



Data exchange in the logistic chain of rail freight in Europe

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Introduction



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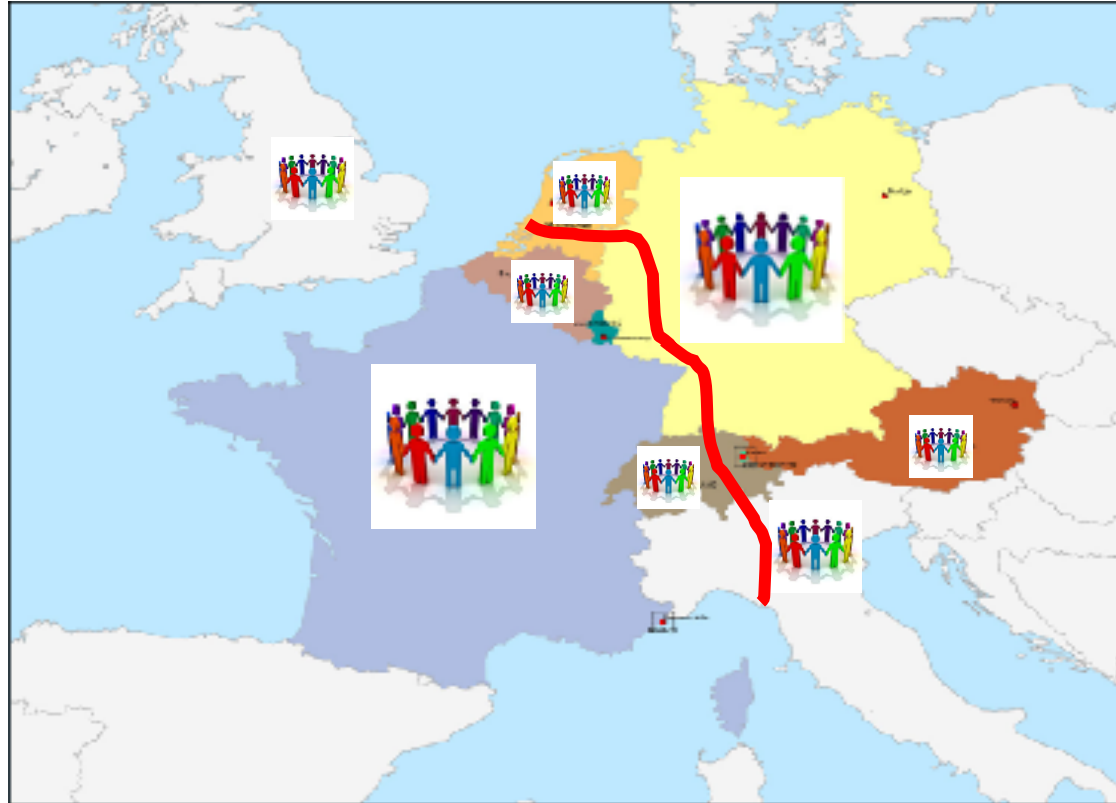
Implementation Manager TSI TAF & TAP for ProRail.

Projectleader TTR Pilot Rotterdam-Antwerp.

TTR is the new redesigned process for timetabling, developed by RNE, FTE and supported by ERFA.

“Projects with clear focus on ProRail’s timetabling and operation process with an IT impact, based on European developments”.

National solutions in the current rail freight processes



Data exchange is a struggle

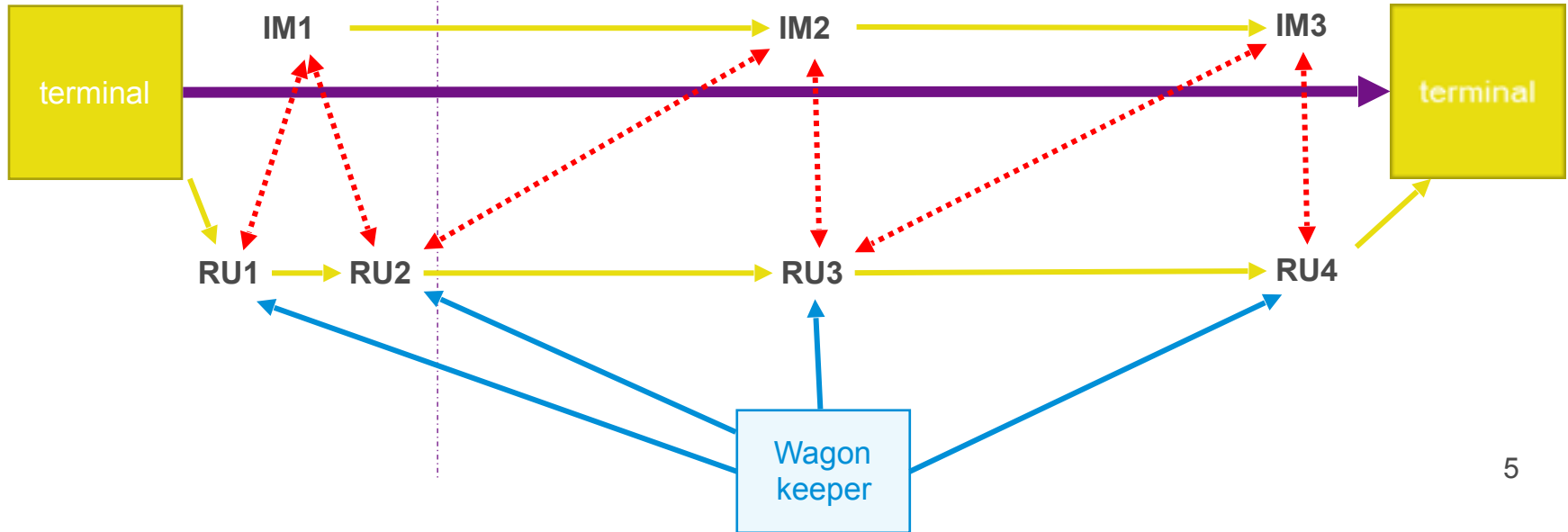


- Many actors (terminals, Infrastructure managers, Railway undertakings) involved in a train run
- Per country different rules, laws, IT
- A variety of IT tools in use (advanced to very basic: a lot of Excel 😊)
- Many local or national IT developments
- Many national dedicated RU-IM interfaces
- Not every actor is willing (or able) to share operational and planning data
- Standards for data exchange not widely implemented

And the consequences?


- We miss actual data that is used to inform all the involved actors about....
- Where is the train? When does it arrive? When is the terminal ready? When can the train driver collect the train from the terminal? When is the handover?
- Longer leadtimes → Higher Costs

A train NL-D-CH



The role of TSI TAF in data exchange

TSI TAF includes most of the messages for:

- RU-RU communication (train harmonisation, train composition)
 - Wagon Keeper- RU communication (technical data of waggons)
 - RU-IM communication (Path Request, Train composition, Train Running)
 - IM-IM communication (Path Harmonisation, Train Running Data)
 - Standard interface, company data, location data
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- ProRail has already implemented many TSI TAF Messages.
 - Ready 2020. 

ProRail IT departments supports initiatives in the market, with the use of TAF TSI messages

With official contractual permission of Railway Undertakings we share Dutch planning and operation data of trains with Port of Rotterdam for the HaRold project.

ProRail is helping ELETA to get the planning and operation data in RNE TIS to forecast estimated Time of Arrival of Freight Trains

Other initiatives by TNO and NLIP (ISHARE) that aim for better data sharing between transport modalities



The way to go

ProRail's actions to stimulate data exchange

- Playing a leading role in the implementation of TAF TSI messages
- Helping RU's to connect to ProRail
- Supporting initiatives
- Active Role in the TTR Program to reduce differences between countries, to offer better paths and capacity for the (freight) market

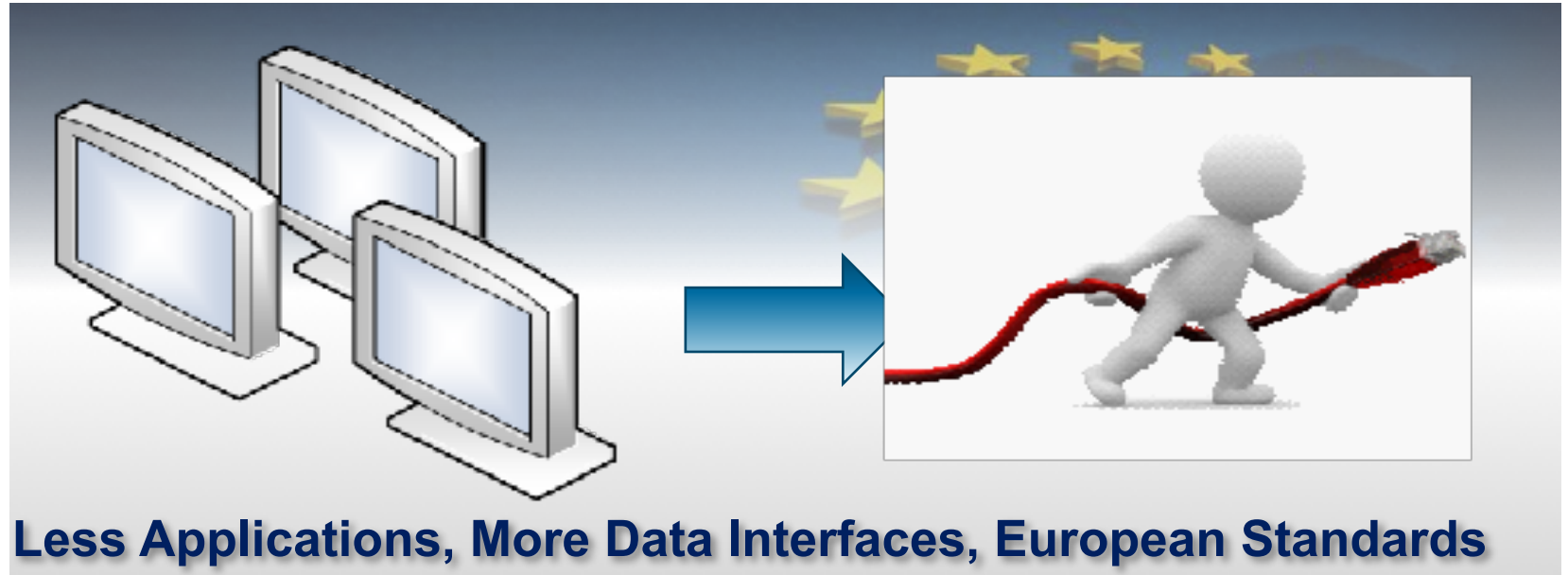
Which party has to share their data in the logistic chain?

Every actor has to share data: Terminals, Railway Undertakings, Infrastructure Managers, other transport modes.
Focus on European standards.

What should the governments do to stimulate data exchange?

Implement TSI's nationally, monitor implementation, provide information and enforce actively that all relevant actors are involved.

Vision IT Services ProRail



Questions

