Public Transport
Information Coordination

EU Standards Development

March 2022

SIRI

Changes to the schema for all parts (1 to 5) of the standard have nearly all been completed and are available on the *github* site: https://github.com/SIRI-CEN/SIRI

Documentation is now going through final CEN editing prior to publication, this is taking MUCH longer than normal and may not be approved until late 2022.

A European minimum profile, outlining the minimum fields and rules for data, for different SIRI types is well underway and the documentation is progressing well. This is expected to complete by Summer 2022.

TPEG

This is a road standard but includes some public transport information constructs in particular for disruptions. The PT disruptions element has been updated to reflect changes to the road disruption structure. These changes are already reflected within SIRI through the relaxed linkage in SIRI v2.1

NeTEx

Part 5 Alternative modes exchange format has been published.

CEN TS 13149 Public transport – Road vehicle scheduling and control systems

This covers on vehicle communications standards.

A number of updates are in progress to update the physical layer of the network to support gigabit ethernet.

New parts to the standard are being discussed and include Automatic Passenger Counting and MQTT.

Data4PT

The DATA4PT project aims to advance data-sharing practices in the public transport sector by supporting the development of data exchange standards and models, to fulfil the needs of multimodal travel information service providers.

The Data4PT website now has some useful material on it providing introductory training in some of the key data standards.

For those wanting to use standard data there are links to SIRI and NeTEx software, some of it open source, to help find the right tool for you.

More information:

https://data4pt-project.eu/

Accessibility Profile

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) set to feed the necessary accessibility passenger information services in a European wide and multimodal context.

EPIAP 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 also contains the information to produce TSI PRM if necessary. It will also cover, what the current legislation usually warrants. It then describes, how additional information must be provided, if organisations decide to provide it (e.g. the information of the full DELFI+ standard in Germany).

Finding out the level of accessibility during the entire passenger journey/ trip (i.e. along the trip chain) is a high priority. The presence of an “inaccessible" transfer within the travel chain can significantly reduce the accessibility of the entire journey. Planning and selection of individual stages within the journey need to be based on knowledge about the accessibility of individual transport services, as well as the physical transfer to subsequent transport services, from the departure of the passenger at the origin (i.e. residential area) to the destination (i.e. work/school or tourist destination).

At the pre-trip planning stage, the passenger will use a journey planner (also called trip planner), which will provide sufficient information for all the stages in the trip.

1. Procedures to access transport services
    a. Procedures to book and purchase transport services
    b. Procedures to book accessibility assistance services
    c. Information on passenger rights
    d. Information on services for persons with disabilities and reduced mobility

2. Information on transport stations/stops:
    a. Locations of destinations and transport stations/stops
    b. Accessibility of destinations and transport stations/stops
    c. Layout and location of facilities in transport stations (including emergency services)
    d. Accessibility of services within transport stations
3. Information on transport services:
    a. Travel and route options
    b. Accessibility of travel and route options (for each segment)
    c. Real-time transport schedules and disruptions
    d. Location and accessibility of platforms (also for specific locations on the platform)
    e. Ticket conditions and prices
    f. Integration with booking and purchasing of travel tickets or assistance services

The existence of smartphone devices has made on-trip information services and planning based on them, very common. Making and adjusting trip plans “on-the-go" no longer requires past experience or requests for information from attendants. Since smartphones are often equipped with location services, the trip can be planned from the current position of the passenger to the destination of choice. Travel Information systems can also provide information on real-time disruptions:

1. Information on transport services:
    a. Real-time provision of transport schedules and disruptions
    b. Support route planning in case of disruptions (similar to information and booking/purchase in the pre-trip stage)
2. Personal navigation
    a. Real-time navigation instructions, including current location (towards destinations, next platform or accessibility services)

Data supplied in the NeTEx EPIP format forms the basis for enabling both the pre-trip and on-trip functionalities. This profile describes an unambiguous interpretation of accessibility on EPIP.

Collecting detailed data from stations and stops to meet the information needs of travelers with disabilities requires a substantial effort. The starting point with regard to available data differs greatly between the different Member States. NeTEx offers a framework to collect data at different levels of detail. This concept is also used in EPIAP, which gives an entry-level for all Member States to include accessibility in travel information.

User Groups

The following assumptions apply to the user groups:

- There are different types of disability: physical, sensory and cognitive
    - Physically impaired people mainly have special requirements for accessibility
    - Sensory impaired people mainly have special requirements for information

    - Cognitive impaired people mainly have special requirements for easy access to information and easy to understand information
- Within the disability types there are different user groups with different needs
- There are overlaps between the needs of user groups
- Improved accessibility services in transportation in most cases benefit everyone

As long as the entire infrastructure and vehicles are not accessible without restrictions, appropriate information services can and must make an important contribution to enable or facilitate the use of public transport for people with reduced mobility and the elderly. This will be more successful as all information relevant to the passenger can be made generally accessible in high quality.

Passengers with reduced mobility is a collective name for different user groups. Each of these user groups with different user needs for an accessible journey. The USER NEEDs can be used to describe inputs to a journey planner to identify the special requirements the user has that may need to be taken into account when seeking journeys. For example, an assisted wheelchair could use a route that involved a single step and the use of doors. An unassisted wheelchair would not. A path between an entrance and a stop that is accessible for a person in a wheelchair, might not be suitable for a visually impaired person.