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Translation

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Computer generation of global prices and exchange of fare information on computer medium

Etablissement automatisé des prix globaux et échange des informations tarifaires sur supports de données

Maschinelle Erstellung der Globalpreise und Austausch der Tarifinformationen auf Datenträgern



UNION INTERNATIONALE DES CHEMINS DE FER
INTERNATIONALER EISENBAHNVERBAND
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Revision of the leaflet on technical updating to take into account the various comments of the individual carriers, with the aim of making this leaflet mandatory for all communications about global prices as of September 2003. Approval by the passenger transport committee, 06/04. Revisions requested by various members to improve the results achieved with PRIFIS. Revision of the leaflet in accordance with the UIC guide M1.

The person responsible for this leaflet is named in the UIC Code

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Summary

The aim of this leaflet is to enable transport undertakings (TU) and commercial entities using Market Prices/Global Prices in passenger traffic, to exchange on computer medium (and according to a standardised procedure), the necessary information on prices and tariffs for international and national transport.

This information may also be used for computer-based applications, such as price searches.

The information exchanged includes:

- fare conditions,
- sales and after-sales conditions,
- information specific to products and offers,
- price tables.

The application of the leaflet should facilitate in particular the computerized updating of the existing data as well as its introduction into current sales systems.

1 - General remarks

This leaflet is obligatory for participating TUs wishing to exchange fare data for use in computer procedures including for example:

- national fare information systems,
- PRIFIS information system

This leaflet is neither designed for price calculation, for revenue apportionment, for the production of tickets, nor is it intended for the compilation of statistics.

It is the choice of the TU to decide which products and/or origin-destinations will be featured in this leaflet. There is no obligation to deliver exhaustive data.

Computerised compilation is designed to meet the following objectives:

- reduction in resources and costs involved in producing fare alterations,
- computerized compilation of prices,
- improvement of data quality,
- quicker updating of fare data via automatic comparisons,
- optimal application of sales procedures.

When an actual sale occurs, the correct price is transmitted in accordance with *UIC Leaflet 918-1*. This price is used as basis for accounting principles according to *UIC Leaflet 301* (see Bibliography - page 31).

2 - Joint provisions

Joint provisions for the computerised generation of fares and Global Prices, and the exchange of information on computer medium.

2.1 - Volume of data

The regulations governing computer generation as the basis for exchanges on computer medium are set for the following fare details.

- Files relating to fare conditions:
 - fares,
 - sales conditions,
 - after sales conditions,
 - cards.
- Price file
- Information files:
 - fare ranges,
 - exclusions,
 - zones or OD groups,
 - card codes,
 - distribution.

In order to check that all data entries are complete and have been properly processed, a header file is also transmitted.

2.2 - Fare alterations

Setting up the computerised exchange of fares requires changes to be represented within certain data elements. It is important that data integrity is maintained, particularly in those data elements that link the tables.

- The first transmission must contain the complete body of data.
- The data is automatically deleted if the period of validity has expired.

- If partial changes are made to one or more elements (fare elements, etc.) the following procedures apply:

Change	Transmission
Change of an element in the fare condition files • Fares • Sales conditions • Customer-service conditions • Cards	Every change to an element in this table requires the generation of a new tariff ➔ Transmission of the tarif file with a new fare or new fares(s) The other 3 are sent only if required.
Addition or change to an element in the "prices" and "exclusions" files (Addition of an OD, price change, new travel or sales period, new exclusion period...)	File with new routes If a price is no longer valid and has not been replaced by a new price the record should be sent with value -1
Addition of an element in the following files • Fare range • Cards • Sales channels • Zones	Send the entire file back

2.3 - Data security

Given that the fare data for the global prices is extremely important, additional security information that makes it possible to check that the data is complete and the fare version correct must be supplied with each data transfer. This is particularly important if the data is compressed or sent via file transfer.

This information shall be transferred in a special header file (table of contents for the data sent). This header file lists all files that are sent in the transmission. In order to largely automate the data transfer for the various TU, file names must be clearly defined. The file name shall consist of a four-digit fare reference written in capitals and of the four-digit TU code.

Example for TU 0081 (ÖBB), entity xxx:

File	File name	Remarks
Header	PCET0081xxx	
Tariff	PCTA0081xxx	TA = TARifs
List of fare ranges	PCGA0081xxx	GA = GAMmes (ranges)
Cards/memo	PCCA0081xxx	CA = Cartes
Exclusions	PCEX0081xxx	EX = EXclusions
Sales conditions	PCCV0081xxx	CV = Conditions Vente
Customer service	PCAV0081xxx	AV = Conditions Après Ventes
Prices	PCPR0081xxx	PR = Prix
Zones	PCZO0081xxx	ZO = Zones
OD groups	PCGO0081xxx	GO = Groupes OD
Card names	PCNC0081xxx	NC = Noms cartes
Sales channel	PCDI0081xxx	DI = Distribution

2.4 - Transmission conditions

Fare data shall in principle be transmitted in text (*.txt) or zip (*.zip) format so that it can be processed by the various programs. The data must be declared valid on a platform that is made available (verification of the format of the files and their coherence). Then the validity of the data must be confirmed and the files may no longer be sent to the participating TUs because the data is made available via this platform.

Data is exchanged in Latin script (*format ISO-8859-1*, see Bibliography - [page 31](#)).

In the "tariff", "fare ranges" and "cards" files, the fields "name in the local language" and "name in Russian" represent exceptions to this rule. Cyrillic script may be used in these fields.

Given that, at present, either only Latin or only Cyrillic script can be represented in text format (*.txt), until a solution is found to this problem no Cyrillic script will be used in the data exchange between countries that use Latin script and those that use Latin and Cyrillic script. The fields in question will be left blank.

2.5 - Transmission periods

The fare data for the global prices is not subject to fixed delivery deadlines. Certain prices are changed very frequently (e.g. promotions), whereas others tend to remain stable over a certain period. It is only required that the receiving TU is provided with the data before sales begin.

It is entirely possible to send only a new "price" file (possibly with an "exclusions" file) and to leave the fare conditions unchanged for several years.

Data which are not prepared according to the agreed file structures or which contain errors will not be accepted.

A tool for the checking of the files is provided for a period of 5 years as part of PRIFIS. This tool checks the format of the fields and the coherence in general.

2.6 - Field characters

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

2.7 - Validity

The "valid from" and "valid until" fields are in the format YYYYMMDD.

The "valid from" field shows the date from which this data set is valid.

The "valid until" field shows the date after which the data is no longer valid.

An "open-ended" date can also be entered in this field in the form of a long period of validity (e.g. 20991231).

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

Appendix A - Explanatory note on "Tariff" file

Serial no. in record	Element/ Field	Characters	Field length	M or O ^a	Reference	Position	Version	Comments
1	TU code	numerical	4	M	<i>UIC Leaflet 920-1, Tag 3039</i>	1-4		ex. 0080 = DB
2	Entity code	alpha-numerical	3	M		5-7	2	Unique code per entity - code is attributed by SysRailData
3	Entity name	alpha-numerical	32	M		8-39		Entity name
4	Fare range	numerical	2	M		40-41		Number of the fare range (see "fare range" file)
5	Fare number	numerical	3	M		42-44		Unique tariff number. A number is attributed for each tariff for which a price exists
6	UIC fare code	numerical	2	M	<i>UIC Leaflet 918-1</i>	45-46		Fare code used in <i>UIC Leaflet 918-1</i> 00 = no valid UIC code
7	Tariff name in local language	alpha-numerical	32	M		47-78		Local language = decided by the managing entity
8	Tariff name in French	alpha-numerical	32	M		79-110	2	Tariff name is used for display in PRIFIS
9	Tariff name in German	alpha-numerical	32	M		111-142	2	Tariff name is used for display in PRIFIS
10	Tariff name in English	alpha-numerical	32	M		143-174		Tariff name is used for display in PRIFIS
11	Tariff name in Russian	alpha-numerical	32	O		175-206		
12	Sales date from	YYYYMMDD	8	M		207-214		Tariff validity
13	Sales time from	numerical	2	O		215-216	2	Indicates the opening time of the 1st day of the sales. HH (24 hours) Default value = 00 = whole day
14	Sales date until	YYYYMMDD	8	M		217-224		Without end date = 20991231
15	Sales time until	numerical	2	O		225-226	2	Indicates the closing time on the last day of the sales. HH (24 hours). Default value = 24 = whole day
16	Train category	alpha-numerical	3	M	<i>UIC Leaflet 920-16, Tag 7009</i>	227-229	2	Same train category as in Merits data. Examples: 53 = Eurostar; 85 = Cisalpino; 86 = CityNightLine; 95 = Night train
17	Night train	alpha-numerical	1	M		230		Y/N

Serial no. in record	Element/Field	Characters	Field length	M or O ^a	Reference	Position	Version	Comments
18	Passenger type	numerical	4	M	<i>UIC Leaflet 920-16, Tag 5261</i>	231-234		existing codes: 0010 = adult; 0011 = child; 0012 = employee; New codes to be set
19	Age of passenger: from	numerical	2	M		235-236		ex. 2 = from 2 years
20	Age of passenger: to	numerical	2	M		237-238		Example 11 = up to & including 11 years; Default value: 99 = not limited
21	Card	alpha-numerical	1	M		239	2	Y = see "Cards/Memo" file N = no ban
22	Minimal number of travellers	numerical	2	M		240-241		Minimal number of travellers for this tariff Default value = 01
23	Maximal number of travellers	numerical	3	M		242-244	2	Maximal number of travellers for this tariff Default value = 99
24	Travel day	alpha-numerical	7	M		245-251		Y or N for each day of the week Ex.: NNNNNYY = Tariff only valid on Fridays, Saturdays and Sundays
25	Departure time from	numerical	14	O		252-265		from HH (24h) for every day of the week; Ex. 00000000140000 = Friday departure from 14:00 Not applicable = 00000000000000
26	Departure time until	numerical	14	O		266-279		Until HH (24h) for every day of the week Ex. 00000000001800 = valid for travel until Saturday 18:00 Not applicable = 00000000000000
27	Excluded periods or trains	alpha-numerical	1	M		280		Exclusion of a sales period, certain train categories or certain trains or traffic periods Y = see "Exclusions" file N = no exclusions
28	Maximum number of days before departure	numerical	3	M		281-283	2	Apex condition: ex. maximum 110 days before departure Default value = 999 = no 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 = no condition
30	Overnight stay at location	alpha-numerical	7	M		287-293		Y or N for every day of the week: Ex. NNNNNYN = overnight stay at location on Saturday; Default value = NNNNNNN