



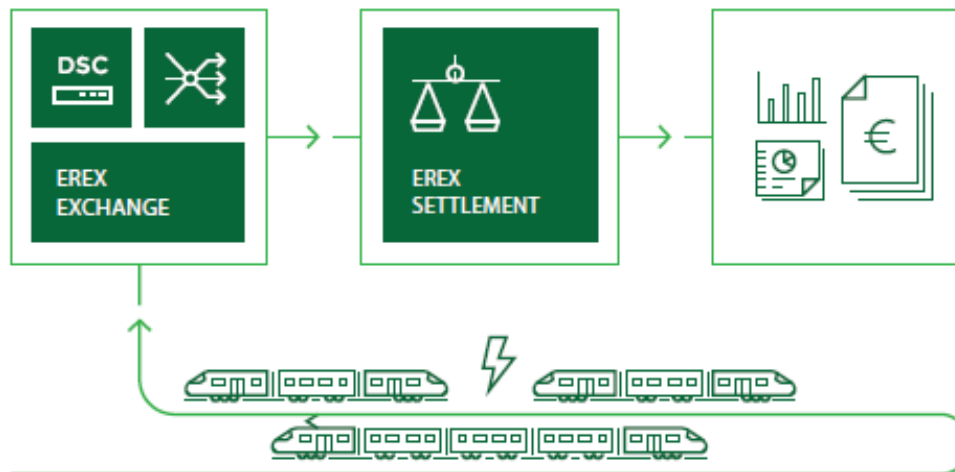
Train run information standardisation

Gunn-Helene Krogstad, Eress

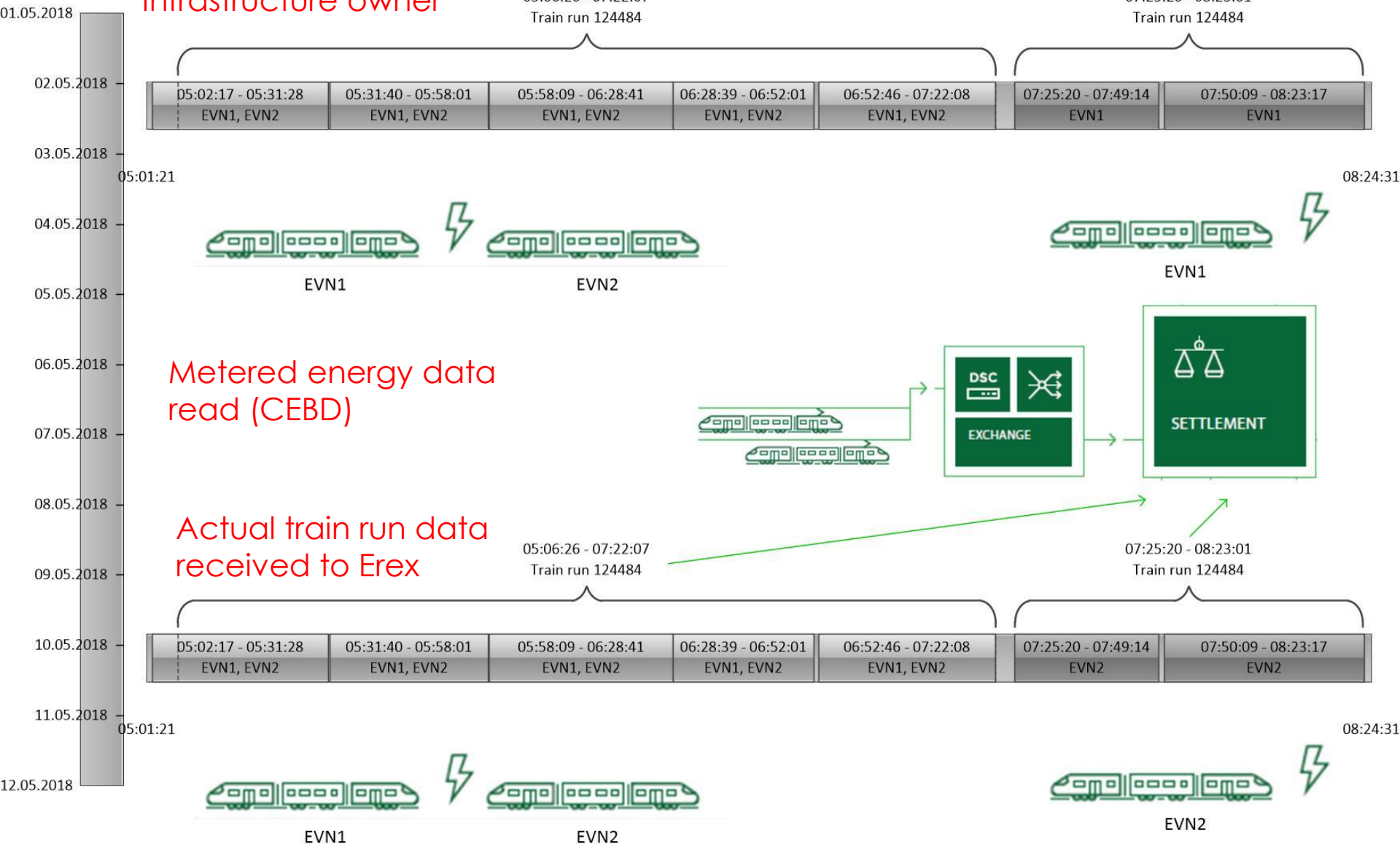
Rome June 13th 2018

Railway Energy

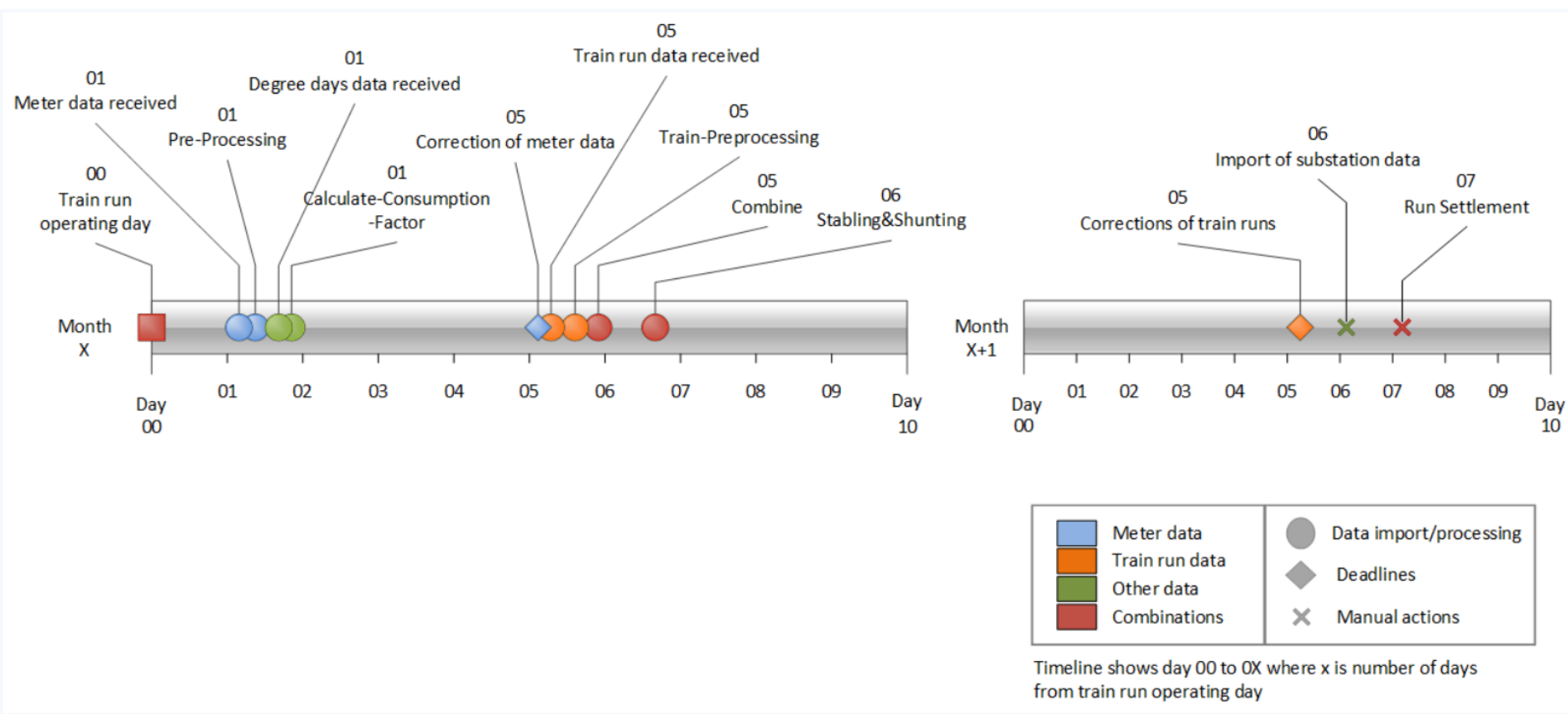
Erex in the energy data chain



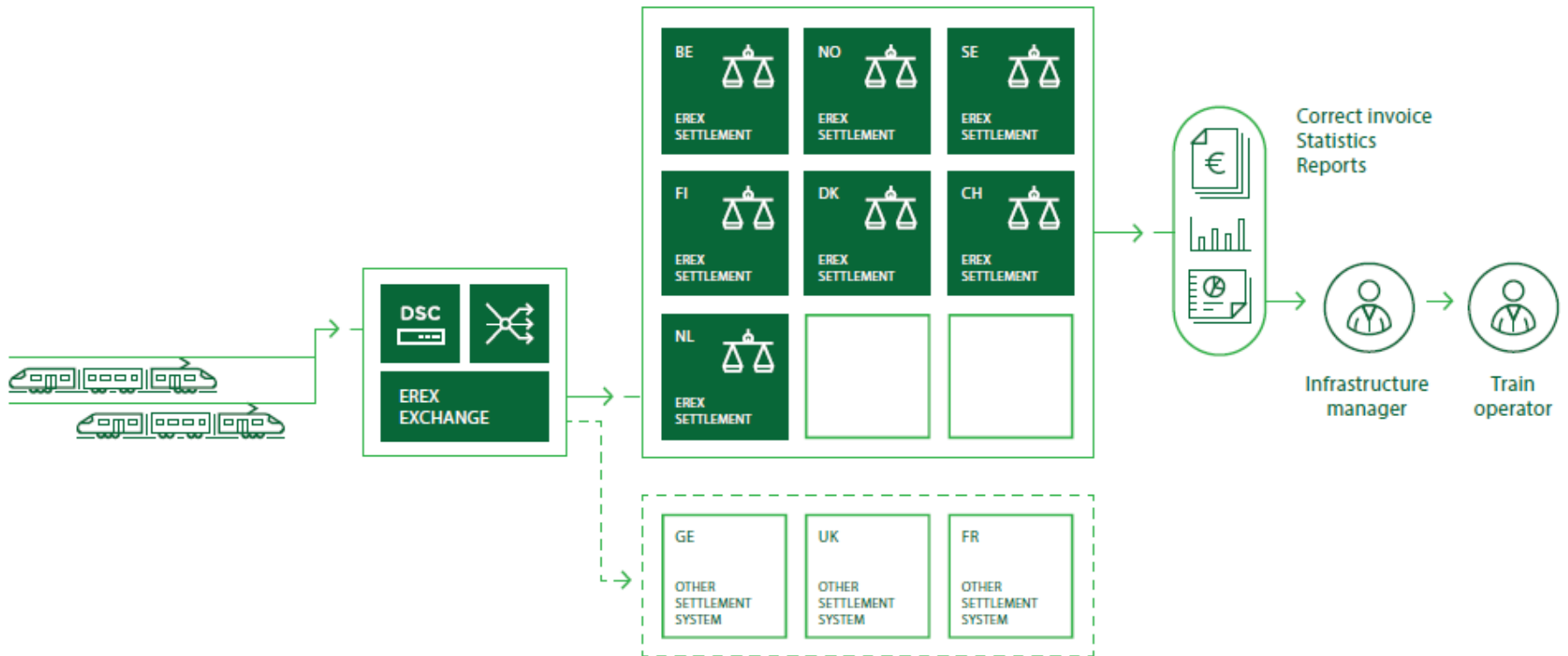
Planned train run data introduced to Infrastructure owner



The process in Erex train run settlement



Railway Energy Data Flow



Eress Train run data standardization workshop February 19th 2018

RECOMMENDATIONS AFTER GROUP DISCUSSIONS:

1 EVN (European vehicle number) is needed for each traction unit.

Why? For correct energy billing purposes it is important to:

- identify the actual traction unit
- correctly invoice the actual company who has consumed energy

How can Infrastructure Managers get the actual/correct EVN?

- IMs should ask RUs to send it according to the TAP/TAP TSI
- The EVN should be mandatory on a national level
- IMs should give up to 3 days to RUs for updating & providing the final and correct ENV, in case of last minute changes

2 GPS location should be Ok, but is not always of good quality

GPS should be used:

- - to validate train run data
- - as additional information

Eress Train run data standardization workshop February 19th 2018

RECOMMENDATIONS AFTER GROUP DISCUSSIONS CONTINUE

3. Ownership and accessibility of train energy data

- Should be described in the Network Statement (according to the non-paper)
- RU which consumes energy should own and have access to its data
- Vehicle keeper that consumes energy should own and have access to its data
- Need to agree & standardize who should be invoiced for energy between train runs (stabling & shunting)
 - In Eress, it's the RU who will have the next train run
 - DB Energie was allocating it to the vehicle keepers, but they don't want to pay for it
 - ÖBB is splitting it 50/50

4. Network statement

- Should refer to the TAF/TSI standard and include EVN number as part of the train composition that should be reported by RUs

5. Data interfacing should be:

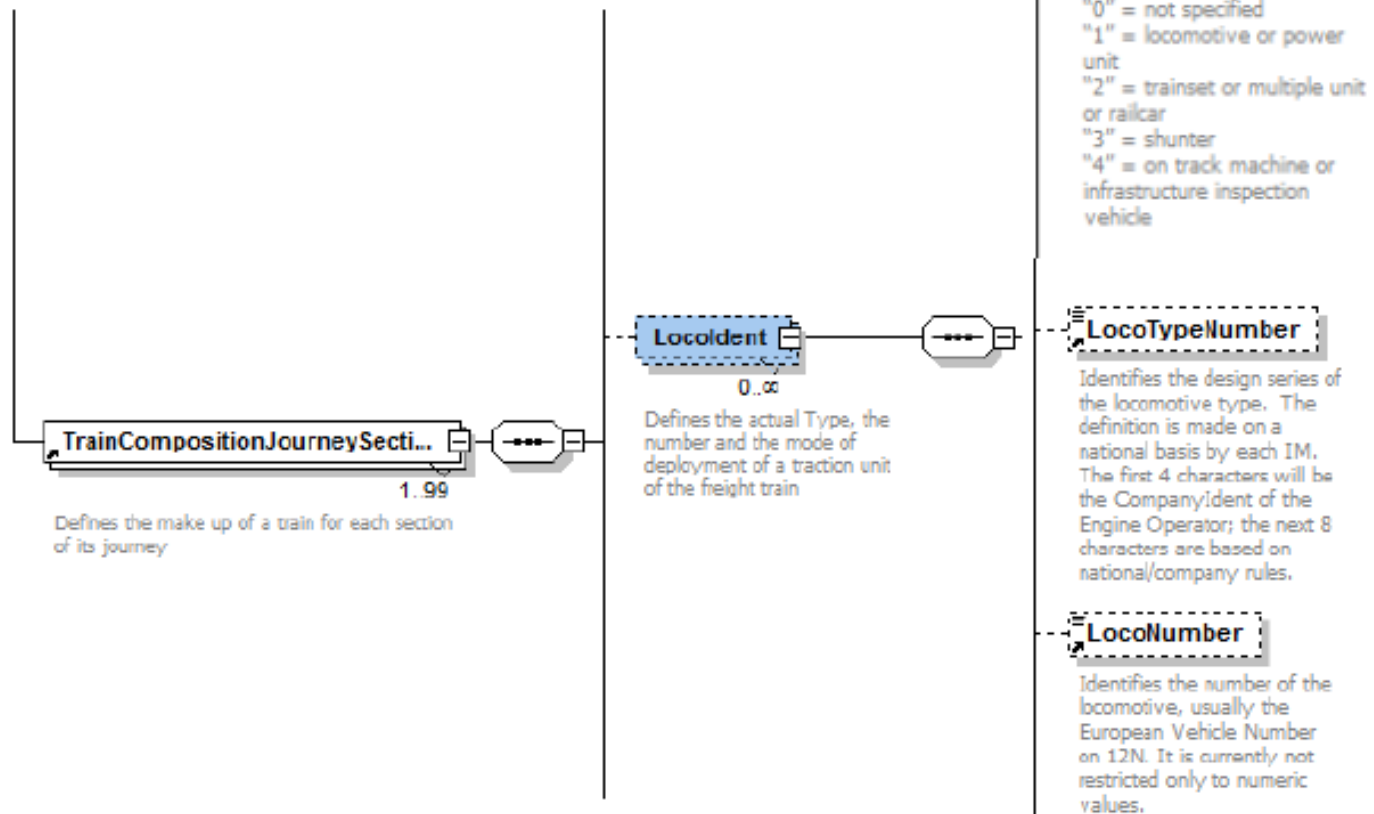
- as automatic as possible

Train Composition and Loco Identification

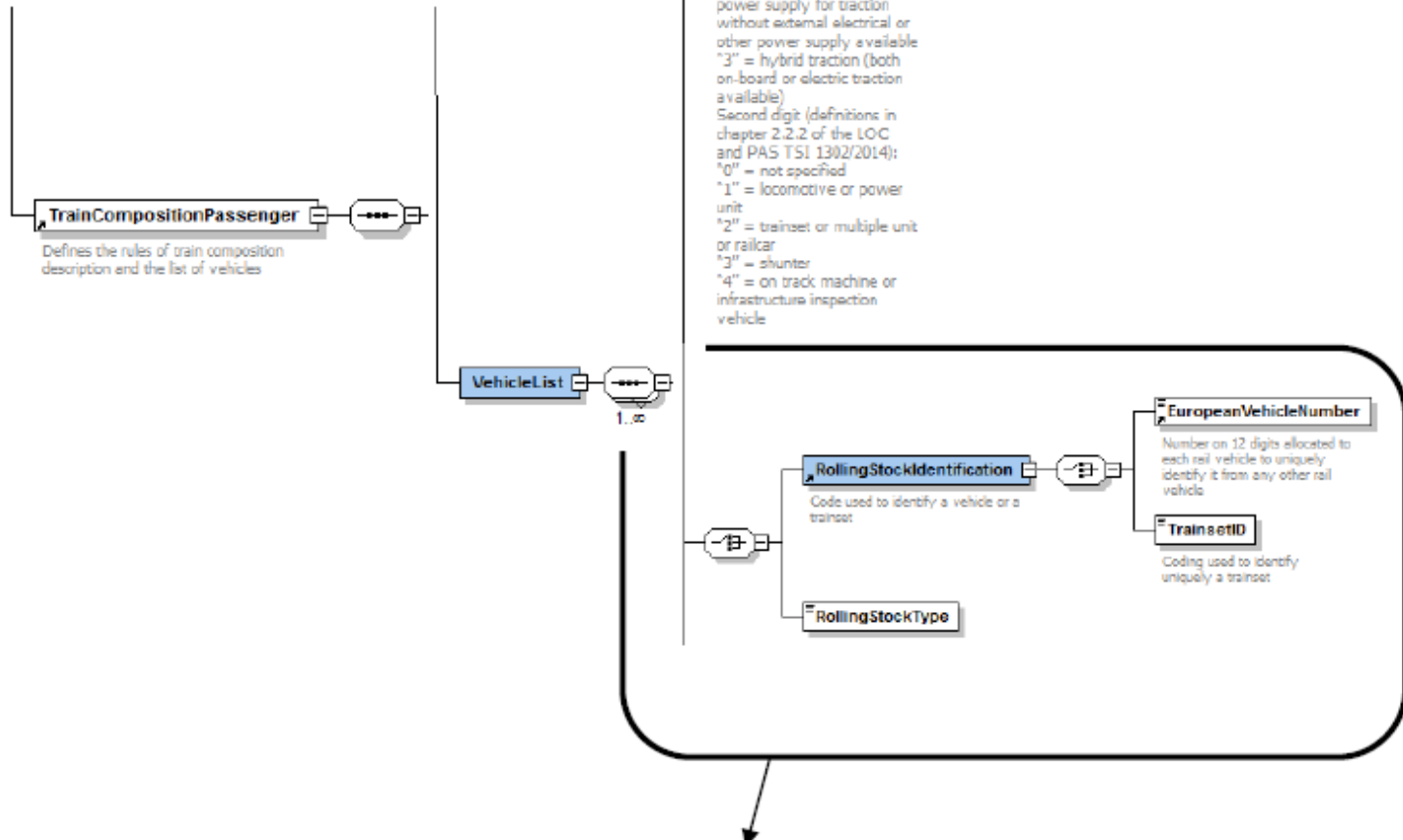
ERESS workshop – 19/02/2018

Excerpts of TAF and TAP RU/IM xsd data model related Train Composition and Loco Identification according to version 2.1.8 available on :

(Freight) Train Composition Message



Passenger Train Composition Process Message



A Change Request was introduced.

A vehicle can be identified :

- by its EVN (especially for locomotive)
- and/or by the Rolling Stock Type AND the Trainset ID (especially for the trainsets)

Ready today for the railways of tomorrow

