

PTIC Notes of meeting 16 February 2016

attended by:

attended	apologised
• Mark Cartwright, Centaur (chair) • Stephanie Leonard, European Commission • Stefan Jugelt, European Rail Agency • Miles Jackson, DfT • Luke Baker, EPM • Graham Browne WYCA • John Carr, Independent • Sarah Disborough, Silver Rail • Mark Fell, TRL • Russell Gard, Nimbus • Ian Gray, MDV • Mark Jones, EPM • Nick Knowles, Independent • Martyn Lewis, Stagecoach • Steven Penn, Traveline • Julie Williams, Traveline • Mark Taylor, Staffordshire CC • Richard Warwick, Arriva • Rob West, Omnibus • Peter Stoner, ITO World	• Chas Allen • Stuart Reynolds • Paul Everson • Lisa Geraldie • Ian Barratt • Roger Slevin

Mark welcomed everyone, particularly Stephanie (EC) and Stefan (ERA).

Notes of meeting 6 October 2015 were agreed, and there were no matters arising not on the agenda.

Presentation by Stephanie Leonard

Multimodal Travel information – EC proposed regulations (DG Move)

The background to this is the ITS Directive adopted in 2010. It is an action on the Commission to develop regulations. The development of specifications is the first stage and there may in future be a second stage of mandatory requirements, if it is deemed necessary.

The Directive establishes the framework. Interoperability is a key word. Under this are a number of Priority Actions including Priority Action “a” which concerns the provision of EU-wide multimodal travel information services.

The need for an EU wide approach of door to door information is justified by:

- **300 million cross-border trips in EU not including single day return trips (2013)**
- **23m visits from EU to UK, and 43m visits from UK to EU (2010-2014)**

The EU should provide the framework consisting of easily accessed and exchanged data and interoperable services. This will enable markets to develop to provide solutions.

Under the current draft Regulation for Priority Action (a), there would be a requirement on each Member State to set up a National Access Point (NAP) – for the UK, this is likely to be data.gov.uk - which can be a warehouse or a portal. The NAP should contain or signpost existing static datasets within each of the Member States (MS); there is no requirement to collect new data. Provision of dynamic data is at the discretion of the MS. As well as public transport timetables, the static data should include topics such as pedestrian networks, car sharing, refueling points, bike parking. Real time data could include disruptions, availability of car sharing or car parking spaces.

This data would need to be available for the TEN-T core network by 2019 and the TEN-T urban nodes by 2021, and these are Birmingham, Bristol, Edinburgh, Glasgow, Leeds, London, Manchester, Portsmouth and Sheffield. The rest of the UK would need to have this data available by 2023.

The data exchange standards for the NAP are:-

- **Rail** – TAP TSI – (Telematics Applications for Passengers, Technical Standards for Interoperability)
- **Road** – DATEX II
- **Air** - IATA SSIM
- **Other modes** - NeTEx and SIRI

The recommendation for joining this together is the emerging CEN OPEN API standard for distributed journey planning. Changes to the data should be updated in a timely manner, and any corrections to data identified should be made. Travel options offered to the public should be clear in the way these have been ranked, ie the criteria used should be identified (fastest/least changes etc). Data used by 3rd parties should be attributed to the original source and the date of last update.

Target is to adopt specifications Qtr 4 2016

A copy of the presentation is available.

Other documents relating to this item were available in the papers for the meeting:

[DGmove_Context]

[Non_Paper... Comments_Removed] "shall" content in this document

[ITS_Directive_Prio_Action.... Recital] "should" content in this document

[ITS_Directive.. Annex_1] Dataset Categories

Presentation by Stefan Jugelt

Telematics applications for passenger services (TAP TSI)

– explaining what is already in place for the rail sector

The TAP TSI is based on the following legal documents that affect Railway operators, infrastructure managers and ticket vendors.

- Directive 2008/57/EC on the interoperability of trans-European rail system (Annex II)
- European Rail Passengers' Rights Regulation EC/1371/2007 (Art 10 and Annex II).

These documents are available from <http://eur-lex.europa.eu/en/index.htm> .

The passenger information rights regulation EC/1371/2007 – Annex II contains details of the information which has to be provided. The TAP TSI prescribes protocols for the data exchange of :

- Timetables
- Tariffs
- Reservations
- Information to passengers in station and vehicle area
- Train running information

A number of ERA technical documents are included as annexes to the TAP TSI and hence become legally binding. Available here:-

<http://www.era.europa.eu/Document-Register/Pages/TAP-TSI.aspx>

It is planned that the future rail timetable and tariff data exchange will be based on NeTEx.

A copy of the presentation is available.

PTIC Discussion

The meeting was generally comfortable with the approach and provisions of the draft Regulation, including the role of the NAP, use of NeTEx/SIRI and the timetable for adoption. It appears that outstanding issues are in the detail of what is the minimum NeTEx profile for each class of data, and possibly a slightly broader concern about the maturity and stability of NeTEx Part 3 (which has only been standardised very recently, and has not yet been subject to scrutiny in practical deployment).

Miles Jackson from DfT is the UK representative and explained that initially there was no appetite in the UK for mandatory standards, but now ATOC and Traveline are saying that the proposed standards and timescale should be achievable without disproportionate effort.

Others added, DfT may be the go-between in a collaborative exercise, involving CPT, railways, supply industry, Passenger Focus, Traveline. There would be a need to:

- interpret the legal text of the Regulation, to put it into non-legal English to engage people with the process
- develop and agree a suitable set of NeTEx profiles (acknowledging that the full standard is large and complex)
- develop a tool to be able to take existing NaPTAN and TxC and convert this to the agreed

NeTEx profile.

Julie Williams indicated that Traveline were happy to go with NeTEx as a target standard for its information publication. The UK already has a potential national public transport dataset in the form of TNDS but it would need to adapt to provide fares.

Stagecoach would support Traveline to be the NAP.

It was felt that the Buses Bill, once it becomes enacted, may include definitions of some of the elements required, for example, profiles for mandatory data, and could lead to solutions for smaller operators.

Urban ITS

Mark Cartwright explained that the Interim Report that has been circulated is a summary of a much longer document. The Commission have asked and funded CEN to advise on new standards that could be developed to cover:

- Traffic management
- Multimodal information
- Urban logistics

The aim at this stage is to identify what will be useful and help set priorities for future funding. We need to avoid standardisation for standardisation's sake.

Deadline for comments – end of February. Feedback through MC.

Updates on European Standards

Tom Lake – CEN machine readable files. This is an issue about how CEN papers are published.

The revised SIRI part 5 (SIRI-SX), which deals with disruptions, has now received a positive vote within CEN. An RTIG profile for SX is already available.

In Roger Slevin's absence, Mark and Nick Knowles reported that the work on Transmodel is progressing and distributed JP needs closer alignment to NeTEx and SIRI which France is paying for.

NeTEx – all stages have been approved. Short “white papers” explain what Netex is <http://netex-cen.eu> – go to the downloads page.

Historical performance data – nothing more has been heard of the project. The use cases need to be established but could be value to UK authorities.

Bus Reform

The Buses Bill has been delayed but is expected very soon.

The focus is expected to be “encouragement and enabling”, but there may be new obligations on operators to make available more information than currently, including real time and fares

The mechanism to do this may well not be DVSA or EBSR but is likely to involve a central repository which would be put out to tender. There will be an opportunity to consider what is really needed and possibly go for solutions that are simpler than currently available.

The latest Government announcement from the Bus Minister – Andrew Jones MP – is available here:

<https://www.gov.uk/government/speeches/the-buses-bill>

Miles Jackson provided an update from DfT on:

NaPTAN management

Miles explained that the new DfT-built database and system (<http://naptannptg.cloudapp.net/frmLogin>), which will replace the Landmark service, is expected to go live in March. It will initially replicate the functionality of the Landmark system, namely...

- Ability for local authority data managers to upload NaPTAN data via web UI and FTP
- Ability for users with permissions to edit NPTG data
- NaPTAN and NPTG outputs in CSV and XML, via web UI and FTP

The system will then be developed and improved according to users' needs. Please contact Miles if you are able to test the system or if you will require FTP access.

StopAreas

As part of the renewal of the contract for the ITO NaPTAN service, a new “observation” has been added which can be used if regions or authorities wish to check the appropriateness of their stop areas.

Supply specification to TIL. ACTION: Miles Jackson

Heritage Rail stops

A new PTIC issue (No 96) has been raised by Simon Day of Durham CC.

There were no objections to Traveline NE or others asking DfT to create 910 RLY and PLT records for non-national rail stations.

TXC Publisher

No progress.

Steven Penn provided an update from Traveline on:

National Operator Codes Database

This went live in October. It is available alongside TNDS and updated regularly by TIL.

Issue closed.

QY records

This refers to an Excel file with connections maintained externally to TXC which contains records in MDV and Trapeze formats.

NeTEx may be the way forward, so it was agreed to suspend TXC development until the Bus Bill has been published and development of the NeTEx profiles is underway.

PTIC Issue register

Issue 95 – a request for a timing note. It was agreed respond to Keith Sabin/Mark Taylor with advice from Nick Knowles. ACTION: Peter Stoner

Issue 96 – covered earlier.

Next Meeting at CPT London, 1300-1600 Tuesday 24 May 2016 (confirmed)