

TAF/TAP TSI @ DB InfraGO AG.

An overview of TAF/TAP TSI.

TAF/TAP TSI is a unique opportunity for the rail sector in Europe and a driver of digitalisation.



We at DB InfraGO AG support you through this change, working together to ensure a smooth transition.

TAF/TAP defines a uniform data exchange format. For timetabling and operations throughout the EU.

1

Greater competitiveness

Further digitalisation and harmonisation in data exchange will make the railway sector in Europe even more competitive. TAF/TAP as a common language for better communication and information.



2

Uniform cross-border identification

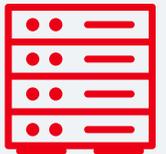
Unique and daily identification of trains and train paths for certain areas and times, as well as across network boundaries. Train and train path are clearly separated in the new object structure, enabling easier handling in cross-border traffic.



3

Uniform communication channel

Introduction of uniform and user-friendly IT systems at DB InfraGO AG leads to noticeable improvement in construction-related timetable adjustments. Complete redevelopment of the train path request procedure with simplified processing and amendment.



4

Better operational implementation

High-quality exchange between participating infrastructure managers and rail companies significantly improves operational implementation. Better forecast quality through higher information level and increased availability of real-time data.



Introducing the new path ordering system for the 2027 timetable

2020

Start of IT development

2021 – 2023

Further Development of interface and online portal

First customer trials of the interface and the online portal

2024

Further Development of interface and online portal

End2End tests

From Q4: Provision of basic training material

2025

Intensification of tests (incl. E2E)

Preparation for going live

User administration in new Einfachbahn customer portal (w/ superuser)

Expansion of training platform and announcement of dates

2026

Portal and interface live with modules for 2027 WTT registration phase.
From September: modules for ad hoc requests live (TTP 2027)

TPN still relevant for train paths during 2026

Timetable period 2027

Ordering exclusively via new portal and interface

No more train path requests via TPN

Train path requests possible via two channels as usual.

New system from timetable period 2027: **pathOS**.



- In future, you will still be able to order using a web interface or your own IT system via an interface, just like you do currently.
- **The basic principles of TAF/TAP** are relevant for both channels. All those who order train paths in future should be familiar with the principles of TAF/TAP and prepare themselves accordingly. A company code is mandatory.
- **Contact to the specialist operations management for pathOS:** pathOS@deutschebahn.com

Online portal/web interface



- **Completely new, TAF/TAP-compliant system** with modern layout and design. "Replacement" for TPN for the 2027 timetable period. Tests possible at any time - access data on the pathOS web page.
- **User administration** in future via **Infraportal** with superusers – **training platform launched in Q4 2024**.

Technical interface/common interface



- **Rail companies must also ensure that their own IT is compliant with TAF/TAP.** All technical details in the **interface documentation**. Close dialogue/testing with IT partners since 2021.
- Every rail company should actively seek contact with their respective IT partner.

Principles of various train path request scenarios and their special features under TAF/TAP TSI.

Example 1: Train path request for one-day traffic

- A rail company would like to run a train on the DB InfraGO network on a one-off basis
- Link to video: [film 1 - one-off traffic](#) (only in German)

Example 2: Train path request for multi-day traffic

- A rail company would like to run various trains across five days on the DB InfraGO network
- Link to video: [film 2 - multi-day traffic](#) (only in German)

Example 3: Train path request for international traffic

- A rail company would like to run a train from the DB InfraGO network to another network
- Link to video: [film 3 - international traffic](#) (only in German)

TAF/TAP will be gradually implemented in operations.

2015

Start of pilot operation with three message types

By Q1 2022

Expansion of pilot operation to seven message types

April 2023

Test with PRISMA system possible

June 2025

Go-live for TAF/TAP message exchange based on OTN/train number

Introduction of PRISMA

Familiar formats still available (UIC, LeiDis-NK)

Dec. 2025

TAF/TAP message exchange based on OTN/train number

Mandatory submission of TCM/PTCM based on OTN/train number

Familiar formats still available (UIC, LeiDis-NK)

Dec. 2026

Go-live of TAF/TAP message exchange based on TAF/TAP identifier in addition to OTN/train number (= full implementation)

Familiar formats still available (UIC, LeiDis-NK)

TAF/TAP in operations with more information and digitalisation.

Expansion of existing system, full implementation for timetable period 2027.

1

What stays the same?

- Familiar formats (e.g. UIC messages, LeiDis-NK) will continue to be used alongside the new TAF/TAP exchange.
- Current procedures and processes remain effective.

2

What's new?

- New messages and formats for harmonised and standardised data exchange between rail companies and rail infrastructure managers. No charge for communication with DB InfraGO via the TAF/TAP data exchange
- Various new elements, such as a train's latest ad hoc timetable or current train characteristics
- Better and clearer identification of a train in the systems on a daily basis and throughout Europe

3

What is changing?

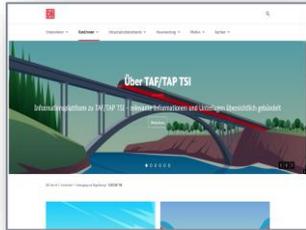
- Gradual introduction of new message formats: availability based on OTN/train number from end of June 2025 – mandatory submission of TCM/PTCM based on OTN/train number from December 2025
- Full implementation with TAF/TAP-identifiers planned for 12/2026



You will find more, up-to-date information on the two [web pages concerning messages in operations](#) (mostly in German)

Basic and further information.

Customer events, information and documents.



TAF/TAP TSI information platform:

- General documentation on TAF/TAP – platform for all topics relating to operations and timetable (including corresponding interface documents) (mostly in German)
- Link: <https://www.dbinfra.go.com/taf-tap-tsi>



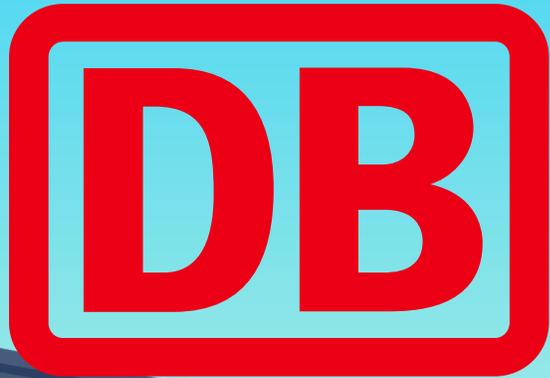
Events and news about TAF/TAP TSI:

- Documents on all TAF/TAP events, TAF/TAP newsletter and FAQs, as well as access data for upcoming events (only in German)
- Link: <https://www.dbinfra.go.com/taf-tap-tsi/events>



Web page for the new pathOS ordering system:

- Technical details, test access, test cases and information for IT partners. Information relating to training courses (videos, presentations, manual, etc.) and training event dates will be added in future (only in German)
- Link: <https://www.dbinfra.go.com/pathos>



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