

TAF/TAP TSI Sector Handbook Change Log

Version:	2.1.7_1.4
Date	2017-08-25

Purpose

Change Log: Brief overview of the changes from the version 2.1.2_1.1 to 2.1.7_1.4.

Important note: the change log is split to XSD related adaptations and Sector Handbook text changes.

The XSD related adaptations contain the list of messages that are affected by the particular schema version increment. The messages are listed if their structure was affected. The business rules for usage of the elements in the structure is not explained here. Some elements or codes in the code lists may affect just one business case used by one message, in spite of the usage of the particular element or code in other messages.

List of changes in XSD:

Version 2.1.3 from the 22/12/2015

CRs approved by ERA and JSG:

- SMO 38 sector message: passenger train composition - association of vehicle list added to global association
- SMO 49 sector message: other technical restrictions for passenger rolling stock simplified
- SMO 35 / ERA 396 Wagon data cardinality changed to /0 to many/ from /1 to many/ - related to TrainCompositionMessage
- SMO 43 / ERA 397 BookedLocationDateTime added to PlannedJourneySection/Timing/TimingAtLocation: **Optional** element added – to be used only in Operations, not in Planning. Affects Path Request, Path Coordination and Path Details, but should only be used by Path Details in Operations.

- SMO 44 / ERA 398 BookedLocationDateTime added to AffectedSection/Start-EndOfSection: **Optional** element added – to be used only in Operations, not in Planning. Affects Path Canceled, Path Not Available, Path Details Refused, Path Confirmed, Path Section Notification. Will be used by Path Not Available, Path Cancelled and Path Section Notification if needed during Operations.
- Bug Fix: CR 45 / ERA 395 Approved correction of LocationFileDatasetMessage
 - usage of corrected ValidityType without restriction

Messages (structure!) affected by 2.1.3:

Passenger Train Composition Process Message (Sector)

Train Composition Message

Path Request Message

Path Details Message

Path Coordination Message (Sector)

Path Canceled Message

Path Details Refused Message

Path Confirmed Message

Path Not Available Message

Receipt Confirmation

Path Section Notification Message

Location File Dataset Message

Version 2.1.4 from the 27/06/2016

CRs approved by ERA and JSG:

- SMO 16 ERA 357 Public Time Support – TimeQualifierCode (PathRequest/PathDetails) - TimerQualifierCode moved to code list schema
- SMO 34 ERA 392 "DangerousGoodsIndication in TrainCompositionMessage - TrainRunningData

- SMO 50 ERA 409 (Hand) Brake (Braked) weight values “0” in TrainCompositionMessage - HandBrakedBrakeWeight type changed from Numeric3-3 to xs:integer with restriction 000 to 999
- SMO 51 ERA 411 Replace Train Control System Code in TrainCompositionMessage with xs:token and annotation. Code list remains in the code list schema to be updated accordingly.

Messages (Structure!) affected by 2.1.4:

Train Composition Message

Path Request Message

Path Details Message

Path Coordination Message (sector)

Version 2.1.5 from the 15/12/2016

- SMO 53 ERA 419 Loco Numbers in Train Composition Message (TCM): the new optional element LocoNumber is added to the LocIdent used in TCM (affected only TCM. New global element LocoNumber added)
- SMO 55 ERA 417 Creation of the code list for the element TractionType: The TractionType is converted to a code list and moved to taf_cat_codelists_sector.xsd. The new codes are:
 - First digit:
 - “0” = not specified
 - “1” = external electric power supply for traction (catenary and pantograph, third rail or other such as maglev)
 - “2” = on-board traction power supply for traction without external electrical or other power supply available
 - “3” = hybrid traction (both on-board or electric traction available)
 - Second digit (definitions in chapter 2.2.2 of the LOC&PAS TSI 1302/2014):
 - “0” = not specified
 - “1” = locomotive or power unit

- “2” = trainset or multiple unit or railcar
- “3” = shunter
- “4” = on track machine or infrastructure inspection vehicle
- (affected only TCM)
- SMO 57 (Sector CR, nor ERA ID) PathSectionNotification - added ScheduledDateTimeAtTransferPoint on message level (affected only PathSectionNotificationMessage)
- SMO 59 ERA 418 TrainCompositionMessage: Mistake in HazardIdentificationNumber element resolved: the regular expression with the constraint on the format is removed. (affected only TCM)

Messages (Structure!) affected by 2.1.5

Path Section Notification (Sector)

Train Composition

Version 2.1.6 from the 08/02/2017

CRs approved by ERA and JSG:

- CR60 ERA 423 CR is mainly renaming and adding the annotation - affects only RSRD.
- Elements affected:
 -MaxDesignSpeed - added, replaced MaxSpeedEmpty and MaxSpeedLoaded
 -NormalLoadingGauge
 -LoadTable
 -ParkingBrakeForce
- Elements deleted (completely removed from the schema!):
 -MaxSpeedEmpty
 -MaxSpeedLoaded
 -MaxParkingBrakeGradient
- CR61 ERA 424 Change of the type of the element MaxAxleWeight - affects:

-RollingStockDatasetMessage
-TrainCompositionMessage
-PathRequestMessage
-PathDetailsMessage
- CR62 ERA 425 Renaming and annotation improvement - affects TrainComposition & RSRD
- Elements affected:
 -LengthOverBuffers (replaced WagonLenth - IMPORTANT for those who already have mapping on TCM)
 -ExceptionalGaugingInd (Train Level)
- Element removed from the message (but remains in the schema) (IMPORTANT for those who already have mapping on TCM!):
 -WagonLength
- CR63 (Sector Message PassengerTrainComposition):
 - Redefinition of the type of EuropeanVehicleNumber - changed from integer to string with restriction and regular expression.
- CR66 ERA 426 Wrong number in the code list (repeated value) - affects TrainComposition (the change is applied on the code list)
 - Affected code list: TractionMode. Code 44 repeated twice, code 54 must be added instead.
- CR67 ERA 427 Wrong pattern applied - affects ErrorMessage
 - Error code number format was wrong - there will be no restrictions on format on the error code any more.
- LengthOverBuffers annotation on DesignDataset level (RSRD message) removed - this is not needed, since the global annotation (documentation) of the element LengthOverBuffers applies.

Messages (Structure!) affected by 2.1.6:

Rolling Stock Dataset Message

Train Composition Message

Passenger Train Composition Process Message (Sector)

Path Request Message

Path Details Message

Path Coordination Message (Sector)

Error Message

Version 2.1.7 from the 18/05/2017

- CR 70 ERA 433: Error Message Element Multiplicity: all significant elements of the message are packed into one complex element Error which has the 1-n multiplicity. Affected message: ErrorMessage
- CR 71 ERA 434: TypeOfInformationCode 23 added. The code is used for PathNotAvailable message. Indicates that the alternative offer will be prepared by IM. Affected messages: all messages for Path Request process, because they all use the TypeOfInformationCode list. This particular code should be used only for PathNotAvailable and ReceiptConfirmation.
- CR 76 ERA 435: Element name and type changed: MinVerticleRadiusYardHump / Integer 1-9999 became MinVerticalRadiusYardHump / Integer 1-999, measured in meters. Affected message: RSRD.

Messages (Structure!) affected by 2.1.6:

Error Message

Rolling Stock Dataset Message

Path Request Message

Path Details Message

Path Coordination Message (Sector)

Path Canceled Message

Path Details Refused Message

Path Confirmed Message

Path Not Available Message

Receipt Confirmation

Path Section Notification Message

Changes on Sector Handbook text:

- For the internal version 2.1.3_1.2: The disclaimer about TrainID (the sentence about “TrainID is not mandatory...” is deleted) was removed from Application Guide and Sector Handbook, according to the decisions of TEGs and SMO/JSG.
- Path alteration process (chapter 12.8.5). After the review of the sector in June 2017, all references to the “Temporary Capacity Restrictions (TCR)”, the term which is used in the Timetable Redesign (TTR) project, are removed. The references will be added once when the TCR processes are defined in the TTR implementation and linked precisely to TAF/TAP processes.
- Path not available message (chapter 12.11.6)
- Error Message structure explanation (chapters 12.11.8, 12.14.15)
- Explanation for adding the “Operational” elements to Path Details and Path Section Notification message (12.11.9, 12.14.8, 12.14.12)
- Adding of the new codes to the code list for Type Of Information (12.14.17)
- Adding the explanation for the new type of element for Restrictions of the Rolling Stock (TAP Train Preparation, chapter 13.2)
- Added new annexes:
 - Annex 6.1: Explanation of XSD diagram notation.
 - Annex 6.2: Export of the XSD “complete” schema to MS Word
 - Annex 6.3: Export of the XSD “codelist” schema to MS Word
 - Annex 8.7.1: TrainID test cases: general list with all the details and introductory explanations
 - Annex 8.7.2: Test cases for Joint Sector Group Pilot Programme for Short Term Path Request and TrainID