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## Coding for railway business locations

This CEN Workshop Agreement has been drafted and approved by a Workshop of representatives of interested parties, the constitution of which is indicated in the foreword of this Workshop Agreement.

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## Foreword

This CEN workshop Agreement has been drafted and approved by a Workshop of representatives of interested parties on 2005-12-06.

The formal process followed by the Workshop in the development of the CEN Workshop Agreement has been endorsed by the National Members of CEN but neither the National Members of CEN nor the CEN Management Centre can be held accountable for the technical content of the CEN Workshop Agreement or possible conflict with standards or legislation. This CEN Workshop Agreement can in no way be held as being an official standard developed by CEN and its members.

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Comments or suggestions from the users of the CEN Workshop Agreement are welcome and should be addressed to the CEN Management Centre.

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## Introduction

Normalised coding structures are needed to support data exchange as defined in the Commission Regulation (EC) No 62/2006 of 23<sup>rd</sup> December 2005 concerning the technical specification for interoperability relating to the telematic applications for freight subsystem of the trans-European conventional rail system.

The TSI for Telematic Applications for Freight (TAF) defines the standard electronic messages containing data required for interoperability between the actors in the Trans-European rail network. The coding structure defined in this CEN Workshop Agreement (CWA) is to be used in the TAF-TSI message exchange.

CEN has created the CWA as a deliverable to bridge the gap between the activities of consortia and the formal process of standardisation represented by CEN and its national members. A CWA is developed by CEN Workshops, comprising only participants with direct interest, and it is therefore not accorded the status of a European standard. The CWA can be migrated eventually to full EN status.

This CWA has been prepared by the CEN/ISSS Workshop "Coding Structures in Support of Freight Telematics for Interoperability of the Trans-European Conventional Rail System", the Secretariat of which is held by AFNOR. In addition to complying with the requirements of the TAF-TSI due consideration has also been given to appropriate compliance with the requirements of the Technical Specification for Interoperability Subsystem Conventional Rail Traffic, Operation and Management (OPE-TSI).

The coding structure defined in this CWA MAY be used as a basis for other eventual regulations concerning telematic applications in other domains.

The series of CWAs produced for "Coding Structures in Support of Freight Telematics for Interoperability of the Trans-European Conventional Rail System" consists of:

- Coding for Customers in the Rail Transport Chain;
- Coding for Railway Undertakings, Infrastructure Managers and other Companies, involved in the Rail Transport Chain;
- Coding For Railway Business Locations;
- Numbering of and Coding System for Trains.

## 1 Scope

The present document describes a coding structure to identify unambiguously and uniquely railway and customer locations as defined in the Technical Specification for Interoperability – Telematics Applications Freight Services (TAF-TSI) derived from the Directives 2001/14/EC and 2001/16/EC.

The defined coding structure of locations meets the requirements and vision of the TAF-TSI. It can be used in various applications and for different purposes (documents, messages, marking, etc.).

The code allows the identification of a unique primary location and, if existing, of its subsidiaries. The coding structure has sufficient flexibility to satisfy the expected demand for codes requested in the forthcoming decades in the current EU single market, its possible expansion and operation with non-EU and OTIF member States.

## 2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

Commission Regulation (EC) No 62/2006 of 23 December 2005 *concerning the technical specification for interoperability relating to the telematic applications for freight subsystem of the trans-European conventional rail system.*

Traffic Operation and Management subsystem of the trans-European conventional rail system referred to in Article 6(1) of Council Directive 2001/16/EC.

UIC/OSJD Leaflet 920-2, *Standard Numerical Coding of Locations*, 4<sup>th</sup> edition of 1989-01-01 with 4 Amendments.

ISO 3166-1:1997, *Codes for the Representation of Names of Countries and their Subdivisions – Part 1: Country Codes.*

## 3 Definitions and Abbreviations

### 3.1 Definitions

#### 3.1.1 CountryIdent

This element indicates the type of a field containing the coded identification for a State/Country as defined by ISO 3166–1 - 2 position alpha code (2A)

#### 3.1.2 Customer

A railway *Customer* is the Consignor or Consignee in the case of the TAF-TSI

#### 3.1.3 CustomerLocation

This element defines a customer location reference which can be of commercial, operational or administrative use. *CustomerLocation* MAY or may not be physically connected to the railway network