



## EU Standards Development

September 2022

### SIRI Part 1-5

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

The SIRI documentation which has been being updated for a couple of years have now been published with the exception of Part 2 which has been approved but publishing is expected to take another few weeks.

### SIRI Part 6 - Control Actions

This will enable the exchange of information on Control Actions as managed by operators while operating mobility services.

A Control Action is a decision made about the management of the operation of a transport system, for example to cancel or alter a planned journey. Such decisions are typically made by controllers in the control rooms of AVMS (Automated Vehicle Monitoring Management Systems), but may also be made automatically by the monitoring processes of the AVMS itself. In a computer system, a Control Action can be explicitly represented by data objects with standardised data structures.

The existing SIRI Situation Exchange Service provides a comprehensive description of events, disruptions, as well as general-purpose information, but is specifically dedicated to exchanging messages for passenger information, and does not provide any structured description of Control Actions themselves, even in situations where the Control Action is the main cause of the Situation. Furthermore some Control Actions are purely internal and don't have an external cause or a consequent Situation of interest to passengers.

### SIRI Part 7 - Real-Time Information European Profile

The Part 7 - Real-Time Information European Profile has been completed and awaiting the CEN approvals process which will take up to a year to complete based on Part 1 – 5 update times. This will be referenced as EPIP-RT in some forums.

This European minimum profile, outlines the minimum fields and rules for data, fulfilling the expectation of the ITS Directive Delegated Regulation (EU-wide Multimodal Travel Information Services, Commission Delegated Regulation (EU) of 31.5.2017).

## **NeTEx - Part 5 Alternative modes**

The alternative modes exchange format has been published.

This covered exchanges of data for alternative transport modes. Incl. cycle sharing, car pooling, rental etc.

## **NeTEx – Part 6 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) to feed the necessary accessibility passenger information services in a European wide and multimodal context.

EPIAP especially 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 contains the information to produce PRM TSI if necessary.

The documentation has been completed and awaiting the CEN approvals process which will take up to a year to be published.

## **On vehicle**

Both ITxPT and VDV (in Germany) are working on requirements for operational data from vehicles. This includes data about performance, range, faults etc.

This will provide vehicle operational data in real time on vehicle and not in a manufacturer back office.

In time these will be turned into CEN & BSI standards.

## **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.