



Rail Executive

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Dear Julia

TAF/TAP Location Entity

I am writing to ask Network Rail to act as the entity responsible for populating the Central Reference Domain (CRD) with primary location codes, as referred to under the TAF and TAP TSIs. The TAF TSI, set out in Commission Regulation (EU) 1305/2014 (the Regulation) Appendix III(6) requires that the appointed National Contact Points in respect of both TAF and TAP in each Member State shall:

“Work with the Member States to ensure an entity is appointed to be responsible for populating the Central Reference Domain with primary location codes. The identity of the appointed entity shall be reported to DG MOVE for appropriate distribution.” (Appendix III is attached to this letter in full).

Pursuant to the Regulation, clause 4.2.11.1, reference files including the “Coding of Locations (primary and subsidiary)” must be available and accessible to all services providers (Infrastructure Managers, Railway Undertakings, logistic providers and fleet managers).

Pursuant to TAF TSI Technical Document “ERA-TD-103: TAF TSI - Appendix D.2: Appendix C (Reference Files)” (ERA-TD-103) the primary location code must be managed by an Infrastructure Manager.

Most railway infrastructure in the UK is owned by Network Rail, but there will also be location codes in respect of other Infrastructure Managers’ infrastructure to be reported within the scope of the requirements above, including (but not limited to) the following:

- Northern Ireland Railways
- HS1
- Crossrail
- Eurotunnel

Pursuant to the Regulation, clause 4.2.11.1, The European Railway Agency (ERA) is obliged to save a copy of the reference files onto the CRD for public reference and manage the CRD. It is understood from this clause and Appendix III of the regulation that the CRD is the (ERA) TAF TAP TSI repository described here.

A consensus view has now been agreed by DfT and the TAF/TAP NCPs to request that Network Rail be the reporting entity for the UK, and to report the primary location codes to the ERA on behalf of any UK Infrastructure Managers with an obligation to do so. The intention is that this task is undertaken in such a way as to minimise administrative burdens on other UK Infrastructure Managers. This reporting task aligns well with the role that Network Rail already undertakes as the registration entity for the RINF.

If Network Rail agrees to carry out this role it would involve the following tasks:

- Network Rail, acting as the entity, would report its own primary location codes to the ERA
- Other Infrastructure Managers in the UK could ask Network Rail to regularly upload their data into ERA's CRD
- Other Infrastructure Managers would provide their data to Network Rail in a format to be agreed and would remain responsible for the data and its accuracy, and will be the "originator" for the purpose of the Regulation clause 4.4 (data quality).

If an Infrastructure Manager decided not to ask Network Rail to report primary location codes on their behalf, they will need to find an alternative means to upload their data to the ERA to be agreed with DfT and the NCP. Network Rail may wish to charge for the services provided to owners as part of the entity role. Such charges are to be agreed between Network Rail and the relevant Infrastructure Manager.

If Network Rail agree to perform this role, I would be grateful if you could respond in writing. Should there be a need to change the role that Network Rail is being asked to perform this will be done in writing.

Many thanks for your help with this matter
Robin Groth

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Appendix III

Tasks to be undertaken by the TAF/TAP National Contact Point (NCP)

- (1) Act as point of contact between ERA, the TAF/TAP Steering Committee and railway players (Infrastructure Managers, Railway Undertakings, Wagon Keepers, Station Managers, Ticket Vendors, Intermodal Operators, Rail Freight Customers and relevant associations) in the Member State in order to ensure that the railway players are engaged with TAF and TAP and are aware of general developments and decisions of the Steering Committee.
- (2) Communicate the concerns and issues of the railway players in the Member State to the TAF/TAP Steering Committee via the co-chairs.
- (3) Liaise with the Member State Railway Interoperability and Safety Committee (RISC) member ensuring that the RISC member is briefed on national issues relating to TAF/TAP prior to each RISC meeting and ensuring that RISC decisions relating to TAF/TAP are communicated appropriately to affected railway players.
- (4) The Member State ensures that all licensed Railway Undertakings and other railway players (Infrastructure Managers, Railway Undertakings, Wagon Keepers, Station Managers, Intermodal Operators, Rail Freight Customers and relevant associations) are contacted and provided with NCP details and advised to make contact with the NCP if contact is not already established.
- (5) To the extent that railway players in the Member State are known, make them aware of their obligations under the TAF and TAP regulations and that they must comply with them.
- (6) Work with the Member State to ensure that an entity is appointed to be responsible for populating the Central Reference Domain with primary location codes. The identity of the appointed entity shall be reported to DG MOVE for appropriate distribution.
- (7) Facilitate information sharing between the Member States' railway players (Infrastructure Managers, Railway Undertakings, Wagon Keepers, Station Managers, Ticket Vendors, Intermodal Operators, Rail Freight Customers and relevant associations) in the Member State.

