Subject: Re: roles
Posted by Susanne Wunsch railML on Tue, 12 Feb 2013 13:07:24 GMT
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Hi Andreas and all others,

Andreas Tanner <ata@ivu.de> writes:
> Am 12.02.2013 12:04, schrieb Susanne Wunsch:
>>> Regarding the vehicleOperator, I would think that binding to trainPart
>>> should be possible for the case that at a certain planning stage,
>>> formations are abstract but the assignment to the operator is already
>>> known.
>>
>> I see, we talk about different "vehicle operators". I try to clarify my
>> point of view. Please, correct me, if I mix other contract bindings
>> here.
>>
>> * The "vehicle operator" in the Rollingstock sub-schema should be the
>> company that is the "owner" of the vehicle.
>>
>> * The "vehicle operator" in the Timetable sub-schema may be the company
>> that provides the transport service with the vehicle.
>>
>> Such a use case with different wagons and locos did happen at the
>> beginning of this timetable period in December 2012:
>>
>> RE4 of the ODEG: [1]
>>
>> The wagons and loco of this "fixed formation" had different "vehicle
>> owners", but are operated by one "vehicle operator" for this service.
>>
>
> Indeed the real world provides a nice example. I suggested [2] the
> vehicleOperator as an equivalent to the IVU subcontractor
> (Fremdunternehmer), so the binding would be to the timetable
> subschema.
>
> [2] news://news.railml.org:119/k7t9jucbe1@sifa.ivi.fhg.de
>
> The usage in the rolling stock schema also makes sense to me.

Thanks for the clarification.

So I would introduce a "vehicleOwner" element in the metadata block for
the Rollingstock binding in order to minimize confusion. That may be
used the following way:

<rollingstock...>

```
    <vehicle...>
      <classification>
        <operator vehicleOwnerRef="" operatorClass="" startDate="" endDate=""/>
      </classification>
    </vehicle>
  </rollingstock>
```

The "vehicleOperator" for the Timetable sub-schema stays unchanged.

Any comments appreciated.

Kind regards...
Susanne

CC: railML.rollingstock
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Susanne Wunsch
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