Document Review – Comment Sheet

Document commented (name/version):TAP TSI REVISION /Draft TAP TSI working document

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| Requestor: |  |
| Deadline for submitting comments: |  |

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|  | Reviewer 1 | Reviewer 2 | Reviewer 3 | Reviewer 4 | Reviewer 5 |
| Date: | 18.10.2019 |  |  |  |  |
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*Document History*

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| --- | --- | --- |
| Version | Date | Comments |
| 1.0 | 18/10/2019 |  |
| 1.0 | 18/10/2019 |  |
| 1.0 | 18/10/2019 |  |
| *1.0* | 18/10/2019 |  |
| *2.0* | 27/11/2019 | ERA copied the content of the remarks form document history into the review comments table.  |

Conventions:

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| --- | --- |
| Type of Comment | Reply by requestor |
| G | General | R | Rejected  |
| M | Mistake | A | Accepted |
| U | Understanding | D | Discussion necessary |
| P | Proposal | NWC | Noted without need to change |

Review Comments <if necessary add extra lines in the table>

| N° | Reference(e.g. Art, §) | Type | Reviewer | Reviewer's Comments, Questions, Proposals | Reply | Proposal for the correction or justification for the rejection |
| --- | --- | --- | --- | --- | --- | --- |
| 1. | *4.2.2 Tariff data:* *The RU makes available its own tariffs to other railway undertakings, authorised public bodies and 3rd parties (including fare tables)* | P | VR Group Ltd, Finland (RU) | Amount of data to be included in fare tables is massive and requires, subsequently, substantial resources. Fare tables as such outdated, in a modern solution prices are available through digital channels/open API’s for the whole network according to commercial agreements. | R | ERA agrees that for some fares the price tables are changing frequently and the prices are available through digital channels / open API’s. ERA has to remind, that even if the prices are flexible, the conditions of use for an offered product are stable. Conditions like the customers group eligible for this product, the purchase and after sales conditions and the conditions for auxiliary services (e.g. WiFi) are changing less frequently. The proposed solution allows the exchange of domestic tariffs with a standardised data format, CEN/TS 16614-3:2015 (NeTEx). The XML format can exchange the conditions and the fare tables. If the fares are yield managed, then the interface to an API can be assigned to the data set. This allows to contact an API for a given product to obtain the fares. So fare tables for fares have not be necessarily exchanged, if the fare of a given tariff is a yield managed one.  |
| 2. |  | G | VR Group Ltd, Finland (RU) | Transition period: sufficient time is needed for implementation. | A | The transition period can be defined by the railway undertaking in their master plan, to be submitted by them to the agency.  |
| 3. |  | P | VR Group Ltd, Finland (RU) | On several articles there is a reference *On each such occasion the railway undertaking shall maintain the earlier version of this information on its official website.* Placing outdated informationon RU official website would only cause confusion among customers, as it would be difficult for them to comprehend which is the valid version. Earlier versions should rather be available on request. | R | This phrase has been introduced in the TAP TSI to allow the customers to determine the changes of the existing documents between two subsequent versions. It does not mean, that the documents have to be shown on the same website. Other means such as a link to an archive with the previous version(s) of the document would be sufficient.  |
| 4. |  | G | VR Group Ltd, Finland (RU) | TAP-TSI is having similarities with Finnish legislation (Act on Transport Services). From VR’s (RU) perspective it is vital to understand the needed modifications, if any. | D | ERA has not analysed the Finnish Act on Transport Services.  |

*Note: This table could be changed according to the requestor’s needs*

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[x]  I have read the Privacy Statement and I accept the processing of my personal data under Regulation (EC) 45/2001.

I accept that the comments I have submitted can be published on the ERA website along with: [ ]  my name [ ]  my e-mail address