



Interoperable data sharing in rail transport – TSI Telematics

Insights relevant for Combined Transport

20 May 2025

Webinar - Data sharing needs and opportunities for Combined Transport “in the light of TSI Telematics”



*I am committed to **increasing intermodal freight transport**, which combines the environmental performance and energy efficiency of rail, short sea shipping and inland waterways with the flexibility of road transport. This is the **most promising and dynamic market segment of freight transport**.*

*I will also **focus on paperless transport** – to further bring down the barriers to intermodal transport and to **simplify administrative procedures** in other areas, for the **benefit of both companies and citizens**.*

*EP hearings of **Apostolos TZITZIKOSTAS**
Commissioner for Sustainable Transport and Tourism*



Data Union Strategy: building a genuine single market for data

- *Accessible High-Quality Data:*
*Ensure **high-quality data is available to European innovators** addressing the scarcity of datasets for AI*
- *International Data Flows:*
*Enhance, secure cross-border data exchange, **balancing privacy with innovation potential***

*Mission letter to **Henna Virkunnen**
Executive **Vice-President for Tech Sovereignty, Security and Democracy***

Towards paperless rail freight transport

Business-to-business data sharing

- Rail interoperability Directive (EU) 2016/797
- Technical Specification for interoperability relating to the telematics subsystem for freight service (“TSI TAF”)
Revision → telematics subsystem for interoperability of data sharing in rail transport (“TSI Telematics”)

Business-to-government data sharing

- Regulation (EU) 2020/1056 on electronic freight transport information (“eFTI”)

Business-to-business data sharing obligations

Insights relevant for terminals and combined transport



Integration of terminals into the telematics ecosystem



operators of rail freight service facilities

Terminals subject to TSI obligations

- In scope of the TSI, i.e. not excluded subject to national exclusions as per Art 1(4) of Directive (EU) 2016/797
- **Only multimodal freight terminals of the TEN-T network**

Other terminals

- voluntary application upon business needs

EU financial support subject to compliance with EU framework – not only for actors subject to obligations i.e. for all terminals.

Horizontal rules for data sharing and access for use based on “Rotterdam principles”

conditional obligation of telematics stakeholders to share data and right to access and use data

condition related to the processes in scope

- obligations on the basis of legal provisions or contractual agreements, or
- operational responsibility of a stakeholder involved those processes

Horizontal rules on terms and conditions for business-to-business data sharing

terms and conditions for **business-to-business data sharing*** required pursuant to Union law, as e.g. pursuant to TSI Telematics

any fees and charges for

- data sharing and access to data
- the use of telematics applications as application programming interfaces (API) or web user interfaces (web UI) based on common interface
- the access for use to reference data

are to be

- **reasonable and proportionate to the legitimate costs** incurred for setting up, maintaining and using such telematics applications or reference data

***Horizontal enforcement rules – Data Act:** Chapters III, IV and IX of Regulation (EU) 2023/2854
Competent authorities for enforcement: [link](#)

Horizontal rules for data sharing and access for use by the European Commission, a Union body or a public sector body

free of charge access to business-to-business raw data

- *Cost-effective principles* in case of additional data aggregation services for European statistics*

Conditional access for statistical and enforcement purposes related to the processes in scope

- the monitoring of the establishment of the single European rail area or the trans-European transport network;
- the development of rail interoperability and safety in the Union;
- the monitoring or auditing of the flow of passengers or goods in the Union.

*Data aggregation services for European statistics – ESTAT Regulation: Articles 17(a) to (g) and 23 of Regulation (EC) No 223/2009

Horizontal principles for data opening in freight transport

From peer-to-peer to platform data sharing

Access conditions for re use

→ Use of open licences

- standard conditions for reuse protecting the data holder from misuse of the data
- recommended use of Creative Common licences, or any equivalent open licences

Focus on essential data for effectiveness and efficiency of operations

Access restrictions in freight transport

Restrictions where commercial or personal information is be protected

- **Identification of the transport operator**
→ anonymous data upon request of the transport operator
- **Identification of the goods** transported
→ exclusion of goods identification as part of train composition

Restrictions for security measures

- **Restriction from the public** for transport of **dangerous goods**
- **Peer-to-peer only for transport for armed forces** or subject to security measures adopted by MSs

Public data where not subject to identified restrictions

Public data in freight – for what purposes?

Enforcing Rotterdam principles where not applied

- focus on data essential for effectiveness and efficiency of operations
 - train traffic
 - as part of train composition data, limited to: id and position of vehicles and ILUs

Leveraging attractivity and reliability of rail services

- lack of data hinders potential customers from making informed decisions
- lack of (ETA) data triggers mistrust of customers

Foster innovation in rail

- development of innovative applications or machine learning methods that may be integrated into artificial intelligence. e.g ETA use case

Access for use to train traffic and train composition data of freight services

In addition to horizontal rules

- Availability of train traffic and train composition messages via platforms
- voluntary peer-to-peer exchange (*mandatory peer-to-peer between RUs & IMs*)

obligation for each infrastructure manager to grant **public and free of charge access**

- via a publicly accessible common Union web UI e.g. RNE's TIS
- under specified access conditions (open licences) set out by the data holder for use of the data

to

- working timetable of allocated paths
- **train traffic** data based on train traffic messages (e.g. train running and forecast information)
- as part of **train composition** data received from RUs:
 - **EVN of vehicles** (wagons & locomotive)
 - **position of vehicles** in the train
 - type of ILU and its id
- **historic record** of train traffic and train composition data

Access restrictions from the public

for security measures

- **dangerous goods** – not public
- Armed forces and other security measures adopted by MSs – peer-to-peer only

where commercial or personal information should be protected

- identification of the railway undertakings, not public upon request

Data related to the goods transported / loaded are NOT required to be public

Thank you

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