| ENGLISH term | Described in<br>Part 1: CC (Common Concepts)<br>Part 2: NT (Network Topology)<br>Part 3: TI (Timing Information) | Definition |
|---|---|---|
| ACCESS | (CC Generic Place MODEL) | The physical (spatial) possibility for a passenger to access or leave the public transport system. This link may be used during a trip for:- the walking movement of a passenger from a PLACE (origin of the trip) to a SCHEDULED STOP POINT (origin of the PT TRIP), or- the walking movement from a SCHEDULED STOP POINT (destination of the PT TRIP) to a PLACE (destination of the trip). |
| ACCESS END | (CC Generic Place MODEL) | Origin or destination end of an ACCESS link. May indicate a POINT and/or PLACE. |
| ACCESS MODE | (CC Transport Mode MODEL) | A characterisation of the passenger movement according to the means of transport different from public transport (e.g. walk, bicycle, etc) |
| ACCESS SPACE | (NT Stop Place MODEL) | A passenger area within a STOP PLACE such as a concourse or booking hall, immigration hall or security area that is accessible by passengers, but without a direct access to vehicles. Direct access to a VEHICLE is always from a QUAY and/or BOARDING POSITION. An ACCESS SPACE may be a Room, Hall, Concourse, Corridor, or bounded open space within a STOP |
| ACCESS ZONE | (NT Site MODEL) | A ZONE for which the duration to cover any ACCESS link to a particular SCHEDULED STOP POINT is the same. |
| ACCESSIBILITY ASSESSMENT | (CC Generic Accessibility MODEL) | The accessibility characteristics of an entity used by passengers such as a STOP PLACE, or a STOP PLACE COMPONENT. Described by ACCESSIBILITY LIMITATIONs, and/or a set of SUITABILITies |
| ACCESSIBILITY LIMITATION | (CC Generic Accessibility MODEL) | A categorisation of the accessibility characteristics of a SITE, e.g. a STOP PLACE or a STOP PLACE COMPONENT to indicate its usability by passengers with specific needs, for example, those needing wheelchair access, step-free access or wanting to avoid confined spaces such as lifts. A small number of well-defined categories are used that are chosen to allow the consistent capture of data and the efficient computation of routes for different classes of user. |
| ACCOMODATION | (CC Facility MODEL) | A combination of accommodation characteristics available on a service, e.g. First Class Couchette with shower and 2 bunks"." |
| ACTIVATED EQUIPMENT | (NT Activation MODEL) | An equipment activated by the passage of a vehicle at an ACTIVATION POINT or on an ACTIVATION LINK. |
| ACTIVATION ASSIGNMENT | (NT Activation MODEL) | An assignment of an ACTIVATION POINT/LINK to an ACTIVATED EQUIPMENT related on its turn to a TRAFFIC CONTROL POINT. The considered ACTIVATION POINT/LINK will be used to influence the control process for that TRAFFIC CONTROL POINT (e.g. to fix priorities as regards the processing of competing requests from different ACTIVATION POINTs/LINKs). |
| ACTIVATION LINK | (NT Activation MODEL) | A LINK where a control process is activated when a vehicle passes it. |
| ACTIVATION POINT | (NT Activation MODEL) | A POINT where a control process is activated when a vehicle passes it. Equipment may be needed for the activation. |
| ACTUAL VEHICLE EQUIPMENT | (CC Actual Vehicle Equipment MODEL) | An item of equipment of a particular type in an individual VEHICLE. |
| ADDRESS | (CC Topographic Place MODEL) | The descriptive data associated with a PLACE that can be used to describe the unique geographical context of a PLACE for the purposes of identifying it. May be refined as either a ROAD ADDRESS, a POSTAL ADDRESS or both. |
| ADMINISTRATIVE ZONE | (CC Generic Organisation MODEL) | The area of a district, a region, a city, a municipality, or other area with which an ORGANIZATION has a RESPONSIBILITY ROLE; |
| ADRESSABLE PLACE | (CC Topographic Place MODEL) | A type of PLACE to which passengers may refer to indicate the origin or a destination of a trip and that is so specific that it has an ADDRESS. |
| ALLOWED LINE DIRECTION | (NT Route MODEL) | An allowed DIRECTION that can be used on a given ROUTE. This can be used to validate the selection of allowed values. |
| ALTERNATIVE NAME | (CC Alternative Name MODEL) | Alternative name for the entity. |
| ASSISTANCE SERVICE | (NT Local Service Equipment MODEL ) | Specialisation of LOCAL SERVICE for ASSISTANCE providing information like language, accessibility trained staff, etc. |
| AUTHORITY | (CC Transport Organisations MODEL) | The organisation under which the responsibility of organising the transport service in a certain area is placed. |
| AVAILABILITY CONDITION | (CC Availability Condition MODEL) | A VALIDITY CONDITION expressed in terms of temporal parameters and referring to DAY |
| BEACON POINT | (NT Activation MODEL) | A POINT where a beacon or similar device to support the automatic detection of vehicles passing by is located. |
| BLOCK | (TI Vehicle Service MODEL) | The work of a vehicle from the time it leaves a PARKING POINT after parking until its next return to park at a PARKING POINT. Any subsequent departure from a PARKING POINT after parking marks the start of a new BLOCK. The period of a BLOCK has to be covered by DUTies. |
| BLOCK PART | (TI Vehicle Service MODEL) | Part of a BLOCK corresponding to the different JOURNEY PARTs of the VEHICLE JOURNEYs in a BLOCK. |
| BOARDING POSITION | (NT Stop Place MODEL) | A location within a QUAY from which passengers may directly board, or onto which passengers may directly alight from a VEHICLE. |
| BOOKING ARRANGEMENTS | (NT Flexible Network MODEL) | Booking arrangements for FLEXIBLE LINE. |
| CATERING SERVICE | (NT Local Commercial Service MODEL) | Specialisation of LOCAL SERVICE dedicated to catering service. |
| CHECK CONSTRAINT | (NT Check Constraint MODEL) | Characteristics of a process that takes place at a SITE COMPONENT, such as check-in, security screening, ticket control or immigration, that may potentially incur a time penalty that should be allowed for when journey planning. |
| CHECK CONSTRAINT DELAY | (NT Check Constraint MODEL) | Time penalty associated with a CHECK CONSTRAINT. |
| CHECK CONSTRAINT THROUGHPUT | (NT Check Constraint MODEL) | Throughput of a CHECK CONSTRAINT: the number of passengers who can pass through it in a specified interval. |
| CLASS IN FRAME | (CC Generic Version Frame MODEL) | The different CLASSEes IN REPOSITORY which can be relevant for corresponding VERSION FRAMEs. |
| CLASS IN REPOSITORY | (CC Generic Entity MODEL) | Any ENTITY name belonging to the repository. E.g. DAY TYPE, PROPERTY OF DAY, TIME BAND, VEHICLE TYPE, etc, are relevant instances of CLASS IN REPOSITORY in the context of version management. |
| CLASS OF USE | (CC Service Restriction MODEL) | A classification of fare and other service classes by category of user entitled to use them. |
| COMMON SECTION | (NT Common Section MODEL) | A part of a public transport network where the ROUTEs of several JOURNEY PATTERNs are going in parallel and where the synchronisation of SERVICE JOURNEYs may be planned and controlled with respect to commonly used LINKs and SCHEDULED STOP POINTs. COMMON SECTIONs are defined arbitrarily and need not cover the total lengths of topologically |
| COMMUNICATION SERVICE | (NT Local Commercial Service MODEL) | Specialisation of LOCAL SERVICE dedicated to communication services. |

| ENGLISH term | Described in<br>Part 1: CC (Common Concepts)<br>Part 2: NT (Network Topology)<br>Part 3: TI (Timing Information) | Definition |
|---|---|---|
| COMPLAINTS SERVICE | (NT Local Service Equipment MODEL ) | Specialisation of CUSTOMER SERVICE for COMPLAINTs |
| COMPLEX FEATURE | (CC Generic Zone and Feature MODEL) | An aggregate of SIMPLE FEATUREs and/or other COMPLEX FEATUREs. |
| COMPLEX FEATURE PROJECTION | (CC Generic Projection MODEL) | An oriented correspondence: from one COMPLEX FEATURE in the source layer, onto an entity in a target layer: e.g. POINT, COMPLEX FEATURE, within a defined TYPE OF PROJECTION. |
| COMPOSITE FRAME | (CC Composite Frame MODEL) | A set of VERSION FRAMEs to which the same VALIDITY CONDITIONs have been assigned. |
| COMPOUND BLOCK | (TI Vehicle Service MODEL) | The work of a vehicle during the time it is coupled to another vehicle. |
| COMPOUND TRAIN | (CC Train MODEL) | A VEHICLE TYPE composed of a sequence of more than one vehicles of the type TRAIN. |
| CONNECTION | (NT Service Pattern MODEL) | The physical (spatial) possibility for a passenger to change from one public transport vehicle to another to continue the trip, determined by two SCHEDULED STOP POINTs. Different times may be necessary to cover the link between these points, depending on the kind of passenger. |
| CONNECTION END | (NT Service Pattern MODEL) | One end of a CONNECTION. |
| CONTACT DETAILS | (CC Generic Organisation MODEL) | Contact details for ORGANISATION for public use. |
| CONTROL CENTRE | (CC Transport Organisations MODEL) | An ORGANISATION PART for an operational team who are responsible for issuing commands to control the services. |
| COUNTRY | (CC Topographic Place MODEL) | A jurisdictional geographic boundary. A COUNTRY normally has a two character IANA identifier. |
| COUPLED JOURNEY | (TI Coupled Journey MODEL) | A complete journey operated by a coupled train, composed of two or more VEHICLE JOURNEYs remaining coupled together all along a JOURNEY PATTERN. A COUPLED JOURNEY may be viewed as a single VEHICLE JOURNEY. |
| COURSE OF JOURNEYS | (TI Vehicle Service MODEL) | A part of a BLOCK composed of consecutive VEHICLE JOURNEYs defined for the same DAY TYPE, all operated on the same LINE. |
| CREW BASE | (NT Vehicle & Crew Point MODEL) | A place where operating employees (e.g. drivers) report on and register their work. |
| CROSSING EQUIPMENT | (NT Access Equipment MODEL) | Specialisation of PLACE ACCESS EQUIPMENT for CROSSING EQUIPMENTs (zebra, pedestrian lights, acoustic device sensors, tactile guide strips, etc.). |
| CUSTOMER SERVICE | (NT Local Service Equipment MODEL ) | Generic specialisation of LOCAL SERVICE for CUSTOMER SERVICEs (lost properties, meeting point, complaints, etc.). |
| CYCLE STORAGE EQUIPMENT | (NT Parking Equipment MODEL) | A specialisation of PLACE EQUIPMENT describing cycle parking equipment. |
| DATA SOURCE | (CC Generic Responsibility MODEL) | The DATA SOURCE identifies the system which has produced the data. References to a data source are useful in an interoperated computer system. |
| DATED BLOCK | (TI Vehicle Service MODEL) | The work of a vehicle on a particular OPERATING DAY from the time it leaves a PARKING POINT after parking until its next return to park at a PARKING POINT. |
| DATED PASSING TIME | (TI Passing Times MODEL ) | A PASSING TIME on a particular OPERATING DAY. |
| DATED VEHICLE JOURNEY | (TI Dated Journey MODEL ) | A particular journey of a vehicle on a particular OPERATING DAY including all modifications possibly decided by the control staff. |
| DAY OF WEEK | (CC Service Calendar MODEL) | A particular week day (from Monday to Sunday). |
| DAY TYPE | (CC Service Calendar MODEL) | A type of day characterised by one or more properties which affect public transport operation. For example: weekday in school holidays. |
| DAY TYPE ASSIGNMENT | (CC Service Calendar MODEL) | The assignment of operational characteristics, expressed by DAY TYPEs, to particular OPERATING DAYs within a SERVICE CALENDAR. |
| DEAD RUN | (TI Vehicle Journey MODEL) | A non-service VEHICLE JOURNEY. |
| DEAD RUN PATTERN | (NT Journey Pattern MODEL) | A JOURNEY PATTERN to be used for DEAD RUNs. |
| DEFAULT CONNECTION | (NT Service Connection MODEL) | The physical (spatial) possibility for a passenger to change from one public transport vehicle to another to continue the tri. It specifies default times to be used to change from one mode of transport to another at an area or national level as specified by a TOPOGRAPHIC PLACE, STOP AREA or SITE ELEMENT. It may be restricted to a specific MODE or OPERATOR or only apply in a particular direction of transfer, e.g. bus to rail may have a different time for rail to bus. |
| DEFAULT CONNECTION END | (NT Service Connection MODEL) | One end of a DEFAULT CONNECTION. |
| DEFAULT DEAD RUN RUN TIME | (TI Time Demand Times MODEL) | The time taken to traverse a TIMING LINK during a DEAD RUN, for a specified TIME DEMAND TYPE. This time may be superseded by the JOURNEY PATTERN RUN TIME or VEHICLE JOURNEY RUN TIME if these exist. |
| DEFAULT INTERCHANGE | (TI Interchange MODEL) | A quality parameter fixing the acceptable duration (standard and maximum) for an INTERCHANGE to be planned between two SCHEDULED STOP POINTs. This parameter will be used to control whether any two VEHICLE JOURNEYs serving those points may be in connection. |
| DEFAULT SERVICE JOURNEY RUN TIME | (TI Time Demand Times MODEL) | The default time taken by a vehicle to traverse a TIMING LINK during a SERVICE JOURNEY, for a specified TIME DEMAND TYPE. This time may be superseded by the JOURNEY PATTERN RUN TIME or VEHICLE JOURNEY RUN TIME if these exist. |
| DELIVERY VARIANT | (CC Notice MODEL) | A variant text of a NOTICE for use in a specific media or delivery channel (voice, printed material, etc). |
| DELTA | (CC Generic Delta MODEL) | A record of the detailed changes of a given ENTITY IN VERSION from one VERSION to the next one. A DELTA contains pairs of attributes' old values - new values. |
| DEPARTMENT | (CC Generic Organisation MODEL) | An ORGANIZATION PART specific to a purpose and/or organisational structure. |
| DESTINATION DISPLAY | (NT Route MODEL) | An advertised destination of a specific JOURNEY PATTERN, usually displayed on a headsign or at other on-board locations. |
| DESTINATION DISPLAY VARIANT | (NT Route MODEL) | An advertised destination of a specific JOURNEY PATTERN, usually displayed on a headsign or at other on-board locations. |
| DIRECTION | (NT Route MODEL) | A classification for the general orientation of ROUTEs. |
| DISPLAY ASSIGNMENT | (NT Passenger Information Display Assignment MODEL) | The assignment of one SCHEDULED STOP POINT and one JOURNEY PATTERN to a PASSENGER INFORMATION EQUIPMENT specifying that information on the SCHEDULED STOP POINT and the JOURNEY PATTERN will be provided (e.g. displayed, printed). |
| DYNAMIC STOP ASSIGNMENT | (NT Stop Assignment MODEL) | The dynamic association of a SCHEDULED STOP POINT (i.e. a SCHEDULED STOP POINT of a SERVICE PATTERN or JOURNEY PATTERN) with the next available STOP PLACE, QUAY or BOARDING POSITION within a STOP PLACE. |
| ENCUMBRANCE NEED | (CC Generic Accessibility MODEL) | A specific USER NEED, i.e. a requirement of a passenger travelling with luggage, animal or any other object requiring special arrangements to access public transport. |

| ENGLISH term | Described in<br>Part 1: CC (Common Concepts)<br>Part 2: NT (Network Topology)<br>Part 3: TI (Timing Information) | Definition |
|---|---|---|
| ENTITY | (CC Generic Entity MODEL) | Any data instance to be managed in an operational Version Management System. When several data sources coexist (multimodality and/or interoperability), an ENTITY has to be related to a given DATA SOURCE in which it is defined. |
| ENTITY IN VERSION | (CC Generic Version MODEL) | The ENTITY associated to a given VERSION. |
| ENTRANCE | (NT Site MODEL) | A physical entrance or exit to/from a SITE. May be a door, barrier, gate or other recognizable point of access. |
| ENTRANCE EQUIPMENT | (NT Access Equipment MODEL) | Specialisation of PLACE ACCESS EQUIPMENT for ENTRANCEs (door, barrier, revolving door, etc.). |
| EQUIPMENT | (CC Generic Equipment MODEL) | An item of equipment installed either fixed (PLACE EQUIPMENT) or on-board vehicles (VEHICLE EQUIPMENT). A service (LOCAL SERVICE such as LEFT LUGGAGE, TICKETING SERVICE) is considered as immaterial equipment as well. |
| EQUIPMENT PLACE | (NT Place Equipment Location MODEL) | A SITE COMPONENT containing EQUIPMENT |
| EQUIPMENT POSITION | (NT Place Equipment Location MODEL) | |
| ESCALATOR EQUIPMENT | (NT Stair Equipment MODEL) | Specialisation of STAIR EQUIPMENT for ESCALATORs. |
| FACILITY | (CC Facility MODEL) | A named amenity available to the public at a SITE or on a SERVICE. A facility has no further properties other than a name. An EQUIPMENT or LOCAL SERVICE is used to describe the further properties provided as part of particular facility. |
| FACILITY REQUIREMENT | (CC Vehicle Type MODEL) | A classification of public transport vehicles according to the facilities available on the vehicle. |
| FACILITY SET | (CC Facility MODEL) | Set of FACILITies available for a SERVICE JOURNEY or a JOURNEY PART. The set may be available only for a specific VEHICLE TYPE within the SERVICE (e.g. carriage equipped with low floor). |
| FLEXIBLE AREA | (NT Flexible Stop Place MODEL) | Specialisation of a FLEXIBLE QUAY (which is abstract) to identify what is the catchment area for a flexible service (so that a stop finder can find the nearest available types of transport). It is a named zone visited by a particular mode of transport. It is part of the SITE data set rather than the service data set, since it can be defined and exists independently of an actual service. |
| FLEXIBLE LINE | (NT Flexible Network MODEL) | Specialisation of LINE for flexible service. As all the service on a LINE may not all be flexible, flexibility itself is described at JOURNEY PATTERN level (meaning that a separate JOURNEY PATTERN is needed for each type of flexibility available for the line).Types of flexible services are :<br>- Virtual line service<br>- Flexible service with main route<br>- Corridor service<br>- Fixed stop area-wide flexible service<br>- Free area-wide flexible service<br>- Mixed types of flexible service<br>- Mixed type of flexible and regular services |
| FLEXIBLE LINK PROPERTIES | (NT Flexible Network MODEL) | Set of properties describing the flexible characteristics of a LINK.A composition is used with LINK in order to avoid multiple inheritance and a type explosion of link subtypes |
| FLEXIBLE POINT PROPERTIES | (NT Flexible Network MODEL) | Set of characteristics describing the possible flexibility of POINTs. A composition is used with POINT in order to avoid multiple inheritance. |
| FLEXIBLE QUAY | (NT Flexible Stop Place MODEL) | A physical ZONE such as a section of a road where a flexible service is available on demand. The existence of the zone makes the services visible to journey planners looking for available services for an area. |
| FLEXIBLE ROUTE | (NT Flexible Network MODEL) | Specialisation of ROUTE for flexible service. May include both point and zonal areas and ordered and unordered sections. |
| FLEXIBLE SERVICE PROPERTIES | (TI Flexible Service MODEL) | Additional characteristics of flexible service. A service may be partly fixed, partly flexible. |
| FLEXIBLE STOP ASSIGNMENT | (NT Flexible Stop Place MODEL) | The allocation of a SCHEDULED STOP POINT (i.e. a STOP POINT of a SERVICE PATTERN or JOURNEY PATTERN) to a specific FLEXIBLE STOP PLACE, and also possibly a FLEXIBLE AREA or HAIL AND RIDE AREA. May be subject to a VALIDITY CONDITION. |
| FLEXIBLE STOP PLACE | (NT Flexible Stop Place MODEL) | A specialisation of the STOP PLACE describing a stop of a FLEXIBLE SERVICE. It may be composed of FLEXIBLE AREAs or HAIL AND RIDE AREAs identifying the catchment areas for flexible services (when they use areas or flexible quays). Some FLEXIBLE SERVICE also use regular STOP PLACEs for their stops. When assigned to a SCHEDULED STOP POINT the corresponding SCHEDULED STOP POINT is supposed to be a ZONE (the centroid point of the ZONE being the SCHEDULED STOP POINT). |
| GARAGE | (NT Vehicle & Crew Point MODEL) | A facility used for parking and maintaining vehicles. PARKING POINTs in a GARAGE are called GARAGE POINTs. |
| GARAGE POINT | (NT Journey Pattern MODEL) | A subtype of PARKING POINT located in a GARAGE. |
| GENERAL FRAME | (CC General Frame MODEL) | Set of data containing information, to which the same VALIDITY CONDITIONs have been assigned. |
| GENERAL SIGN | (NT Sign Equipment MODEL) | Specialisation of SIGN EQUIPMENT which are not HEADING SIGNs nor PLACE SIGNs. |
| GROUP OF ENTITIES | (CC Generic Grouping MODEL) | A set of ENTITies grouped together according to a PURPOSE OF GROUPING, e.g. grouping of stops known to the public by a common name. |
| GROUP OF LINES | (NT Route MODEL) | A grouping of lines which will be commonly referenced for a specific purpose. |
| GROUP OF LINK SEQUENCES | (CC Generic Point & Link Sequence MODEL) | A grouping of LINK SEQUENCEs. |
| GROUP OF LINKS | (CC Generic Point & Link MODEL) | A grouping of LINKs. E.g. one GROUP OF LINKs may be managed by a same AUTHORITY. |
| GROUP OF OPERATORS | (CC Transport Organisations MODEL) | A group of OPERATORs having for instance common schemes for fare collection or passenger information. |
| GROUP OF POINTS | (CC Generic Point & Link MODEL) | A grouping of POINTs of a certainTYPE OF POINT and dedicated to a FUNCTIONAL PURPOSE. |

| ENGLISH term | Described in<br>Part 1: CC (Common Concepts)<br>Part 2: NT (Network Topology)<br>Part 3: TI (Timing Information) | Definition |
|---|---|---|
| GROUP OF SERVICES | (TI Service Journey MODEL) | A group of SERVICEs, often known to its users by a name or a number. |
| GROUP OF TIMEBANDS | (CC Service Calendar MODEL) | A grouping of TIME BANDs. |
| GROUP OF TIMING LINKS | (NT Timing Pattern MODEL) | A set of TIMING LINKs grouped together according to the similarity of TIME BANDs which are relevant to them. There may be a GROUP OF TIMING LINKS which covers all TIMING LINKs, for use when different GROUPs OF TIMING LINKS are not needed. |
| HAIL AND RIDE AREA | (NT Flexible Stop Place MODEL) | Specialisation of a FLEXIBLE QUAY to identify what is the catchment zone for a hail and ride service (so that a stop finder can find the nearest available types of transport). It is a named zone visited by a particular mode of transport and may be designated by a start point and end point on the road. It is part of the Site data set rather than the service data set, since it can be defined and exists indepently of an actual service. |
| HEADING SIGN | (NT Sign Equipment MODEL) | Specialisation of SIGN EQUIPMENT for headings providing information like direction name, line name, etc. |
| HEADWAY INTERVAL | (TI Vehicle Journey Times MODEL) | A time interval or a duration defining a headway period and characterizing HEADWAY JOURNEY GROUP (e.g. every 10 min, every 4-6 min). |
| HEADWAY JOURNEY GROUP | (TI Vehicle Journey Times MODEL) | A group of VEHICLE JOURNEYs following the same JOURNEY PATTERN having the same HEADWAY INTERVAL between a specified start and end time (for example, every 10 min). This is especially useful for passenger information. |
| HIRE SERVICE | (NT Local Commercial Service MODEL) | Specialisation of LOCAL SERVICE dedicated to hire services (e.g. cycle hire, car hire). |
| IMPOSSIBLE MANOEUVRE | (NT Network Restriction MODEL) | A specification of impossible move for a certain type of vehicle. It specifies from which INFRASTRUCTURE LINK to which other (adjacent) INFRASTRUCTURE LINK a certain VEHICLE TYPE cannot proceed, due to physical restrictions. |
| INFRASTRUCTURE FRAME | (Infrastructure Frame MODEL) | A set of infrastructure network data (and other data logically related to these) to which the same VALIDITY CONDITIONs have been assigned. |
| INFRASTRUCTURE LINK | (NT Infrastructure Network MODEL) | A super-type including all LINKs of the physical network (e.g. RAILWAY ELEMENT). |
| INFRASTRUCTURE POINT | (NT Infrastructure Network MODEL) | A super-type including all POINTs of the physical network (e.g. RAILWAY JUNCTION). |
| INSTALLED EQUIPMENT | (CC Generic Equipment MODEL) | An item of equipment either fixed (PLACE EQUIPMENT) or on board i.e. associated with vehicles. This equipment is materialised as opposed to a service (LOCAL SERVICE) considered as an immaterial equipment. |
| INTERCHANGE | (TI Interchange MODEL) | The scheduled possibility for transfer of passengers between two SERVICE JOURNEYs at the same or different SCHEDULED STOP POINTs. |
| INTERCHANGE RULE | (TI Interchange Rule MODEL) | Conditions for considering JOURNEYs to meet or not to meet, specified indirectly: by a particular MODE, DIRECTION or LINE. Such conditions may alternatively be specified directly, indicating the corresponding services. In this case they are either a SERVICE JOURNEY PATTERN INTERCHANGE or a SERVICE JOURNEY INTERCHANGE. |
| INTERCHANGE RULE PARAMETER | (TI Interchange Rule MODEL) | Assignment of parameters characterising an INTERCHANGE RULE. |
| INTERCHANGE RULE TIMING | (TI Interchange Rule MODEL) | Timings for an INTERCHANGE RULE for a given TIME DEMAND TYPE or TIME BAND. |
| JOURNEY | (TI Vehicle Journey MODEL) | Common properties of VEHICLE JOURNEYs and SPECIAL SERVICEs, e.g. their link to accounting characteristics. |
| JOURNEY ACCOUNTING | (TI Journey Accounting MODEL) | Parameters characterizing VEHICLE JOURNEYs or SPECIAL SERVICEs used for accounting purposes in particular in contracts between ORGANISATIONs. |
| JOURNEY FREQUENCY GROUP | (TI Vehicle Journey Times MODEL) | A group of JOURNEYs defined in order to describe special behaviour like frequency based services or rhythmical services (runs all xxh10, xxh25 and xxh45... for example; this is especially useful for passenger information). |
| JOURNEY HEADWAY | (TI Journey Timing MODEL) | Headway interval information that is available for all the VEHICLE JOURNEYs running on the JOURNEY PATTERN for a given TIME DEMAND TYPE, at a given TIMING POINT. This is a default value that can be superseded by VEHICLE JOURNEY HEADWAY. This information must be consistent with HEADWAY JOURNEY GROUP if available (HEADWAY JOURNEY GROUP being a more detailed way of describing headway services). |
| JOURNEY LAYOVER | (TI Journey Timing MODEL) | Time allowance at the end of each journey on a specified JOURNEY PATTERN, to allow for delays and for other purposes. This layover supersedes any global layover and may be superseded by a specific VEHICLE JOURNEY LAYOVER. |
| JOURNEY MEETING | (TI Interchange MODEL) | A time constraint for one or several SERVICE JOURNEYs fixing interchanges between them and/or an external event (e.g. arrival or departure of a feeder line, opening time of the theatre, etc.). |
| JOURNEY PART | (TI Coupled Journey MODEL) | A part of a VEHICLE JOURNEY created according to a specific functional purpose, for instance in situations when vehicle coupling or separating occurrs. |
| JOURNEY PART COUPLE | (TI Coupled Journey MODEL) | Two JOURNEY PARTs of different VEHICLE JOURNEYs served simultaneously by a train set up by coupling their single vehicles. |
| JOURNEY PATTERN | (NT Journey Pattern MODEL) | An ordered list of SCHEDULED STOP POINTs and TIMING POINTs on a single ROUTE, describing the pattern of working for public transport vehicles.A JOURNEY PATTERN may pass through the same POINT more than once. The first point of a JOURNEY PATTERN is the origin. The last point is the destination. |
| JOURNEY PATTERN HEADWAY | (TI Journey Pattern Times MODEL) | Headway interval information that is available for all the VEHICLE JOURNEYs running on the JOURNEY PATTERN. This is a default value that can be superseded by the VEHICLE JOURNEY HEADWAY on a specific journey. This information must be consistent with HEADWAY JOURNEY GROUP if available (HEADWAY JOURNEY GROUP being a more detailed way of describing headway services). |
| JOURNEY PATTERN LAYOVER | (TI Journey Pattern Times MODEL) | Time allowance at the end of each journey on a specified JOURNEY PATTERN, to allow for delays and for other purposes. This layover supersedes any global layover and may be superseded by a specific VEHICLE JOURNEY LAYOVER. |
| JOURNEY PATTERN RUN TIME | (TI Journey Pattern Times MODEL) | The time taken to traverse a TIMING LINK in a particular JOURNEY PATTERN, for a specified TIME DEMAND TYPE. If it exists, it will override the DEFAULT SERVICE JOURNEY RUN TIME and DEFAULT DEAD RUN RUN TIME. |
| JOURNEY PATTERN WAIT TIME | (TI Journey Pattern Times MODEL) | The time a vehicle has to wait at a specific TIMING POINT IN JOURNEY PATTERN, for a specified TIME DEMAND TYPE. This wait time can be superseded by a VEHICLE JOURNEY |

| ENGLISH term | Described in<br>Part 1: CC (Common Concepts)<br>Part 2: NT (Network Topology)<br>Part 3: TI (Timing Information) | Definition |
|---|---|---|
| JOURNEY RUN TIME | (TI Journey Timing MODEL) | The time taken to traverse a TIMING LINK in a particular JOURNEY PATTERN, for a specified TIME DEMAND TYPE. If it exists, it will override the DEFAULT SERVICE JOURNEY RUN TIME and DEFAULT DEAD RUN RUN TIME. |
| JOURNEY TIMING | (TI Journey Timing MODEL) | A time-related information referring to journey timing whose value depends on the time of use and so can be associated with a TIME DEMAND TYPE, TIME BAND or OPERATIONAL CONTEXT. |
| JOURNEY WAIT TIME | (TI Journey Timing MODEL) | The time a vehicle has to wait at a specific TIMING POINT IN JOURNEY PATTERN, for a specified TIME DEMAND TYPE.This wait time can be superseded by a VEHICLE JOURNEY |
| LAYER | (CC Generic Layer MODEL) | A user-defined GROUP OF ENTITies, specified for a particular functional purpose, associating data referring to a particular LOCATING SYSTEM. |
| LEFT LUGGAGE SERVICE | (NT Local Service Equipment MODEL ) | Specialisation of CUSTOMER SERVICE for left luggage (provides left luggage information like self service locker, locker free, etc.). |
| LEVEL | (NT Site MODEL) | An identified storey (ground, first, basement, mezzanine, etc) within an interchange building or SITE on which SITE COMPONENTs reside. A PATH LINK may connect components on different levels. |
| LIFT EQUIPMENT | (NT Access Equipment MODEL) | Specialisation of PLACE ACCESS EQUIPMENT for LIFTs (provides lift characteristics like depth, maximum load, etc.). |
| LINE | (NT Route MODEL) | A group of ROUTEs which is generally known to the public by a similar name or number. |
| LINE NETWORK | (NT Line Network MODEL) | The topological structure of a NETWORK as a graph of LINE SECTIONs. This allows the branches and loops of a LINE to be described as a whole. |
| LINE SECTION | (NT Line Network MODEL) | A part of a NETWORK comprising an edge between two nodes. Not directional. |
| LINE SHAPE | (CC Generic Projection MODEL) | The graphical shape of a LINK obtained from a formula or other means, using the LOCATION of its limiting POINTs and depending on the LOCATING SYSTEM used for the graphical representation. |
| LINK | (CC Generic Point & Link MODEL) | An oriented spatial object of dimension 1 with view to the overall description of a network, describing a connection between two POINTs. |
| LINK IN LINK SEQUENCE | (CC Generic Point & Link Sequence MODEL) | The order of a LINK in a LINK SEQUENCE to which it belongs. |
| LINK PROJECTION | (CC Generic Projection MODEL) | An oriented correspondence from one LINK of a source layer, onto an entity in a target layer: e.g. LINK SEQUENCE, COMPLEX FEATURE, within a defined TYPE OF PROJECTION. |
| LINK SEQUENCE | (CC Generic Point & Link Sequence MODEL) | An ordered sequence either of POINTs or of LINKs, defining a path through the network. |
| LOCAL SERVICE | (CC Generic Equipment MODEL) | A named service relating to the use of the SITE or transport services at a particular location, for example porterage, assistance for disabled users, booking offices etc. The service may have a VALIDITY CONDITION associated with it. A LOCAL SERVICE is treated as a form of immaterial EQUIPMENT. |
| LOCATING SYSTEM | (CC Generic Location MODEL) | The system used as reference for location and graphical representation of the network and other spatial objects. |
| LOCATION | (CC Generic Location MODEL) | The position of a POINT with a reference to a given LOCATING SYSTEM (e. g. coordinates). |
| LOGICAL DISPLAY | (NT Passenger Information Display Assignment MODEL) | A set of data that can be assembled for assignment to a physical PASSENGER INFORMATION EQUIPMENT or to a logical channel such as web or media. It is independent of any physical embodiment.<br>A LOGICAL DISPLAY may have a set of DISPLAY ASSIGNMENTS each of which associates a JOURNEY PATTERN whose journeys are to be shown at the LOGICAL DISPLAY. It may also be associated with a SCHEDULED STOP POINT. A LOGICAL DISPLAY corresponds to a SIRI STOP MONITORING point. |
| LOST PROPERTY SERVICE | (NT Local Service Equipment MODEL ) | Specialisation of CUSTOMER SERVICE for lost properties. |
| LUGGAGE SERVICE | (NT Local Service Equipment MODEL ) | Specialisation of CUSTOMER SERVICE for luggage services (provides luggage service facilites and characteristics like luggage trolley, free to use, etc.). |
| LUGGAGE LOCKER EQUIPMENT | (NT Site Equipment MODEL) | Specialisation of STOP PLACE EQUIPMENT for luggage lockers. |
| MANAGEMENT AGENT | (CC Additional Organisation MODEL) | Specialisation of ORGANISATION for MANAGEMENT AGENTs. |
| MANOEUVRING REQUIREMENT | (CC Vehicle Type MODEL) | A classification of requirements for a public transport VEHICLE according to the Maneuvering capabilities of the vehicle. |
| MEDICAL NEED | (CC Generic Accessibility MODEL) | A specific USER NEED, i.e. a requirement of a passenger as regards medical constraint (e.g. allergy) to access public transport . |
| MEETING POINT SERVICE | (NT Local Service Equipment MODEL ) | Specialisation of CUSTOMER SERVICE for meeting points (provides characteristics like description, label, etc.). |
| MEETING RESTRICTION | (NT Network Restriction MODEL) | A pair of INFRASTRUCTURE LINKs where vehicles of specified VEHICLE TYPEs are not allowed to meet. |
| MOBILITY NEED | (CC Generic Accessibility MODEL) | A specific USER NEED, i.e. a constraint of a passenger as regards his mobility, e.g. wheelchair, assisted wheelchair, etc. |
| MODE | (CC Transport Mode MODEL) | Any means of transport. |
| MONEY SERVICE | (NT Local Commercial Service MODEL) | Specialisation of LOCAL SERVICE dedicated to money services. |
| NAVIGATION PATH | (NT Path & Navigation Path MODEL) | A designated path between two places. May include an ordered sequence of PATH LINKs. |
| NAVIGATION PATH ASSIGNMENT | (NT Path Assignment MODEL) | The allocation of a NAVIGATION PATH to a specific STOP POINT ASSIGNMENT, for example to indicate the path to be taken to make a CONNECTION. |
| NETWORK | (NT Route MODEL) | A named grouping of LINEs under which a transport network is known. |
| NORMAL DATED BLOCK | (TI Vehicle Service MODEL) | A DATED BLOCK identical to a long-terms planned BLOCK, possibly updated according to short-term modifications decided by the control staff. |

| ENGLISH term | Described in<br>Part 1: CC (Common Concepts)<br>Part 2: NT (Network Topology)<br>Part 3: TI (Timing Information) | Definition |
|---|---|---|
| NORMAL DATED VEHICLE JOURNEY | (TI Dated Journey MODEL ) | A DATED VEHICLE JOURNEY identical to a long-term planned VEHICLE JOURNEY, possibly updated according to short-term modifications of the PRODUCTION PLAN decided by the control staff. |
| NOTICE | (CC Notice MODEL) | A text for informational purposes on exceptions in a LINE, a JOURNEY PATTERN, etc. The information may be usable for passenger or driver information. |
| NOTICE ASSIGNMENT | (NT Notice Assignment MODEL) | The assignment of a NOTICE showing an exception in a JOURNEY PATTERN, a COMMON SECTION, or a VEHICLE JOURNEY, possibly specifying at which POINT IN JOURNEY PATTERN the validity of the NOTICE starts and ends respectively. |
| ONBOARD STAY | (CC Facility MODEL) | Permission to board early before the journey or stay on board after the journey. |
| OPERATING DAY | (CC Service Calendar MODEL) | A day of public transport operation of which the characteristics are defined within in a specific SERVICE CALENDAR. An OPERATING DAY may last more than 24 hours. |
| OPERATING DEPARTMENT | (CC Transport Organisations MODEL) | A specific DEPARTMENT which administers certain LINEs. |
| OPERATING PERIOD | (CC Service Calendar MODEL) | A continuous interval of time between two OPERATING DAYs which will be used to define validities. |
| OPERATIONAL CONTEXT | (CC Transport Organisations MODEL) | Characterization of a set of operational objects, such as timing or links determined either by a DEPARTMENT or by an ORGANISATIONAL UNIT. |
| OPERATOR | (CC Transport Organisations MODEL) | A company providing public transport services. |
| ORGANISATION | (CC Generic Organisation MODEL) | A legally incorporated body associated with any aspect of the transport system. |
| ORGANISATION DAY TYPE | (CC Additional Organisation MODEL) | DAY TYPE that is defined in terms of operation or not operation of a referenced SERVICED ORGANISATION. |
| ORGANISATION PART | (CC Generic Organisation MODEL) | A part of an ORGANISATION to which specific responsibilities upon the data and data management may be assigned. |
| ORGANISATIONAL UNIT | (CC Generic Organisation MODEL) | An ORGANISATION PART to which a set of responsibilities in a public transport company for planning and control is assigned. |
| OTHER ORGANISATION | (CC Additional Organisation MODEL) | Generic ORGANISATION being neither an AUTHORITY, neither a public transport OPERATOR (TRAVEL AGENT, MANAGEMENT AGENT, etc.). |
| OVERTAKING POSSIBILITY | (NT Network Restriction MODEL) | NETWORK RESTRICTION specifying a POINT or a LINK where vehicles of specified VEHICLE TYPEs are or are not allowed to overtake each other. |
| PARKING | (NT Parking MODEL) | Designated locations for leaving vehicles such as cars, motorcycles and bicycles. |
| PARKING ENTRANCE FOR VEHICLES | (NT Parking MODEL) | An entrance for vehicles to the PARKING from the road. |
| PARKING AREA | (NT Parking MODEL) | A marked zone within a PARKING containing PARKING BAYs. |
| PARKING BAY | (NT Parking MODEL) | A place to park an individual vehicle. |
| PARKING CAPACITY | (NT Parking MODEL) | PARKING properties providing information about its CAPACITY. |
| PARKING COMPONENT | (NT Parking MODEL) | Generic COMPONENT of a PARKING (e.g. PARKING AREA or PARKING BAY) |
| PARKING PASSENGER ENTRANCE | (NT Parking MODEL) | An entrance to the PARKING for passengers on foot or other out-of-vehicle mode, such as wheelchair. |
| PARKING POINT | (NT Vehicle & Crew Point MODEL) | A TIMING POINT where vehicles may stay unattended for a long time. A vehicle's return to park at a PARKING POINT marks the end of a BLOCK. |
| PARKING PROPERTIES | (NT Parking MODEL) | PARKING specific properties other than its capacity. |
| PASSENGER ACCESSIBILITY NEED | (CC Generic Accessibility MODEL) | A passenger's requirement for accessibility, comprising one or more USER NEEDs. For example, that he is unable to navigate stairs, or lifts, or has visual or auditory impairments. PASSENGER ACCESSIBILITY NEEDS can be used to derive an accessibility constraint for the passenger, allowing the computation of paths for passengers with specifically constrained mobility. Example: Wheelchair, No Lifts, No Stairs. |
| PASSENGER CARRYING REQUIREMENT | (CC Vehicle Type MODEL) | A classification of requirements for a public transport vehicle according to the passenger carrying capabilities of the vehicle. |
| PASSENGER EQUIPMENT | (CC Generic Equipment MODEL) | An item of equipment of a particular type actually available at a location within a PLACE or a VEHICLE |
| PASSENGER INFORMATION EQUIPMEI | (NT Passenger Information Display Assignment MODEL) | A public transport information piece of equipment, as for instance terminals (on street, at information desks, telematic, ...) or printed material (leaflets displayed at stops, booklets, ...). |
| PASSENGER SAFETY EQUIPMENT | (NT Passenger Service Equipment MODEL) | Specialisation of PASSENGER EQUIPMENT for passenger safety. |
| PASSENGER STOP ASSIGNMENT | (NT Stop Assignment MODEL) | The allocation of a SCHEDULED STOP POINT (i.e. a SCHEDULED STOP POINT of a SERVICE PATTERN or JOURNEY PATTERN) to a specific STOP PLACE for a SERVICE JOURNEY, and also possibly a QUAY and BOARDING POSITION. |
| PASSING TIME | (TI Passing Times MODEL ) | Time data concerning public transport vehicles passing a particular POINT; e.g. arrival time, departure time, waiting time. |
| PATH JUNCTION | (NT Path & Navigation Path MODEL) | A designated point, inside or outside of a STOP PLACE or POINT OF INTEREST, at which two or more PATH LINKs may connect or branch. |
| PATH LINK | (NT Path & Navigation Path MODEL) | A link within a PLACE of or between two PLACEs (that is STOP PLACEs, ACCESS SPACEs or QUAYs,BOARDING POSITIONs,, POINTs OF INTEREST etc or PATH JUNCTIONs) that represents a step in a possible route for pedestrians, cyclists or other out-of-vehicle passengers within or between a PLACE.<br>NOTE: It is possible but not mandatory that a PATH LINK projects onto a more detailed set of infrastructure or mapping links that plot the spatial course, allowing it to be represented on maps and to tracking systems. |
| PATH LINK END | (NT Path & Navigation Path MODEL) | Beginning or end SITE for a PATH LINK. May be linked to a specific LEVEL of the SITE. |
| PATH LINK IN SEQUENCE | (NT Path & Navigation Path MODEL) | A step of a NAVIGATION PATH indicating traversal of a particular PATH LINK as part of a recommended route.<br>The same PATH LINK may occur in different sequences in different NAVIGATION PATHs. |
| PLACE | (CC Generic Place MODEL) | A geographic place of any type which may be specified as the origin or destination of a trip. A PLACE may be represented as a POINT (dimension 0) , a road section (dimension 1) or a ZONE (dimension 2). |
| PLACE ACCESS EQUIPMENT | (NT Access Equipment MODEL) | Specialisation of PLACE EQUIPMENT dedicated to access (e.g. lifts, entrances, stairs, ramps, etc.). |
| PLACE EQUIPMENT | (CC Generic Equipment MODEL) | An item of equipment of a particular type actually available at a location within a PLACE. |

| ENGLISH term | Described in<br>Part 1: CC (Common Concepts)<br>Part 2: NT (Network Topology)<br>Part 3: TI (Timing Information) | Definition |
|---|---|---|
| PLACE IN SEQUENCE | (NT Path & Navigation Path MODEL) | Point traversed by a NAVIGATION PATH in sequence, connected by a PATH LINK to the next point. May be a Place, PATH JUNCTION or POINT. |
| PLACE LIGHTING | (NT Access Equipment MODEL) | Specialisation of PLACE EQUIPMENT for LIGHTING EQUIPMENT (e.g. lamp post). |
| PLACE SIGN | (NT Sign Equipment MODEL) | Sign with the name of a PLACE on it. |
| POINT | (CC Generic Point & Link MODEL) | A 0-dimensional node of the network used for the spatial description of the network. POINTs may be located by a LOCATION in a given LOCATING SYSTEM. |
| POINT IN JOURNEY PATTERN | (NT Journey Pattern MODEL) | A SCHEDULED STOP POINT or TIMING POINT in a JOURNEY PATTERN with its order in that JOURNEY PATTERN. |
| POINT IN LINK SEQUENCE | (CC Generic Point & Link Sequence MODEL) | A POINT in a LINK SEQUENCE indicating its order in that particular LINK SEQUENCE. |
| POINT OF INTEREST | (NT Point Of Interest MODEL) | A type of PLACE to or through which passengers may wish to navigate as part of their journey and which is modelled in detail by journey planners. |
| POINT OF INTEREST CLASSIFICATION | (NT Point Of Interest MODEL) | A classification of a POINT OF INTEREST that may be used in a CLASSIFICATION HIERARCHY to categorise the point by nature of interest using a systematic taxonomy, for example Museum, Football, Stadium. |
| POINT OF INTEREST CLASSIFICATION H | (NT Point Of Interest MODEL) | A logical hierarchy for organizing POINT OF INTEREST CLASSIFICATIONs. A POINT OF INTEREST CLASSIFICATION can belong to more than one hierarchy. |
| POINT OF INTEREST CLASSIFICATION M | (NT Point Of Interest MODEL) | The POINT OF INTEREST CLASSIFICATION and POINT OF INTEREST CLASSIFICATION MEMBERSHIP are used to encode a hierarchy of classifications to index and find different types of POINT OF INTEREST. For example, Educational Building -> School -> Primary School, or Cultural<br>Attraction -> Museum -> Art Museum.<br>POINT OF INTEREST CLASSIFICATION MEMBERSHIP does not have to be disjoint, i.e. the same category may appear in more than one classification. |
| POINT OF INTEREST COMPONENT | (NT Point Of Interest MODEL) | Specialisation of SITE COMPONENT for COMPONENT of POINT OF INTEREST. Usually used for POINT OF INTEREST SPACEs. |
| POINT OF INTEREST ENTRANCE | (NT Point Of Interest MODEL) | Specialisation of ENTRANCE to enter/exit a POINT OF INTEREST. |
| POINT OF INTEREST SPACE | (NT Point Of Interest MODEL) | Specialisation of POINT OF INTEREST COMPONENT for SPACEs. A physical area within the POINT OF INTEREST, such as a concourse. |
| POINT OF INTEREST VEHICLE ENTRANC | (NT Point Of Interest MODEL) | A physical entrance or exit to/from a POINT OF INTEREST for vehicles . |
| POINT ON LINK | (CC Generic Point & Link MODEL) | A POINT on a LINK which is not needed for LINK definition, but may be used for other purposes, e.g. for purposes of automatic vehicle monitoring, passenger information or for driver information. |
| POINT ON ROUTE | (NT Route MODEL) | A ROUTE POINT used to define a ROUTE with its order on that ROUTE. |
| POINT PROJECTION | (CC Generic Projection MODEL) | An oriented correspondence from one POINT of a source layer, onto a entity in a target layer: e.g. POINT, LINK, LINK SEQUENCE, COMPLEX FEATURE, within a defined TYPE OF |
| POSTAL ADDRESS | (CC Topographic Place MODEL) | A specification of ADDRESS refining it by using the attributes used for conventional identification for mail. Comprises variously a building Identifier, Street name, Post code and other descriptors. |
| PROPERTY OF DAY | (CC Service Calendar MODEL) | A property which a day may possess, such as school holiday, weekday, summer, winter etc. |
| PSYCHOSENSORY NEED | (CC Generic Accessibility MODEL) | A specific USER NEED, i.e. a constraint of a passenger as regards his psycho-sensory impairments, such as visual impairment, auditory impairment, averse to confined spaces, |
| PURPOSE OF EQUIPMENT PROFILE | (CC Vehicle Type MODEL) | A functional purpose which requires a certain set of equipment of different types put together in a VEHICLE EQUIPMENT PROFILE. |
| PURPOSE OF GROUPING | (CC Generic Grouping MODEL) | Functional purpose for which GROUPs of elements are defined. The PURPOSE OF GROUPING may be restricted to one or more types of the given object. |
| PURPOSE OF JOURNEY PARTITION | (TI Coupled Journey MODEL) | An operational purpose changing within a JOURNEY PATTERN and with this subdividing the SERVICE JOURNEY into JOURNEY PARTs. |
| QUAY | (NT Stop Place MODEL) | A place such as platform, stance, or quayside where passengers have access to PT vehicles, Taxi, cars or other means of transportation. A QUAY may serve one or more VEHICLE STOPPING PLACEs and be associated with one or more SCHEDULED STOP POINTS. A QUAY may contain other sub QUAYs. A child QUAY must be physically contained within its parent QUAY. |
| QUEUING EQUIPMENT | (NT Access Equipment MODEL) | Specialisation of PLACE ACCESS EQUIPMENT dedicated to queuing. |
| RAILWAY ELEMENT | (NT Infrastructure Network MODEL) | A type of INFRASTRUCTURE LINK used to describe a railway network. |
| RAILWAY JUNCTION | (NT Infrastructure Network MODEL) | A type of INFRASTRUCTURE POINT used to describe a railway network. |
| RAMP EQUIPMENT | (NT Access Equipment MODEL) | Specialisation of PLACE ACCESS EQUIPMENT for ramps (provides ramp characteristics like length, gradient, etc.). |
| RELIEF OPPORTUNITY | (TI Vehicle Service MODEL) | A time in a BLOCK where a vehicle passes a RELIEF POINT. This opportunity may or may not be actually used for a relief. |
| RELIEF POINT | (NT Vehicle & Crew Point MODEL) | A TIMING POINT where a relief is possible, i.e. a driver may take on or hand over a vehicle. The vehicle may sometimes be left unattended. |
| RESOURCE FRAME | (CC Resource Frame MODEL) | A set of resource data to which the same VALIDITY CONDITIONs have been assigned. |
| RESPONSIBILITY ROLE | (CC Responsibility Role MODEL) | A particular role an ORGANISATION or an ORGANISATION PART is playing as regards certain data, for example data origination, data augmentation, data aggregation, data distribution, planning, operation, control, ownership etc). |
| RESPONSIBILITY ROLE ASSIGNMENT | (CC Responsibility Role MODEL) | The assignment of one or more roles to an ORGANISATION or an ORGANISATION PART as regards the responsibility it will have as regards specific data (e.g. ownership, planning, etc.) and the management of this data (e.g. distribution, updates, etc.). |
| RESPONSIBILITY SET | (CC Responsibility Role MODEL) | A list of possible responsibilities over one or more ENTITies IN VERSION., resulting from the process of the assignment of RESPONSIBILITY ROLEs (such as data origination, ownership, etc) on specific data (instances) to ORGANISATIONs or ORGANISATION PARTs. |
| RETAIL SERVICE | (NT Local Commercial Service MODEL) | Specialisation of LOCAL SERVICE dedicated to retail services. |
| RHYTHMICAL JOURNEY GROUP | (TI Vehicle Journey Times MODEL) | A group of VEHICLE JOURNEYS following the same JOURNEY PATTERN having the same rhythm" every hour (for example runs at xxh10, xxh25 and xxh45... ) between a specified start and end time." |
| ROAD ADDRESS | (CC Topographic Place MODEL) | Specialization of ADDRESS refining it by using the characteristics such as road number, and name used for conventional identification of along a road. |
| ROAD ELEMENT | (NT Infrastructure Network MODEL) | A type of INFRASTRUCTURE LINK used to describe a road network. |

| ENGLISH term | Described in<br>Part 1: CC (Common Concepts)<br>Part 2: NT (Network Topology)<br>Part 3: TI (Timing Information) | Definition |
|---|---|---|
| ROAD JUNCTION | (NT Infrastructure Network MODEL) | A type of INFRASTRUCTURE POINT used to describe a road network. |
| ROUGH SURFACE | (NT Access Equipment MODEL) | Specialisation of PLACE EQUIPMENT for rough surfaces, giving properties of surface texture, mainly for impaired person information. |
| ROUTE | (NT Route MODEL) | An ordered list of located POINTs defining one single path through the road (or rail) network. A ROUTE may pass through the same POINT more than once. |
| ROUTE LINK | (NT Route MODEL) | An oriented link between two ROUTE POINTs allowing the definition of a unique path through the network. |
| ROUTE POINT | (NT Route MODEL) | A POINT used to define the shape of a ROUTE through the network. |
| ROUTING CONSTRAINT ZONE | (NT Routing Constraint MODEL) | A ZONE defining a ROUTING CONSTRAINT. The ZONE may be defined by its contained SCHEDULED STOP POINTS or by its boundary points.<br>Examples of routing constraints are : "If you board in this ZONE, you can't alight in the same ZONE". |
| RUBBISH DISPOSAL | (NT Passenger Service Equipment MODEL) | Specialization of EQUIPMENT for Rubbish disposal, describing rubbish types, etc. |
| SANITARY EQUIPMENT | (NT Passenger Service Equipment MODEL) | Specialisation of PASSENGER EQUIPMENT for sanitary facilities. |
| SCHEDULED STOP POINT | (NT Service Pattern MODEL) | A POINT where passengers can board or alight from vehicles. |
| SCHEMATIC MAP | (CC Schematic Map MODEL) | A map representing schematically the layout of the topographic structure of PLACEs (e.g. a set of SITEs) or the public transport network (a set of LINEs). It can include a pixel projection of a set of ENTITies onto a bitmap image so as to support hyperlinked interactions. |
| SEATING EQUIPMENT | (NT Site Equipment MODEL) | Specialisation of PLACE EQUIPMENT describing the properties of seating. |
| SERVICE CALENDAR | (CC Service Calendar MODEL) | A collection of DAY TYPE ASSIGNMENTs. |
| SERVICE CALENDAR FRAME | (CC Service Calendar Frame MODEL) | A coherent set of assignments of OPERATING DAYS to DAY TYPES. |
| SERVICE FACILITY SET | (CC Facility MODEL) | Set of FACILITies available for a specific VEHICLE TYPE (e.g. carriage equipped with low floor) possibly only for a service (or for a SERVICE JOURNEY or a JOURNEY). |
| SERVICE FRAME | (Service Frame MODEL) | A set of network service data (and other data logically related to these) to which the same VALIDITY CONDITIONs has been assigned. |
| SERVICE JOURNEY | (TI Service Journey MODEL) | A passenger carrying VEHICLE JOURNEY for one specified DAY TYPE. The pattern of working is in principle defined by a SERVICE JOURNEY PATTERN. |
| SERVICE JOURNEY INTERCHANGE | (TI Interchange MODEL) | The scheduled possibility for transfer of passengers between two SERVICE JOURNEYs at the same or different SCHEDULED STOP POINTs. |
| SERVICE JOURNEY PATTERN | (NT Service Pattern MODEL) | The JOURNEY PATTERN for a (passenger carrying) SERVICE JOURNEY. |
| SERVICE JOURNEY PATTERN INTERCHA | (TI Interchange MODEL) | A recognised/organised possibility for passengers to change public transport vehicles using two SCHEDULED STOP POINTs (which may be identical) on two particular SERVICE JOURNEY PATTERNs, including the maximum wait duration allowed and the standard to be aimed at. These may supersede the times given for the DEFAULT INTERCHANGE. Schedulers may use this entity for synchronisation of journeys. |
| SERVICE EXCLUSION | (NT Routing Constraint MODEL) | A constraint expressing the fact that the service, on a specific JOURNEY PATTERN (usually a flexible transport service JOURNEY PATTERN) cannot operate when another (regular) service operates. This may occur only on a subpart of the JOURNEY PATTERN, or only on one or some specific SCHEDULED STOP POINTS. |
| SERVICE LINK | (NT Service Pattern MODEL) | A LINK between an ordered pair of SCHEDULED STOP POINTs. |
| SERVICE PATTERN | (NT Service Pattern MODEL) | The subset of a JOURNEY PATTERN made up only of STOP POINTs IN JOURNEY PATTERN. |
| SERVICE RESTRICTION | (CC Service Restriction MODEL) | Parameters describing the limitations as regards the use of equipment or service. |
| SERVICE SITE | (NT Site MODEL) | A sub-type of SITE which is of specific interest for the operator (e.g. where a joint service or a joint fee is proposed)., other than a STOP PLACE. |
| SERVICED ORGANISATION | (CC Additional Organisation MODEL) | A public or private organisation for which public transport services are provided on specific days, e.g. a school, univesirty or works. |
| SHELTER EQUIPMENT | (NT Site Equipment MODEL) | Specialisation of WAITING EQUIPMENT for a shelter. |
| SIGN EQUIPMENT | (NT Sign Equipment MODEL) | Specialisation of PLACE EQUIPMENT for signs (heading signs, etc.). |
| SIMPLE FEATURE | (CC Generic Zone and Feature MODEL) | An abstract representation of elementary objects related to the spatial representation of the network. POINTs (0-dimensional objects), LINKs (1-dimensional objects) and ZONEs (2-dimensional objects) may be viewed as SIMPLE FEATUREs. |
| SITE | (NT Site MODEL) | A well known PLACE to which passengers may refer to indicate the origin or a destination of a trip. |
| SITE COMPONENT | (NT Site MODEL) | An element of a SITE describing a part of its structure. SITE COMPONENTs share common properties for data management, accessibility and other features. |
| SITE CONNECTION | (NT Service Connection MODEL) | The physical (spatial) possibility for a passenger to change from one public transport vehicle to another to continue the trip, determined by physical locations, such as SITEs and/or its components and/or ENTRANCEs, in particular STOP PLACEs and/or its components. Different times may be necessary to cover the resulting distance, depending on the kind of passenger. |
| SITE CONNECTION END | (NT Service Connection MODEL) | One end of a SITE CONNECTION. |
| SITE ELEMENT | (NT Site MODEL) | A type of ADRESSABLE PLACE specifying common properties of a SITE or a SITE COMPONENT to describe it, including accessibility. |
| SITE EQUIPMENT | (NT Site Equipment MODEL) | Specialisation of PLACE EQUIPMENT for SITEs (e.g. LUGGAGE LOCKER, WAITING EQUIPMENT, TROLLEY STAND, etc.) |
| SITE FACILITY SET | (CC Facility MODEL) | Set of FACILITies available for a SITE ELEMENT . |
| SITE FRAME | (Site Frame MODEL) | A set of SITE data to which the same VALIDITY CONDITIONs have been assigned. |
| SPECIAL SERVICE | (TI Service Journey MODEL) | A work of a vehicle that is not planned in a classical way, i.e. that is generally not based on VEHICLE JOURNEYs using JOURNEY PATTERNs. It involves specific characteristics (such as specific access rights) and/or may be operated under specific circumstances. |
| STAIR EQUIPMENT | (NT Stair Equipment MODEL) | Specialisation of PLACE ACCESS EQUIPMENT for stairs (stair, escalator, staircase, etc.). |
| STAIRCASE EQUIPMENT | (NT Stair Equipment MODEL) | Specialisation of STAIR EQUIPMENT for stair cases. |
| STOP AREA | (NT Service Pattern MODEL) | A group of SCHEDULED STOP POINTs close to each other. |

| ENGLISH term | Described in<br>Part 1: CC (Common Concepts)<br>Part 2: NT (Network Topology)<br>Part 3: TI (Timing Information) | Definition |
|---|---|---|
| STOP ASSIGNMENT | (NT Stop Assignment MODEL) | The allocation of a SCHEDULED STOP POINT (i.e. a SCHEDULED STOP POINT of a SERVICE PATTERN or JOURNEY PATTERN) to a specific STOP PLACE, for either a SERVICE JOURNEY or VEHICLE SERVICE. |
| STOP PLACE | (NT Stop Place MODEL) | A place comprising one or more locations where vehicles may stop and where passengers may board or leave vehicles or prepare their trip. A STOP PLACE will usually have one or more wellknown names. |
| STOP PLACE COMPONENT | (NT Stop Place MODEL) | An element of a STOP PLACE describing part of its structure. STOP PLACE COMPONENTs share common properties for data management, accessibility and other features. |
| STOP PLACE ENTRANCE | (NT Stop Place MODEL) | A physical entrance or exit to/from a STOP PLACE for a Passenger. May be a door, barrier, gate or other recognizable point of access. |
| STOP PLACE SPACE | (NT Stop Place MODEL) | A physical area within a STOP PLACE, for example, a QUAY, BOARDING POSITION, ACCESS SPACE or EQUIPMENT PLACE. |
| STOP PLACE VEHICLE ENTRANCE | (NT Stop Place MODEL) | A physical entrance or exit to/from a STOP PLACE for a vehicle. |
| STOP POINT IN JOURNEY PATTERN | (NT Service Pattern MODEL) | A POINT in a JOURNEY PATTERN which is a SCHEDULED STOP POINT. |
| SUBMODE | (CC Transport Submode MODEL) | A variant of a MODE, as for instance international or domestic rail (rail being the MODE). |
| SUITABILITY | (CC Generic Accessibility MODEL) | A statement of whether a particular USER NEED can be met. It can be used to state whether a SITE can be accessed by a passenger with a particular USER NEED. |
| TARGET PASSING TIME | (TI Passing Times MODEL ) | Time data about when a public transport vehicle should pass a particular POINT IN JOURNEY PATTERN on a particular DATED VEHICLE JOURNEY, in order to match the latest valid plan. |
| TARIFF ZONE | (CC Generic Zone and Feature MODEL) | A ZONE used to define a zonal fare structure in a zone-counting or zone-matrix system. |
| TEMPLATE SERVICE JOURNEY | (TI Service Journey MODEL) | A passenger carrying TEMPLATE SERVICE JOURNEY. As TEMPLATE SERVICE JOURNEY, it may represent multiple journeys. |
| TEMPLATE VEHICLE JOURNEY | (TI Vehicle Journey MODEL) | A repeating VEHICLE JOURNEY for which a frequency has been specified, either as a HEADWAY JOURNEY GROUP (e.g. every 20 minutes) or a RHYTHMICAL JOURNEY GROUP (e.g. at 15, 27 and 40 minutes past the hour). It may thus represent multiple journeys. |
| TICKET SCOPE | (CC Service Restriction MODEL) | Scope of ticket. |
| TICKET VALIDATOR EQUIPMENT | (NT Ticketing Equipment MODEL) | Specialisation of PASSENGER EQUIPMENT (PLACE EQUIPMENT) describing ticket validators. |
| TICKETING EQUIPMENT | (NT Ticketing Equipment MODEL) | Specialization of PASSENGER EQUIPMENT for ticketing. |
| TICKETING SERVICE | (NT Local Service Equipment MODEL ) | Specialization of LOCAL SERVICE for ticketing, providing ticket counter and online purchase information, also associated with payment method and TYPE OF TICKET. |
| TIME BAND | (CC Service Calendar MODEL) | A period in a day, significant for some aspect of public transport, e.g. similar traffic conditions or fare category. |
| TIME DEMAND TYPE | (NT Time Demand Type MODEL) | An indicator of traffic conditions or other factors which may affect vehicle run or wait times. It may be entered directly by the scheduler or defined by the use of TIME BANDs. |
| TIME DEMAND TYPE ASSIGNMENT | (NT Time Demand Type MODEL) | The assignment of a TIME DEMAND TYPE to a TIME BAND depending on the DAY TYPE and GROUP OF TIMING LINKS. |
| TIMETABLE FRAME | (Timetable Frame MODEL) | A set of timetable data to which the same VALIDITY CONDITIONs have been assigned. |
| TIMETABLED PASSING TIME | (TI Passing Times MODEL ) | Long-term planned time data concerning public transport vehicles passing a particular POINT IN JOURNEY PATTERN on a specified VEHICLE JOURNEY for a certain DAY TYPE. |
| TIMING LINK | (NT Timing Pattern MODEL) | An ordered pair of TIMING POINTs for which run times may be recorded. |
| TIMING LINK IN JOURNEY PATTERN | (NT Journey Pattern MODEL) | The position of a TIMING LINK in a JOURNEY PATTERN. This entity is needed if a TIMING LINK is repeated in the same JOURNEY PATTERN, and separate information is to be stored about each iteration of the TIMING LINK. |
| TIMING PATTERN | (NT Timing Pattern MODEL) | The subset of a JOURNEY PATTERN made up only of TIMING POINTs IN JOURNEY PATTERN. |
| TIMING POINT | (NT Timing Pattern MODEL) | A POINT against which the timing information necessary to build schedules may be recorded. |
| TIMING POINT IN JOURNEY PATTERN | (NT Journey Pattern MODEL) | A POINT in a JOURNEY PATTERN which is a TIMING POINT. |
| TOPOGRAPHIC PLACE | (CC Topographic Place MODEL) | A type of PLACE providing the topographical context when searching for or presenting travel information, for example as the origin or destination of a trip. It may be of any size (e.g. County,City, Town, Village) and of different specificity (e.g. Greater London, London, West End, Westminster, St James s). |
| TRACE | (CC Generic Delta MODEL) | A way to record the context of the changes occurred in a given ENTITY instance, as regards the authors, the causes of the changes, etc., possibly accompanied by a descriptive text. |
| TRAFFIC CONTROL POINT | (NT Activation MODEL) | A POINT where the traffic flow can be influenced. Examples are: traffic lights (lanterns), barriers. |
| TRAIN | (CC Train MODEL) | A VEHICLE TYPE composed of TRAIN ELEMENTs in a certain order, i.e. of wagons assembled together and propelled by a locomotive or one of the wagons. |
| TRAIN COMPONENT | (CC Train MODEL) | A specification of the order of TRAIN ELEMENTs in a TRAIN. |
| TRAIN COMPONENT LABEL ASSIGNME | (TI Train Component Label Assignment MODEL) | The allocation of an advertised designation for a vehicle or vehicle element for passengers. |
| TRAIN ELEMENT | (CC Train MODEL) | An elementary component of a TRAIN (e.g. wagon, locomotive). |
| TRAIN IN COMPOUND TRAIN | (CC Train MODEL) | The specification of the order of TRAINs in a COMPOUND TRAIN. |
| TRAIN NUMBER | (TI Vehicle Journey MODEL) | Specification of codes assigned to particular VEHICLE JOURNEYs when operated by TRAINs or COMPOUND TRAINs according to a functional purpose (passenger information, operation follow-up, etc) |
| TRAIN STOP ASSIGNMENT | (NT Train Stop Assignment MODEL ) | The association of a TRAIN COMPONENT at a SCHEDULED STOP POINT with a specific STOP PLACE and also possibly a QUAY and BOARDING POSITION. |
| TRANSFER | (CC Generic Place MODEL) | A couple of POINTs located sufficiently near that it may represent for a passenger a possibility to reach one of these POINTs when starting at the other one in a timescale which is realistic when carrying out a trip, e.g. ACCESS. |
| TRANSFER END | (CC Generic Place MODEL) | End point of a TRANSFER. |
| TRANSFER RESTRICTION | (NT Routing Constraint MODEL) | A constraint that can be applied on a CONNECTION or INTERCHANGE between two SCHEDULED STOP POINT, preventing or forbidding the passenger to use it. |

| ENGLISH term | Described in<br>Part 1: CC (Common Concepts)<br>Part 2: NT (Network Topology)<br>Part 3: TI (Timing Information) | Definition |
|---|---|---|
| TRAVEL AGENT | (CC Additional Organisation MODEL) | Specialisation of ORGANISATION for TRAVEL AGENT. |
| TRAVELATOR EQUIPMENT | (NT Stair Equipment MODEL) | Specialisation of PLACE ACCESS EQUIPMENT for travelators (provides travelator properties like speed, etc.). |
| TROLLEY STAND EQUIPMENT | (NT Site Equipment MODEL) | Specialisation of STOP PLACE EQUIPMENT for trolley stands. |
| TURN STATION | (NT Route MODEL) | A place (often a terminus)where a vehicle can reverse its direction (from a ROUTE to another of opposite DIRECTION). |
| TURNAROUND TIME LIMIT | (TI Journey Pattern Times MODEL) | The maximum time for which a vehicle may be scheduled to wait at a particular TIMING POINT (often included in a TURN STATION) without being returned to a PARKING POINT. A minimum time for a vehicle to turn its direction may also be recorded. This may be superseded by a DEAD RUN. |
| TYPE OF ACCESS FEATURE | (NT Check Constraint MODEL) | A Classification of ACCESS FEATURE for CHECK CONSTRAINT (e.g. barrier, narrow entrance, confined space, queue management, etc.) |
| TYPE OF ACCESSIBILITY LIMITATION | (CC Generic Accessibility MODEL) | A classification for ACCESSIBILITY LIMITATIONs, e.g. audio, visual, step free, etc. |
| TYPE OF ACCESSIBILITY TOOLS | (NT Local Service Equipment MODEL ) | A classification of ACCESSIBILITY TOOLS used by or available from ASSISTANCE SERVICE (e.g.wheelchair, walking stick, audio navigator, visual navigator, etc.) |
| TYPE OF ACTIVATION | (NT Activation MODEL) | A classification of real-time processes that are activated when vehicles passes an ACTIVATION POINT or an ACTIVATION LINK. |
| TYPE OF ASSISTANCE SERVICE | (NT Local Service Equipment MODEL ) | A classification of ASSISTANCE SERVICE (e.g. boarding assistance, onboard assistance, porterage, foreign language, sign language translation, etc.). |
| TYPE OF BOARDING POSITION | (NT Stop Place MODEL) | A classification for BOARDING POSITIONs. |
| TYPE OF CATERING SERVICE | (NT Local Commercial Service MODEL) | A classification of CATERING SERVICE (e.g. beverage vending machine, buffet, food vending machine, restaurant, snacks, trolley service, no beverages available, no food available). |
| TYPE OF CHECK CONSTRAINT | (NT Check Constraint MODEL) | A classification of CHECK CONSTRAINT (e.g. ticket collection, ticket purchase, baggage check-in, incoming customs, outgoing customs, tax refunds, etc.) |
| TYPE OF COMMUNICATION SERVICE | (NT Local Commercial Service MODEL) | A classification of COMMUNICATION SERVICE (e.g. free wifi, public wifi, phone, mobile coverage, internet, video entertainment ,audio entertainment, post box, post office, business services). |
| TYPE OF CONGESTION | (NT Check Constraint MODEL) | A typology of congestions resulting from CHECK CONSTRAINT (e.g. no waiting, queue, crowding, full). |
| TYPE OF COUPLING | (TI Coupled Journey MODEL) | A classification for COUPLING of BLOCK PARTs. |
| TYPE OF CYCLE STORAGE EQUIPMENT | (NT Parking Equipment MODEL) | A classification of CYCLE STORAGE EQUIPMENT (e.g. racks, bars, railings, etc.) |
| TYPE OF DELIVERY VARIANT | (CC Notice MODEL) | A classification of a DELIVERY VARIANT. The way of delivering a NOTICE: by vocal announcement, by visual display, issuing printed material. |
| TYPE OF DIRECTION OF USE | (NT Access Equipment MODEL) | Direction in which EQUIPMENT. can be used. (e.g. up, down, level, one way, both way, etc.). |
| TYPE OF EMERGENCY SERVICE | (NT Local Service Equipment MODEL ) | A typology of emergency services (e.g police, first aid, sos point, cctv). |
| TYPE OF ENTITY | (CC Generic Entity MODEL) | Classification of ENTITies, for instance according to the domain in which they are defined or used. |
| TYPE OF EQUIPMENT | (CC Generic Equipment MODEL) | A classification of equipment items to be installed at stop points or onboard vehicles, for instance. |
| TYPE OF FACILITY | (CC Facility MODEL) | A classification of a FACILITY or a FACILITY SET. |
| TYPE OF FARE CLASS | (CC Service Restriction MODEL) | A classification for fare classes (e.g. first class, second class, business class, etc). |
| TYPE OF FLEXIBLE SERVICE | (TI Flexible Service MODEL) | A typology of flexible services:<br>•Virtual line service<br>•Flexible service with main route<br>•Corridor service<br>•Fixed stop area-wide flexible service<br>•Free area-wide flexible service<br>•Mixed types of flexible service (not at POINT level)<br>The type of flexibility can be defined at JOURNEY PATTERN level or at POINT IN JOURNEY PATTERN level in case of mixed types of flexible service inside the same JOURNEY PATTERN. |
| TYPE OF FRAME | (CC Generic Version Frame MODEL) | A classification of VERSION FRAMEs according to a common purpose. E.g. line descriptions for line versions, vehicle schedules, operating costs. A TYPE OF FRAME is ruled by a unique TYPE OF VALIDITY. |
| TYPE OF GENDER LIMITATION | (NT Passenger Service Equipment MODEL) | A classification for GENDER LIMITATIONSs (mainly for SANITARY EQUIPMENT, e.g. male only, female only, both). |
| TYPE OF HANDRAIL | (NT Stair Equipment MODEL) | A classification of HANDRAIL (one side, both sides). |
| TYPE OF HIRE SERVICE | (NT Local Commercial Service MODEL) | A classification of HIRE SERVICEs (e.g. car hire, motor cycle hire, cycle hire, recreational device hire). |
| TYPE OF JOURNEY PATTERN | (NT Journey Pattern MODEL) | A classification of JOURNEY PATTERNs used to distinguish other categories of JOURNEY PATTERN than SERVICE JOURNEY PATTERN and DEAD RUN PATTERN. |
| TYPE OF LINE | (NT Route MODEL) | A classification for LINEs. |
| TYPE OF LINK | (CC Generic Point & Link MODEL) | A classification of LINKs to express the different functional roles of a LINK. |
| TYPE OF LINK SEQUENCE | (CC Generic Point & Link Sequence MODEL) | A classification of LINK SEQUENCEs used to define the different functions a LINK SEQUENCE may be used for. E.g. ROUTE, road, border line etc. |
| TYPE OF LOCAL SERVICE | (NT Local Service Equipment MODEL ) | A generic (abstract) classification of LOCAL SERVICEs. |
| TYPE OF LUGGAGE LOCKER | (NT Site Equipment MODEL) | A classification for LUGGAGE LOCKER EQUIPMENT (e.g. left luggage, lockers, bike carriage, porterage, free trolleys, paid trolleys) |
| TYPE OF MONEY SERVICE | (NT Local Commercial Service MODEL) | A classification of MONEY SERVICE (e.g. cash machine, bank, insurance, bureau de change) |
| TYPE OF NOTICE | (CC Notice MODEL) | A classification for a NOTICE. |
| TYPE OF OPERATION | (CC Generic Organisation MODEL) | A classification of OPERATIONs to express the different functional roles of a DEPARTMENT. |
| TYPE OF ORGANISATION | (CC Generic Organisation MODEL) | A classification for the ORGANISATIONs according to their activity, e.g. a public transport company, an IT company, etc). |
| TYPE OF PASSAGE | (NT Stop Place MODEL) | A classification for spaces to express how the space can be used as a passage (e.g. pathway, corridor, overpass, underpass, tunnel, etc.). |
| TYPE OF PASSENGER INFORMATION E | (NT Passenger Information Display Assignment MODEL) | A classification for PASSENGER INFORMATION EQUIPMENT (e.g. next stop indicator, stop announcements, passenger information facility). |

| ENGLISH term | Described in<br>Part 1: CC (Common Concepts)<br>Part 2: NT (Network Topology)<br>Part 3: TI (Timing Information) | Definition |
|---|---|---|
| TYPE OF PAYMENT METHOD | (CC Service Restriction MODEL) | A classification for payment method (e.g. cash, credit card, debit card, travel card, contactless travel card, mobile phone, token, etc.). |
| TYPE OF PLACE | (CC Generic Place MODEL) | A classification for PLACEs. |
| TYPE OF POINT | (CC Generic Point & Link MODEL) | A classification of POINTs according to their functional purpose. |
| TYPE OF POINT OF INTEREST SPACE | (NT Point Of Interest MODEL) | A classification for POINT OF INTEREST SPACEs. |
| TYPE OF PRODUCT CATEGORY | (TI Vehicle Journey MODEL) | A classification for VEHICLE JOURNEYs to express some common properties of journeys for marketing and fare products |
| TYPE OF PROJECTION | (CC Generic Projection MODEL) | A classification of the projections according to their functional purpose, the source and target layers. |
| TYPE OF QUAY | (NT Stop Place MODEL) | A classification for QUAYs. |
| TYPE OF RELATION TO VEHICLE | (NT Vehicle Stopping MODEL) | A classification of the way a VEHICLE STOPPING POSITION is used (e.g. front left, front right, back left, back right, driver left, driver right). |
| TYPE OF RESPONSIBILITY ROLE | (CC Responsibility Role MODEL) | A classification of RESPONSIBILITY ROLEs, e.g. data ownership. |
| TYPE OF RETAIL SERVICE | (NT Local Commercial Service MODEL) | A classification of RETAIL SERVICE (e.g. food, newspaper tobacco, health hygiene beauty, fashion accessories, bank finance insurance, tourism, photo booth) |
| TYPE OF SANITARY FACILITY | (NT Passenger Service Equipment MODEL) | A classification for SANITARY EQUIPMENT (e.g. toilet, wheelchair access toilet, shower, baby change, wheelchair baby change) |
| TYPE OF SEATING EQUIPMENT | (NT Site Equipment MODEL) | A classification for SEATING EQUIPMENT. |
| TYPE OF SERVICE | (TI Vehicle Journey MODEL) | A classification for VEHICLE JOURNEYs and SPECIAL SERVICEs to express some common properties of journeys to be taken into account in the scheduling and/or operations control process. |
| TYPE OF SERVICE NATURE | (NT Check Constraint MODEL) | A classification for service available for a CHECK CONSTRAINT (e.g. self-service machine, counter service). |
| TYPE OF SHELTER | (NT Site Equipment MODEL) | A classification for SHELTERs. |
| TYPE OF STAFFING | (NT Local Service Equipment MODEL ) | A classification for the availability of the STAFF associated with an ASSISTANCE SERVICE (e.g. full time, part time). |
| TYPE OF STOP PLACE | (NT Stop Place MODEL) | A classification for STOP PLACEs (e.g. complex, simple, multimodal, etc). |
| TYPE OF STOP POINT | (NT Service Pattern MODEL) | A classification of SCHEDULED STOP POINTs, used for instance to characterize the equipment to be installed at stops (post, shelter, seats, etc.). |
| TYPE OF SUITABILITY | (CC Generic Accessibility MODEL) | A classification for SUITABILITY, i.e. assessments as regards a possible SUITABILITY of access according to USER NEEDS. |
| TYPE OF SURFACE | (NT Access Equipment MODEL) | A classification for ROUGH SURFACE types. |
| TYPE OF TICKET | (CC Service Restriction MODEL) | A classification for tickets available at a TICKETING EQUIPMENT (e.g. standard, concession, promotion, group, season, travel card, etc.) |
| TYPE OF TICKETING | (CC Service Restriction MODEL) | A classification for ticketing available at a TICKETING EQUIPMENT (e.g. purchase, collection, card top up, reservations). |
| TYPE OF TRAFFIC CONTROL POINT | (NT Activation MODEL) | A classification of TRAFFIC CONTROL POINTs. |
| TYPE OF TRAIN ELEMENT | (CC Train MODEL) | A classification of TRAIN ELEMENTs. |
| TYPE OF TRANSFER | (CC Generic Place MODEL) | A classification for TRANSFER. |
| TYPE OF USER NEED | (CC Generic Accessibility MODEL) | A classification of USER NEEDS. |
| TYPE OF VALIDITY | (CC Generic Version Frame MODEL) | A classification of the validity of TYPEs OF FRAME. E.g. frames for schedules designed for DAY TYPEs, for specific OPERATING DAYs. |
| TYPE OF VERSION | (CC Generic Version MODEL) | A classification of VERSIONs. E.g shareability of ENTITies between several versions. |
| TYPE OF WAITING ROOM | (NT Site Equipment MODEL) | A classification for WAITING ROOM EQUIPMENT. |
| TYPE OF ZONE | (CC Generic Zone and Feature MODEL) | A classification of ZONEs. E.g. TARIFF ZONE, ADMINISTRATIVE ZONE. |
| USER NEED | (CC Generic Accessibility MODEL) | A user's need for a particular SUITABILITY. |
| VALIDITY CONDITION | (CC Generic Validity MODEL) | Condition used in order to characterise a given VERSION of a VERSION FRAME. A VALIDITY CONDITION consists of a parameter (e.g. date, triggering event, etc.) and its type of application (e.g. for, from, until, etc.). |
| VALIDITY RULE PARAMETER | (CC Generic Validity MODEL) | A user defined VALIDITY CONDITION used by a rule for selecting versions. E.g. river level > 1,5 m and bad weather. |
| VALIDITY TRIGGER | (CC Generic Validity MODEL) | External event defining a VALIDITY CONDITION. E.g exceptional flow of a river, bad weather, road closure for works. |
| VEHICLE | (CC Vehicle Type MODEL) | A public transport vehicle used for carrying passengers. |
| VEHICLE ACCESS EQUIPMENT | (CC Vehicle Passenger Equipment MODEL) | Specialisation of VEHICLE EQUIPMENT dedicated to access vehicles providing information such as low floor, ramp, access area dimensions, etc. |
| VEHICLE CHARGING EQUIPMENT | (NT Parking Equipment MODEL) | Specialisation of PLACE EQUIPMENT for vehicle charging. |
| VEHICLE ENTRANCE | (NT Site MODEL) | A physical entrance or exit to/from a STOP PLACE for a VEHICLE. May be a door, barrier, gate or other recognizable point of access. |
| VEHICLE EQUIPMENT PROFILE | (CC Vehicle Type MODEL) | Each instantiation of this entity gives the number of items of one TYPE OF EQUIPMENT a VEHICLE MODEL should contain for a given PURPOSE OF EQUIPMENT PROFILE. The set of instantiations for one VEHICLE MODEL and one purpose gives one complete 'profile'. |
| VEHICLE JOURNEY | (TI Vehicle Journey MODEL) | The planned movement of a public transport vehicle on a DAY TYPE from the start point to the end point of a JOURNEY PATTERN on a specified ROUTE. |
| VEHICLE JOURNEY HEADWAY | (TI Vehicle Journey Times MODEL) | Headway interval information that is available for a VEHICLE JOURNEY (to be understood as the delay between the previous and the next VEHICLE JOURNEY). This information must be consistent with HEADWAY JOURNEY GROUP if available (HEADWAY JOURNEY GROUP being a more detailed way of describing headway services). |
| VEHICLE JOURNEY LAYOVER | (TI Vehicle Journey Times MODEL) | A time allowance at the end of a specified VEHICLE JOURNEY. This time supersedes any global layover or JOURNEY PATTERN LAYOVER. |
| VEHICLE JOURNEY RUN TIME | (TI Vehicle Journey Times MODEL) | The time taken to traverse a specified TIMING LINK IN JOURNEY PATTERN on a specified VEHICLE JOURNEY. This gives the most detailed control over times and overrides the DEFAULT SERVICE JOURNEY RUN TIME and JOURNEY PATTERN RUN TIME and the DEFAULT DEAD RUN RUN TIME. |

| ENGLISH term | Described in<br>Part 1: CC (Common Concepts)<br>Part 2: NT (Network Topology)<br>Part 3: TI (Timing Information) | Definition |
|---|---|---|
| VEHICLE JOURNEY WAIT TIME | (TI Vehicle Journey Times MODEL) | The time for a vehicle to wait at a particular TIMING POINT IN JOURNEY PATTERN on a specified VEHICLE JOURNEY. This wait time will override the JOURNEY PATTERN WAIT TIME. |
| VEHICLE MODE | (CC Transport Mode MODEL) | A characterisation of the public transport operation according to the means of transport (bus, tram, metro, train, ferry, ship). |
| VEHICLE MODEL | (CC Vehicle Type MODEL) | A classification of public transport vehicles of the same VEHICLE TYPE, e.g. according to equipment specifications or model generation. |
| VEHICLE POSITION ALIGNMENT | (NT Vehicle Stopping MODEL) | The alignment of a particular BOARDING POSITION with the entrance of a VEHICLE as the result of positioning the VEHICLE at a particular VEHICLE STOPPING PLACE. |
| VEHICLE QUAY ALIGNMENT | (NT Vehicle Stopping MODEL) | The alignment of a particular QUAY with a vehicle as the result of positioning a VEHICLE at a particular VEHICLE STOPPING PLACE. |
| VEHICLE SCHEDULE FRAME | (Vehicle Schedule Frame MODEL) | The set of all BLOCKs defined for a specific DAY TYPE to which the same VALIDITY CONDITIONs have been assigned (usually defined for a specific GROUP OF LINEs). |
| VEHICLE SERVICE | (TI Vehicle Service MODEL) | A workplan for a vehicle for a whole day, planned for a specific DAY TYPE. |
| VEHICLE SERVICE PART | (TI Vehicle Service MODEL) | A part of a VEHICLE SERVICE composed of one or more BLOCKs and limited by periods spent at the GARAGE managing the vehicle in question. |
| VEHICLE STOPPING PLACE | (NT Vehicle Stopping MODEL) | A place on the vehicle track where vehicles stop in order for passengers to board or alight from a vehicle.<br>A vehicle track is located on the respective INFRASTUCTURE LINK for the MODE (RAILWAY ELEMENT of rail network, ROAD ELEMENT of road network, etc). A VEHICLE STOPPING PLACE may be served by one or more QUAYs. |
| VEHICLE STOPPING POSITION | (NT Vehicle Stopping MODEL) | The stopping position of a vehicle or one of its components as a location. May be specified as a ZONE corresponding to the bounding polygon of the vehicle, or one or more POINTs corresponding to parts of the vehicle such as a door.<br>If given as a single point, indicates the position for the door relative to an indicated side of the vehicle. |
| VEHICLE TYPE | (CC Vehicle Type MODEL) | A classification of public transport vehicles according to the vehicle scheduling requirements in mode and capacity (e.g. standard bus, double-deck, ...). |
| VEHICLE TYPE AT POINT | (NT Network Restriction MODEL) | The number of vehicles of a specified VEHICLE TYPE which may wait at a specified POINT at any one time. If the capacity is 0, then that type of vehicle may not stop there. |
| VEHICLE TYPE PREFERENCE | (TI Journey Pattern Times MODEL) | The preference for the use of a particular VEHICLE TYPE for a SERVICE JOURNEY PATTERN, depending on the DAY TYPE and TIME DEMAND TYPE. The rank of preferences must be recorded. Different VEHICLE TYPEs may be given the same rank. |
| VEHICLE TYPE STOP ASSIGNMENT | (TI Stopping Position Assignment MODEL) | The allocation of a VEHICLE STOPPING POSITION of a VEHICLE TYPE for a particular VEHICLE JOURNEY. |
| VERSION | (CC Generic Version MODEL) | A group of operational data instances which share the same VALIDITY CONDITIONs. A version belongs to a unique VERSION FRAME and is characterised by a unique TYPE OF VERSION. |
| VERSION FRAME | (CC Generic Version Frame MODEL) | A set of VERSIONS referring to a same DATA SOURCE and belonging to the same TYPE OF FRAME. A FRAME may be restricted by VALIDITY CONDITIONs. |
| VIA | (NT Route MODEL) | A secondary heading relevant for a certain part of the JOURNEY PATTERN advertising an onward intermediate destination to supplement the advertised (final) destination of DESTINATION DISPLAY. |
| WAITING EQUIPMENT | (NT Site Equipment MODEL) | Specialisation of STOP PLACE EQUIPMENT for WAITING EQUIPMENTs (shelter, waiting room, etc.). |
| WAITING ROOM EQUIPMENT | (NT Site Equipment MODEL) | Specialisation of WAITING EQUIPMENT for waiting rooms, classified by TYPE OF WAITING ROOM. |
| WHEELCHAIR VEHICLE EQUIPMENT | (CC Vehicle Passenger Equipment MODEL) | Specialisation of VEHICLE EQUIPMENT for wheel chair accessibility on board a VEHICLE providing information such as the number of wheel chair areas and the access dimensions. |
| WIRE ELEMENT | (NT Infrastructure Network MODEL) | A type of INFRASTRUCTURE LINK used to describe a wire network. |
| WIRE JUNCTION | (NT Infrastructure Network MODEL) | A type of INFRASTRUCTURE POINT used to describe a wire network. |
| ZONE | (CC Generic Zone and Feature MODEL) | A two-dimensional PLACE within the service area of a public transport operator (administrative zone, TARIFF ZONE, ACCESS ZONE, etc.). |
| ZONE PROJECTION | (CC Generic Projection MODEL) | An oriented correspondence: from one ZONE in a source layer, onto a target entity : e.g. POINT, COMPLEX FEATURE, within a defined TYPE OF PROJECTION. |