

Hermes 30

For Train Composition message and more





What is Hermes 30?

The **Hermes 30** (Handling through European Railways Message Electronic System) message comprises the data to be exchanged for the operation of trains, forwarding of wagons, intermodal units, and other rail vehicles. The **Hermes** 30 message is defined as an XSD (XML Schema Definition) file, ensuring structured data exchange between Railway Undertakings and infrastructure managers.



with TAF TSI



- Streamlining train handovers with advance data
- Eliminating additional data entry and stop for data capture at handover points



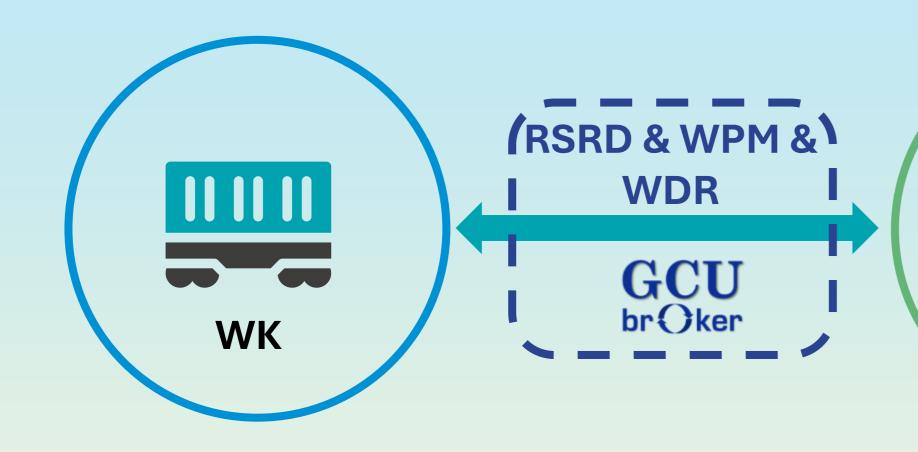
The exchange is currently based on **bilateral agreement**

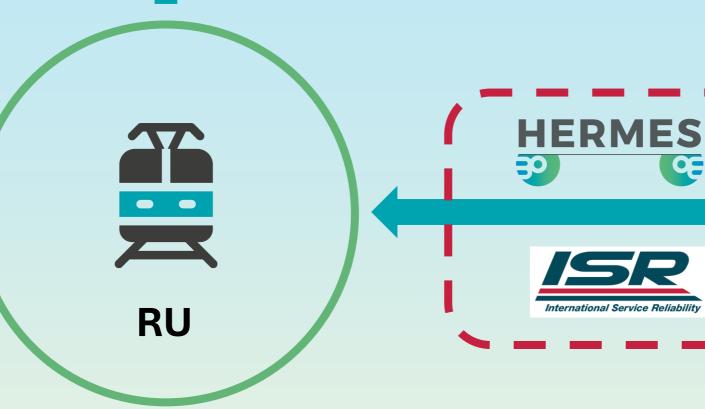
Based on IRS 40404-2 & IRS
 90920-13, managed by UIC

► HERMES 30 V 2.0+ is compliant



Where is Hermes 30 located in the railway data exchange schema?





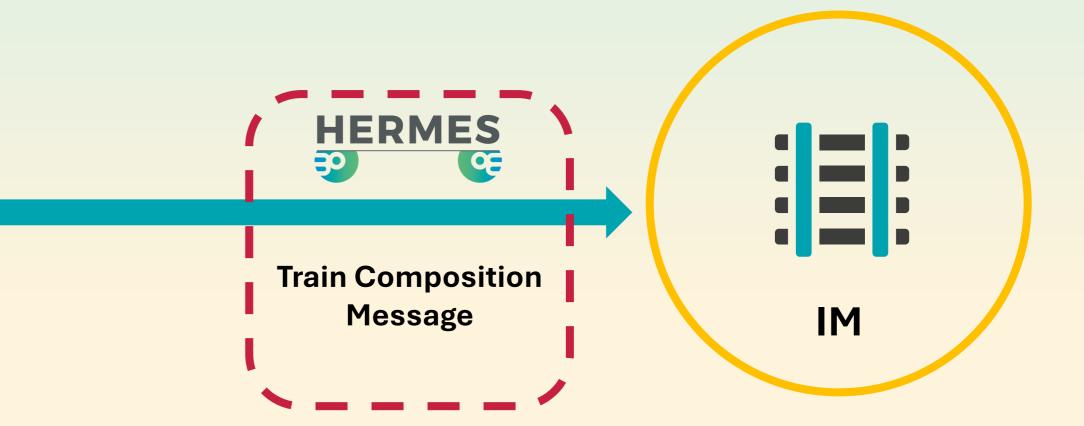
CoReDa



Data Framework

Telematics Applications for Freight Service TSI







Data Flow: What Data is Shared and Who Receives It?

RU – RU communication

- Enable the taking-over RU to continue train operation without additional data-input
- Message is related to the <u>train content at the handover</u> <u>point.</u>

Content

- Technical Wagondata brake-equipment, loadmatrix, REV-Daten;
- Information about wagon damages;
- Dispatch & destination station of each wagon;
- Information about wagon-routing;
- NHM-number;
- Information for customs;
- Information about ILUs.



- TCM*: RU IM communication
- Inform the IM of the train content for improved route disposition.
- Message is related to the <u>route</u>.

Content

- Technical Wagondata length & weight, actual brake-data, restrictions;
- Exceptional transport information;
- RID information.



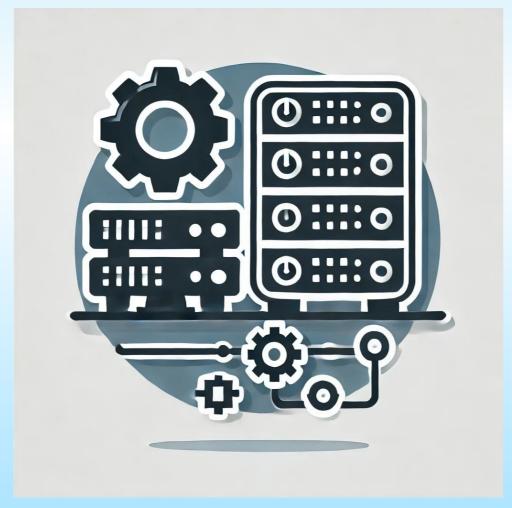
- ► TCM is a subset of HERMES 30
- ► IM required content is also defined in IMs' Network Statement



How to implement? What are the prerequisite?



FTP / SFTP account and connection



IT Production system to support the business



The required data to create / to build a HERMES-message are provided from this IT-application.



The incoming HERMES
30 messages should be processed, and the data should be put into this IT-application.

G1 Header Information
GT1 Train data (OTN)



Hermes 30 – Version 2.1

The new version V2.1 includes the possibility to transmit the locations either in ENEE or CRD format, both of which are optional. The locations can be transmitted in both formats - ENEE and CRD - but must be transmitted in at least one format. This must then be agreed bilaterally.

https://uic.org/freight/data-exchange/article/gru



				a Interchange Station U.C.
▲ AssociatedAttachedOTN	△ Technical loco data (Braking system code,	▲ Loading capacity in m³	▲ Volume (liter) of dangerous good	Section for TCM Station of the Journey tion Station of the Journey and Next respinsible IM/RU on units (working locos)
	Handbraked weight, Parking Brake force)			nformation n list information (A-Z) al wagon data (marked on the
▲ Daten and time of the last complete brake test	▲ Type of coupling ▲ Indacator of the driver	▲ Loading capacity in liter	▲ Formation- and Brakegroup	e Wagon Data Transmitting Ignmentdata CIM/CUV onal origin of wagon UIC of the onal origin of wagon CRO ercial forwarding data UIC following nal Information tion for operation information is tion for commercial UIC tion for commercial UIC
▲ JourneySection for TCM	△ Noise reduction code	▲ InteropCapability	▲ Number of formation- and brakegroup	Load Load nat In the gon) langer of goods (Wagon) sport Data for intermodal
▲ DestinationStation of the Journey	▲ Effective loading capacity	▲ NormalLoadingGauge	▲ Parking Brake Force actual	
		V		of dangereous goods secials incl. Customs d specials (Wagon) incl. forms



Contact

GRU expert group manage HERMES 30 within UIC IT Study Group activities.



https://uic.org/freight/data-exchange/article/hermes-30-gru

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