



railML.org

Governance & News

New Partners



dwh
technical solutions
simulation services

anexia



d-fine

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- After Certification railML's licence will be changed to a commercial usable licence (*CC BY-ND $\frac{3}{4}$*)
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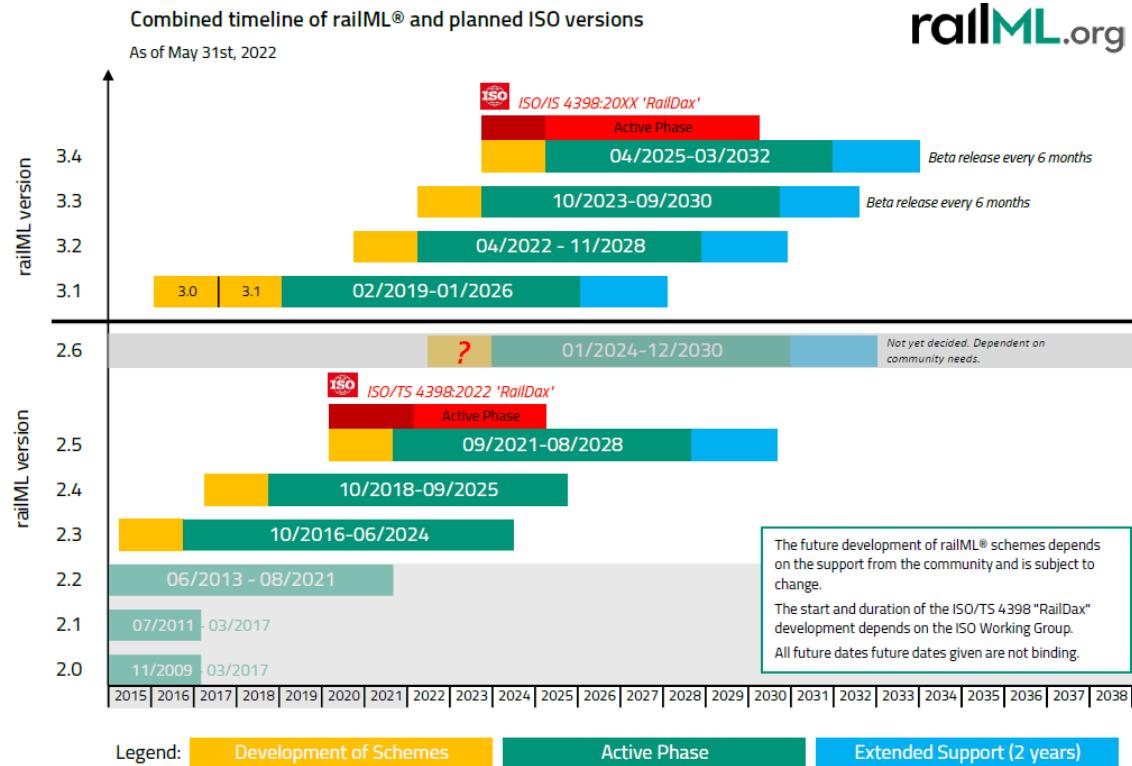


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railML: Scheme Planning and Lifecycle Policy

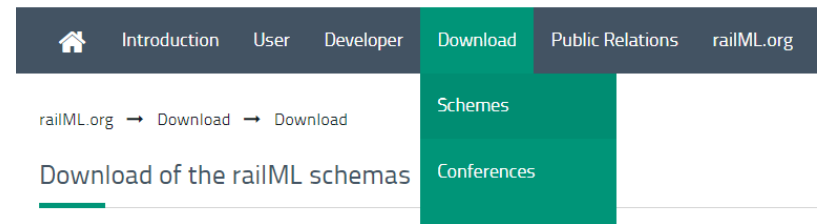
- railML 2.3: Support period **shall end** on **June 30th 2024 (update projects / tenders!)**. **If against this, let us know until End of May.**
- **Existing** railML interfaces can be used after this date for an unlimited time; but **no new interfaces** possible.
- Guaranteed: railML 2.3-2.x and 3.x supported for a min. 6-8 years after release
- Extended support for developers with paid partnership
- Support end of each version will be announced at least 2 years in advance
- **Any railML 2.6 development depends from demand and contribution of community.**



railML 3.2 – Final version release!

- railML 3.2 has been **officially released** on **April 26th, 2022**
- **Support guaranteed until end 2028**, 2 years longer for supporting partners
- Supported use cases:
 - ITMS with extended drafts of TT
 - ECTS
 - SCTP
 - NSTM, including RINF reporting
 - RSIM

railML.org



railML 3.2

The officially released **railML[®] 3.2** scheme version is available here for free download.

Please note the **railML license agreement** and the requirement for **certification** before productive use.

Version: 3.2

Repository tag name: `railML-3.2-final` (railML's Gitlab revision hash: 46fb90043746b6a0c96079bc1c94492104aa4e68)

Status: Official release for productive use

Release date: April 26th, 2022



railML-3.2-final.zip

(28.4 M)

Certification of railML interfaces

- First certifications successfully completed
- Good cooperation between applicant, consultant and railML.org
- Multitude of references, ideas and clarifications for all parties
- railML.org is aware about waiting times
- Certification manual (V 1.0; July 2017)
 - Download from the railML.org website for partner main contact, most important questions listed as FAQ on website
 - Reworking by Neat (Rome, IT)
 - No improvement requests from community received
 - Beta+comments: Jun-Jul 2022
 - Final version: August 2022
 - **Effective in September 2022**

The railML logo consists of the word "rail" in a dark grey sans-serif font and "ML" in a teal sans-serif font, with a registered trademark symbol (®) to the upper right.The cover of the railML Certification Manual features the railML logo at the top, followed by a teal horizontal bar containing the text "railML Certification Manual" in white.

Frequently asked questions (FAQ)

Why is a certification required?



What is the railML certification?



When is a certification required?



Which railML versions need certification?



Who is responsible for the certification?



What is the certification scope?



How long is the certification valid?



How much does the certification cost?

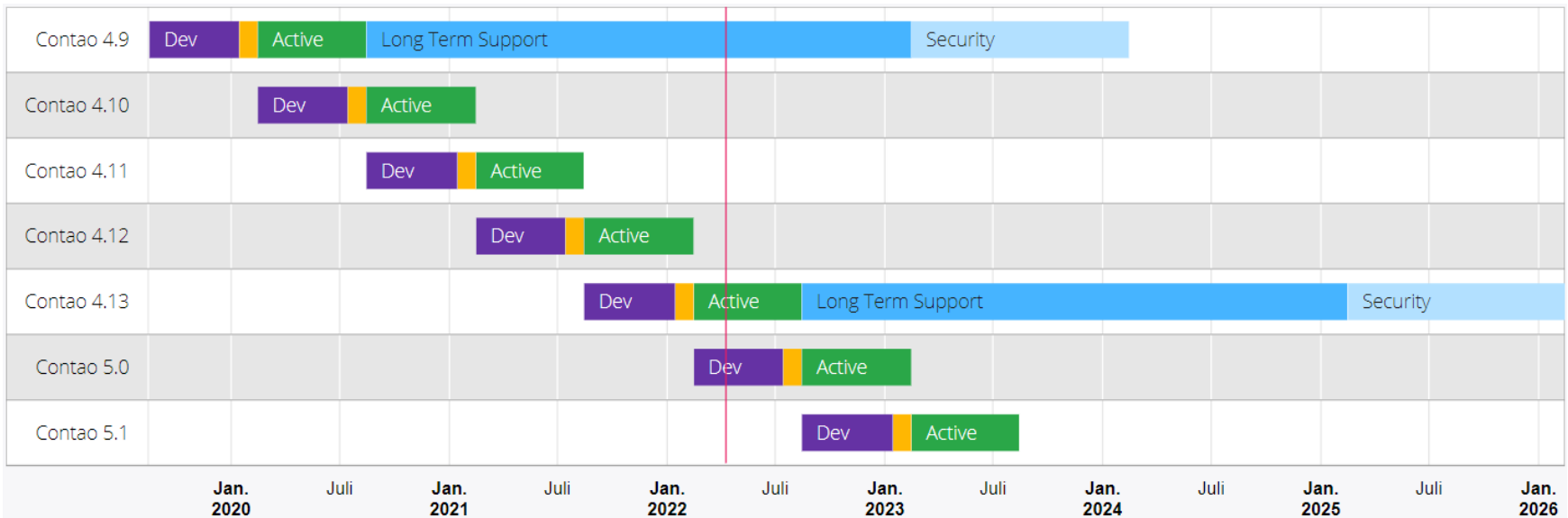


How can I prepare for the certification?



Website railML.org

- Current CMS v 3.x is not longer supported
- Update to Contao 4.9 in Spring 2022
- With acquired funding from partners
- Opportunity to review and improve structure and content → **All feedback is wanted!**
- Focus: Usability, Single Sign On, Community



Collaboration in the cloud

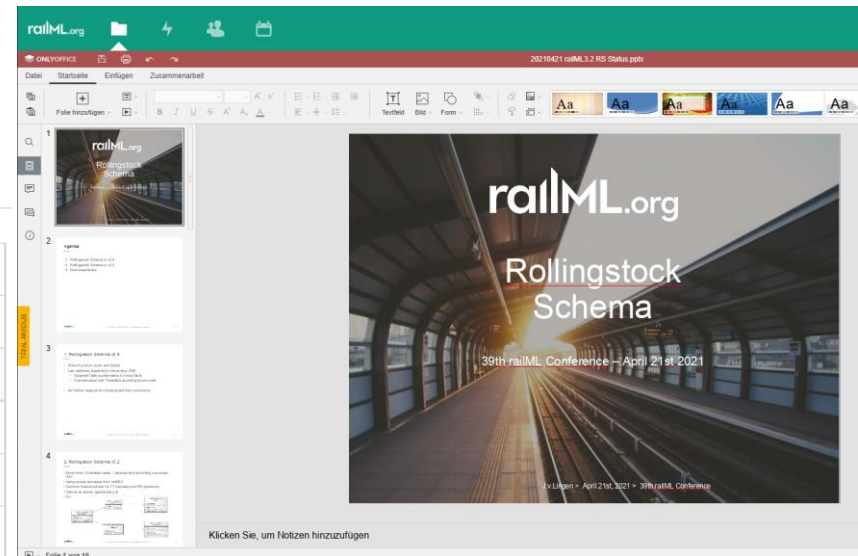


- The cloud has been updated to version 21 (latest release)
- Integrated Texteditor, Spreadsheet, ... (OnlyOffice) is now enabled
- This allows for real-time collaboration between multiple users
- Improves workflow and is superior to sending emails with updated files
- Possible thanks to partners' funding!

Maintenance and Release Schedule

Andy Scherzinger edited this page 4 days ago · 241 revisions

	release date	end of life	current version	next version
23	2021-11-30	2022-12	23.0.4 (2022-04-21)	23.0.5 (2022-05-19)
22	2021-07-06	2022-07	22.2.7 (2022-04-21)	22.2.8 (2022-05-19)
21	2021-02-22	2022-02	21.0.9 (2022-02-15)	End of Life
20	2020-10-03	2021-11	20.0.14 (2021-11-11)	End of Life
19	2020-06-03	2021-06	19.0.13 (2021-07-01)	End of Life



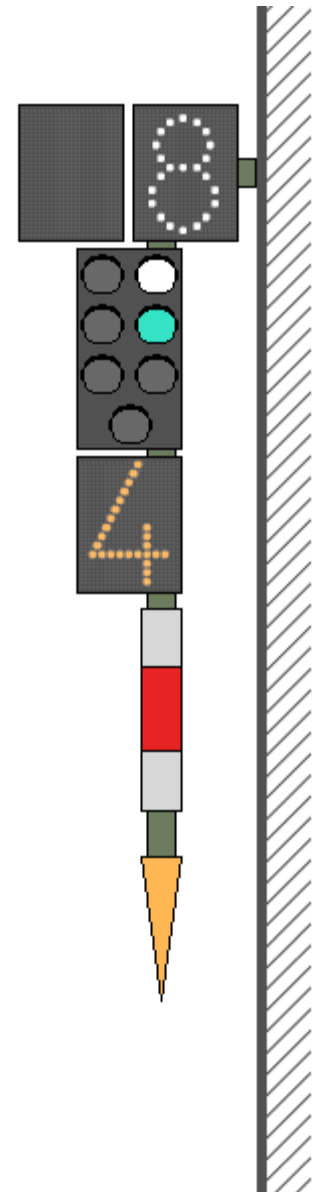
railVIVID - The railML Viewer and Validator



- Last version: May 2019 (1.21 beta), then frozen
- New versions to process railML 2.5 and 3.2 files **planned for May 2022**
- Used as main tool for export certification
- Code shall be moved to railML's new repository (Gitlab)
- **Call for Proposals planned for June/July 2022** to extend railVIVID with extended infrastructure viewing capabilities (supported by Bane NOR; Siemens; Thales).
- Code clean-up needed
- **Question:** Further **development in the community** on a freelance basis **or** through railML.org **by paid developers** with fixed releases and reliable development?
- Usage and feature feedback needed.

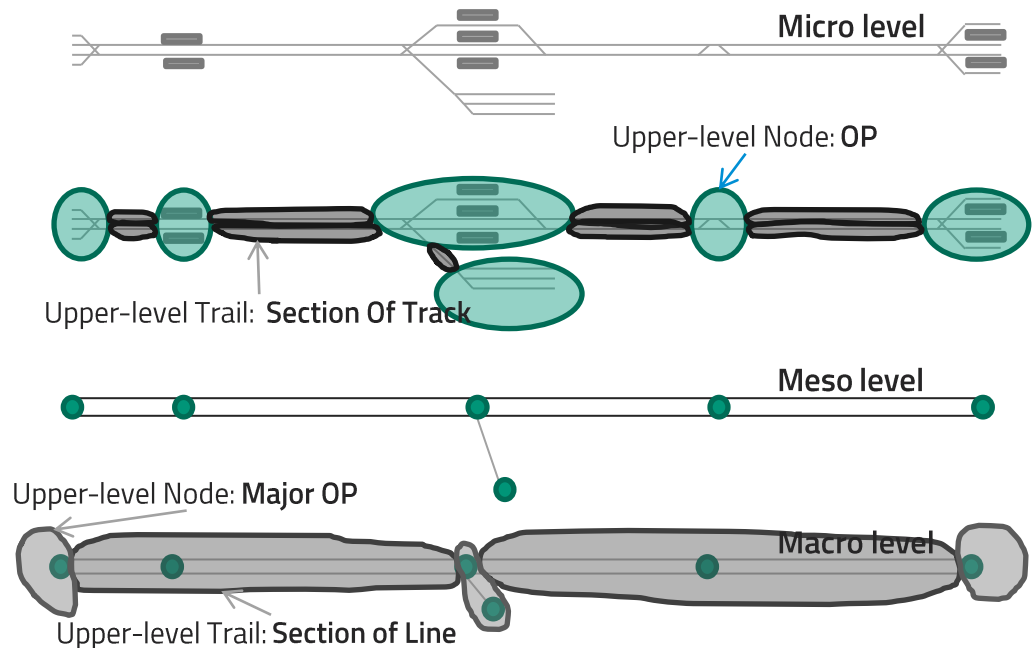
The history of RailTopoModel (RTM)

- RTM was initially developed in 2013 in the UIC financed ERIM project
- Foundation for a common exchange format (e.g., railML)
- Systemic approach describing only core infrastructure characteristics
- Data model supporting all railway business needs:
 - Topology: The logical representation of the railway network as a graph (Nodes, Edges) as well as the track geometry
 - Objects & Events location with the following types:
 - Spot (e.g., Signals, ...)
 - Linear (e.g., Speed limits, Platforms, ...)
 - Area (e.g., Locally controlled areas, Zones, ...)
 - Paths: The possible movements on the network.



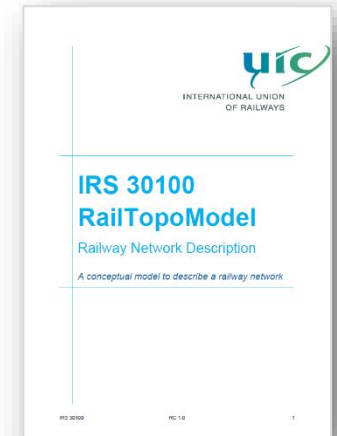
What is RTM and what can it do?

- RailTopoModel is designed to have the same structure at each level of details.
- Data model which supports all railway business needs, including:
 - Multi-Referencing: Geo- and screen coordinates, Linear referencing, mileage posts and "rail addresses"
- Consistent multi-scale aggregation:
 - Track → Micro
 - Line → Meso
 - Network → Macro



RTM development now and later

- In the Spring of 2016, the UIC RTM 1.1 became the UIC International Railway Solution: IRS 30100
- RTM is not the same as RailSystemModel (RSM)
- RSM is a “fork” of RTM developed within the LinX4Rail research project funded by Shift2Rail
 - railML.org is not a Shift2Rail partner and therefore not involved in the development
- RTM 1.2 was last version available for use in railML 3.1, no new features or maintenance are planned for this version.
- RTM 1.4 is to be released independently by railML.org to be used together with railML 3.2 and it shall include small patches and functional improvements
- RTM 1.5 planned with an open and transparent development including a ticket system



Updated development environment

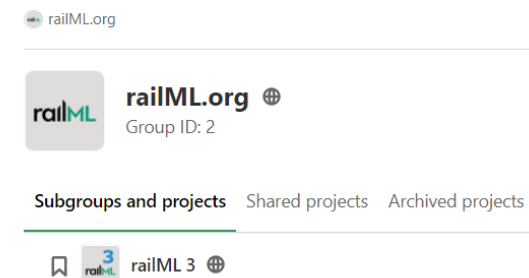
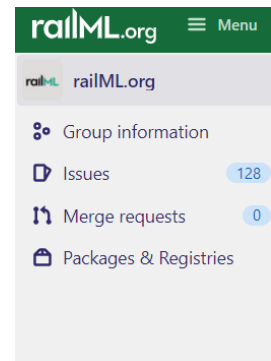
- Before: Apache Subversion repository (SVN for short).
- **Now: As of August 5th, 2021, the development of railML 3 shall be continued on the GitLab repository**
- **New railML 3 repository and ticket system can be found at <https://development.railml.org/railml>**
- railML 2 has been moved to the new GitLab environment in early 2022 as well
- News article published in August 2021

← → ↻ svn.railml.org

/ - **Revision 1330:** /

- [railML 2/](#)
- [railML 3/](#)

Powered by [Subversion](#) version 1.6.11 (r934486).



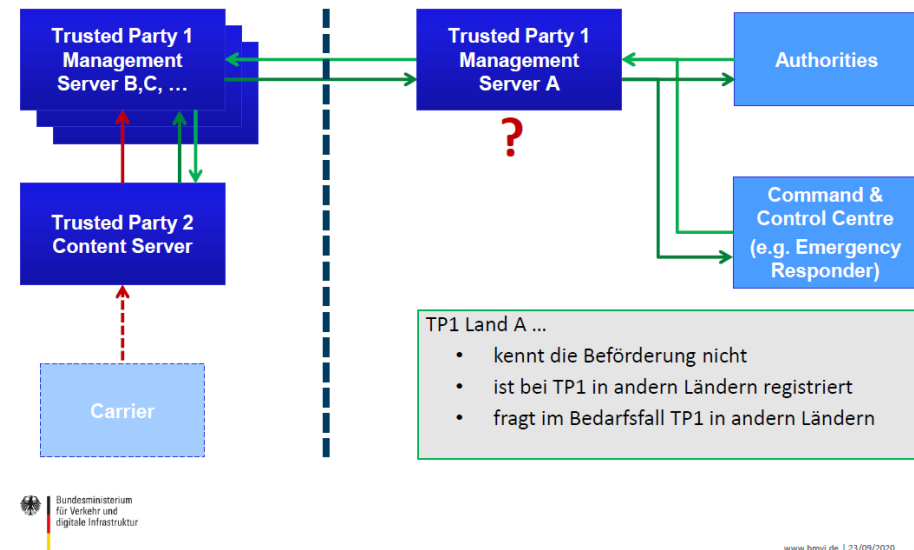
Further work on documentation and examples

- Documentation and ticket work is being supported
- Different manuals created
- The manuals shall be updated and adapted to railML 3.2
- Work is expected to be finalized until End of May
- Another example of work made possible thanks to partners' funding

28.02.22	railML infrastructure	06.12.21	DE / Siemens / Martin Zien	Double switch crossing, reply to Martin Zien		
28.02.22	railML infrastructure	08.12.21	DE / Siemens / Karl Friedemann Jerosch	delete value „midOfTrain“, conclusion if „mid		
28.02.22	railML infrastructure	20.02.22	DE / railML / Christian Rahmig	Waiting for feedback for railML 3.2 in regard		
28.02.22	railML infrastructure	21.02.22	DE / railML / Christian Rahmig	Waiting for answers in regards to designator		
28.02.22	railML infrastructure	25.02.20	NO / JBD / Torben Brand	Waiting for answer which option by Dominik		
28.02.22	railML infrastructure	14.02.22	DE / railML / Milan Wölke	stopDescription	stopTimes	Documentation transferred from wiki
28.02.22	railML infrastructure	03.02.22	NO / JBD / Torben Brand	stopDescription	stopActivities	Documentation changed
28.02.22	railML infrastructure	17.02.22	DE / railML / Christian Ra	stopDescription	platformEdgeRef	Documentation differs from wiki entry.
28.02.22	railML infrastructure	03.09.19	DE / Thales / Heidrun Jos	stopDescription	serviceSectionRef	Documentation changed
28.02.22	railML infrastructure	08.12.21	DE / Siemens / Karl Fried	stopDescription	trackInfo	Wiki link corrected and documentation
28.02.22	railML timetable	16.12.21	DE / PSI / Andrea Hoffme	stopActivities	stopActivity	Documentation transferred from wiki
28.02.22	railML timetable	25.04.21	DE / railML / Milan Wölke	organizationalUnitBinding	vehicleOperator	Documentation transferred from wiki
28.02.22	railML timetable	22.11.21	DE / railML / Milan Wölke	organizationalUnitBinding	customer	Documentation transferred from wiki
28.02.22	railML timetable	05.10.21	DE / railML / Milan Wölke	organizationalUnitBinding	railwayUndertaking	Documentation transferred from wiki
28.02.22	railML timetable	25.06.21	DE / railML / Jörg von Lin	organizationalUnitBinding	operationalUndertaking	Documentation transferred from wiki
28.02.22	railML interlocking	17.01.22	DE / railML / Jörg von Lin	organizationalUnitBinding	concessionaire	Documentation transferred from wiki
28.02.22	railML interlocking	08.07.21	DE / railML / Jörg von Lin	organizationalUnitBinding	contractor	Documentation transferred from wiki
28.02.22	railML common	29.10.21	DE / Siemens / Stefan We			
28.02.22	railML common	16.06.20	NO / railML / Thomas Nye			

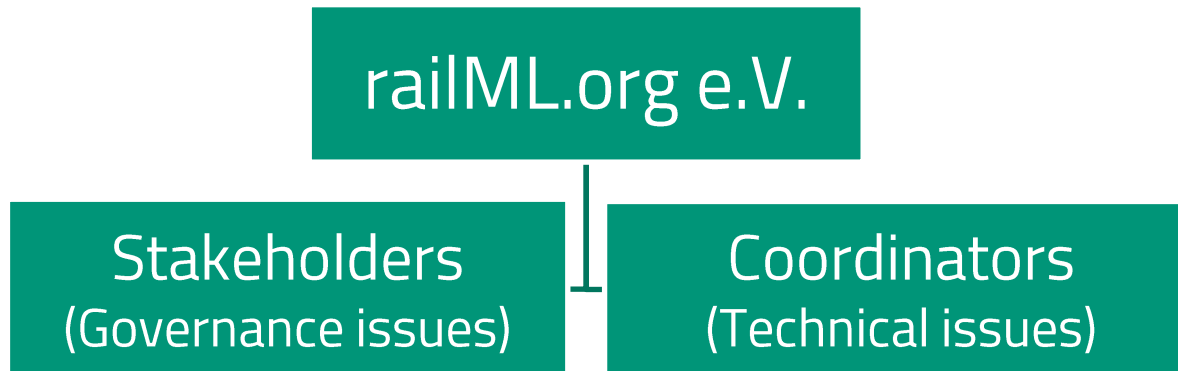
- Information on handling dangerous goods is needed to the ITMS UseCase for railML 3.2
- Standard in Paper established: RID (https://otif.org/de/?page_id=1105)
- Transformation in XSD under construction by the Dangerous Goods Transport Information Network Association (DGTINA)
- Good Modelling alignment by using UML
- railML.org will follow up and support
- Please contact us if you are interested and would like to know more
- Suspended (...)

Das elektronische Beförderungspapier – Internationaler Datenaustausch



railML.org e.V.

- The railML.org e.V. association is the **legal backbone** of the railML initiative
- Registered in the German register of associations in Dresden.
- The association is **open to everybody**
- Decisions are made by the **stakeholders** (governance issues) and the **coordinators** (technical issues)
- Input from the **community and the users**



People at railML.org



Current railML.org Working Groups

Working Group	Scheme Coordinator
Infrastructure Currently three sub working groups for: <ul style="list-style-type: none">• Integrated Traffic Management System (ITMS)• Schematic Track Planning (SCTP)• ETCS Track Net (ETCS) (<i>joint with IL working group</i>) Forum: news://railML.infrastructure	Christian Rahmig DLR, Braunschweig
Timetable Forum: news://railML.timetable	Milan Wölke Bahnkonzept, Dresden
Interlocking Forum: news://railML.interlocking	Jörg von Lingen IfB, Dresden
Rolling Stock Forum: news://railML.rollingstock	Jörg von Lingen IfB, Dresden
Common Forum: news://railML.misc	Thomas Nygreen Jernbanedirektoratet, Oslo

Partnership model of railML.org

- Partnership fees are only used for operation costs to keep the development work going
- The **fees cover basics** like website maintenance, servers, organisational staff, travel costs related to the development, wiki and cloud maintenance
- The **coordinators and working groups are not paid** and work on a voluntary basis
- The partnership model became **binding on the 1st of July 2020**
- All new partners must sign a **partnership agreement** (free of cost, only a formality)
- For a complete list of the benefits of a paid partnership, please contact the us per email at partner@railML.org

Partnership model of railML.org

- Development of membership model for railML.org
- Effective for all railML.org partners as of July 1st, 2020
 - Three membership categories with different services/privileges
Strategic *Associated* *Basic*
 - Basic partnership will include current service/privileges at no fee
 - All existing partnerships are automatically converted to a basic partnership for free
 - Partnership fees range from € up to 41.400 € per year
 - Fees depend on size, type of entity partnership category

1.1 Strategic (Gold)

Entity and Size	Micro	Small	Medium	Large
Authorities, Infrastructure Managers & Railway Undertakings			27.600,00 €	41.400,00 €
Consultancies, Software Providers, Manufacturers	4.025,00 €	6.900,00 €	13.800,00 €	27.600,00 €
Research Institutions	4.600,00 €	9.200,00 €	16.100,00 €	32.200,00 €
Universities, Schools			4.600,00 €	13.800,00 €

1.2 Associated (Silver)

Entity and Size	Micro	Small	Medium	Large
Authorities, Infrastructure Managers & Railway Undertakings			16.560,00 €	24.840,00 €
Consultancies, Software Providers, Manufacturers	2.415,00 €	4.140,00 €	8.280,00 €	16.560,00 €
Research Institutions	2.760,00 €	5.520,00 €	9.660,00 €	19.320,00 €
Universities, Schools			2.760,00 €	8.280,00 €

Benefits of paid partnership

- Benefits depend on the partnership category chosen. They include:
 - Extended version support
 - Free certification cycles
 - Workshops from railML.org
 - Dedicated and quick support
 - Access to the stakeholder and use case steering groups
 - Marketing possibilities



- *For all benefits, please request the Partnership Terms & Conditions by email (partner@railML.org)*

Future Conferences

- November 8th, 2022: 42nd railML conference **as a hybrid conference** (location still to be announced)
- Starting in 2023, the conferences will be as follows:
 - **Only one** as a **hybrid conference** in full length (9:00 to 17:00 o'clock)
 - Additionally, **two** shorter **virtual conferences** (10:00 to 15:00 o'clock)
 - 4-months between conferences
 - **All conferences in English**
 - Conferences in **German only if enough interest** (replaces the English conference in August)
 - Projected time plan:
 - End of April (hybrid EN),
 - End of August (virtual EN or DE),
 - December/January (virtual EN)

Future workgroup meetings in TT and IS

- Working groups
 - **Interlocking (IL)**: Phone conference every 3-4 weeks (together with IS)
 - **Infrastructure (IS)**: Phone conference every 3-4 weeks for different working groups
 - **Timetable (TT)**: Phone conference every 2 weeks (focus: railML 3)
 - **Rollingstock (RS) & Common (CO)**: Currently no meetings
- Regular stakeholder telephone conferences & meetings (every 6 weeks)
- Regular coordinator telephone conferences & meetings (every 6 weeks)



Thank you for your attention!

Vasco Paul Kolmorgen

Governance Coordinator railML.org

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coordination@railml.org



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