



**ATOC**

Association of Train Operating Companies



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Dear *Robin,*

**TAP-TSI obligations for Network Rail and GB train operating companies**

We acknowledge receipt of your letter of 19 June in relation to the implementation of the TAF/TAP TSIs and the review of the current UK Implementation Plans, written following the meetings attended by DfT, Network Rail, ATOC, the ORR, the TAF/TAP National Contact Points (NCPs) on 20 April 2015 and the same parties plus the RSSB on 6 May 2015.

This joint letter records the position reached by NR and ATOC (on behalf of its members), in respect of TAP-TSI implementation (subject to NR reaching any required bi-lateral agreement with affected operators). Specifically, as recorded in your letter, this position refers to the four Basic Parameters:

- 4.2.14 Train preparation;
- 4.2.15 Train running information and forecast;
- 4.2.16 Service disruption information;
- 4.2.17 Handling of short term timetable data for trains;

which are defined in Regulation (EU) 454/2011 and are together known as the RU-IM messages.

ATOC (for its members) and Network Rail confirm that they will use current RU-IM messaging systems by specific agreement between Network Rail and the relevant operator, i.e., "other existing systems" for RU/IM messaging within the meaning of Regulation (EU) 454/2011 (as amended) at Annex I, paragraphs 4.2.14.1, 4.2.15.1 – 4.2.15.2, 4.2.16.2 and 4.2.17.1 – 4.2.17.8.

ATOC notes that Network Rail, to accord with new standards set out in the TAP TSI, will consider how any changes to the existing systems for RU-IM could be introduced and will consult with ATOC. Further, in accordance with your letter of 19 June, ATOC will be briefed by Network Rail on the implementation of any new RU-IM messages pursuant to the TAF-TSI.

Both ATOC (for its members) and Network Rail will continue to report when reasonably required in accordance with the European TAP-TSI monitoring programme.

Yours sincerely



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