SLOVENSKI STANDARD
SIST EN 12896-6:2019

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Javni prevoz - Referenčni podatkovni model - 6. del: Informiranje potnikov

Public transport - Reference data model - Part 6: Passenger information

Öffentlicher Verkehr - Referenzdatenmodell - Teil 6: Information an Reisende

Transports publics - Modèle de données de référence - Partie 6 : Information des usagers

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ICS:

35.240.60	Uporabniške rešitve IT v prometu	IT applications in transport

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English Version

Public transport - Reference data model - Part 6: Passenger information

Transports publics - Modèle de données de référence - Partie 6 : Information des usagers

Öffentlicher Verkehr - Referenzdatenmodell - Teil 6: Information an Reisende

This European Standard was approved by CEN on 19 April 2019.

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European foreword

This document (EN 12896-6:2019) has been prepared by Technical Committee CEN/TC 278 “Intelligent transport systems”, the secretariat of which is held by NEN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by March 2020, and conflicting national standards shall be withdrawn at the latest by March 2020.

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.

The series composed of the following documents:

— *Public transport – Reference data model – Part 1: Common concepts*;

— *Public transport – Reference data model – Part 2: Public transport network*;

— *Public transport – Reference data model – Part 3: Timing information and vehicle scheduling*;

— *Public transport – Reference data model – Part 4: Operations monitoring and control*;

— *Public transport – Reference data model – Part 5: Fare management*;

— *Public transport – Reference data model – Part 6: Passenger information*;

— *Public transport – Reference data model – Part 7: Driver management*

— *Public transport – Reference data model – Part 8: Management information & statistics*; and

— *Public transport – Reference data model – Part 9: Informative documentation* [CEN/TR].

Together these create version 6 of the European Standard EN 12896, known as “Transmodel”, and thus replace EN 12896:2006, known as “Transmodel v5.1”.

In comparison with EN 12896:2006, the technical modifications made are presented in the Technical CEN/TR 12896-9, *Public transport – Reference data model – Part 9: Informative documentation*.

According to the CEN-CENELEC Internal Regulations, the national standards organisations of the following countries are bound to implement this European Standard: 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.

Introduction

Part 1 of this European Standard presents the following items:

— Rationale for the Transmodel Standard;

— Use of the Transmodel Standard;

— Applicability of the Transmodel Standard;

— Conformance Statement;

— Transmodel Origins;

— Reference to the Previous Version and Other Documents.

The data structures represented in Part 1 are generic patterns that are referenced by different other parts.

Part 2 of this European Standard presents space-related data structures.

Part 3 presents time-related data structures and replaces the sections of EN 12896:2006 referring to the time-related Tactical Planning Components and to Vehicle Scheduling.

Part 4 presents data referring to daily operations (i.e. to operational days), different from those planned for day types (space-related data structures and tactical planning components) and including operational raw data referring to operations follow-up.

Part 5 presents fares structures including sales, validation and control.

Part 6 (this part) presents Passenger Information (planned and real-time).

Part 7 presents Driver Management including Driver Scheduling (day-type related driver schedules), Rostering (ordering of driver duties into sequences according to some chosen methods) and Driving Personnel Disposition (assignment of logical drivers to physical drivers and recording of driver performance).

Part 8 presents Management Information and Statistics.

1 Scope

1.1 General Scope of the Standard

The main objective of the present standard is to present the Reference Data Model for Public Transport, based on:

— the Reference Data Model, EN 12896, known as Transmodel V5.1;

— EN 28701:2012, *Intelligent transport systems – Public transport – Identification of Fixed Objects in Public Transport (IFOPT)*, although note that this particular standard has been withdrawn as it is now included within Parts 1 and 2 of this standard (EN 12896-1:2016 and EN 12896-2:2016) following their successful publication,

incorporating the requirements of:

— EN 15531-1 to -3 and CEN/TS 15531-4 and -5: *Public transport – Service interface for real-time information relating to public transport operations (SIRI)*;

— CEN/TS 16614-1 and -2: *Public transport – Network and Timetable Exchange (NeTEx)*, in particular the specific needs for long distance train operation.

Particular attention is drawn to the data model structure and methodology:

— the data model is described in a modular form in order to facilitate the understanding and the use of the model;

— the data model is entirely described in UML.

The following functional domains are considered:

— Network Description: routes, lines, journey patterns, timing patterns, service patterns, scheduled stop points and stop places;

— Timing Information and Vehicle Scheduling (runtimes, vehicle journeys, day type-related vehicle schedules);

— Passenger Information (planned and real-time);

— Fare Management (fare structure, sales, validation, control);

— Operations Monitoring and Control: operating day-related data, vehicle follow-up, control actions;

— Driver Management:

  — Driver Scheduling (day-type related driver schedules),

  — Rostering (ordering of driver duties into sequences according to some chosen methods),

  — Driving Personnel Disposition (assignment of logical drivers to physical drivers and recording of driver performance);

— Management Information and Statistics (including data dedicated to service performance indicators).

The data modules dedicated to cover most functions of the above domains will be specified.