Subject: Re: Mapping of availability periods of the infrastructure by TT:operatingPeriod
Posted by on Mon, 09 Apr 2018 08:59:57 GMT
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Hello,

Am 19.03.2018 um 10:59 schrieb Milan Wölke:

> 1) Anpassung des Tags <state> des <track> und damit erst mit railML 2.4
> verfügbar.
> Beschreibung und Beispiel:
> http://forum.railml.org/userfiles/2018-02-14_irfp_gleissperr
ungen-zeitlicher-einschraenkung-railml24.pdf
>
>
> 2) Ohne Anpassung des Schema, durch Nutzung des Tags <specialService>
> der <operatingPeriod>, und damit bereits mit railML 2.3 nutzbar.
> Beschreibung und Beispiel:
> http://forum.railml.org/userfiles/2018-02-22_psi_abbildung-z
eitraum-operatingperiod-railml2x.pdf

We prefer solution no. 1 for the following reasons:

- Solution No. 2 requires very special information when specifying periodic availabilities (case 4), or requires renouncement of bit masks.
- It is not clear how an illustration of an availability with undefined <timetablePeriod> (only regular traffic days) can look like in solution No. 2.
- The task of the <operatingPeriod> is, in our view, to define on which days an event takes place. The start time and the duration of the event is defined, for example, for a <trainPart> outside the <operatingPeriod>. This should be the case for all uses of the <operatingPeriod> for the sake of consistency. Therefore, the <operatingPeriod> should contain no information at all on times, but only on days.
- Solution No. 1 allows the use of all aspects of the <operatingPeriod> (bitmaps, undefined <timetablePeriod>, only regular traffic days, etc.) for the mapping of availabilities and enables a uniform mapping of all use cases.

Best regards
Christian Rößiger

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