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| **EUROPEAN UNION AGENCY FOR RAILWAYS - INTEROPERABILITY UNIT** | | | |
|  | | | |
| **REFERENCE:** | | **DOCUMENT TYPE:** | **TAF TSI COMPLIANCE TEST REPORT – RailData Improved Service Reliability (ISR)** |
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**EUROPEAN UNION AGENCY FOR RAILWAYS**

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# Scope

This document defines the testing process performed to evaluate the compliance of the wagon event messages exchanged between the Railway Undertakings (RUs) using the IT application Improved Service Reliability (ISR) developed by RailData[[1]](#footnote-1) against the official TAF TSI data catalogue. (<http://www.era.europa.eu/Document-Register/Pages/Technical-Documents.aspx>).

# System Design

RailData provided ERA in March 2017 (via the Joint Sector Group: <http://taf-jsg.info/>) with a set of XML files describing various TAF TSI wagon event messages[[2]](#footnote-2) enabling ERA to perform this evaluation:

* Wagon Departure notice message
* Wagon Arrival notice message
* Wagon Delivery notice message
* Wagon Release notice message
* Wagon Yard Arrival message
* Wagon Yard Departure message
* Wagon Interchange notice message
* Wagon Received at Interchange message
* Wagon Refused at Interchange message .

# Roles

The team of ERA in charge of the regulation TAF TSI has performed the tests and has documented the results of the test campaign. RailData contributed at expert level (in dedicated mapping meetings) to ERA in the case of technical or business process related questions.

As it was clear from the very beginning from ERA’s compliance check and mapping between TAF TSI data catalogue and the ISR message data catalogue that – based on the different kind of their nature – both XSDs will not 100% overlap, a “soft compliance” approach was chosen to demonstrate ISR’s TAF compliance. Soft compliance in this case means that the TAF and ISR XSDs are different, however, the mandatory data elements and their contents do match.

# Test Cases

This section defines different types of a wagon event messages to be tested with link between the TAF TSI messages and the corresponding RailData ISR messages:

|  |  |
| --- | --- |
| **Message in TAF TSI** | **Message in RailData ISR** |
| Wagon Departure notice message | Type 20 |
| Wagon Arrival notice message | Type 05 |
| Wagon Delivery notice message | Type 15 |
| Wagon Release notice message | Type 10 |
| Wagon Yard Arrival message | Type 02 |
| Wagon Yard Departure message | Type 03 |
| Wagon Interchange notice message | Type 34 |
| Wagon Received at Interchange message | Type 24 |
| Wagon Refused at Interchange message | Type 44 |

# In order to perform data and mapping analyses ERA has used Altova XML Spy 2016 and Altova Map Force 2016 tools.

# 5 Results

# 5.1 Wagon Departure notice message

# RailData’s ISR XML message is soft compliant against the TAF TSI data catalogue (see soft compliance explanation in chapter 3 above).

# 

# 5.2 Wagon Arrival notice message

# 

# RailData’s ISR XML message is soft compliant against the TAF TSI data catalogue (see soft compliance explanation in chapter 3 above).

# 

# 5.3 Wagon Delivery notice message

# RailData’s ISR XML message is soft compliant against the TAF TSI data catalogue (see soft compliance explanation in chapter 3 above).

# 

# 5.4 Wagon Release notice message

# RailData’s ISR XML message is soft compliant against the TAF TSI data catalogue (see soft compliance explanation in chapter 3 above).

# 5.5 Wagon Yard Arrival message

# RailData’s ISR XML message is soft compliant against the TAF TSI data catalogue (see soft compliance explanation in chapter 3 above).

# 5.6 Wagon Yard Departure message

# RailData’s ISR XML message is soft compliant against the TAF TSI data catalogue (see soft compliance explanation in chapter 3 above).

# 

# 5.7 Wagon Interchange notice message

# RailData’s ISR XML message is soft compliant against the TAF TSI data catalogue (see soft compliance explanation in chapter 3 above).

# 

# 5.8 Wagon Received at Interchange message

# RailData’s ISR XML message is soft compliant against the TAF TSI data catalogue (see soft compliance explanation in chapter 3 above).

# 

# 5.9 Wagon Refused at Interchange message

# RailData’s ISR XML message is soft compliant against the TAF TSI data catalogue (see soft compliance explanation in chapter 3 above).

|  |  |
| --- | --- |
| Test results summary | |
| Test run on : | 13 Oct 2017 |
| Test result : | passed |
| Test run by: | cuadrdi |
| Test validated: | vargami |

# Conclusions

The tests performed by ERA based on agreement with RailData to validate the compliance of the ISR messages delivered satisfactory results.

The organization RailData may therefore use the results of the assessment performed by ERA as a proof of the soft compliance of its own ISR wagon event messages from above chapters 4 and 5 against the TAF TSI data catalogue.

As RailData’s ISR tool covers all 9 normal wagon event messages as described in chapters 4.2.7 and 4.2.8 of the TAF TSI, a compliance with the TAF procedures can be presumed as well.

# Additional recommendations

ERA recommends RailData to test additionally at a later stage the ISR message Type 06 (Wagon Exception notice message).

As mandatory data elements and their contents match between the TAF XSD and ISR XSD ERA encourages RailData to go for a full hard compliance vis-à-vis the TAF data catalogue in a new lifecycle of the ISR tool. Hard compliance means in this case that the common parts of TAF and ISR XSDs are the same as well.

# Annex 1 – RailData ISR messages used for compliance testing

# Type 02\_WagonYardArrival

<?xml version="1.0" encoding="UTF-8"?>

<FILE>

<FIELD00><F000IDN>204071585</F000IDN><F001SEID>0016</F001SEID><F002REID>1234</F002REID><F003TIME>2017-06-30T09:56:24+02:00</F003TIME><F004VERS>05</F004VERS></FIELD00><MESSAGE>

<FIELD10 F010EVRU="2155" F020ETYP="02" F030TIME="20170630095050"/>

<FIELD20 F190TWEW="26180" F180REAL="201706300944" F170DSTD="C Mountain" F160DSTC="12109" F150DERA=“21” F130INSD="A City" F120INSC="12740" F110INSR=“21” F100FSDE="L Port" F090FSCO="12740" F080FORA=“21” F070WADA="201706300944" F060CREA="20170630" F050TRAI="56205" F040FLAG="0" F030WAGO="37XX79318891"/>

<FIELD40 F360FODA="20170630" F350FOSD="D Peak" F340FOSN="70948" F330FOST="12740" F320FORA=“21”/>

<FIELD50 F420RONU="2">

<FIELD51 F450ORDE="1" F440FRON=“21” F430TRRY=“21”/>

<FIELD51 F440FRON="90" F430TRRY=“21”/>

</FIELD50>

</MESSAGE>

</FILE>"

# Type 03\_WagonYardDeparture

<?xml version="1.0" encoding="ISO-8859-1"?>

<FILE>

<FIELD00><F000IDN>204072032</F000IDN><F001SEID>0016</F001SEID><F002REID>1234</F002REID><F003TIME>2017-06-30T09:57:31+02:00</F003TIME><F004VERS>05</F004VERS></FIELD00><MESSAGE>

<FIELD10 F010EVRU="2154" F020ETYP="03" F030TIME="20170630095642"/>

<FIELD20 F070WADA="201706281900" F030WAGO="37XX78386766" F040FLAG="0" F050TRAI="44251" F060CREA="20170630" F080FORA=“21” F090FSCO="54396" F100FSDE="N Peak" F110INSR=“21” F120INSC="58001" F130INSD="B Ville " F150DERA=“21” F160DSTC="03262" F170DSTD="D Frontier" F180REAL="201706300955"/>

<FIELD30 F200TYTR="O" F210NUGO="1">

<FIELD31 F220SHGC="992200"/>

<FIELD32 F270RIDC="120"/>

</FIELD30>

<FIELD40 F320FORA=“21” F330FOST="54396" F340FOSN="10319" F350FOSD="C Yard" F410CONU="772610"/>

<FIELD50 F420RONU="1">

<FIELD51 F430TRRY=“21” F440FRON="23" F450ORDE="0"/>

</FIELD50>

# </MESSAGE> …

# Type 05\_WagonArrivalNotice

<?xml version="1.0" encoding="UTF-8"?>

<FILE>

<FIELD00><F000IDN>204071311</F000IDN><F001SEID>0016</F001SEID><F002REID>1234</F002REID><F003TIME>2017-06-30T09:55:53+02:00</F003TIME><F004VERS>05</F004VERS></FIELD00><MESSAGE>

<FIELD10 F010EVRU="2154" F020ETYP="05" F030TIME="20170630095540"/>

<FIELD20 F030WAGO="31XX59478709" F040FLAG="0" F050TRAI="80122" F060CREA="20170630" F080FORA=“21” F090FSCO="18069" F100FSDE="D House" F150DERA=“21” F160DSTC="35362" F170DSTD="D Town" F180REAL="201706300954"/>

</MESSAGE> …

# Type 10\_WagonReleaseNotice

<?xml version="1.0" encoding="ISO-8859-1"?>

<FILE>

<FIELD00><F000IDN>204071795</F000IDN><F001SEID>0016</F001SEID><F002REID>1234</F002REID><F003TIME>2017-06-30T09:56:45+02:00</F003TIME><F004VERS>05</F004VERS></FIELD00><MESSAGE>

<FIELD10 F010EVRU="2174" F020ETYP="15" F030TIME="20170630094937"/>

<FIELD20 F030WAGO="31XX45865643" F040FLAG="0" F070WADA="201706301210" F080FORA=“21” F090FSCO="03027" F100FSDE="L Port" F110INSR=“21” F120INSC="03027" F130INSD="C Lake" F180REAL="201706301000"/>

<FIELD40/>

</MESSAGE> …

# Type 15\_WagonDeliveryNotice

<?xml version="1.0" encoding="ISO-8859-1"?>

<FILE>

<FIELD00><F000IDN>204071795</F000IDN><F001SEID>0016</F001SEID><F002REID>1234</F002REID><F003TIME>2017-06-30T09:56:45+02:00</F003TIME><F004VERS>05</F004VERS></FIELD00><MESSAGE>

<FIELD10 F010EVRU="2174" F020ETYP="15" F030TIME="20170630094937"/>

<FIELD20 F030WAGO="31XX45865643" F040FLAG="0" F070WADA="201706301210" F080FORA=“21” F090FSCO="03027" F100FSDE="D Town" F110INSR=“21” F120INSC="03027" F130INSD="C Town" F180REAL="201706301000"/>

<FIELD40/>

# </MESSAGE> …

# Type 20\_WagonDeparureNotice

<?xml version="1.0" encoding="UTF-8"?>

<FILE>

<FIELD00><F000IDN>204070734</F000IDN><F001SEID>0016</F001SEID><F002REID>1234</F002REID><F003TIME>2017-06-30T09:54:33+02:00</F003TIME><F004VERS>05</F004VERS></FIELD00><MESSAGE>

<FIELD10 F010EVRU="2180" F020ETYP="20" F030TIME="20170630095122"/>

<FIELD20 F030WAGO="83XX27452237" F040FLAG="1" F050TRAI="RUD5" F060CREA="20170630" F070WADA="201706301045" F080FORA=“21” F090FSCO="19156" F100FSDE="N Village" F110INSR=“21” F120INSC="20402" F130INSD="D River" F150DERA=“21” F160DSTC="30108" F170DSTD="K River" F180REAL="201706300950" F190TWEW="0038500"/>

<FIELD30 F200TYTR="O" F210NUGO="1">

<FIELD31 F220SHGC="870899"/>

<FIELD32 F260WESH="0011000"/>

</FIELD30>

<FIELD40 F320FORA=“21” F330FOST="33034" F340FOSN="78700" F350FOSD="D Port" F360FODA="20170630" F380CRDE="L Haven F400CEDE="F Village" F410CONU="903736"/>

<FIELD50 F420RONU="2">

<FIELD51 F430TRRY=“21” F440FRON="60" F450ORDE="9"/>

<FIELD51 F430TRRY=“21” F440FRON="01" F450ORDE="0"/>

</FIELD50>

<FIELD70>

<FIELD71>

<F710CACO>2180</F710CACO>

<F720CAST>0</F720CAST>

<F730CAPO>01</F730CAPO>

</FIELD71>

<FIELD71>

<F710CACO>2181</F710CACO>

<F720CAST>2</F720CAST>

<F730CAPO>02</F730CAPO>

</FIELD71>

<FIELD72>

<F750DSCC>55</F750DSCC>

<F760DSSC>30108</F760DSSC>

<F770DSDE>GYOER AUDI LOC FZ. W</F770DSDE>

</FIELD72>

<F780SWLT>1</F780SWLT>

<F790CONT>0</F790CONT>

</FIELD70>

# </MESSAGE> …

# Type 24\_WagonReceivedAtInterchange

<?xml version="1.0" encoding="ISO-8859-1"?>

<FILE>

<FIELD00><F000IDN>204072144</F000IDN><F001SEID>0016</F001SEID><F002REID>1234</F002REID><F003TIME>2017-06-30T09:58:00+02:00</F003TIME><F004VERS>05</F004VERS></FIELD00><MESSAGE>

<FIELD10 F010EVRU="2180" F020ETYP="24" F030TIME="20170630095252"/>

<FIELD20 F070WADA="201706300945" F190TWEW="0088850" F030WAGO="81XX66439378" F040FLAG="1" F050TRAI="48731" F060CREA="20170630" F080FORA=“21” F090FSCO="00539" F100FSDE="C Canal" F110INSR=“21” F120INSC="10288" F130INSD="E lake" F150DERA=“21” F160DSTC="25509" F170DSTD="C Town" F180REAL="201706300950"/>

<FIELD30 F200TYTR="O" F210NUGO="1">

<FIELD31 F220SHGC="270112"/>

<FIELD32 F260WESH="64000"/>

</FIELD30>

<FIELD40 F320FORA=“21” F330FOST="00539" F340FOSN="69119" F350FOSD="K Terminal" F370CRCO="238401" F380CRDE="D Town " F390CECO="238401" F400CEDE="D Ville " F410CONU="534401"/>

<FIELD50 F420RONU="1">

<FIELD51 F430TRRY=“21” F440FRON="16" F450ORDE="0"/>

</FIELD50>

<FIELD60 F460DADE="00079" F470STDA="17389" F480SDDA="L House" F490DADA="201705190000" F500DATY="0"/>

<FIELD80>

<F810LEDD>1</F810LEDD>

<F820LETY>15</F820LETY>

<F830LEDT>201706302005</F830LEDT>

<F840LECC>21</F840LECC>

<F850LESC>25509</F850LESC>

<F860LEDE>C Port</F860LEDE>

<F870LETR>G48731</F870LETR>

</FIELD80>

</MESSAGE> …

# Type 34\_WagonInterchangeNotice

<?xml version="1.0" encoding="ISO-8859-1"?>

<FILE>

<FIELD00><F000IDN>204072118</F000IDN><F001SEID>0016</F001SEID><F002REID>1234</F002REID><F003TIME>2017-06-30T09:58:05+02:00</F003TIME><F004VERS>05</F004VERS></FIELD00><MESSAGE>

<FIELD10 F010EVRU="2154" F020ETYP="34" F030TIME="20170630095721"/>

<FIELD20 F030WAGO="83XX27454993" F040FLAG="0" F050TRAI="44251" F080FORA=“21” F110INSR=“21” F130INSD="D Town" F120INSC="53430" F150DERA=“21” F180REAL="201706301213"/>

<FIELD40 F320FORA=“21”/>

# </MESSAGE> …

# Type 44\_WagonRefusedAtIntechange

<?xml version="1.0" encoding="UTF-8"?>

<FILE>

<FIELD00><F000IDN>204007465</F000IDN><F001SEID>0016</F001SEID><F002REID>1234</F002REID><F003TIME>2017-06-30T00:57:13+02:00</F003TIME><F004VERS>05</F004VERS></FIELD00><MESSAGE>

<FIELD10 F010EVRU="2156" F020ETYP="44" F030TIME="20170630005504"/>

<FIELD20 F030WAGO="34XX46685716" F040FLAG="1" F050TRAI="45506" F080FORA=“21” F090FSCO="13603" F100FSDE="L Creek" F110INSR=“21” F120INSC="13526" F130INSD="E Border" F150DERA=“21” F160DSTC="34662" F170DSTD="A Mountain" F180REAL="201706292355"/>

<FIELD40/>

# </MESSAGE> …

# Annex 2 – Detailed Mapping TAF XSD to ISR XSD

|  |  |  |  |
| --- | --- | --- | --- |
| **Wagon Yard Arrival message (Type 02)** | | **Outcome of discussion** | **Points** |
| Path file |  | Configuration can be done at RD with CI | 1,00 |
| Message Type |  | Configuration from look up table at RD | 1,00 |
| Message Type Version |  | Configuration can be done at RD with CI | 1,00 |
| Message Identifier | F000IDN | - | 1,00 |
| Message Date Time | F003TIME | - | 1,00 |
| Sender | F001SEID | Constant value of 0016 (say RD) | 1,00 |
| Recipient | F002REID | Is detected by RD, should be normally the LRU. | 1,00 |
| Wagon Number Freight | F030WAGO | - | 1,00 |
| Country Code ISO | F110INSR | - | 1,00 |
| Location Primary Code | F120INSC | - | 1,00 |
| Arrival Time At Location Actual | F180REAL | - | 1,00 |
|  |  | Average: | 1,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **Wagon Yard Departure message (Type 03)** | | **Outcome of discussion** | **Points** |
| Path file |  | Configuration can be done at RD with CI | 1,00 |
| Message Type |  | Configuration from look up table at RD | 1,00 |
| Message Type Version |  | Configuration can be done at RD with CI | 1,00 |
| Message Identifier | F000IDN | - | 1,00 |
| Message Date Time | F003TIME | - | 1,00 |
| Sender | F001SEID | - | 1,00 |
| Recipient | F002REID | - | 1,00 |
| Wagon Number Freight | F030WAGO | - | 1,00 |
| Country Code ISO | F110INSR | - | 1,00 |
| Location Primary Code | F120INSC | - | 1,00 |
| Departure Time At Location | F180REAL | - | 1,00 |
|  |  | Average: | 1,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **Wagon Arrival notice message (Type 05)** | | **Outcome of discussion** | **Points** |
| Path file |  | Configuration can be done at RD with CI | 1,00 |
| MessageType |  | Configuration from look up table at RD | 1,00 |
| MessageTypeVersion |  | Configuration can be done at RD with CI | 1,00 |
| MessageIdentifier | F000IDN | - | 1,00 |
| MessageDateTime | F003TIME | - | 1,00 |
| Sender | F001SEID | Constant value of 0016 (say RD) | 1,00 |
| Recipient | F002REID | Is detected by RD, should be normally the LRU. | 1,00 |
| WagonNumberFreight | F030WAGO | - | 1,00 |
| LoadingStatus | F040FLAG | - | 1,00 |
| CountryCodeISO | F110INSR | - | 1,00 |
| LocationPrimaryCode | F120INSC | In the future WSM will spilt into legacy location code and TAF location code. | 1,00 |
| ArrivalTimeAtDestination | F180REAL | - | 1,00 |
|  |  | Average: | 1,00 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Wagon Release notice message (Type 10)** | | **Outcome of discussion** | **Points** |  |
| Path file |  | Configuration can be done at RD with CI | 1,00 |  |
| Message Type |  | Configuration from look up table at RD | 1,00 |  |
| Message Type Version |  | Configuration can be done at RD with CI | 1,00 |  |
| Message Identifier | F000IDN | - | 1,00 |  |
| Message Date Time | F003TIME | - | 1,00 |  |
| Sender | F001SEID | Constant value of 0016 (say RD) | 1,00 |  |
| Recipient | F002REID | Is detected by RD, should be normally the LRU. | 1,00 |  |
| Wagon Number Freight | F030WAGO | - | 1,00 |  |
| Loading Status | F040FLAG | - | 1,00 |  |
| Customer Type | CR | Constant CR will be hardcoded. | 1,00 |  |
| Name | F380CRDE | This information can be found in WSM element F380CRDE. | 1,00 |  |
| Lead RU |  | This information can be found in WSM element F710CACO (is non mandatory element in WSM !) ; F010EVRU is the reporting RU ; RailData will try to get it from ORPHEUS ; Otherwise from F010EVRU: 0 = Mandatory, 2 = Optional | 1,00 |  |
| Country Code ISO | F110INSR | - | 1,00 |  |
| Location Primary Code | F120INSC | - | 1,00 |  |
| Departure Time At Location |  | To put it into CCM ; "Earliest departure time at this location" | N/A | **Not calculated in the Average** |
|  |  | Average: | 1,00 |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **Wagon Delivery notice message (Type 15)** | | **Outcome of discussion** | **Points** |
| Path file |  | Configuration can be done at RD with CI | 1,00 |
| MessageType |  | Configuration from look up table at RD | 1,00 |
| MessageTypeVersion |  | Configuration can be done at RD with CI | 1,00 |
| MessageIdentifier | F000IDN | - | 1,00 |
| MessageDateTime | F003TIME | Should be current date-time stamp of the sending system. Configuration can be done at RD with CI. | 1,00 |
| Sender | F001SEID | Constant value of 0016 (say RD) | 1,00 |
| Recipient | F002REID | Is detected by RD, should be normally the LRU. | 1,00 |
| WagonNumberFreight | F030WAGO | - | 1,00 |
| LoadingStatus | F040FLAG | - | 1,00 |
| CountryCodeISO | F110INSR | - | 1,00 |
| LocationPrimaryCode | F120INSC | In the future WSM will spilt into legacy location code and TAF location code. | 1,00 |
| DeliveryTimeAtDestination | F180REAL | - | 1,00 |
|  |  | Average: | 1,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **Wagon Departure notice message (Type 20)** | | **Outcome of discussion** | **Points** |
| Path file |  | Configuration can be done at RD with CI | 1,00 |
| MessageType |  | Configuration from look up table at RD | 1,00 |
| MessageTypeVersion |  | Configuration can be done at RD with CI | 1,00 |
| MessageIdentifier | F000IDN | - | 1,00 |
| MessageDateTime | F003TIME | Should be current date-time stamp of the sending system. Configuration can be done at RD with CI. | 1,00 |
| Sender | F001SEID | Constant value of 0016 (say RD) | 1,00 |
| Recipient | F002REID | Is detected by RD, should be normally the LRU. | 1,00 |
| WagonNumberFreight | F030WAGO | - | 1,00 |
| LoadingStatus | F040FLAG | - | 1,00 |
| CustomerType | CR | Constant CR will be hardcoded. | 1,00 |
| Name | F380CRDE | This information can be found in WSM element F380CRDE. | 1,00 |
| Lead RU | Partial Full-Correspondence | This information can be found in WSM element F710CACO (is non mandatory element in WSM !) ; F010EVRU is the reporting RU ; RailData will try to get it from ORPHEUS ; Otherwise from F010EVRU: 0 = Mandatory, 2 = Optional | 0,75 |
| CountryCodeISO | F110INSR | - | 1,00 |
| LocationPrimaryCode | F120INSC | In the future WSM will spilt into legacy location code and TAF location code. | 1,00 |
| DepartureTimeAtLocation | F180REAL | Element F180REAL should be used. | 1,00 |
|  |  | Average: | 0,98 |

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| --- | --- | --- | --- | --- |
| **Wagon Received at Interchange message (Type 24)** | | **Outcome of discussion** | **Points** |  |
| Path file |  | Configuration can be done at RD with CI | 1,00 |  |
| Message Type |  | Configuration from look up table at RD | 1,00 |  |
| Message Type Version |  | Configuration can be done at RD with CI | 1,00 |  |
| Message Identifier | F000IDN | - | 1,00 |  |
| Message Date Time | F003TIME | - | 1,00 |  |
| Sender | F001SEID | - | 1,00 |  |
| Recipient | F002REID | - | 1,00 |  |
| Related Type |  | To make them non-mandatory (CCM) | N/A | **Not calculated in the Average** |
| Related Identifier |  | To make them non-mandatory (CCM) | N/A | **Not calculated in the Average** |
| Related Message Date Time |  | To make them non-mandatory (CCM) | N/A | **Not calculated in the Average** |
| Wagon Number Freight | F030WAGO | - | 1,00 |  |
| Country Code ISO | F110INSR | - | 1,00 |  |
| Location Primary Code | F120INSC | - | 1,00 |  |
| Acceptance Time At Interchange | F180REAL | - | 1,00 |  |
|  |  | Average: | 1,00 |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **Wagon Interchange notice message (Type 34)** | | **Outcome of discussion** | **Points** |
| Path file |  | Configuration can be done at RD with CI | 1,00 |
| Message Type |  | Configuration from look up table at RD | 1,00 |
| Message Type Version |  | Configuration can be done at RD with CI | 1,00 |
| Message Identifier | F000IDN | - | 1,00 |
| Message Date Time | F003TIME | - | 1,00 |
| Sender | F001SEID | - | 1,00 |
| Recipient | F002REID | - | 1,00 |
| Wagon Number Freight | F030WAGO | - | 1,00 |
| Loading Status | F040FLAG | - | 1,00 |
| Country Code ISO | F110INSR | - | 1,00 |
| Location Primary Code | F120INSC | - | 1,00 |
| Delivery Time At Interchange | F180REAL | - | 1,00 |
| Operational Train Number | F050TRAI | - | 1,00 |
|  |  | Average: | 1,00 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Wagon Refused at Interchange message (Type 44)** | | **Outcome of discussion** | **Points** |  |
| Path file |  | Configuration can be done at RD with CI | 1,00 |  |
| Message Type |  | Configuration from look up table at RD | 1,00 |  |
| Message Type Version |  | Configuration can be done at RD with CI | 1,00 |  |
| Message Identifier | F000IDN | - | 1,00 |  |
| Message Date Time | F003TIME | - | 1,00 |  |
| Sender | F001SEID | - | 1,00 |  |
| Recipient | F002REID | - | 1,00 |  |
| Related Type |  | To make them non-mandatory (CCM) | N/A | **Not calculated in the Average** |
| Related Identifier |  | To make them non-mandatory (CCM) | N/A | **Not calculated in the Average** |
| Related Message Date Time |  | To make them non-mandatory (CCM) | N/A | **Not calculated in the Average** |
| Wagon Number Freight | F030WAGO | - | 1,00 |  |
| Country Code ISO | F110INSR | - | 1,00 |  |
| Location Primary Code | F120INSC | - | 1,00 |  |
| Refusal Time At Interchange | F180REAL | - | 1,00 |  |
| Cause Type |  | To make non-mandatory (CCM) | N/A | **Not calculated in the Average** |
|  |  | Average: | 1,00 |  |

1. See : <http://www.raildata.coop/isr> [↑](#footnote-ref-1)
2. See : <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R1305&from=EN> – chapters 4.2.7 and 4.2.8 [↑](#footnote-ref-2)