

## EXPLANATORY NOTE

The digitalization of railways is an important and necessary step to increase the competitiveness of rail freight, and to achieve the goal of the 2011 EU white paper on transport of shifting 30 % of road freight over 300 km to other modes such as rail or waterborne transport by 2030, and more than 50 % by 2050.

The exchange of ETA information is also regarded as one of the 10 priorities for implementing the sector statement *Boosting International Freight*, signed and adopted by the rail sector on the 20th of May 2016. On the 21st of June 2016, the *Ministerial declaration on Rail Freight Corridors to boost international rail freight* was signed in Rotterdam. The ministerial declaration notes the achievement of the sector on coming together in a declaration and deciding on priorities ahead and provides support for the continued efforts.

In 2017, several implementation projects applied successfully for CEF funding to enhance data exchange. These projects were started up both by Infrastructure Managers as well as by intermodal operators working together with railway undertakings and terminal operators.

All relevant actors in the rail freight sector, including intermodal operators, benefit from exchanging ETA information from their international rail freight services, to make better use of their own resources and enables them to provide a better service to their customers. For this purpose a common task force of sector representatives and ministry representatives was set up. It has analyzed the legal framework necessary to facilitate data exchange, using i.a. a targeted questionnaire addressed to the Member States participating in the common task force. From the results of this work, it was concluded that in several Member States a specified agreement between parties on data exchange in the logistic chain is needed.

Given the diversity of national legal frameworks on data exchange, a European model agreement should be able to substantially support dissemination of data. The current EU regulatory framework that concern data exchange between actors in rail freight, includes TAF TSI specifying data formats and the implementing act on access to service facilities (EU) 2017 2177 art 7.3 obliging service facilities, infrastructure managers and applicants to cooperate, where relevant, in order to ensure efficient train operations, in particular by the exchange of ETA data.

RailNetEurope, a common, Europe-wide organization of European railway Infrastructure Managers and Allocation Bodies, has developed the Train Information System (TIS). Infrastructure Managers and railway undertakings can include their data into TIS. The system also allows the sharing of ETA data with third parties, such as operators and terminal operators. Most (main network) Infrastructure Managers have already implemented TIS for their network. The TIS and its user agreement with annexes is a possible way of moving toward standardization of ETA-data exchange and the associated contractual legalities.

RailNetEurope has stated that is able to restrict data access to the actors (railway undertakings and terminals) involved in a particular international rail freight train run. The current TIS user agreement Annex C provides a possible common way to agree on exchanging ETA data between railway undertakings and terminal operators. A future inclusion of both international and domestic rail freight trains in TIS will substantially improve data quality, especially because some international trains use several national train numbers during their run. RNE stated that data provision will be free of charge until at least end 2020.

In this recommendation the member states acknowledges the importance of the actors in the rail sector agreeing on suitable models for enabling data exchange between railway undertakings and their customers, including intermodal operators, and that this effort should be undertaken within the railway sector.

## RECOMMENDATION

This recommendation is based on the mutually agreed terms of reference of the Network of Executive Boards of the EU Rail Freight Corridors from 25 April 2017, and creates no legal or financial obligations.

The Network of Executive Boards recommends:

1. That all relevant actors within the rail freight sector, such as railway undertakings and terminal operators, including those in ports, facilitate the exchange of ETA data, making use of a suitable digital platform to provide the necessary conditions, such as the Train Information System TIS provided by Rail Net Europe.
2. In addition, the Network acknowledges that signing a user agreement by railway undertakings and terminal operators, where relevant, could substantially facilitate such data exchange.
3. The Infrastructure Managers participating in the management boards as far as they are applying a relevant platform and user agreement, to consider the inclusion of all freight trains.
4. To the European Commission to further support a railway sector-driven approach in this respect.
5. To the railway sector to develop under its own responsibility a guideline to facilitate the data exchange on estimated time of arrival and estimated time of departure.
6. To the management boards to report the development in 2018 and 2019 to the Network of Executive Boards.