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Road transport and traffic telematics – Public transport – Non-interactive dynamic passenger information on ground

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Vägtrafikinformatik – Kollektivtransporter – Icke-interaktiv dynamisk passagerarinformation vid hållplatser, stationer och liknande

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English version

Road transport and traffic telematics - Public transport - Non-interactive dynamic passenger information on ground

This European Prestandard (ENV) was approved by CEN on 7 March 2001 as a prospective standard for provisional application.

The period of validity of this ENV is limited initially to three years. After two years the members of CEN will be requested to submit their comments, particularly on the question whether the ENV can be converted into a European Standard.

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FOREWORD

This European Prestandard has been prepared by Technical Committee CEN/TC 278 "Road transport and traffic telematics", the secretariat of which is held by NEN.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to announce this European Prestandard: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and the United Kingdom.

INTRODUCTION

This specification outlines the requirements for electronic variable message signs (VMS's) for the presentation of non-interactive dynamic passenger information on public road transport (buses and tramways) at different points (mainly stop points).

1 SCOPE

The passenger information Variable Message Sign (VMS) in this standard is defined as the non-interactive dynamic man machine interface between a Vehicle Scheduling and Control System, usually including an Automatic Vehicle Monitoring (AVM) system, and the passenger at a stop point or other location. This interface is basically visual. It may also incorporate an audio communicator to give audio information on demand for visually impaired users.

This standard covers information content, presentation and location.

The audio information presentation is not part of this standard. The standard does not cover interactive information devices and does not specify display technology. The VMS receives the necessary information through transmission means that are not defined in this standard.

2 NORMATIVE REFERENCES

This European Prestandard incorporates by dated and undated reference, provisions from other publications. These normative references are cited at the appropriate places in the text and publications are listed below. For dated references, subsequent amendments to or revisions of any of these publications apply to this European Prestandard only when incorporated in it by amendment or revision. For undated references the latest edition of the publication referred to applies.

ISO 31-1 Quantities and units – Part 1: Space and time

3 Terms and definitions

For the purposes of this Prestandard, the following terms and definitions apply.

3.1 non-interactive dynamic passenger information VMS

equipment which displays real time public road transport arrival information for intending passengers without any particular dialogue with the passengers.

3.2 audio communicator

provides the speech output of the visual information, particularly for the partially sighted and blind.

3.3 interactive information devices

display unit and input device that allows the passenger to obtain information on the public transport service (including or not real time information) through a dialogue with the device, possibly in a more specific or detailed form than that shown on a non-interactive dynamic passenger information VMS.

3.4 route

ordered list of points (mainly stop points) defining one single path through the road (or rail) network. A Route may pass through the same point more than once

3.5 stop points

place where passengers can board or alight from vehicles

3.6 terminus

end of a route

3.7 schedule

word used to characterize the theoretical passage times of a vehicle at the different stop points along a route