Public Transport
Information Coordination

EU Standards Development

December 2026

Multi-Modal Traveller Information Service – Dynamic Data

Two important deadlines are approaching for MMTIS data holders.

Additional dynamic data required
By the 1st of December 2026, additional dynamic MMTIS data must be made accessible available through the NAP. The deadline concerns Level of Service 2 dynamic data for the comprehensive TEN-T network:

Which data?

- Information on parking tariffs
- Data on car park space availability (on and off-street)
- Availability and location data for car, bike, scooter, and other vehicle-sharing

In what format?
Provide data in standardized, machine-readable formats such as SIRI or DATEX II (or fully interoperable equivalents).

2. New: Obligation to digitize "crucial" MMTIS data types
Until now, data only had to be registered on the NAP if it was already available in a digital, machine-readable format. However, the revised ITS Directive (EU) 2023/2661) identifies specific data categories as "crucial data types". They are considered as "crucial" because they are essential for the development of effective digital mobility and ITS services. If these crucial data do not yet exist in a digital format, they must be digitized.

From 31 December 2026, newly created or updated data must be made available in a digital form and accessible through the NAP in urban locations.

Which crucial data?

- Location of access nodes for all scheduled modes
- Information on the accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators; in other words, static data).

In what format?
Provide data in standardised, machine-readable formats such as NeTEx or SIRI (or fully interoperable equivalents).

Deadline: 31/12/2026 for the urban nodes. From 31 December 2028, the requirement will apply to the entire transport network.

Transmodel Standards and GitHub

All Transmodel standards will migrate to a new common GitHub location in the next few months.

The new location will be:

https://github.com/TransmodelEcosystem

There will be repositories for each of the standards.

The current locations will auto-redirect to the new location so in the short term there will be no need to change workflows.

NeTEx has moved already and is:

https://github.com/TransmodelEcosystem/NeTEx

SIRI has moved already and is:

https://github.com/TransmodelEcosystem/SIRI

OpRa has moved:

https://github.com/TransmodelEcosystem/OpRa

The remaining standard is OJP.

Transmodel

V6.2 has been formally published and is available from the BSI or other CEN linked national standards bodies

The next version is likely to be the one used for turning into an EN in 2028

SIRI

Work to prepare for the next update to SIRI are underway.

Going to take a couple of years before its all approved, but expect development work during 2026.

Updates to control actions needed as v1 needs some refinement.

European profile to meet MMTIS requirements is published.

NeTEx

Version 2

v2 – documentation was published earlier in the year

v2.1 XSD is available on github https://github.com/NeTEx-CEN/NeTEx/

This is a major release, with work going back to as far as late 2020.

V2.2 planning is taking place

V3 planning is also taking place and this will be an EN standard (strictest form) in 2028.

A project to create a European Fares profile has started and will produce initial draft early 2027.

Some GitHub repositories have been archived as part of the move to the new location:

https://github.com/TransmodelEcosystem/NeTEx-Profile-EPIP

https://github.com/TransmodelEcosystem/NeTEx-light

Operating raw data and statistics exchange Project

The OpRa technical standard has been approved and is available from BSI, likewise the new version of Transmodel part 8 to support the TS.

https://knowledge.bsigroup.com/products/public-transport-operating-raw-data-and-statistics-exchange-1

https://knowledge.bsigroup.com/products/public-transport-reference-data-model-management-information-statistics-1

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.

Work to define a vehicle data model which fits within Transmodel is delayed but continues to have the support of RTIG, VDV, ITxPT and Spanish Authorities.