Train Information System (TIS)

Terminal Advisory Group

Thomas Vanbeveren

9 October 2013

CORRIDOR 2
ROTTERDAM-ANTWERPEN-BASEL / LYON

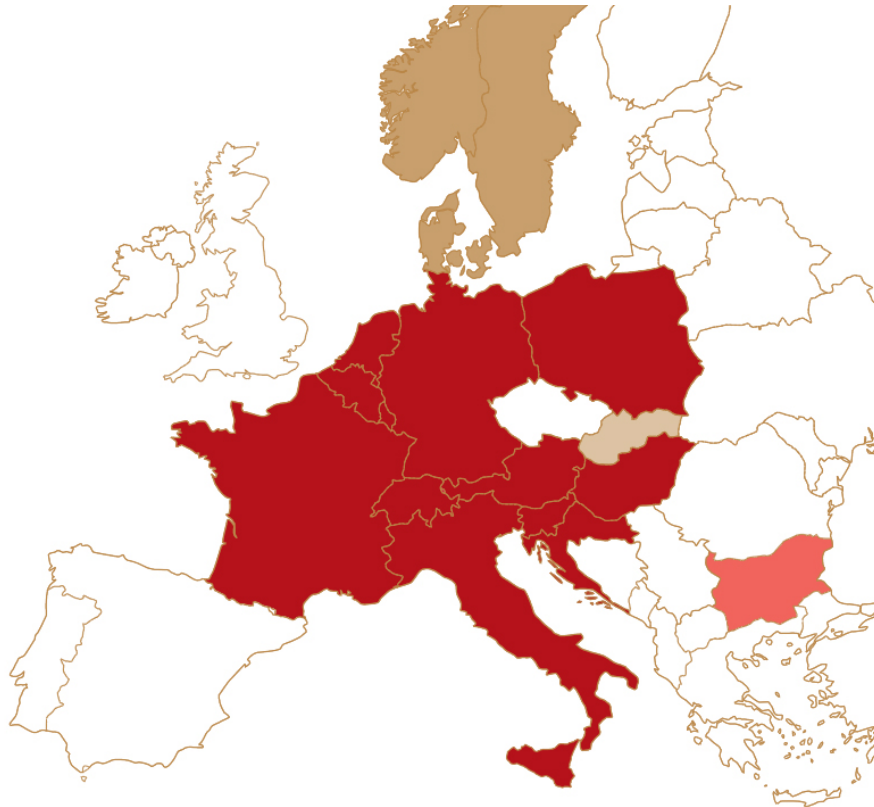**Fast track** *your rail freight*

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1. What is TIS?

➤ The RNE system for real-time international train run monitoring

➤ Online application: (http://tis.rne.eu)

Current participants	South-East Cluster 2012	Nordic Cluster 2012	Central Cluster 2012/13
AT, BE, CH, DE, FR, HU, HR, IT, LU, NL, PL, SI	BG	DK, SE, NO	SK

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2. Real-Time Information

➢ Real-time train traffic data via internet (timetable, forecast, running advice, delays)

➢ Real-time train information in the TIS graphical interface shows a real-time visualisation of International Trains (network overview, space-time diagrams, train run reports, etc.)

➢ Collection and exchange of railway traffic data from/with European traffic management systems

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3. TIS for Terminals[1]

- A Terminal will be defined by a list of TIS measuring points.

- When the Terminal operator-user signs the user agreement he will be able to:
  - See all trains running through a point associated to the Terminal
  - See information content based on signed agreements with concerning RUs

- For these trains, the Terminal operator-user will be able to see
  - Train information (detailed info about a single train run)
  - Space Time Diagram (schematic representation of the trains in relation to space)
  - Connection diagram (schematic representation of the train on a selected point)
  - Train request page (a list of trains with actual information for a given time period)

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3. TIS for Terminals(2)

➢ The Terminal Operator has to sign a confidentiality agreement with every RU operating trains in a specific terminal

➢ Agreement will be defined in TIS to provide only data based on this agreement

➢ RFC2 is enthusing the RUs to accept such terminal demands

➢ RNE has yet to take final decisions on exact charges

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Declaration to RNE on data exchange within TIS

Dear Mr Stahl,

We – RU AA, *location of headquarters of AA* and *Terminal Operator Company, location of headquarters of BB* – have each concluded a TIS User Agreement with RNE and hereby agree on a mutual exchange of information about our trains within the range of the TIS tool. The information includes, but is not limited to, train run data and delay codes for train runs in cooperation with the RUs mentioned above.

We each authorise RNE to share this information between *the RU* and the *Terminal Operator Company* mentioned above.

The agreed access to the data will be limited until further notice and can be withdrawn by each of the above mentioned RUs at any time.

This Agreement contains only the trains running via the defined TIS point(s) to the terminals. These trains are pilot trains. The data exchange in this regard is limited to the time periods of the pilot mentioned below.

Time frame between YYYYMMDD and YYYYMMDD

Yours sincerely,

_____
Place, Date, Signature of Managing Director / Legally-binding signature of RU AA, Location of headquarters of RU AA

_____
Place, Date, Signature of Managing Director / Legally-binding signature of TO BB, Location of headquarters of TO BB

Service public fédéral
Mobilité et Transports

Ministry of Infrastructure and the
Environment

Date   30 May 2013
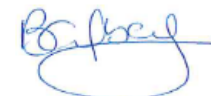Subject   connection Train Information System

Dear Sir/Madam,

One of the early requests made by the terminals in the terminal advisory groups was to connect terminals to real time information regarding arrival and departure times of freight trains travelling along the corridor. This information can help the terminal operators to schedule their facilities in a more optimum manner which finally will support you in an efficient and more profitable operation.

Up to now several workarounds at national level are available but not a structured approach. Based on this request the executive boards have supported the IM proposal to develop an ICT connection to the so called Train Information System (TIS) developed by RailNetEurope. This action is now ready for implementation at the terminals. Its implementation complies with the implementation of TSI Telematics Applications for Freight in the rail freight sector.

Operating the system requires the terminals and the RUs to cooperate by signing a confidentiality agreement to allow the terminals to access E real time information about the running of the trains. Without this agreement RNE cannot activate the user rights for the terminals in TIS. With TIS the aim is to achieve a better performance of the corridors as a whole. The executive boards therefore support initiatives of terminal operators to implement this information system. The executive boards therefore kindly emphasise the desirability of signing such an agreement.

Yours Sincerly,

The Chairperson of the executive board of rail freight corridor 1,

Brigit Gijsbers

The Chairperson of the executive board of rail freight corridor 2,

Marc Roman

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