FIT FOR FREIGHT Spring Days

ATLAS

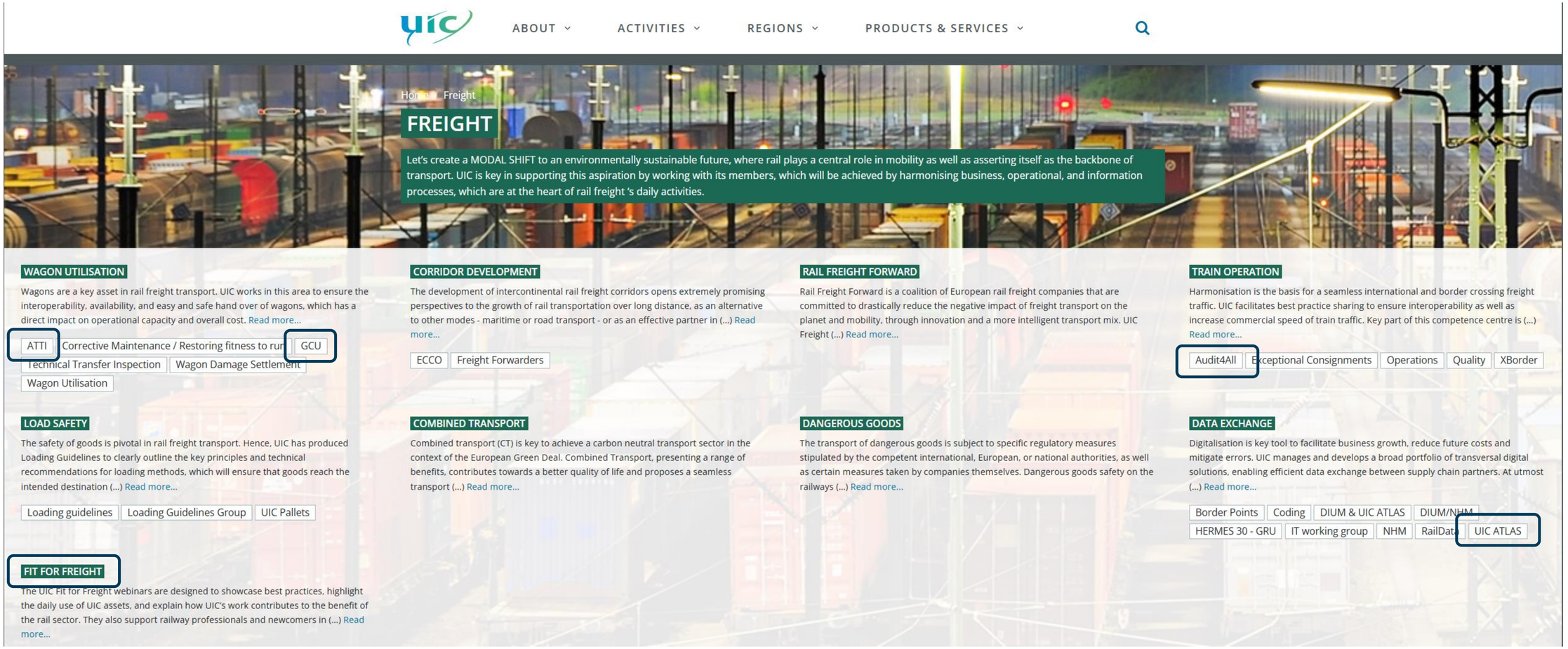
Master location Management in Rail Freight

The webinar starts at 11 o’clock

HOUSE RULES

The webinar is being recorded. The Q & A will start after each presentation / topic. Please raise your hand ✋ and the host will invite you to speak. Thank you for your cooperation!

UIC Freight – The competence center overview



UIC Freight continues the journey towards Service development as a value driver for the members

Speakers

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INTERNATIONAL UNION
OF RAILWAYS

ATLAS

Advanced
Train
Location
Administration
System

Tom Thijs
Parinaz Bazeghi

June 2025

Agenda

- Introduction & context
    - What is TAF-TSI and what is new location structure defined by TAF-TSI
    - What are PLC and SLC s
    - What is the CRD
    - What different types of SLC are there
- Legacy codes vs TAF TSI codes in messages
    - H30 example
    - Orfeus example
- Challenges in Implementing the TAF TSI Location Structure
    - Current issues in the sector
    - Concrete examples of implementation challenges
- Atlas
    - What existed before ATLAS?
    - Why did UIC develop ATLAS, and how does it address the sector's challenges?
    - How does ATLAS work, and what are its benefits? (demo)
    - How can I become a user?

TAF TSI

Location codes

TAF TSI A set of European Union standards aimed at harmonizing communication and data exchange among railway undertakings, infrastructure managers, and other stakeholders in freight transport.

PLC

is a standardized and unique identifier used to represent a specific location in the railway network, such as a station, terminal, yard, or other freight-related point.

Description	Primary Location Code							Validity Start Date	Validity End Date	Name	Company Code			
	Country ISO Code		Numeric Code											
Type	A1	A2	N1	N2	N3	N4	N5	Date	Date	Text max 255	AN1	AN2	AN3	AN4
Example	S	E	1	0	0	0	1	2013-04-30		Aleholm	0	0	7	4
	A	T	0	1	0	0	1	2013-01-01		Wien Westbf (in Ws)	0	0	8	1

SLC

is an alias or extension of the Primary Location Code (PLC) used to specify a more granular subdivision of a primary location. It can identifyy specific facilities or operational points within a larger location

Can also provide a detailed referencing for areas like platforms, sidings, warehouses, or loading/unloading zones within a station, yard, or terminal.

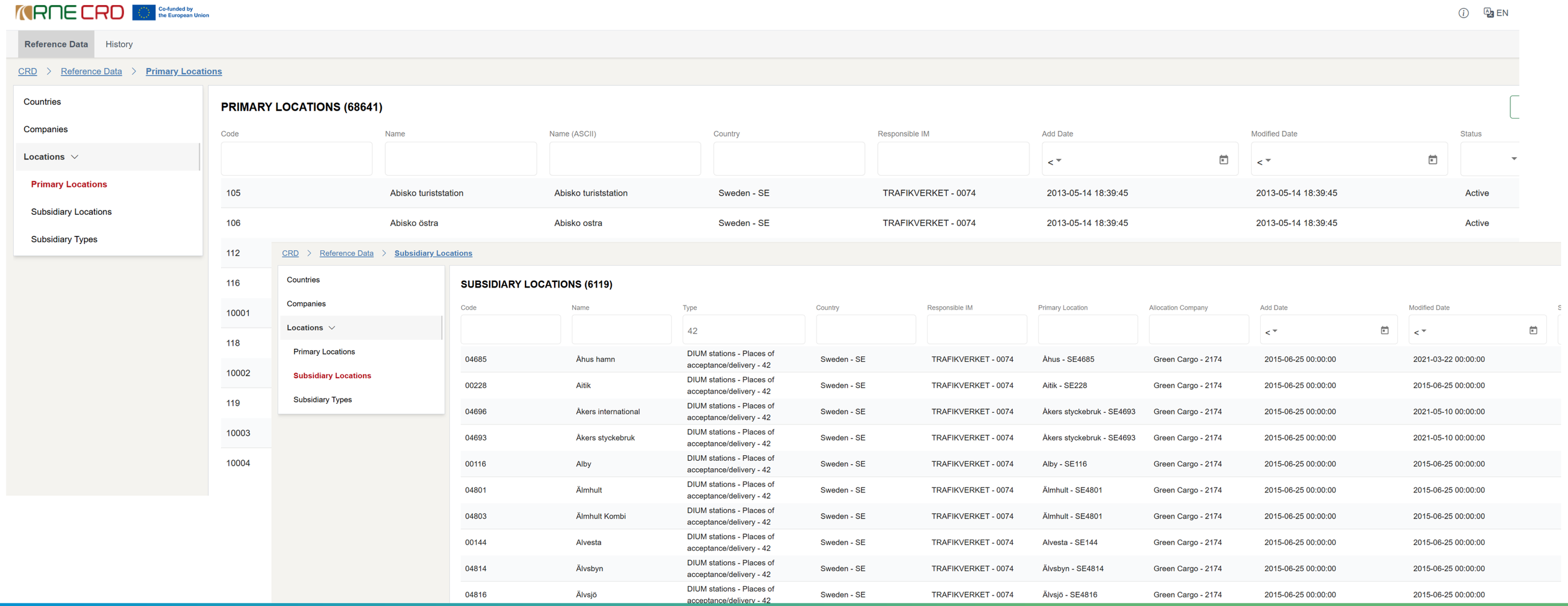
Description	Primary Location Code							Location Subsidiary Type Code	Location Subsidiary Code										Validity Start Date	Validity End Date	Name	Company Code			
	Country ISO Code		Numeric Code																						
Type	A1	A2	N1	N2	N3	N4	N5	N1	N1	AN1	AN2	AN3	AN4	AN5	AN6	AN7	AN8	AN9	AN10	Date	Date	Text max 255	AN1	AN2	AN3	AN4
Example	A	T	0	1	0	0	1	3	6	0	1	0	0	2	0	1	0	0	2	2013-01-01		Wien Westbahnhof Fbf	2	1	8	1

CRD

Central Repository for Data

https://newcrd.rne.eu

Also containing company RICS codes (for example Lineas 2188, DB Cargo Belgium 3609, Railtraxx 3273, ...)



What different types of locations are RUs using?

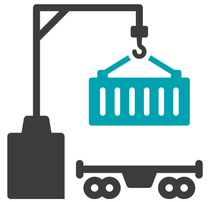
In freight communication RU’s communicate on

- PLC level with IM (rail path centric)
- SLC level with RU’s (train, wagon, consignment note, track & trace centric)

In freight communication freight RU’s only use 4 different SLC types:

42 (DIUM):

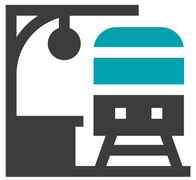
this is the commercial station mentioned on the consignment note. A loading point or siding (SLC 37) is a detail of a DIUM station.



37 (Loading point): this is the siding or station used for wagon operations (pulled, delivered, wagon damage, ...)

03 (Border Point):

this is the border point used on the consignment note to indicate the international route of a transport. In combination with a DIUM or Loading point, distances in the DIUM-table can be calculated.



36 (Freight yard):

this is the operational station. Used for train operations (departure, arrival). It’s the “legacy UIC” alias of a PLC. Wagon damage events can occur on these locations too.

TAF TSI

Location codes

Legacy UIC vs SLC usage

Train handover message part H30 in an old version 1.04

G5_A_2_3_2	SpecialInterchange Station	Sonderübergabebahnhof	Gare de transition spéciale	_	C	C	0..1
I5_A_2_3_2_1	Country	Land	Pays	n2	M	M	1
I5_A_2_3_2_2	Station	Bahnhof (Infrastrukturbahnstelle)	Gare (d'infrastructure)	n5	M	M	1
/G5_A_2_3_2							

```
<G5_A_2_3_2>
    <I5_A_2_3_2_1>88</I5_A_2_3_2_1>
    <I5_A_2_3_2_2>24954</I5_A_2_3_2_2>
</G5 A 2 3 2>
```

Train handover message part H30 in the new version 2.1

GT2_BC	Group CRD Code	Gruppe CRD Code	Groupe CRD Code		m1			
T2_BC_1	Country Code	Ländercode	Code Pays	an2	M	1		CRD
T2_BC_2	Primary Location Code	Primary Location Code	Primary Location Code	n..5	M	1	1 - 99999	CRD
T2_BC_3	Primary Location name	Primary Location Name	Primary Location Nom	an..255	C	0..1		CRD
T2_BC_4	Subsidiary location type	Subsidiary Location Typ	Subsidiary location type	n2	M	1	03	CRD
T2_BC_5	Subsidiary location code	Subsidiary Location Code	Subsidiary location code	n2	M	1	01 - 99	CRD
T2_BC_6	Allocation company	Vergebendes Unternehmen	Entité d'attribution	an4	C	0..1	0001 - 9999 (see additional information)	CompanyCode
T2_BC_7	Subsidiary location name	Subsidiary location Name	Subsidiary location Nom	an..255	C	0..1		CRD

```
]<GT2_BC>
    <T2_BC_1>BE</T2_BC_1>
    <T2_BC_2>1747</T2_BC_2>
    <T2_BC_3>VERB.EVONIK DEGUSSA ANTWERPEN</T2_BC_3>
    <T2_BC_4>36</T2_BC_4>
    <T2_BC_5>24954</T2_BC_5>
    <T2_BC_6>3011</T2_BC_6>
    <T2_BC_7>Antwerpen Kanaaldok Evonik</T2_BC_7>
-</GT2_BC>
```

TAF TSI

Location codes

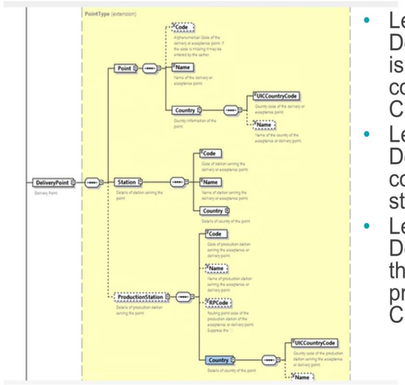
Legacy UIC vs SLC usage

We need to cover following information in Consignment Note:

- Commercial station (SLC 42 pos)
- Production station (SLC 37 5 pos)
- Loading Points (SLC 37 10 pos)
- Border Points (SLC 03 4 pos)

Focus on consignment note (COM)

- Destination of the consignment in 1.4 has 3 “levels”



- Level 1: DeliveryPoint.Station.code: this is the commercial station of a consignment – box 12+10 on CN (Mandatory)
- Level 2: DeliveryPoint.ProductionStation.code: this is the production station of a consignment
- Level 3: DeliveryPoint.Point.code: this is the place code, detail of the production station – box 11 on CN (Optional)

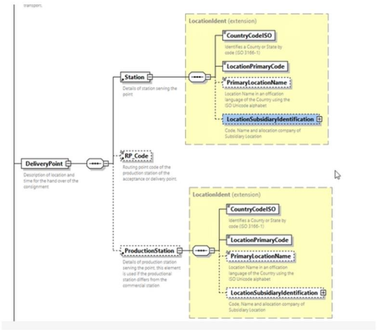
Old to new >
< new to old

Focus on consignment note (COM)

- The commercial order message (COM) contains information of the consignment note towards consecutive or subcontracting carries making them able to handle the handed over wagons in a correct manner
- Orfeus is intended to be COM compliant – 1.6
- Orfeus 1.5 and 1.6 contain SLC codes
- Orfeus 1.4 and earlier contain legacy codes
- Communication between RU’s with different versions must be possible (includes backward compatibility) – 1.6 must be translatable towards 1.4

Focus on consignment note (COM)

- Destination of the consignment in 1.6 has 2 “levels”



- Level 1: DeliveryPoint.Station.LocationIdent: this is the commercial station of a consignment – box 12+10 on CN (Mandatory)
- Level 2: DeliveryPoint.ProductionStation.LocationIdent: this is the production station of a consignment – box 11 on CN (Optional)

Level 3 is omitted as the place code is incorporated into Level 2 (the production station can contain the place codes), see further

Decentralised management of codes

What are the issues?

- Multiple RU's can create a SLC within a single PLC
    - We need to prevent double SLC codes (type 36,37,42)

- Sidings created by certain RU's expose public relationships between RU and Customer
    - We need a sector 'neutral' and uniform codification standard for SLC codes (type 36,37,42) to limit exposure of commercial sensitive information
    - And it need to be aligned with all involved RU's

- Not a single RU has a system that fully supports these codes, so we need to have a backward compatible code to fall back on
- Provide RU backward compatibility in systems and communications using new TAF/TSI PLC/SLC codes by limiting changes to legacy systems incorporate legacy "UIC codes" into the new CRD structure.

What is the issue?

Prevent double SLC codes (type 36,37,42) from multiple RUs within a single PLC.

Customer Oiltanking wants to transport goods between its production plant in Antwerp and two sites in Germany.

The customer has two RUs as suppliers:

- Lineas for traffic from Antwerp to the Marl-Hüls (DE) site in Germany
- and DB Cargo for the traffic from Antwerp to the Dormagen (DE) site in Germany.

Example

Prevent double SLC codes (type 36,37,42) from multiple RUs within a single PLC.

DB Cargo doesn’t have local production means in Belgium, and since it’s daughter is not active in the specific zone (Lineas is), DB Cargo subcontracts the first and last mile in Antwerp to Lineas.

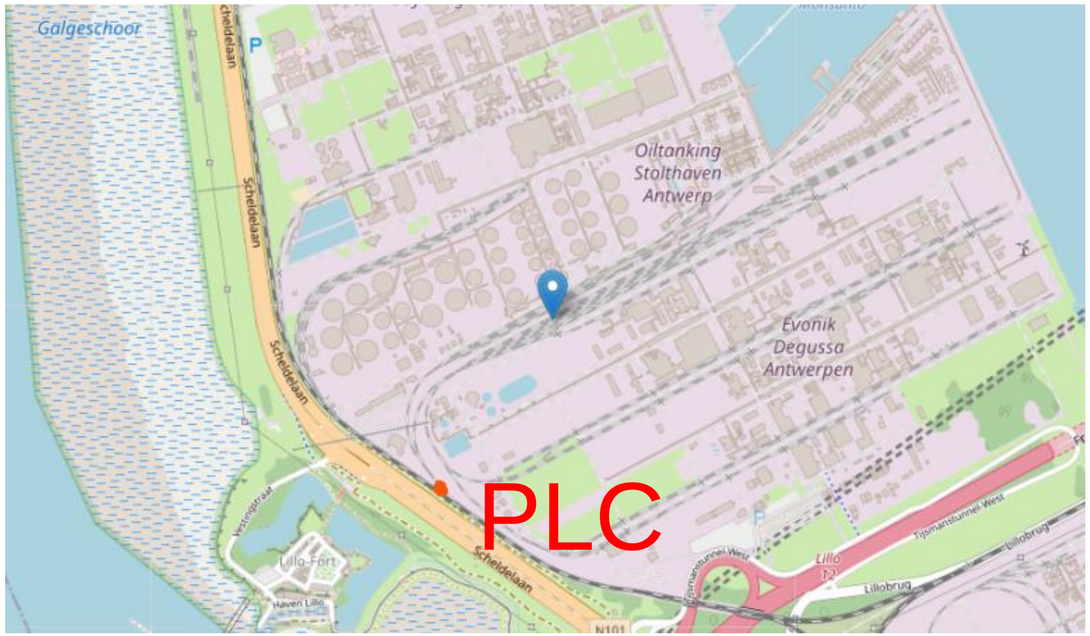
Lineas and DB Cargo (and it’s affiliates) will need to communicate with each other. For example:

- Customer sends consignment note (CN) to DB Cargo
- DB Cargo need to tell Lineas where to pick up these wagons and transport them to (SLC type used in CN = 42,37).
- Train handover (H30) between DB Cargo Belgium and Lineas tells where the wagons are coming from and where they need to go to (SLC type used in H30 = 36,37)

→ All RU’s will need to communicate with each other about the Antwerp site as a location.

Example: Oiltanking

- The PLC/SLC structure of the CRD implies the necessity of a first level = PLC.
- PLCs are codes that define the infrastructure of an infrastructure manager.
- Oiltanking has private infrastructure (pink area in the figure) → doesn't have PLC codes.
- The main track is public (Infrabel) → The first/last point on the network is PLC 1747



Example: Oiltanking

CRD structure

- PLC (created by Infrabel 0088)
  - Code 1747
  - IM = 0088

Description	Primary Location Code							Validity Start Date	Validity End Date	Name	Company Code			
	Country ISO Code		Numeric Code											
Type	A1	A2	N1	N2	N3	N4	N5	Date	Date	Text max 255	AN1	AN2	AN3	AN4
Example	S	E	1	0	0	0	1	2013-04-30		Aleholm	0	0	7	4
	A	T	0	1	0	0	1	2013-01-01		Wien Westbf (in Ws)	0	0	8	1

B E **0 1 7 4 7** 2015-01-01 VERB.EVONIK DEGUSSA ANTWERPE **0 0 8 8**

Example: Oiltanking

Any RUs can create SLCs!

- But PLC 1747 gives access to a multitude of various locations on the customers private siding (light gray tracks within the pink area), so detailing the PLC into more SLC’s is required, so

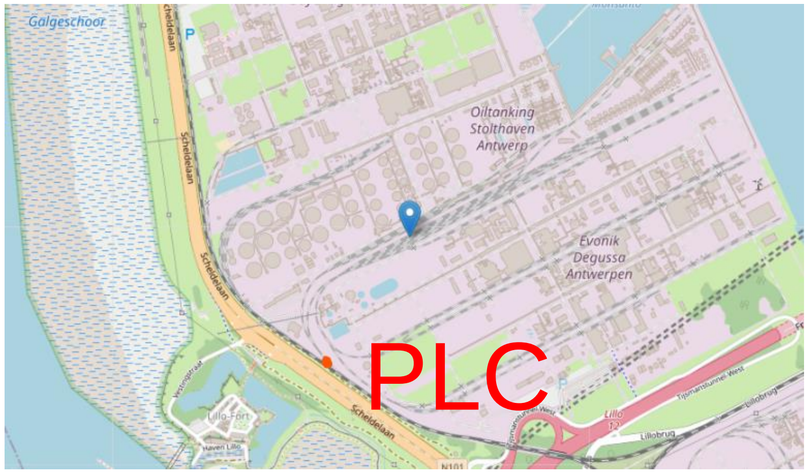
Lineas (2188) creates a location code of type 37 for siding Oiltanking

- OILTNK
- Linked to PLC 1747

<ISSUE>

DB Cargo (2180) creates a location code of type 37 for siding Oiltanking

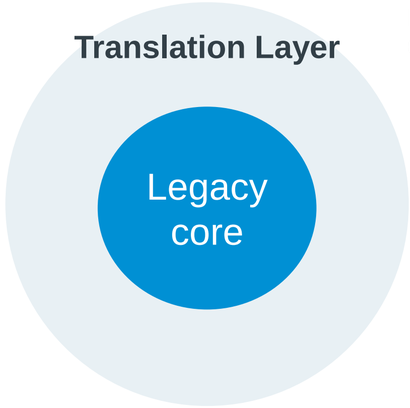
- ÖLTANK
- Linked to PLC 1747



Still one issue remains:

The RU’s have all their legacy systems, mostly custom made (so heavy investments made over the years).

- Location is a fair central object in an RU’s application landscape, so this is used on a lot of screens, tables, messages, etc.
- We want to introduce a translation layer:



Translation Layer uses CRD to translate in and outbound messages between legacy and the outside world (based on TAF-TSI)

- It doesn’t matter for parties other than RU’s how an SLC-code is structured, from the RU community we want to propose a single standard to be able to continue working with the same codes, but with CRD as intermediate layer. All legacy systems of RU’s know today this siding as 88 24963 so we can perfectly talk to each other using this SLC.

Description	Primary Location Code							Location Subsidiary Type Code	Location Subsidiary Code										Validity Start Date	Validity End Date	Name	Company Code			
	Country ISO Code		Numeric Code																						
Type	A1	A2	N1	N2	N3	N4	N5	N1	N1	AN1	AN2	AN3	AN4	AN5	AN6	AN7	AN8	AN9	AN10	Date	Date	Text max 255	AN1	AN2	AN3	AN4
Example	A	T	0	1	0	0	1	3	6	0	1	0	0	2	0	1	0	0	2	2013-01-01		Wien Westbahnhof Fbf	2	1	8	1

B	E	0	1	7	4	7	3	7	2	4	9	6	3	O	I	L	1		2022-07-05		Antwerpen Kanaaldok Oiltanking 1	3	0	1	1

How was the world of RUs location coding before ATLAS?

DIUM | UIC - International union of railways

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
A	B	C1	C2	C3	C4	D	F	G	H	J	K	L1	M1	N1	L2	M2	N2	L3	M3	N3	L4
		BE	2188	95109	5	0007	Aalst	3,5,8	c			301	NL	49	303	NL	101	306	NL	139	308
		BE	2188	33209	8	0009	Aarschot	5	b,l			301	NL	112	303	NL	70	306	NL	97	308
		BE	2188	74674	3	0017	Aisemont	5,8	l			301	NL	142	303						
		BE	2188	63404	8	0025	Andenne-Marchandises	3,5,8	l			301	NL	153	303						
		BE	2188	42002	6	0027	Angleur	5,8	l			301	NL	175	303						
		BE	2188	24021	8	0085	Antwerpen Alaska	3				301	NL	98	303						
		BE	2188	24974	8	0085	Antwerpen Alaska LBC	3				301	NL	98	303						
31/05/2023	*	BE	2188	24025	9	0041	Antwerpen Angola	3	l			301	NL	98	303						
31/05/2023	*	BE	2188	24931	8	0036	Antwerpen Angola Zomerweg	3	l			301	NL	98	303						
31/05/2023	*	BE	2188	24932	6	0036	Antwerpen Angola Zomerweg TRW	3,5	d, l			301	NL	98	303						
		BE	2188	24017	6	1754	Antwerpen Belgische Basis	3	l			301	NL	98	303						
		BE	2188	24941	7	1672	Antwerpen Belgische Basis IVC	3	l			301	NL	98	303						
		BE	2188	24940	9	0087	Antwerpen Berendr. Cirkeldijk730	3	l			301	NL	98	303						
		BE	2188	24038	2	0087	Antwerpen Berendrecht	3	l			301	NL	98	303						
		BE	2188	24929	2	0087	Antwerpen Berendrecht Nova Natie	3,5	l			301	NL	98	303						
31/05/2023	*	BE	2188	24983	9	0087	Antwerpen Berendrecht Tabakn. 1	3,5	d, l			301	NL	98	303						
31/05/2023	*	BE	2188	24936	7	0087	Antwerpen Berendrecht Tabakn. 2	3,5	d, l			301	NL	98	303						
		BE	2188	24027	5	0168	Antwerpen Bschr Noordzeeterminal	3	l			301	NL	98	303						
		BE	2188	24037	4	1429	Antwerpen Buitenschoor	3				301	NL	98	303						
		BE	2188	24952	4	1429	Antwerpen Buitenschoor BASF	3				301	NL	98	303						
		BE	2188	24953	2	1429	Antwerpen Buitenschoor Combinant	3,5	l			301	NL	98	303						
31/05/2023	+	BE	2188	28654	2	1429	Antwerpen Buitenschoor NZT Noordzeeterminal 9	3	l			301	NL	98	303						
		BE	2188	24016	8	1672	Antwerpen Far West	3				301	NL	98	303						
		BE	2188	28183	2	1672	Antwerpen Far West - Zuidnatie Kaai 116-118	3				301	NL	98	303						

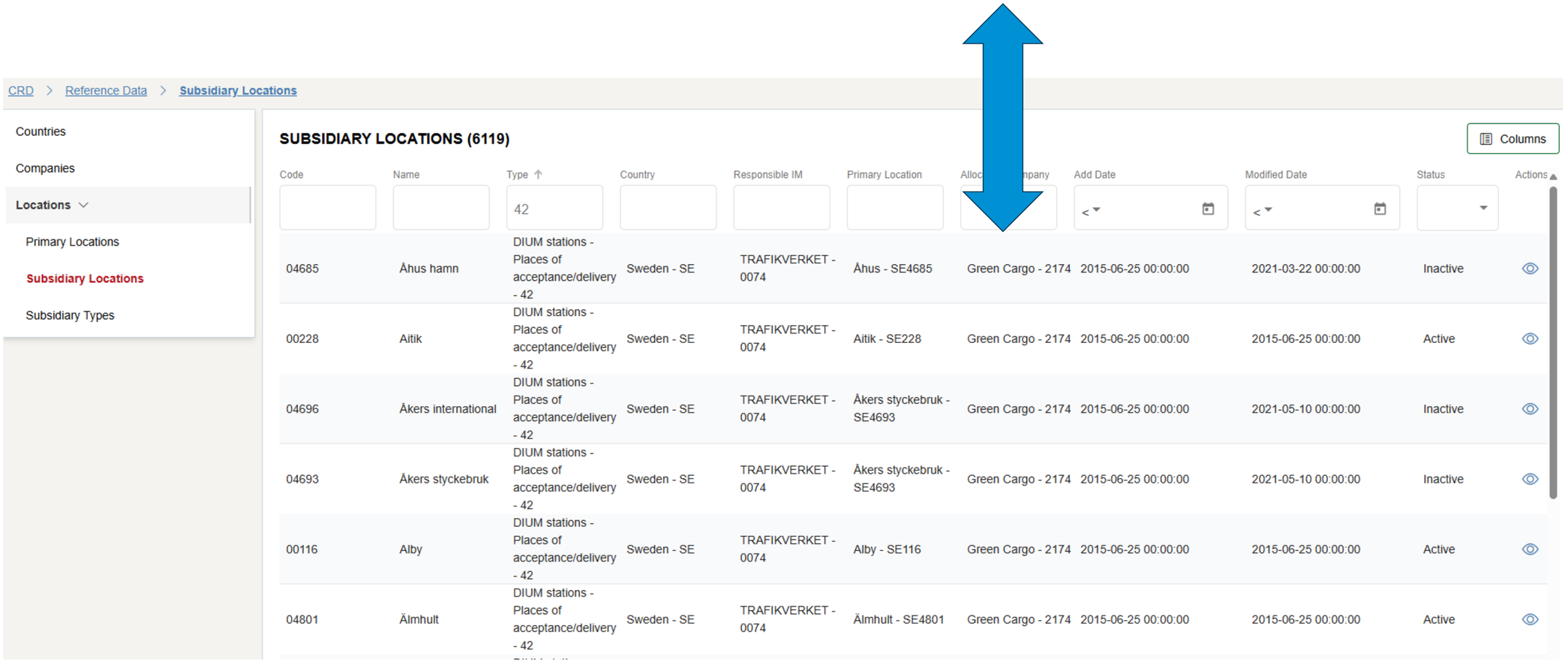
Publication every
Dec and July

								BE (88)						
								Adinkerke FR (Frontière française)	Erquelinnes (Frontière)	Quiévy (Frontière)	Blaasveld (Frontière française)	Montcornet (Frontière)	Zelzate (Cross)	Essen (Cross)
								1	1	1	1	1	1	1
								0210	0216	0217	0220	0221	0301	0303
2188	95109	5	Aalst	3, 5, 8	c	00007		242	122	104	78	78	49	101
2188	33209	8	Aarschot	5	b, l	00009		234	110	125	142	141	112	70
2188	74674	3	Aisemont	5, 8	l	00017		184	50	78	132	132	142	139
2188	63404	8	Andenne-Marchandises	3, 5, 8	l	00025		174	86	114	168	168	153	150
2188	42002	6	Angleur	5, 8	l	00027		165	127	154	201	201	175	152
2188	24021	8	Antwerpen Alaska ATPC	3		00085		277	172	170	144	144	98	32
2188	24974	8	Antwerpen Alaska LBC	3		00085		277	172	170	144	144	98	32
2188	24025	9	Antwerpen Angola	3	l	00041		277	172	170	144	144	98	32
2188	24931	8	Antwerpen Angola Zomerweg	3	l	00036		277	172	170	144	144	98	32
2188	24932	6	Antwerpen Angola Zomerweg TRW	3, 5	d, l	00036		277	172	170	144	144	98	32
2188	24017	6	Antwerpen Belgische Basis	3	l	01754		277	172	170	144	144	98	32
2188	24941	7	Antwerpen Belgische Basis IVC	3	l	01672		277	172	170	144	144	98	32
2188	24940	9	Antwerpen Berendr. Cirkeldijk730	3	l	00087		277	172	170	144	144	98	32
2188	24038	2	Antwerpen Berendrecht	3	l	00087		277	172	170	144	144	98	32
2188	24929	2	Antwerpen Berendrecht Nova Natie	3, 5	l	00087		277	172	170	144	144	98	32
2188	24983	9	Antwerpen Berendrecht Tabakn. 1	3, 5	d, l	00087		277	172	170	144	144	98	32
2188	24936	7	Antwerpen Berendrecht Tabakn. 2	3, 5	d, l	00087		277	172	170	144	144	98	32
2188	24027	5	Antwerpen Bschr Noordzeeterminal	3	l	00168		277	172	170	144	144	98	32
2188	24037	4	Antwerpen Buitenschoor	3		01429		277	172	170	144	144	98	32
2188	24952	4	Antwerpen Buitenschoor BASF	3		01429		277	172	170	144	144	98	32
2188	24953	2	Antwerpen Buitenschoor Combinant	3, 5	l	01429		277	172	170	144	144	98	32
2188	28654	2	Antwerpen Buitenschoor NZT Noordzeeterminal 913	3	l	01429		277	172	170	144	144	98	32
2188	24016	8	Antwerpen Far West	3		01672		277	172	170	144	144	98	32
2188	28183	2	Antwerpen Far West - Zuidnatie Kaai 116-118	3		01672		277	172	170	144	144	98	32
2188	24950	8	Antwerpen Far West Aveve	3, 5	d, l	01672		277	172	170	144	144	98	32

How was the world of RUs location coding before ATLAS?

https://newcrd.rne.eu

RU’s can upload SLC codes into CRD themselves



CRD > Reference Data > Subsidiary Locations

- Countries
- Companies
- Locations
  - Primary Locations
  - Subsidiary Locations
  - Subsidiary Types

SUBSIDIARY LOCATIONS (6119)

Columns

Code	Name	Type	Country	Responsible IM	Primary Location	Alloc…mpany	Add Date	Modified Date	Status	Actions
		42					<	<		
04685	Åhus hamn	DIUM stations - Places of acceptance/delivery - 42	Sweden - SE	TRAFIKVERKET - 0074	Åhus - SE4685	Green Cargo - 2174	2015-06-25 00:00:00	2021-03-22 00:00:00	Inactive	
00228	Aitik	DIUM stations - Places of acceptance/delivery - 42	Sweden - SE	TRAFIKVERKET - 0074	Aitik - SE228	Green Cargo - 2174	2015-06-25 00:00:00	2015-06-25 00:00:00	Active	
04696	Åkers international	DIUM stations - Places of acceptance/delivery - 42	Sweden - SE	TRAFIKVERKET - 0074	Åkers styckebruk - SE4693	Green Cargo - 2174	2015-06-25 00:00:00	2021-05-10 00:00:00	Inactive	
04693	Åkers styckebruk	DIUM stations - Places of acceptance/delivery - 42	Sweden - SE	TRAFIKVERKET - 0074	Åkers styckebruk - SE4693	Green Cargo - 2174	2015-06-25 00:00:00	2021-05-10 00:00:00	Inactive	
00116	Alby	DIUM stations - Places of acceptance/delivery - 42	Sweden - SE	TRAFIKVERKET - 0074	Alby - SE116	Green Cargo - 2174	2015-06-25 00:00:00	2015-06-25 00:00:00	Active	
04801	Älmhult	DIUM stations - Places of acceptance/delivery - 42	Sweden - SE	TRAFIKVERKET - 0074	Älmhult - SE4801	Green Cargo - 2174	2015-06-25 00:00:00	2015-06-25 00:00:00	Active	

How was the world of RUs location coding before ATLAS?

Old system	Consequence
Previously known as “National RU” took care of the quality of location data and collect information of all operation RUs in the country.	• Not in line with liberalization of market • Certain RUs had problem to have their operational points in the DIUM table. • Lot of work for the responsible RU to coordinate with others.
Information was updated two times per year in December and July in Pdf for public and excel for UIC members.	• Manual work, takes a lot of time. • Not up to date.
RUs were publishing DIUM and Loading point information in CRD themselves.	• Individual interpretation of TAF TSI structure results in an unharmonized coding of DIUM in CRD. • Double codes and quality problem.
Certain commercial sensitive information were visible in CRD, and RUs didn’t want to provide their RICS code.	For example, the siding information (revealing customer-RU relation).
Distance information in DIUM table was based on the Previously known as “National RU” information.	RUs should have defined separately their distance information and agreement with clients.

This is why we digitalised the DIUM data base and created ATLAS

Atlas

Advantages of Atlas

- Central application that store the location codes for RUs. (SLC codes 42 (DIUM) and 03 (Border Point) and 37 (loading point)). Later also 36 (Freight Yard)

- Centralize legacy codes and translate these to the TAF TSI mandatory SLC structure and feed CRD

What added value does Atlas bring?

→ Harmonizing RUs SLC code's structure and understanding (by centralization)

→Save time and facilitate management of DIUM station codes by RUs and feeding CRD.

→Application of TAF TSI after years of delay.

→Ensure better quality of data (avoid duplicates and wrong codifications) to CRD.

→Easier to inform RUs about changes in their network.

→Backward compatibility ensured between legacy codes and taf codes

→Enabling the multi-RU setup. [making it no longer needed to have one 'national' RU managing a country.]

Atlas

How does it work

In ATLAS any RU (and only the RU itself) can provide information of its operation in another country by uploading the location information in defined format.

There are mechanism defined in ATLAS to check quality of data, uniqueness of locations.

ATLAS handles SLC 42: DIUM, 03: Border points and soon SLC 37: Loading points and later SLC 36: Freight yards

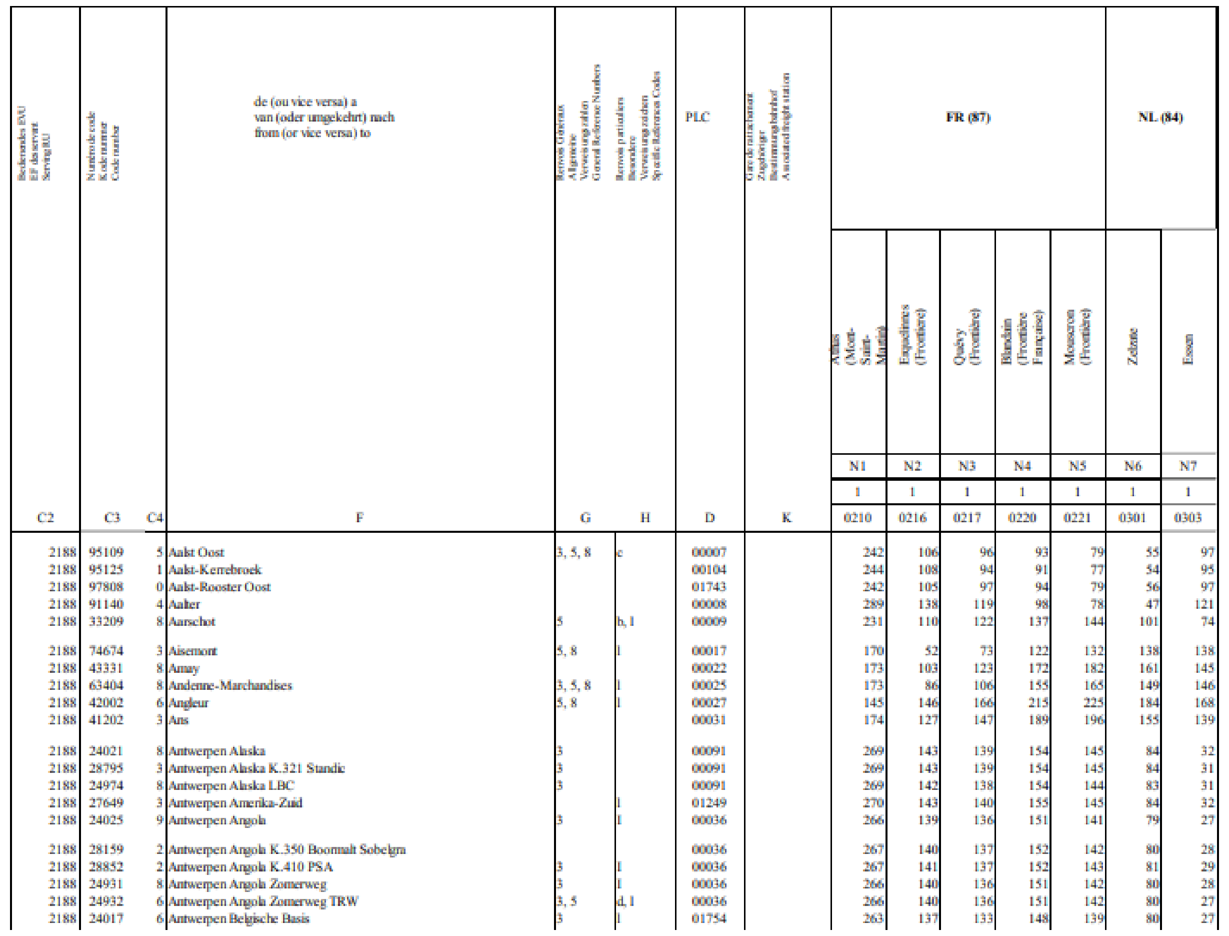
ATLAS provides:

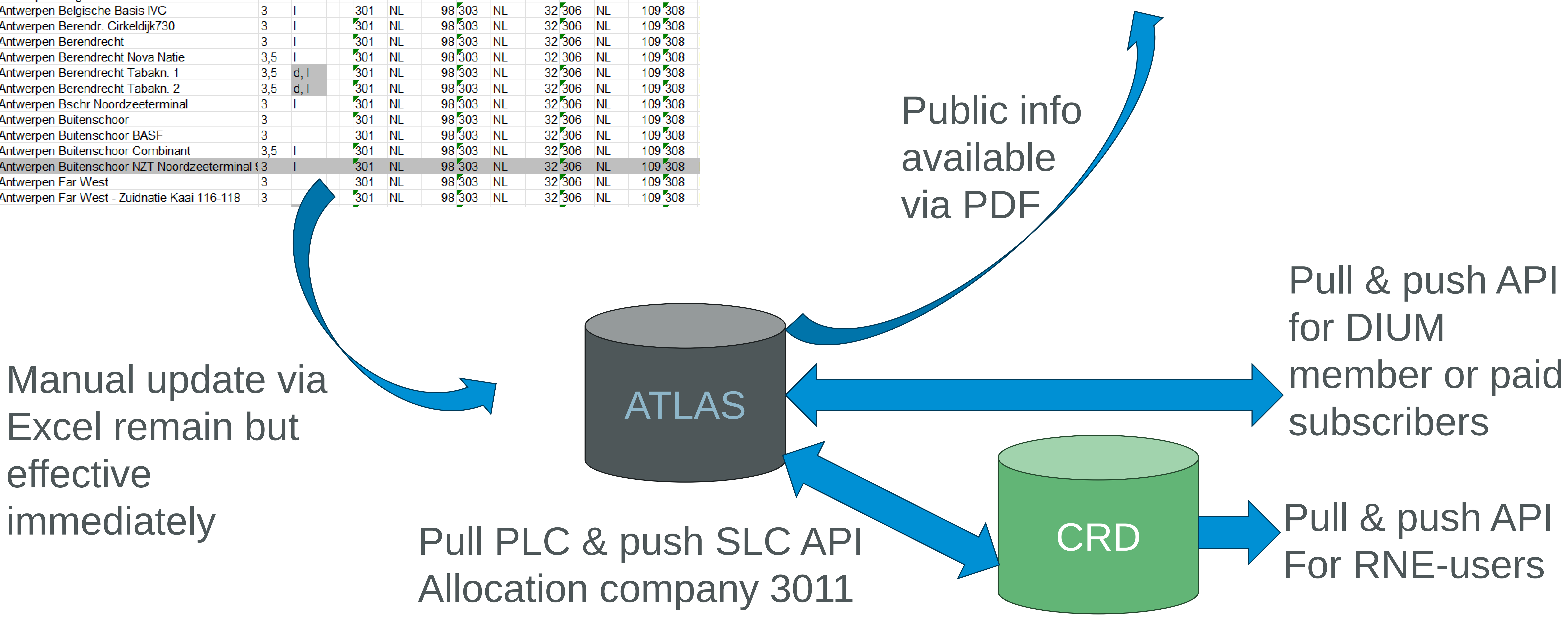
- Information required to update Central Repository Data (CRD) of the sector based on this information to create/modify/delete SLCs.
- PDF information of the locations and distances publicly available.
- APIs are being built to interface with Atlas

Atlas

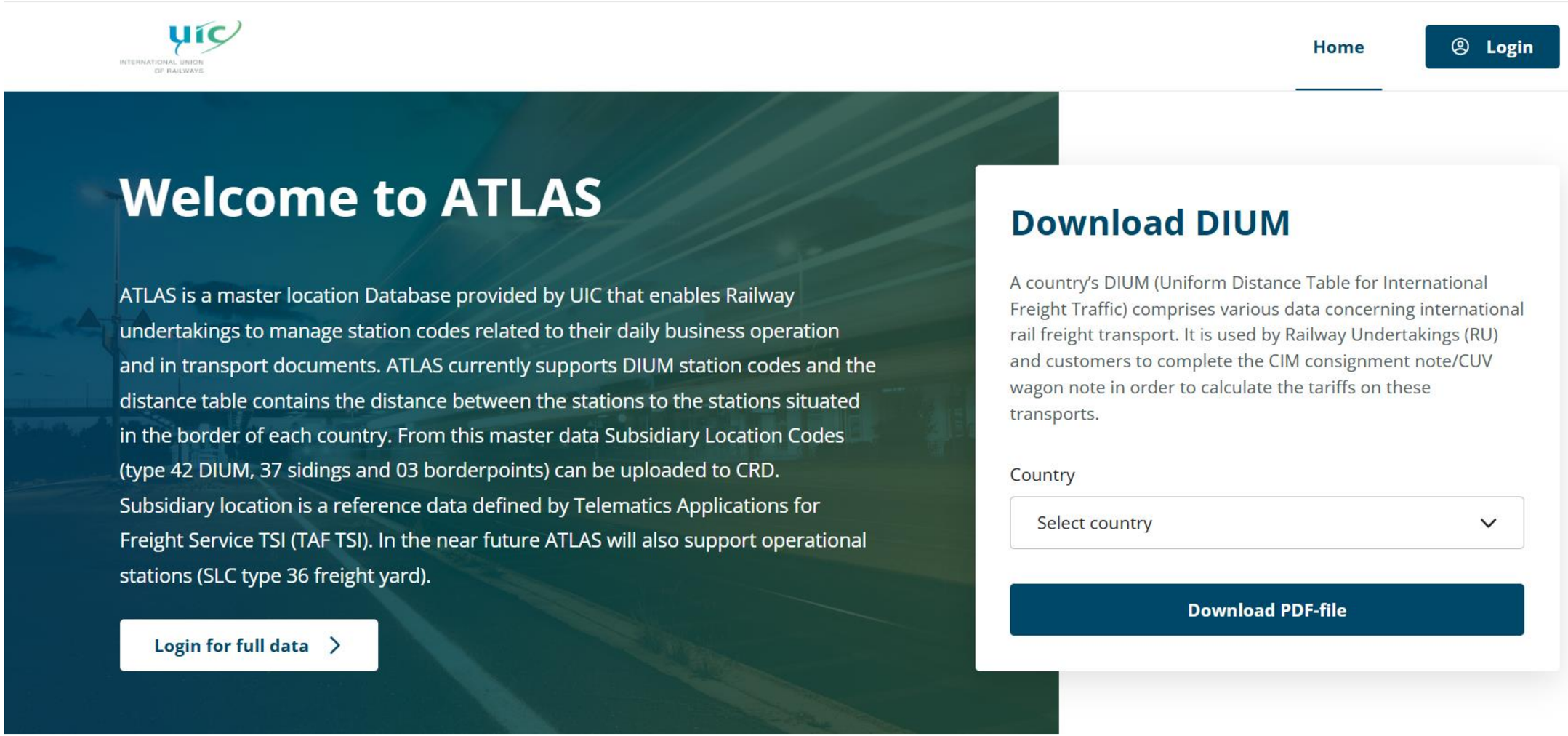
https://atlas.uic.org/

A	B	C1	C2	C3	C4	D	F	G	H	J	K	L1	M1	N1	L2	M2	N2	L3	M3	N3	L4
		BE	2188	95109	5	0007	Aalst	3,5,8	c			301	NL	49	303	NL	101	306	NL	139	308
		BE	2188	33209	8	0009	Aarschot	5	b,l			301	NL	112	303	NL	70	306	NL	97	308
		BE	2188	74674	3	0017	Aisemont	5,8	l			301	NL	142	303	NL	139	306	NL	177	308
		BE	2188	63404	8	0025	Andenne-Marchandises	3,5,8	l			301	NL	153	303	NL	150	306	NL	170	308
		BE	2188	42002	6	0027	Angleur	5,8	l			301	NL	175	303	NL	152	306	NL	132	308
		BE	2188	24021	8	0085	Antwerpen Alaska	3				301	NL	98	303	NL	32	306	NL	109	308
		BE	2188	24974	8	0085	Antwerpen Alaska LBC	3				301	NL	98	303	NL	32	306	NL	109	308
31/05/2023	*	BE	2188	24025	9	0041	Antwerpen Angola	3	l			301	NL	98	303	NL	32	306	NL	109	308
31/05/2023	*	BE	2188	24931	8	0036	Antwerpen Angola Zomerweg	3	l			301	NL	98	303	NL	32	306	NL	109	308
31/05/2023	*	BE	2188	24932	6	0036	Antwerpen Angola Zomerweg TRW	3,5	d, l			301	NL	98	303	NL	32	306	NL	109	308
		BE	2188	24017	6	1754	Antwerpen Belgische Basis	3	l			301	NL	98	303	NL	32	306	NL	109	308
		BE	2188	24941	7	1672	Antwerpen Belgische Basis IVC	3	l			301	NL	98	303	NL	32	306	NL	109	308
		BE	2188	24940	9	0087	Antwerpen Berendr. Cirkeldijk730	3	l			301	NL	98	303	NL	32	306	NL	109	308
		BE	2188	24038	2	0087	Antwerpen Berendrecht	3	l			301	NL	98	303	NL	32	306	NL	109	308
		BE	2188	24929	2	0087	Antwerpen Berendrecht Nova Natie	3,5	l			301	NL	98	303	NL	32	306	NL	109	308
31/05/2023	*	BE	2188	24983	9	0087	Antwerpen Berendrecht Tabakn. 1	3,5	d, l			301	NL	98	303	NL	32	306	NL	109	308
31/05/2023	*	BE	2188	24936	7	0087	Antwerpen Berendrecht Tabakn. 2	3,5	d, l			301	NL	98	303	NL	32	306	NL	109	308
		BE	2188	24027	5	0168	Antwerpen Bschr Noordzeeterminal	3	l			301	NL	98	303	NL	32	306	NL	109	308
		BE	2188	24037	4	1429	Antwerpen Buitenschoor	3				301	NL	98	303	NL	32	306	NL	109	308
		BE	2188	24952	4	1429	Antwerpen Buitenschoor BASF	3				301	NL	98	303	NL	32	306	NL	109	308
		BE	2188	24953	2	1429	Antwerpen Buitenschoor Combinant	3,5	l			301	NL	98	303	NL	32	306	NL	109	308
31/05/2023	+	BE	2188	28654	2	1429	Antwerpen Buitenschoor NZT Noordzeeterminal !	3	l			301	NL	98	303	NL	32	306	NL	109	308
		BE	2188	24016	8	1672	Antwerpen Far West	3				301	NL	98	303	NL	32	306	NL	109	308
		BE	2188	28183	2	1672	Antwerpen Far West - Zuidnatie Kaai 116-118	3				301	NL	98	303	NL	32	306	NL	109	308





Demo: https://atlas.uic.org/en/



ATLAS catalogue

ATLAS FreeView

Free of Charge

ATLAS data set in PDF format including (DIUM, Loading points, border points, operational information and distance)

ATLAS ProTrack

Railway Undertakings

€ 3200

Yearly Subscription
(excluding Taxes)

- 3 ATLAS user accounts*.
- Manage location data. (upload and download location data) through APIs or manual upload.
- Data format and quality check.
- Feed CRD with TAF TSI structure locations.

ATLAS Connect

non-Railway Undertakings

€ 8000

Yearly Subscription
(excluding Taxes)

- 1 ATLAS user account*.
- Access to latest Location codes, station operational information and distance data.

*Additional user account will be charged for 10% of the yearly subscription.

How can I become a user?

If you have location data to manage you can use ATLAS proTrack.

- Data Provider Agreement
- ATLAS subscription request and agreement with General Terms and Condition

If you are interested in RUs location data base, you need ATLAS Connect

- ATLAS subscription request and agreement with General Terms and Condition

Send your request to ATLAS@uic.org or Bazeghi@uic.org

Thank you!

Q&A

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Thank you for your attention.