



INTEROPERABILITY UNIT

TAP TSI: ANNEX B.2

COMPUTER GENERATION AND EXCHANGE OF TARIFF DATA MEANT FOR INTERNATIONAL AND FOREIGN SALES – INTEGRATED RESERVATION TICKETS (IRT)

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Introduction

The present document belongs to the set of Technical Documents described in Annex III 'List of Technical Documents referenced in this TSI' of the COMMISSION REGULATION (EU) No 454/2011.

**Computer generation and exchange of tariff data meant
for international and foreign sales – Integrated
Reservation Tickets (IRT)**

Application :

With effect from 5 May 2011.

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

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Summary

The aim of this Technical Document is to enable RUs and commercial entities subject to the REGULATION (EU) No 454/2011 to make available by electronic means and according to a standardised procedure, the information about the tariffs and fares meant for international and foreign sales, as far as Tickets with Integrated Reservation (IRT) are concerned.

The information made available shall include:

- Tariff conditions
- Sales and after-sales conditions
- Information related to the products and the offers,
- Price tables.

1. General Remarks

This Technical Document is obligatory for the railways that wish to make available IRT tariff data for use in computer procedures including for example National tariff information systems.

This Technical Document is not designed for price calculation, or for revenue calculation and sharing, settlement of account, or for issue of ticket or statistics.

It is the choice of the railways to decide which products and origin-destinations will be featured in this Technical Document. There is no obligation for delivering exhaustive data.

Computerised compilation is designed to enable implementation of the following objectives:

- Reduction in resources and costs involved in producing fare alterations,
- Computerized compilation of prices,
- Improvement of data quality,
- Updating of fare data through computerized adjustments,
- Optimal application of sales procedures.

The official correct price is still transmitted through real sales transaction in the protocols of the ERA Technical Document B5.

2. Joint provisions

2.1. Volume of data

The regulations governing computer generation as the basis for publication on computer medium are set for the following data elements

The files with tariff conditions:

- *Tariffs*
- *Sales conditions*
- *After sales conditions*
- *Cards*

Price file

Information files:

- *Ranges*
- *Exclusions*
- *Zones or Grouped OD's*
- *Codes Cards*
- *Distribution*
- *Tariff Combinations/Dynamic Prices From*

In order to check that all data entries are complete and properly made available, a header file is also made available.

2.2. Fare Alterations

The production by computer systems of tariff changes creates the need for identification of the changes. It is important not to lose the coherence between the different data in different files.

- The first publication contains all files.
- In case the validity date is in the past, the data is automatically deleted.
- In case of partial changes following rules are valid

| Modification | Publication |
|--|---|
| Change of an element in the following files <ul style="list-style-type: none"> ▪ Tariffs ▪ Sales conditions ▪ After sales conditions ▪ Cards | Every single change requires the creation of a new tariff. -> Publication of Tariff file with the new tariff(s) The other 3 files need to be made available when applicable (conditional files). |
| Addition of change in the files Prices and Exclusions (addition of OD, change of price, new travel or sales period; new exclusion period...) | File(s) with new records only. If a price is no longer valid, and not replaced by a new price, then the record should be made available with value -1 |
| Addition of an element in the following files <ul style="list-style-type: none"> • Range • Name Cards • Distribution • Zones • <i>Tariff Combinations/Dynamic Prices From</i> | Re-make available total file |

2.3. Data Security

Given the vital nature of the fare information set out, additional security data shall be produced in order to allow other RUs to be sure that the data obtained from another RU are correct and complete.

The security data shall be made available in a special header file (list of the data files made available). The header file shall list all files made available at the same time. In order to automate exchange of data as much as possible between the various railways, file names shall be clearly defined. The file names shall consist of a four-digit reference written in capitals plus the four-digit railway code and the three-digit entity code.

Example for Railway 0081 (ÖBB), entity xxx:

| File | File name | Remarks |
|---|------------------|------------------------------|
| Header | PCET0081xxx | |
| Tariffs | PCTA0081xxx | TA = tariffs |
| Range | PCGA0081xxx | GA = gamme |
| Cards/Memo | PCCA0081xxx | CA = cards |
| Exclusions | PCEX0081xxx | EX = exclusions |
| Sales conditions | PCCV0081xxx | CV = condition vente |
| After Sales conditions | PCAV0081xxx | AV = conditions après-ventes |
| Prices | PCPR0081xxx | PR = Price |
| Zones | PCZO0081xxx | ZO = zones |
| Grouped OD | PCGO0081xxx | GO = Grouped OD |
| Name Cards | PCNC0081xxx | NC = Name Cards |
| Distribution Channels | PCDI0081xxx | DI = distribution |
| Tariff Combinations/Dynamic Prices From | PCCD0081xxx | CD = Combination/Dynamic |

2.4. Data availability conditions

Fare data shall generally be made available in text (*.txt) or zip (*.zip) format, so that it can be processed by the widest possible variety of programs. The data shall be made available by ensuring that controls have been done (format and coherence controls). After checking the files, they have to be validated by the railways making them available. At that moment they shall become available for the other RUs as well.

The data are written in Latin characters (format ISO-8859-1).

2.5. Data availability deadlines

The making available of data for IRT is not linked to fixed dates. Certain tariffs and/or fares have frequent modifications (for example promotions); others are more stable for a longer period. It is only obligatory to make the new data available before start of the sales. It is very possible to make available only updates in the Price file (possibly with new Exclusion file as well) and not change the tariff files for a longer period.

2.6. Field characters

All fields are defined by a field character and field length. Numerical fields shall be right justified and where appropriate completed with zeros at the beginning. Alphanumerical fields shall be left justified with any remaining positions left blank.

2.7. Validity

The fields with validity dates shall have the format YYYYMMDD.

« Valid from » shall describe as of when the record is valid.

« Valid to » shall indicate the point in time after which the validity of the data expires. An « open end » may be entered in this field, i.e. an actual data entered in the form of a long validity period.

This means that the data shall remain valid until the date expires or a version with an amended date is supplied.

Annex 1 – Explanatory note on « Tariffs » file

In this file are all elements needed to identify a product/tariff.

| Serial N° in record | Field | Characters | N° of charact. | O or F | Reference | Pos. Of char. | Version | Comments |
|---------------------|-------------------------------|------------|----------------|--------|------------------------|---------------|---------|---|
| 1 | Railway code | numerical | 4 | M | TAP TSI T. D. B.8 | 1-4 | 3 | ex. 1080 = DB |
| 2 | Code entity | alpha N | 3 | M | <i>Code List B.2.1</i> | 5-7 | 2 | Unique Code per entity |
| 3 | Entity Name | alpha N | 32 | M | | 8-39 | | Entity name |
| 4 | Tariff range | numerical | 2 | M | | 40-41 | | Number of the range (see file range) |
| 5 | Tariff number | numerical | 3 | M | | 42-44 | | Unique Tariff Number. A number is attributed for each tariff for which exists a price. |
| 6 | Code Tariff | numerical | 2 | M | <i>Code List B.2.2</i> | 45-46 | | Code tariff used in <i>Code List B.2.2</i> ; 00 = no code applicable |
| 7 | Tariff name in local language | alpha N | 32 | M | | 47-78 | | Local language = decided by entity |
| 8 | Tariff name in French | alpha N | 32 | O | | 79-110 | 2 | Tariff name |
| 9 | Tariff name in German | alpha N | 32 | O | | 111-142 | 2 | Tariff name |
| 10 | Tariff name in English | alpha N | 32 | O | | 143-174 | 2 | Tariff name |
| 11 | Reserved | alpha N | 32 | O | | 175-206 | | |
| 12 | Sales date from | AAAAMMJJ | 8 | M | | 207-214 | | Tariff validity |
| 13 | Sales time from | numerical | 2 | O | | 227-226 | 2 | Indicates the opening time of the 1st day of the sales. HH (24 hours) Default value = 00 hours = whole day |
| 14 | Sales date to | AAAAMMJJ | 8 | M | | 215-224 | | Without end date = 20991231 |
| 15 | Sales time to | numerical | 2 | O | | 225-226 | 2 | Indicates the closing time on the last day of the sales. HH (24 hours). Default value = 24 hours = whole day |
| 16 | Train category | alpha N | 3 | M | <i>Code List B.2.3</i> | 227-229 | 2 | Examples : 53 = Eurostar; 85 = Cisalpino; 86 = CityNightLine; 95 = Nachtzug; |
| 17 | Night train | alpha N | 1 | M | | 230 | | Y/N |
| 18 | Passenger Type | numerical | 4 | M | <i>Code List B.2.4</i> | 231-234 | | |
| 19 | Age passenger : from | numerical | 2 | M | | 235-236 | | ex. 2 = from 2 years |
| 20 | Age passenger : to | numerical | 2 | M | | 237-238 | | Example : 11 = 11 years included; Default value : 99 = not limited |
| 21 | Card/Memo | alpha N | 1 | M | | 239 | 2 | Y = see file "Cards/Memo" N = no required |
| 22 | Minimal number of travellers | numerical | 2 | M | | 240-241 | | Minimal number of travellers for this tariff. Default value = 01 |
| 23 | Maximal number of | numerical | 3 | M | | 242-244 | 2 | Maximal number of travellers for this tariff. |

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| | | | | | | | | |
|----|---|-----------|----|---|--|---------|---|---|
| | travellers | | | | | | | Default value = 99 |
| 24 | Travel day | alpha N | 7 | M | | 245-251 | | Y or N for each day of the week Ex.: NNNNYYYY = Tariff only valid on Friday, Saturday and Sundays |
| 25 | Departure time from | numerical | 14 | O | | 252-265 | | from HH (24 h.) for every day of the week; Ex. 00000000140000 = Fridays depart from 14:00 onwards. Not applicable = 00000000000000 |
| 26 | Departure time to | numerical | 14 | O | | 266-279 | | Until HH (24 h) for every day of the week Ex : 00000000001800 = valid for travel until Saturday 18:00; Not applicable = 00000000000000 |
| 27 | Periods or Train exclusion | alpha N | 1 | M | | 280 | | Exclusion of travel period or train category or train during circulation period. Y = see file "Exclusion" N = no exclusion |
| 28 | Maximum number of days before departure | numerical | 3 | M | | 281-283 | 2 | apex condition: ex. maximum 110 days before departure Default value = 999 = without condition |
| 29 | Minimum number of days before departure | numerical | 3 | M | | 284-286 | 2 | apex condition: ex. minimum 7 days before departure Default value = 000 = without condition |
| 30 | Night away condition - which day | alpha N | 7 | M | | 287-293 | | Y or N for every day of the week; Ex.: NNNNNYN = Saturday night away; Default value : NNNNNNN |
| 31 | And / or | numerical | 1 | M | | 294 | | not applicable = 0; or = 1; and = 2; |
| 32 | Minimum Number of nights away condition | numerical | 2 | M | | 295-296 | | ex. 2 = minimum 2 nights away Default value : 00 = no condition |
| 33 | Maximum Number of nights away condition | numerical | 2 | M | | 297-298 | | ex. 10 = maximum 10 nights away Default value : 99 = no condition |
| 34 | Sales conditions | alpha N | 1 | M | | 299 | | Y = see file "Sales Conditions" N = sellable by all countries, all railways |
| 35 | Exchangeable | alpha N | 1 | M | | 300 | | Y = see file "After Sales Conditions" N = not exchangeable |
| 36 | Number of exchanges allowed | numerical | 2 | O | | 301-302 | 2 | Default value = 99 |
| 37 | Refundable | alpha N | 1 | M | | 303 | | Y = see file "After Sales Conditions" N = not refundable |
| 38 | Minimum Price | alpha | 1 | M | | 304 | 5 | Y = if value "D" in file "Tariffs combination /Dynamic Prices From" N = If value "C" in file "Tariffs combination /Dynamic Prices From" Blank = if no PCCD file |

Element 1 – Railway Code

In case of “mixed” commercial entities (ex. Artesia, Elipsos, Lyria, etc..) the railway code to be used is the code of the network where the product and trains are managed.

This gives for example:

- Artesia = SNCF 0087
- Elipsos = RENFE 0071
- Etc..

Element 2 and 3 – Code and entity name

For Market Prices, one railway may have multiple commercial entities. Those need to be identified, thus using the entity code (and name).

As an example, RENFE has:

Railway code: 0071

Code/Name that identifies the commercial entity:

- AVE = AVE
- TAL = Talgo 200
- TAJ = Talgo de jour
- ELI = Elipsos

The code to use is attributed according to the provisions of **chapter 7.2 of the** REGULATION (EU) No 454/2011 in order to ensure data integrity

Element 4-5 – Tariff Range, Tariff Number

A tariff range contains multiple tariffs (example – Public Range). In this file, all tariffs belonging to the same range need to be described. In the following files, it may be sufficient to enter one record if all conditions are the same for the whole range. In that case use “000” as entry in the element tariff number.

Element 7 – Tariff name in local language

In case of mixed commercial entities, the managing company decides on the local language. Example:, Artesia decides whether the local language is French or Italian.

Element 8-11– Tariff name in other languages

For tariff names in other languages see *code list B.2.5*

Element 16 – Train category

The existing codes are to be found in the *Code List B.2.3*.

It is of the utmost importance that the code shall correspond to the code used in the timetable data defined in ERA TAP TSI TD B.4. Without a perfect match the computer systems will not be able to find the match between the train and the tariff/price.

Element 18 – Passenger Type

The existing codes are to be found in the *Code List B.2.4*

Element 21 – Cards/Memo

This element indicates if yes or no a card is obligatory in order to buy the tariff. A Yes can also mean that there is a Remark field that will be displayed in computer systems when this tariff is valid. When Yes then the details are in the file “Cards”

Element 24 – Travel day

In this field, the days of the week for which the tariff is valid have to be indicated. A tariff with a weekend condition (only Saturday Sunday travel) would look like follows: NNNNNYY

Every day of the week has the indicator Y(es) or N(o). The first indicator is for the Monday.

Element 27 – Exclusion of a period or train

A certain period of travel may be excluded for a certain tariff (for example – not valid for Easter Holidays).

It may also be that the tariff is not valid on a certain train category (for example – not valid on Thalys) or on a specific train (for example – not valid on train 09740). In case of train category and/or train, the RU/entity also has to indicate the period of exclusion if appropriate. The details are in the separate file “Exclusion”. Here only the indicator Y or N has to be used.

Annex 2 - Explanatory note on « Range » File

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Version | Comments |
|---------------------|------------------------------|------------|----------------|--------|------------------------|---------------|---------|--|
| 1 | Railway code | numerical | 4 | M | TAP TSI T. D. B.8 | 1-4 | 3 | ex. 1080 = DB |
| 2 | Code entity | alpha N | 3 | M | <i>Code List B.2.1</i> | 5-7 | | Unique Code per entity ex. TAL; ARN; |
| 3 | Code Range | numerical | 2 | M | <i>Code List B.2.6</i> | 8-9 | | Standard codes (00 ÷ 10) defined in <i>Code List B.2.6</i> ; other codes (>10) to be decided by entity |
| 4 | Range name in local language | alpha N | 32 | M | | 10-41 | | Local language = decided by entity Example: Gamma pubblica (Italian) |
| 5 | Range name in French | alpha N | 32 | M | | 42-73 | | Example: Gamme publique |
| 6 | Range name in German | alpha N | 32 | M | | 74-105 | | Example: Öffentliche Tarife |
| 7 | Range name in English | alpha N | 32 | M | | 106-137 | | Example: Public Range |
| 8 | Reserved | alpha N | 32 | O | | 138-169 | | |

A range is a group of tariffs that are commercially linked.

Certain conditions may be defined on the higher level of the range instead of the tariff in order to reduce data input.

Standard codes (00 ÷ 10) are defined in *Code List B.2.6*. Other codes can be decided by each entity.

Annex 3 - Explanatory note on « Cards/Memo » File

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Version | Comments |
|---------------------|---------------|------------|----------------|--------|------------------------|---------------|---------|---|
| 1 | Railway code | numerical | 4 | M | TAP TSI T. D. B.8 | 1-4 | 3 | ex. 1080 = DB |
| 2 | Code entity | alpha N | 3 | M | <i>Code List B.2.1</i> | 5-7 | | Unique Code per entity ex. TAL; ARN; |
| 3 | Tariff range | numerical | 2 | M | | 8-9 | 2 | Number of Range. If Card/Memo is valid for all ranges, put 00 |
| 4 | Tariff number | numerical | 3 | M | | 10-12 | 2 | Unique Tariff Number. If card/memo is valid for all tariffs, put 000 |
| 5 | Group | numerical | 1 | M | | 13 | 2 | Combination of cards/memos. If only 1 card/memo needed, then this value is put to 0 |
| 6 | Card/Memo | alpha N | 2 | M | <i>Code List B.2.7</i> | 14-15 | 2 | Standard codes (00 ÷ 10) defined in <i>Code List B.2.7</i> ; other codes (>10) to be decided by entity >- see file "name cards/memos" |
| 7 | Country | alpha N | 3 | O | ISO 3166-1 alpha-3 | 16-18 | 2 | Country in which card/memo is valid |

In this file, the entity defines the obligatory possession of cards when buying a particular tariff. Some cards are commonly used – see *Code List B.2.7*. For cards belonging to one single railway, the railway decides the code.

In case a card is valid for a certain country, that country needs to be indicated as well. When empty, it means the card is not linked to a country.

Example : tariff 001 is valid with cards C1 and C2 or with card C3
 tariff 002 is valid with card C1 or with cards C2 and C3
 tariff 003 is valid with card C4

```
0087 XXX 01 001 1 C1
0087 XXX 01 001 1 C2
0087 XXX 01 001 2 C3
0087 XXX 01 002 1 C1
0087 XXX 01 002 2 C2
0087 XXX 01 002 2 C3 DEU
0087 XXX 01 002 2 C3 FRA
0087 XXX 01 003 0 C4
```

In this file only a code is given to the Memo. The content is in the file 'Name of Cards/Memo'.

Annex 4 - Explanatory note on « Exclusion » File

This files allows to exclude

- A travel period
- A train category
- A specific train

And for the last two as well the period of circulation.

The file only needs to be used when there is an exclusion.

If tariffs are valid for all trains of an entity, the files is not used.

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Version | Comments |
|---------------------|----------------------|------------|----------------|--------|------------------------|---------------|---------|---|
| 1 | Railway code | numerical | 4 | M | TAP TSI T. D. B.8 | 1-4 | 3 | ex. 1080 = DB |
| 2 | Code entity | alpha N | 3 | M | <i>Code List B.2.1</i> | 5-7 | | Unique Code per entity ex. TAL; ARN; |
| 3 | Tariff range | numerical | 2 | M | | 8-9 | 2 | Number of Range. If exclusion is valid for all ranges, put 00 |
| 4 | Tariff number | numerical | 3 | M | | 10-12 | 2 | Unique Tariff Number. If exclusion is valid for all tariffs, put 000 |
| 5 | Train category | alpha N | 3 | M | <i>Code List B.2.3</i> | 13-15 | 2 | If the exclusion applies for all train categories, put 000 |
| 6 | Train number | Alpha N | 5 | M | | 16-20 | 3 | If the exclusion applies for all train numbers, put 00000. The train number is attributed by the RU. |
| 7 | Railway code | numerical | 4 | O | TAP TSI T. D. B.8 | 21-24 | 2 | ex. 0087 = SNCF / Carrier. If no train number in field 6, this field is empty |
| 8 | Tariff validity days | alpha N | 7 | M | | 25-31 | 2 | Blanks = default N = exclusion, Y = available (limited to) example: YYYYNNN |
| 9 | Date from | AAAAMMJJ | 8 | M | | 32-39 | | Indicates the first date of circulation for this train number or train category when this exclusion applies |
| 10 | Date to | AAAAMMJJ | 8 | M | | 40-47 | | Indicates the last date of circulation for this train number or train category when this exclusion applies |

Annex 5 - Explanatory note on « Sales conditions » File

The file describes the authorisations or interdictions for sales for a country, a network or a distribution channel.

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Version | Comments |
|---------------------|--|------------|----------------|--------|--|---------------|---------|--|
| 1 | Railway code | numerical | 4 | M | TAP TSI T. D. B.8 | 1-4 | 3 | ex. 1080 = DB |
| 2 | Code entity | alpha N | 3 | M | <i>Code List B.2.1</i> | 5-7 | | Unique Code per entity ex. TAL; ARN; |
| 3 | Tariff range | numerical | 2 | M | | 8-9 | | Number of Range. If sales condition is valid for all ranges, put 00 |
| 4 | Tariff number | numerical | 3 | M | | 10-12 | 2 | Unique Tariff Number. If sales condition is valid for all tariffs of a range, put 000 |
| 5 | Railway/Country | alpha N | 1 | M | | 13 | | C : Country N : Railway |
| 6 | Railway/Country Code | alpha N | 4 | M | Countries: ISO 3166-1 alpha-3; Railways: I TAP TSI T. D. B.8 | 14-17 | | Country or Railway where tariff can or cannot be sold. Code = 0000 -> all countries or all Railways |
| 7 | Authorisation or Interdiction for Railway/Country | alpha N | 1 | M | | 18 | 2 | Y = authorised N = excluded |
| 8 | Code distribution channel | numerical | 2 | M | <i>Code List B.2.8</i> | 19-20 | 5 | Standard codes (00 ÷ 10) defined in <i>Code List B.2.8</i> ; other codes (>10) to be decided by entity |
| 9 | Authorisation or Interdiction for distribution channel | alpha N | 1 | O | | 21 | 2 | Y = authorised N = excluded Ignored when field 7 is N -> put Blank |

Element 5 – Railway/Country

Authorisations or interdictions may be set on the level of a network (example : SNCF) but also on the level of a country (example : Great Britain).

This difference is important in case a railway distributes outside its country.

Element 8 – Code distribution channel

For every distribution channel the RU/entity has to indicate if Y or N the railway or country has the right to sell the particular tariff.

Value 00 to 10 : Fix values. See *Code List B.2.8*

Values 11 to 99 : Specific for the entity. The content is in the file 'Distribution.

Annex 6 - Explanatory note on « After Sales conditions »

In this file the exchange and refund conditions are described.

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Version | Comments |
|---------------------|---|------------|----------------|--------|------------------------|---------------|---------|--|
| 1 | Railway code | numerical | 4 | M | TAP TSI T. D. B.8 | 1-4 | 3 | ex. 1080 = DB |
| 2 | Code entity | alpha N | 3 | M | <i>Code List B.2.1</i> | 5-7 | | Unique Code per entity ex. TAL; ARN; |
| 3 | Tariff range | numerical | 2 | M | | 8-9 | | Number of Range. If after sales condition is valid for all ranges, put 00 |
| 4 | Tariff number | numerical | 3 | M | | 10-12 | | Unique Tariff Number. If after sales condition is valid for all tariffs, put 000 |
| 5 | Code Type of after sales | alpha N | 1 | M | | 13 | | R = Refund E = Exchange |
| 6 | Valid from number of days before/after departure | alpha N | 4 | M | | 14-17 | 4 | Default value: 0 = departure day. Negative value (-180) =180 days before travel. Positive value (+3) = 3 days after travel. |
| 7 | Valid from number of hours before/after departure | alpha N | 2 | M | | 18-19 | 4 | Default value = 00 = no condition. Negative value (-5) = 5 hours before travel. Positive value (+3) = 3 hours after travel. |
| 8 | Valid to number of days before/after departure | alpha N | 4 | M | | 20-23 | 4 | Default value: 0 = departure day; Negative value (-90) = 90 days before travel. Positive value (+3) = 3 days after travel. |
| 9 | Valid to number of hours before/after departure | alpha N | 2 | M | | 24-26 | 4 | Default value = 00 = no condition. Negative value (-5) = 5 hours before travel. Positive value (+3) = 3 hours after travel. 999 = forever. |
| 10 | Amount | numerical | 5 | M | | 27-31 | 4 | Value in EURO with 2 decimal points in case of fixed amount. Ex. 00239 = 2,39 € Value in case of percentage: 00000 |
| 11 | Percentage | numerical | 5 | M | | 32-36 | 4 | Value in EURO with 2 decimal points Ex. 01500 = 15,00% Value in case of fixed amount: 00000 |
| 12 | Minimal amount | numerical | 5 | O | | 37-40 | 4 | Non applicable: 00000 Value in EURO with 2 decimal points, to use in case of percentage. Ex. 00350 = 3,50 € |
| 13 | Maximal amount | numerical | 5 | O | | 41-45 | 4 | Non applicable: 00000 Value in EURO with 2 decimal points, to use in case of percentage. Ex. 00750 = 7,50 €. |

Element 5 – Type of After Sales

For every tariff (or range) the type of after sales needs to be indicated – exchange or refund. .

Element 10-13 – Amount

These 4 elements have to be considered together:

- In case it is a fixed amount -> put value in element 10
- In case it is a percentage
 - ➔ Put value in element 11
 - ➔ And use elements 12 and 13 if applicable

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Example : 10% penalty but with minimum of 5,00€ and maximum of 20,00€ will look like follows:

Element 10 -> 00000
Element 11 -> 01000
Element 12 -> 00500
Element 13 -> 02000

If price of ticket is 10 €, the penalty still is 5 €.

If price of ticket is 500 €, the penalty is only 20€

Example :

Tariff 001 with refund and exchange conditions

| R/ E | min. days | max. days | amount | % |
|---------|--------------|--------------|--------|-----|
| R | -90 | -7 | | 100 |
| R | -6 | 3 | | 50 |
| R | 4 | 10 | | 20 |
| R | 11 | xx | | 0 |
| E | -90 | -7 | 5 | |
| E | -6 | 3 | 6 | |
| E | 4 | 10 | 8,5 | |
| E | 11 | xx | 10 | |

0087 XXX 01 001 R -90 00 -07 00 00000 10000
0087 XXX 01 001 R -06 00 +03 00 00000 05000
0087 XXX 01 001 R +04 00 +10 00 00000 02000
0087 XXX 01 001 R +11 00 xxx 00 00000 00000
0087 XXX 01 001 E -90 00 -07 00 00500 00000
0087 XXX 01 001 E -06 00 +03 00 00600 00000
0087 XXX 01 001 E +04 00 +10 00 00850 00000
0087 XXX 01 001 E +11 00 xxx 00 01000 00000

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Annex 7 - Explanatory note on « Price » file

In this files, all prices are put for all tariffs. Prices are given per O-D.

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Version | Comments |
|---------------------|------------------------------|------------|----------------|--------|------------------------|---------------|---------|--|
| 1 | Railway code | numerical | 4 | M | TAP TSI T. D. B.8 | 1-4 | 3 | ex. 1080 = DB |
| 2 | Code entity | alpha N | 3 | M | <i>Code List B.2.1</i> | 5-7 | | Unique Code per entity; |
| 3 | Tariff range | numerical | 2 | M | | 8-9 | | Number of Range. |
| 4 | Tariff number | numerical | 3 | M | | 10-12 | | Unique Tariff Number. |
| 5 | Price valid for sales from | AAAAMMJJ | 8 | M | | 13-20 | | |
| 6 | Price valid for sales until | AAAAMMJJ | 8 | M | | 21-28 | | Without end date : 20991231 |
| 7 | Price valid for travel from | AAAAMMJJ | 8 | M | | 29-36 | | |
| 8 | Price valid for travel until | AAAAMMJJ | 8 | M | | 37-44 | | Without end date : 20991231 |
| 9 | Train Category | alpha N | 3 | M | <i>Code List B.2.3</i> | 45-47 | 5 | default = 000 (all categories). Examples : 53 = Eurostar; 85 = Cisalpino; 86 = CityNightLine; |
| 10 | Train number | Alpha N | 5 | O | | 48-52 | 3 | If prices valid for all trains, leave blank, The train number is attributed by the RU. |
| 11 | Type of origin station | alpha N | 1 | M | | 53 | 2 | S: Stations Z: Zones G: Group of OD's |
| 12 | Code of Origin Station | numerical | 9 | M | TAP TSI T. D. B.9 | 54-62 | 3 | If element 11 is S: put zero padded Country Code/Infrastructure holder Code (4) + location main code (5). If element 10 is Z: put zero padded Country Code/Infrastructure holder Code (4) + zone-code of file Zones (5). If element 10 is G: put zero padded Country Code/Infrastructure holder Code (4) + group-code of file Groups (5) |
| 13 | Type of destination station | alpha N | 1 | M | | 63 | 2 | S: Stations Z: Zones Ignored when field 11 is G -> put Blank |
| 14 | Code Destination Station | numerical | 9 | M | TAP TSI T. D. B.9 | 64-72 | 3 | If element 13 is S: put zero padded Country Code/Infrastructure holder Code (4) + location main code (5). If element 13 is Z: put zero padded Country Code/Infrastructure holder Code (4) + zone-code of file Zones (5). Ignored when field 11 is G -> put Blank |
| 15 | Single / Return | alpha N | 1 | M | | 73 | | S=single; R=return |
| 16 | Direction | alpha N | 1 | M | | 74 | | O = direction Origin-Destination; D = direction Destination-Origin; B = valid for both directions |
| 17 | Journey type | alpha N | 1 | M | | 75 | | D = direct (no change of trains); I = indirect (with change of trains) |
| 18 | Via code | numerical | 9 | O | TAP TSI T. D. B.9 | 76-84 | 3 | zero padded Country Code/Infrastructure holder Code (4) + location main code (5) (example: 008765432) |
| 19 | Border point code | numerical | 3 | O | <i>Code List B.2.9</i> | 85-87 | | Code border point |

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| | | | | | | | | |
|----|---------------|-----------|---|---|------------------|-------|---|--|
| 20 | Facility code | numerical | 3 | O | Code List B.2.10 | 88-90 | | Code type of class or accommodation |
| 21 | Price | numerical | 7 | M | | 91-97 | 2 | Value en EURO with 2 decimal points When negative value and all other fields are identical to previous uploaded file, then the price will be deleted. |

Element 5-8 – Validity Dates

It is important to differentiate the validity of the tariff and the price. The validity of the tariff may be a much longer period than the price. Using the two dates, allows to send only updates on prices without having to send all the tariff information again.

Element 10 – Train number

By adding the train number as a separate element, it is now possible to differentiate the price for the same OD with the same train category and still a different price. The train number is of course not obligatory.

Element 11 and 13– Type of Origin and Destination Point

This indicator makes the difference between a station or a group of stations or a group of OD's. In case a group of stations all have the same price, the indicator has to be put to 'Z' (zone) so that reference can be made to the Zone File where all stations related to that zone are put. The difference with the group of OD's is that in that case we are not talking about a group of stations but a group of pairs (origin-destination)

If field 11 = G then field 13 is ignored. Leave it blank.

Example:

Station A,
From Station B = **Zone 1** => to station Y
Station C

Station A to Station Y
Station B to Station Y = **Group 1**
Station C to Station Z

Element 20 – Facility Code

This code describes the different class of service or accommodation types. See *Code List B.2.10*.

Annex 8 - Explanatory note on « Zone » file

This file is used to « group » a number of stations in the Origin-Destination. The same price may be valid for multiple OD's and this allows reducing the number of entries.

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Version | Comments |
|---------------------|------------------------------|-----------------|----------------|--------|------------------------|---------------|---------|---|
| 1 | Railway code | numerical | 4 | M | TAP TSI T. D. B.8 | 1-4 | 3 | ex. 1080 = DB |
| 2 | Code entity | alpha-numerical | 3 | M | <i>Code List B.2.1</i> | 5-7 | | Unique Code per entity ex. TAL; ARN; |
| 3 | Code Origin/Destination Zone | numerical | 5 | M | | 8-12 | | Unique Id by zone and by RU/entity |
| 4 | Name Zone | alpha-numerical | 32 | M | | 13-44 | | |
| 5 | Station Code | numerical | 9 | M | TAP TSI T. D. B.9 | 45-53 | 3 | zero padded Country Code/Infrastructure holder Code (4) + location main code (5) (example: 008765432) |
| 6 | Name of station | alpha-numerical | 20 | M | | 54-73 | 5 | IT script without accents but with upper and lower case. |

Element 3 – Code zone

The code (and the name) is completely free.

In one zone the RU/entity can either group assimilated stations

Example: Zone Lille for Lille Flandres and Lille Europe

or stations that are assimilated purely because of the price.

Example: Eurostar uses 5 zones for French Provinces.

The stations in these zones are linked because of the same price and not for a geographical reason.

Annex 8b - Explanatory note on « Grouped OD » file

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Version | Comments |
|---------------------|---------------------------------|------------|----------------|--------|------------------------|---------------|---------|---|
| 1 | Railway code | numerical | 4 | M | TAP TSI T. D. B.8 | 1-4 | 3 | ex. 1080 = DB |
| 2 | Code entity | alpha N | 3 | M | <i>Code List B.2.1</i> | 5-7 | 2 | Unique Code per entity ex. TAL; ARN; |
| 3 | Code Origin / Destination Group | numerical | 5 | M | | 8-12 | 2 | Unique Id by OD group and by RU/entity |
| 4 | Name OD Group | alpha N | 32 | M | | 13-44 | 2 | |
| 5 | Origin Station Code | numerical | 9 | M | TAP TSI T. D. B.9 | 45-53 | 3 | zero padded Country Code/Infrastructure holder Code (4) + location main code (5) example: 008765432 |
| 6 | Name of station | alpha N | 20 | M | | 54-73 | 5 | IT script without accents but with upper and lower case. |
| 7 | Destination Station Code | numerical | 9 | M | TAP TSI T. D. B.9 | 74-82 | 5 | zero padded Country Code/Infrastructure holder Code (4) + location main code (5) example: 008765432 |
| 8 | Name of station | alpha N | 20 | M | | 83-102 | 5 | IT script without accents but with upper and lower case. |

Element 3 – Code OD Group

The code (and the name) is completely free.

Annex 9 - Explanatory note on « Name Cards/Memo » file

In this file is defined the name of the cards used in the different languages.

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Version | Comments |
|---------------------|----------------------------------|------------|----------------|--------|------------------------|---------------|---------|---|
| 1 | Railway code | numerical | 4 | M | TAP TSI T. D. B.8 | 1-4 | 3 | ex. 1080 = DB |
| 2 | Code entity | alpha N | 3 | M | <i>Code List B.2.1</i> | 5-7 | | Unique Code per entity ex. TAL; ARN; |
| 3 | Indicator Card or Memo | alpha N | 1 | M | | 8 | 2 | C = card M = memo |
| 4 | Code Card/Memo | Numerical | 2 | M | | 9-10 | 2 | Unique Id by card/memo and by RU/entity |
| 5 | Card/memo name in local language | alpha N | 120 | M | | 11-130 | 5 | Local language = decision of entity |
| 6 | Card/memo name in French | alpha N | 120 | O | | 131-250 | 5 | Example card : Inter Rail; Example memo : TGV in peak period |
| 7 | Card/memo name in German | alpha N | 120 | O | | 251-370 | 5 | |
| 8 | Card/memo name in English | alpha N | 120 | O | | 371-490 | 5 | |
| 9 | Reserved | alpha N | 120 | O | | 491-610 | 5 | |

| |
|---|
| Annex 10 - Explanatory note on « Distribution » file |
|---|

This file allows identifying the existing distribution channels.

Codes 00 to 10 are defined in Code *List B.2.8*.

Other distribution channels (code > 10) can be defined by each entity as follows.

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Version | Comments |
|---------------------|--------------------------------|------------|----------------|--------|------------------------|---------------|---------|--------------------------------------|
| 1 | Railway code | numerical | 4 | M | TAP TSI T. D. B.8 | 1-4 | 3 | ex. 1080 = DB |
| 2 | Code entity | alpha N | 3 | M | <i>Code List B.2.1</i> | 5-7 | | Unique Code per entity ex. TAL; ARN; |
| 3 | Distribution channel code | numerical | 2 | M | | 8 | 5 | Code >10 to be decided by entity |
| 4 | Channel name in local language | alpha N | 32 | M | | 10-41 | | Example: stazioni (Italian) |
| 5 | Channel name in French | alpha N | 32 | O | | 42-73 | 2 | example: gares |
| 6 | Channel name in German | alpha N | 32 | O | | 74-105 | 2 | example: Bahnhöfe |
| 7 | Channel name in English | alpha N | 32 | O | | 106-137 | 2 | example: Stations |
| 8 | Reserved | alpha N | 32 | O | | 138-169 | 2 | |

Annex 11 - Explanatory note on « Tariff Combinations/Dynamic Prices From» file

This file is used to define:

- Which tariff combinations are allowed,
- Links between “Dynamic Prices From/To”

| Serial N° in record | Field | Characters | N° of char act. | M or O | Reference | Pos. Of char. | Version | Comments |
|---------------------|---|------------|-----------------|--------|-------------------|---------------|---------|--|
| 1 | Railway code | numerical | 4 | M | TAP TSI T. D. B.8 | 1-4 | 5 | ex. 1080 = DB |
| 2 | Code entity | alpha N | 3 | M | Code List B.2.1 | 5-7 | 5 | Unique Code per entity ex. TAL; ARN; |
| 3 | Tariff Combination or Dynamic Price From/To | Alpha | 1 | M | | 8 | 5 | C = Combination allowed D = Dynamic Price From / To |
| 4 | Tariff 1 | numerical | 3 | M | | 9-11 | | example: (adult :072) |
| 5 | Tariff 2 | numerical | 3 | M | | 12-14 | 5 | example: (child : 073) |

Element 3:

- **Specify per ID, the permitted Combinations between different tariffs.**

| Railway code | Code entity | TC Flag | Tariff 1 | Tariff 2 |
|--------------|-------------|---------|----------|----------|
| 1080 | PAN | C | 094 | 095 |
| 1080 | PAN | C | 072 | 073 |
| 1080 | PAN | C | 018 | 031 |
| 1080 | PAN | C | 074 | 077 |
| ... | ... | | | |

Means for example that tariff 74 can be sold with tariff 77 but not with 31, 73 or 95

Note: this is mainly published for information purposes. Only some proprietary attributing systems are able to sell tickets for different tariffs with a single request. This possibility in particular is not allowed by the standard described in TAP TSI Technical Document B.5.

- **Specify links between “Dynamic Prices From/To”**

Some tariffs with contingents or Yield Management, have the same sales and after-sales conditions, but a different price.

| Railway code | Code entity | TC Flag | Tariff 1 | Tariff 2 |
|--------------|-------------|---------|----------|----------|
| 1080 | PAN | D | 65 | 66 |
| 1080 | PAN | D | 65 | 67 |
| 1080 | PAN | D | 18 | 17 |
| 1080 | PAN | D | 72 | 71 |
| ... | ... | | | |

Example: tariff 65 is 30€, tariff 66 is 40€ and that there is also a tariff 67, linked to 65 and which can be 55€ there will be 3 prices proposed. When the contingent is full for tariff 65, the price proposed to client is tariff

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66, and 67 if 66 is also full. On Web interface the 3 prices are proposed, this new table is to inform the client/vendor that if they cannot obtain the lower price, that the 3 prices offered, are "From Prices".

This information is linked to new field 38 " Minimum price " of file Tariffs "Yes" or "No", where tariff 1 has the value "Yes".

Annexe 12 – Reference Tables

In every file it is indicated if existing reference data is to be used. The data are available in the indicated Code List or ISO Code Lists

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Annexe 13 – Header file

The header (named PCET-xxxx-xxx) has to give all information about the data made available. For every file following elements have to be mentioned:

- Name of the file + 7 alphanumeric (railway and entity code) and
- Number of records in the file

Only files with minimum 1 record have to be made available. If a file contains no records, than it should not be made available. It should not be mentioned in the header either.

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Comments |
|---------------------|---------------------------------------|------------|----------------|--------|------------|---------------|---------------------------------------|
| 1 | Version of Technical Document B.2 | numerical | 2 | M | | 1-2 | Proposal version 05 |
| 2 | Alphabet | alpha N | 15 | M | ISO-8859-1 | 3-17 | Latin characters |
| 3 | Number of records in file PCTAxxxxxxx | numerical | 4 | O | | | xxxx railway code and xxx entity code |
| 4 | Number of records in file PCGAxxxxxxx | numerical | 4 | O | | | xxxx railway code and xxx entity code |
| 5 | Number of records in file PCCAxxxxxxx | numerical | 4 | O | | | xxxx railway code and xxx entity code |
| 6 | Number of records in file PCEXxxxxxxx | numerical | 4 | O | | | xxxx railway code and xxx entity code |
| 7 | Number of records in file PCCVxxxxxxx | numerical | 4 | O | | | xxxx railway code and xxx entity code |
| 8 | Number of records in file PCAVxxxxxxx | numerical | 4 | O | | | xxxx railway code and xxx entity code |
| 9 | Number of records in file PCPRxxxxxxx | numerical | 9 | O | | | xxxx railway code and xxx entity code |
| 10 | Number of records in file PCZOxxxxxxx | numerical | 4 | O | | | xxxx railway code and xxx entity code |
| 11 | Number of records in file PCGOxxxxxxx | numerical | 4 | O | | | xxxx railway code and xxx entity code |
| 12 | Number of records in file PCNCxxxxxxx | numerical | 4 | O | | | xxxx railway code and xxx entity code |
| 13 | Number of records in file PCDLxxxxxxx | numerical | 4 | O | | | xxxx railway code and xxx entity code |
| 14 | Number of records in file PCCDxxxxxxx | numerical | 4 | O | | | xxxx railway code and xxx entity code |

Alternative format:

First record

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Comments |
|---------------------|-----------------------------------|------------|----------------|--------|------------|---------------|---------------------|
| 1 | Version of Technical Document B.2 | numerical | 2 | M | | 1-2 | Proposal version 05 |
| 2 | Alphabet | alpha N | 15 | M | ISO-8859-1 | 3-17 | Latin characters |

Following records

| Serial N° in record | Field | Characters | N° of charact. | M or O | Reference | Pos. Of char. | Comments |
|---------------------|-------------------------------|------------|----------------|--------|-----------|---------------|------------------------------------|
| 1 | Name of file e.g. PCTAxxxxxxx | alpha N | 11 | M | | 1-11 | See ch. 2.3 for list of file names |
| 2 | Number of records in file | numerical | 4 | M | | 12-15 | |

