

Action plan and decisions

What	Who	When
Check the EU proposed profile against the national profile and Priority Action A requests	To be done at each country level	During the development phase of the profile
Provide a simplified XSD for the profile	The Netherlands	Once the profile content will be defined
To provide XML examples to be inserted in the document.	Ulf Bjersing Nick Knowles Andrej Tibaut Stefan de Konink Kjell-Erik Eilertsen	Once the Profile's content will be defined
To provide consistency check rules	Nick Knowles Christophe Duquesne	Once the Profile's content will be defined
Propose a minimum fare extract based on the presented model, and discuss it during a web conference in summer.	Nick Knowles	Summer
Send the detailed list of needed object for flexible transport, and add them to the model extract in order to discuss them with the group.	Kristian Syversen Christophe Duquesne	Summer
CR22 : write a proposal to try to explain when to use Passing Times and when to use Calls.	Christophe Duquesne	Summer
Nick Knowles will update the XSD in the coming weeks to provide a version including all German's CR.	Nick Knowles	End of June
The long-lasting loading in XML Spy due to XSD constraints : investigate if the new XML Spy version can manage constraints in a separate file.	Christophe Duquesne	When possible

Minutes

A lot of information is available in the associated presentations and documents: these minutes only provide a short summary, additional information and main discussed topics.

TOPIC	COMMENTS
<u>ITS Directive Priority action A</u>	<p><i>Stephanie Leonard</i></p> <p><u>ITS Directive Delegated Regulation</u></p> <p>Stephanie Leonard was unfortunately not available, due to a flu, to present the priority Action A status, but sent a mail, mostly saying:</p> <p style="padding-left: 40px;"><i>Can you please mention that the ITS Directive specifications were adopted on May 31 and that the Connecting Europe Facility Programme Support Action (PSA) to help Member States implement the specifications along the TEN-T network including urban nodes has been launched and Member States have until the end of July to submit an application.</i></p> <p style="padding-left: 40px;"><i>NeTEx is included in the PSA and Member States will either fully adopt the standard in urban nodes across their country either create a national profile (or format) and then a translation tool from their national standard, all linked, of course, with the European profile of NeTEx</i></p> <p>The links to the documents are the following:</p> <p style="padding-left: 40px;">Delegated Regulation of the ITS Directive for the provision of EU-wide multimodal travel information services: https://ec.europa.eu/transport/modes/road/news/2017-05-31-europe-on-the-move_en</p> <p style="padding-left: 40px;">Both the main text and annex are now available online in all 22 EU languages via the following link: http://ec.europa.eu/info/law/better-regulation/initiatives/c-2017-3574_en</p> <p>One question was raised about the OJP specification (Open Journey Planner, defined by TC278/WG3/SG8): its web site, providing the XSD, is here https://www.vdv.de/open-journey-planner.aspx but doesn't provide the documents itself which is now a CEN document.</p>

TOPIC	COMMENTS
<u>German Handbook</u>	<p><i>Gustav Thiesing</i></p> <p>See Document: <i>NeTEx Meeting 2017_06_13_V01.pdf</i></p> <p><u>German Handbook</u></p>

	<p>The German handbook is now mostly translated in English. However latest decision on German Change Requests are still needed to finalize it. This meeting will provide the expected answers and the document will then be updated accordingly and published.</p> <p>The German Handbook, of course, will be one of the possible input sources for the European profile.</p>
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TOPIC	COMMENTS
EU Profile	<p><i>Christophe Duquesne and all</i></p> <p>See Document: <i>NeTEx-Brussels June 13th -2017-CD-Slides v1.ppt</i> <i>Simple European PI Profile-v3.docx</i></p> <p><u>European Profile</u></p> <p>Since there may be some additional European NeTEx profile in the future, for other uses cases, it is decided to name this one <i>NeTEx European Passenger Information profile</i>. This one will only focus Passenger Information (feeding journey planners, providing timetable information, providing stop description, etc.). The profile document will provide a short description of the main selected uses cases.</p> <p>An update of the conceptual model extract for the profile has been done (see <i>Simple European PI Profile-v3.docx</i>) and circulated. A walk through this model has been done and the following lines are the main comments on this extract.</p> <ul style="list-style-type: none"> • It is decided to remove the link between Scheduled Stop Point and Topographical Place (already available through the Stop Place) • A long discussion occurs on Lines, Routes and Service Patterns to know if the Routes should be made available in this profile. Routes are at the same time a key concept from Transmodel, but not always available from data providers. It is finally decided to keep the Routes, but as non-mandatory. It is also decided that whenever the shape of a line is described, it will have to be made available as the shape of Service Link: it will, of course, also possibly be available at Route Link level, be this will allow to provide the shape of a line even if the producer is not able to provide the Route. Note that the Route will still be mandatory for those willing to project the Route to the infrastructure (road or rail). Also note that the position of a Scheduled Stop Point may not be the same as the one of the Stop Place (furthermore, a Scheduled Stop Point may be assigned to different levels of nested Stop Place or event to a Quay). • In the proposed model, Mode should be greyed (only used through its Vehicle Mode child). • Multiple Authorities will be available for one line (see CR) • For the profile, the Destination Display should only be linked to the Stop Point In Journey Pattern (not anymore using Via and Route Point: see previous discussion). This link is available but only at XSD level (not at conceptual level). • The relation between Notice Assignment and Point in Journey Pattern should be used by the profile (note that a Scheduled Stop Point is a

	<p>specific type of Point in Journey Pattern).</p> <ul style="list-style-type: none"> • It is decided that, even so the possibility of "semantic description" of Day Type remains available, the corresponding Valid Day Bits will always have to be made available (for journey planners). • About Accessibility Assessment, it has to be noted that assessment's rules and method may differ from one country to another (and the profile can't solve that): therefore the accessibility information may partly be country dependant. • It is agreed that the validity of a Frame will supersede (limit) the one of the contained objects: any object's validity outside of the Frame validity will be ignored. Furthermore, the Frames's validity will be simple begin-end periods. The validity of Frames will be mandatory. Versions of frames will be simple and incrementing values. • Point Of Interest has been added to the profile to answer the Level 1 request of Priority Action A <p>There was a short discussion to know if exchanges should be at line level or network level. The possibly huge size of a file at network level pushes in favour of a line level exchange (one file per line, with a limited possibility of duplicated information between files, mainly about connections). But the decision is not 100% finalized and will have to be clarified when writing the profile document.</p> <p>The Fare proposal was not sufficiently advanced to be able to make a decision. Nick Knowles will propose a minimum fare extract based on the presented model, and it will be discussed during a web conference in summer.</p> <p>Kristian Syversen presented the Nowegian needs for flexible transport: as a minimum Flexible Stop Places, Flexible Line and Booking Properties (including the one required in CR23) are mandatory. Kristian Syversen will send the detailed list of needed object for flexile transport, Christophe Duquesne will add them to the model extract in order to discuss them with the group.</p>
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TOPIC	COMMENTS
Change Request	<p><i>Christophe Duquesne and all</i></p> <p>See Document: <i>NeTEx-Brussels June 13th -2017-CD-Slides v1.ppt</i></p> <p>https://docs.google.com/spreadsheets/d/1O5N6SkqjFUtCZfGsBKXRxUS7_8m67GH99SSU4PS1xIU/edit?usp=sharing</p> <p><u>Change Request</u></p> <p>The first discussion about change requests was about the use of Github for the XSD, and several things have been decided:</p> <ul style="list-style-type: none"> • Use of Github for updates (not Basecamp) • Take advantage of the pull request mechanism and numerous contributions from Norway and the Netherlands • Use of Git's Tag and branch to manage the XSD • Create a new Github organization to host and manage the NeTEx XSD.

This organization will include Nick, Stefan, Kristian and Christophe, and will be used to replace Nick's personal account where NeTeX's XSD is currently managed (Action Stefan de Konink).

The current licence of the XSD is GPL to enforce any update to be back to the community. But this also has some unwanted consequences on software based on it. LGPL (https://en.wikipedia.org/wiki/GNU_Lesser_General_Public_License) may be a better solution. This has to be decided before the end of the current update. Note that CEN still ignore technical artefacts (as XDD, WSDL, UML, etc.) related to standards, and therefore has no requirements about the licence to be used for them.

A walk through all the change requests requiring further discussion was done during the meeting, taking into account Nick Knowles latest updates (from the days before the meeting, and including XSD 1.06: <https://public.3.basecamp.com/p/rhfLUhnSPomFo4ZR7t4xFqql>).

See the Google sheet and CR files for details: the following line only provide the main discussion points.

CR8 is accepted with modification, but it has to be noted that the proposed update is not backward compatible, which is accepted since there is no known use of this feature for now.

CR10 is accepted but must be checked with Stefan Jugelt (*note that the discussion with Nick Knowles and Stefan Jugelt the day after, resulted in the fact that the proposed solution was not the good one*)

CR21 Christophe Duquesne will write a proposal to try to explain when to use Passing Times and when to use Calls.

A new CR was added, and accepted, to add DayOffset wherever it is missing. Additional CR (40 to 46) needs to be documented on Basecamp. No more CR should be added now.

Nick Knowles will update the XSD in the coming weeks to provide a version including all German's CR. Gustav Thiesing indicated that Germany will use it for its handbook (knowing that this is an intermediate version that will change in a very near future to take other CRs into account).

The long-lasting loading in XML Spy due to XSD constraints has been discussed. Christophe Duquesne will investigate if the new XML Spy version can manage constraints in a separate file.