of the proposed package by the TAF TSI CCM Board, the Agency compiled the Change Requests in a new baseline 2.1 to update the content of the TAF TSI technical documents:

- ERA-TD-100: TAF TSI — ANNEX A.5: FIGURES AND SEQUENCE DIAGRAMS OF THE TAF TSI MESSAGES, version 2.1
- ERA-TD-102: TAF TSI — Annex D.2: Appendix B — Wagon and Intermodal Unit Operating Database (WIMO), version 2.1
- ERA-TD-103: TAF TSI — Annex D.2: Appendix C — Reference Files, version 2.1
- ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model, version 2.1

The new baseline release 2.1 of the TAF TSI regulation was delivered as Recommendation ERA-REC-110-2015/REC to the EC on 10th May 2015. All the technical documents packaged in this baseline are published on the Agency website: <http://www.era.europa.eu/Document-Register/Pages/Recommendation-on-the-TAF-TSI---baseline-release-version-2.1.aspx>

4.2. Conclusions on the specific questions

4.2.1. Summary of the change requests agreed to be introduced in the TAF TSI technical documents:

Id	Headline	State
TELEM00000280	To introduce within Annex A.5 the description of Scenarios for Train Running Forecast and Train Running Information	Packaged
TELEM00000281	To introduce within Annex A.5 the description of Scenarios for SHIPMENT ETI / ETA.	Packaged
TELEM00000327	Extension of DelayCode code list	Packaged
TELEM00000328	Basic Code List Separation for Path Request related messages	Packaged
TELEM00000335	Create EINNumber	Packaged
TELEM00000342	WagonETA_ETI_Message uses ArrivalTimeAtLocation but description of element does not match its use.	Packaged
TELEM00000365	ConsignmentOrderMessage Corrections	Packaged
TELEM00000366	RollingStockDatasetMessage	Packaged
TELEM00000367	RollingStockDatasetQueryMessage	Packaged
TELEM00000375	Adding Codes to Existing Code Lists	Packaged
TELEM00000376	Moving Enumerations from Catalogue to Code Lists	Packaged
TELEM00000377	Delete Code Lists and Codes	Packaged
TELEM00000378	Adding New Code Lists	Packaged
TELEM00000379	Replace the Code List with Simple Element Types	Packaged
TELEM00000384	Adding New Code Lists for RSDS	Packaged
TELEM00000116	Location data reference in messages	Packaged
TELEM00000173	Create element LivestockOrPeopleIndication	Packaged
TELEM00000331	Alignment of TAP TSI/TAF TSI code lists	Packaged
TELEM00000340	Version history in draft 5.3 schema is incorrect	Packaged

Id	Headline	State
TELEM00000359	Removal of messages ChangeOfTrackMessage and TrainJourneyModificationMessage from TAF baseline 5.3	Packaged
TELEM00000368	The Cardinality of Network Specific Parameters in Path Request and Path Details Message	Packaged
TELEM00000369	ErrorMessage	Packaged

5. Opinion

The Agency recommends the usage of the change requests packaged in the baseline release version 2.1 of the technical documents listed on appendix I of the Regulation (EU) No 1305/2014 . This baseline is embedded in the Recommendation delivered by the Agency on 10th May 2015. The Recommendation is published on the Agency website: <http://www.era.europa.eu/Document-Register/Pages/Recommendation-on-the-TAF-TSI---baseline-release-version-2.1.aspx>

Annex 1: Abbreviations**Abbreviations****Table 1: Table of abbreviations**

Abbreviation	Definition
CBA	Cost Benefit Analysis
CCM	Change Control Management
CER	Community of European Railway and Infrastructure Companies
CR	Change Request
EC	European Commission
EUAR	European Union Agency for Railways (also referred to as Agency)
IM	Infrastructure Manager
RU	Railway Undertaking
RSRD	Rolling Stock Reference Database
TAF	Telematics Applications for Freight
TAP	Telematics Applications for Passengers
TSI	Technical Specification for Interoperability
UIC	Union Internationale des Chemins de fer
UIP	International Union of Wagon Keepers
WIMO	Wagon and Intermodal Unit Operational Database
WP	Working Party organised by the Agency; in this document it is meant TAF TSI CCM WP (Telematics Applications for Freight Technical Specification for Interoperability Change Control Management Working Party)

Annex 2: Reference legislation**Table 3: Table of reference legislation**

Ref N°	Title	Reference	Version
1	Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for	OJ L 138, 26.5.2016, p. 1.	N.A.

	Railways and repealing Regulation (EC) No 881/2004		
2	Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (Recast)	OJ L 138, 26.5.2016, p.102	N.A.
3	Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system (Recast)	OJ L 138, 26.5.2016, p. 44.	N.A.
4	Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community (Recast)	OJ L 191/1, 18.07.2008,	N.A.
5	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	OJ L 356/438, 12.12.2014.	N.A.
6	Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem 'telematics applications for passenger services of the trans-European rail system'	J L 123, 12.5.2011	N.A.

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