

The second 12 months of the project was used to prepare the technical specification documents of the software. We started preparing the technical specification documents in the previous year and continued with it in 2019. Examining the Legacy system and analysing the needs for the new solution it became apparent that the Legacy system we want to replace is more complexed as we first thought.

To get a new software that meets all our needs and still complies with other systems we needed to put more effort on perfecting the technical specification document. For this we had several meetings with stakeholders and we had discussions with our IT department to determine the possibilities and needs to host and provide maintenance for the software. At the end of 2019 the documentation was ready and the public procurement was published on 13th of January. Tender information: <https://ted.europa.eu/udl?uri=TED:NOTICE:18894-2020:TEXT:EN:HTML&src=0>

At the moment we are translating all the tender documents to English to make the tender more attractive to international suppliers. This means that we must postpone the offer date to the beginning of March. The implementation period of the software is going to be 8 months, so we are aware that the schedule is tight as we have to be ready by the end of the year.

We have investigated NeTEx format and decided to make Estonian NeTEx as similar to Norwegian profile as possible. The Nordic NeTEx profile is also in the development and as Estonia is situated close to Finland and other Nordic countries it is preferred to have a similar profile. At first the

profile will be smaller, consisting of main data e.g. stops, routes, journey patterns, fare structures. But in time the plan is to increase the data options as the need for data increases. All the stakeholders are going to use the new software for public transport planning, so there is no need for them to make their own NeTEx format and output. With the Legacy system the public transport data contains most of the Estonian public transport data: all regional bus lines (county lines, city bus lines, long distance lines), regional scheduled air-traffic lines, most of the ferry lines, and all regional train lines. The coverage of the public transport data will remain the same with the new software and hopefully even increase on account of regional and international ferry lines and some international train lines.