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Javni prevoz - Izmenjava omrežnih in voznorednih podatkov (NeTEx) - 3. del: Izmenjavni format za informacije o vozovnicah

Public transport - Network and Timetable Exchange (NeTEx) - Part 3: Public transport fares exchange format

Öffentlicher Verkehr - Netzwerk- und Fahrplan Austausch (NeTEx) - Teil 3: Austauschformat für das Fahrgeld im öffentlichen Verkehr

Transport Public - Echanges des informations planifiées (NeTEx) - Partie 3: Echange des informations tarifaires pour le transport public

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Supersedes CEN/TS 16614-3:2020

English Version

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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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EUROPEAN COMMITTEE FOR STANDARDIZATION
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European foreword

This document (CEN/TS 16614-3:2026) 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 supersedes CEN/TS 16614-3:2021.

This document has been prepared under a Standardization Request given to CEN by the European Commission and the European Free Trade Association and supports essential requirements of EU Directive(s) /Regulation(s).

In addition, it supports the fundamental requirements for Urban Rail of CEN-CENELEC Guide 26.

This document presents Part 5 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. 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.

The full NeTEx Technical Specification 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, 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 a special care has been taken to keep the text readable. In particular a set of formatting conventions is followed that enhances the usual CEN writing rules in order to distinguish references to elements of the formal models within text:

— Transmodel terms and NeTEx conceptual model elements are in capital letters (JOURNEY PATTERN for example).

— NeTEx physical model names are in bold italic font and use CamelCase style with no spaces (**JourneyPattern,** for example).

— NeTEx physical model attribute types are in italic font and use CamelCase style with no spaces (*TypeOfEntity,* for example).

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.

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; publicising fares, issuing tickets and receipts; providing real-time information on service running, and so on.

The first two parts of the European Technical Specification NeTEx specify a Network and Timetable Exchange 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 a real-time data.

This document (NeTEx – Part 3) specifies exchanges of Public Transport fares between systems and organisations. It is a complement to the Parts 1 & 2 in the sense that it uses a subset of concepts defined there.

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, (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 V5.1 (EN 12986), IFOPT (EN 28701) and SIRI (CEN/TS 15531-4/5 and EN 15531-1/2/3[1]) 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 NeTEx is a refinement and an implementation of Transmodel and IFOPT; the definitions and explanations 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 Fares scope

This Part3 of NeTEx, is specifically concerned with the exchange of fare structures and fare data, using data models that relate to the underlying network and timetable models defined in Part 1 and Part2 and the Fare Collection data model defined in Transmodel V51. See the use cases below for the overall scope of Part3. In summary, it is concerned with data for the following purposes:

(i) To describe the many various possible fare structures that arise in public transport (for example, flat fares, zonal fares, time dependent fares, distance-based fares, stage fares, pay as you go fares, season passes, etc., etc.).

(ii) To describe the fare products that may be purchased having these fare structures and to describe the conditions that may attach to particular fares, for example if restricted to specific groups of users, or subject to temporal restrictions. These conditions may be complex.

(i) To allow actual price data to be exchanged. Note however that NeTEx does not itself specify pricing algorithms or how fares should be calculated. This is the concern of Fare Management Systems. It may be used may be used to exchange various parameters required for pricing calculations that are needed to explain or justify a fare.

(iii) To include the attributes and the text descriptions necessary to present fares and their conditions of sale and use to the public.

NeTEx is regarded as being 'upstream' of retail systems and allows fare data to be managed and integrated with journey planning and network data in public facing information systems. It is complementary to and distinct from the 'downstream' ticketing and retail systems that sell fares and of the control systems that validate their use. See 'Excluded Use Cases' below for further information on the boundaries of NeTEx with Fare Management Systems.

1.3 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.

Such modes can be operated, conventionally according to a fixed timetable, or flexibly as demand responsive services.

[1] Under development

Additionally, NeTEx v2.0 takes into account the alternative modes of operation such as cycle hire, taxis, car-pooling, ride sharing. They have both network (i.e., places where services may be accessed), service (i.e., the available services and how to book them), and fare aspects (i.e., the costs of different services).

NeTEx v2.0 distinguishes the following types of 'mode of operation':

— conventional mode of operation: the legacy method of operation which is provided as a scheduled and/or flexible publicly advertised flexible transport offer. This method of operation is either following a fixed schedule and fixed routes or linked to a fixed network/schedule but offering flexibility, in order for instance, to optimise the service or to satisfy passenger demand;

— alternative mode of operation: any publicly advertised mode of operation different from the conventional mode of operation, in particular vehicle sharing, vehicle rental and vehicle pooling; and

— personal mode of operation: a private mode of transport excluding any publicly advertised use.

1.4 Compatibility with existing standards and recommendations

The overall approach for the definition of fares within NeTEx Part 3 follows the approach used by Transmodel V5.1, namely the definition of access rights rather than of just products.

This approach, used in Transmodel V5.1 (Fare Collection data model) to specify the access rights related to the urban public transport (for all urban modes) has been extended to cover access rights for long-distance rail.

NOTE The concepts from Transmodel V5.1 and IFOPT used and/or modified by NeTEx are incorporated into Transmodel V6 to guarantee compatibility and coherence of standards.

Concepts covered in NeTEx Part 1 and 2 that relate in particular to long-distance train travel include; rail operators and related organisations; stations and related equipment; journey coupling and journey parts; train composition and facilities; planned passing times; timetable versions and validity conditions and train routing restrictions.

In the case of long distance train access rights, 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. These relate in particular to the B1 (Non Reservation Tickets), B2 (Integrated Reservation Tickets) and B3 (Special Fares) along with various UIC Leaflets.

As regards the other exchange protocols for network and timetable exchanges, a formal compatibility is ensured with TransXChange (UK), VDV 452 (Germany), NEPTUNE (France), BISON (The Netherlands) and NOPTIS (Nordic Public Transport Interface Standard).

The exchange of data in NeTEx format can be undertaken using a variety of protocols. For example: through dedicated web services, through data file exchanges, or by using the SIRI exchange protocol as described in part 2 of the SIRI documentation. NeTEx adds additional services using the common SIRI transport mechanism.

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.

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

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at https://www.electropedia.org/

For the purposes of this document, the terms and definitions given in CEN/TS 16614-1:2019 and the following apply.

NOTE A lot of definitions are shared with Transmodel (EN 12896): special attention was paid to the consistency of definitions, keeping exactly the same wording. The italic bracket name at the beginning of the definition is a package name that will help the reader to find the related concept in the UML data model.

3.1
access right in product
(Fare Product MODEL)

VALIDABLE ELEMENT as a part of a PRE-ASSIGNED FARE PRODUCT, including its possible order in the set of all VALIDABLE ELEMENTs grouped together to define the access right assigned to that PRE-ASSIGNED FARE PRODUCT

3.2
access right parameter assignment
(Validity Parameters MODEL)

assignment of a fare collection parameter (referring to geography, time, quality or usage) to an element of a fare system (access right, validated access, control mean, etc.)

3.3
amount of price unit
(Fare Product MODEL)

FARE PRODUCT consisting in a stored value of PRICE UNITs: an amount of money on an electronic purse, amount of units on a value card etc.

3.4
blacklist
(Fare Contract MODEL)

list of identified TRAVEL DOCUMENTs or CONTRACTs the validity of which has been cancelled temporarily or permanently, for a specific reason like loss of the document, technical malfunction, no credit on bank account, offences committed by the customer, etc.