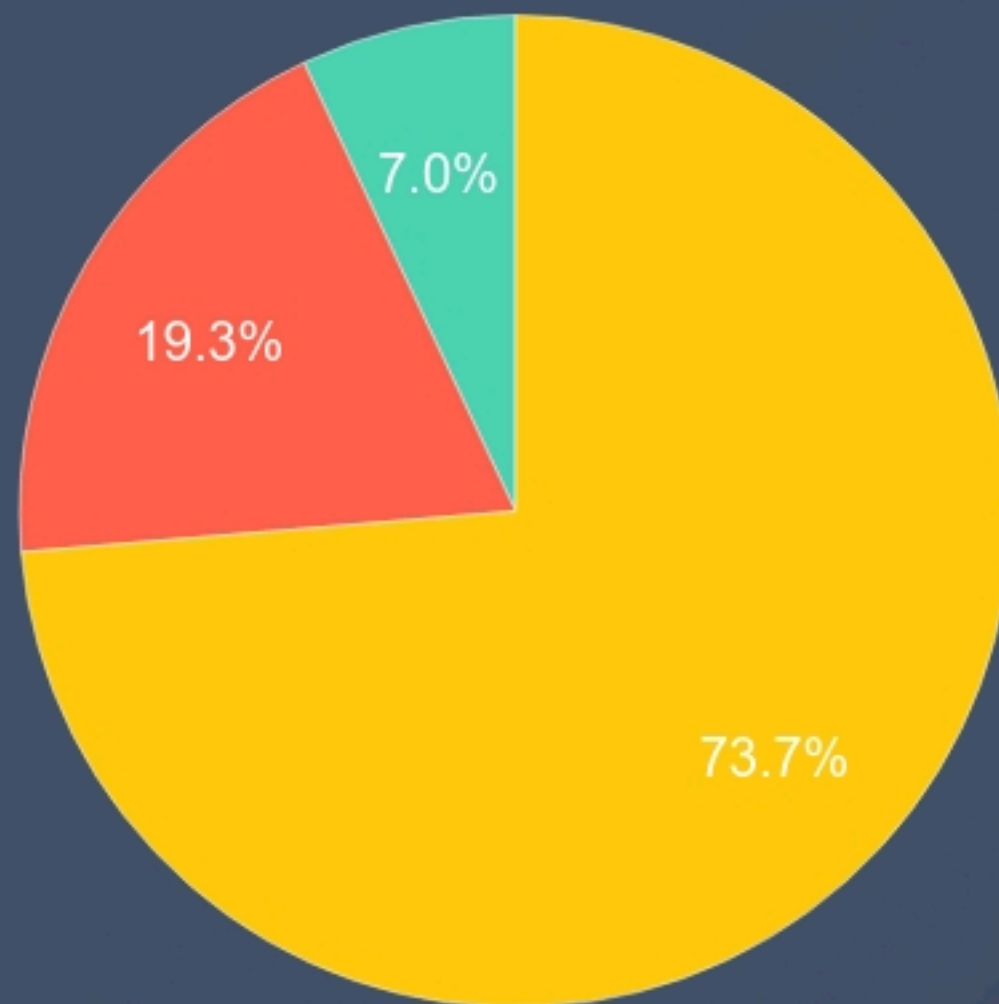# Do you think that such terminology should be harmonized by:

7.0%

19.3%

73.7%

● Mandatory EU standards (legislation/regulation), e.g. in the TAF-TSI — 42

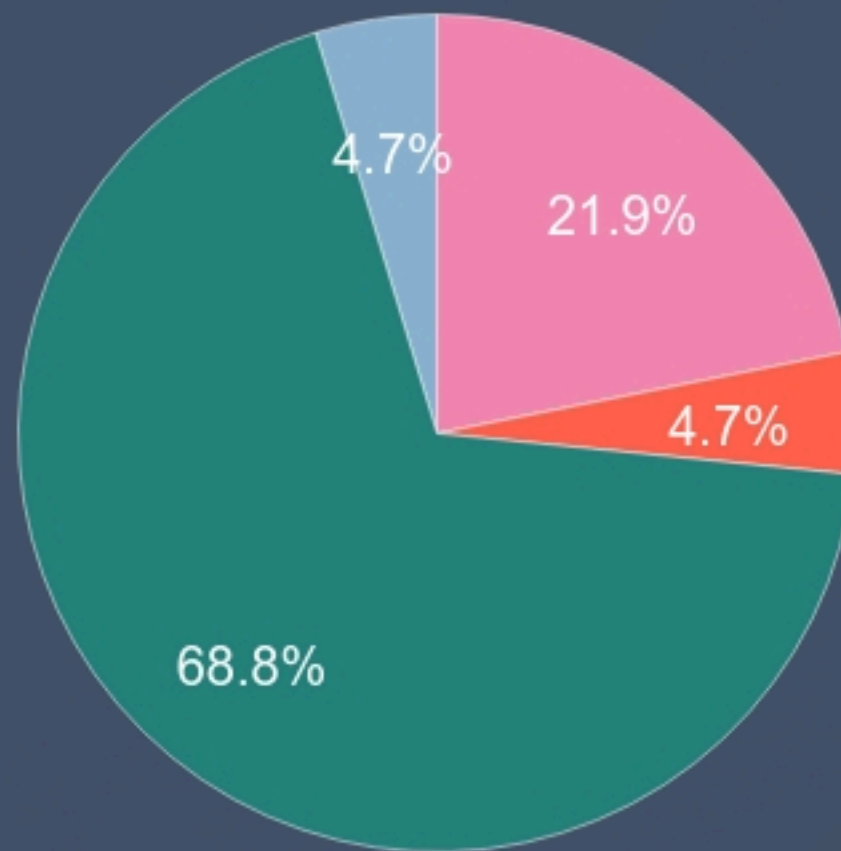● On voluntary basis through the sector associations — 11
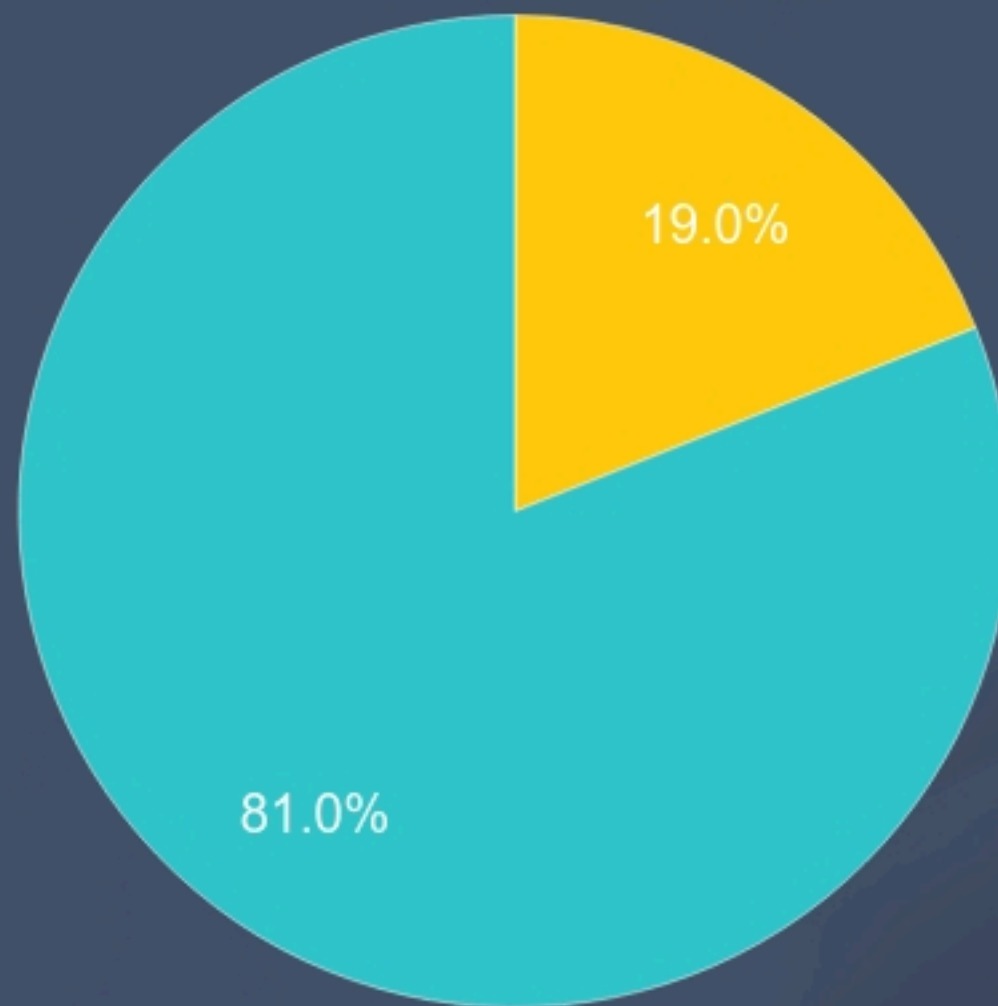
● No action is needed — 4

# 74%

of survey respondents believe that the terminology should be harmonized by mandatory EU standards

# Data sharing on ETA's, track&tracing, KPI's: freight trains run hundreds of kilometers through various countries. What is your opinion?



4.7%

21.9%

4.7%

68.8%

- 🔴 The work on ETA and on train punctuality should remain separate issues — 14
- 🔴 Let's only work on train punctuality improvement — 3
- 🟢 ETA's must be combined with punctuality improvement — 44
- 🔵 Let's only work on ETA's, international freight trains will never be punctual. — 3

# ETA reliability, confidence level, accuracy, probability, error: are these terms clear for your planning staff?
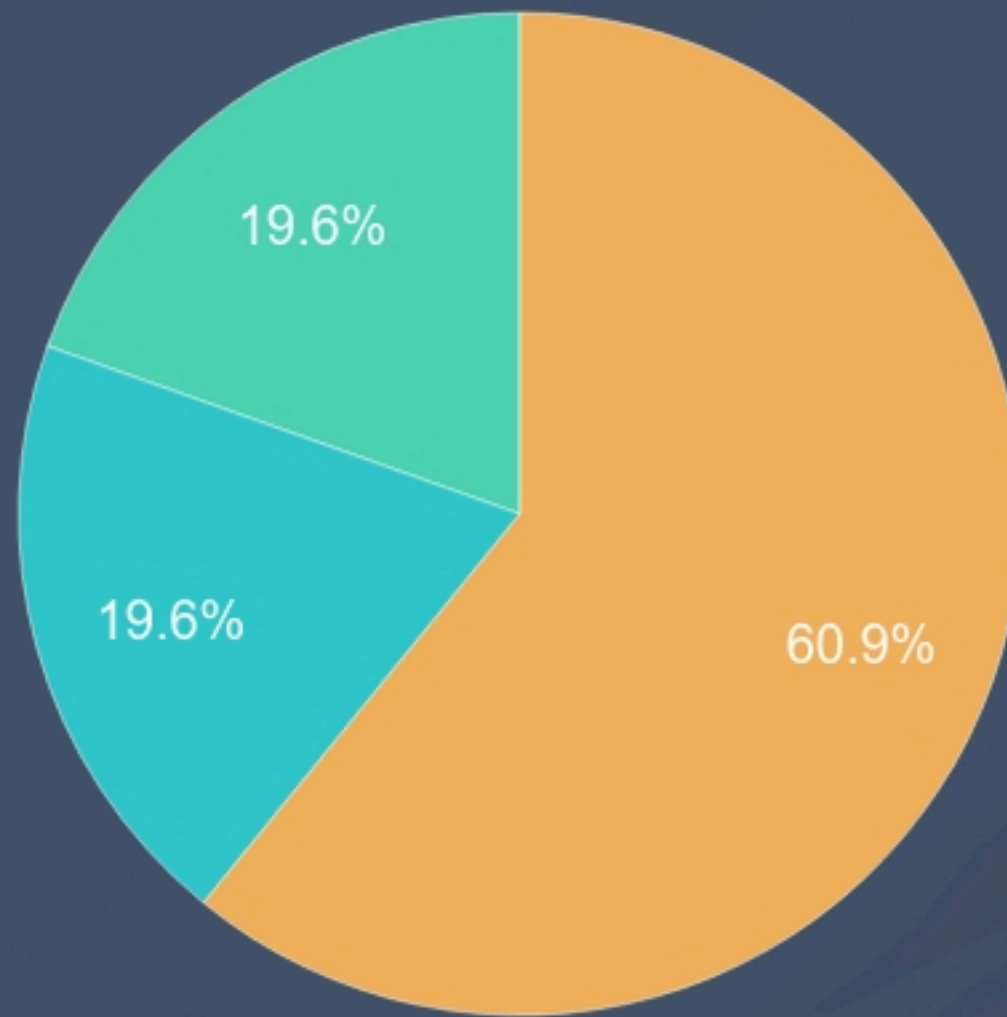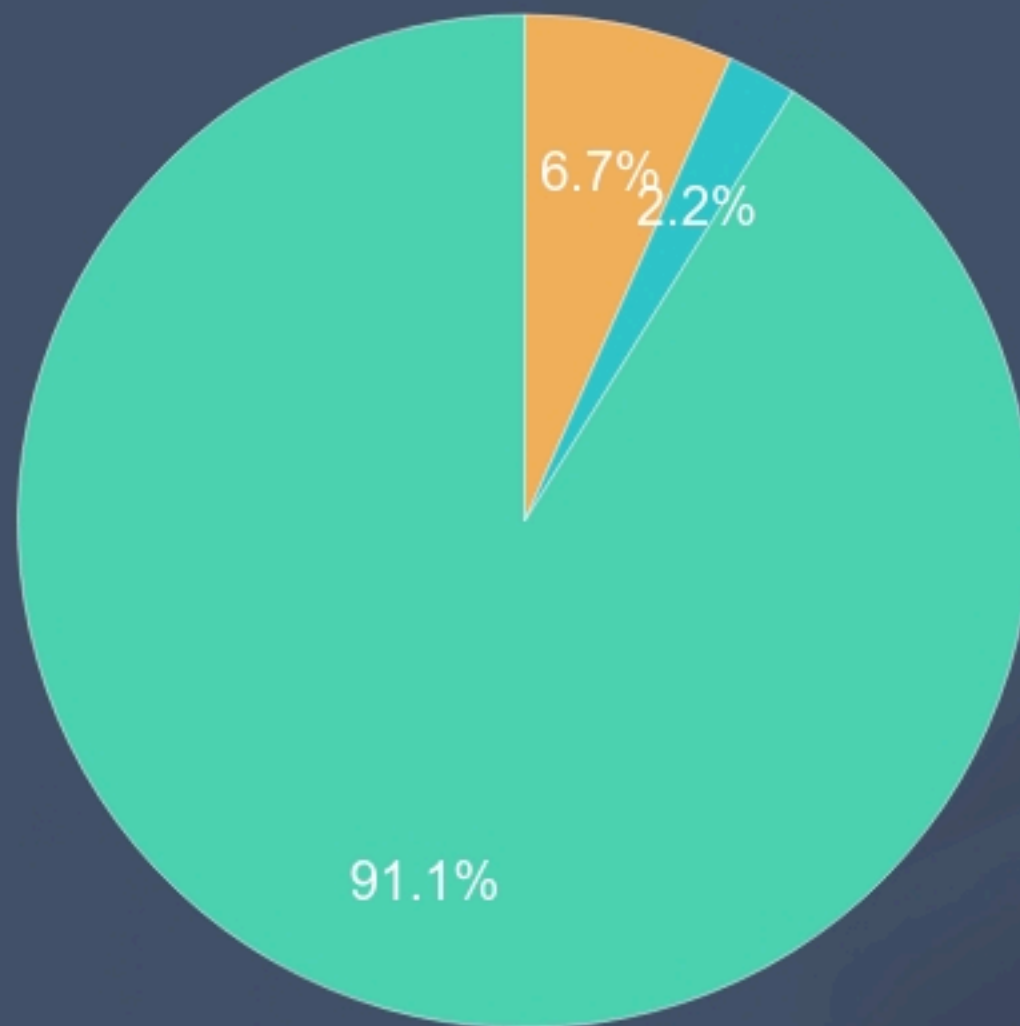


19.0%

81.0%

● Yes    11    ● No    47

# Data sharing should be based:



| | | |
|---|---|---|
| 🟠 | On mandatory (European) regulation | 28 |
| 🔵 | Initially on voluntary participation, later to be made mandatory for all | 9 |
| 🟢 | On contractual/voluntary conditions only | 9 |

Pie chart values: 60.9%, 19.6%, 19.6%

# Do you consider that data sharing in the logistic chain is in the interest of all stakeholders?



6.7%
2.2%
91.1%

| ● I am not sure | 3 | ● No | 1 |
|---|---|---|---|
| ● Yes | 41 | | |

# Questions from the open discussion

How far away are we from using eta data combined with capacity sharing?

Is everyone aware that there already are legal and tecnical solutions to share logistic data, also with other modalities? IDS, IShare,..

If we are talking about joint platforms, who (and how) is checking if the incoming data is of good quality and can be trusted?

What could convinced the terminal operators to join the TIS system? Only financing issue?

A common platform for data sharing is a very important next step! But information needs differ between actors. How to deal with this?

The idea of cargo rights in line with passenger rights have been introduced. How about this?. A contractual arrangement should be more than an effort!

When can we expect from the Lead RU an ETA as foreseen in the TAF TSI?

Taf TSI will states.by 2021 that every stakeholder may exchange the messages under the condition that the stakeholders are identifiable.