



NSAI
Standards

Irish Standard Recommendation
S.R. CEN/TS 16614-2:2014

Public transport - Network and Timetable Exchange (NeTEx) - Part 2: Public transport scheduled timetables exchange format

S.R. CEN/TS 16614-2:2014

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English Version

**Public transport - Network and Timetable Exchange (NeTEx) -
Part 2: Public transport scheduled timetables exchange format**

Transport Public - Échanges des informations planifiées
(NeTEx) - Partie 2: Description de l'offre de transport

Öffentlicher Verkehr - Netzwerk und Fahrplan Austausch
(NeTEx) - Teil 2: Fahrpläne

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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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CEN/TS 16614-2:2014 (E)

Foreword

This document (CEN/TS 16614-2:2014) has been prepared by Technical Committee CEN/TC 278 “Intelligent transport systems”, 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 presents Part 2 of the European Technical Specification known as “NeTEx”. NeTEx provides a framework for specifying communications and data exchange protocols for organisations wishing to exchange scheduled Information relating to public transport operations.

This Technical Specification is made up of three parts defining a single European Standard, which provides a complete exchange format for public transport networks, timetable description and fare information.

- Part 1 is the description of the public transport network topology exchange format. It also contains use case shared with part 2, and modelling rules and the description of a framework shared by all parts.
- Part 2 is the description of the scheduled timetables exchange format.
- Part 3 is the description of the fare information exchange format.

Part 1 is fully standalone, and parts 2 and 3 rely on part 1.

The XML schema can be downloaded from www.netex.org.uk, along with available guidance on its use, example XML files, and case studies of national and local deployments.

This document is highly technical, and a special care has been taken on keeping the text readable. This has been done through a set of editorial rules enhancing usual CEN writing rules:

- To avoid confusion with usual wording, Transmodel terms are in capital letters (JOURNEY PATTERN for example).
- To avoid confusion with usual wording, attributes names are in bold/italic style and use camelcase style with no spaces (***JourneyPattern*** for example).
- To avoid confusion with usual wording, attributes types are in italic style and use camelcase style with no spaces (*TypeOfEntity* for example).

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, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Introduction

Public transport services rely increasingly on information systems to ensure reliable, efficient operation and widely accessible, accurate passenger information. These systems are used for a range of specific purposes: setting schedules and timetables; managing vehicle fleets; issuing tickets and receipts; providing real-time information on service running, and so on.

This European Technical Specification specifies a Network and Timetable Exchange (NeTEx) about public transport. It is intended to be used to exchange information between PT organisations systems containing scheduled public transport data. It can also be seen as a complement to the SIRI (Service Interface for Real-time Information) standard, as SIRI needs reference data exchange in the scope of NeTEx before any possible real-time exchange.

Well-defined, open interfaces have a crucial role in improving the economic and technical viability of public transport Information Systems of all kinds. Using standardised interfaces, systems can be implemented as discrete pluggable modules that can be chosen from a wide variety of suppliers in a competitive market, rather than as monolithic proprietary systems from a single supplier. Interfaces also allow the systematic automated testing of each functional module, vital for managing the complexity of increasing large and dynamic systems. Furthermore, individual functional modules can be replaced or evolved, without unexpected breakages of obscurely dependent function.

This standard will improve a number of features of public transport information and service management: Interoperability – the standard will facilitate interoperability between information processing systems of the transport operators by: (i) introducing common architectures for message exchange; (ii) introducing a modular set of compatible information services for real-time vehicle information; (iii) using common data models and schemas for the messages exchanged for each service; and (iv) introducing a consistent approach to data management.

Technical advantages include the following: reusing a common communication layer shared with SIRI for all the various technical services enables cost-effective implementations, and makes the standard readily extensible in future.

CEN/TS 16614-2:2014 (E)

1 Scope

1.1 General

NeTEx is dedicated to the exchange of scheduled data (network, timetable and fare information) based on Transmodel V5.1 (EN 12896), IFOPT (EN 28701) and SIRI (CEN/TS 15531-4 and CEN/TS 15531-5 and prEN 15531-1, prEN 15531-2 and prEN 15531-3) and supports information exchange of relevance to public transport services for passenger information and AVMS systems.

NOTE Many NeTEx concepts are taken directly from Transmodel and IFOPT; the definitions and explanation of these concepts are extracted directly from the respective standards and reused in NeTEx, sometimes with further adaptations in order to fit the NETEx context.

The data exchanges targeted by NeTEx are predominantly oriented towards passenger information and also for data exchange between transit scheduling systems and AVMS (Automated Vehicle Monitoring Systems). However it is not restricted to these purposes, and NeTEx can provide an effective solution to many other use cases for transport exchange.

1.2 Transport modes

Most public transport modes are taken into account by NeTEx, including train, bus, coach, metro, tramway, ferry, and their submodes. It is possible to describe airports and air journeys, but there has not been any specific consideration of any additional provisions that apply especially to air transport.

1.3 Compatibility with existing standards and recommendations

The concepts covered in NeTEx that relate in particular to long-distance train travel include; rail operators and related organizations; stations and related equipment; journey coupling and journey parts; train composition and facilities; planned passing times; timetable versions and validity conditions.

In the case of long distance train the NeTEx takes into account the requirements formulated by the ERA (European Rail Agency) – TAP/TSI (Telematics Applications for Passenger/ Technical Specification for Interoperability, entered into force on 13 May 2011 as the Commission Regulation (EU) No 454/2011), based on UIC directives.

As regards the other exchange protocols, a formal compatibility is ensured with TransXChange (UK), VDV 452 (Germany), NEPTUNE (France), UIC Leaflet, BISON (Netherland) and NOPTIS (Nordic Public Transport Interface Standard).

The data exchange is possible either through dedicated web services, through data file exchanges, or using the SIRI exchange protocol as described in part 2 of the SIRI documentation.

2 Normative references

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

prEN 15531-1:2013, *Public transport - Service interface for real-time information relating to public transport operations - Part 1: Context and framework*

prEN 15531-2:2013, *Public transport - Service interface for real-time information relating to public transport operations - Part 2: Communications infrastructure*

prEN 15531-3:2013, *Public transport - Service interface for real-time information relating to public transport operations - Part 3: Functional service interfaces*

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