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## Document Review – Comment Sheet

*Document commented (name/version): RECOMMENDATION ERA-REC-122 OF THE EUROPEAN UNION AGENCY FOR RAILWAYS on the technical specification for interoperability relating to the subsystem 'telematics applications for passenger services' of the Union rail system, V2.0*

<i>Requestor:</i>	Trafikstyrelsen ( <a href="mailto:eujernbane@tbst.dk">eujernbane@tbst.dk</a> )
<i>Deadline for submitting comments:</i>	31/10/2021

	<i>Reviewer 1</i>	<i>Reviewer 2</i>	<i>Reviewer 3</i>	<i>Reviewer 4</i>	<i>Reviewer 5</i>
<i>Date:</i>	27.10.2021	27.10.2021	27.10.2021	27.10.2021	27.10.2021
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### Document History

<i>Version</i>	<i>Date</i>	<i>Comments</i>
0.1	27.10.2021	Version based on BDK hearing meeting
0.2		

0.3		

*Conventions:*

<i>Type of Comment</i>		<i>Reply by requestor</i>	
<i>G</i>	General	<i>R</i>	Rejected
<i>M</i>	Mistake	<i>A</i>	Accepted
<i>U</i>	Understanding	<i>D</i>	Discussion necessary
<i>P</i>	Proposal	<i>NWC</i>	Noted without need to change

*Review Comments <if necessary add extra lines in the table>*

<i>N°</i>	<i>Reference (e.g. Art, §)</i>	<i>Type</i>	<i>Reviewer</i>	<i>Reviewer's Comments, Questions, Proposals</i>	<i>Reply</i>	<i>Proposal for the correction or justification for the rejection</i>
1.	4.2.18.1. General remarks	M	BDK	The requirement: <i>This basic parameter lays down how the infrastructure manager must, at the appropriate time, send train running information to the railway undertaking, station manager, ticket vendor and tour operator and the subsequent neighbouring infrastructure manager involved in the operation of the train puts obligations on the IM which cannot be met because the TAF/TAP messaging infrastructure is point to point and the Ticket vendors or Tour operators cannot be enumerated. Moreover, the role Station Manager is not widely used nor standardised in any way.</i>		

<i>N°</i>	<i>Reference (e.g. Art, §)</i>	<i>Type</i>	<i>Reviewer</i>	<i>Reviewer's Comments, Questions, Proposals</i>	<i>Reply</i>	<i>Proposal for the correction or justification for the rejection</i>
2.	4.2.18.2. Train running forecast message	M	BDK	The obligations on the IM cannot be met because the TAF/TAP messaging infrastructure is point to point and the Ticket vendors or Tour operators cannot be enumerated. Moreover, the role Station Manager is not widely used nor standardised in any way.		
3.	4.2.18.3. Train running information message and Train Delay Cause message	M	BDK	The obligations on the IM cannot be met because the TAF/TAP messaging infrastructure is point to point and the Ticket vendors or Tour operators cannot be enumerated. Moreover, the role Station Manager is not widely used nor standardised in any way.		
4.	4.2.19.2. Train Running Interruption message	M	BDK	The obligations on the IM cannot be met because the TAF/TAP messaging infrastructure is point to point and the Ticket vendors or Tour operators cannot be enumerated. Moreover, the role Station Manager is not widely used nor standardised in any way.		

*Note: This table could be changed according to the requestor's needs*

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