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Technical document

COMPUTER GENERATION AND EXCHANGE OF DATA MEANT FOR INTERNATIONAL OR FOREIGN SALES – SPECIAL OFFERS

In the Document History table, version are identified as x.n where
"x" is a correlative number assigned to an approved version when reaching a main milestones
"n" is a correlative number assigned to draft versions, starting by 1. "n"=0 means version approved
Information related to previous draft versions (i.e. 0.1, 0.2 etc.) shall be deleted from the table when a subsequent approved version is issued.
Document History

Version	Date	Comments
2.0	10.01.2020	Initial draft V 2.0

Contents

Application:

With effect from <mark>08 March 2012</mark>.

All actors of the European Union falling under the provisions of the TAP TSI.

Table 1: Abbreviations

ABBREVIATION	FULL TEXT
RU	Railway Undertaking
TCV	Standard International Passenger Tariff (Tarif commun international pour le transport des voyageurs)

1   Summary

The aim of this Technical Document is to enable Railway Undertakings (RUs) subject to the COMMISSION REGULATION (EU) No 454/2011 – "Technical specification for interoperability relating to the subsystem 'telematics applications for passenger services' of the trans-European rail system" to make available with standardized procedures all their tariffs (including fare tables) meant for international or foreign sales, as far as Special offers are concerned.

This information is required for calculating the cost of international carriage for fare offers in conjunction with the Non-integrated Reservation Tickets (NRT) data described in ERA TAP TSI Technical Document B.1.

The information made available shall include:

–   Fare information specific to the offer

–   Fare tables

Application of this Technical Document should facilitate in particular the computerised updating of the existing data on fare conditions as well as its introduction into fare information systems.

2   General

The data on fare conditions currently made available by RUs are often in paper form and not machine-readable. This especially applies to offers agreed on a bi- and multilateral basis.

This Technical Document describes procedures allowing an RU to make available in machine-readable form its fare conditions (including bi and multilateral offers) meant for international or Foreign Sales, by guaranteeing access to all bodies it chooses among RUs and/or third parties and authorizes to sell according to distribution agreements.

Standardising the exchange of fare conditions aims at achieving the following goals:

– Exchange by electronic medium of fare conditions which can then be processed by computer
– Improvement of the quality of data
– Calculation of the lowest fare for international tickets
– More efficient handling of sales procedures.

To ensure widespread application of the individual data, data redundancy has deliberately been chosen. Thus, users can read the contents of all files without any special IT know-how or IT technical support by simply repeating the descriptions. Similarly data errors can be more quickly identified.

2.1   Provisions for the computer generation and exchange of tariff conditions on data media

2.1.1   Publication conditions

Data is prepared and made available in a non system-specific manner so as to give to each RU the opportunity to operate with the systems at its disposal. Fare data is thus always to be prepared and made available as UNICODE text (*.txt) using a set record length.

Files which do not apply to an RU and hence contain no entry do not need to be made available.

Data shall be made available using the Latin character set ISO 8859-1.

2.1.2   Volume of data

In order to facilitate the access to the data made available by each individual RU as far as possible, it is necessary to give clearly-defined names to the files. The name shall be composed of the four-character table designations defined in the appendices to this Technical Document, and the four-digit Company code of the data originating RU (Company codes are described in ERA TAP TSI Technical Document B.8).

Naming example: (Company Code 1181 = ÖBB)

File	File name	
Offer	OFOF1181	
Authorisation	OFAT1181	
Conditions of offer	OFCO1181	
Fare tables per class	OFFC1181	
(Type of passenger)	*OFTP1181*	
Passenger	OFPA1181	
Number of passengers	OFNP1181	
(Type of discount)	*OFRE1181*	*type of reduction*
Additional discount	OFAR1181	additional reduction
Companion	OFFP1181	fellow passenger
Series	OFSE1181	
Trains	OFTR1181	
Blackout periods	OFID1181	interdiction
After-sales	OFGB1181	Give back
Memo	OFME1181	
Fare and supplement	OFFS1181	
reservations	OFRT1181	reservation table

The fare tables are made available according to the structure of ERA TAP TSI Technical Document B.1 including TCVP and Header file.

Header file	TCV1181	
Fare table explanations	TCVP1181	prix

The eight-digit file name for fare tables is made up of a four-digit fare table number that must not begin with zeros and the four-digit Company code for the data originating RU.

Individual fare table	XXXX1181

2.2   Interrelationships between the tables

2.2.1   Connections between the tables

The connections between tables are clearly shown by the figure below. The flags included in the OFCO file can be used to see immediately which other files are referenced by the current offer, and which are missing.
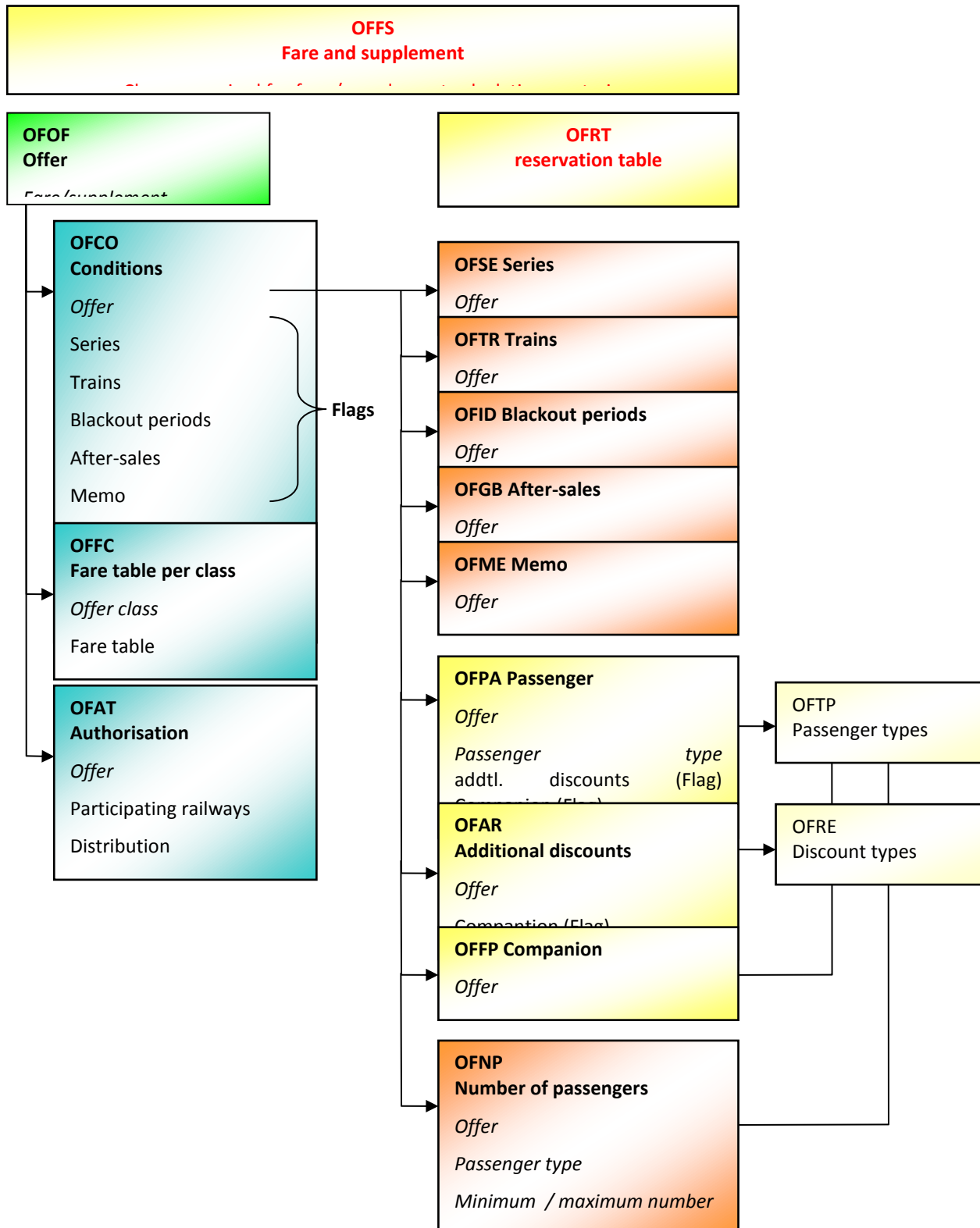
The offer is defined in the OFOF table (offer table). The offer is given a title and an offer number which is valid for all RUs participating in the offer.

NB: Many tables have a field labelled "Company code of participating RU" with a text in the Notes section stating "0000 = all RUs". This means that the characteristics indicated in the record with "0000" apply by default to all RUs, with exception of those differently indicated.

For example in OFAT we can have (see table B.3.1 below):

...	Company code of participating RU	...	Personal sale	...	Train attendant	...	Read only access	...
	1181		Y		Y		Y	
	0083		Y		N		Y	
	0000		N		N		Y	

In this case ÖBB (1181) can sell the offer in station and on board, Trenitalia (0083) can only sell in station, all other RUs can only be informed of the offer but cannot sell it.

The other tables refer to the offer number used in the OFOF. The offer may be differentiated in these tables based on the participating RUs.

The conditions surrounding an offer can be found in the OFCO table (conditions). Access to most other tables is also controlled from here.

The contents of the OFFC table (fare table per class) can be used to assign individual fare tables for different offer classes. This means that classes other than 1st and 2nd class (e.g.: tourist class, comfort class, etc.) can be included.

In the OFSE (series) and OFTR (trains) tables, specific lines or trains can be excluded or allowed in an offer.

Blackout periods can be indicated in the OFID table.

The OFGB (after-sales) and OFME (memo) tables are for information purposes.

Discounts for an offer are indicated in the OFPA table for passengers, the OFAR table for additional discounts (e.g. ÖBB - "VorteilsCard") and the OFFP table for companions.

If a minimum or maximum number of given persons needs to be indicated, the corresponding fare information is entered in the OFNP table (number of passengers).

The codes in the OFTP (passenger types) and OFRE (types of discount) tables are uniformly defined for all offers.

2.2.2 Flag management of tables
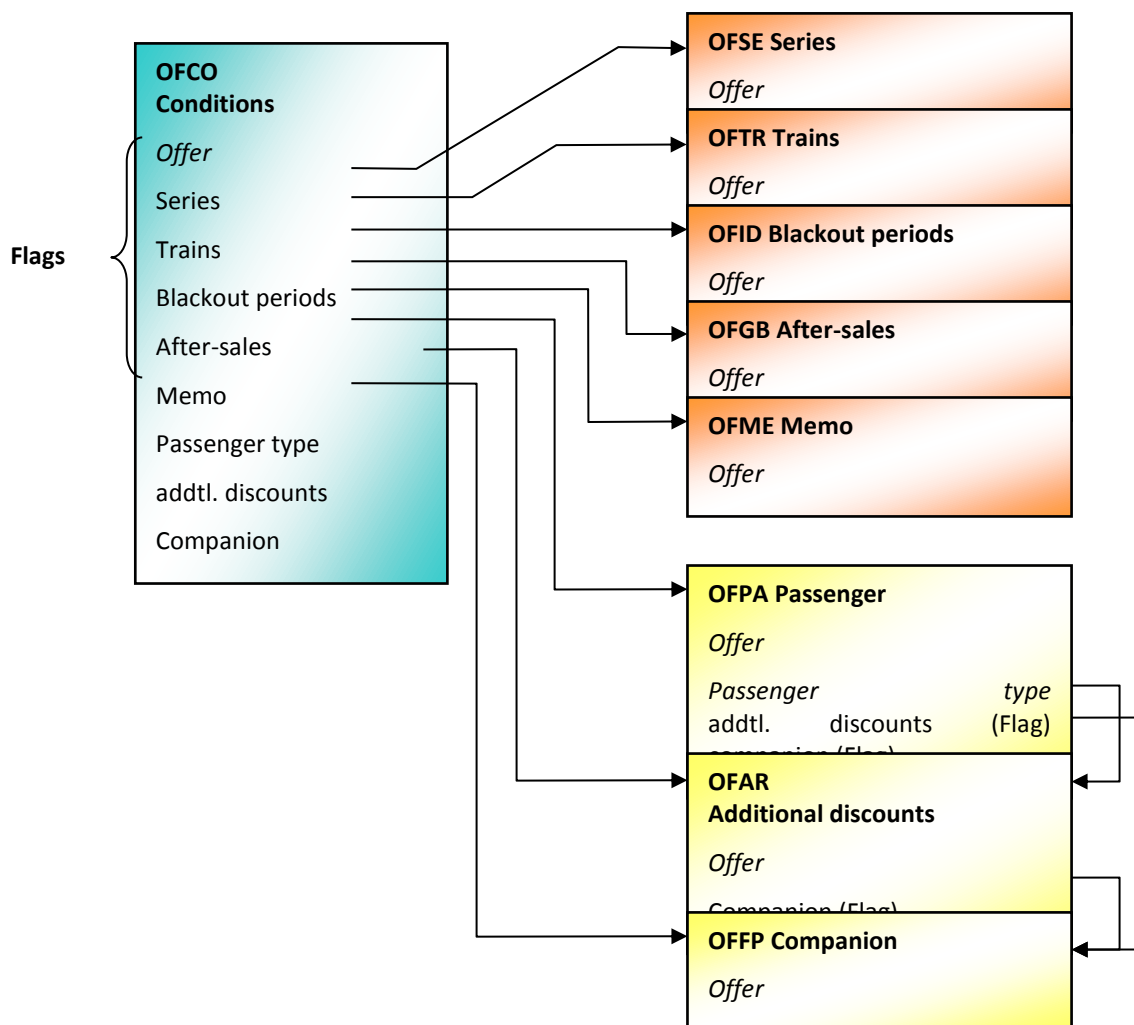
When an offer is being calculated, a check is made via the OFCO flags to establish whether the search algorithm should open individual tables. If such flags do not exist, the search algorithm must check all tables for entries every time a fare is calculated. Due to the volume of data associated with several offers, calculation times can be shortened by using flag setting.

The flags in the OFPA (passengers) and OFAR (additional discounts) tables indicate whether or not discounts or surcharges may be applied for different passenger types.

2.3   Main access key

As a matter of principle the main access key is a combination of the Company code of the transferor RU, the Company code of the participating RU, the offer number and the validity details (first day of validity, version number, last day of validity). When an offer (per participating RU) is withdrawn, the offer number may not be used for at least 2 years following the end of the ongoing calendar year. If for instance an offer becomes null and void on 30.5.2006, the offer number used for the offer in question will only become available for a new offer on 1.1.2009.

2.4   Access keys for the individual tables

Each table contains an access key to allow data inventories to be transferred and processed according to this Technical Document. Most tables may only contain one record per access key (1-tables – no duplicates), although there are also tables which contain several records per access key (n-tables – duplicates allowed).

The access keys are listed below:

OFOF Offer:

Only the main access key is used in this table without details of the participating RU.

OFAT – Authorisation:

This table can contain several entries per main access key. There is no separate access key.

OFCO – Conditions of offer:

This table may contain only one record per main access key.

OFFC – Fare table per class:

The access key is composed of the main access key and the class number (element 4). It may not contain duplicates.

OFTP – Type of passenger:

The access key is composed of the Company code of the RU (element 1), the passenger type (element 2) and the validity details (elements 10 to 12).

OFPA - Passenger:

The access key for this table is composed of the main access key and the passenger type (element 4). This table may contain only one record per access key.

OFNP - Number of passengers:

The access key for this table is composed of the main access key and the passenger type (element 4). This table may contain only one record per access key.

OFRE – Discount type:

The access key is composed of the Company code of the RU (element 1), the classification number for additional discounts (element 2) and the validity details (elements 8 to 10).

OFAR - Additional discounts:

The access key for this table is composed of the main access key and the classification number for additional discounts (element 4). This table may contain only one record per access key.

OFFP - Companion:

The access key for this table is composed of the main access key and the passenger type (element 4). This table may contain only one record per access key.

OFSE - Series:

The access key for this table is composed of the main access key and the series (element 4). This table may contain only one record per access key.

OFTR - Trains:

The access key for this table is composed of the main access key, the train category (element 4) and the train number (element 5). This table may contain only one record per access key.

OFID - Blackout periods:

This table can contain several entries per main access key. There is no separate access key.

OFGB - After-sales:

The access key for this table is composed of the main access key and the type of after-sales (element 4). This table may contain only one record per access key.

OFME – Memo:

This table can contain several entries per main access key. There is no separate access key.

OFFS - Fare and supplement:

This table can contain several entries per main access key (excluded the field "Offer number"). There is no separate access key.

OFRT – Reservation:

The access key for this table is composed of the Company code of the participating RU, the class number and the minimum and maximum number of the passengers.

Transferor and participating transport undertaking

A distinction is made in the data structure between

- *transferor Railway Undertaking* and

- *participating Railway Undertaking.*

To avoid duplicate offer entries, one RU shall make available the fare conditions of all RUs in the offer. This will ensure that there is only one entry per offer and that the same offer identifier is always used for each RU.

2.5 Field character

All fields are defined by a field character type and a field length. Generally speaking numeric fields shall be right-justified and filled with zeros, text fields shall be left-justified and filled with blanks (space characters).

Exceptions to this are possible through selection fields. The possible entries can be seen in the structure's "Data type" column. Entries other than those indicated are not allowed. Examples for these fields are given for instance in the OFOF Offer table with the "fare or supplement" field where the value "F" for fare and "S" for supplement may be entered. Another example is the access flags in the OFCO offer conditions table where Y for yes and N for no may be used.

2.6 Validity

Each file must contain three fields defining its validity.

The "first day of validity" field describes as of when the offer becomes valid. The fare data become valid at the earliest when the new version is made available.

The "last day of validity" field indicates until when the offer remains valid. The data remains valid either until the expiry date is reached or a version with an amended date is made available.

The "first day of validity" and "last day of validity" fields are expressed using the format "YYYYMMDD".

The version number for the fare data is entered as a sequential number in the "version" field.

3   Appendices

Appendix A - File: OFOF – Offer

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Flag for the combination of the Company code and the offer number	numeric	M	*Code List B.3.5*	1	10	
4	Fare or supplement	F / S	M		1	11	F = fare S = supplement
5	Title of offer in country's official language	alpha-numeric	M		30	12-41	This refers to the language of the country where the transferor RU is based
6	Title of offer in French	alpha-numeric	O		30	42-71	
7	Title of offer in German	alpha-numeric	O		30	72-101	
8	Title of offer in English	alpha-numeric	O		30	102-131	
9	Reserved	alpha-numeric	O		30	132-161	
10	Flag for offer number	numeric	M		1	162	0 or 3
11	limited offer	N / Y	O		1	163	N = No; Y = Yes
12	Sales period starts	numeric	M		8	164-171	Format: "YYYYMMDD"
13	Sales period ends	numeric	M		8	172-179	Format: "YYYYMMDD"
14	reservation fee	numeric	M	*Code List B.3.6*	1	180	
15	connecting reservation	numeric	M	*Code List B.3.7*	2	181-182	In case the whole O/D is travelled with more than one train, and more than one train is open to reservation (optional or mandatory), this field indicates if one or more reservations can be obtained without payment (but at least one is always paid)
16	No. of data records in OFAT	numeric	O		6	183-188	
17	Number of data records in OFCO	numeric	O		6	189-194	

18	Number of data records in OFFC	numeric	O		6	195-200	
19	Number of data records in OFPA	numeric	O		6	201-206	
20	Number of data records in OFNP	numeric	O		6	207-212	
21	Number of data records in OFAR	numeric	O		6	213-218	
22	Number of data records in OFFP	numeric	O		6	219-224	
23	Number of data records in OFSE	numeric	O		6	225-230	
24	Number of data records in OFTR	numeric	O		6	231-236	
25	Number of data records in OFID	numeric	O		6	237-242	
26	Number of data records in OFGB	numeric	O		6	243-248	
27	Number of data records in OFME	numeric	O		6	249-254	
28	Date offer becomes valid	numeric	M		8	183-262	Format: "YYYYMMDD"
29	Version number	numeric	M		2	263-264	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
30	Last date on which offer is valid	numeric	M		8	265-272	Format: "YYYYMMDD"

Appendix A - Explanations on the OFOF file

This file defines the offer. All transferor RUs shall assign a unique offer identifier to each offer together with the name of the offer in the language of their country as well as optionally other languages.

Element 2 – Offer identifier

The numerical offer number defines an offer each time an RU makes a data delivery. It is a part of the main access key, which connects all other tables with the offer.

Element 4 – Fare or supplement

This field determines whether the offer concerns a fare or supplement. Fares may be sold as an independent offer whereas supplements can only be sold as an add-on to a fare.

Element 11 – limited offer

This sign indicates whether there is a limited contingent for the offer or this offer can be sold in unlimited number.

Elements 12 and 13 – Sales date

Both these fields will contain details of the beginning and end of the sales period for the offer including any blackout periods

Element 14 – Reservation Fee

This element indicates when the reservation fees for seats is included in an offer, when the reservation fee is charged only for one direction of a return travel or when it is charged for the outbound and inbound direction of the journey (for each direction of a return travel).

Element 15 – Connecting Reservation

This field shows the number of the free connecting reservations.

Elements 16 to 27

The content of these fields must be equal to the content of field 4 in the various lines of the header file

Appendix B - File: OFAT – Authorisation

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	10-13	e.g. 1184 for NS 0000 = all RUs
4	Abbreviation used to designate the participating RU	alpha-numeric	M		30	14-43	
5	RU whose participation is obligatory	N / Y	M		1	44	N = No; Y = Yes refers to field 3
6	Initial carrier	N / Y	M		1	45	N = No; Y = Yes
7	Final carrier	N / Y	M		1	46	N = No; Y = Yes
8	Transit carrier	N / Y	M		1	47	N = No; Y = Yes
9	Personal sale	N / Y	M		1	48	N = No; Y = Yes
10	Ticket vending machine	N / Y	M		1	49	N = No; Y = Yes

11	Train attendant	N / Y	M		1	50	N = No; Y = Yes
12	Travel agency	N / Y	M		1	51	N = No; Y = Yes
13	Telemarketing/Telephone	N / Y	M		1	52	N = No; Y = Yes
14	Tour operator	N / Y	M		1	53	N = No; Y = Yes
15	Internet	N / Y	M		1	54	N = No; Y = Yes
16	Other channels	alpha-numeric	O		30	55-84	Other sales channels that can be used to sell tickets
17	Read-only access	N / Y	M		1	85	N = No; Y = Yes; This field indicates whether an RU involved neither in the transport itself nor in the offer shall nevertheless be permitted to read the data.
18	Date offer becomes valid	numeric	M		8	86-93	Format: "YYYYMMDD"
19	Version number	numeric	M		2	94-95	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
20	Last date on which offer is valid	numeric	M		8	96-103	Format: "YYYYMMDD"

Appendix B - Explanations on the OFAT file

This file gives details of the RUs that are involved in the offer via departure, destination or (and) transit traffic. The file also specifies which distribution channels are authorised per RU.

Only RUs with an entry in this table and marked with at least a "Y" in the fields 6-17 may access data on the offer.

Element 5 – mandatory participating RU

If this identifier is marked with the value "Y" for an RU, this means that the RU is absolutely involved in at least one series for the offer. If the route requested does not contain any series from this RU, the offer may not be proposed.

Elements 6 to 8 – Departure-, Destination- and Transit traffic

These elements denote which series of the specified RU may be used for the offer. If for instance elements 6 (departure traffic) and 7 (destination traffic) for SBB are marked with the value "Y" but element 8 (transit traffic) is marked with the value "N", this means that the offer can only be sold with SBB routes, if SBB is the origin or destination country. Based on this example SBB transit routes would not be possible with the offer.

Elements 9 to 15 – Distribution channels

These elements specify via a "Y" which distribution channels an RU is authorised to use.

Element 16 – Sale by other channels

Any special distribution channel mentioned that is not covered by elements 9 to 15 can be entered in this text field.

Element 17 – Read only data

This field is used to indicate that an RU that is not at all involved in the offer may however read the data.

Appendix C - File: OFCO – Conditions of offer

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	10-13	e.g. 1184 for NS 0000 = all RUs
4	Season ticket	numeric	O	*Code List B.3.8*	1	14	
5	Transferable ticket	N / Y	M		1	15	N = No; Y = Yes This field is set to Y (Yes) when the ticket is issued anonymous, therefore transferable from one customer to another, is set to N (No) when the ticket must be nominative

6	Reservation required in all reservable trains.	N / Y	M		1	16	N = No; Y = Yes
7	earliest advance sale period	numeric	M		2	17-18	e.g.: 14 = start 14 days prior to departure Default value: 99
8	Minimum advance sale period	numeric	O		2	19-20	e.g.: 07 = up to 7 days prior to departure Default value: 00
9	Single or outward and return journey	numeric	M	*Code List B.3.9*	1	21	
10	Period of validity of ticket - single journey - days	numeric	O		2	22-23	Format: DD; e.g.: 10 = 10 days
11	Period of validity of ticket - single journey - months	numeric	O		2	24-25	Format: MM; e.g.: 02 = 02 months
12	Period of validity of ticket - outward and return journey - days	numeric	O		2	26-27	Format: DD; e.g.: 10 = 10 days
13	Period of validity of ticket - outward and return journey - months	numeric	O		2	28-29	Format: MM; e.g.: 02 = 02 months
14	Day of single or outward journey	N / Y	M		7	30-36	Y or N for each day of the week; e.g.: NNNNYYN = for Friday and Saturday
15	Time from	numeric	M		14	37-50	Hour (24-hr format) for each day of the week; e.g.: 00000000140000 = Friday, departure from 14:00 on
16	Time until	numeric	M		14	51-64	Hour (24-hr format) for each day of the week, e.g.: 24242424241424 = Saturday, arrival until 14:00 h
17	Day of return journey	N / Y	M		7	65-71	Y or N for each day of the week; e.g.: NYYNNNN = for Tuesday and Wednesday
18	Return journey: Time from	numeric	M		14	72-85	Hour (24-hr format) for each day of the week; e.g.: 00140000000000 = Tuesday, departure from 14:00 on
19	Return journey: Time until	numeric	M		14	86-99	Hour (24-hr format) for each day of the week; e.g.: 24241824242424 = Wednesday, arrival until 18:00
20	Journey interruptions permitted	N / Y	M		1	100	N = No; Y = Yes

21	Overnight stays at destination	N / Y	M		7	101-107	Y or N for each night of the week; e.g.: NNNNYYN = for Friday night or Saturday night
22	and/or	numeric	M		1	108	0 = or; 1 = and; refers to overnight stays at destination
23	Number of overnight stays at destination	numeric	O		2	109-110	e.g. 02 = at least 2 overnight stays before commencing return journey
24	Change of class permitted	N / Y	M		1	111	N = No; Y = Yes
25	Outward and return routes identical	N / Y	M		1	112	N = No; Y = Yes
26	Joint processing (check-in) of passengers	numeric	O	*Code List B.3.9*	1	113	
27	Special conditions concerning number of passengers	N / Y	O		1	114	N = No; Y = Yes = entries in "OFNP" table
28	Minimum number of passengers in total	numeric	O		2	115-116	00 = no minimum number specified
29	Maximum number of passengers in total	numeric	O		2	117-118	99 = no maximum number specified
30	Special series	numeric	M	*Code List B.3.10*	1	119	
31	Train restrictions	N / Y	M		1	120	N = No; Y = Yes = entries in "OFTR" table
32	Discounts on passenger category	N / Y	M		1	121	N = No Y = Yes = entries in "OFPA" table
33	Additional discount	N / Y	M		1	122	N = No; Y = Yes = entries in "OFAR" table
34	Accompanying-person discount	N / Y	M		1	123	N = No; Y = Yes = entries in "OFFP" table
35	Exclusion periods	N / Y	M		1	124	N = No; Y = Yes = entries in "OFID" table
36	Exchange/refund	N / Y	M		1	125	N = No; Y = Yes = entries in "OFGB" table
37	Extra information	N / Y	M		1	126	N = No; Y = Yes = entries in "OFME" table

38	Supplement required	N / Y	M		1	127	N = all supplements included in this offer Y = If a train is subject to supplement, the supplement shall be calculated separately.
39	Discount	numeric	O		6	128-133	Discount on the offer Value specified with 3 decimal places: e.g.: 025000 = 25% discount
40	Rounding	+/-/0/N	M	*Code List B.3.11*	1	134	Indicates whether the fare determined based on the terms of offer is to be rounded; Indicates whether the fare determined based on the terms of offer is to be rounded. If "N" is indicated, the price of the ticket will result exact to the euro cent, unless a rounding is applied after applying a subsequent discount
41	Rounding factor	numeric	M	*Code List B.3.12*	3	135-137	Indicates the amount to which to round;
42	Date offer becomes valid	numeric	M		8	138-145	Format: "YYYYMMDD"
43	Version number	numeric	M		2	146-147	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
44	Last date on which offer is valid	numeric	M		8	148-155	Format: "YYYYMMDD"

Appendix C - Explanations on the OFCO file

This table contains details of the offer conditions for the participating RUs.

Element 4 – Travel pass

This field has been incorporated into the structure in order to enable searches for the best price for offers in conjunction with travel passes.

Element 9 – Single or outward and return journey

This element indicates whether the offer applies solely to a single journey or to an outward and return journey or whether it applies to both scenarios.

Elements 10 and 11 – Period of validity for single journey

These elements specify the period of validity of the ticket for a single trip in terms of days or months. If element 9 is marked for instance with the value "2" (outward and return journey only), elements 9 and 10 will be assigned the value "00".

Elements 12 and 13 – Period of validity for outward and return journey

These elements specify the period of validity of the ticket for an outward and return journey in terms of days or months. If element 8 is marked for instance with the value "1" (single journey only), elements 11 and 12 will be assigned the value "00".

Elements 14 and 17 – Outward date of travel, return date of travel

These are seven-digit fields. Each character stands for a day of a week, beginning with Monday. If the period specified in elements 15, 16, 18 and 19 denotes times when travel is authorised, a "Y" should be entered for each day. If however the period specified in elements 15, 16, 18 and 19 denotes times when travel is not allowed, an "N" should be entered for each day".

Elements 15, 16, 18 and 19 – time from, time to

These are fourteen-digit fields. Two characters always represent the time (hours) on a week day, beginning with Monday. For each day the time should be indicated as of when travel is possible or not allowed.

Relationship between dates and time of travel

When determining the time of travel, elements 14 to 19 must be considered together.

For a single or outward journey, element 14 is directly related to elements 15 and 16, for the return journey element 17 is directly related to elements 18 and 19.

If a day carries the value "Y", the time indicated shall represent the period when travel is authorised, in which case any travel undertaken outside that time would not allowed.

If a day carries the value "N", the time indicated shall represent the period when travel is not allowed, in which case any travel undertaken outside that time period would be allowed.

The following examples should help to clarify the relationship between these elements. In the examples a single trip only will be used. The rules apply similarly to an outward and return journey.

Example   *1:*

The journey may begin at the earliest on Tuesday at 12 pm and must be completed by Thursday at 9 am.

	Monday	*Tuesday*	*Wednesday*	*Thursday*	*Friday*	*Saturday*	*Sunday*
Element 14 date of travel	N	Y	Y	Y	N	N	N
Element 15 time of travel from	00	12	00	00	00	00	00
Element 16 time of travel until	24	24	24	09	24	24	24

Meaning:
Not valid for travel on Monday from 0.00 to 24.00.
Valid for travel on Tuesday from 12.00 to 24.00.
Valid for travel on Wednesday from 0.00 to 24.00.
Valid for travel on Thursday from 0.00 to 9.00.
Not valid for travel on Friday from 0.00 to 24.00.
Not valid for travel on Saturday from 0.00 to 24.00.
Not valid for travel on Sunday from 0.00 to 24.00.

Example   *2:*

The customer may travel on any day apart from Friday 2 pm to Saturday 2 pm.

	Monday	*Tuesday*	*Wednesday*	*Thursday*	*Friday*	*Saturday*	*Sunday*
Element 14 date of travel	Y	Y	Y	Y	N	N	Y
Element 15 time of travel from	00	00	00	00	14	00	00
Element 16 time of travel until	24	24	24	24	24	14	24

Meaning:
Valid for travel on Monday from 0.00 to 24.00.
Valid for travel on Tuesday from 0.00 to 24.00.
Valid for travel on Wednesday from 0.00 to 24.00.
Valid for travel on Thursday from 0.00 to 24.00.
Not valid for travel on Friday from 14.00 to 24.00
Not valid for travel on Saturday from 0.00 to 14.00
Valid for travel on Sunday from 0.00 to 24.00.

Element 21 – Nights away

This is a seven-digit field. Each character represents a weekday, beginning with Monday (Monday - Tuesday night). Enter "Y" next to a day if a night stay over is required.

If the offer only applies to a single journey, the field should be completed with the value "NNNNNNN".

Element 22 – And / Or

This element will determine whether the successive days indicated in element 21 must be spent away or whether only one of the days indicated need be spent away. If in element 21 not sequential days were marked, then the not sequential days are used as selectable (like value "or", see example).

E.g.:

	Monday	*Tuesday*	*Wednesday*	*Thursday*	*Friday*	*Saturday*	*Sunday*
Element 21 nights away	N	Y	N	N	Y	Y	N

Meaning in connection with the value 1 (and) in element 21: Tuesday to Wednesday night **or** Friday to Sunday night must be spent at the destination.

Element 23 – Number of nights away

This element indicates the minimum number of nights a passenger must spend away.

Element 25 – Same route for outward and return journey

This element can be used to indicate whether the passenger must use the same route (series) for the return journey as the outward journey.

Element 30 – special series

The value of this element indicates whether the listed series for the offer in question in the table OFSE are excluded or allowed.

If the element carries the value "1" (excluded series), all indicated series are excluded, with all others allowed.

If the element carries the value "2" (allowed series), all indicated series are allowed, with all others excluded.

Element 38 – Supplement required

As some trains carry supplements which have to be calculated separately, this element can be used to indicate whether the offer contains all supplements or whether a separate supplement should be issued per train or train category.

If the offer is characterised as a supplement in the "OFOF" file (element 4), this element should carry the value "N".

Element 39 – Discount

This element specifies the level of percentage discount. It can be used to apply a percentage discount to a standard fare for an offer. (If it indicates as value "025000", then this means 25% reduction, 75 % fare.)

If there is a separate fare table for the offer, the element shall be given the value "000000"

Element 40 – Rounding off

This element specifies whether the amount should be rounded and if so, how.

If rounding is required, firstly the fare is calculated using the fare table, then - if applicable - the discount from element 39 is subtracted and finally the amount is rounded.

Element 41 – Rounding factor

If rounding is required, this element should specify the amount to which the fare must be rounded.

If rounding is not required, the element should carry the value "000" (element 40 contains the value "N").

Appendix D - File: OFFC – Fare table per class

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	10-13	e.g. 1184 for NS 0000 = all RUs
4	Class	numeric	M	*Code List B.3.1*	3	14-16	see "Facility codes"
5	Fare table	numeric	M	ERA TAP TSI T.D. B.1	8	17-24	8-character file name for fare table
6	Type of fare table	numeric	M	*Code List B.3.13*	1	25	
7	Fare field	numeric	M	ERA TAP TSI T.D. B.1	1	26	Field in fare table containing the corresponding fares: 1 = 1st class; 2 = 2nd class
8	Minimum price	numeric	O		7	27-33	5 digits in front of the decimal point 2 digits after the decimal point Default value: 0000000
9	Maximum price	numeric	O		7	34-40	5 digits in front of the decimal point

							2 digits after the decimal point Default value: 9999999
10	Lower price limit	numeric	O		7	41-47	Offer calculation is discontinued if the value computed falls below this limit. 5 digits in front of the decimal point 2 digits after the decimal point Default value: 0000000
11	Upper price limit	numeric	O		7	48-54	Offer calculation is discontinued if the value computed exceeds this limit. 5 digits in front of the decimal point 2 digits after the decimal point Default value: 9999999
12	First person / all persons	alpha-numeric	M	*Code List B.3.14*	1	55	Price limits apply to Default value: E
13	Date offer becomes valid	numeric	M		8	56-63	Format: "YYYYMMDD"
14	Version number	numeric	M		2	64-65	Consecutive version number of offer data; "01" for first delivery, "02" for second delivery (of revised data), etc.
15	Last date on which offer is valid	numeric	M		8	66-73	Format: "YYYYMMDD"

Appendix D - Explanations on the OFFC file

This table contains details of all the classes available for the offer as well as the associated fare tables. Furthermore a minimum and maximum fare together with a price ceiling and price floor can be given for each class.

Element 5 – Fare table

This element contains name of the fare table where the fares can be found. The fare table structure is the same as in ERA TAP TSI Technical Document B.1.

Element 6 – Fare table type

To ensure the fare table is opened in the right structure without having to open the "TCVP" file of ERA TAP TSI Technical Document B.1, the fare table type is indicated here.

Element 7 – Fare field

The fare field indicates in which field of the listed fare table (fields for 1st or 2nd class) the fares can be found.

This coding is necessary as there can be more classes than 1st and 2nd class (e.g.: Comfort, tourist, sleeper, couchette, etc.)

Class	Fare table	Fare field
2nd Class	1001	2nd Class
1st Class	1001	1st Class
Tourist	1002	2nd Class
Comfort	1002	1st Class

Fare table 1001

km	2nd Class	1st Class
100	29.00 €	45.00 €
200	39.00 €	60.00 €
300	49.00 €	75.00 €

Fare table 1002

km	2nd Class	1st Class
100	35.00 €	55.00 €
200	45.00 €	70.00 €
300	55.00 €	85.00 €

Elements 8, 9, 10 and 11 – Minimum and Maximum fare, Price ceiling and Price floor

Minimum, maximum, ceiling and floor have the following meaning with reference to the figure B.3.1 below:

- If the price, after application of all discounts, falls in zone 1, it is left unchanged
- If it falls in zone 2, it is forced to the value "minimum"
- If it falls in zone 3, it is forced to the value "maximum"
- If it falls in one of zones 4, the offer cannot be sold
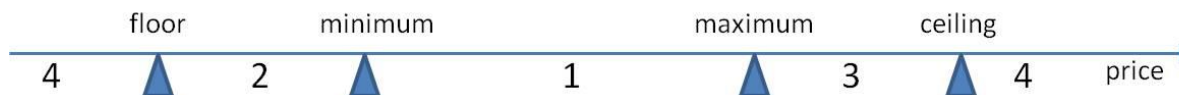
Appendix E - File: OFTP – Passenger type

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Passenger category	numeric	M	*Code List B.3.2*	4	5-8	
3	Passenger category in country's official language	alpha-numeric	M		30	9-38	
4	Passenger category in French	alpha-numeric	O		30	39-68	
5	Passenger category in German	alpha-numeric	O		30	69-98	
6	Passenger category in English	alpha-numeric	O		30	99-128	
7	Reserved	alpha-numeric	O		30	129-158	
8	Age of passenger: from	numeric	O		2	159-160	Default value: 00
9	Age of passenger: up to	numeric	O		2	161-162	Default value: 99
10	Date offer becomes valid	numeric	M		8	163-170	Format: "YYYYMMDD"
11	Version number	numeric	M		2	171-172	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
12	Last date on which offer is valid	numeric	M		8	173-180	Format: "YYYYMMDD"

Appendix E - Explanations on the OFTP file

This table defines the passenger categories. It enables the different age limits to be defined and communicated for each RU.

See *Code List B.3.2*

Element 8 – Age of passenger: from

In this field the minimum age for a type of passenger is defined. For example: If the type of passenger "child" is indicated by the value "07", the passenger is a "child" starting from an age of 7 years.

Element 9 – Age of passenger: up to

In this field the maximum age for a type of passenger is defined. For example: If the type of passenger "child" is indicated by the value "14", then he no longer applies as child at the age of 14 years.

Appendix F - File: OFPA – passenger

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	10-13	e.g. 1184 for NS 0000 = all RUs
4	Passenger category	numeric	M	*Code list B.3.2*	4	14-17	see "Passenger category"
5	Discount	numeric	O		6	18-23	Discount on passenger category; Value specified with 3 decimal places: e.g.: Child discount: 055000 = 55% discount
6	Additional discounts permitted	N / Y	M		1	24	N = No; Y = Yes
7	Accompanying-person discount permitted	N / Y	M		1	25	N = No; Y = Yes
8	Rounding	+/-/0/N	M	*Code List B.3.11*	1	26	Indicates whether the fare determined based on the terms of offer is to be rounded;
9	Rounding factor	numeric	M	*Code List B.3.12*	3	27-29	Indicates the amount to which to round;
10	Date offer becomes valid	numeric	M		8	30-37	Format: "YYYYMMDD"
11	Version number	numeric	M		2	38-39	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
12	Last date on which offer is valid	numeric	M		8	40-47	Format: "YYYYMMDD"

Appendix F - Explanations on the OFPA file

This table defines the discount fares of the different passenger types (e.g.: child = 50%).

Element 5 – Discount

This element specifies the level of percentage discount for each passenger type. (If it indicates as value "055000", then this means 55% reduction, 45 % fare.)

Element 6 – additional discounts

This element clarifies whether a passenger type is entitled to additional discounts (e.g..: ÖBB – VorteilsCard).

For instance, children in possession of a BahnCard qualify for a discount whereas this is not the case for young persons.

Element 7 – Companion discount

This element clarifies whether different passenger categories are entitled to a discount if several persons use one offer.

For instance, a discount is granted if several young persons use the offer, although the companion discount does not apply to a dog brought with them.

Element 8 – Rounding off

This element specifies whether the amount should be rounded and if so, how. If rounding is required, firstly the fare is calculated using the fare table, then - if applicable - the discount from the OFCO and OFTP tables is subtracted and finally the amount is rounded.

Element 9 – Rounding factor

If rounding is required, this element should specify the amount to which the rounding amounts that should be applied.

If rounding is not required, the element should carry the value "000" (element 8 contains the value "N").

Appendix G - File: OFNP – Number of passengers

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	10-13	e.g. 1184 for NS 0000 = all RUs
4	Passenger category	numeric	O	*Code List B.3.2*	4	14-17	0000 = no passenger category specified
5	Minimum number	numeric	O		2	18-19	e.g.: 02 = minimum 2 persons Default value: 01
6	Maximum number	numeric	O		2	20-21	e.g.: 07 = up to 7 persons Default value: 99
7	free persons	numeric	O		2	22-23	

8	Date offer becomes valid	numeric	M		8	24-31	Format: "YYYYMMDD"
9	Version number	numeric	M		2	32-33	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
10	Last date on which offer is valid	numeric	M		8	34-41	Format: "YYYYMMDD"

Appendix G - Explanations on the OFNP file

This table can be used to give details of a minimum and maximum number of passengers per type. Table OFCO is used to give details of the minimum and maximum number of all passengers.

Appendix H - File: OFRE – Type of discount

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Code for additional discounts	numeric	M		3	5-7	Consecutive discount number
3	Type of discount in country's official language	alpha-numeric	M		30	8-37	
4	Type of discount in French	alpha-numeric	M		30	38-67	
5	Type of discount in German	alpha-numeric	M		30	68-97	
6	Type of discount in English	alpha-numeric	M		30	98-127	
7	Reserved	alpha-numeric	O		30	128-157	
8	Link	alpha-numeric	M		265	158-422	link to the information of discount. In this field it is possible to insert an hyperlink to a page in a web site where a more detailed description of the discount type can be found (conditions of application, proof of applicability, etc.)
9	Date offer becomes valid	numeric	M		8	423-430	Format: "YYYYMMDD"
10	Version number	numeric	M		2	431-432	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
11	Last date on which offer is valid	numeric	M		8	433-440	Format: "YYYYMMDD"

Appendix H - Explanations on the OFRE file

This table defines the different types of additional discounts (e.g. discount cards).

Appendix I - File: OFAR – additional discount

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	10-13	e.g. 1184 for NS 0000 = all RUs
4	Code for additional discounts	numeric	M		3	14-16	Consecutive discount number The value of this field must correspond to the value of field 2 in one line of file OFRE, where the nature of the discount is indicated
5	Discount	numeric	M		6	17-22	Discount on additional discounts; Value specified with 3 decimal places: e.g.: BahnCard: 030000 = 30% discount
6	Cumulative discounts	N / Y	M		1	23	N = No; Y = Yes Indicates whether the discount can be applied cumulatively with other discounts in this table
7	Rating	numeric	M		3	24-26	Rating for order in which discounts are applied: 1 = lowest rating
8	Accompanying-person discount permitted	N / Y	M		1	27	N = No; Y = Yes
9	Rounding	+/-/0/N	M	*Code List B.3.11*	1	28	Indicates whether the fare determined based on the terms of offer is to be rounded;
10	Rounding factor	numeric	M	*Code List B.3.12*	3	29-31	Indicates the amount to which to round;
11	Date offer becomes valid	numeric	M		8	32-39	Format: "YYYYMMDD"

| 12 | Version number | numeric | M | | 2 | 40-41 | Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc. |
| 13 | Last date on which offer is valid | numeric | M | | 8 | 42-49 | Format: "YYYYMMDD" |

Appendix I - Explanations on the OFAR file

Additional discounts mainly refer to discount cards (e.g.: NS – Voordeel-urenkaart, SBB - Halbtaxabonnement). Other discount types can also be registered here (e.g.: Belgium armed forces or RAILPLUS)

Element 5 – Discount

This element specifies the level of percentage discount. (If it indicates as value "030000", then this means 30% reduction, 70 % fare.)

Element 6 – Combinability

This element clarifies whether discounts may be combined with other discounts in this table.

Element 7 – Value

The value describes the sequence with which the different discounts in this table should be subtracted from the fare, if they can be used in conjunction with one another.

The discount with the highest value should be subtracted first.

Element 8 – Companion discount

This element clarifies for each additional discount, whether a discount is applied if several persons use the same offer.

For instance, a discount is applied if several young persons with RAILPLUS travel on the same offer, although if they wish to make use of the SBB Halbtax-Abonnement (half fare card), no companion discounts are applied.

Element 9 – Rounding off

This element specifies whether the amount should be rounded and if so, how. If rounding is required, firstly the fare is calculated using the fare table, then - if applicable - the discount from the OFCO and OFTP tables is subtracted and finally the amount is rounded.

Element 10 – Rounding factor

If rounding is required, this element should specify the amount to which the fare must be rounded.

If rounding is not required, the element should carry the value "000" (element 9 contains the value "N").

Appendix J - File: OFFP – Companion

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	10-13	e.g. 1184 for NS 0000 = all RUs
4	Passenger category	numeric	O	*Code List B.3.2*	4	14-17	see "OFTP" table 0000 = valid for all passengers
5	Accompanying-person discount for other persons	numeric	M		6	18-23	Discount on accompanying-person discounts (from 2nd person onward) Value with 3

							decimal places: e.g.: 025000 = 25% discount
6	Rounding	+/-/0/N	M	*Code List B.3.11*	1	24	Indicates whether the fare determined based on the terms of offer is to be rounded;
7	Rounding factor	numeric	M	*Code List B.3.12*	3	25-27	Indicates the amount to which to round;
8	Date offer becomes valid	numeric	M		8	28-35	Format: "YYYYMMDD"
9	Version number	numeric	M		2	36-37	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
10	Last date on which offer is valid	numeric	M		8	38-45	Format: "YYYYMMDD"

Appendix J - Explanations on the OFFP file

If a companion discount is available for an offer, the discount amount shall be entered in this table.

The following additional conditions apply to the companion discount:

The first person must always be a paying adult, who can claim the highest discount (excluding the companion discount). The first person is not entitled to the companion discount.

Element 5 – Companion discount for additional persons

This element specifies the level of percentage discount. (If it indicates as value "025000", then this means 25% reduction, 75 % fare.)

Element 6 – Rounding off

This element specifies whether the amount should be rounded and if so, how.

If rounding should be carried out, first of all the fare is calculated through the fare table, if applicable the discount from the tables OFCO and OFTP is subtracted and then the amount rounded.

Element 7 – Rounding factor

If rounding is required, this element should specify the amount to which the fare must be rounded.

If rounding is not required, the element should carry the value "000" (element 6 contains the value "N").

Appendix K - File: OFSE – Series

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	10-13	e.g. 1184 for NS
4	Series	numeric	M	ERA TAP TSI T.D. B.1	5	14-18	Series that can be used with the current offer; an associated series must be contained in the TCVS file
5	code for the departure station	numeric	M	ERA TAP TSI T.D.s B.1 & B.9	5	19-23	
6	17-character designation of the departure station	alpha-numberic	M	ERA TAP TSI T.D. B.1	17	24-40	
7	code for the destination station	numeric	M	ERA TAP TSI T.D.s B.1 & B.9	5	41-45	
8	17-character designation of the destination station	alpha-numeric	M	ERA TAP TSI T.D. B.1	17	46-62	
9	Carrier code symbol 1	"<"	M		1	63	This field always contains the symbol "<"

10	Carrier code	numeric	M		4	64-67	Code of the contractual carrier on this route
11	Carrier code symbol 2	">"	M		1	68	This field always contains the symbol ">"
12	Route description	alpha-numeric	M	ERA TAP TSI T.D. B.1	58	69-126	
13	Kilometres in 2nd class	numeric	M	ERA TAP TSI T.D. B.1	5	127-131	
14	Kilometres in 1st class	numeric	M	ERA TAP TSI T.D. B.1	5	132-136	
15	Date offer becomes valid	numeric	M		8	137-144	Format: "YYYYMMDD"
16	Version number	numeric	M		2	145-146	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
17	Last date on which offer is valid	numeric	M		8	147-154	Format: "YYYYMMDD"

Appendix K - Explanations on the OFSE file

The series file includes details of series that may and may not be used in conjunction with the offer. If all series for an RU are allowed by the offer, the file does not need to be filled in.

To enable it to be applied across the board and to check the data for accuracy, elements 5 to 14 duplicate some fields of ERA TAP TSI Technical Document B.1 . As a result of this it is also possible for user to read the data without any specialist IT support.

To ensure the data exchange in accordance with ERA TAP TSI Technical Document B.1 only takes place once a year, only series exchanged in accordance with ERA TAP TSI Technical Document B.1 by the official data exchange deadline may be entered in this table.

Should the offer contain series that were not sent as part of the annual data exchange, a delivery will be sent during the year of the NRT data and the header file in accordance with ERA TAP TSI Technical Document B.1. The flags for the delivery in question should be set to the most recent fare version.

In the later case the delivery is considered as bilateral.

It is possible for the transferor RU to include in table OFSE series operated by participating carriers in foreign countries. The series can even not be included in the regular B.1 delivery of the participating carrier, but only defined for the scope of the offer. E.g. Trenitalia does not publish the series "Brenner - Verona" in its B.1, because Trenitalia does not accept standard NRT tickets on that route, but provides bilaterally to DB a series number for that route to be used in Europa Spezial Italien.

The series included in table OFSE can or cannot be used with the current offer, depending on content of field 30 in OFCO.

Appendix L - File: OFTR – Trains

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	10-13	e.g. 1184 for NS
4	Train category	numeric	O	*Code list B.3.3*	3	14-16	
5	Train number	alpha-numeric	O		5	17-21	The train number is attributed by the RU.
6	Status	N / Y	M		1	22	Y = permitted N = excluded
7	Date offer becomes valid	numeric	M		8	23-30	Format: "YYYYMMDD"
8	Version number	numeric	M		2	31-32	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
9	Last date on which offer is valid	numeric	M		8	33-40	Format: "YYYYMMDD"

Appendix L - Explanations on the OFTR file

This file specifies which train categories or train numbers are allowed or excluded in an offer.

Element 4 – Train category

This element contains details of the train category taken from the "train category" appendix that is allowed or excluded in the offer.

Element 5 – Train number

This element contains details of the train number which is allowed or excluded.

Element 6 – Status

This element clarifies whether the listed train category or train number is allowed or excluded.

Relationship between train category and train number

If a train category and one or several train numbers (for instance belonging to another train category) are excluded in the offer, separate records should be entered for each train category and train number.

If one or several train categories are excluded in the offer, then all train categories not listed are allowed by the offer.

If one or several train categories are allowed by the offer, then all train categories not listed are excluded in the offer.

It is not possible for the same offer to label one train category as excluded and another train category as allowed as this would make it impossible to ascertain whether the train categories not listed for the offer are allowed or excluded.

If one or several train numbers are excluded in the offer, then all train numbers not listed are allowed by the offer.

If one or several train numbers are allowed by the offer, all train numbers not listed are excluded in the offer.

It is not possible for the same offer to label one train number as excluded and another train number as allowed as this would make it impossible to ascertain whether the train numbers not listed for the offer are allowed or excluded.

Combination of train category and train number

It is possible to include all trains of a given category (e.g. TGV) but exclude a specific train from the category (e.g.: TGV 8543) for an offer.

In this case a record would be drawn up which would allow all TGVs for the offer and exclude all other train categories. An additional record would be entered to specifically exclude the train TGV 8543.

Train category	Train number	Status
TGV		Allowed
TGV	8543	excluded

The following figure lists all the possibilities and their consequences.

Train category	Train number		Trains not listed
excluded	allowed		allowed
excluded	excluded		allowed
excluded			allowed
allowed	allowed		excluded
allowed	excluded		excluded
allowed			excluded
	allowed		excluded
	excluded		allowed

Appendix M - File: OFID – Blackout period

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	10-13	e.g. 1184 for NS 0000 = all RUs

4	Travel exclusion period from	numeric	M		8	14-21	Start of period in which offer is not valid; format: YYYYMMDD; no exclusion period: 00000000
5	Travel exclusion period until	numeric	M		8	22-29	End of period in which offer is not valid; format: YYYYMMDD; no exclusion period: 00000000
6	Validity of exclusion period	numeric	O		1	30	0 = no travel permitted within exclusion period 1 = Outward and return journeys may be completed if started before exclusion period
7	Sales exclusion period from	numeric	M		8	31-38	Start of period in which offer may not be sold; format: YYYYMMDD; no exclusion period: 00000000
8	Sales exclusion period until	numeric	M		8	39-46	End of period in which offer may not be sold; format: YYYYMMDD; no exclusion period: 00000000
9	Date offer becomes valid	numeric	M		8	47-54	Format: "YYYYMMDD"
10	Version number	numeric	M		2	55-56	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
11	Last date on which offer is valid	numeric	M		8	57-64	Format: "YYYYMMDD"

Appendix M - Explanations on the OFID file

This file specifies blackout periods for sales and travel.

Element 6 – Blackout period validity

This element clarifies whether a passenger is allowed to travel at all during the blackout period or whether they are simply not allowed to start the trip during the blackout period (e.g. the passenger would be allowed to continue their if it had already commenced before the blackout period took effect.

Appendix N - File: OFGB – After-sales

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	10-13	e.g. 1184 for NS 0000 = all RUs
4	Customer service code	alpha-numeric	M	*Code List B.3.15*	2	14-15	
5	before / after start of validity (month)	+ / -	O		1	16	- = before start of validity '+ = after start of validity
6	until (no. of month) before / after start of validity	numeric	O		3	17-19	00 = start of validity 06 = up to 6 month before/after start of validity
7	before / after start of validity (weeks)	+ / -	O		1	20	- = before start of validity '+ = after start of validity
8	until (no. of weeks) before / after start of validity	numeric	O		2	21-22	00 = start of validity 03 = up to 3 weeks before / after start of validity
9	before / after start of validity (days)	+ / -	O		1	23	- = before start of validity '+ = after start of validity
10	until (no. of days) before / after start of validity	numeric	O		3	24-26	000 = start of validity 008 = up to 8 days before/after start of validity
11	before / after start of validity (hours)	+ / -	O		1	27	- = before start of validity '+ = after start of validity
12	until (no. of hours) before / after start of validity	numeric	O		2	28-29	00 = start of validity 01 = up to 1 hour before / after start of validity
13	Percentage to be retained	numeric	O		6	30-35	Value specified with 3 decimal places e.g.: 015000 = 15%; Value if a fixed amount is retained: 000000

14	Minimum amount to be retained	numeric	O		7	36-42	Value in euros specified with 2 decimal places If a fixed amount is retained, the minimum and maximum amounts are equal. e.g.: 0000550 = 5.50 €
15	Maximum amount to be retained	numeric	O		7	43-49	Value in euros specified with 2 decimal places If a fixed amount is retained, the minimum and maximum amounts are equal. e.g.: 0002000 = 20.00 €
16	Minimum and maximum amount per person / offer	P/O	M	*Code List B.3.16*	1	50	If there is no minimum / maximum amount to be retained, this field is left blank.
17	Date offer becomes valid	numeric	M		8	51-58	Format: "YYYYMMDD"
18	Version number	numeric	M		2	59-60	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
19	Last date on which offer is valid	numeric	M		8	61-68	Format: "YYYYMMDD"

Appendix N - Explanations on the OFGB file

This table contains information on after-sales conditions (exchange/refund). The conditions that apply to refunds or exchange should be entered into the table. A separate record should be entered depending on the type of after-sales being carried out. In other words, there is a record for refunds before start of validity of ticket, a record for refunds after start of validity of ticket etc. Any types of after-sales not listed shall be considered as not allowed (e.g. there might be no record for partial refunds before and after start of validity of ticket).

Appendix O - File: OFME – Memo

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Offer number	numeric	M		5	5-9	
3	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	10-13	e.g. 1184 for NS 0000 = all RUs
4	Extra information in country's official language	alpha-numeric	M		240	14-253	e.g.: "Offer valid in connection with red jacket only", etc.
5	Extra information in French	alpha-numeric	O		240	254-493	
6	Extra information in German	alpha-numeric	O		240	494-733	
7	Extra information in English	alpha-numeric	O		240	734-973	
8	Reserved	alpha-numeric	M		240	974-1213	
9	Date offer becomes valid	numeric	M		8	1214-1221	Format: "YYYYMMDD"
10	Version number	numeric	M		2	1222-1223	Consecutive version number of offer data: "01" for first delivery, "02" for second delivery (of revised data), etc.
11	Last date on which offer is valid	numeric	M		8	1224-1231	Format: "YYYYMMDD"

Appendix O - Explanations on the OFME file

This table contains additional information that cannot be incorporated into the structure.

For instance, details can be transmitted of offers for married couples, where proof is required in the form of an identity document or marriage certificate, or offers for passengers with red jackets etc.

Appendix P - File: OFFS – Fare and supplement

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of transferor RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1185 for SBB
2	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	5-8	e.g. 1184 for NS 0000 = not permitted
3	Train category	numeric	O	Code List B.3.3	3	9-11	
4	Train number	alpha-numeric	O		5	12-16	The train number is attributed by the RU.
5	Class available on the train	numeric	M		3	17-19	Facility from "Facility codes" appendix
6	Classes required for fare calculation	numeric	M		3	20-22	Facility from "Facility codes" appendix
7	Classes required for supplement calculation	numeric	O		3	23-25	Facility from "Facility codes" appendix If no supplement is required for the indicated class in element 5, then the value "000" is indicated.
8	Date offer becomes valid	numeric	M		8	26-33	Format: "YYYYMMDD"
9	Version number	numeric	M		2	34-35	Consecutive version number of offer data: "1" for first delivery, "2" for second delivery (of revised data), etc.
10	Last date on which offer is valid	numeric	M		8	36-43	Format: "YYYYMMDD"

Appendix P - Explanations on the OFFS file

This table contains details of all trains and train categories for which passengers require a supplement. By including details of the classes available per train, it is possible to allocate an offer and the relevant supplement to each class.

Element 5 – Facilities available in the train

A separate record is stored for each class available in the train (train category).

Element 6 – Class of travel required for the fare

This element contains details of the class of travel required with a fare offer for use in the train (train category).

Element 7 – Class of travel required for the supplement

This element contains details of the class of travel required with a supplement offer for use in the train (train category). If no supplement is required for the indicated class in element 5, then the value "000" is indicated. This can happen, if in a train all offered classes do not charge supplements.

Relationship between available and required classes of travel

The following example is fictitious and simply serves to highlight the connection between fares and supplements in the OFFS fare and supplement table.

Fictitious example: CNL 40319 from Amsterdam Centraal to Zürich HB

The train can be sold with NRT offers with a surcharge. The train offers sleeperettes (reclining seats), couchettes and sleepers.

	Classes available	Class of travel required for the fare	Class of travel required for the supplement
1	Reclining seat	2nd Class	Reclining seat
2	Reclining seat	Reclining seat	
3	T4 couchette	2nd Class	T4 couchette
4	T4 couchette	T4 couchette	
5	T2 sleeper	2nd Class	T2 sleeper
6	T2 sleeper	1st Class	T4 sleeper
7	Small double bed	2nd Class	Double bed
8	Large double bed	1st Class	Double bed
9	Single bed	1st Class	Single bed

On 1.:

Passengers may travel in a reclining seat with a 2nd class ticket provided they have purchased a reclining seat supplement.

On 2.:

Passengers may also travel in a reclining seat if they have a reclining seat ticket but have not purchased a supplement.

On 3.:

Passengers may travel in a T4 couchette with a 2nd class ticket provided they have purchased the T4 couchette supplement.

On 4.:

Passengers without a supplement may travel in an T4 couchette if they have a T4 couchette ticket.

On 5.:

Passengers may travel in a T2 sleeper with a 2nd class ticket provided they have purchased the T2 sleeper supplement.

On 6.:

It is possible to indicate that passengers with a 1st class ticket only need purchase a T4 sleeper supplement to use a T2 sleeper.

On 7.:

Based on this example, passengers wishing to use a "small double" bed would require a 2nd class ticket and a "double bed" class supplement.

On 8.:

Based on this example, passengers wishing to use a "large double" bed would require a 1st class ticket and a "double bed" class supplement.

On 9.:

Passenger wishing to travel in a "Single" compartment would require a 1st class ticket as well as a "Single" supplement.

Appendix Q - File: OFRT – reservation (reservation table)

Field no. in record	Description of field contents	Data type	M or O	Reference	Field length	Char. pos.	Notes
1	Company code of participating RU	numeric	M	ERA TAP TSI T.D. B.8	4	1-4	e.g. 1184 for NS 0000 = not permitted
2	Class number	numeric	M	*Code List B.3.1*	3	5-7	
3	Minimum number	numeric	O		3	8-10	e.g.: 010 = minimum 10 persons Default value: 001
4	Maximum number	numeric	O		3	11-13	e.g.: 020 = up to 20 persons Default value: 999
5	Reservation fee per person	N / Y	M		3	14-16	N = No; Y = Yes

6	Reservation fee	numeric	M		5	17-21	3 digits in front of the decimal point 2 digits after the decimal point
7	Date offer becomes valid	numeric	M		8	22-29	Format: "YYYYMMDD"
8	Version number	numeric	M		2	30-31	Consecutive version number of offer data: "1" for first delivery, "2" for second delivery (of revised data), etc.
9	Last date on which offer is valid	numeric	M		8	32-39	Format: "YYYYMMDD"

Appendix Q - **Explanations on the OFRT file**

This table shows the reservation fee for single passengers and groups.

Element 5 – Reservation fee per person

This element indicates whether the indicated reservation fee is to be used per person or the reservation fee is to be used for the complete group.

Appendix R - Coding: Facility codes

See Code list B.3.4

(extract:)

Facility - Codes	
4	1st class
5	2nd class
6	1st class couchette
7	2nd class couchette
8	Sleeperette
9	Restaurant
10	Euraffaires
11	1st class sleeper - Single
12	1st class sleeper - Special
13	1st class sleeper - Double
15	2nd class sleeper - T2
16	2nd class sleeper - T3
17	2nd class sleeper - T4
18	1st class sleeper - Single with shower
19	1st class sleeper - Double with shower
22	Comfort sleeper
23	Comfort couchette
27	Couchette coach
35	Reclining seats
57	1st class sleeper, Single with shower and toilet
58	1st class sleeper, Double with shower and toilet

Appendix S - Coding: Train categories

See Code List B.3.3

(Extract :)

Train category	
50	EC train	Eurocity train

51	ICE train	German Intercity Express train
52	AVE train	AVE train (Spanish high-speed train)
53	Eurostar	Eurostar train
54	Talgo	Talgo train
61	City Express	City express train
63	Intercity train	Intercity train
66	Inter City Lyn	Inter City Lyn
69	Express train	Express train
70	Euro Night	Euro Night train
71	Speed train	Speed train
72	TRN	TRN train (SNCF)
73	TGV Sud-Est	TGV Sud-Est (SNCF)
74	TGV Atlantique	TGV Atlantique (SNCF)
75	TGV Nord	TGV Nord (SNCF)
76	TGV Transmanche	TGV Transmanche (SNCF)
77	TGV Duplex	TGV Duplex (SNCF)
78	TGV Nuit	TGV Nuit (SNCF)
79	TGV Est	TGV Est (SNCF)
80	TGV Interconnexion	TGV Interconnexion (SNCF)
82	Thalys	Thalys train
85	Cisalpino	Cisalpino train (Italian high-velocity train)
86	City Night Line	City Night Line hotel train
90	TEE train	Trans-Europ Express train
92	Turbo train	Turbo train
93	Urlaub Express	Holiday Express
94	Supercity	Supercity (Czech quality train)
95	Nachtzug	German night train
96	InterCityNotte	Italian night train
97	Metropolitan	German high speed train
98	Eurostar Italia	Italian high speed train
104	ARJ	Italian day train
105	ARN	Italian night train
113	Talgo 200	Talgo 200 train RENFE
114	Euromed	Euromed train RENFE
115	Alaris	Alaris train RENFE
116	Altaria	Altaria train RENFE
117	Arco	Arco train RENFE
118	Train de Jour Confort (Confort Day Train)	Renovated SNCF domestic train

Appendix T - File: TCV – Header file

Serial no. in record	Field	Characters	No. of char's	M or O 1)	Reference	Pos. of char's	Comments
1	Company code of transferor RU	numeric	4	M	*ERA TAP TSI T.D. B.8*	1-4	e.g. 0081 for ÖBB
2	Shortened name for transferor RU	alpha-numeric	30	M		5-34	e.g. ÖBB
3	File name	alpha-numeric	8	M		35-42	e.g. TCVP0081 The file is to be transferred in ascending order of this field
4	Number of records	numeric	6	M		43-48	
5	Number of new records	numeric	6	O		49-54	
6	Number of deleted records	numeric	6	O		55-60	
7	Number of amendments to Flag 1	numeric	6	O		61-66	
8	Number of amendments to Flag 2	numeric	6	O		67-72	
9	Number of amendments to Flag 3	numeric	6	O		73-78	
10	Number of amendments to Flag 4	numeric	6	O		79-84	
11	Number of amendments to Flag 5	numeric	6	O		85-90	
12	Number of amendments to Flag 6	numeric	6	O		91-96	
13	Number of amendments to Flag 7	numeric	6	O		97-102	
14	Number of amendments to Flag 8	numeric	6	O		103-108	
15	Number of amendments to Flag 9	numeric	6	O		109-114	
16	Number of amendments to Flag 10	numeric	6	O		115-120	

17	Number of amendments to Flag 11	numeric	6	O		121-126	
18	Number of amendments to Flag 12	numeric	6	O		127-132	
19	Number of amendments to Flag 13	numeric	6	O		133-138	
20	Number of amendments to Flag 14	numeric	6	O		139-144	
21	First day of validity of fare	numeric	8	M		145-152	Expressed as: "YYYYMMDD"
22	Version number	numeric	2	M		153-154	Serial numbering for versions on the fare date; "01" for the first issue, "02" for the second etc.
23	Last day of validity of fare	numeric	8	M		155-162	Expressed as: "YYYYMMDD"

1) **M = mandatory; O = optional**

Appendix T - Explanations of the Header file according to ERA TAP TSI Technical Document B.1

In order to load the price tables, a header file is made available (like the data publication according to ERA TAP TSI Technical Document B.1), in which a data record per fare table explanations (TCVP) and the individual fare tables with the number of the flags is to be inserted.

Fields 7 to 20 - Number of amendments to the various flags

The amendment flags are to be listed in the order in which they appear in the record; access key flags are not included (values 0, 1 or 2).

Appendix U - File: TCVP – Fare table explanations (Prix)

Serial no. in record	Field	Characters	No. of char's	M or O 1)	Reference	Pos. of char's	Comments
1	Company code of transferor RU	numeric	4	M	ERA TAP TSI T.D. B.8	1-4	e.g. 0081 for ÖBB
2	Fare table number	numeric	4	M		5-8	The file is to be transferred in ascending order of this field.
3	Key flag for fare table number	numeric	1	M		9	0, 1 or 2 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
4	Type of table	numeric	1	M	Code List B.3.13	10	
5	Title in country's official language(s)	alpha-numeric	30	M		11-40	
6	Title in French	alpha-numeric	30	O		41-70	
7	Title in German	alpha-numeric	30	O		71-100	
8	Title in English	alpha-numeric	30	O		101-130	
9	Reserved	alpha-numeric	30	M		131-160	
10	Flag 1 for special scheme	numeric	1	M		161	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
11	Currency acronym	alpha-numeric	3	M	ISO 4217	162-164	"EUR"
12	Flag 2 for currency acronym	numeric	1	M		165	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
13	Fare type	numeric	2	O	Code List B.3.17	166-167	
14	Code indicating whether return fare is	numeric	1	M		168	"1" if it is, otherwise "0".

	twice the one-way fare					
15	Flag 3 for code indicating whether return fare is twice the one-way fare	numeric	1	M	169	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
16	Number of adults	numeric	2	O	170-171	Not to be completed if "3" is entered in Field 4.
17	Number of children	numeric	2	O	172-173	Not to be completed if "3" is entered in Field 4.
18	Discount on standard fare	numeric	3	O	174-176	3-digit figure to 1 decimal place; e.g. 125 für 12.5% discount
19	Flag 4 for discount	numeric	1	O	177	
20	File name	alpha-numeric	8	M	178-185	
21	Fare table replaced	numeric	4	M	186-189	Number of fare table being replaced.
22	First day of validity of fare	numeric	8	M	190-197	Expressed as: "YYYYMMDD"
23	Version number	numeric	2	M	198-199	Serial numbering for versions on the fare date; "01" for the first issue, "02" for the second etc.
24	Last day of validity of fare	numeric	8	M	200-207	Expressed as: "YYYYMMDD"

[1] **M = mandatory; O = optional**

Appendix U - Explanations on the file TCVP according to ERA TAP TSI Technical Document B.1

The "Fare table explanations" file provides additional information for all fare tables made available. Each record contains the file name and title of the fare table.

A number of data fields which may not be self-explanatory are clarified below:

Field 2 - Fare table number

The fare table number is encoded using four characters, the first of which may not be zero (i.e. the lowest value possible is 1000).

Fields 16 and 17 - Number of adults/children

For distance and route-based fare tables, the number of adults must be entered in the TCVP.

The number of adults and children given indicates to whom the fares in the fare table are to apply.

Standard fare tables always apply to one adult.

Where more than one person is indicated, the fare table only applies to this number of persons.

Field 20 - File name

The eight-character file name for the individual fare table comprises the four-character fare table number, which does not have to start with zeros, and the four-character Company code for the delivering transport company.

For each fare table made available, a data record containing its general characteristics is to be included in the TCVP file.

Appendix V - File: Distance-based fare tables

Serial no. in record	Field	Characters	No. of char's	M or O 1)	Reference	Pos. of char's	Comments
1	Company code of transferor RU	numeric	4	M	ERA TAP TSI T.D. B.8	1-4	e.g. 0081 for ÖBB
2	Fare table number	numeric	4	M		5-8	The fare table number can be used to locate key information on this fare table in the "Fare table description" file
3	Distance	numeric	5	M		9-13	Upper limit for scale of distances 1st sorting criterion, ascending
4	Flag 1 for distance	numeric	1	M		14	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
5	2nd Class one-way fare	numeric	7	M		15-21	7-digit figure to 2 decimal places
6	Flag 2 for 2nd Class one-way fare	numeric	1	M		22	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
7	1st Class one-way fare	numeric	7	M		23-29	7-digit figure to 2 decimal places
8	Flag 3 for 1st Class one-way fare	numeric	1	M		30	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
9	2nd Class return fare	numeric	7	O		31-37	7-digit figure to 2 decimal places
10	Flag 4 for 2nd Class return fare	numeric	1	M		38	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
11	1st Class return fare	numeric	7	O		39-45	7-digit figure to 2 decimal places
12	Flag 5 for 1st Class return fare	numeric	1	M		46	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
13	First day of validity of fare	numeric	8	M		47-54	Expressed as: "YYYYMMDD"
14	Version number	numeric	2	M		55-56	Serial numbering for versions on the fare date; "01" for the first issue, "02" for the second etc.

| 15 | Last day of validity of fare | numeric | 8 | M | | 57-64 | Expressed as: "YYYYMMDD" |

1) **M = mandatory; O = optional**

Appendix W - File: Route-based fare tables

Serial no. in record	Field	Characters	No. of char's	M or O 1)	Reference	Pos. of char's	Comments
1	Company code of transferor RU	numeric	4	M	*ERA TAP TSI T.D. B.8*	1-4	e.g. 0081 for ÖBB
2	Fare table number	numeric	4	M		5-8	The fare table number can be used to locate key information about this fare table in the "Fare table description" file
3	Series	numeric	5	M		9-13	Serves to assign fares to a specific series.
4	code for departure station	numeric	5	M	*ERA TAP TSI T.D. B.9*	14-18	
5	17-character designation for departure station	alpha-numeric	17	M		19-35	1st sorting criterion, ascending
6	Flag 1 for departure station designation	numeric	1	M		36	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
7	code for destination station	numeric	5	M		37-41	
8	17-character designation for destination station	alpha-numeric	17	M		42-58	2nd sorting criterion, ascending
9	Flag 2 for destination station designation	numeric	1	M		59	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
10	Carrier code symbol 1	"<"	1	M		60	Coding for contractual carrier on this line
11	Carrier code	numeric	4	M		61-64	Coding for contractual carrier on this line
12	Carrier code symbol 2	">"	1	M		65	This field always contains the symbol ">".
13	Itinerary	alpha-numeric	58	O	*ERA TAP TSI T.D. B.5*	66-123	

14	Flag 3 for combination of carrier code and itinerary	numeric	1	M	124	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
15	2nd Class one-way fare	numeric	7	M	125-131	7-digit figure to 2 decimal places, 3rd sorting criterion, ascending
16	Flag 4 for 2nd Class one-way fare	numeric	1	M	132	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
17	1st Class one-way fare	numeric	7	M	133-139	7-digit figure to 2 decimal places
18	Flag 5 for 1st Class one-way fare	numeric	1	M	140	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
19	2nd Class return fare	numeric	7	O	141-147	7-digit figure to 2 decimal places
20	Flag 6 for 2nd Class return fare	numeric	1	M	148	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
21	1st Class return fare	numeric	7	O	149-155	7-digit figure to 2 decimal places
22	Flag 7 for 1st Class return fare	numeric	1	M	156	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
23	First day of validity of fare	numeric	8	M	157-164	Expressed as: "YYYYMMDD"
24	Version number	numeric	2	M	165-166	Serial numbering for versions on the fare date; "01" for the first issue, "02" for the second etc.
25	Last day of validity of fare	numeric	8	M	167-174	Expressed as: "YYYYMMDD"

[1)] **M = mandatory; O = optional**

Appendix X - File: Set fare tables

Serial no. in record	Field	Characters	No. of char's	M or O 1)	Reference	Pos. of char's	Comments
1	Company code of transferor RU	numeric	4	M	*See Technical Document B.8*	1-4	e.g. 0081 for ÖBB
2	Fare table number	numeric	4	M		5-8	The fare table number can be used to locate key information on this fare table in the "Fare table description" file
3	Number ofadults	numeric	2	M		9-10	1st sorting criterion, ascending
4	Number of children	numeric	2	O		11-12	2nd sorting criterion, ascending
5	2nd Class one-way fare	numeric	7	M		13-19	7-digit figure to 2 decimal places - left blank in the case of set fares not relating to a set route (e.g. Swiss Pass).
6	Flag 1 for 2nd Class one-way fare	numeric	1	M		20	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
7	1st Class one-way fare	numeric	7	M		21-27	7-digit figure to 2 decimal places - left blank in the case of set fares not relating to a set route (e.g. Swiss Pass).
8	Flag 2 for 1st Class one-way fare	numeric	1	M		28	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
9	2nd Class return fare	numeric	7	O		29-35	7-digit figure to 2 decimal places - left blank in the case of set fares not relating to a set route (e.g. Swiss Pass).
10	Flag 3 for 2nd Class return fare	numeric	1	M		36	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
11	1st Class return fare	numeric	7	O		37-43	7-digit figure to 2 decimal places - left blank in the case of set fares not relating to a set route (e.g. Swiss Pass).

12	Flag 4 for 1st Class return fare	numeric	1	M		44	0 or 3 (cf. ERA TAP TSI Technical Document B.1, Subsection 3.2)
13	First day of validity of fare	numeric	8	M		45-52	Expressed as: "YYYYMMDD"
14	Version number	numeric	2	M		53-54	Serial numbering for versions on the fare date; "01" for the first issue, "02" for the second etc.
15	Last day of validity of fare	numeric	8	M		55-62	Expressed as: "YYYYMMDD"

[1)] **M = mandatory; O = optional**

Appendix V, W und X - Explanations to the fare tables

In these tables the fares will be entered distance-based, route-based or as set fare.

The structure of the column is differentiated between 1st and 2nd class, as well as between one-way and return fare.

If there are no entries in a column, then this column is filled up with zeros. For example if the columns for one-way, as well as return in the 1st class are filled up with zeros, then this means that the 1st class is not offered.

The value "0" is not a valid price.

4   Glossary

Transferor RU:

An RU that prepares fare information for all RUs participating in the offer and makes them available to all bodies authorized to sell according to distribution agreements.

Participating RU:

All RUs participating in the offer are considered as participating RUs

Company code of the transferor / participating RU:

Carrier code of the transferor / participating RU

Carrier:

RU that performs the carriage service for a series

Route:

Domestic or international route travelled between a departure and destination station

Series:

Journey section between a point of departure and destination (stations or border points) of a single RU which is coded by a sequential number.

Transit series:

Route between two border points of an RU.

Incoming series:

Route between a border point and a domestic station of an RU.

Domestic series:

Route between two domestic stations of an RU.

Border point:

Border-, cross-border-, combined- or tariff connecting point or -station. The border point describes the point as of when the fare of an RU commences or ends.