



TELEMATICS APPLICATION FOR FREIGHT AND PASSENGERS

Opportunities

- An efficient use of data could increase infrastructure capacities;
- Telematics applications will improve the incident management (service disruptions), terminal operations such as shunting and intermodal operations, and therefore reducing operational costs.

Challenges

- Keeping control of the relationship between TAP and TAF requires coordination;
- Changing an IT project is costly and should respect the TAF deployment plan;
- The European IT scenario needs to be clearly defined and should provide added value to the railways, its operators and customers.

Objective

Telematics applications ensure constant interfaces and dialogue between the train and the infrastructure at all stages of the process. The interchange of information between the Infrastructure Manager (IM) and the Railway Undertakings (RU) is essential to make telematics successful. Telematics are composed of two systems and regulations:

- [Regulation \(EU\) 2016/527 on the Technical Specification for Interoperability relating to 'telematics applications for passenger services' \(TSI TAP\)](#) which aims at improving communications among railway actors and towards passengers;
- [Regulation \(EU\) 1305/2014 on the Technical Specifications for Interoperability relating to the Telematic Applications for Freight subsystem of the rail system \(TSI TAF\)](#) which aims at improving communications among railway actors related to freight transport.

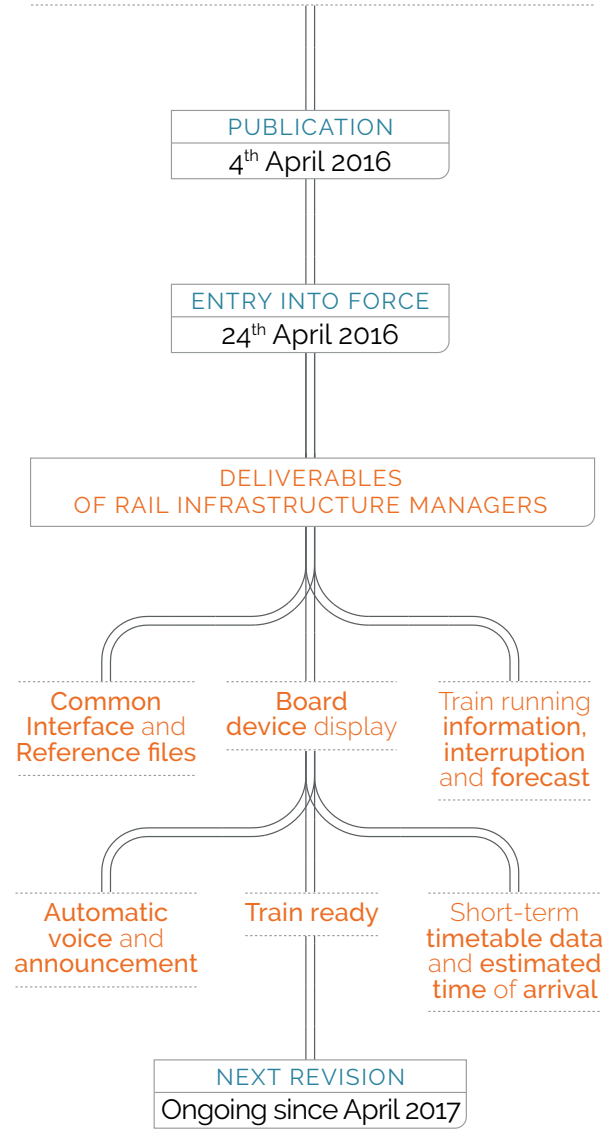
Involvement of Infrastructure Manager

IMs modify and deploy new IT tools for adapting the legacy systems to the telematic applications TAF-TAP requirements. IMs' IT strategies and deployment plans are therefore aligned with the EU Agency for Railways (ERA) requirements. With an increasing number of actors involved in the use of telematics, they also define strategies, priorities and mandatory needs considering the wider IT systems landscape. IMs also collect millions of data per day, and invest in digitalisation to improve predictive maintenance of fixed installations and optimise their network performance.

EIM in action

- EIM and its members are involved in several telematic platforms of the European Commission and ERA;
- EIM's TAP-TAF Working Group (TAP-TAF WG) participates in these platforms and shares best practices between IMs;
- EIM cooperates with [RailNetEurope \(RNE\)](#), which is in charge of the deployment of the necessary IT tools for telematics together with EIM members.
- EIM is involved in the [Joint Sector Group \(JSG\)](#) and the EC Steering Committee.

EC Regulation (EU) 2016/527
**INTEROPERABILITY OF TELEMATICS
 APPLICATIONS FOR PASSENGERS**



EC Regulation (EU) 1305/2014
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