



NSAI
Standards

Standard Recommendation
S.R. CEN/TS 16157-3:2011

Intelligent transport systems - DATEX II data exchange specifications for traffic management and information - Part 3: Situation Publication

S.R. CEN/TS 16157-3:2011

Incorporating amendments/corrigenda/National Annexes issued since publication:

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I.S. xxx: Irish Standard – national specification based on the consensus of an expert panel and subject to public consultation.

S.R. xxx: Standard Recommendation - recommendation based on the consensus of an expert panel and subject to public consultation.

SWIFT xxx: A rapidly developed recommendatory document based on the consensus of the participants of an NSAI workshop.

This document replaces:

ENV 13106:2000
ENV 136777:2000

This document is based on:

CEN/TS 16157-3:2011
ENV 13106:2000

Published:

11 October, 2011
24 May, 2000

This document was published under the authority of the NSAI and comes into effect on:
11 October, 2011

ICS number:

35.240.60

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English Version

**Intelligent transport systems - DATEX II data exchange
specifications for traffic management and information - Part 3:
Situation Publication**

Systèmes de transport intelligents - Spécifications DATEX
II d'échange de données pour la gestion du trafic et
l'information routière - Partie 3: Publication de situations

Intelligente Transportsysteme - DATEX II Datenaustausch
Spezifikationen für Verkehrsmanagement und
Informationen - Teil 3: Situationsveröffentlichungen

This Technical Specification (CEN/TS) was approved by CEN on 10 April 2011 for provisional application.

The period of validity of this CEN/TS is limited initially to three years. After two years the members of CEN will be requested to submit their comments, particularly on the question whether the CEN/TS can be converted into a European Standard.

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Foreword

This document (CEN/TS 16157-3:2011) has been prepared by Technical Committee CEN/TC 278 "Road transport and traffic telematics", the secretariat of which is held by NEN.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes ENV 13106:2000, ENV 13777:2000.

As a user of the standard, attention is drawn to the resources of www.datex2.eu. This web site contains related software tools and software resources that aid the implementation of CEN/TS 16157 DATEX II.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to announce this Technical Specification: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom.

Introduction

This Technical Specification defines a common set of data exchange specifications to support the vision of a seamless interoperable exchange of traffic and travel information across boundaries, including national, urban, interurban, road administrations, infrastructure providers and service providers. Standardisation in this context is a vital constituent to ensure that interoperability, reduction of risk, reduction of the cost base and promotion of open marketplace objectives are achieved that will lead to many social, economic and community benefits as a result of more informed travellers, network managers and transport operators.

Delivering European Transport Policy in line with the White Paper issued by the European Commission requires co-ordination of traffic management and the development of seamless pan European services. With the aim to support sustainable mobility in Europe, the European Commission has been supporting the development of information exchange mainly between the actors of the road traffic management domain for a number of years. In the road sector, DATEX II has been long in fruition, with the European Commission being fundamental to its development through an initial contract and subsequent co-funding through the Euro-Regional projects. With this standardisation of DATEX II there is a real basis for common exchange between the actors of the traffic and travel information sector.

This Technical Specification includes the framework and context for exchanges, the modelling approach, data content, data structure and relationships and communications specification.

This Technical Specification supports a methodology that is extensible.

The third part of this Technical Specification deals with the publication of situation information. It specifies the structures and definitions of information that may be exchanged to convey situation information relating to a road network, both from a road network manager and road user point of view.

The European Committee for Standardisation (CEN) draws attention to the fact that it is claimed that compliance with this document may involve the use of a patent concerning procedures, methods and/or formats given in this document.

CEN takes no position concerning the evidence, validity and scope of patent rights.

1 Scope

This Technical Specification (CEN/TS 16157-3) specifies and defines component facets supporting the exchange and shared use of data and information in the field of traffic and travel.

The component facets include the framework and context for exchanges, the modelling approach, the data content, the data structure and relationships and the communications specification.

This Technical Specification is applicable to:

- traffic and travel information which is of relevance to road networks (non urban and urban);
- public transport information that is of direct relevance to the use of a road network (e.g. road link via train or ferry service).

This Technical Specification establishes specifications for data exchange between any two instances of the following actors:

- Traffic Information Centres (TICs);
- Traffic Control Centres (TCCs);
- Service Providers (SPs).

Use of this Technical Specification may be applicable for use by other actors.

This Technical Specification includes the following types of information content:

- road traffic event information – planned and unplanned occurrences both on the road network and in the surrounding environment;
- operator initiated actions;
- road traffic measurement data, status data and travel time data;
- travel information relevant to road users, including weather and environmental information;
- road traffic management information and instructions relating to use of the road network.

This part of the CEN/TS 16157 specifies the informational structures, relationships, roles, attributes and associated data types required for publishing situation traffic and travel information within the DATEX II framework. This is specified as a DATEX II Situation Publication sub-model which is part of the DATEX II platform independent model, but this Part excludes those elements that relate to location information which are specified in CEN/TS 16157-2 and those elements that relate to VMS settings which are specified in Part 4 of CEN/TS 16157 [4].

2 Conformance

The DATEX II platform independent data model of which the Situation Publication sub-model is a part, corresponds to the Level A model as defined in CEN/TS 16157-1.

Conformance with this Part shall require platform independent models from which platform specific models are generated to comply with the UML modelling rules defined in CEN/TS 16157-1 and with the following requirements of this sub-model which are expressed in this part:

- comply with all stipulated minimum and maximum multiplicity requirements for UML elements and relationships;
- comply with all definitions, types and ordering;
- employ optional elements as specified;
- comply with all expressed constraints.

It should be noted that conformance of a publication service with all the structural requirements stated above does not necessarily ensure that the informational content of that service will be semantically comprehensible.

3 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

CEN/TS 16157-1:2011, *Intelligent transport systems — DATEX II data exchange specifications for traffic management and information — Part 1: Context and framework*

CEN/TS 16157-2, *Intelligent transport systems — DATEX II data exchange specifications for traffic management and information — Part 2: Location referencing*

ISO 639-2: 1998, *Codes for the representation of names of languages — Part 2: Alpha-3 code*

4 Terms and definitions

For the purposes of this document, the terms and definitions given in CEN/TS 16157-1:2011 and the following apply.

4.1 destination

specification of the end point of a defined route or itinerary

NOTE This may be either a location on a road network or an area location.

4.2 location

identifiable geographic place

NOTE It is either on a road network (as a point or a linear location) or as an area. This may be provided in one or more referencing systems.

[EN ISO 19112:2005]

4.3 itinerary route

navigable ordered sequence of locations with a start point and an end point

4.4 RSS really simple syndication

Really Simple Syndication comprises a Web feed format used to publish frequently updated sources of information

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