
Subject: Vote for revision of ISO RailDax

Posted by [Torben Brand](#) on Tue, 31 Oct 2023 14:54:20 GMT

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ISO TS4398 was published September 2022. Thank to a large extent to the railML community and railML.org as a liaison B organisation to ISO technical committee 204 intelligent transportation systems.

As a technical specification (TS) it is intended for review after 3 years. So, there will be a ballot on the manner in ISO technical committee 204 intelligent transportation systems. National standardisation bodies (NSB) that are member of TC204 in September 2025 will be eligible to vote. The vote is: abstain, discontinue, or revise. The most common vote is to abstain. This means the technical specification continues unchanged as an ISO TS. Alternative the NSB can vote to discontinue the standard (requiring an argument) or vote to revise it towards a full international standard (IS). A simple majority decides the vote. If there is no initiative (from railML or other ISO participants) the very likely outcome is that the TS continues unchanged. The next vote is then 3 years later in September 2028. If an ISO participant suggests revising the TS, they need to commit resources to do the revision and achieve the necessary simple majority vote. Also, a draft of the proposed revision should be made. Because of this work an active decision to revise needs to be made at least 1,5 years prior to the vote. For the upcoming vote this would be March 2024. The railML conference closest before this date is the upcoming conference in Rome on 7th November.

Thus, I suggest the railML community make an active decision to recommend a revision of ts4398 RailDax for either:

A. Sept 2025

B. Sept 2028 (without any commitment)/No revision planned currently.

There seems to be consensus if we want a revision, it should be based on the latest version of railML3.

See also slides from the presentation on the 43th railML conference found at railML.org (https://www.railml.org/en/event-reader/43rd-railml-conferenc-e-berlin.html?file=files/download/events/conferences/43_Berlin/2023-05-30_JDIR_ISORailDaxTimelineRailMLusageNorway.pdf&cid=11371)

Please cast your vote as a reply to this forum post. Note if you vote to revise you should contribute to the revision work.

Subject: Re: Vote for revision of ISO RailDax

Posted by [Torben Brand](#) on Wed, 01 Nov 2023 07:27:08 GMT

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Jernbanedirektoratet vote option B.

This as it fits with our resource plan where we will focus on railML 3.2 mapping/3.3 development to fulfil all required UC for Jernbanedirektoratet and gain further maturity in 2024. We do not have enough resources to also contribute to an ISO RailDax revision at the same time.

We also think a revision of ISO RailDax would fit well with the development of railML version 3.4, making railML3.4 the basis for ISO IS4398:2028 (our proposal).

Subject: Re: Vote for revision of ISO RailDax
Posted by [Miloš Futera](#) on Wed, 08 Nov 2023 08:48:16 GMT
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Dear colleagues,

Správa železnic votes for option A (i.e. Sept 2025)

Správa železnic (SZCZ) is infrastructure manager in the Czech Republic and has implemented railML 3.x format for publication of network statement data and other purposes. SZCZ is member of RailNetEurope (RNE) - association of European infrastructure managers. RNE will use ISO RailDax for data exchange about infrastructure with its member. Existing RailDax is based on railML 2.x.

SZCZ has no experience with railML 2.x. Therefore SZCZ would appreciate if new version of RailDax railML based on version 3.x would be available as soon as possible. That is why therefore SZCZ supports option A.

Miloš Futera
