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Public transport - Network and Timetable Exchange (NeTEx) - Part 4: Passenger Information European 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. 04/26

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Öffentlicher Verkehr - Netzwerk- und Fahrplan-Austausch (NeTEx) - Teil 4: Europäisches Profil für Fahrgastinformationen

This Technical Specification (CEN/TS) was approved by CEN on 9 February 2026 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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CEN/TS 16614-4:2026 (E)

Contents	Page
European foreword	8
Introduction	9
1 Scope	13
2 Normative references	13
3 Terms and definitions	13
4 Presentation conventions	18
4.1 Recap of NeTeX presentation conventions	18
4.2 Additional EPIP presentation conventions	19
4.3 Transmodel definitions and EPIP	20
5 Framework	21
5.1 Introduction	21
5.2 DataManagedObject, Version and Codespace	21
5.2.1 Overview	21
5.2.2 Entity (Abstract)	23
5.2.3 EntityInVersion (Abstract)	24
5.2.4 DataManagedObject (Abstract)	26
5.2.5 AlternativeText (Subcomponent of DataManagedObject)	27
5.2.6 KeyValue (Subcomponent of DataManagedObject)	28
5.2.7 Version	28
5.2.8 Codespace	29
5.2.9 ValidityCondition	31
5.2.10 ValidBetween	32
5.2.11 ResponsibilitySet	33
5.2.12 ResponsibilityRoleAssignment (Subcomponent of ResponsibilitySet)	34
5.2.13 DataSource	37
5.3 Relationships and entity references	37
5.3.1 General rules	37
5.3.2 VersionOfObjectRef	39
5.3.3 Integrity Checking of XML Documents	40
5.3.4 Identity uniqueness scope	41
5.4 Frames	43
5.4.1 Overview	43
5.4.2 Version Frame (Abstract)	44
5.4.3 TypeOfFrame	45
5.4.4 Specific frames and General Frames	47
5.4.5 Composite Frame	48
5.4.6 FrameDefaults	49
5.5 Generic elements	50
5.5.1 Introduction	50
5.5.2 TypeOfValue (Abstract)	50
5.5.3 ValueSet	51
5.5.4 GroupOfEntities (Abstract)	52
5.5.5 Point (Abstract)	53
5.5.6 Location (Subcomponent of Point)	54

CEN/TS 16614-4:2026 (E)

5.5.7	Link (Abstract)	55
5.5.8	LinkSequence (Abstract)	56
5.5.9	PointInLinkSequence (Abstract)	58
5.5.10	Zone (Abstract)	59
5.5.11	Transport Mode and Submode	59
5.5.12	Assignment (Abstract)	60
5.5.13	Presentation (Subcomponent – Multipurpose)	61
5.5.14	Locale (Subcomponent – Multipurpose)	62
5.5.15	Booking Arrangements (Subcomponent – Multipurpose)	63
5.5.16	ContactDetails (Subcomponent – Multipurpose)	65
5.6	Accessibility	66
5.6.1	Overview	66
5.6.2	AccessibilityAssessment (Subcomponent – Multipurpose)	67
5.6.3	AccessibilityLimitation (Subcomponent of AccessibilityAssessment)	68
5.7	Facility sets	69
5.7.1	Overview	69
5.7.2	FacilitySet (Abstract)	70
5.7.3	ServiceFacilitySet	71
5.7.4	Accommodation – (Subcomponent of ServiceFacilitySet)	72
5.7.5	SiteFacilitySet	73
6	Stop Profile	74
6.1	Overview	74
6.2	Stop Place hierarchies	76
6.3	Other types of Place	78
6.3.1	Introduction	78
6.3.2	Place (Abstract)	79
6.3.3	AddressablePlace (Abstract)	79
6.3.4	SiteElement (Abstract)	80
6.3.5	Site (Abstract)	83
6.3.6	Address (Abstract)	85
6.3.7	PostalAddress (Subcomponent of SITE in EPIP)	85
6.3.8	RoadAddress (Subcomponent of SITE in EPIP)	86
6.3.9	Topographic Place	87
6.3.10	TopographicPlaceDescriptor (Subcomponent)	89
6.3.11	Point of Interest	90
6.4	Stop Places	91
6.4.1	StopPlace	91
6.4.2	SiteComponent (Abstract)	96
6.4.3	StopPlaceSpace (Abstract)	97
6.4.4	Quay (Subcomponent of Quay)	97
6.4.5	Entrance (Abstract)	99
6.4.6	StopPlaceEntrance	100
6.5	GroupOfStopPlaces	101
6.6	TariffZone	101
7	Network and Timetables	102
7.1	General	102
7.2	Basic network topology	102
7.2.1	Overview	102
7.2.2	Line	103
7.2.3	AllowedLineDirection (Subcomponent of Line)	107
7.2.4	GroupOfLines	107

CEN/TS 16614-4:2026 (E)

7.2.5	Network.....	108
7.2.6	DestinationDisplay.....	109
7.2.7	Via.....	110
7.2.8	DestinationDisplayVariant.....	111
7.2.9	Organisation (Abstract).....	112
7.2.10	Operator.....	115
7.2.11	Authority.....	116
7.3	Routes.....	117
7.3.1	Overview.....	117
7.3.2	RoutePoint.....	117
7.3.3	RouteLink.....	118
7.3.4	Route.....	119
7.3.5	PointOnRoute (Subcomponent of Route).....	120
7.4	Service patterns.....	121
7.4.1	Overview.....	121
7.4.2	JourneyPattern (Abstract in EPIP).....	122
7.4.3	ServicePattern.....	124
7.4.4	PointInJourneyPattern (Abstract in EPIP).....	125
7.4.5	StopPointInJourneyPattern (Subcomponent of JourneyPattern).....	127
7.4.6	Direction.....	129
7.4.7	TimingPoint (Abstract in EPIP).....	130
7.4.8	ScheduledStopPoint.....	131
7.4.9	Service Link.....	134
7.5	Assigning Stops.....	134
7.5.1	Overview.....	134
7.5.2	StopAssignment (Abstract).....	135
7.5.3	PassengerStopAssignment.....	136
7.5.4	DynamicStopAssignment.....	137
7.5.5	TrainStopAssignment (Subcomponent of Passenger Stop Assignment).....	138
7.6	Connections, transfers and interchanging.....	139
7.6.1	Overview.....	139
7.6.2	Transfer (Abstract).....	139
7.6.3	Transfer Duration (Subcomponent of Transfer).....	141
7.6.4	Connection.....	141
7.6.5	ConnectionEnd (Subcomponent of Connection).....	142
7.6.6	SiteConnection.....	143
7.6.7	SiteConnectionEnd (Subcomponent of SiteConnection).....	143
7.6.8	DefaultConnection.....	145
7.6.9	DefaultConnectionEnd (Subcomponent of DefaultConnection).....	146
7.7	Vehicle journeys and passing times.....	146
7.7.1	Overview.....	146
7.7.2	Journey (Abstract).....	147
7.7.3	ServiceJourney.....	149
7.7.4	PassingTime.....	154
7.7.5	PassingTime (Abstract).....	154
7.7.6	TimetabledPassingTime (Subcomponent – Service Journey).....	155
7.7.7	GroupOfServices.....	156
7.7.8	GroupOfServicesMember (Subcomponent of GroupOfServices).....	158
7.8	Very frequent journeys.....	159
7.8.1	Introduction.....	159
7.8.2	TemplateVehicleJourney.....	159
7.8.3	JourneyFrequencyGroup (Abstract).....	160

CEN/TS 16614-4:2026 (E)

7.8.4	HeadwayJourneyGroup (Subcomponent of TemplateJourney)	161
7.9	Transferring between services	162
7.9.1	Introduction	162
7.9.2	Interchange (Abstract)	163
7.9.3	ServiceJourneyInterchange	165
7.10	Trains and train coupling	166
7.10.1	Overview	166
7.10.2	TrainNumber	167
7.10.3	JourneyPart (Subcomponent of ServiceJourney)	167
7.10.4	JourneyPartCouple	169
7.10.5	JourneyPartPosition (Subcomponent of JourneyPartCouple)	170
7.11	Vehicles and Trains	171
7.11.1	Overview	171
7.11.2	VehicleType	172
7.11.3	Train	174
7.11.4	TrainElement (Subcomponent of Train)	175
7.11.5	TrainComponent (Subcomponent of Train)	176
7.12	Notices	177
7.12.1	Introduction	177
7.12.2	Notice (Subcomponent - Multipurpose)	178
7.12.3	NoticeAssignment (Subcomponent - Multipurpose)	179
7.13	Calendars	181
7.13.1	Overview	181
7.13.2	DayType	181
7.13.3	PropertyOfDay (Subcomponent of DayType)	183
7.13.4	Timeband (Subcomponent of DayType)	185
7.13.5	ServiceCalendar	186
7.13.6	OperatingDay (Subcomponent of ServiceCalendar)	187
7.13.7	DayTypeAssignment (Subcomponent of ServiceCalendar)	188
7.13.8	Operating Period (Abstract in EPIP)	190
7.13.9	UicOperatingPeriod (Subcomponent of ServiceCalendar)	191
7.14	Flexible services	192
7.14.1	Introduction	192
7.14.2	FlexibleLine	192
7.14.3	FlexiblePointProperties (Subcomponent - Multipurpose)	193
7.14.4	FlexibleServiceProperties (Subcomponent of SERVICE JOURNEY)	194
8	Common rules	195
8.1	Version management of data	195
8.2	Use of validity conditions in EPIP	197
8.3	Populating creation and change dates	197
8.4	Codespaces and the structure of identifiers	198
8.4.1	Introduction	198
8.4.2	Use of codespaces in EPIP	199
8.4.3	Identifier structure for EPIP data objects	199
8.4.4	Identifier structure for EPIP version frames	201
8.5	Versions of the EPIP	207
8.6	Dependencies between frames	207
8.7	Organisation and nesting of elements within an EPIP document	208
8.8	Responsibility for data	209
8.9	Handling large data sets	209
8.10	Available types of frame	210

CEN/TS 16614-4:2026 (E)

8.10.1	Type of Frame list	210
8.10.2	Classes for SPECIFIC FRAMES.....	211
8.10.3	Classes for COMPOSITE FRAMES.....	219
8.10.4	Classes for EPIP Metadata FRAMES.....	221
8.11	Completeness of data.....	221
8.11.1	Introduction.....	221
8.11.2	Empty values.....	222
8.12	Data exchange	222
8.13	PublicationDelivery	223
8.13.1	Introduction.....	223
8.13.2	Publication Request (Subcomponent of PublicationDelivery)	224
8.13.3	NetworkFrameTopic (Subcomponent of PublicationDelivery)	225
8.13.4	NetworkFilterByValue (Subcomponent of PublicationDelivery).....	227
8.13.5	PublicationDelivery example	227
8.14	Names of files for EPIP documents	229
8.15	Extending the profile	230
9	Profile compliance and data quality checking	232
9.1	Introduction.....	232
9.2	Methods of checking the quality of data	232
9.3	Quality issue resolution.....	233
9.4	Profile validator rules	233
9.5	Metadata for profiles	234
9.6	Summary of data quality rules for EPIP.....	235
9.7	Referential integrity (automatic).....	242
	Annex A (normative) Data Dictionary	243
	Annex B (normative) Facility code list	256
B.1	AccessFacilityList.....	256
B.2	AccessibilityInfoFacilityList.....	256
B.3	AccessibilityToolList.....	256
B.4	AccommodationAccessList	257
B.5	AccommodationFacilityList	257
B.6	AssistanceFacilityList.....	257
B.7	BerthFacilityList.....	258
B.8	BoardingPermissioin	258
B.9	BookingProcessFacilityList	258
B.10	CarServiceFacilityList.....	258
B.11	CateringFacilityList	258
B.12	ClimateControlList.....	259
B.13	CouchetteFacilityList	259
B.14	EmergencyServiceList	259
B.15	FamilyFacilityList.....	259
B.16	FareClasses.....	260
B.17	GenderLimitation.....	260
B.18	GroupBookingFacility	260
B.19	HireFacilityList	260
B.20	LightingControlFacilityList.....	261
B.21	LuggageCarriageFacilityList.....	261
B.22	LuggageLockerFacilityList.....	261
B.23	LuggageServiceFacilityList	261
B.24	MealFacilityList.....	262

CEN/TS 16614-4:2026 (E)

B.25	MedicalFacilityList	262
B.26	MobilityFacilityList	262
B.27	MoneyFacilityList	262
B.28	NuisanceFacilityList	263
B.29	ParkingFacilityList	263
B.30	PassengerCommsFacilityList	263
B.31	PassengerInformationEquipmentList	263
B.32	PassengerInformationFacilityList	264
B.33	ReservedSpaceFacilityList	264
B.34	RetailFacilityList	264
B.35	SafetyFacilityList	264
B.36	SanitaryFacilityList	265
B.37	ServiceReservationFacilityList	265
B.38	ScopeOfTicketList	265
B.39	Staffing	265
B.40	TicketingFacilityList	266
B.41	TicketingServiceFacilityList	266
B.42	UicProductCharacteristicList	266
B.43	UicTrainRate	266
B.44	VehicleAccessFacilityList	266
	Annex C (informative) Related EU Directive	268
	Annex D (informative) Changes in NeTEx Version 2.0	270
D.1	Introduction	270
D.2	General Changes	270
D.3	List of changes	270
	Bibliography	272

CEN/TS 16614-4:2026 (E)

European foreword

This document (CEN/TS 16614-4:2026) 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 presents a Passenger Information European Profile of the European Technical Specification known as “NeTEx”. NeTEx provides a framework for specifying communications and data exchange protocols for organizations wishing to exchange scheduled Information relating to public transport operations. As defined by Transmodel, 'Public transport' has to be understood as services advertised and available for use by the general public carried out by any means of transport.

NeTEx is made up of six 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 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.
- Part 4 is the description of the passenger information European profile.
- Part 5 (this document) 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. Parts 2,3, 4, 5 and 6 rely on Part 1 and possibly any other previous part.

The XML schema can be downloaded from <http://netex-cen.eu> (or directly from <https://github.com/NeTEx-CEN/NeTEx>), along with available guidance on its use, example XML files, and case studies of national and local deployments.

This document is highly technical, and 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, attribute names are in bold/italic style and use camelcase style with no spaces (***JourneyPattern*** for example).
- To avoid confusion with usual wording, attribute 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 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 16614-4:2026 (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 on service running, 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 scheduled public transport data. It can also be seen as a complement to the SIRI (Service Interface for Real-time Information) standard (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 increasing 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 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.

CEN/TS 16614-4:2026 (E)

— 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.

This European Passenger Information Profile (EPIP) for NeTEx is for exchanging passenger information; it describes a minimal information set to feed passenger information services in a European wide and multimodal context. It covers basic network and timetable data as explained further below.

Profiles – a Rationale

Standards are by their nature and definition, consensus documents. In the case of the CEN and ISO standards, and more particularly in the field of traffic applications, these are established at an international level, with a significant number of different stakeholders involved in their development and discussion. This means that CEN and ISO standards take into account requirements that are far beyond many local implementations of such standards. Implementing a standard for a complex data model (such as that for transport) represents a significant investment, so care is taken to achieve a comprehensive and well abstracted solution and standards are written to have with the longest possible life and stability.

These factors tend to result in standards documents being large and detailed, consequently requiring significant effort to read and understand – and this is certainly the case for Transmodel and NeTEx. It may also be difficult to see how the standard can best applied in practice, since there are many subtle choices to make out of all the possibilities and there is insufficient space to include extensive examples in the formal documentation.

Another cause of complexity is that standards such as NeTEx and SIRI (since they were developed to harmonise different national standards), include features and options whose purpose is to ensure compatibility with the different systems developed in specific countries. For example, SIRI includes services dedicated to the advanced management of connection guarantees, as implemented in the German VDV standard, but used only in a few countries such as Switzerland and Germany; NeTEx also includes features to help compatibility with practices peculiar to particular countries, such as are found in the French NEPTUNE, British TransXChange, Swedish NOPTIS, etc. standards.

In addition, local or national specificities may require the specific use of a specific data sets and specific identifier systems for particular information. For example, the UK has a national system for the identification of stops (NaPTAN), which is naturally required to be used within NeTEx and SIRI exchanges, but which is not relevant for other European countries except in a few cross-border services.

Finally, some elements proposed by the standards are optional and relevant only for a particular business context: so that it needs to be decided if these items are relevant for a particular implementation or not.

CEN/TS 16614-4:2026 (E)

A profile is intended to address some of the above issues by offering a predefined set of choices for use in specific context, and setting out additional explicit rules that help to simplify implementation.

Additionally, a profile can be accompanied by the definition of specific testing procedures to assess the conformance of the implemented solution with the profile.

A profile remains fully compliant with the standard; it merely implements a subset, using a well-defined code system.

From a practical point of view, profiles can be seen as a set of implementation guidelines; instead of having to face the challenge of analysing the whole standard, discovering the relevant parts for a given application, and then adjusting optional values and parameters for the intended application, a profile can be specified to address the needs of a particular application and then used for any subsequent similar initiatives.

The European Passenger Information Profile (EPIP)

The EPIP focuses on information relevant for feeding passenger information services, it therefore excludes operational information that is not relevant for this purpose. Fare information, apart from basic Tariff zones, though relevant for passengers, is also considered as out of scope, but will be addressed by a future separate profile.

Typical use cases for the Passenger Information Profile are:

- provision of data to a journey planner.
- provision of data to a mapping tool to show the network on a map (possibly interactive).
- provision of data to timetable printing/visualisation tools.
- provision of data to a stop or line finder.

The profile has been designed to be as concise as possible and to focus on the data elements needed to fulfil the EC's *Priority action A of ITS-Directive*.

- This means that features specific to a particular country will not in general not be included (the profile is designed to be sharable across Europe, and data sets compliant with it are expected to be usable by any NeTEx conformant passenger information system in Europe).
- Each country may also define a further national NeTEx Profile (for internal use nationally), extending the European profile and providing additional information.
- In the interests of simplicity, a number of the more complex features specific to certain modes have also been omitted from the formal profile, for example boarding position on train platforms.
- The EPIP is divided into three parts:
- **Common core elements** that are shared by the two other profile parts given in this document and that may also be reused later on by other future profiles (Fare Profile, Accessibility Profile, etc.)

CEN/TS 16614-4:2026 (E)

- **Stop Profile**, describing the STOP PLACES and their hierarchy.
- **Network and Timetables Profile**, describing the network topology and all related timing information (timetables).

Dividing the profile into three parts allows for a modular implementation, with a minimal overlap between separate documents and their corresponding components. The modularisation also facilitates the separate exchange of stop data from that of timetable and other information (but it is, of course, still possible to exchange them together). One of the reasons for this partition is that there are more and more countries developing separate national or regional stop database registries who require the ability to exchange only the stop description.

The EPIP supports certain common features that are important in a European context:

- The ability to exchange translations of text elements in multiple alternative national languages.
- Basic accessibility information about sites and services: this is purely informative here, and readers shall refer to the European passenger information accessibility profile (EPIAP) for a comprehensive description of information related to accessibility.

Data consistency and Quality

One of the goals of a profile is to simplify and enhance interoperability. However, mere syntactic compliance with the EPIP profile alone will not guarantee interoperability; the data being exchanged must also be of good quality, that is, complete and self-consistent as data, -- and correspond to the external reality it is meant to be describing.

The profile therefore also includes a set of consistency and quality checking rules. Following these rules will not, of course, necessarily guarantee the absolute quality of any dataset (nor will it validate the data against the real-world), but will prevent many of the basic quality issues that are commonly encountered. A number of rules may be controlled automatically, thus for example, it is possible to check that a SERVICE JOURNEY has PASSING TIMEs for each stop, and that these are plausibly spaced; but other quality measures cannot necessarily be checked. For example, the lack of a STOP PLACE name can be detected, as can the use of a duplicate, but not whether it is actually the correct one in use in the real-world.

NeTEx versions

The EPIP is specified for the revised version 1.1 of NeTEx, issued in 2019. It may also be used with the original version 1.0 of NeTEx, issued in 2014, though certain elements are of course lacking.

If recourse to the NeTEx specification is needed, it is strongly recommended that the 1.1 version is used as it contains numerous clarifications and corrections to the original 1.0 document.

CEN/TS 16614-4:2026 (E)

1 Scope

This document is a profile of CEN/TS 16614 series. It focuses on information relevant to feed passenger information services and excludes operational and fares information.

NeTEx is dedicated to the exchange of scheduled data (network, timetable and fare information) based on Transmodel V6 (EN 12986) and SIRI (CEN/TS 15531-4/5 and EN 15531-1/2/3) and supports information exchange of relevance to public transport services for passenger information and AVMS systems.

As for most data exchange standards, defining subsets of data and dedicated rules for some specific use case is of great help for implementers and for the overall interoperability. This subset is usually called profile and this profile targets passenger information as only use case.

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 (all parts), *Road transport and traffic telematics - Public transport - Reference data model (Transmodel)*

CEN/TS 16614 (all parts), *Public transport - Network and Timetable Exchange (NeTEx)*

koniec náhľadu – text ďalej pokračuje v platenej verzii STN