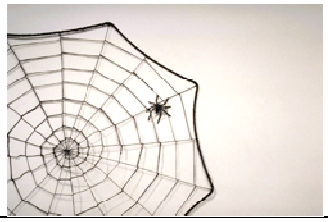
MINUTES OF THE STENUNGSUND TC/278 WG3 SG9 MEETING (NeTEx)



Location	**Stenungsund (HOGIA)**	Date	2014-06-16 & 2014-06-17
Project	NeTEx		
Subject	***SG9***		
	Fabrizio Arneodo (5T) Ulf Bjersing (Hogia) Kasia Bourée (KBIC) Winfried Bruns (VDV) Christophe Duquesne (Aurige) Stefan Jugelt (ERA) – *by phone* Nick Knowles (Steam Intellect) Andrej Tibaut (University of Maribor) Jan Tijmensen (Connekt) Gustav Thiesing (BLIC)		
Writer	Christophe DUQUESNE (Aurige)		

Main conclusions and important issues

- **Part 1 and Part 2 are are now published by CEN**
- **NeTEx Part 3 work is going on:**
  - **Document is expected to be finalized during summer.**
- **EC funding: call for experts has been finalized, and the expert team has started its work**

Next meetings:

30th of September 2014 in Turin	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/js23vghrf6bzxav/AADzHlwJGC56TKZBPP7nj7Pia*** . 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
Write a draft Work Item proposal for a Part 4 dedicated to drivers and rostering.	Winfried Bruns	ASAP
Finalize an circulate to model update to connect VEHICLE STOPPING POSITION to JOURNEYs	Kasia Bourée	ASAP
Circulate an update of the XSD ensuring compatibility with previous version (compatibility was broken on some small point with the last circulated version)	Nick Knowles	ASAP
Circulate UIC report on NeTEx (if UIC is Ok for it)	Nick Knowles	As soon as UIC is OK …
Reimport mappings in KB85 version of the MODEL (mappings were lost in last EA file)	Kasia Bourée	ASAP
Resend IFM-TM mapping dictionary to EPTIS team	Christophe Duquesne	ASAP
Require Maarteen Peelen with some additional details on understanding and how to fill the required indicators	Fabrizio Arneodo	ASAP
Open the EPTIS/NeTEx account to other contributors from NeTEx	Christophe Duquesne	ASAP
Integrate all last contributions on NeTEx document and recirculate it	Christophe Duquesne	ASAP
Provide where the netex-cen domain has been purchased from	Fabrizio Arneodo	ASAP
Perform all actions on web site decided during the meeting (see below)	Fabrizio Arneodo	ASAP
Revise the dictionary of part 3	Gustav Thiesing	ASAP (beginning of summer)
Completion of Use Cases in Part 3	Andrj Tibaut	Mid-July
Completion of chapter 7 in Part 3	Nick Knowles Kasia Bourée	July
Completion of chapter 8 in Part 3	Nick Knowles Kasia Bourée	July
Provide additional examples for part 3 (check the TO DO in the document)	Fabrizio Arneodo and All	July
Editorial integration of Part 3 document	Christophe Duquesne	August
A relative day offset parameter has to be added to the PURCHASE WINDOW.	Nick Knowles	ASAP
RESELING and REFUNDING USAGE PARAMETER, need to have a limit time. Also add a CANCELING USAGE PARAMETER	Nick Knowles Kasia Bourée	ASAP

create a shared XML file containing some often used NeTEx specific value (the first one of them being "contractualLine" value as PurposeForGrouping)	Nick Knowles Christophe Duquesne	ASAP
Add a conceptual model for PI Query in annexe D	Kasia Bourée	Before final draft
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
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
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

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	*All* *See Document:* *NeTEx-Stenungsund-16-17-June-2014-CD-Slides v1.ppt* **Part 1&2** The Part 1&2 final documents are now published. This is an important step for NeTEx. **Many thanks to all how have contributed to this work**: it was a huge and very valuable work; NeTEx is going to be a very important tool for a lot of public transport stakeholder (sorry for those contributors who were not in Stenugsund and missed the big French chocolate box …).

TOPIC	COMMENTS
New work item proposal	*Winfried Bruns* *See Document:* *NeTEx part 4_VDV455.pdf* Germany needs an additional part to NeTEx to cover: • Roster • Drivers • Training • Allocation of training qualifications to drivers Winfried Bruns will write a first Work Item proposal for such a Part 4. It will be circulated widely to check if it could get a European agreement and at least 5 participant countries. If so, the work item will be submitted to CEN. Work could be done in 2015.

TOPIC	COMMENTS
Use of Part 1 & 2	*Christophe Duquesne* *See Document:* *NeTEx-Stenungsund-16-17-June-2014-CD-Slides v1.ppt* As people are starting to use Part 1 and 2, some issues are raised. One issue was raised about the VEHICLE STOPPING PLACE model which is nice but only connected to STOP PLACEs and not to VEHICLE JOURNEY (or

	anything that would allow to know where the vehicle of a journey is stopping. This leads to quite a long discussion, with quite a lot of connections to rail and UIC issues. A small conference call was organised with ERA (Stefan Jugelt) in order to check that the proposed solution was consistent for rail. A solution was drafted online (EA Model) mainly based on an additional assignment connecting VEHICLE JOURNEY, VEHICLE STOPPING PLACE and VEHICLE TYPE. Another assignment (TRAIN COMPONENT NUMBER ASSIGNMENT) was also added to provide a wagon numbering (labelling) possibly different from the TRAIN COMPONENT position inside the TRAIN. The cardinality of VEHICLE POSITION ASSIGNMENT has also been updated. Another issue was raised by the SimpleValidityCondition that was renamed ValidBetween: the SimpleValidityCondition was already used by some Part 1&2 users. SimpleValidityCondition will be brought back as an alias to ensure compatibility. More generaly: **there must not be any change that could break the compatibility with Part 1&2 as it has been published; change, update and corrections may occur, when necessary, but will necessarily have to ensure compatibility.** Note also that a generic abstract assignment has been added in XSD (a there are more and more assignment in NeTEx). But this keeps compatibility, of course.

TOPIC	COMMENTS
UIC Feedback	*Nick Knowles* *See Document:* *xxxxxxxxxxxxxxxxxxxx.pptx* Nick Knowles has provided a feedback of a work done for UIC in order to check that NeTEx fulfils all UIC's needs. Feedbacks from UIC are good. This work has also led to some small XSD update (partly discussed in the previous point): • Validity conditions (model optimisation and addition of an AND circular relation on the VALIDITY CONDITION) • Assignments (generalization with an abstract assignment) • XML optimization (see slides) A new update of the XSD will soon be circulated: this version will ensure compatibility with previous version (compatibility was broken on some small point with the last circulated version)

TOPIC	COMMENTS
Part 3 Model	*Kasia Bourée*

	We need to keep track (and keep as small as possible) any change/update on Part 1&2 due to the work on Part 3. Any such changes has to be marked (add a label and a comment on the concerned schemas).

TOPIC	COMMENTS
EU funded project (EPTIS)	*Fabrizio Arneodo* *See Document: 20140616-PT0301-presentation.pptx* See slides … Germany is also on its way to work on some NeTEx White Paper: a collaboration with the EPTIS team will surely save work and time for both, and improve document quality (even so the German work is only focused on German's needs). It is decided to skip TC review for Part 3 (as for Part 1&2) Fabrizio Arneodo will require Maarteen Peelen with some additional details on understanding and how to fill the required indicators. A web site (netex-cen.eu) has been opened for the project and will become NeTEx official web site. Schemas (UML EA file, may be XMI, and XSD) will be provided on the site under Creative Commons. An email address (@netex-cen.eu) will be opened and managed by 5T. A work-flow process will be installed on Wordpress (probably needs a plugin like *Oasis Workflow* or *Approval Workflow*, etc.). Open editorial access to all the EPTIS team.

TOPIC	COMMENTS
NeTEx Part 3 Document	*Christophe Duquesne* Submission of Part 3 document to CEN is expected for end of summer. The document has now quite a good quality, but there is still some work to do before reaching a sufficient level for publication. This is one of the important part of the work of the EPTIS team. Gustav Thiesing will very soon revise the dictionary of part 3 (based on last update). A use case update (ch 5.1) was presented by Andrej Tibaut. There is still some complementary work to do in chapter 5 (from 5.2.1 and after). Double titles of tables should be removed. The completion is expected by mid of July. Chapter 7 has to be finalized (addition of conceptual model), and will be moved

	as a Normative Annexe (Kasia Bourée/Nick Knowles). Nick Knowles will review the categorisation of Validity Parameter proposed by Kasia Bourée. Additional example are still required (check the TO DO in the document): this is an action for all. Christophe Duquesne will do the editorial integration in order to make sure mandatory CEN rules are followed in August.

TOPIC	COMMENTS
Flexible transport model	*Christophe Duquesne* *See Document: NeTEx-Stenungsund-16-17-June-2014-CD-Slides v1.ppt* Christophe Duquesne has reported a set of questions/remaks from France on Flexible transport. The questions are in the slides, and the following lines provide the answer for each of the question slides. **<u>Slide 25</u>** Q1 *« Passenger are picked up at their home, and droped at town center of their destination »*: This is a FLEXIBLE ROUTE with an area as a starting point and a specific point as an ending point. It can be compbined with ROUTING CONTRAINT (only boarding in starting zone) Q2 *« Service available Wednesday, Thirsday and Friday from 8:30 to 17:00 »* : "*from 8:30 to 17:00*" has to be modelled with a TIME BAND associated with the VEHICLE JOURNEY Q3: *« Destination is free but must not be a commercial location »* : This is a commercial condition. But this can also suffer many different interpretations, and a lot of possible workaround (and be very difficult to use in an automated way). Therefore, even if a dedicated parameter could be added, and simple text NOTE is recommended in such situation. It is also reminded that NeTEx is extensible and that its XSD allows users to create specific local UsageParameter (see XSD *TypeOfUsageParameterRef*). **<u>Slide 26</u>** Q1 *"Booking must be done the day before, before 17:00"* : This is not possible yet: a Parameter has to be added to the PURCHASE WINDOW (relative day offset). Q2 *"Booking must be done the day before before 17:00, and no later than 16:00 to book Friday for Monday (but up to 17:00 for after Monday)"* : This can be done through the use of several PURCHASE WINDOW (including previous extension)

	Q3 : *« Booking must be done before 12:00 for a journey on the afternoon, and before 19:00 for a journey on the morning of next day »*: This has to be modelled through the use of 2 different VEHICLE JOURNEYs. Note: a clear definition what the afternoon is is needed here! **Slide 27** Q1 "*Booking can't be done longer than one month in advance*" : This is a PURCHASE WINDOW Q2/3 *« Cancellation must be done at contact, not later than the day before, until 17:00»*: This should be done through RESELING and REFUNDING UAGE PARAMETER, but a limit time also needs to be added. It is also decided to add a CANCELING USAGE PARAMETER Q4 *"How to express different booking latest time from web to phone booking"* : This can be achieved through the use of different DISTRIBUTION CHANELS and PURCHASE WINDOWs **Slide 28** "*Booking condition may require « Usage Parameter » and « User profile » (example « service only for working people », or « service only for people living in a specific town/area… » , for elders, mobility restricted, etc.)"* This can be achieved through the use of "combined assignments" grouping USAGE PARAMETER and USER PROFILE.