TAP TSI

Telematics Applications for Passenger Services
Technical Specifications for Interoperability

TAP Steering Committee meeting No 7

23 April 2012, 14:00-16:30, 53, avenue des arts, 1000 Brussels

Draft meeting minutes

Inviter: DG MOVE

Attendees: Libor Lochman, Rütger Fenkes, Simon Fletcher,
                                                  Michael Purcell, Davide Pifferi*, Rainer Wilke*,
                                                  Rian van der Borgt, Willy Smeulders, Svend
                                                  Leirvaag, Harald Reisinger*, Rob Parkinson (by
                                                  phone) DG MOVE: Patrizio Grillo, ERA: Kai
                                                  Brandstack, Rodrigo Gutierrez*, Stefan Jugelt

                                                  (* for agenda item 3. only)

1. **Welcome (Chair)**

2. **Adoption of the agenda (Chair)**

    The proposed agenda was agreed by the participants. It was agreed to handle the
    agenda item "Governance work stream" as second agenda item, to allow the TAF
    representatives to take part on the discussion.

3. **Role of the European railway agency on TAP/TAF (TAP governance work
    stream)**

    The first part of the meeting was dedicated to a joint TAF/TAP meeting about the
    joint governance for both regulations.

    TAF TSI governance:

    A presentation about the proposed governance for the TAF TSI was presented by
    ERA. ERA will have no active operational role in TAF/TAP, because the current
    regulation does not allow having operational tasks. ERA will be only responsible
    for publication of company codes, code lists and location codes. It was clarified
    by EC and ERA that the sector is responsible for the operational tasks (e.g.
    maintenance of company codes, location codes).

    TAP TSI governance:

    The TAP TSI governance was presented by the TAP TSI phase one project
    manager. The TAP TSI retail architecture will have central elements, which must
    be supervised by a governance body. It was underlined by the project team that
    the governance body will not act as "policeman". Instead the governance body
    should be a facilitator for the operational tasks. The following tasks for
    governance body are proposed:

- operational computer services
- retail technical services
- RU/IM technical services

The organisation structure for the overall governance was presented by the TAP TSI phase one PM. It was explained that the CRs for the ERA telematics CCM will be prepared by WGs on basis of the ERA technical documents and implementation guide and will be based on business cases. The proposed governance is not yet confirmed by the sector at large and will be discussed further in a joint TAF/TAP governance working party of the sector organisations on 27.06.12. It was explained by the PM, that the governance shall only be dedicated to the regulatory tasks for TAP, and for the TAF/ TAP areas as indicated. It was agreed not to discuss this proposal in more detail. It was explained, that the TAP has more awareness of the governance, than TAF. A transitional period is needed for TAP governance. It was agreed to involve all parties of the SteCo (including ETTSA, ECTAA) instead of "representative bodies" in the TAP governance concept that was presented.

4. **Adoption of minutes of last SteCo meeting (Chair)**

The commission has to circulate the revised version of the minutes of the SteCo.

5. **Decision on issues raised in the March progress report (PM)**

It was agreed to discuss the issues of the march progress report during ERA`s presentation.

6. **Monitoring of phase one (ERA)**

ERA has explained their observations about the development of the implementation guides. The issues of the March progress report (ERA request for "rules of calculation of IRT fares with examples" and ""(…) also state that tariff data must be matched against timetable data (and same statement in Timetable IG vis-à-vis tariff data") were explained by ERA. ERA has clarified towards the PM these remarks. These clarifications will be taken into account for the implementation guides.

ERA has explained further the main questions, raised during the review of the current versions of the IGs: Quality assurance for the data delivery, readability of IGs for 3rd party readers, usage of UseCases and Examples for a better understanding of the data delivery. ERA has explained, that no detailed monitoring of the deliveries for "Governance" and "Master-plan" has been made so far, because these documents are based on the IGs, which are not yet in the final state, and therefore not ready for review. The PM has confirmed that the IGs are now in a stable state and has kindly asked ERA to give an advice about the current state of the "Master plan" and "Governance" documents. The PM also pointed out that the "Master plan" and "Governance" concepts do not exclusively rely on the status of the IGs and that in light of the project deadlines they had to be developed in parallel.

The economic evaluation of the TAP TSI phase one was explained by ERA. This will be done as cost-benefit-analysis. The costs can be calculated by the project team, but the assessment of the benefits of the retail architecture is much more difficult and the delivery of the benefits will be available in June 2012. Therefore EC is kindly asked by ERA, if a delayed delivery of the benefits can be accepted. It was explained by the PM, that the benefits are additional deliveries outside of the project Phase 1 scope and it is inappropriate to speak of any delay.

Nonetheless, the PM sees the advantages of assessing the architecture benefits and informed that work on this is in progress.

The legal status of the IGs was discussed. ERA has proposed to make the TAP TSI phase one deliveries legally binding, to ensure the coherence of TAP TSI core text, technical documents and implementation guides. This would also allow to change the documents in the TAP TSI CCM. The project team was not in favour to transform the phase one deliveries per se into legally binding documents. It was argued, that in general and also for other TSI`s (e.g. ERTMS) the implementation guides are not legally binding). ERA has explained that there are some chapters in the current TAP implementation guides, which are needed to apply the TAP TSI legally binding technical documents. Therefore a different legally binding status of those documents could lead to discrepancies between the TAP TSI technical documents and the implementation guides. ERA and PM shall present in the next SteCo some examples for the IGs/TDs which are not guidelines and should be legally binding. Such requirements should then be moved either to the TSI or a Technical document.

Upon conclusion of their Phase One monitoring report, ERA confirmed they did not identify any show-stoppers to the project.

7. **Retail Architecture Work Stream**

The architecture work stream was discussed. The PM explains that the architecture is based on the peer-to-peer data exchange based on distributed resources with a central registry (scenario 1). The task of the registry is to answer the question how to find a given type of information (e.g. timetable for Estonia, fares for Eurostar). The registry indicates the location, where and how information's can be retrieved and will inform the subscribed participants if such a resource has been changed. The requirements for the architecture are described in a requirement document, which can be used for a tender process to procure the given architecture solution.

The Data quality requirements was explained by the PM. The quality of the delivered data has to be checked by a data quality management tool by the data producer. This tool will be accessible through the architecture. The rules for the data quality checks will be provided in the IGs (e.g. timetable IG).

It was proposed by the PM to use MERITS in the transition period until approx 2015/2016 for the provision of timetable data so as to ensure the benefits of TAP TSI are realised before all governance and technical aspects are fully operational. For fares it was proposed that PRIFIS may be used in the transition period.

Central components:

Location data will be within CRD

Economic evaluation:

The PM has explained the approach for the economic evaluation: There will be 4 clusters of RUs (UIC-members, non UIC members, with IRT-fares, with NRT-fares). The cost estimations for these 4 clusters were presented by the PM. The figures – especially for the small and medium size RUs – were discussed. The PM explained, that all figures were produced by the Project Team with the help of RU experts who also assessed the cost impact for their companies' small/medium size subsidiaries . As highlighted in previous reports and SteCo meetings the limited participation of small and medium size RUs in the TAP TSI phase one

required such an approach. The costs will be discussed, amongst other Phase One topics, by the PM with the representatives of UITP and EPTO in a dedicated meeting on 24.04.2012.

ETTSA has raised the question about availability push message as stated in the minutes of the last SteCo meeting. The PM explained that this will be discussed in the frame of the "Scenario1+" as so called "price message". The work on the specification for this message was suspended – because of the TAP TSI phase one – and the UIC working party will be restarted soon. A formal decision will be made on 24.04.2012. The TV`s are invited to take part in the specification of this message.

8. Next meeting: 15 May 2012

It was agreed to hold the next TAP TSI phase one steering committee meeting on 15.05.2012, 15h00. After the meeting a dinner is proposed on the CER invitation.

9. AOB

No questions were raised.

10. Adjournment