



BSI Standards Publication

Public transport — Network and Timetable Exchange (NeTex)

Part 1: Public transport network topology exchange format

National foreword

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Public transport - Network and Timetable Exchange (NeTEx) - Part 1: Public transport network topology exchange format

Transport Public - Échanges des informations
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Öffentlicher Verkehr - Netzwerk- und Fahrplan-
Austausch (NeTEx) - Teil 1: Austauschformat für
Netzwerk-Topologie im öffentlichen Verkehr

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Contents

Page

European foreword.....	6
1 Scope	8
1.1 General.....	8
1.2 Transport modes.....	8
1.3 Compatibility with existing standards and recommendations	8
2 Normative references	8
3 Terms and definitions	9
4 Symbols and abbreviations	63
5 Use Cases for Network Topology Exchange	65
5.1 Purpose.....	65
5.2 Actors and Use Case Types.....	65
5.2.1 Actors.....	65
5.2.2 Delivery Use Cases	66
5.2.3 Content Use Cases	67
5.2.4 Object Lifecycle Support Use Cases.....	69
5.2.5 Security Use Cases.....	69
5.2.6 Excluded Use Cases.....	69
5.3 Use Cases	70
5.3.1 Requirements Table.....	70
5.3.2 Collection of Use Cases	77
6 Generic Physical Model and XSD mapping rules.....	110
6.1 Introduction	110
6.2 Model Driven Design.....	110
6.3 Models – levels of abstraction.....	111
6.4 Open Implementation and technology use	112
6.5 Models versus Protocols.....	113
6.6 Modularisation.....	113
6.7 Summary of Modelling Approach.....	114
6.7.1 General.....	114
6.7.2 Use of packages in NeTEx models.....	115
6.8 Model transforms and Traceability	116
6.8.1 General.....	116
6.8.2 Conceptual Model UML Package	116
6.8.3 Physical Model UML Container Packages and Mapping from Conceptual model	116
6.8.4 XSD Model subschemas and Mapping from Physical model.....	117
6.8.5 Summary of Basic Mapping	117
6.9 Physical model to XSD schema mapping notes	118
6.10 Uniqueness of reference and Namespaces.....	119
6.11 Handling of inheritance	119
6.12 NeTEx Notation, presentation and naming conventions	119
6.12.1 General.....	119
6.12.2 Presentation of Element Names.....	120
6.12.3 Presentation of Data Type Names.....	120
6.12.4 Naming conventions.....	120

6.12.5	Presentation of UML Diagrams	121
6.12.6	Use of Stereotypes	122
6.12.7	Use of Colour	122
6.13	Mapping between models in NeTeX	122
6.13.1	Common Design Patterns in NeTeX	122
6.13.2	Mapping Example - Thing Model	123
6.13.3	Mapping Example - Handling Inheritance the SubThing Model	131
7	NeTeX Framework - Conceptual and Physical data model	136
7.1	Introduction	136
7.2	Implementing Transmodel framework features in NeTeX	137
7.3	Versions & Validity	138
7.3.1	Introduction	138
7.3.2	Version & Validity - Model Dependencies	138
7.3.3	Generic Entity	139
7.3.4	Generic Version	149
7.3.5	Implementing relationships in NeTeX	163
7.3.6	Generic Version Frame	169
7.3.7	Generic Validity	191
7.4	Responsibility	199
7.4.1	Introduction	199
7.4.2	Responsibility - Model Dependencies	200
7.4.3	Generic Responsibility	201
7.4.4	Responsibility Role	215
7.4.5	AlternativeText	223
7.4.6	Alternative Name	226
7.4.7	Generic Organisation	230
7.5	Generic Frames	247
7.5.1	Composite Frame	248
7.5.2	General Frame	249
7.6	Generic Framework Model	251
7.6.1	Generic Framework - Model Dependencies	252
7.6.2	Unit & Utility Base Types	253
7.6.3	Location	266
7.6.4	Generic Grouping	271
7.6.5	Generic Point & Link	280
7.6.6	Generic Section	291
7.6.7	Generic Point & Link Sequence	299
7.6.8	Generic Zone and Feature	305
7.6.9	Generic Projection	314
7.6.10	Generic Place	333
7.6.11	Generic Assignment	342
7.6.12	Generic Layer	345
7.6.13	Accessibility	348
7.7	Reusable Components	364
7.7.1	Reusable Components - Model Dependencies	364
7.7.2	Resource Frame	366
7.7.3	Transport Mode	370
7.7.4	Transport Submode	375
7.7.5	Service Calendar	380
7.7.6	Availability Condition	405
7.7.7	Topographic Place	409
7.7.8	Transport Organisation	423

7.7.9	Generic Equipment.....	435
7.7.10	Additional Organisations	450
7.7.11	Vehicle Type.....	456
7.7.12	Actual Vehicle Equipment.....	471
7.7.13	Vehicle Passenger Equipment	473
7.7.14	Facility.....	478
7.7.15	Service Restrictions.....	512
7.7.16	Train	520
7.7.17	Schematic Map.....	532
7.7.18	Notice.....	538
7.7.19	Security List.....	549
8	Part 1 – The Network Topology	555
8.1	Network Description – Model dependencies	556
8.2	Network Description – Version Frames	558
8.2.1	Infrastructure Frame	558
8.2.2	Service Frame	562
8.3	Network Description – Subsystem.....	565
8.3.1	Network Infrastructure	565
8.3.2	Activation.....	587
8.3.3	Vehicle & Crew Point.....	594
8.3.4	Lines and Routes	600
8.3.5	Line Network	637
8.3.6	Timing Pattern	646
8.3.7	Flexible Network	657
8.4	Fixed Objects – Subsystem.....	670
8.4.1	Fixed Objects – Model Dependencies.....	670
8.4.2	Site Frame	671
8.4.3	Site.....	675
8.4.4	Stop Place.....	698
8.4.5	Flexible Stop Place	735
8.4.6	Point Of Interest	741
8.4.7	Associating Equipment with Places.....	756
8.4.8	Equipment Description.....	757
8.4.9	Path Links	853
8.4.10	Navigation Paths.....	869
8.4.11	Check Constraint	893
8.4.12	Parking.....	903
8.4.13	Vehicle Stopping.....	924
8.4.14	Accessibility Coverage.....	932
8.4.15	Accessibility Coverage of Paths.....	933
8.5	Tactical Planning Components – Subsystem.....	935
8.5.1	Tactical Planning – Model Dependencies.....	935
8.5.2	Connections & Transfer times.....	936
8.5.3	Journey Pattern.....	950
8.5.4	Service Pattern.....	964
8.5.5	Common Section	989
8.5.6	Routing Constraints.....	993
8.5.7	Time Demand Type	999
8.5.8	Passenger Stop Assignment.....	1007
8.5.9	Train Stop Assignment.....	1015
8.5.10	Path Assignment.....	1021
8.5.11	Passenger Information Equipment.....	1025

9	NeTEx Service Interface	1032
9.1	Introduction.....	1032
9.2	Protocols versus payload.....	1033
9.3	NeTEx Publication XSD schema	1034
9.3.1	NeTEx Publication Delivery – Physical Model.....	1034
9.3.2	Publication Delivery – Attributes and XSD	1037
9.3.3	XML Examples of Publications	1044
9.4	NeTEx SIRI-NX services XSD schema	1045
9.4.1	Brief overview of SIRI communication layer.....	1047
9.4.2	SIRI ServiceRequest wrapper.....	1048
9.4.3	SIRI ServiceDelivery	1050
9.4.4	Data Object Service [SIRI-NX].....	1053
9.5	Use of NeTEx with SOAP / WSDL	1059
9.5.1	Web Services	1059
9.5.2	SOAP (Simple Object Access Protocol).....	1059
9.5.3	WSDL (Web Services Definition Language).....	1059
9.5.4	NeTEx WSDL	1060
Annex A	(informative) Mapping with existing standards	1062
A.1	Introduction.....	1062
A.2	VDV 452 Mapping	1066
A.3	NOPTIS Mapping	1066
A.4	NEPTUNE (Trident /Chouette profile)	1067
A.4.1	Foreword	1067
A.4.2	NEPTUNE.....	1067
A.4.3	NEPTUNE to NeTEx mapping information	1068
A.5	ERA mapping.....	1069
A.5.1	Foreword	1069
A.5.2	Explanation of the mapping.....	1070
A.5.3	Limitations	1071
A.6	TransXChange, NaPTAN & NPTG mappings	1072
A.6.1	Foreword	1072
A.6.2	TransXChange to NeTEx mapping information	1072
Annex B	(informative) Summary of Changes	1073
B.1.1	Introduction.....	1073
B.2	General Changes.....	1073
B.2.1	Part1 – Changes to Reusable Components.....	1074
B.2.2	Part1 – Changes to Network Description	1075
B.2.3	Part1 – Changes to Fixed Objects	1075
Bibliography	1078

European foreword

This document (CEN/TS 16614-1:2020) 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 shall not be held responsible for identifying any or all such patent rights.

This document supersedes CEN/TS 16614-1:2014.

This document presents Part 1 of the 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 series, 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 cases 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.¹

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

The XML schema can be downloaded from <http://netex-cen.eu>, along with available guidance on its use, example XML files, and case studies of national and local deployments.

NOTE 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).

This document describes the NeTEx 1.1 schema which includes corrections and enhancements to the original 1.0 schema.

According to the CEN/CENELEC Internal Regulations, the national standards organisations 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, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

¹ Currently under development.

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 Technical Specification specifies a Network and Timetable Exchange (NeTEx) standard for Public Transport. It is intended to be used to exchange data relating to scheduled public transport between the systems of PT organisations. It can also be seen as complementary to the SIRI (Service Interface for Real-time Information) standard, as SIRI needs a prior exchange of reference data from NeTEx's scope to provide the necessary context for the subsequent exchange of real-time data.

Well-defined and open interfaces have a crucial role in improving the economic and technical viability of Public Transport Information Systems of all kinds. Using standardized 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 Technical Specification will improve a number of features of public transport information and service management: Interoperability – the Technical Specification 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: a modular reusing of 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.

1 Scope

1.1 General

NeTEx is dedicated to the exchange of scheduled data (network, timetable and fare information). It is based on Transmodel V6 (EN 12896 series) and SIRI (CEN/TS 15531-4/-5 and EN 15531-1/-2/-3) and supports the exchange of information of relevance for passenger information about public transport services and also for running Automated Vehicle Monitoring Systems (AVMS).

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

Although the data exchanges targeted by NeTEx are predominantly oriented towards provisioning passenger information systems and AVMS with data from transit scheduling systems, it is not restricted to this purpose and NeTEx can also provide an effective solution to many other use cases for transport data exchange.

1.2 Transport modes

All mass 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 requirements that apply specifically to air transport.

1.3 Compatibility with existing standards and recommendations

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 (The Netherlands) 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.

EN 12896 (all parts), *Public transport – Reference data model*

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