



# Monitoring of TAP TSI phase one

Stefan Jugelt (ERA)



# Issues raised in march progress report (PM)

Issues	Proposed mitigation	ERA comment
<p>In comments on the Tariff IGs, ERA requested “Please insert a separate chapter for rules of calculation of IRT fares with examples”</p>	<p>The request cannot be fulfilled as the calculation of IRTs is performed by the RUs according to proprietary and very confidential algorithms</p>	<p>ERA has precised on 16/04/2012 this request to the workstream leader: <i>“Please insert here a separate chapter for rules of <b>displaying</b> of IRT fares with examples (analogue to the timetables IG).”</i></p>
<p>In comments on the Timetables and Tariff IGs, ERA requested “(...) also state that tariff data must be matched against timetable data (and same statement in Timetable IG vis-à-vis tariff data”</p>	<p>To the Project Team’s understanding, this matching is not in scope of TAP TSI</p>	<p>TAP TSI chapter “4.2.18.1 [data quality]” : <i>“Where data or information are used in order to meet the requirements of several basic parameters of this TSI at the same time, the actors to whom this TSI is addressed shall ensure that the data or information shared between those <b>basic parameters is used in a coherent manner (e.g. coherence i) between timetable and tariff information ...”</b></i></p>



# Monitoring of phase one (ERA)

ERA has monitored the development of the implementation guides for the TAP TSI technical documents. ERA has send written comments on the current status of the TAP Phase One deliverables (Feb-March 2012) to the project team.

ERA main remarks:

1. **Quality insurance for the data delivery (e.g. timetable, tariff) should be further developed**
2. **Documents should be adapted for the readability for 3<sup>rd</sup> party readers, e.g. companies/persons currently not involved in the TAP TSI/UIC**
3. **UseCases should be used in the documents**
4. **Examples should be used for a better understanding of the data delivery**

Above points were taken by the project management seriously and corresponding work has been launched.

The documents “TAP TSI Governance” and “Master plan” were not yet monitored in detail, because these documents are dependent from the implementation guides and therefore not completed.

Ruetger Fenkes confirmed ERA on 10.04.2012 that the TAP Phase One PM will deliver above deliverables on time.



# Retail architecture work stream

- ERA has observed in the work stream meetings and in email exchanges different points of view about the use of retail architecture between ticket vendors and project management.
- It would be good if above mentioned parties find on a bilateral basis a solution, which can be commonly agreed and be part of the TAP phase one deliverable.
- It should be avoided that the question of TAP retail architecture still pops up in May 2012 when project stakeholders will have to sign off the TAP Phase One deliverables.



# Retail architecture work stream

- ERA has send remarks to the PM about the current version 1.2, which were currently not all incorporated in the new release (retail architecture document under ongoing revision)
- ERA has insisted that the data provision (e.g. for timetable and tariff data must be done in a Neutral, fair and transparent manner and this has to be included in the implementation guides



- 1. The economic evaluation will be done as cost-benefit-analysis for the retail architecture**
- 2. The benefits of the current proposed solution of the TAP TSI phase one are more difficult to collect and will be delivered in June 2012 (according to information from PM)**
- 3. EC is kindly asked by ERA to confirm this approach and accept the delayed delivery**



# Legal status of the TAP TSI phase one deliveries

- Experiences from TAF TSI SEDP project show, that the deliveries of such a phase should be legally binding to have a clear status of them
  - To ensure the coherence between the TAP TSI core text, the TAP TSI technical documents and the deliveries of the phase one all of these document shall be handled within one legal framework
  - A change control management for these deliveries has to be ensured
- Therefore ERA is in favour to incorporate the TAP TSI phase one deliveries as ERA technical documents into TAP TSI (including TAP TSI CCM) to make them legally binding.



# Thank you for your kind attention:

Stefan Jugelt

Project officer for Telematic Applications - European Railway Agency

E-mail: [Stefan.Jugelt@era.europa.eu](mailto:Stefan.Jugelt@era.europa.eu)