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| STN P | Verejná doprava Sieť a výmena cestovných poriadkov (NeTEx) Časť 6: Európsky profil prístupnosti informácií pre pasažierov | STN P CEN/TS 16614-6 01 8563 |
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Public transport - Network and timetable exchange (NeTEx) - Part 6: European Passenger Information Accessibility Profile

Táto norma obsahuje anglickú verziu európskej normy.

This standard includes the English version of the European Standard.

Táto norma bola oznámená vo Vestníku ÚNMS SR č. 09/24

Táto predbežná slovenská technická norma je určená na overenie. Prípadné pripomienky pošlite do júna 2026 Úradu pre normalizáciu, metrológiu a skúšobníctvo Slovenskej republiky.

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English Version

**Public transport - Network and timetable exchange
(NeTEx) - Part 6: European Passenger Information
Accessibility Profile**

Transport public - Echanges des informations
planifiées (NeTEx) - Partie 6: Profil Européen
d'Information Voyageur pour l'Accessibilité

Öffentlicher Verkehr - Netzwerk- und Fahrplan-
Austausch (NeTEx) - Teil 6: Europäisches Profil für
Fahrgastinformation zu Barrierefreiheit

This Technical Specification (CEN/TS) was approved by CEN on 15 April 2024 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.

CEN members are required to announce the existence of this CEN/TS in the same way as for an EN and to make the CEN/TS available promptly at national level in an appropriate form. It is permissible to keep conflicting national standards in force (in parallel to the CEN/TS) until the final decision about the possible conversion of the CEN/TS into an EN is reached.

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CEN/TS 16614-6:2024 (E)

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European foreword

This document (CEN/TS 16614-6:2024) 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 has been prepared under a standardization request addressed to CEN by the European Commission. The Standing Committee of the EFTA States subsequently approves these requests for its Member States.

This document presents Part 6 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 document is made up of six 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, 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 4 is the description of the European passenger information profile.
- Part 5 is the description of the alternative modes exchange format.
- Part 6 is the description of the European passenger information accessibility profile.

Part 1 is fully standalone, and Parts 2 and 3, 4, 5 and 6 rely on Part 1. Part 6 also relies on Part 4.

The XML schema can be downloaded from <https://netex-cen.eu> or from GitHub (<https://github.com/NeTEx-CEN/NeTEx>, either press code and download zip or use a defined tag), along with available guidance on its use, example XML files, and case studies of national and local deployments.

Transmodel terms and NeTEx conceptual model elements are written in capital letters, a journey pattern would be spelled as JOURNEY PATTERN.

The minimally recommended elements are printed in **bold** in the examples.

Any feedback and questions on this document should be directed to the users’ national standards body. A complete listing of these bodies can be found on the CEN website.

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, Türkiye and the United Kingdom.

CEN/TS 16614-6:2024 (E)**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, and so on.

This document specifies a Profile of Network and Timetable Exchange (NeTEx) for public transport. NeTEx is intended to be used to exchange information between public transport organisation systems containing mostly scheduled public transport data. It can also be seen as a complement to the SIRI (Service Interface for Real-time Information) standard (the EN 15531 series), as SIRI needs reference data exchanged 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 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 increasingly large and dynamic systems. Furthermore, individual functional modules can be replaced or evolved, without unexpected breakages of obscurely dependent functions.

NeTEx improves 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:
 - ➔ introducing common architectures for message exchange;
 - ➔ introducing a modular set of compatible information services for real-time vehicle information;
 - ➔ using common data models and schemas for the messages exchanged for each service;
 - ➔ 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 the future.

A profile is an ancillary document to the standard which specifies additional rules for implementation in a given context. The profile contains information such as:

- Details of the objects used in an exchange.
- Details on the options proposed by the standard.
- Details on optional elements.
- Precision on the identifier codes to be used.
- Advice on grouping elements.

The reason for having a detailed profile specification is that it facilitates implementation. A developer intending to implement a certain service or type of service in a given environment need only implement the smaller set of options and parameters specified in the profile and is given a number of additional rules that restrict or simplify the required processing of data.

1 Scope

This document is a profile of the CEN/TS 16614 series. It focuses on information relevant to feed the necessary accessibility passenger information services and excludes operational and fares information. It is based directly on EPIP (CEN/TS 16614-4).

This European Passenger Information Accessibility Profile (EPIAP) for NeTEx is for exchanging passenger information; it describes how to extend EPIP (the European Passenger Information Profile) with additional information (including a minimal set) to feed the necessary accessibility passenger information services in a European wide and multimodal context. EPIAP especially formulates a mandatory minimal implementation that needs to be filled in by everybody to deliver the necessary information for an assessment of the accessibility of site(s), vehicles and on vehicle-site interaction for impaired persons. The minimal level allows an assessment and contains the information to produce PRM TSI if necessary. It will also cover what the current legislation usually warrants. It then describes how additional information must be provided if an organisation decides to provide it (e.g. the information of the full DELFI+ standard in Germany).

EPIP does not reflect part 5 (New Modes) yet. However, EPIAP takes it into account. EPIP will have to be adapted accordingly.

For EPIAP to be of use, the EC needs to declare the minimal level of EPIAP as mandatory.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements 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.

EN 12896-1, *Public transport — Reference data model — Part 1: Common concepts*

EN 12896-4, *Public transport — Reference data model — Part 4: Operations monitoring and control*

EN 12896-5, *Public transport — Reference data model — Part 5: Fare management*

EN 12896-6, *Public transport — Reference data model — Part 6: Passenger information*

EN 12896-7, *Public transport — Reference data model — Part 7: Driver management*

EN 12896-8, *Public transport — Reference data model — Part 8: Management information & statistics*

CEN/TS 16614-1, *Public transport — Network and Timetable Exchange (NeTEx) — Part 1: Public transport network topology exchange format*

CEN/TS 16614-2, *Public transport — Network and Timetable Exchange (NeTEx) — Part 2: Public transport scheduled timetables exchange format*

CEN/TS 16614-3, *Public transport — Network and Timetable Exchange (NeTEx) — Part 3: Public transport fares exchange format*

CEN/TS 16614-4, *Public transport — Network and Timetable Exchange (NeTEx) — Part 4: Passenger Information European Profile*

CEN/TS 16614-5, *Public transport — Network and timetable exchange (NeTEx) — Part 5: Alternative modes exchange format*

koniec náhľadu – text ďalej pokračuje v platenej verzii STN