

TSI telematics for interoperability of data sharing in rail transport

**Principles and key requirements for terminals and
intermodal operators**

12 December 2024

Objectives supported by the digitalisation



Shifting freight to rail



Reduced operation costs



Efficient planning of operations



Safe management of operations



Timely and quality data sharing

Current access to train traffic and train composition data



Enable potential customers **making informed decisions** on their preferred transport options

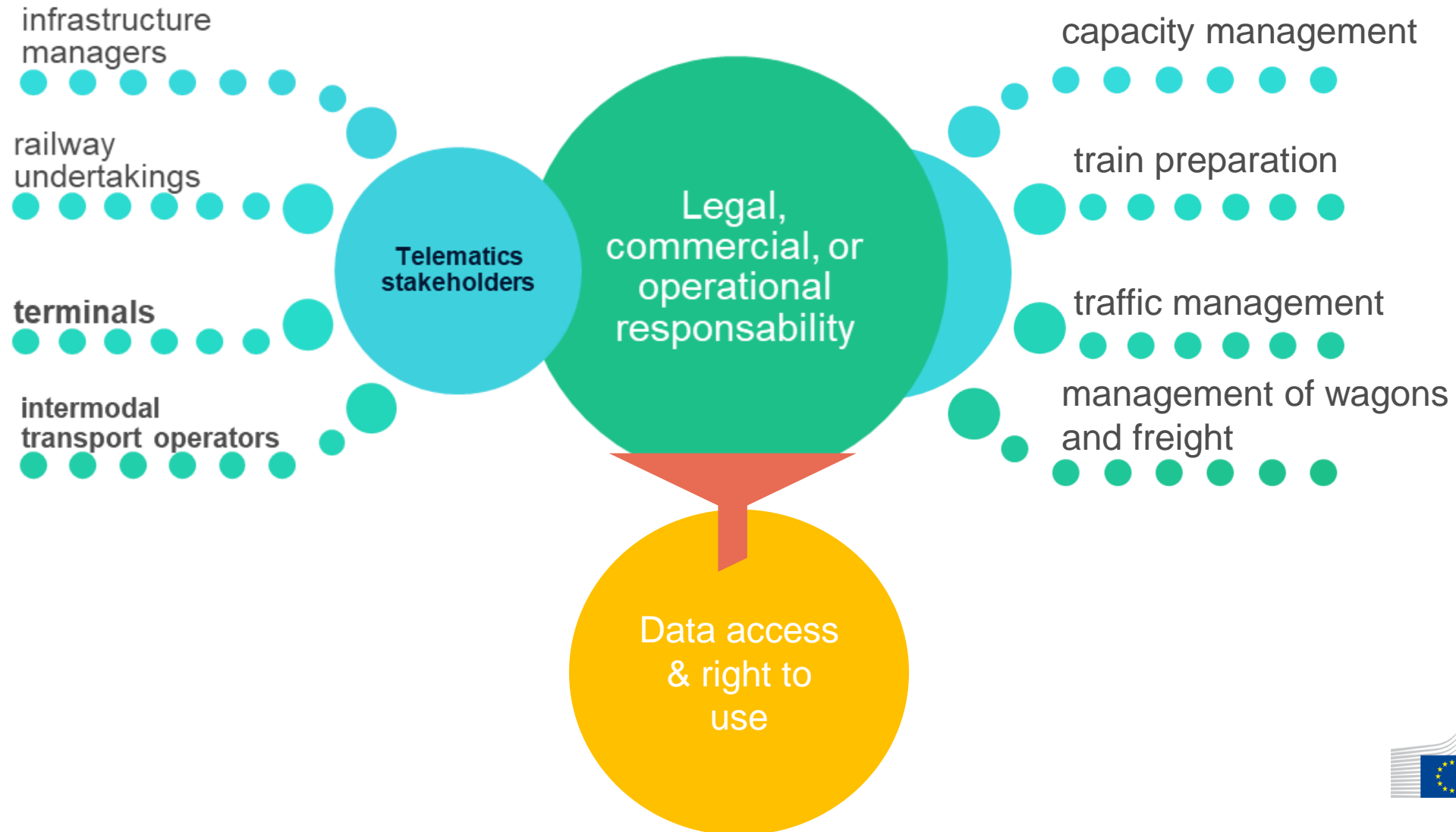
Alleged commercial sensitivity to restrict data access to the actors of the transport chain

Lack of transparency of rail services

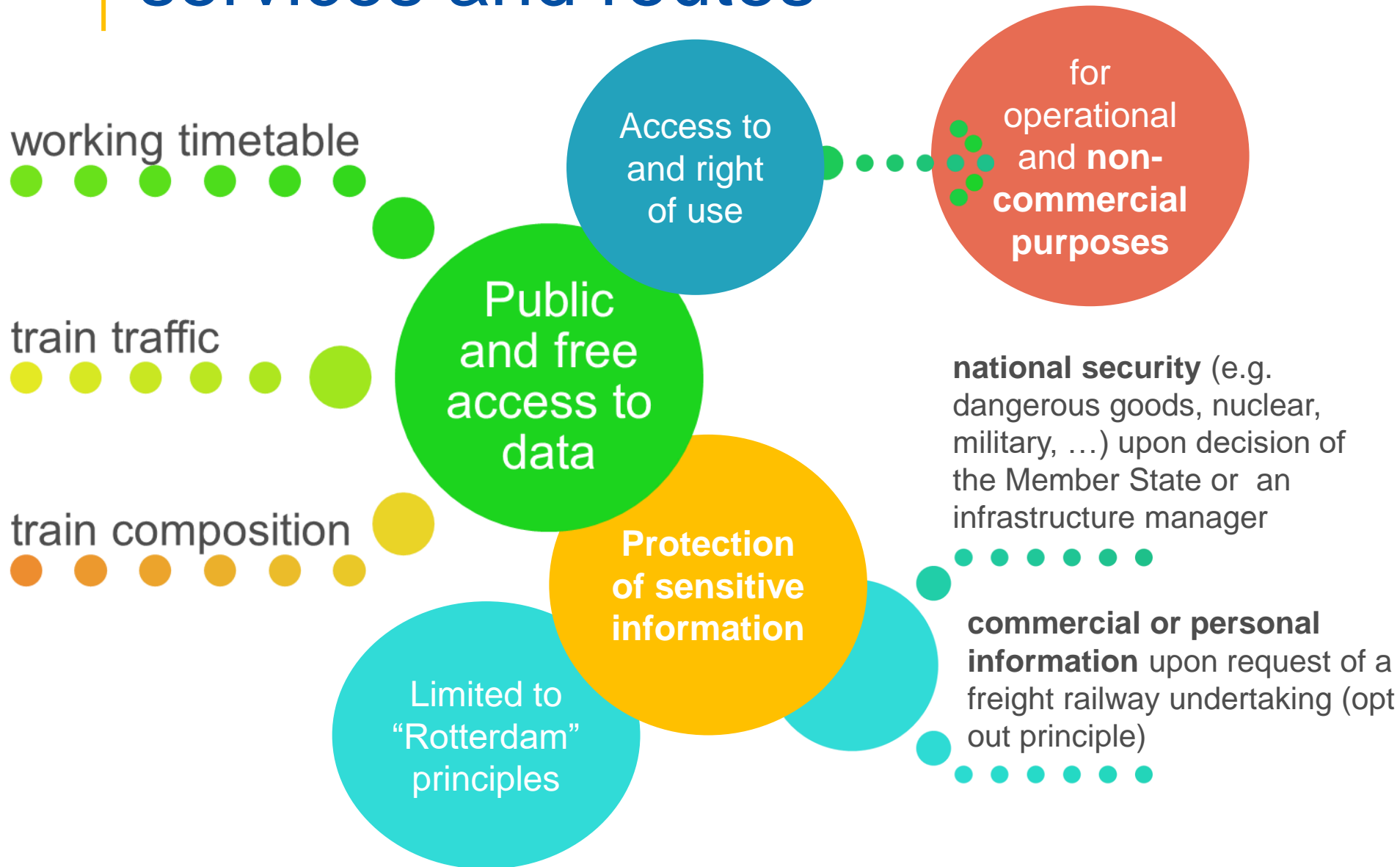
Lack of reliability of the information

Shift from rail

« Rotterdam » principle for data sharing



Public availability of data on existing train services and routes



Existing TAF messages from first to last miles within terminals



From / to loading points *“right under the crane”*

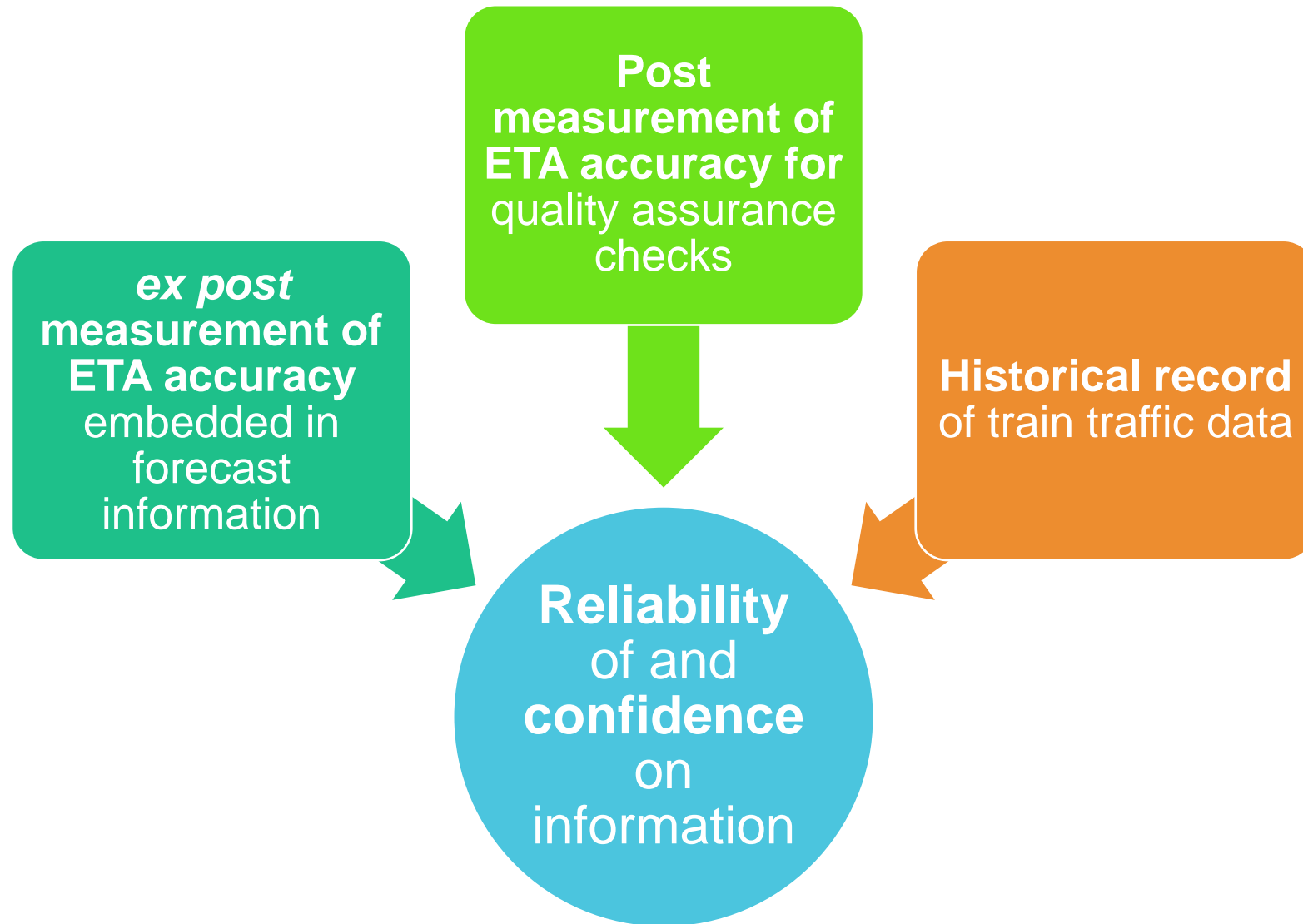


Path allocation



Train traffic reporting
incl. “Train closure” (i.e. un-loaded set of wagons
ready for movement)

Efficient planning of onward operations or onward connections



Common and centralised reference databases for intermodal loading unit



identification

type (container, swap body or semi-trailer)

compatibility with wagons and routes

characteristics

Movements in terminals



Planning of stabling and shunting: *open point*



Monitoring of wagon status: *at least at the entry within and the exit from their facilities*

Assessment of the proposal



ERA advisory note on impacts of TSI Telematics

- based on ERA methodology for light impact assessments

Feasibility of proposed deadlines, including alignment with CEF funding opportunities

Impact on stakeholders of new TSI Telematics provisions

Intermediate report at RISC February 2025 – Final report at RISC June 2025



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Thank you

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