Brussels, 8 February 2012
MOVE/B2/IV

Subject: **Minutes of the kick-off meeting for the preparation of the new master plans for implementation of Commission Regulation (EC) no 62/2006 (TAFTSI)and Commission Regulation (EU) no 454/2011 (TAPTSI)**

Around 80 persons attended this meeting, coming from national authorities and companies.

1. Introduction – Background

DG MOVE explained the approach followed by the Interoperability Directive (the new approach), the subsystems (among others TAF and TAP): their dependencies, who wrote them etc. DG MOVE reminded that the TAF Master Plan submitted through the SEDP is now outdated. For this reason chapter 7 of TAF was reviewed (to reflect the changed circumstances) by ERA and submitted as recommendation to the Commission. Afterwards DG MOVE explained the functionalities and messages of TAF and how the common interface has to be understood. RSRD(²), a database of TAF was further explained: it will be operational in April 2012. Then DG MOVE explained the functionalities and messages of TAP. It was stressed that there are common elements with TAF. It was further underlined that both TAF and TAP have in chapter 7 the requirement to write down a master plan. Above presentation was done at a very high level for a non-expert audience. In the second part of the PPT DG Move explained that EU regulation overrides national legislation if addresses same area.

Member State PL reminded that it is needed to use a common tool/interface between RUs and IMs. What to do at MS level, however, if an RU or IM does not comply with the TSI requirements. DG MOVE explained that CI compliance can be achieved in different ways (not necessarily via using the tool developed by CCG) but that basic technical connectivity must be achieved (i.e. security, addressing, delivery receipts, etc). It is also necessary that the message sequence/formats must be respected. IMs should be prepared that some RUs will use from the beginning the TAF messages whereas others will join later on.

UIP informed that the development of wagon keepers' RSRD is ready now and can be tested by everybody. UIP announced that everybody can use later on free of charge the data stored in this database.

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2. Obligations related to the implementation of Commission Regulation (EC) no 62/2006 and Commission Regulation (EU) no 454/2011

See point 1 above.

3. TAF master plan and company implementation plans: definition, objectives, timeline, tools and baseline documents

The Deployment Manager, John Lutz, informed in his PPT about the background SEDP framework and master plan objectives. He reminded that the data exchange is not sufficient alone: it must be accompanied by adoption of the business context involving the trading partners. This was not sufficiently analysed during development of the SEDP, causing delays beyond the original SEDP timelines.

Afterwards he explained the major TAF revisions including the new governance structure (where ERA and DG MOVE will have a more active supervisory role) and the obligation to submit the new master plan, monitored by EC and the CCM under ERA.

He reminded that the former SEDP is not thrown away but should be a basis for further master planning by assessing the gap/outdated elements. The Master Plan use the output of the various TAF WGs as baseline documents for implementation.

Short term goals of the master plan can be summarized as follows:

- Involve management at strategic level (not only IT)

- Follow up the SEDP and TAF implementation planning at stakeholders

- Establishing of baseline for technical documents (by May 2012).

- Roll out of master plans.

He recalled that stakeholders have to assess strategic business issues (not necessarily IT issues), such as train identification, location identifications, and implementation plans in order to assure that stakeholders can plan and staff properly.

Rainer Wilke explained the goal of governance within the implementation of TAF TSI. He stressed the changes compared to the original project setup which has now a monitoring-and-decision-making steering committee with stakeholders/EC/ERA. Further important element of the new project setup is the TAF TSI deployment team. This team will coordinate the company implementation projects from the individual companies. There will be furthermore the TAF Joint Sector Group which will also align with TAP TSI. He further explained the role of ERA for monitoring of the TAF implementation and for CCM procedure. Further mentioned: the Common Component Group. This group has developed the CI and the TAF reference file system.

DG MOVE added that above governance was important for EC because the successful implementation will support the EC's multiple policy.

CH asked whether it is appropriate to assume that the sector organisation has to ensure good and appropriate communication. Rainer Wilke explained the multiple channels available to push and pull information.

Regarding the master plan timeline from Nov 2011 until May 2012, the involvement of MSs will be required. Here Rainer Wilke mentioned the kick off meeting of master planning (26.01.2012) and the Master Plan workshop on 15 Feb 2012 (Paris). This will lead to the first company implementation plans to be delivered on 15 March 2012. He explained it would be good that MSs ensure a certain coordination between RUs and IMs for the implementation plans. In the second part of March the deployment team will try to harmonise above plans. If this will not be possible, a list of open points will be created which must be solved in another way.

In April 2012, the 2nd and final draft master plans will be released to the JSG which will send it to the TAF steering committee/EC and then to ERA. ERA will publish it afterwards and monitor the implementation of the master plan.

Afterwards John Lutz explained the individual functions of TAF TSI. These functions between RUs and IMs are train running, train forecast, service disruption, train enquiries, train preparation, infrastructure restrictions, path request (ad hoc), common interface, reference files and train identifiers (latter 3 are prerequisites). There are further functions only for RUs: consignment note data, WIMO, wagon movement, shipment ETA.

He explained that the Common Interface and Reference Files were developed by the CCG was delivered on 02 Jan 2012. He stressed that the reference files are currently populated with existing data from the ENEE database, but the governance rules for populating the reference data - especially location codes still need to be established. In this context the MSs should allocate a location code allocation authority (also for some subsidiary codes) per country.

The common interface is for the time being only open for CCG stakeholders but will be open in June 2012 for "the world" once third-party licensing is established.

He reminded that nobody should consider in the master plan that the CI is ready if it is "only" installed. Instead of this one should concentrate on whether it is properly configured to the legacy systems.

Harald Resinger explained in detail the TAF functions mentioned above.

John Lutz gave afterwards a short presentation about the phasing of the TAF Master Plan as follows:

- Phase I: detailed IT specs and master plan

- Phase II: development

- Phase III: Deployment and pilot

- Phase IV: Fully operational with TrainIdent and Common Interface.

Member State PL asked whether it is mandatory to put dates into above Phase III or Phase IV. John Lutz explained that the deployment team has released a MS Project template (with dependencies) where one can explain individual functions will be ready by 90% or similar. This phased approach would allow companies to start implementing certain functionality sooner and give a quick win to those whose legacy systems currently support TAF functionality.

RFF asked about the output of TAF WG3: the train preparation as described in TAF is not necessarily in line with the OPE TSI which is going to be updated. Harald Reisinger explained that the message content and the processing is well described in the output of the TAF WG3. However, the exact time of sending this message is defined in national operational rule or in the network statement. This is different per country.

InfraBel asked the question: what are the criteria of accepting or rejecting the master plan. DG MOVE explained that too long implementation deadlines will not be accepted. Only realistic plans will be accepted: they must be done on available best estimations. The system should normally run as of 2014. DG MOVE stressed that the master plan(s) will not be part of the TAF legislation.

JRCP (Bernard Alibert) noted that ERA systematically deletes the interfaces between the TSIs TAP/TAF/OPE.

4. TAP master plan and company implementation plans: definition, objectives, timeline, tools and baseline documents

The Project Manager, Rütger Fenkes, and Sebastian Naundorf, a project team member, presented the work on TAP TSI. Work on the implementation of TAP is in a very early stage to provide detailed master planning.

TAP RU/ IM standards will be close to TAF RU/ IM communication, with some identical prerequisites and some new messages for passenger information. New stakeholders compared to TAF are Station Managers and passenger RUs, and ticket vendors. IMs form the logical link between TAF and TAP. Companies falling under TAP TSI are asked to consider taking part in the TAF implementation harmonisation.

The Master Plan deliverables for the retail-related Basic Parameters of TAP TSI are work in progress and will be delivered together with the other TAP Phase One deliverables mid-May 2012. These will describe clearly what implicated parties (e.g. RUs, IMs, Stations Managers, Ticket Vendors) shall implement, and in which sequence, in order to realise the TAP TSI target system.

Implicated parties will be asked to run their internal implementation studies from approx June 2012 to March 2013. Following the summer holiday season this year, a similar TAP TSI information session like today is planned.

What was important to keep in mind: TAP Phase One deliverables are expected on 13 May 2012 and ERA recommendation on them on 13 July 2012.

5. Adjournment.