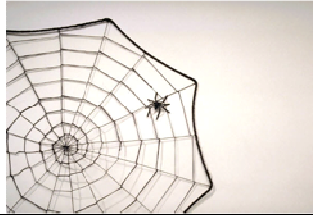

MINUTES OF THE COLOGNE TC/278 WG3 SG9 MEETING (NeTE_x)



Location	Cologne	Date	2014-03-25 & 2014-03-26
Project	NeTE _x		
Subject	SG9		
	Fabrizio Ulf Kasia Winfried Christophe Stefan Nick Werner Patrik Kornel Andrej	Arneodo (5T) Bjersing (Hogia) Bourée (KBIC) Bruns (VDV) Duquesne (Aurige) Jugelt (ERA) Knowles (Steam Intellect) Kohl (MDV) Lorenc (UVT) Nagy (ERA) Tibaut (University of Maribor)	
Writer	Christophe DUQUESNE (Aurige)		
Main conclusions and important issues			
<ul style="list-style-type: none">• Part 1 and Part 2 are at CCMC waiting for official publication• NeTE_x Part 3 work is going on:<ul style="list-style-type: none">▪ Document draft is now quite complete, but still requires some work.▪ Last Berlin example modelling issue has been solved▪ Part 3 will be finalized under the new EC funding, and should be ready mid 2014• EC funding: call for experts has been finalized, but the result is not official yet			
Next meetings:			
16th & 17th of June 2014 in Stenungsund Part 3 – Fare information exchange TR work on accompanying work for all parts (EU funded work).			

The presentations are too big to be attached to the minutes' mail. They are temporarily available on the following URL <https://www.dropbox.com/sh/723t8tfe3rmj0fl/MN1R76Tc8E>. If they are not available any more, just ask for them by mail to christophe.duquesne@aurigetech.com .

Action plan

What	Who	When
Write minutes of the meeting	Christophe Duquesne	ASAP
create a shared XML file containing some often used NeTeX specific value (the first one of them being " <i>contractualLine</i> " value as <i>PurposeForGrouping</i>)	Nick Knowles Christophe Duquesne	For Stenungsund meeting
Add highSpeedBus dedicatedLaneBus and schoolCoach submodes.	Nick Knowles	For Stenungsund meeting
Propose an attribute for brands (as a complement to mode/submode).	Nick Knowles	For Stenungsund meeting
Update XSD to allow multiple mode on a line (with a main one) as stated in the MODEL	Nick Knowles	For Stenungsund meeting
FlexibleLineType has to be changed to a specific type (different from FlexibleRouteType) with values consistent with the document: <ul style="list-style-type: none"> • <i>virtualLine</i> • <i>flexibleServiceWithMainRoute</i> • <i>corridorService</i> • <i>fixedStopAreaWide</i> • <i>freeAreaWide</i> • <i>freeAreaWideWithMeetingPoint</i> • <i>mixedFlexibleService</i> • <i>mixedFlexibleAndRegularServices</i> • <i>hailAnRide</i> 	Nick Knowles	For Stenungsund meeting
Update the Berlin's fare instance diagram according to meeting decision and circulate it to the group.	Patrik Lorenc	For Stenungsund meeting
Update the parameter assignment explanation table, according to meeting's decision. This has to be included in the document, and document wording has to be updated accordingly.	Kasia Bourée	For Stenungsund meeting
Add a conceptual model for PI Query in annexe D	Kasia Bourée	Before final draft
Fulfill meeting decision for EU funded team (see details in the " <i>EU funded project</i> " part of the minutes)	EU funded team	TBD
Take into account Patrik Lorenc's comments on NeTeX Part 3 document (see detail in minutes)	EU funded team	Before final draft
Provide examples for Part 3	all	ASAP
A SALES TRANSACTION FRAME model should be added in the conceptual model (and in the document: fig 287 in v5)	Kasia Bourée	Before final draft
Annexe E (model for Parking Tariff) should not be informative.	Christophe Duquesne	Before final draft
Terms and definitions coming from chapter 5 have to be included in chapter 3:	Andrej Tibaut Jan Tijmensen Christophe Duquesne	Before final draft

Chapter 8.2.1 has to be moved in Use Cases (ch 5).	Andrej Tibaut	Before final draft
Align CONCEPTUAL model with the Physical that was updated to take into account Paris meeting decisions	Kasia Bourée	ASAP
A table should be added to show on what a Usage Parameter can be applied (FSE, FP, etc.)	Kasia Bourée	Before final draft
High level uses cases should be added: 1. Create a fare description from scratch (new network) 2. Describe already existing fares	Andrej Tibaut	Before final draft
The first line of each use case has to be updated to only contain the number (#XX), its name being on the “name line”.	Andrej Tibaut Jan Tijmensen	Before final draft
Table 55 has to be updated (honeycomp => count crossed zone, concentric=>identify the biggest used zone).	Andrej Tibaut Jan Tijmensen	Before final draft
Check ch 8.2.3.2 consistency with the rest of the document (validity/usage, space or time related, usage limitation...).	Kasia Bourée	Before final draft
Take into account the modelling decision from the meeting (mostly done online: see details in minutes below).	Kasia Bourée	Before next meeting
Some package and schema renaming was done online during the meeting: the document has to be synchronised accordingly.	Christophe Duquesne EU Team	Before next meeting
Review Part 3 terms and definitions	Gustav Thiesing EU Team	ASAP
Detailed mapping and a list of possible required enhancements from Flexible transport requirements concerning fares.	Christophe Duquesne	ASAP

Minutes

A lot of information is available in the associated presentations and documents: these minutes only provides additional informations and main discussed topics.

TOPIC	COMMENTS
General issues	<p><i>All</i></p> <p>See Document: <i>NeTEx-Cologne-24-25-March-2014-CD-Slides v1.ppt</i></p> <p><u>Part 1&2</u> The Part 1&2 final documents are still in CCMC hands waiting for publication (<i>see slides</i>). Publication should be quite soon now.</p>

TOPIC	COMMENTS
Use of Part 1 & 2	<p><i>Christophe Duquesne</i></p> <p>See Document: <i>NeTEx-Cologne-24-25-March-2014-CD-Slides v1.ppt</i></p> <p>First uses of Part 1 & 2 are starting (event if CEN has not published them yet). Christophe Duquesne provides some feedback of NeTEx use in France (see slides). Some of them require some XSD "tuning".</p> <p>In addition to "commercial" LINE (the Transmodel LINE being the one "know to the public") STIF (French, Paris & Ile-de-France PT authority) need to describe "contractual" LINE: a contractual LINE is a set of commercial LINE put together to be attributed for operating to an operator. This was done through the use of a GROUP OF LINE with a specific "contractual line" purpose for grouping, and a associated RESPOSIBILITY SET + "Operating" ROLE to connect it to the OPERATOR. The "contractual LINE" is the one that will be used by the AUTHORITY for tendering.</p> <p>"Contractual LINE" is not STIF specific, and is of use for a lot of authorities (confirmed by Sweden and ERA). In order to describe them in a consistent way in all situations, it is decided to create a shared XML file containing some often used NeTEx specific value, the first one of them being "<i>contractualLine</i>" value as <i>PurposeForGrouping</i>.</p> <p>STIF requires the addition on 3 submodes (highSpeedBus dedicatedLaneBus and schoolCoach). This is accepted, but more generally a "brand" attribute seems to be requires (for STIV highSpeedBus has a TZEN brand). Nick Knowles will propose an attribute for brands.</p> <p>Two small XSD issue also need to be corrected:</p> <ul style="list-style-type: none"> • Update XSD to allow multiple modes on a Line (with a main one) as stated in the MODEL • FlexibleLineType has to be changed to a specific type (different from FlexibleRouteType) with values consistent with the document:

	<ul style="list-style-type: none"> • <i>virtualLine</i> • <i>flexibleServiceWithMainRoute</i> • <i>corridorService</i> • <i>fixedStopAreaWide</i> • <i>freeAreaWide</i> • <i>freeAreaWideWithMeetingPoint</i> • <i>mixedFlexibleService</i> • <i>mixedFlexibleAndRegularServices</i> • <i>hailAnRide</i>
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TOPIC	COMMENTS
Berlin fares	<p><i>Patrik Lorenc</i></p> <p>See Document: <i>NeTEx-Cologne-24-25-March-2014-CD-Slides v1.ppt (slides 18 to 20)</i></p> <p>The issue with Berlin's fare has been solved. The principle is, even if the fares look like a table, not use the FARE TABLE and CELL (so mainly leaving them for rail specific fares) and use a FARE STRUCTURE ELEMENT instead of each CELL, allowing a relation to appropriate ACCESS RIGHT PARAMETER ASSIGNMENT. There will then be one PRICE for each FARE STRUCTURE ELEMENT.</p> <p>Note: for Rail, each CELL can have a USAGE PARAMETER PRICE (being connected to a USAGE PARAMETER). But this can't be done that way for Berlin's fares since PRICE is also depending on a combination of USAGE PARAMETER (child) and MODE (ferry), but the MODE is not part of USAGE PARAMETER.</p> <p>Patrik Lorenc will update the instance diagram accordingly and circulate it to the group.</p> <p>This example will be used in the TR produce by the EU funded team.</p>

TOPIC	COMMENTS
Fare parameters categorisation	<p><i>Kasia Bourée</i></p> <p>See Document: <i>NeTEx – Part 3_Parameter Assignment.pptx</i></p> <p>Kasia has proposed a table in order to present and explain parameter assignment in NeTEx Part 3. This has to be included in the document (in 8.2), and document wording has to be updated accordingly (current wording can be sometime misleading).</p> <p>This table will also be very useful to analyse concrete situations.</p> <p>The table pas presented, discussed and updated during the meeting.</p>

TOPIC	COMMENTS
EU funded project	<p><i>Christophe Duquesne</i></p> <p>See Document: <i>NeTeX-Cologne-24-25-March-2014-CD-Slides v1.ppt</i></p> <p><i>Note: the Project Team was not officially known at the time of the meeting, but it has been announced in-between. The members of the team are:</i></p> <ul style="list-style-type: none"> • <i>Kasia Bourée</i> • <i>Nick Knowles</i> • <i>Fabrizio Arneodo (Team leader, in charge of relations with NEN and documents editing to follow CEN rules)</i> • <i>Andrej Tibaut</i> <p>The main tasks expected from the EU funded team were discussed during the meeting.</p> <p>Part 3 document finalisation</p> <ul style="list-style-type: none"> • Terms and definition review: Kasia/Nick <ul style="list-style-type: none"> ○ To be aligned with Transmodel update ○ The review has to start from the document, and the model will be updated accordingly • Use cases: Andrej • Main model: mainly needs additional examples and review <ul style="list-style-type: none"> ○ By the all team and additional contribution (Christophe, Patrik, etc.) ○ Under responsibility of Kasia and Nick ○ A introduction needs to be added to chapter 8 • Annexes <ul style="list-style-type: none"> ○ Add examples to annexe E ○ Remove annexes A (to be in TR) ○ Add a conceptual model for PI Query in annexe D (Kasia) • Final P3 draft will be send to CEN latest beginning of September • Publication is expected in 2015 <p>Technical Report</p> <ul style="list-style-type: none"> • A question is raised on TR (technical report): Does it need to closely follow the CEN editing rules, a can it use a bit more free style in order to better fir its communication purpose. If not, one possibility would be to have a quite short TR, and a set of annexes with editing rule well suited for communication. Fabrizio will check this issue. • Some examples will be taken from the UIC work currently done by Nick Knowles. • Explain how to use NeTeX, for fares (based on examples), but also for Network and Timetables • Andrej Tibaut will get some Slovenian Rails fares as examples • ERA requires to have some domestic rails examples (Romanian's ones for example....) • The TR will focus on 3 different types of users: <ul style="list-style-type: none"> ○ Managers and authorities ○ Operators

	<ul style="list-style-type: none"> ○ Developers • The TR will focus 2 main usages <ul style="list-style-type: none"> ○ Information for tendering ○ Information for implementing • Explaining how to write a NeTEEx profile will also be important • A list of possible example has to be defined and prioritise ... To generic examples will be avoided: example focusing specific issues will be preferred (flexible transport, interchanges, compound trains, honeycomb fare, etc.)... A first list will be circulated by Nick Knowles • A template document for example will be provided by Fabrizio <p>Technical Report</p> <ul style="list-style-type: none"> • A web site has to be set: the existing one from Nick may be moved, and be hosted by 5T (may be based on WordPress) • A internet domain has to be chosen (Andrej will propose some) • NetEx presentation has to be produces (focusing on concrete examples) • NeTEEx training course may also be a topic (Andrej is interested in it) • Participating to events is also required, <ul style="list-style-type: none"> ○ Inotrans, IT-Trans, UITP World Congress, etc. ○ a NeTEEx specific event may be organised (but would require some sponsors to fund it) <p>The EU funded project will require a project based organisation: Fabrizio and Andrej will propose a draft of this organisation (the OpenProject free software may be used)</p>
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TOPIC	COMMENTS
Sweden use of flexible trnport	<p><i>Ulf Bjersing</i></p> <p><i>See Document: xxxxxx</i></p> <p>Ulf Bjersing did a small presentation of the use of Flexible transport in Sweden. Flexible transport is used to reorganise the Network, having simplified and more efficient regular line with feeding surrounding flexible lines.</p>

TOPIC	COMMENTS				
NeTEEx Part 3 Document	<p><i>Patrik Lorenc</i></p> <p><i>See Document: prCEN TS 278xxx FV (E)-part 3 -v5.ppt</i></p> <p>Patrik Lorenc did a set of comments on NeTEEx Part 3 document: Discussions and decisions on these comments are below (comment are identified by their numbering in the Word document)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #cccccc;">Comment</th> <th style="background-color: #cccccc;">Decision</th> </tr> </thead> <tbody> <tr> <td>PL13</td> <td>The context will be carried by other related object. This is true for any FSE. => Additional writing needed.</td> </tr> </tbody> </table>	Comment	Decision	PL13	The context will be carried by other related object. This is true for any FSE. => Additional writing needed.
Comment	Decision				
PL13	The context will be carried by other related object. This is true for any FSE. => Additional writing needed.				

	PL16	Additional explanation required (i.e. CONTRALABLE ELEMENT with INTERCHANGE not controlled...)
	PL24	Add NOT and XOR
	PL26	Add NOT and XOR
	PL28	Add CLASS OF USE (and check consistency with MODEL)
	PL39	It depends on the context: let it like this

TOPIC	COMMENTS
Transmodel 6 "synchronisation"	<p><i>Kasia Bourée</i></p> <p>See Document: <i>NeTEx-Cologne-24-25-March-2014-CD-Slides v1.ppt</i></p> <p>Some synchronisation is required between the ongoing Transmodel update (Transmodel 6) and NeTEx, in order to keep them consistent and well aligned. A few issues raised by the Transmodel team were discussed.</p> <ul style="list-style-type: none"> • Possible disconnection of ZONE from PLACE: this is not accepted by NeTEx since it will break a big part of our work. • The proposed addition of ADDRESSABLE PLACE (specialisation of PLACE having an ADRESS) is accepted by the NeTEx team. • Transmodel team (SG4) would like to have TOPOGRAPHIC PLACE possibly liked to several COUNTRY. This is also accepted, provided that a mandatory main country remains (the other countries being described through a non-mandatory secondary relation).