

Making the railway system
work better for society.

Light Impact Assessment

TAF Revision 2019/20

CR WIMO

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1. Context and problem definition

<p>1.1. Problem and problem drivers</p>	<p>The Wagon and Intermodal Unit Operating Database (WIMO) is part of the legal TAF TSI regulation (chapter 4.2.11.2 and Appendix B).</p> <p>WIMO contains operational data of wagons/shipment within a train run/first and last mile and consignment information. In TAF TSI the storage (database) of such data is specified although the major part of TAF TSI already describes the exchange of data between actors</p> <p>Problem/need to be addressed:</p> <p>For this reason, the representative of RUs in the Joint Sector Group suggests to consider the current WIMO specification in the TAF TSI regulation as a voluntary specification for following reasons:</p> <ul style="list-style-type: none"> • <i>There is no business case and no use case which requires a WIMO</i> • <i>All information needed by the actors are already included in existing TAF TSI messages (train composition messages, wagon movement messages)</i> 										
<p>1.2. Main assumptions</p>	<ol style="list-style-type: none"> 1. <i>The specification of the exchange of TAF data between actors is fully sufficient in order to ensure interoperability of TAF related applications and processes within the European railway sector.</i> 2. <i>This LIA bases on information provided the CR requestor (Raildata), which was confirmed by the representative sector organisations in the WP</i> 										
<p>1.3. Stakeholders affected</p>	<table border="1"> <thead> <tr> <th><i>Category of stakeholder</i></th> <th><i>Importance of the problem (*)</i></th> </tr> </thead> <tbody> <tr> <td>Railway Undertakings (only in the role of wagon keepers)</td> <td>4 The development of WIMO is costly and does not provide additional benefits.</td> </tr> <tr> <td>Wagon Keepers</td> <td>4 The development of WIMO is costly and does not provide additional benefits.</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table> <p>Note: Other stakeholder than those mentioned above (e.g. infrastructure managers, end customers, vehicle/wagon suppliers) are not concerned by the problem</p> <p><i>*) 1=low; 5=high</i></p>	<i>Category of stakeholder</i>	<i>Importance of the problem (*)</i>	Railway Undertakings (only in the role of wagon keepers)	4 The development of WIMO is costly and does not provide additional benefits.	Wagon Keepers	4 The development of WIMO is costly and does not provide additional benefits.				
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<p>1.4. Evidence and magnitude of the problem</p>	<p>The evidence of the problem was confirmed by the Joint Sector Group and by the representative organisations represented in the ERA TAF TSI WP.</p>
<p>1.5. Baseline scenario</p>	<p>The Appendix B – specifying the data storage - will be a mandatory specification for the railway sector.</p>
<p>1.6. Subsidiarity and proportionality</p>	<p>Delegated Decision 1474/2017 Art. 13 (2) mandates the Agency to revise TAF TSI with the objective to simplify the exchange of wagons and train composition messages where appropriate.</p> <p>As interoperability is already fully ensured by the specification of the TAF message exchange between actors, the specification of the storage of data in Appendix B is superfluous.</p>

2. Objectives

<p>2.1. Strategic and specific objectives</p>	<p>Strategic objective(s) of the Agency with which this initiative is coherent.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Europe becoming the world leader in railway safety <input type="checkbox"/> Promoting rail transport to enhance its market share <input type="checkbox"/> Improving the efficiency and coherence of the railway legal framework <input type="checkbox"/> Optimizing the Agency’s capabilities <input type="checkbox"/> Transparency, monitoring and evaluation <input checked="" type="checkbox"/> Improve economic efficiency and societal benefits in railways <input type="checkbox"/> Fostering the Agency’s reputation in the world <p>The specific objectives are: N/A – is already covered by the strategic objective</p>
<p>2.2. Link with Railway Indicators</p>	<p>N/A</p>

3. Options

<p>3.1. List of options</p>	<p>Baseline</p> <p>Option 1 – The WIMO Database specification is optional for the railway sector.</p>
<p>3.2. Description of options</p>	<p>Option 1</p> <p>There is no specific mandatory requirement concerning storage of wagon movement data – Appendix B is an optional specification in TAF TSI</p> <p>The railway sector might develop or operate specific databases for the storage of such data <u>on a voluntary base</u> if they see a specific benefit but they are not forced to implement it.</p>
<p>3.3. Uncertainties/risks</p>	<p>Early implementers of TAF conforming databases to store wagon movement data, who did such implementation mainly to be TAF compliant (without expecting specific benefits for their business), might need be compensated in case of making the Appendix B an optional specification for the sector.</p>

4. Impacts of the options

<p>4.1. Impacts of the options (qualitative analysis)</p>	<p>The positive or negative impacts from the option are derived by comparing the option against the baseline.</p>		
	<p><i>Category of stakeholder</i></p>		<p><i>Option 1</i></p>
	<p>Wagon Keepers or Railway Undertakings In the role of Wagon Keepers</p>	<p>Positive impacts</p>	<p>They not need for specific implementation of WIMO according Appendix B. They can freely decide whether to implement new or use existing databases for storage if they see specific benefits for them. They could even save maintenance costs if they have already implemented the database and do not see any benefits for their business.</p>
		<p>Negative impacts</p>	<p>Some Wks might already have implemented databases according to WIMO specification to be compliant to TAF. These investments might be obsolete if the option is chosen.</p>
	<p>Railway Undertakings</p>	<p>Positive impacts</p>	<p>no impact – as they can get access to the information by using wagon movement messages.</p>

	(requiring access to wagon movement info)	Negative impacts	no impact – as they can get access to the information by using wagon movement messages.
	Overall assessment <i>(input for section 5.1)</i>	Positive impacts	No obligation for WKs to develop specific databases to be TAF compliant.
		Negative impacts	Early investors – having already implemented in TAF conforming solutions – might be negatively impacted – especially if there is no use/ benefit from such implementation
4.2. Impacts of the options (quantitative analysis)	A quantitative analysis is not possible the impacted stakeholders did not provide specific quantitative data.		

5. Comparison of options and preferred option

5.1. Effectiveness criterion (options’ response to specific objectives)	Based on the provided feedback by stakeholders, only the option addresses the specific and strategic objective.
5.2. Efficiency (NPV and B/C ratio) criterion	N/A as no quantitative data were made available.
5.3. Summary of the comparison	N/A only one option
5.4. Preferred option(s)	N/A – however the proposed option 1 is the only option addressing the strategic objective and providing benefits to the railway sector without any specific additional cost impact
5.5. Further work required	To check mechanisms, how early WIMO implementers could be compensated in order to avoid any market distortion in the freight sector.

6. Monitoring and evaluation

6.1. Monitoring indicators	N/A
6.2. Future evaluations	N/A

