



INSPIRE Infrastructure for Spatial Information in Europe

D2.8.I.7 INSPIRE Data Specification on Transport Networks – Guidelines

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INSPIRE	Reference: INSPIRE_DataSpecification_TN_v3.0.1.pdf		
TWG-TN	INSPIRE Data Specification on <i>Transport Networks</i>	2009-10-02	Page II

Foreword

How to read the document?

This guideline describes the INSPIRE Data Specification on *Transport Networks* as developed by the Thematic Working Group Transport Networks using both natural and a conceptual schema language. The data specification is based on the agreed common INSPIRE data specification template.

The guideline contains detailed technical documentation of the data specification highlighting the mandatory and the recommended elements related to the implementation of INSPIRE. The technical provisions and the underlying concepts are often illustrated by examples. Smaller examples are within the text of the specification, while longer explanatory examples are attached in the annexes. The technical details are expected to be of prime interest to those organisations that are/will be responsible for implementing INSPIRE within the field of *Transport Networks*.

At the beginning of the document, two executive summaries are included that provide a quick overview of the INSPIRE data specification process in general, and the content of the data specification on *Transport Networks* in particular. We highly recommend that managers, decision makers, and all those new to the INSPIRE process and/or information modelling should read these executive summaries first.

The UML diagrams (in Chapter 5) offer a rapid way to see the main elements of the specifications and their relationships. Chapter 5 also contains the Feature Catalogue including the definition of the spatial object types, attributes, and relationships. People having thematic expertise but not familiar with UML can fully understand the content of the data model focusing on the Feature Catalogue. Users might also find the Feature Catalogue especially useful to check if it contains the data necessary for the applications that they run.

The document will be publicly available as a 'non-paper'. It does not represent an official position of the European Commission, and as such can not be invoked in the context of legal procedures.

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Interoperability of Spatial Data Sets and Services – General Executive Summary

The challenges regarding the lack of availability, quality, organisation, accessibility, and sharing of spatial information are common to a large number of policies and activities and are experienced across the various levels of public authority in Europe. In order to solve these problems it is necessary to take measures of coordination between the users and providers of spatial information. The Directive 2007/2/EC of the European Parliament and of the Council adopted on 14 March 2007 aims at establishing an Infrastructure for Spatial Information in the European Community (INSPIRE) for environmental policies, or policies and activities that have an impact on the environment.

INSPIRE will be based on the infrastructures for spatial information that are created and maintained by the Member States. To support the establishment of a European infrastructure, Implementing Rules addressing the following components of the infrastructure are being specified: metadata, interoperability of spatial data themes (as described in Annexes I, II, III of the Directive) and spatial data services, network services and technologies, data and service sharing, and monitoring and reporting procedures.

INSPIRE does not require collection of new data. However, after the period specified in the Directive¹ Member States have to make their data available according to the Implementing Rules.

Interoperability in INSPIRE means the possibility to combine spatial data and services from different sources across the European Community in a consistent way without involving specific efforts of humans or machines. It is important to note that “interoperability” is understood as providing access to spatial data sets through network services, typically via Internet. Interoperability may be achieved by either changing (harmonising) and storing existing data sets or transforming them via services for publication in the INSPIRE infrastructure. It is expected that users will spend less time and efforts on understanding and integrating data when they build their applications based on data delivered within INSPIRE.

In order to benefit from the endeavours of international standardisation bodies and organisations established under international law their standards and technical means have been referenced, whenever possible.

To facilitate the implementation of INSPIRE, it is important that all stakeholders have the opportunity to participate its specification and development. For this reason, the Commission has put in place a consensus building process involving data users and providers together with representatives of industry, research, and government. These stakeholders, organised through Spatial Data Interest Communities (SDIC) and Legally Mandated Organisations (LMO)², have provided reference materials, participated in the user requirement and technical³ surveys, proposed experts for the Data Specification Drafting Team⁴ and Thematic Working Groups⁵, expressed their views on the drafts of the technical documents of the data specification development framework⁶; they have reviewed and tested the draft data specifications and have been invited to comment the draft structure of the implementing rule on interoperability of spatial data sets and services.

The development framework elaborated by the Data Specification Drafting Team aims at keeping the data specifications of the different themes coherent. It summarises the methodology to be used for the

¹ For Annex I data: within two years of the adoption of the corresponding Implementing Rules for newly collected and extensively restructured data and within 7 years for other data in electronic format still in use.

² The number of SDICs and LMOs on 21/08/2009 was 301 and 176 respectively

³ Surveys on unique identifiers and usage of the elements of the spatial and temporal schema,

⁴ The Data Specification Drafting Team has been composed of experts from Austria, Belgium, Czech Republic, France, Germany, Greece, Italy, Netherlands, Norway, Poland, Switzerland, UK, and the European Environmental Agency

⁵ The Thematic Working Groups of Annex I themes have been composed of experts from Belgium, Czech Republic, Denmark, Finland, France, Germany, Hungary, Italy, Netherlands, Norway, Poland, Portugal, Slovenia, Spain, Sweden, Switzerland, UK, the European Commission, and the European Environmental Agency

⁶ Four documents describing common principles for data specifications across all spatial data themes. See further details in the text.

INSPIRE	Reference: INSPIRE DataSpecification TN v3.0.1.pdf		
TWG-TN	INSPIRE Data Specification on <i>Transport Networks</i>	2009-10-02	Page IV

data specifications and provides a coherent set of requirements and recommendations to achieve interoperability. The pillars of the framework are four technical documents:

- The Definition of Annex Themes and Scope⁷ describes in greater detail the spatial data themes defined in the Directive, and thus provides a sound starting point for the thematic aspects of the data specification development.
- The Generic Conceptual Model⁸ defines the elements necessary for interoperability and data harmonisation including cross-theme issues. It specifies requirements and recommendations with regard to data specification elements of common use, like the spatial and temporal schema, unique identifier management, object referencing, a generic network model, some common code lists, etc. Those requirements of the Generic Conceptual Model that are directly implementable will be included in the Implementing Rule on Interoperability of Spatial Data Sets and Services.
- The Methodology for the Development of Data Specifications⁹ defines a repeatable methodology enabling to arrive from user requirements to a data specification through a number of steps including use-case development, initial specification development and analysis of analogies and gaps for further specification refinement.
- The “Guidelines for the Encoding of Spatial Data”¹⁰ defines how geographic information can be encoded to enable transfer processes between the systems of the data providers in the Member States. Even though it does not specify a mandatory encoding rule it sets GML (ISO 19136) as the default encoding for INSPIRE.

Based on the data specification development framework, the Thematic Working Groups have created the INSPIRE data specification for each Annex I theme. The data specifications follow the structure of “ISO 19131 Geographic information - Data product specifications” standard. They include the technical documentation of the application schema, the spatial object types with their properties, and other specifics of the spatial data themes using natural language as well as a formal conceptual schema language¹¹.

A consolidated model repository, feature concept dictionary, and glossary are being maintained to support the consistent specification development process and potential further reuse of specification elements. The consolidated model consists of the harmonised models of the relevant standards from the ISO 19100 series, the INSPIRE Generic Conceptual Model, and the application schemas¹² developed for each spatial data theme. The multilingual INSPIRE Feature Concept Dictionary contains the definition and description of the INSPIRE themes together with the definition of the spatial object types present in the specification. The INSPIRE Glossary defines all the terms (beyond the spatial object types) necessary for understanding the INSPIRE documentation including the terminology of other components (metadata, network services, data sharing, and monitoring).

By listing a number of requirements and making the necessary recommendations, the data specifications enable full system interoperability across the Member States, within the scope of the application areas targeted by the Directive. They are published as technical guidelines and provide the basis for the content of the Implementing Rule on Interoperability of Spatial Data Sets and Services for data themes included in Annex I of the Directive. The Implementing Rule will be extracted from the data specifications keeping in mind the technical feasibility as well as cost-benefit considerations. The Implementing Rule will be legally binding for the Member States.

In addition to providing a basis for the interoperability of spatial data in INSPIRE, the data specification development framework and the thematic data specifications can be reused in other environments at

⁷ http://inspire.jrc.ec.europa.eu/reports/ImplementingRules/DataSpecifications/D2.3_Definition_of_Annex_Themes_and_scope_v3.0.pdf

⁸ http://inspire.jrc.ec.europa.eu/reports/ImplementingRules/DataSpecifications/D2.5_v3.1.pdf

⁹ http://inspire.jrc.ec.europa.eu/reports/ImplementingRules/DataSpecifications/D2.6_v3.0.pdf

¹⁰ http://inspire.jrc.ec.europa.eu/reports/ImplementingRules/DataSpecifications/D2.7_v3.0.pdf

¹¹ UML – Unified Modelling Language

¹² Conceptual models related to specific areas (e.g. INSPIRE themes)

INSPIRE	Reference: INSPIRE_DataSpecification_TN_v3.0.1.pdf		
TWG-TN	INSPIRE Data Specification on <i>Transport Networks</i>	2009-10-02	Page V

local, regional, national and global level contributing to improvements in the coherence and interoperability of data in spatial data infrastructures.

Transport networks

Executive Summary

Purpose

INSPIRE Directive (2007/2/EC, 14.03.2007) defines the spatial data theme ("theme") Transport Networks as: "Road, rail, air and water transport networks and related infrastructure. Includes links between different networks. Also includes the trans-European transport network as defined in Decision 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network ⁽¹³⁾ and future revisions of that Decision."

This version (v3.0.1) of the data specification on Transport networks provides:

- the basis for the development of the part of the Implementing Rules, defined in the Article 7(1) of the INSPIRE Directive, related to the spatial data theme Transport networks and
- the implementation guidelines that will accompany the Implementing Rule on the Interoperability of Spatial Data Sets and Services according to Article 7(1) of the INSPIRE Directive.

The data specification has been prepared by the INSPIRE Thematic Working Group Transport Networks (TWG-TN), a multinational team of experts in the field drawn from different parts of the European Union ⁽¹⁴⁾, in the frame of the common and transparent development process.

This version of the INSPIRE data specification for Transport networks has been compiled from reference material submitted by the Spatial Data Interest Communities (SDICs) and Legally Mandated Organisation (LMOs) of INSPIRE, plus the responses to the User Requirements Survey and a set of agreed use cases - some of which have been specifically prepared by the TWG-TN based on their knowledge and experience, like environmental impact assessment, noise mapping, speed limits (related to the in-car information systems) and journey planning.

A large amount of submitted reference material was available for the road networks, largely from the mapping agencies and less input from road authorities. For the other sub-themes Rail, Water and Air transport networks the TWG-TN has had to undertake additional research, building on existing material and documentation. Research has included supporting material regarding trans-European networks and the objects required to support them, such as TEN-T, as well as other initiatives for example: specific documentation from Eurocontrol for air documentation.

Scope and description

The transport component should comprise of an integrated transport network, and related features, that are seamless within each national border. In accordance with Article 10(2) of the INSPIRE Directive, national transport networks may also be seamless at European level, i.e. connected at national borders. Transportation data includes topographic features that are related to transport by road, rail, water, and air. It is important that the features form networks where appropriate, and that links between different networks are established, i.e. multi-modal nodes, especially at the local level, in order to satisfy the requirements for intelligent transport systems such as location based services (LBS) and telematics. The transport network should also support the referencing of transport flows to enable the navigation services.

The data specification is extensive, covering major transport networks types that are defined in the five distinct transport themes (sub-themes): Road, Rail, Water, Air transport and Cableways¹⁵, including the connections between those types. The sub-themes are defined in a way that they can be used together to support an integrated approach to transport and they may be used with other spatial data themes. It is evident that there are a very large number of applications that can potentially use the Transport networks.

¹³ OJ L 228, 9.9.1996, p.1. Decision as last amended by Council Regulation (EC) No 1791/2006 (OJ L 363, 20.12.2006, p.1).

¹⁴ The Thematic Working Group Transport Networks (TWG-TN) is composed of the experts from Belgium, France, Spain, Sweden and the United Kingdom.

¹⁵ Included in the data specification as a separate sub-theme based on the comments received in the consultation process.

INSPIRE	Reference: INSPIRE DataSpecification TN v3.0.1.pdf		
TWG-TN	INSPIRE Data Specification on <i>Transport Networks</i>	2009-10-02	Page VII

Taking into account the variety of responsibilities in collecting, managing and using the data and different approaches in the data base management practice, from simple models to complex data arrangements, this data specification is provided as basic framework and with the purpose to maximize the reuse and sharing of the data about a network. It is mainly focused on the “widely reused – widely referenced” segments of spatial objects, supporting the loose linkage between the diverse organizational data with these spatial objects and allowing the extensibility to fit into diverse applications and users needs.

This approach provides a framework for users to configure and associate their own information (from surface condition surveys, to journey planning, to trans-European transport policy making etc.) using existing transport networks information in each Member State.

The datasets in scope are used extensively at the “local level” and extended to regional, national and European levels. This data specification provides a coherent approach to the forms of the representation (physical topographic area objects or centreline representations) and consistency between data sets, the latest as different types of coherence (between spatial objects of the same theme at different levels of detail, between different spatial objects within a same area or coherence at state boundaries).

All the spatial data sub-themes are based on the INSPIRE Generic Conceptual Model (GCM)⁽¹⁶⁾ that relies on several ISO 19100⁽¹⁷⁾ series of geographic information standards to provide the foundations for specific aspects of interoperability.

Within the GCM, the Generic Network Model (GNM)⁽¹⁸⁾ is defined to be shared by any network spatial data theme (e.g. Hydrography) to ensure a consistent approach across all network themes. Specific mechanisms, used in the data specification and defined in the GNM, include:

- Network connection mechanism to establish the cross-border connectivity (a simple cross-referencing system to establish cross-border connections between the transport networks) or to establish intermodal connectivity (by linking two transport network elements from different transport networks which use a different mode of transport);
- Object referencing to support the reuse of information (for example to avoid the duplication of the geometry and to link complementary feature types from different organistaions);
- Linear referencing⁽¹⁹⁾ to support and link the different transport properties to the transport elements – it is used to position phenomena along a linear object, using a distance from the beginning of the linear object and
- The mechanism to combine the network elements into high-level semantic meanings.

The elements in the network are handled as nodes, links, aggregated links, areas and points. In addition, the individual transport links can be combined to form transport link sequences or further – the combination of both can be used to form the transport link sets.

The data specification includes three types of geometry: (a) (topographic) area objects, (b) centreline objects and (c) point objects. The types (a) and (b) may be alternative representations of the same real world phenomena about which the user can associate their own information (objects). The type (c) is, apart from network nodes, only included in the specification for marker posts. The basic spatial representation type is 2D vector.

Topology is handled in the data specification implicitly rather than explicitly, with the main reason to keep the model simple as possible but expecting that most applications will use the network data within a topological environment. There is therefore a prerequisite for “implicit topology”, where the

¹⁶ Generic Conceptual Model is part of the data specification development framework;

¹⁷ http://inspire.jrc.ec.europa.eu/reports/ImplementingRules/DataSpecifications/D2.5_v3.1.pdf

¹⁸ http://www.iso.org/iso/catalogue/catalogue_tc/catalogue_tc_browse.htm?commid=54904

¹⁹ Generic Network Model (GNM) is described in the Generic Conceptual Model (v3.1). The GNM provides the basic structure for network nodes, links, aggregated links and areas and basic mechanisms for: grade separating crossings between network elements, cross-referencing, adding properties to a network (including the use of linear referencing) and adding inter-network connections.

¹⁹ Linear referencing is included in the GNM based on ISO 19148 (which is currently under development).

INSPIRE	Reference: INSPIRE_DataSpecification_TN_v3.0.1.pdf		
TWG-TN	INSPIRE Data Specification on <i>Transport Networks</i>	2009-10-02	Page VIII

data provided must be sufficiently clean and capable of automated topological construction within a user's application. This concept is framed with the specific requirements, including the data quality information.

There are relationships with other spatial data themes, in particular with:

- Hydrography, where the water transport sub-theme reuses the INSPIRE river network model for inland transportation purposes and
- Addresses, where the majority of addresses can be linked to the transport links (roads, rivers, etc.).

Next steps in the development

It is intended that this data specification will be maintained in accordance with the future development of the INSPIRE data specification framework documents, new identified user requirements or policy requirements, development of the standards (used as a basis for data specification) and based on the best practices and on the input from the implementation of the INSPIRE Implementing Rules.

The data specification – guidelines will be published on INSPIRE web site⁽²⁰⁾.

²⁰ <http://inspire.jrc.ec.europa.eu/>

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Table of contents

1	Scope	1
2	Overview	1
2.1	Name and acronyms	1
2.2	Informal description	1
2.3	Normative References	1
2.4	Information about the creation of the specification	2
2.5	Terms and definitions	2
2.6	Symbols and abbreviations	2
2.7	Notation of requirements and recommendations	4
2.8	Conformance	4
3	Specification scopes	4
4	Identification information	4
5	Data content and structure	12
5.1	Basic notions	13
5.1.1	Placeholder and candidate types	13
5.1.2	Voidable characteristics	14
5.1.3	Code lists and Enumerations	15
5.1.3.1	Style	15
5.1.3.2	Governance	15
5.1.4	Stereotypes	15
5.1.5	Constraints	15
5.2	Application schema Common Transport Elements	16
5.2.1	Description	16
5.2.1.1	Narrative description	16
5.2.1.2	UML Overview	16
5.2.1.3	Consistency between spatial data sets	18
5.2.1.4	Identifier management	19
5.2.1.5	Modelling of object references	20
5.2.1.6	Geometry representation	22
5.2.1.7	Temporality representation	25
5.2.2	Feature catalogue	25
5.2.2.1	Spatial object types	30
5.2.2.2	Enumerations and code lists	36
5.2.2.3	Imported types (informative)	38
5.3	Application schema Road Transport Networks	40
5.3.1	Description	40
5.3.1.1	Narrative description	40
5.3.1.2	UML Overview	41
5.3.1.3	Consistency between spatial data sets	41
5.3.1.4	Identifier management	42
5.3.1.5	Modelling of object references	42
5.3.1.6	Geometry representation	42
5.3.1.7	Temporality representation	42
5.3.2	Feature catalogue	42
5.3.2.1	Spatial object types	43
5.3.2.2	Enumerations and code lists	53
5.3.2.3	Imported types (informative)	62
5.4	Application schema Rail Transport Networks	64
5.4.1	Description	64
5.4.1.1	Narrative description	64
5.4.1.2	UML Overview	65
5.4.1.3	Consistency between spatial data sets	65
5.4.1.4	Identifier management	66

5.4.1.5	Modelling of object references	66
5.4.1.6	Geometry representation	66
5.4.1.7	Temporality representation	66
5.4.2	Feature catalogue	66
5.4.2.1	Spatial object types	68
5.4.2.2	Spatial object types	70
5.4.2.3	Enumerations and code lists	75
5.4.2.4	Imported types (informative)	77
5.5	Application schema Cable Transport Networks	79
5.5.1	Description	79
5.5.1.1	Narrative description	79
5.5.1.2	UML Overview	80
5.5.1.3	Consistency between spatial data sets	80
5.5.1.4	Identifier management	80
5.5.1.5	Modelling of object references	80
5.5.1.6	Geometry representation	81
5.5.1.7	Temporality representation	81
5.5.2	Feature catalogue	81
5.5.2.1	Spatial object types	82
5.5.2.2	Enumerations and code lists	84
5.5.2.3	Imported types (informative)	84
5.6	Application schema Water Transport Networks	86
5.6.1	Description	86
5.6.1.1	Narrative description	86
5.6.1.2	UML Overview	87
5.6.1.3	Consistency between spatial data sets	87
5.6.1.4	Identifier management	87
5.6.1.5	Modelling of object references	88
5.6.1.6	Geometry representation	88
5.6.1.7	Temporality representation	88
5.6.2	Feature catalogue	88
5.6.2.1	Spatial object types	90
5.6.2.2	Enumerations and code lists	100
5.6.2.3	Imported types (informative)	102
5.7	Application schema Air Transport Networks	103
5.7.1	Description	103
5.7.1.1	Narrative description	103
5.7.1.2	UML Overview	105
5.7.1.3	Consistency between spatial data sets	106
5.7.1.4	Identifier management	106
5.7.1.5	Modelling of object references	106
5.7.1.6	Geometry representation	106
5.7.1.7	Temporality representation	106
5.7.2	Feature catalogue	106
5.7.2.1	Spatial object types	108
5.7.2.2	Enumerations and code lists	121
5.7.2.3	Candidate types and placeholders	127
5.7.2.4	Imported types (informative)	127
6	Reference systems.....	129
6.1	Coordinate reference systems	129
6.1.1	Datum	129
6.1.2	Coordinate reference systems	129
6.1.3	Display	130
6.1.4	Identifiers for coordinate reference systems	130
6.2	Temporal reference system	130
7	Data quality	131
7.1	Completeness	132
7.1.1	Commission	132

7.1.1.1	Rate of Excess items	132
7.1.1.2	Number of duplicate feature instances	133
7.1.2	Omission	133
7.1.2.1	Rate of missing items	133
7.2	Logical consistency	133
7.2.1	Conceptual consistency	134
7.2.1.1	Conceptual schema compliance	134
7.2.2	Domain consistency	134
7.2.2.1	Value domain non conformance rate	134
7.2.3	Format consistency	135
7.2.3.1	Physical structure conflict rate	135
7.2.4	Topological consistency	135
7.2.4.1	Number of invalid overlaps of surfaces	135
7.2.4.2	Number of missing connections due to undershoots	136
7.2.4.3	Number of missing connections due to overshoots	137
7.2.4.4	Number of invalid slivers	138
7.2.4.5	Number of invalid self-intersect errors	139
7.2.4.6	Number of invalid self-overlap errors	140
7.3	Positional accuracy	140
7.3.1	Absolute or external accuracy	140
7.3.1.1	Mean value of positional uncertainties	140
7.4	Thematic accuracy	141
7.4.1	Classification correctness	141
7.4.1.1	Misclassification rate	141
7.4.2	Non-quantitative attribute correctness	142
7.4.2.1	Rate of incorrect classification for national identifier	142
8	Dataset-level metadata	142
8.1	Mandatory and conditional metadata elements	143
8.1.1	Coordinate Reference System	144
8.1.2	Temporal Reference System	145
8.1.3	Encoding	145
8.1.4	Character Encoding	146
8.1.5	Data Quality – Logical Consistency – Topological Consistency	146
8.2	Optional metadata elements	147
8.2.1	Maintenance Information	147
8.2.2	Data Quality – Completeness – Commission	148
8.2.3	Data Quality – Completeness – Omission	148
8.2.4	Data Quality – Logical Consistency – Topological Consistency	149
8.2.5	Data Quality – Positional Accuracy – Absolute or external accuracy	149
8.2.6	Data Quality – Logical Consistency – Conceptual Consistency	149
8.2.7	Data Quality – Logical Consistency – Domain Consistency	150
8.2.8	Data Quality – Logical Consistency - Format Consistency	150
8.2.9	Data Quality – Thematic Accuracy – Thematic Classification Correctness	151
8.2.10	Data Quality – Thematic accuracy – Non-quantitative correctness	151
8.3	Guidelines on using metadata elements defined in Regulation 1205/2008/EC	151
8.3.1	Conformity	151
8.3.2	Lineage	152
8.3.3	Temporal reference	152
9	Delivery	152
9.1	Delivery medium	152
9.2	Encodings	153
9.2.1	Encoding for application schema Common Transport Elements	153
9.2.1.1	Default Encoding: GML Application Schema	153
9.2.2	Encoding for application schema of <i>Road transport networks</i>	153
9.2.2.1	Default Encoding: GML Application Schema	153
9.2.3	Encoding for application schema of <i>Rail transport networks</i>	154
9.2.3.1	Default Encoding: GML Application Schema	154
9.2.4	Encoding for application schema of <i>Cable transport networks</i>	154

9.2.4.1	Default Encoding: GML Application Schema	154
9.2.5	Encoding for application schema of <i>Water transport networks</i>	154
9.2.5.1	Default Encoding: GML Application Schema	154
9.2.6	Encoding for application schema of <i>Air transport networks</i>	155
9.2.6.1	Default Encoding: GML Application Schema	155
10	Data Capture	155
10.1	Centrelines	155
10.2	Ensuring Network Connectivity	156
10.3	Linear Referencing	158
10.4	Alternative and Multiple Representations	158
11	Portrayal	159
11.1	Layer Types	159
11.2	Default Styles	161
11.3	Other Well-defined Styles	171
11.4	Layers organization	172
12	Bibliography	172
Annex A (normative) Abstract Test Suite		179
Annex B (informative) Imported Types		180
B.1	Spatial object types	180
B.1.1	CrossReference	180
B.1.2	GeneralisedLink	180
B.1.3	GradeSeparatedCrossing	180
B.1.4	Link	181
B.1.5	LinkSequence	181
B.1.6	LinkSet	181
B.1.7	Network	181
B.1.8	NetworkArea	181
B.1.9	NetworkConnection	181
B.1.10	NetworkElement	183
B.1.11	NetworkProperty	183
B.1.12	Node	184
B.2	Data types	185
B.2.1	DirectedLink	185
B.2.2	LinkReference	185
B.2.3	NetworkReference	186
B.2.4	SimpleLinearReference	186
B.2.5	SimplePointReference	186
B.3	Enumerations and code lists	187
B.3.1	ConnectionTypeValue	187
B.3.2	LinkDirectionValue	187
Annex C (informative) Supplementary Information regarding alternative representations of network objects		188
C.1	Alternative Representations	188

1 Scope

This document specifies a harmonised data specification for the spatial data theme *Transport Networks* as defined in Annex I of the INSPIRE Directive.

This data specification provides the basis for the drafting of Implementing Rules according to Article 7 (1) of the INSPIRE Directive [Directive 2007/2/EC]. The entire data specification will be published as implementation guidelines accompanying these Implementing Rules.

2 Overview

2.1 Name and acronyms

INSPIRE data specification for the theme *Transport Networks*

2.2 Informal description

Definition:

The *Transport Networks* theme is defined within the INSPIRE Directive as:

“Road, rail, air and water transport networks and related infrastructure. Includes links between different networks. Also includes the trans-European transport network as defined in Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community Guidelines for the development of the trans-European transport network (1) and future revisions of that Decision.

(1) OJ L 228, 9.9.1996, p. 1. Decision as last amended by Council Regulation (EC) No 1791/2006 (OJ L 363, 20.12.2006, p. 1)”

[Directive 2007/2/EC]

Description:

It is further described in the INSPIRE Feature Concept Dictionary as follows:

“The transport component should comprise an integrated transport network, and related features, that are seamless within each national border. In accordance with article 10.2 of the Directive, national transport networks may also be seamless at European level, i.e. connected at national borders. Transportation data includes topographic features related to transport by road, rail, water, and air. It is important that the features form networks where appropriate, and that links between different networks are established, i.e. multi-modal nodes, especially at the local level, in order to satisfy the requirements for intelligent transport systems such as location based services (LBS) and telematics. The transport network should also support the referencing of transport flow to enable our navigation services.”

[INSPIRE Feature Concept Dictionary].

2.3 Normative References

[Directive 2007/2/EC] Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community (INSPIRE)

INSPIRE	Reference: INSPIRE_DataSpecification_TN_v3.0.1.pdf		
TWG-TN	INSPIRE Data Specification on <i>Transport Networks</i>	2009-10-02	Page 2

[ISO 19107] EN ISO 19107:2005, Geographic Information – Spatial Schema

[ISO 19113] EN ISO 19113:2005, Geographic Information – Quality principles

[ISO 19115] EN ISO 19115:2005, Geographic information – Metadata (ISO 19115:2003)

[ISO 19118] EN ISO 19118:2006, Geographic information – Encoding (ISO 19118:2005)

[ISO 19138] ISO/TS 19138:2006, Geographic Information – Data quality measures

[Regulation 1205/2008/EC] Regulation 1205/2008/EC implementing Directive 2007/2/EC of the European Parliament and of the Council as regards metadata

ISO/AWI 19148 Geographic information -- Location based services -- Linear referencing system

Regulation L228, 09/09/1996 Community Guidelines for the development of the trans-European transport network.

Decision No 884/2004/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the Trans-European transport network

Directive of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment (85/337/EEC) (OJ L 175, 5.7.1985, p. 40)

2.4 Information about the creation of the specification

Document title: INSPIRE Data Specification *Transport Networks*
Reference date: 2009-07-17
Responsible party: INSPIRE TWG *Transport Networks*
Language: English

2.5 Terms and definitions

Terms and definitions necessary for understanding this document are defined in the INSPIRE Glossary²¹.

There are no new terms defined in this specification.

2.6 Symbols and abbreviations

This is a list of abbreviations and acronyms used in the data specification

AICM/AIXM	Aeronautical Information Exchange
ARP	Airport Reference Point
ATS	ATS Route as described in ICAO Annex 11
ATZ	Airport Traffic Zone
CEDR	Conference of European Directors of Roads
CEMT	European Conference of Ministers of Transport.
CTA	Control Area
CTR	Control Zone

²¹ The INSPIRE Glossary is available from <http://inspire-registry.jrc.ec.europa.eu/registers/GLOSSARY>

D	Danger Area
DME	Distance Measuring Equipment
Eurocontrol	Eurocontrol is the European Organisation for the Safety of Air Navigation.
EuroRoadS	An EC funded project (2003-2006) with the aim of producing a specification framework to support interoperable road information
FATO	Final Approach and Take Off Area for Helicopters
FIR	Flight Information Region
GCM	Generic Conceptual Model
GDF	Geographic Data Files
GNM	Generic Network Model
IAF	Initial Approach Fix Point
IAP	Instrument Approach Procedure
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
IHO	International Hydrographic Organization
ILS	Instrument Landing System
ILS-DME	ILS with collocated DME
IMO	International Maritime Organization
ISO	International Organization for Standardization
LOC	Localizer
LOC-DME	LOC and DME collocated
MKR	Marker Beacon
MLS	Microwave Landing System
MLS-DME	MLS with collocated DME
NAT	North Atlantic Track (part of Organized Track System)
NDB	Non-Directional Radio Beacon
NDB-DME	NDB and DME collocated
NDB-MKR	Non-Directional Radio Beacon and Marker Beacon
NVDB	Swedish National Road Database
P	Prohibited Area
R	Restricted Area
RADEF	Road Administration Data Exchange Format
RNAV	Area Navigation Route
S-100	IHO Hydrographic Geospatial Standard for Marine Data and Information
S-32	IHO International Hydrographic Dictionary
SID	Standard Instrument Departure
STAR	Standard Instrument Arrival
TACAN	Tactical Air Navigation Beacon; Tactical Air Navigation Route
TEN-T	Trans-European Network - Transport
TLS	Transponder Landing System
TMA	Terminal Control Area
TN	Transport Networks
TSS	Traffic Separation Scheme
TWG	Thematic Working Group
UIR	Upper Flight Information Region
VFR	Visual Flight Rules
VOR	VHF Omnidirectional Radio Range
VOR-DME	VOR and DME collocated
VORTAC	VOR and TACAN collocated

2.7 Notation of requirements and recommendations

To make it easier to identify the mandatory requirements and the recommendations for spatial data sets in the text, they are highlighted and numbered.

Requirement X Requirements are shown using this style.

Recommendation X Recommendations are shown using this style.

2.8 Conformance

Requirement 1 Any dataset claiming conformance with this INSPIRE data specification shall pass the requirements described in the abstract test suite presented in Annex A.

3 Specification scopes

This data specification has only one scope, the general scope.

4 Identification information

Table 1 – Information identifying the INSPIRE data specification *Transport Networks*

Title	4.1 NSPIRE data specification on <i>Transport Networks</i>
Abstract	<p>4.2 <i>Transport Networks</i> is defined within the INSPIRE Feature Concept Dictionary as:</p> <p><i>“The transport component should comprise an integrated transport network, and related features, that are seamless within each national border. In accordance with article 10.2 of the Directive, national transport networks may also be seamless at European level, i.e. connected at national borders. Transportation data includes topographic features related to transport by road, rail, water, and air. It is important that the features form networks where appropriate, and that links between different networks are established, i.e. multi-modal nodes, especially at the local level, in order to satisfy the requirements for intelligent transport systems such as location based services (LBS) and telematics. The transport network should also support the referencing of transport flow to enable our navigation services.”</i></p> <p>[INSPIRE Feature Concept Dictionary]</p> <p>The INSPIRE Directive sets out the key requirements in the following Articles of the Directive.</p> <p style="text-align: center;"><i>“Article 4</i></p> <p><i>1. This Directive shall cover spatial data sets which fulfil the following conditions:</i></p>

(a) they relate to an area where a Member State has and/or exercises jurisdictional rights;

(b) they are in electronic format;

(c) they are held by or on behalf of any of the following:

(i) a public authority, having been produced or received by a public authority, or being managed or updated by that authority and falling within the scope of its public tasks;

(ii) a third party to whom the network has been made available in accordance with Article 12;

(d) they relate to one or more of the themes listed in Annex I, II or III.”

“2. In cases where multiple identical copies of the same spatial data set are held by or on behalf of various public authorities, this Directive shall apply only to the reference version from which the various copies are derived.”

“4. This Directive does not require collection of new spatial data.”

“Article 7

1. Implementing rules laying down technical arrangements for the interoperability and, where practicable, harmonisation of spatial data sets and services, designed to amend non-essential elements of this Directive by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 22(3). Relevant user requirements, existing initiatives and international standards for the harmonisation of spatial data sets, as well as feasibility and cost-benefit considerations shall be taken into account in the development of the implementing rules.”

“4. Implementing rules referred to in paragraph 1 shall cover the definition and classification of spatial objects relevant to spatial data sets related to the themes listed in Annex I, II or III and the way in which those spatial data are geo-referenced.”

“Article 8

1. In the case of spatial data sets corresponding to one or more of the themes listed in Annex I or II, the implementing rules provided for in Article 7(1) shall meet the conditions laid down in paragraphs 2, 3 and 4 of this Article.

2. The implementing rules shall address the following aspects of spatial data:

- (a) a common framework for the unique identification of spatial objects, to which identifiers under national systems can be mapped in order to ensure interoperability between them;
- (b) the relationship between spatial objects;
- (c) the key attributes and the corresponding multilingual thesauri commonly required for policies which may have an impact on the environment;
- (d) information on the temporal dimension of the data;
- (e) updates of the data.

3. The implementing rules shall be designed to ensure consistency between items of information which refer to the same location or between items of information which refer to the same object represented at different scales.

4. The implementing rules shall be designed to ensure that information derived from different spatial data sets is comparable as regards the aspects referred to in Article 7(4) and in paragraph 2 of this Article”

To support a consistent approach to all themes the European Commission, through the Data Specifications Drafting Team, developed the “Generic Conceptual Model” [GCM] which was reviewed and published prior to the commencement of work on the Annex I themes. This is the foundation model for every theme – with the intention that any theme may be combined in future and used in a way that is predicable.

The scope of the INSPIRE *Transport Networks* Data Product Specification incorporates five distinct transport themes:

- Road transport
- Rail transport
- Water transport
- Air transport
- Cableways

This is summarised in the diagram below which shows how the Directive guides the Generic Conceptual Model [D2.5] which contains a basic framework for any kind of network model (the Generic Network Model [GNM]). From the GNM a Common Transport application schema is adapted and this then is used as the basis for all five application schema. Collectively these are drawn together in this document as the Transport Networks Data Product Specification [D2.8.1.7].

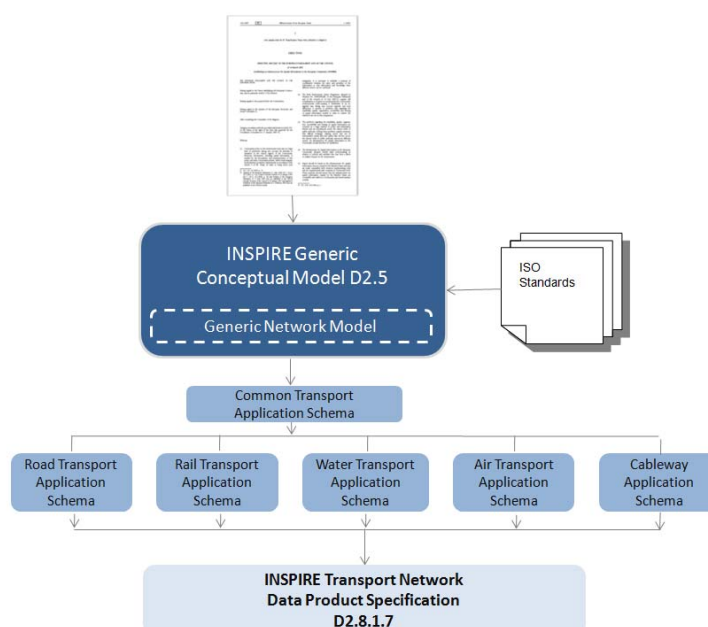


Figure 1 – Document framework for this data product specification
[key documents only]

These themes can be used together to support an integrated approach to transport but as noted above - they may be used with other themes developed to the same standard (e.g. response to an emergency where a fuel tanker over turns on a highway and discharges into an adjacent river network). It is evident that there are a very large number of applications that can potentially use the *Transport Networks* theme.

Understanding of the Generic Conceptual Model is essential and the GCM/GNM should be read in conjunction with this document. The GCM which describes the basic form of real world abstraction through to a comprehensive set of data interoperability. The GNM adapts this and describes the basic concepts that underpin and define the Common Transport Application Schema upon which all five themes are based. The GCM relies on ISO standards and the 19xxx series in

	particular.
Topic categories	4.3 Transportation – <i>Transport Networks</i>
Geographic description	4.4 This INSPIRE data specification covers spatial data sets which relate to an area where a Member State has and/or exercises jurisdictional rights.
Purpose	<p>4.5 The purpose of this document is to specify a harmonised data specification for the spatial data theme <i>Transport Networks</i> as defined in Annex I of the INSPIRE Directive.</p> <p>However each organisation will have different responsibilities from the next and this will influence the kind of data they collect and manage and use. In turn some organisations may use simple models; others by necessity will have complex data arrangements. This data specification is provided as basic framework which users can adopt and if required – extend for themselves.</p> <p>The model is structured to maximise reuse and the sharing of organisational data about a network. The specification is concerned only with the core spatial objects required by <i>Transport Networks</i> (while acknowledging that the boundary of any object grouping is never black and white).</p> <p>Figure 2 below outlines the scope of the specification and how it relates to associated spatial objects which are less generically used.</p> <div data-bbox="443 994 1414 1561" data-label="Diagram"> <p>The diagram illustrates the scope of transport network data. It is organized into three main horizontal layers. The top layer, labeled 'Organisational Business Data' on the left, contains several icons: a red 'Report (PDF)', a list of binary code (01001010, 00100101, 00010101, 11110111, 11100100, 10110100), a photo of a road sign dated '5 March 2001', a bar chart titled 'Weekly cases 1967 vs 2001 outbreaks' showing data for 1967 and 2001, and a 'Timetable' icon. The middle layer, labeled 'Spatial Objects' on the left, is divided into two sections: 'Application specific - referenced' (top) and 'Widely reused - widely referenced' (bottom). The bottom section is highlighted with a dashed border. The right side of the diagram is labeled 'Standards' and includes a diagram of a road intersection with various components labeled (e.g., 'Main road', 'Access road', 'Signal', 'Lane', 'Junction') and a photo of a highway with a truck. Arrows indicate 'Loose coupling' between the top layer and the middle layer. Within the middle layer, arrows point from the 'Application specific - referenced' section to the 'Widely reused - widely referenced' section.</p> </div> <p>Figure 2 – Scope of Transport Network data</p> <p><i>Spatial Objects (core – application specific)</i> This specification is mainly focussed on the “widely reused – widely referenced” segment of spatial objects (ie network centrelines etc). It does not attempt to try and incorporate every spatial object that might be used by any application. In Figure 2 above such objects maybe lighting columns, gantries, signals, sensors etc These are all of the type “application specific –” and will be used/referenced by at least one organisation.</p> <p><i>Associated “non-Geographic” data</i> Any “non geographic data” (the majority of the data holdings in any organisation) – is also out of scope of this specification – such records maybe “an asset condition report”, “traffic flow records”, “images of assets”, “statistics”, “timetables”, “noise</p>

data” and so on. Therefore much of the data used in the telematics industry is classed application specific. While associated with the network all these examples are closer to the application end of the spectrum than generic use by a wide community whether they represent a geographic entity or non-geographic data.

To maximise reuse the linkage of such organisational data with the spatial objects should be “loose” in the sense that these are ideally defined as different data objects in a database. Configured correctly such data may then reused in several different applications and any associated information shared and exchanged as desired.

User defined views and flexibility

The model itself is flexible and will permit a cross organisational approach where different users may collect and use different kinds of information about a network. By referencing they can relate one “view” e.g. a highway name, classification, route, condition survey and so on – simply by using references against a common geographic framework. Methods that will be found within the GNM that support this are the “linkset” and “link sequence”. Any third party may further add their own “views”, thereby enabling greater reuse and easier exchange of information around a common standard set of information components.

This approach enables several organisations to contribute and easily combine several views of the transport network. For a road example the combinations and contributors might be:

Underlying link and node geometry: mapping agency (national or state level)
Highway name: municipality
National highway classification: national highway authority
European highway classification: European highway authority

Many of these contributors may also collect and maintain application objects and business data which can be linked to the same infrastructure.

Extensibility

Users can extend the schema and add their own spatial objects to support an application. Data architects should use the GCM as the basis for any such extension. To illustrate this a small number of objects that are primarily of an application need (than generic) are included in this specification. Examples of these are:

- Linear – speed limits in the Roads theme
- Point – kilometer posts on the Roads and Rail
- Area* - Port area, Railway station area, etc.

*In practice these areas may be defined by aggregations of some other area object types using objects from other themes e.g. buildings.

Applications and use cases

While INSPIRE is primarily an environmental directive, *Transport Networks* data enjoys a wide variety of applications as recognised in the footnote to the theme statement in Annex I of the Directive. The following use cases are highlighted to demonstrate the width and breadth of applications (the list is not exhaustive).

- Asset Management
- Capacity Planning
- Construction
- Design & Planning
- Disaster management
- Emergency response

	<ul style="list-style-type: none"> ○ Environmental Impact Assessments (incl. Noise) ○ Estate management ○ Flow modelling ○ In car information systems ○ Incident management ○ Journey Planning ○ Maintenance ○ Navigation ○ Network operation ○ Rerouting & diversions ○ Routing ○ Traffic Control ○ Traffic management <p>The applications in bold above were used as use cases in the preparation of this specification. These represent applications at the European, national, local public sector levels and in the private sector. It is evident that the scope of the specific does not attempt to support all these applications. User extensibility is supported and encouraged. Future revisions may incorporate further object types if it is felt that further standardisation is necessary.</p> <p><i>Characteristics of the specification</i> The key characteristics of the <i>Transport Networks</i> datasets are:</p> <ul style="list-style-type: none"> • They contain information of specific interest for the public sector in its role to support economic growth through efficient transportation, passenger safety, environmental impacts and social planning, etc. • The information is applicable from local to European levels of operation. • The data represents a structure or methods of operation that is stable over time (even if parts of the data content frequently changes). • Supports cross border (pan-European) applications. • Being a part of the European Spatial Data Infrastructure the data may be more easily used with other kinds of data themes, such as geographical names, administrative units, and addresses etc. • Private sector applications are extensive.
Spatial representation type	<p>4.6 The spatial representation type for this theme is:</p> <p>2D vector</p>

Spatial resolution	<p>4.7 Local to European level capability</p> <p>From the use case list above it is evident that the specification has wide application and at several levels. Many applications would like to move seamlessly from the macro to micro view but this is rarely possible today for many reasons – chiefly today's datasets were not designed to operate in that way.</p> <p><i>Local, Regional, National and European relevance of the specification</i> The datasets in scope are used extensively at the “local level” and extend to regional, national and European levels. Usage can change with levels of operation or within an organisation. The specification is mainly focussed on establishing a more coherent approach to those datasets that universally used, probably held at national or regional level and at the highest resolution within this context. This section describes the context within this respect.</p> <p><i>Area and link types of representation at the higher resolution level</i> Some applications require a centreline network approach, some require the extent of carriageway or other form of transport, and some applications use both forms of representation. These are alternative forms of representation of a real world entity. The specification therefore supports alternative forms of representation and these may be cross referenced to support easy data exchange between the two. Only the centreline (link) can be formed into network (e.g. using the linkset).</p> <p><i>Seamless resolution representations at the local and regional level</i> In these and other domains lower resolution representations may be preferred e.g. to view traffic flows in a region or capacity of the network. A user may wish to zoom from city level to a specific street seamlessly. Such an approach is recognised in D2.5 and outlined in D2.6. However such data management processes and methodologies remain immature. Ideally the lower resolution datasets would be derived from the local/high resolution data - outlined in the previous paragraph – and referenced (no geographic) data could then be aggregated and disaggregated as desired.</p> <p><i>Multiple representations at regional, national and European levels.</i> Ideally the same data would be scalable dynamically from local to European level seamlessly. Since the current datasets and methods are insufficiently mature to support this - several “levels of detail” will usually be stored to represent the network at different operational levels.</p> <p>Unfortunately today there is very little correspondence between each level. Ideally it would be easy to seamlessly move from the highest to the lowest resolution with corresponding scaling and aggregation and disaggregation of the associated organisational information (as we do on statistical datasets) e.g. for reporting purposes or trans European analysis, real time management, planning and policy making.</p> <p>Such a “multiple resolution” approach is discussed in D2.6 Annex A.19 and Annex B.1 of this document. Transport networks lend themselves to such an approach.</p> <p>In the meantime this specification applies to all levels of detail. Further proving of the approach is required to support truly seamless integration of the levels of detail*. In the meantime data providers are encouraged to introduce this specification at the local level as a priority.</p> <p>*It is reported that some organisations are currently investigating such an approach but it is not yet formally adopted to such a level to document it in this version of the <i>Transport networks</i> specification (TN specification). This is an area that requires further research to improve both the capability and automation potential.</p>
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Supplementary information	<p>4.8 Overview Structure of the <i>Transport Networks</i> data product specification and commentary on specific issues within the specification</p> <p><i>Structure</i> The structure follows the ISO standard for data specifications (ISO 19xxx). Sections 1-3 are prepared to a defined pattern for all themes. This section (4) provides context, background and some introductory information to the specification. Section 5 contains a combination of the outputs from the UML model (application schemas) for the Common Transport Model and each of the five themes. This is supplemented by a descriptive narrative. Sections 6 – 11 are largely harmonised across all themes with variations that are essential to support aspects of this theme. The Annex are informative and include the Abstract Test Suite and further background information and examples.</p> <p><i>Linear Referencing</i> Linear referencing is incorporated in the specification. This uses an approach aligned with the current draft standard ISO 19148; which establishes linear referencing within a spatial environment (rather than a traditional standalone approach). The aim of this is to better support data sharing across referencing mechanisms, and to offer coordinates for any object referenced linearly, in the same national coordinate system.</p> <p><i>Logical networks</i> Logical networks (see Annex B.1) can be used within the model but their spatial value is very limited or in some cases may be non-existent. Therefore caution is required. Where these are in operation alongside the above forms of representation it is suggested that any corresponding nodes are reused or at least cross referenced to provide a relationship between the systems to preserve the potential for data sharing and exchange where that is both relevant and appropriate.</p> <p><i>Network Interconnections</i> There are several cases where networks need to be joined up. For example at national, regional or dataset boundaries and at intermodal points within networks. This is provided by the Network Connection component which is defined in the Generic Network Model.</p> <p><i>Relationships with other themes</i> There are linkages to other themes. In particular:</p> <p style="padding-left: 40px;"><i>Hydrography [HY]</i> – the water transport theme reuses the INSPIRE river network model, for inland transportation purposes. To avoid undue interference with the river network - connections link inland ports with the nearest node on the river network. In marine waters the model is influenced by specifications from the International Hydrographic Office [IHO].</p> <p style="padding-left: 40px;"><i>Addresses [AD]</i> – the majority of addresses are linked to transport links (roads, some rivers etc) and thoroughfares are not part of the transport network defined in this specifications (e.g. pedestrian ways). However there is no link shown in the TN model – this is more logically made from the address to the transport object to which it is associated. The primary purpose for such a link would be to ensure consistency of geographic highway/thoroughfare name and to support address to address navigation via transport networks.</p> <p><i>Source material</i> The <i>Transport Networks</i> data product specification (TN DPS) has been developed using the reference material, expertise and dialogue with LMO and SDIC. Other material submitted by LMO/SDIC has been supplemented by research to fill in the</p>
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	<p>gaps in evidence. The TN specification is extensive and has therefore been broken into five interoperable transport themes: <i>Road, Rail, Water, Air transport and Cableway networks</i>.</p> <p><i>Topology</i> Topology is handled implicitly rather than explicitly in the entire transport schema. This is to keep the model simple as possible. Generally systems will build topology in a form that best meets the user's application. <i>It is expected that most applications will use the network data within a topological environment.</i></p> <p>There is therefore a prerequisite for "implicit topology". This means that the data provided must be sufficiently clean and capable of automated topological construction within a user's application. There are therefore specific data capture requirements and these are described in Chapter 7 on Data Quality and in Chapter 10 on Data Capture.</p> <p><i>Future Updates of this specification</i> It is intended that this specification will be maintained in accordance with current proposals outlined by the Data Specifications Drafting Team. It is not possible to state at this time when the next update will occur.</p>
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5 Data content and structure

Requirement 2 Spatial data sets related to the theme *Transport Networks* shall be provided using the spatial object types and data types specified in the application schemas in this section.

Requirement 3 Each spatial object shall comply with all constraints specified for its spatial object type or data types used in values of its properties, respectively.

Recommendation 1 The reason for a void value should be provided where possible using a listed value from the VoidValueReason code list to indicate the reason for the missing value.

NOTE The application schema specifies requirements on the properties of each spatial object including its multiplicity, domain of valid values, constraints, etc. All properties have to be reported, if the relevant information is part of the data set. Most properties may be reported as "void", if the data set does not include relevant information. See the Generic Conceptual Model [INSPIRE DS-D2.5] for more details.

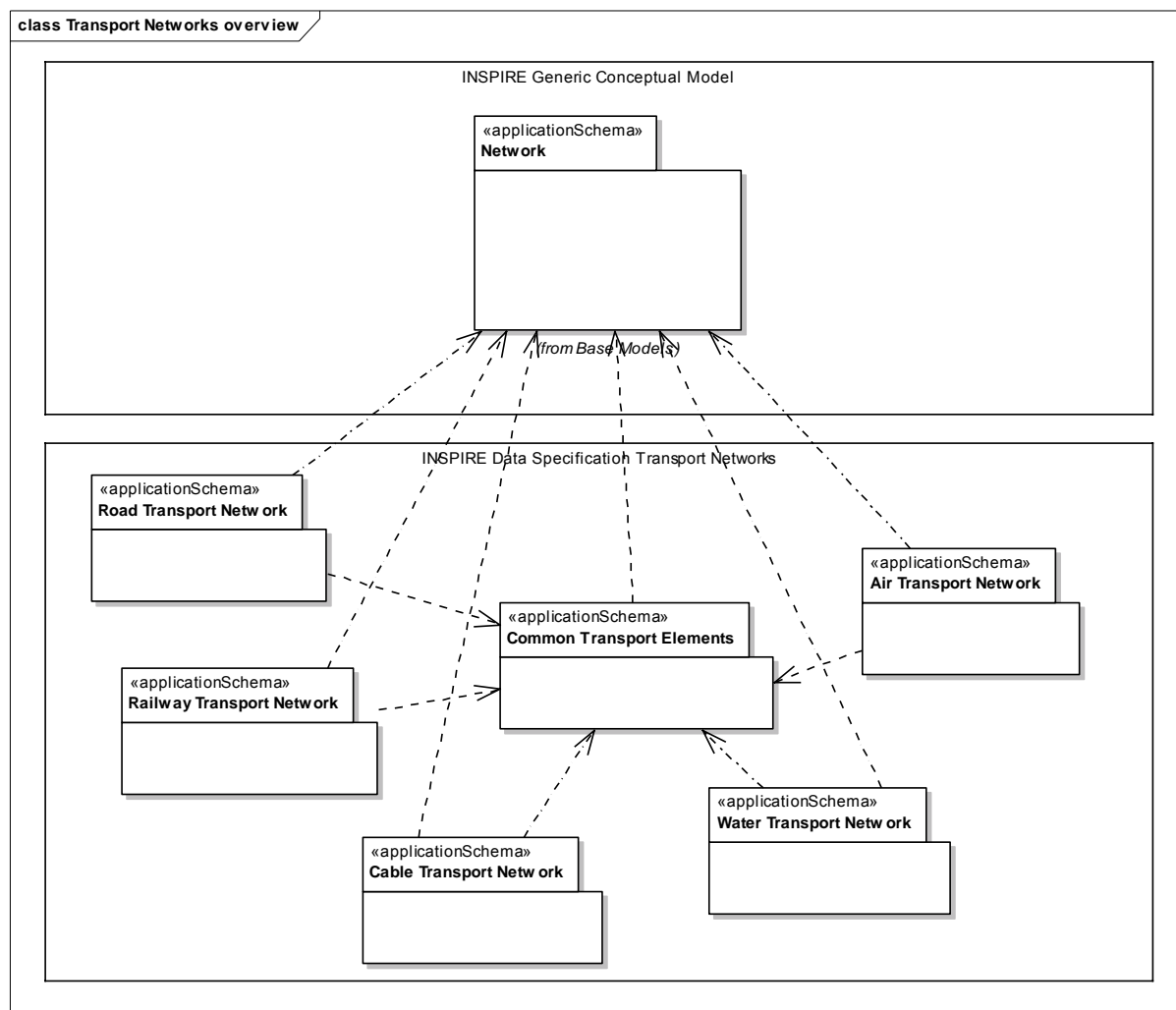


Figure 3 – UML class diagram: Overview of the *Transport Networks* UML structure and dependencies

The dependencies between the different Transport Networks application schemas are illustrated in Figure 3. All five of the Transport Networks (Road, Rail, Cable, Water and Air) application schemas depend on the Common Transport Elements application schema which defines a number of common transport classes. In turn, Common Transport Elements depends on the Generic Network Model on which it is based.

5.1 Basic notions

This section explains some of the basic notions used in the INSPIRE application schemas. These explanations are based on the GCM [DS-D2.5].

5.1.1 Placeholder and candidate types

This data specification may include types (typically spatial object types) that will be fully specified as part of an Annex II or III spatial data theme, but is already used as a value type of an attribute or association role of a type included in this data specification. Two kinds of such types are distinguished:

- A *placeholder type* acts as a placeholder for a spatial object type for which only a definition is specified (based on the requirements of the Annex I theme). It receives the stereotype «placeholder».

- A *candidate type* already has a preliminary specification comprising the definition as well as attributes and associations to other types. It does not receive a specific stereotype.

Both placeholder and candidate types are placed in the application schema package of the thematically related Annex II or III spatial data theme. Their specifications will be revisited during the specification work of the Annex II or III theme.

If the existing preliminary specification elements of such types fulfil the requirements of the spatial data themes of Annex II or II they are kept and, if necessary, are complemented with further attributes or association roles.

If the existing preliminary specifications of a placeholder or candidate type do not fulfil the requirements of the spatial data theme of Annex II or III the placeholder or the candidate type will be moved into the application schema of the Annex I theme, and, if necessary, their specification will be completed. For the Annex II or III spatial data theme a new spatial object will be created.

Placeholders and candidate types are listed in a separate subsection of the Feature Catalogue.

5.1.2 Voidable characteristics

If a characteristic of a spatial object is not present in the spatial data set, but may be present or applicable in the real world, the property shall receive this stereotype.

If and only if a property receives this stereotype, the value of *void* may be used as a value of the property. A *void* value shall imply that no corresponding value is contained in the spatial data set maintained by the data provider or no corresponding value can be derived from existing values at reasonable costs, even though the characteristic may be present or applicable in the real world.

It is possible to qualify a value of void in the data with a reason using the VoidValueReason type. The VoidValueReason type is a code list, which includes the following pre-defined values:

- *Unpopulated*: The characteristic is not part of the dataset maintained by the data provider. However, the characteristic may exist in the real world. For example when the “elevation of the water body above the sea level” has not been included in a dataset containing lake spatial objects, then the reason for a void value of this property would be ‘Unpopulated’. The characteristic receives this value for all objects in the spatial data set.
- *Unknown*: The correct value for the specific spatial object is not known to, and not computable by the data provider. However, a correct value may exist. For example when the “elevation of the water body above the sea level” of a *certain lake* has not been measured, then the reason for a void value of this property would be ‘Unknown’. This value is applied on an object-by-object basis in a spatial data set.

NOTE It is expected that additional reasons will be identified in the future, in particular to support reasons / special values in coverage ranges.

The «voidable» stereotype does not give any information on whether or not a characteristic exists in the real world. This is expressed using the multiplicity:

- If a characteristic may or may not exist in the real world, its minimum cardinality shall be defined as 0. For example, an if an Address may or may not have a house number, the multiplicity of the corresponding property shall be 0..1.
- If at least one value for a certain characteristic exists in the real world, the minimum cardinality shall be defined as 1. For example, if an Administrative Unit always has at least one name, the multiplicity of the corresponding property shall be 1..*.

In both cases, the «voidable» stereotype can be applied. A value (the real value or void) only needs to be made available for properties that have a minimum cardinality of 1.

5.1.3 Code lists and Enumerations

5.1.3.1 Style

All code lists and enumerations shall use the following modelling style:

- No initial value, but only the attribute name part, shall be used.
- The attribute name shall conform to the rules for attributes names, i.e. is a lowerCamelCase name. Exceptions are words that consist of all uppercase letters (acronyms).

5.1.3.2 Governance

Two types of code lists can be distinguished:

- code lists that shall be managed centrally in the INSPIRE code list register and only values from that register may be used, and
- code lists that may be extended by data providers.

All code lists that are centrally managed shall receive the tagged value "codeList" with the preliminary value "urn:x-inspire:def:codeList:INSPIRE:<name of the class>".

5.1.4 Stereotypes

In the application schemas in this sections several stereotypes are used that have been defined as part of a UML profile for use in INSPIRE [INSPIRE DS-D2.5]. These are explained in Table 2 below.

Table 2 – Stereotypes (adapted from [INSPIRE DS-D2.5])

Stereotype	Model element	Description
applicationSchema	Package	An INSPIRE application schema according to ISO 19109 and the Generic Conceptual Model.
featureType	Class	A spatial object type.
Type	Class	A conceptual, abstract type that is not a spatial object type.
dataType	Class	A structured data type without identity.
Union	Class	A structured data type without identity where exactly one of the properties of the type is present in any instance.
enumeration	Class	A fixed list of valid identifiers of named literal values. Attributes of an enumerated type may only take values from this list.
codeList	Class	A flexible enumeration that uses string values for expressing a list of potential values.
placeholder	Class	A placeholder class (see definition in section 5.1.1).
voidable	Attribute, association role	A voidable attribute or association role (see definition in section 5.1.1).
lifeCycleInfo	Attribute, association role	If in an application schema a property is considered to be part of the life-cycle information of a spatial object type, the property shall receive this stereotype.
version	Association role	If in an application schema an association role ends at a spatial object type, this stereotype denotes that the value of the property is meant to be a specific version of the spatial object, not the spatial object in general.

5.1.5 Constraints

NOTE In this version of the data specifications, constraints are only specified in natural language. The OCL expressions of the constraints will be added in a future version.

5.2 Application schema Common Transport Elements

5.2.1 Description

5.2.1.1 Narrative description

The Common Transport Elements application schema covers elements that are shared by subthemes *Road, Rail, Cable, Water* and *Air*. These subthemes have been modelled as separate application schemas within the Transport Networks theme.

Many of the common transport elements are specializations of common definitions for networks and network elements available in the GNM. Elements in networks are handled as nodes, links, aggregated links, areas and points.

Cross-border connectivity (connections between networks across national and regional borders) is also included. It uses a mechanism provided by the GNM and inherited by the specific transport network classes. Using the same mechanism from the GNM, intermodal connectivity (connections between elements in networks which use a different mode of transport) may also be included.

The Common Transport Elements application schema also defines a number of common transport property classes (as specializations of the generic Network Property class in the GNM). These classes are used to describe properties of transport network elements and they can apply to the whole of the network element they are associated with or - for linear features - be described using linear referencing.

The primary aspects modelled for transport network elements are:

- Spatial. Geometric (point, line and surface (i.e. areas (topographic areas)) representation of various elements that are parts of a network. Typically, the network is handled as a network of connected linear elements (links) with optional points (nodes) at the ends of the lines (at junctions, road ends etc). Also, points (other than nodes) and areas with a function in a network may be represented in the dataset.
- Temporal. All elements in a network may have a temporal validity (i.e. description of when the network element exists in the real world) and also information on when data was entered, modified or deleted in the dataset.
- Thematic. Depending on subtheme, the specializations for nodes, links and areas can be further characterized through various types of attributes and/or links to common or subtheme-specific property types.

5.2.1.2 UML Overview

As illustrated by Figure 4, many of the important mechanisms that are used to properly describe a transport network are defined by the GNM, and inherited by components of the transport network application schemas. Although these classes and relationships only appear in the informative paragraphs about imported types in the Transport Networks specification, they are very important for a correct implementation of this specification.

They include:

- The relationships between Nodes, Links, Link Sequences and Link Sets,
- Network Properties and the different ways of linking them to an element of a (transport) network,
- The mechanism for cross-border and intermodal connections,
- Grade separated crossings.

NOTE: In Figure 4, only the most important relationships between the Common Transport Networks application schema and the GNM are shown. Not all classes are present in the diagram and most of the attributes are removed in the interest of clarity.

In the following paragraphs, the use of these mechanisms will be further explained.

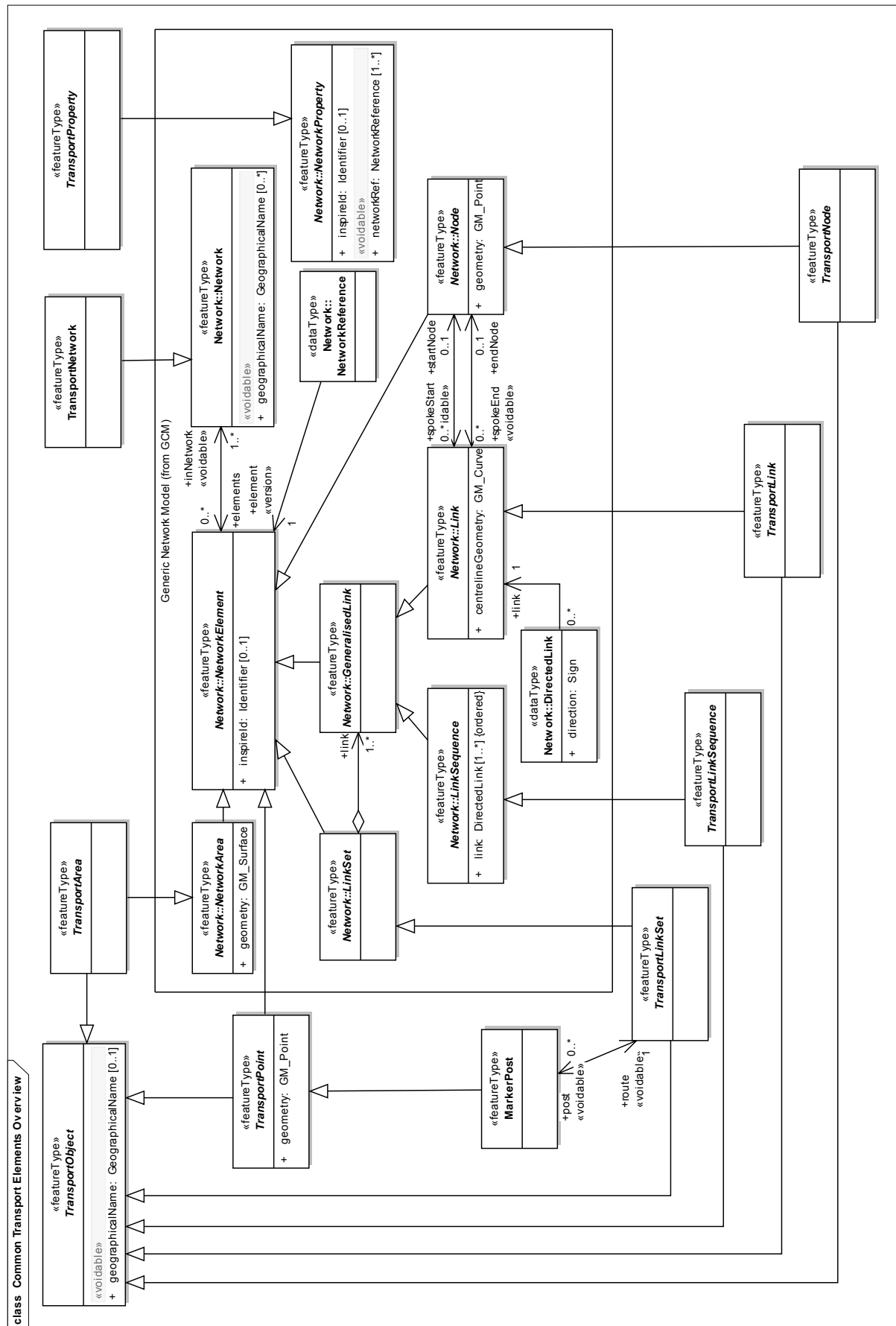


Figure 4 – UML class diagram: Overview of the *Transport Networks* application schema and its relationships with the GNM

5.2.1.3 Consistency between spatial data sets

As described in D2.6 A.18 there are three topic areas regarding consistency between spatial data sets, these are:

- a) Coherence between spatial objects of the same theme at different levels of detail
- b) Coherence between different spatial objects within a same area
- c) Coherence at state boundaries.

[a] For *Transport networks* the specification incorporates two alternative forms of representation:

- Physical topographic area objects (usually surveyed to a high accuracy)
- Centreline representations (often an approximation of the centreline)

At any level of detail data integrity demands that these two forms need to be consistent with each other both positionally and logically. For example, where both exist, a road centreline will always fall within the limits of the corresponding road area object. Similarly, nodes in the road centreline representation will always fall inside the road area object that corresponds to the topographic junction where the node occurs.

Requirement 4 Transport Networks centreline representations and nodes shall always be located within the extent of the area representation of the same object.

[b] Both forms of representation will often be combined with other themes in a wide variety of applications. Again data integrity demands that these should be positionally consistent to ensure both a faithful representation of the real world and a professional appearance that will fill the user with confidence. For example buildings, rivers and forests with the transportation system.

Recommendation 2 The objects in the Transport Networks theme should be positionally consistent with spatial objects from other themes (e.g. with buildings and rivers, forestry extents)

[c] It is essential that continuity of transport network information is preserved positionally, logically and semantically across state borders and – where applicable – also across regional borders within member states. This is vital to interoperable pan-European spatial information. The methods to support this are outlined in D2.6 Annex B.

The GNM provides a simple cross-referencing system to establish cross-border connections between Transport Networks. In practice, this is done by linking a transport network element in a data set on one side of the border and the connected or corresponding network element in a data set on the other side of the border to a Network Connection object which has been qualified as cross-border connected (when the linked network elements connect to each other) or as cross-border identical (when the linked network elements are representations in each data set of the same real world object). The Network Connection class is defined in the GNM.

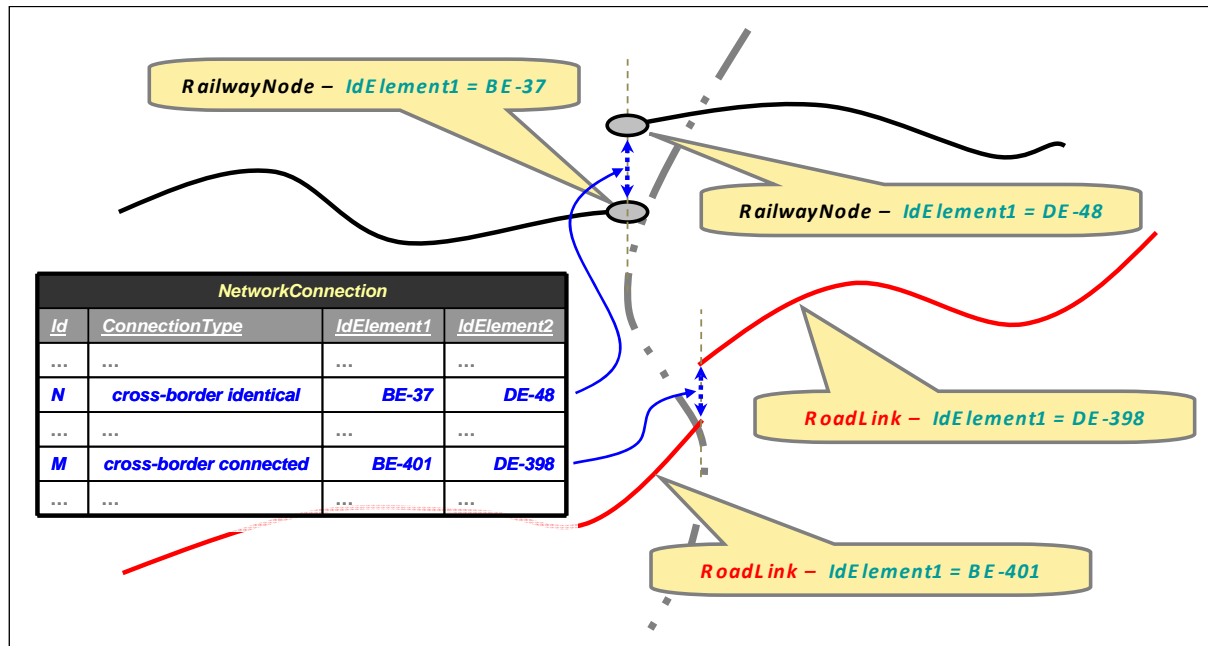


Figure 5 – Examples of cross-border connections between Transport Networks

For Transport Networks the use of a Network Connection to establish cross-border connectivity is mandatory. Furthermore, it is recommended that the respective authorities seek to fully resolve the positional alignment of cross-border connected elements of Transport Networks in accordance to the rules for network connectivity outlined in section 10.2 (Ensuring Network Connectivity).

Requirement 5 Connectivity between Transport Networks across state borders and – where applicable – also across regional borders (and datasets) within member states shall be established and maintained by the respective authorities, using the cross-border connectivity mechanisms provided by the GNM.

Recommendation 3 In considering reconciliation across borders the respective authorities should seek to fully resolve the positional alignment that minimises positional deficiencies that would require repeated manual interval in updates or detract from the use of the data in applications.

5.2.1.4 Identifier management

As is required by the GCM, all spatial objects must have a unique identifier. This must be persistent and will usually be supported by a defined lifecycle to ensure that users understand the conditions that the identifier may be created, modified (in terms of its relationship with the spatial object) and deleted.

The unique object identifier will be modelled on the form described in D2.5 9.8.2 and 9.7 and D2.7 Chapter 7 where a country code and namespace is applied as a prefix to the existing local identifier used by the authority responsible for the data. This will both ensure that the identifier is:

- Unique in the European spatial data infrastructure
- The object is traceable in that infrastructure

All spatial objects in the *Transport networks* will have a unique object identifier – this includes those spatial objects that contain geometry and those that may not (e.g. Associated objects, AggregatedLink objects and those defined by linear referencing etc).

Requirement 6 All spatial objects in the Transport Networks themes shall have a persistent unique identifier as defined in the INSPIRE documents D2.5 and D2.7.

NOTE: All spatial object classes in the Transport Networks application schemas inherit their unique identifier from the GNM where it is defined with a cardinality of "0..1". In the transport networks classes the unique identifier is mandatory for all objects, which corresponds to a cardinality of "1".

Ideally all objects should be supported by a defined lifecycle model and a method of versioning (see D2.5 9.7) that assists the user in distinguishing between current objects and previous versions.

Recommendation 4 The spatial object unique identifier should be supported by a documented lifecycle to provide users with a defined behaviour pattern as conditions which affect the object change over time.

Recommendation 5 The spatial object unique identifier should be supported by a defined form of versioning to ensure that users refer to the correct version in applications.

5.2.1.5 Modelling of object references

The INSPIRE Directive promotes the reuse of information. Object referencing is designed to support that aim whereby an existing object e.g. a transport link is used by several other objects, which may be collected by different organisations (e.g. surface condition survey, speed limit/restrictions etc). Such objects would normally inherit geometry from underlying referenced objects.

Data Association

As described in D2.5 Chapter 13 an associated object would reference the base network (data association). The link is physically achieved by cross referencing one object with another – using the unique identifiers provided (and ideally the version information),

This is common practice in several existing transport networks and the *Transport networks* specification supports this approach.

Recommendation 6 All associated spatial objects in the Transport Networks theme should use object referencing to an existing set of transport links rather than duplicate the geometry.

Recommendation 7 All centreline spatial objects in the Transport Networks theme should use object referencing to the topographic area objects to support both data sharing of application data and the support synchronisation of the two representations over time.

Transport properties and linear referencing

Many of the thematic properties of the Transport Networks objects are defined as Transport Properties. All Transport Property classes are subtypes of the GNM Network Property class. As such, they inherit the mechanisms that are defined in the GNM to link them to transport network elements (such as Transport links, Transport Link Sequences, Transport Link Sets, Transport Nodes and Transport Areas) using object referencing.

Transport Properties also offer a way the easily extend the Transport Networks specification. For different applications, additional Transport Property classes can be defined and linked to the appropriate Network Elements.

A Transport Property can be linked to an entire transport element or, when the target is a Transport Link or – more typically – a Transport Link Sequence, to part of it using linear referencing.

Linear referencing is included in the GNM with caveats until ISO 19148 is formally adopted (see also Chapter 10.2) and a simple approach is included until the standard is more widely used. This can be of value in many applications where a consistent approach to data capture and referencing is absent today for example speed limit extents as shown in Figure 6 below.

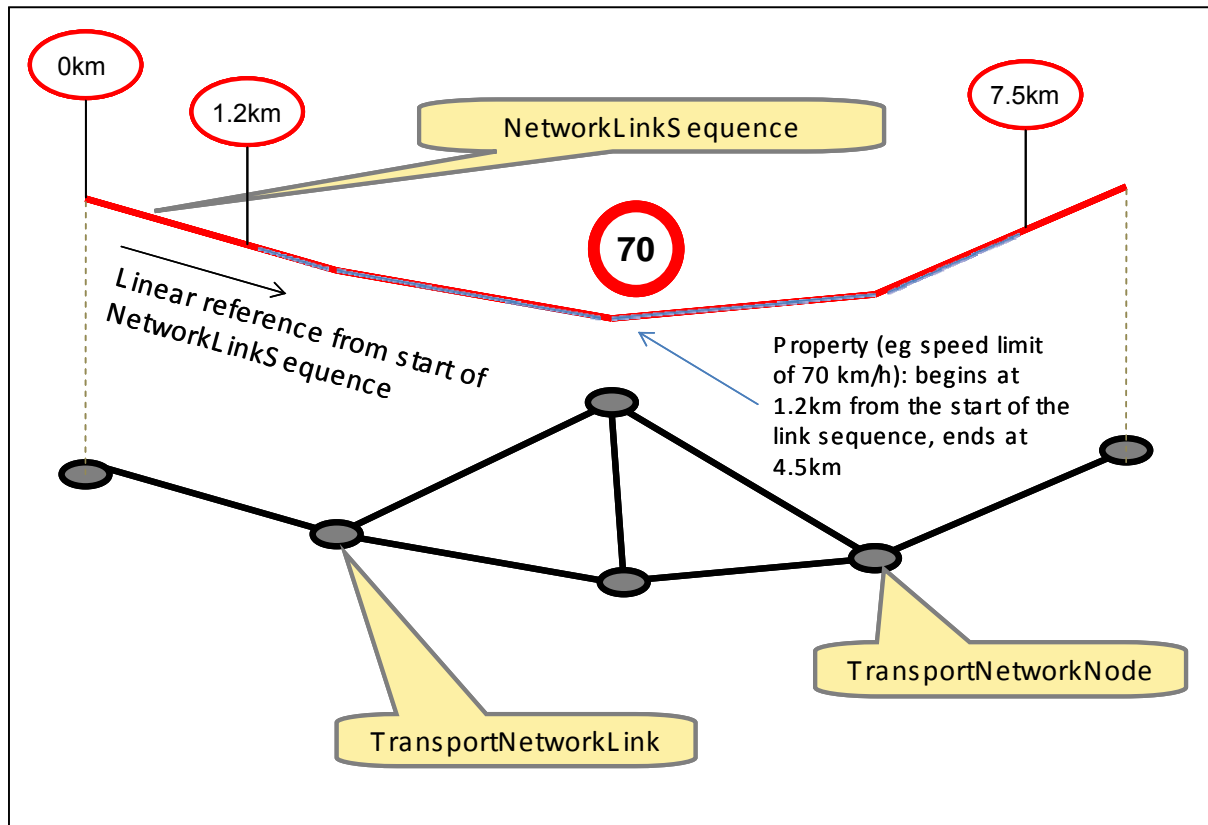


Figure 6 – example of linear referencing to locate the start and end of a speed restriction zone.

Recommendation 8 Linear referencing should be adopted to support the location of changes in condition or other phenomena along a link or link sequence where there is no requirement to disturb the link and node structure

Linear referencing is used to position phenomena along a linear object, using a distance from the beginning of the linear object. Some systems disconnect the linear reference from the geometry of the linear object in the dataset, adding a calibrated linear coordinate to the object, corresponding to the distance measured along the real world object or interpolated between fixed marker posts (which themselves may not be exactly located at the distance they indicate).

For Transport Networks, all supplied linear references will use the distance along the geometry of the linear object in the database.

Requirement 7 When linear referencing is used in Transport Networks data, the position of referenced properties on links and link sequences shall be expressed as distances measured along the supplied geometry of the underlying link object(s).

The Transport Networks specification inherits a simple approach to intermodal connections from the GNM that has been adopted in the absence of any commonly adopted standards. Spatial objects within the Transport Networks specification can be linked (cross-referenced) to support connectivity between any two transport networks that use different modes of transport. This is to support journey planning, navigation etc.

In practice, intermodal connections can be established by linking two transport network elements (from different transport networks which use a different mode of transport) to a Network Connection object which is qualified as an intermodal connection. The Network Connection class is defined in the GNM.

Several types of transport network elements, including links, link sequences, link sets, areas and nodes can participate in intermodal connections. The use of nodes is recommended since this allows for a more accurate positioning of the connection in the two networks.

Figure 7 demonstrates the concept of the intermodal connection. In this example, a node in a road transport network is connected to a node in the railway network. These nodes may, but do not have to, share the same location.

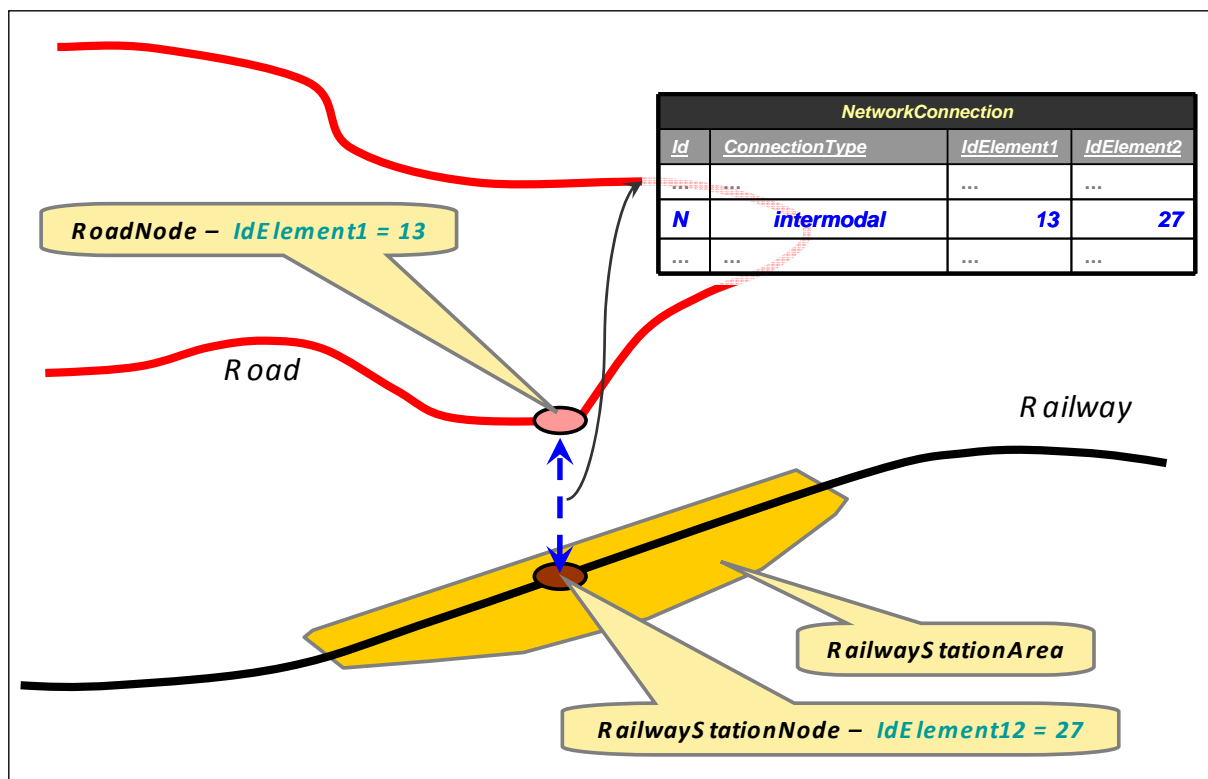


Figure 7 – The intermodal connection linking two different *Transport networks* themes *Rail* and *Road*

Requirement 8 An intermodal connection shall always reference two elements which belong to different networks.

Recommendation 9 An intermodal connection should be established between transport nodes.

5.2.1.6 Geometry representation

There are three types of geometry in this specification:

- (Topographic) Area objects in Transport Networks
- Centreline objects in Transport Networks

c) Point objects in Transport Networks

Types (a) and (b) may be alternative representations of the same real world phenomena about which the user can associate their own information (objects) – See Annex B1 for more background.

Type (c) is, apart from network nodes, only included in the specification for marker posts. However users may wish to collect such data and associate it with the network (e.g. the location of network infrastructure components e.g. traffic lights, lighting columns, beacons, navigation lights etc).

The geometric basis of a transport network consists of a number of **connected** linear elements (Transport Links) with optional point elements (Transport Nodes) at the ends of the lines (at junctions, terminals, etc).

Section 10.2 (Ensuring Network Connectivity) contains the necessary rules for ensuring connectivity within Transport Networks. Connections between Transport Networks are established by using the cross-border and intermodal connection mechanisms present in the GNM and further explained in sections 5.2.1.3 (Consistency between spatial data sets) and 5.2.1.5 (Modelling of object references) respectively.

Requirement 9	Transport links shall intersect wherever a connection exists between the real world phenomena they represent. No intersections shall be created at crossing network elements when it is not possible to pass from one element to another.
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NOTE: Grade separated crossings can be modeled using the GradeSeparatedCrossing class from the GNM. This class enables the ordered linking of two (Transport) Links. In this ordered relationship, the first Link is always the lower of the two.

Recommendation 10	In Transport Networks data, Transport Nodes should be present wherever Transport Links connect or end
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If a Transport Networks data set contains nodes, they can only occur where a connection exists between two Transport Links or where a Transport Link ends (end or dangle node). Nodes shall not occur where two links cross but not intersect, for instance at grade separated crossings.

Requirement 10	In a Transport Networks data set which contains nodes, these nodes shall only be present where Transport Links connect or end.
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The individual Transport Links can be combined to form Transport Link Sequences, using the mechanism provided by the GNM. As an ordered sequence of Transport Links, Transport Link Sequences have no geometry of their own. Their position is defined by the composing Transport Links.

Transport Link Sequences and/or Transport Links can be further combined to form Transport Link Sets. This way, looped and forked elements of a transport network can be represented. Like Transport Link Sequences, Transport Link Sets have no geometry of their own.

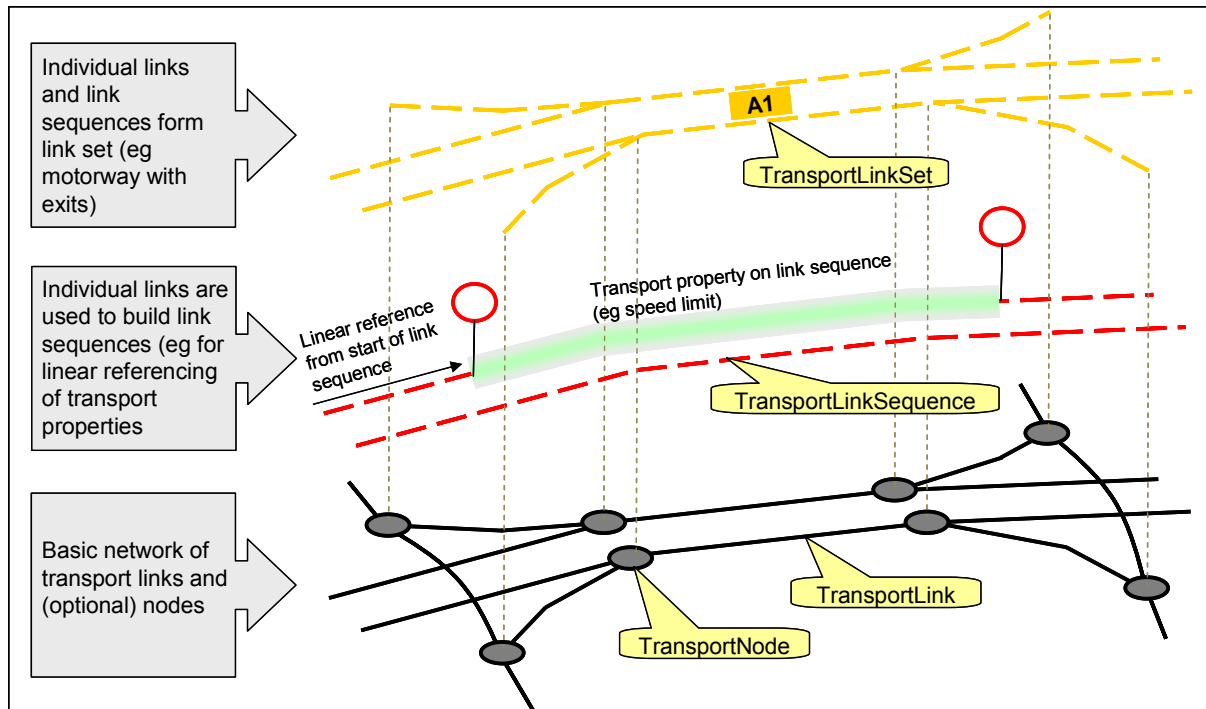


Figure 8 –Example of the use of Link, Node, Link Sequence and Link Set

Levels of detail: The specification addresses the highest resolution of data capture in Transport Networks and is also applicable to any derived lower resolution levels of detail where the number of coordinates is reduced and the geometry simplified to support viewing and reporting at regional, national and European levels. See also Chapter D10.4 and Annex B.1

This specification cannot advise on the form of representation at the highest resolution nor the accuracy since this will be driven by member state needs. Ideally derived lower resolution datasets will use the approach outlined in D2.6 A.19 where all the objects are related from lowest to highest resolution and any user information collected about the network can be simply aggregated at the lower resolution level or disaggregated as the user increases the resolution.

Recommendation 11 All Transport Networks spatial objects should be provided at the source resolution (and accuracy) where possible.

Recommendation 12 Lower order resolutions should be derived from the highest order representation of the transport network, and any user information captured once and referenced to each geometrical representation

Requirement 11 The value domain of spatial properties used in this specification is restricted to the Simple Feature spatial schema as defined by [OGC 06-103r3] (Implementation Specification for Geographic Information – Simple feature access – Part 1: Common Architecture v1.2.0).

NOTE The specification restricts the spatial schema to 0-, 1-, 2-, and 2.5-dimensional geometries where all curve interpolations are linear.

NOTE The topological relations of two spatial objects based on their specific geometry and topology properties can in principle be investigated by invoking the operations of the types defined in ISO 19107 (or the methods specified in OGC 06-103r3).

5.2.1.7 Temporality representation

The application schemas use the derived attributes "beginLifespanObject" and "endLifespanObject" to record the lifespan of a spatial object.

The attributes "beginLifespanVersion" specifies the date and time at which this version of the spatial object was inserted or changed in the spatial data set. The attribute "endLifespanVersion" specifies the date and time at which this version of the spatial object was superseded or retired in the spatial data set.

NOTE 1 The attributes specify the beginning of the lifespan of the version in the spatial data set itself, which is different from the temporal characteristics of the real-world phenomenon described by the spatial object. This lifespan information, if available, supports mainly two requirements: First, knowledge about the spatial data set content at a specific time; second, knowledge about changes to a data set in a specific time frame. The lifespan information should be as detailed as in the data set (i.e., if the lifespan information in the data set includes seconds, the seconds should be represented in data published in INSPIRE) and include time zone information.

NOTE 2 Changes to the attribute "endLifespanVersion" does not trigger a change in the attribute "beginLifespanVersion".

Recommendation 13 If life-cycle information is not maintained as part of the spatial data set, all spatial objects belonging to this data set should provide a void value with a reason of "unpopulated".

The attribute "validFrom" specifies the date and time at which the real word phenomena that are represented by the spatial objects in a spatial data set started to exist in the real world. The attribute "validTo" specifies from which date and time these phenomena no longer exist.

Recommendation 14 If information about the actual start and end of the existence of transport network elements is not maintained as part of the spatial data set, all spatial objects belonging to this data set should provide a void value with a reason of "unknown".

5.2.2 Feature catalogue

Table 3 – Feature catalogue metadata

Feature catalogue name	INSPIRE feature catalogue Common Transport Elements
Scope	Common Transport Elements
Version number	3.0.1
Version date	2009-10-02
Definition source	INSPIRE data specification Common Transport Elements

Table 4 – Types defined in the feature catalogue

Type	Package	Stereotypes	Section
AccessRestriction	Common Transport Elements	«featureType»	5.2.2.1.1
ConditionOfFacility	Common Transport Elements	«featureType»	5.2.2.1.2
MaintenanceAuthority	Common Transport Elements	«featureType»	5.2.2.1.3
MarkerPost	Common Transport Elements	«featureType»	5.2.2.1.4
OwnerAuthority	Common Transport Elements	«featureType»	5.2.2.1.5

Type	Package	Stereotypes	Section
RestrictionForVehicles	Common Transport Elements	«featureType»	5.2.2.1.6
RestrictionTypeValue	Common Transport Elements	«codeList»	5.2.2.2.2
TrafficFlowDirection	Common Transport Elements	«featureType»	5.2.2.1.7
TransportArea	Common Transport Elements	«featureType»	5.2.2.1.8
TransportLink	Common Transport Elements	«featureType»	5.2.2.1.9
TransportLinkSequence	Common Transport Elements	«featureType»	5.2.2.1.10
TransportLinkSet	Common Transport Elements	«featureType»	5.2.2.1.11
TransportNetwork	Common Transport Elements	«featureType»	5.2.2.1.12
TransportNode	Common Transport Elements	«featureType»	5.2.2.1.13
TransportObject	Common Transport Elements	«featureType»	5.2.2.1.14
TransportPoint	Common Transport Elements	«featureType»	5.2.2.1.14
TransportProperty	Common Transport Elements	«featureType»	5.2.2.1.16
TransportTypeValue	Common Transport Elements	«enumeration»	5.2.2.2.1
VerticalPosition	Common Transport Elements	«featureType»	5.2.2.1.17
AccessRestrictionValue	Common Transport Elements	«codeList»	5.2.2.2.3

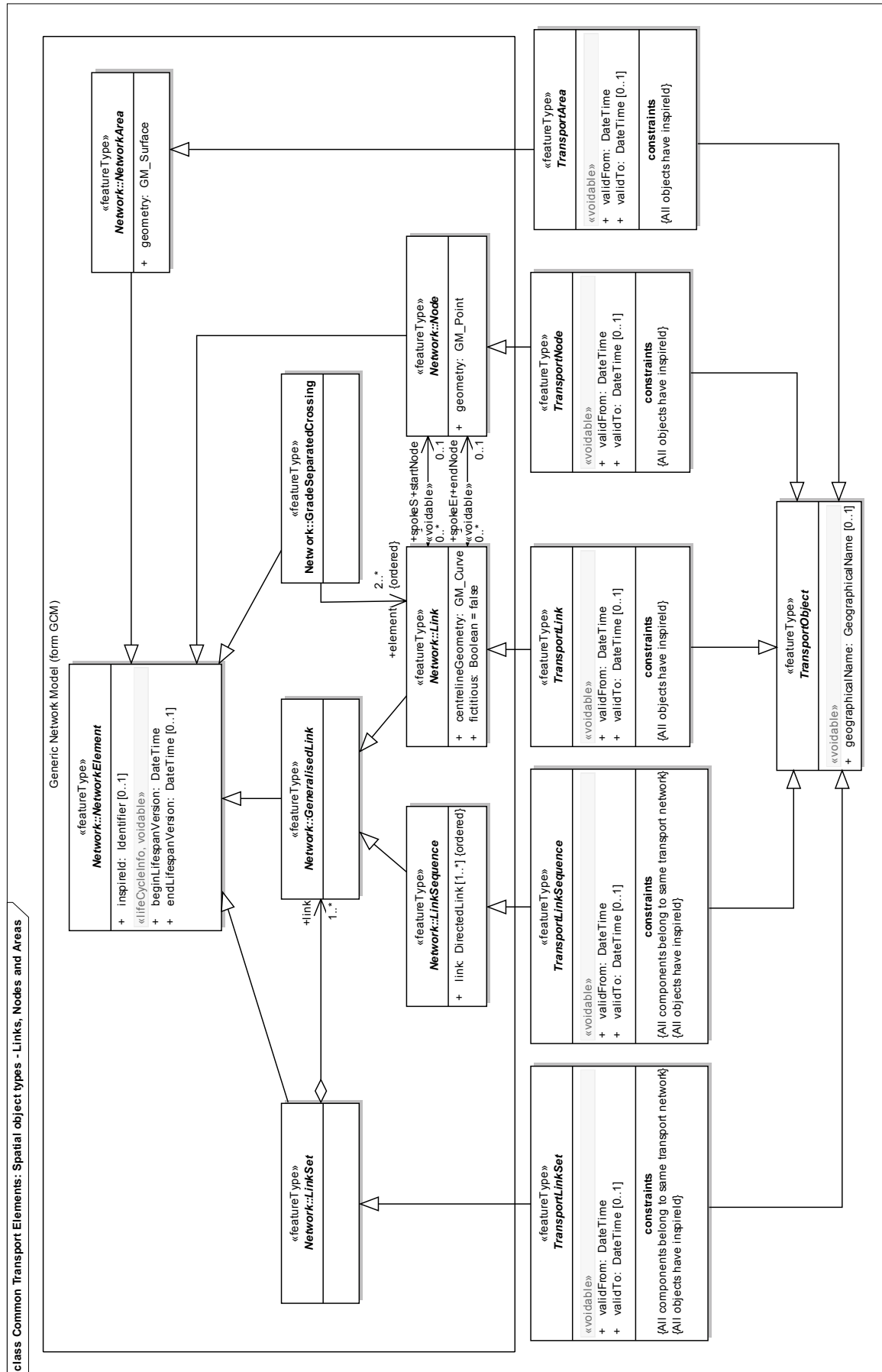


Figure 9 – UML class diagram: Spatial object types – Transport Link, Node and Area

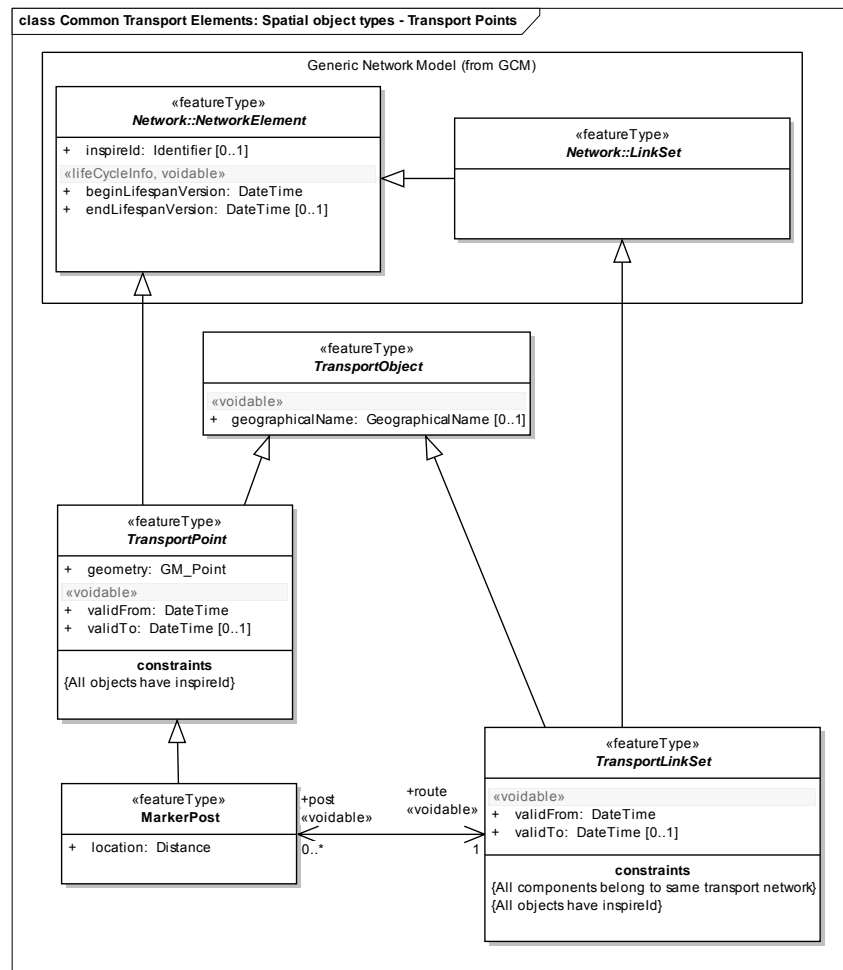


Figure 10 – UML class diagram: Spatial object types – Transport Point

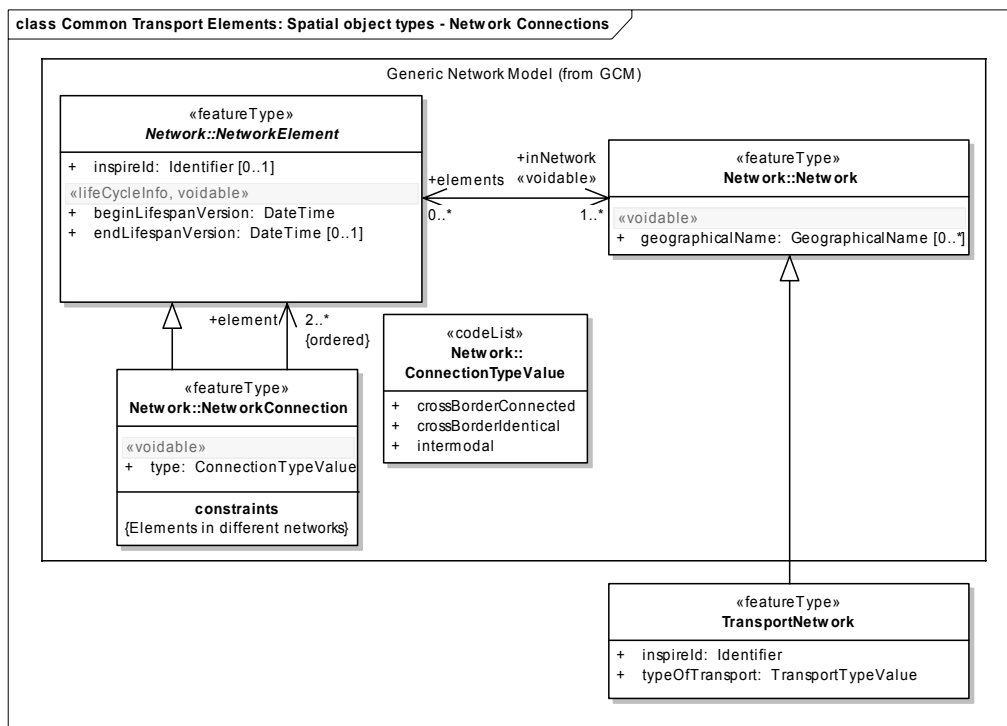


Figure 11 – UML class diagram: Spatial object types – Transport Network

class Common Transport Elements: Spatial object types - Transport Properties

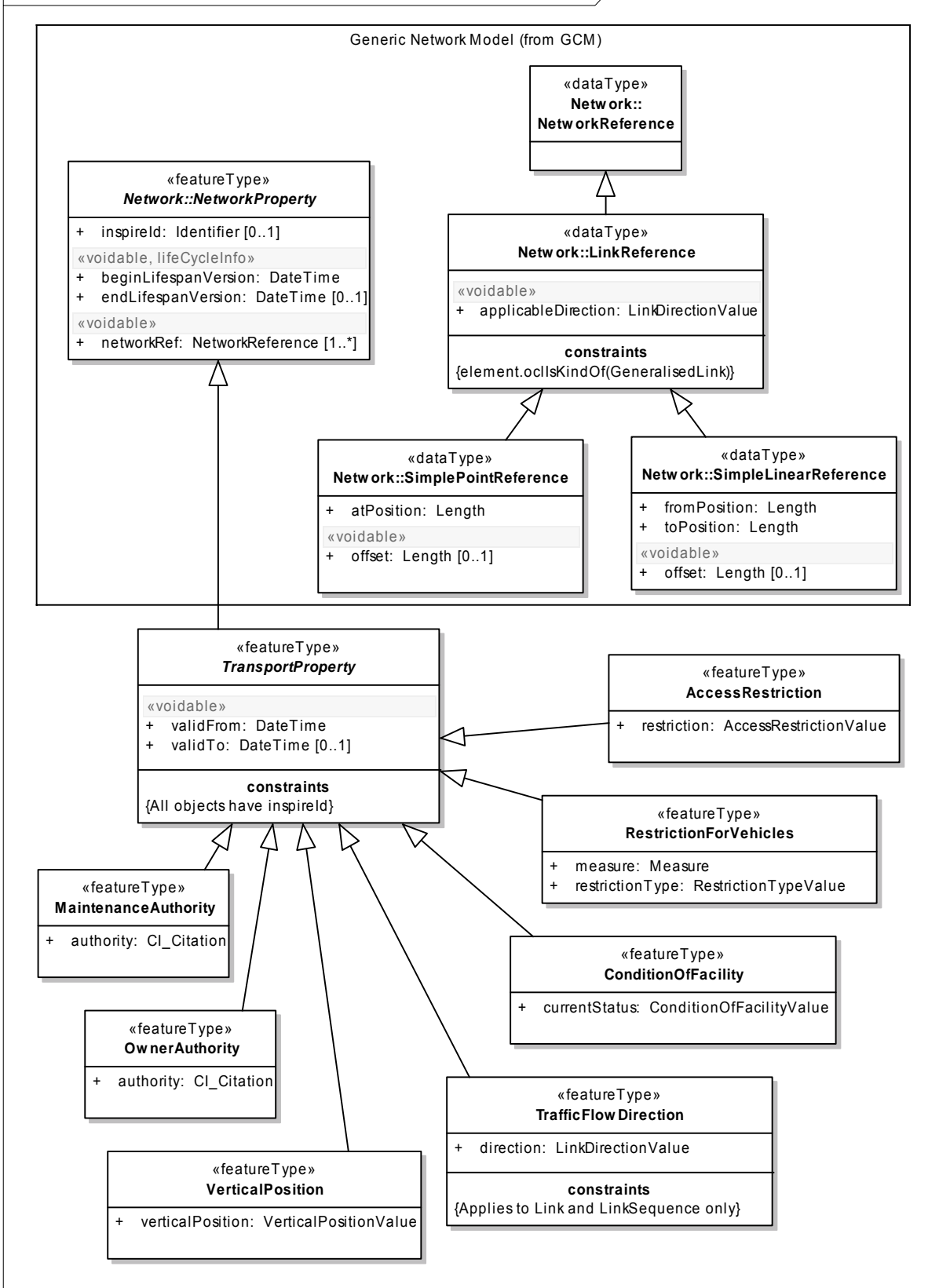


Figure 12 – UML class diagram: Spatial object types – Transport Properties

5.2.2.1 Spatial object types

5.2.2.1.1 *AccessRestriction*

AccessRestriction	
Subtype of:	TransportProperty
Definition:	A restriction on the access to a transport element.
Status:	Proposed
Stereotypes:	«featureType»
Attribute: restriction	
Value type:	AccessRestrictionValue
Definition:	Nature of the access restriction.
Multiplicity:	1

5.2.2.1.2 *ConditionOfFacility*

ConditionOfFacility	
Subtype of:	TransportProperty
Definition:	State of a transport network element with regards to its completion and use.
Status:	Proposed
Stereotypes:	«featureType»
Attribute: currentStatus	
Value type:	ConditionOfFacilityValue
Definition:	Current status value of a transport network element with regards to its completion and use.
Multiplicity:	1

5.2.2.1.3 *MaintenanceAuthority*

MaintenanceAuthority	
Subtype of:	TransportProperty
Definition:	The authority responsible for maintenance of the transport element.
Status:	Proposed
Stereotypes:	«featureType»
Attribute: authority	
Value type:	CI_Citation
Definition:	Identification of the maintenance authority.
Multiplicity:	1

5.2.2.1.4 *MarkerPost*

MarkerPost	
Subtype of:	TransportPoint
Definition:	Reference marker placed along a route in a transport network, mostly at regular intervals, indicating the distance from the beginning of the route, or some other reference point, to the point where the marker is located.
Description:	EXAMPLE Examples of routes along which marker posts can be found are roads, railway lines and navigable waterways.
Status:	Proposed
Stereotypes:	«featureType»
Attribute: location	
Value type:	Distance
Definition:	Distance from the beginning of the route, or some other reference point, to the point where a marker post is located.
Multiplicity:	1
Association role: route	
Value type:	TransportLinkSet
Definition:	Route in a transport network along which the marker post is placed.

MarkerPost

Multiplicity: 1
Stereotypes: «voidable»

5.2.2.1.5 OwnerAuthority

OwnerAuthority

Subtype of: TransportProperty
Definition: The authority owning the transport element.
Status: Proposed
Stereotypes: «featureType»

Attribute: authority

Value type: CI_Citation
Definition: Identification of the owning authority.
Multiplicity: 1

5.2.2.1.6 RestrictionForVehicles

RestrictionForVehicles

Subtype of: TransportProperty
Definition: Restriction on vehicles on a transport element.
Status: Proposed
Stereotypes: «featureType»

Attribute: measure

Value type: Measure
Definition: The measure for the restriction .
Description: SOURCE [Euroroads].
Multiplicity: 1

Attribute: restrictionType

Value type: RestrictionTypeValue
Definition: The type of restriction .
Description: SOURCE [Euroroads].
Multiplicity: 1

5.2.2.1.7 TrafficFlowDirection

TrafficFlowDirection

Subtype of: TransportProperty
Definition: Indicates the direction of the flow of traffic in relation to the direction of the transport link vector.
Status: Proposed
Stereotypes: «featureType»

Attribute: direction

Value type: LinkDirectionValue
Definition: Indicates the direction of the flow of traffic.
Multiplicity: 1

Constraint: Applies to Link and LinkSequence only

Natural language: This property can only be associated with a spatial object of the type Link or LinkSequence.
OCL:

5.2.2.1.8 TransportArea

TransportArea (abstract)

Subtype of: NetworkArea, TransportObject
Definition: Surface that represents the spatial extent of an element of a transport network.
Status: Proposed

TransportArea (abstract)

Stereotypes: «featureType»

Attribute: validFrom

Value type: DateTime

Definition: The time when the transport area started to exist in the real world.

Multiplicity: 1

Stereotypes: «voidable»

Attribute: validTo

Value type: DateTime

Definition: The time from which the transport area no longer exists in the real world.

Multiplicity: 0..1

Stereotypes: «voidable»

Constraint: All objects have inspireId

Natural language: All transport areas have an external object identifier.

OCL: inv:inspireId->notEmpty()

5.2.2.1.9 TransportLink

TransportLink (abstract)

Subtype of: Link, TransportObject

Definition: A linear spatial object that describes the geometry and connectivity of a transport network between two points in the network.

Status: Proposed

Stereotypes: «featureType»

Attribute: validFrom

Value type: DateTime

Definition: The time when the transport link started to exist in the real world.

Multiplicity: 1

Stereotypes: «voidable»

Attribute: validTo

Value type: DateTime

Definition: The time from which the transport link no longer exists in the real world.

Multiplicity: 0..1

Stereotypes: «voidable»

Constraint: All objects have inspireId

Natural language: All transport links have an external object identifier.

OCL: inv:inspireId->notEmpty()

5.2.2.1.10 TransportLinkSequence

TransportLinkSequence (abstract)

Subtype of: LinkSequence, TransportObject

Definition: A linear spatial object, composed of an ordered collection of transport links, which represents a continuous path in the transport network without any branches. The element has a defined beginning and end and every position on the transport link sequence is identifiable with one single parameter such as length. It describes an element of the transport network, characterized by one or more thematical identifiers and/or properties.

Status: Proposed

Stereotypes: «featureType»

Attribute: validFrom

Value type: DateTime

Definition: The time when the transport link sequence started to exist in the real world.

TransportLinkSequence (abstract)

Multiplicity: 1
Stereotypes: «voidable»

Attribute: validTo

Value type: DateTime
Definition: The time from which the transport link sequence no longer exists in the real world.
Multiplicity: 0..1
Stereotypes: «voidable»

Constraint: All components belong to same transport network

Natural language: A transport link sequence must be composed of transport links that all belong to the same transport network.
OCL:

Constraint: All objects have inspireId

Natural language: All transport link sequences have an external object identifier.
OCL: inv:inspireId->notEmpty()

5.2.2.1.11 TransportLinkSet

TransportLinkSet (abstract)

Subtype of: LinkSet, TransportObject
Definition: A collection of transport link sequences and or individual transport links that has a specific function or significance in a transport network.
Description: NOTE
This spatial object type supports the aggregation of links to form objects with branches, loops, parallel sequences of links, gaps, etc.
EXAMPLE
A dual carriageway road, as a collection of the two link sequences that represent each carriageway.
Status: Proposed
Stereotypes: «featureType»

Attribute: validFrom

Value type: DateTime
Definition: The time when the transport link set started to exist in the real world.
Multiplicity: 1
Stereotypes: «voidable»

Attribute: validTo

Value type: DateTime
Definition: The time from which the transport link set no longer exists in the real world.
Multiplicity: 0..1
Stereotypes: «voidable»

Association role: post

Value type: MarkerPost
Definition: Marker post along a route in a transport network.
Multiplicity: 0..*
Stereotypes: «voidable»

Constraint: All components belong to same transport network

Natural language: A transport link set must be composed of transport links and or transport link sequences that all belong to the same transport network.
OCL:

Constraint: All objects have inspireId

Natural language: All transport link sets have an external object identifier.

TransportLinkSet (abstract)

OCL: inv:inspireId->notEmpty()

5.2.2.1.12 TransportNetwork

TransportNetwork

Subtype of: Network
Definition: Collection of network elements that belong to a single mode of transport.
Description: NOTE Road, rail, water and air transport are always considered separate transport modes. Even within these four categories, multiple modes of transport can be defined, based on infrastructure, vehicle types, propulsion system, operation and/or other defining characteristics.

EXAMPLE All road transport can be considered one mode of transport for some applications. For other applications, it might be necessary to distinguish between different public road transport networks. Within water transport, marine and inland water transport can be considered to be separate modes of transport for some applications, as they use different types of ships.
Status: Proposed
Stereotypes: «featureType»

Attribute: inspireId

Value type: Identifier
Definition: External object identifier of the transport network.
Multiplicity: 1

Attribute: typeOfTransport

Value type: TransportTypeValue
Definition: Type of transport network, based on the type of infrastructure the network uses.
Multiplicity: 1

5.2.2.1.13 TransportNode

TransportNode (abstract)

Subtype of: Node, TransportObject
Definition: A point spatial object which is used for connectivity.
Description: Nodes are found at either end of the TransportLink.
Status: Proposed
Stereotypes: «featureType»

Attribute: validFrom

Value type: DateTime
Definition: The time when the transport node started to exist in the real world.
Multiplicity: 1
Stereotypes: «voidable»

Attribute: validTo

Value type: DateTime
Definition: The time from which the transport node no longer exists in the real world.
Multiplicity: 0..1
Stereotypes: «voidable»

Constraint: All objects have inspireId

Natural language: All transport nodes have an external object identifier.
OCL: inv:inspireId->notEmpty()

5.2.2.1.14 TransportObject

TransportObject (abstract)

Definition: An identity base for transport network objects in the real world.

TransportObject (abstract)

Description: NOTE Derived 'views' of real-world transport objects are represented through specialisations in other application schemas; all representations of the same real-world object share a common geographic name.

Status: Proposed
Stereotypes: «featureType»

Attribute: geographicalName

Value type: GeographicalName
Definition: A geographical name that is used to identify the transport network object in the real world. It provides a 'key' for implicitly associating different representations of the object.
Multiplicity: 0..1
Stereotypes: «voidable»

5.2.2.1.15 TransportPoint

TransportPoint (abstract)

Subtype of: NetworkElement, TransportObject
Definition: A point spatial object - which is not a node - that represents the position of an element of a transport network.

Status: Proposed
Stereotypes: «featureType»

Attribute: geometry

Value type: GM_Point
Definition: The location of the transport point.
Multiplicity: 1

Attribute: validFrom

Value type: DateTime
Definition: The time when the transport point started to exist in the real world.
Multiplicity: 1
Stereotypes: «voidable»

Attribute: validTo

Value type: DateTime
Definition: The time from which the transport point no longer exists in the real world.
Multiplicity: 0..1
Stereotypes: «voidable»

Constraint: All objects have inspireId

Natural language: All transport points have an external object identifier.
OCL: inv:inspireId->notEmpty()

5.2.2.1.16 TransportProperty

TransportProperty (abstract)

Subtype of: NetworkProperty
Definition: A reference to a property that falls upon the network. This property can apply to the whole of the network element it is associated with or - for linear spatial objects - be described using linear referencing.

Status: Proposed
Stereotypes: «featureType»

Attribute: validFrom

Value type: DateTime
Definition: The time when the transport property started to exist in the real world.
Multiplicity: 1
Stereotypes: «voidable»

TransportProperty (abstract)

Attribute: validTo

Value type: DateTime
Definition: The time from which the transport property no longer exists in the real world.
Multiplicity: 0..1
Stereotypes: «voidable»

Constraint: All objects have inspireId

Natural language: All transport properties have an external object identifier.
OCL: inv:inspireId->notEmpty()

5.2.2.1.17 VerticalPosition

VerticalPosition

Subtype of: TransportProperty
Definition: Vertical level relative to other transport network elements.
Status: Proposed
Stereotypes: «featureType»

Attribute: verticalPosition

Value type: VerticalPositionValue
Definition: Relative vertical position of the transport element.
Multiplicity: 1

5.2.2.2 Enumerations and code lists

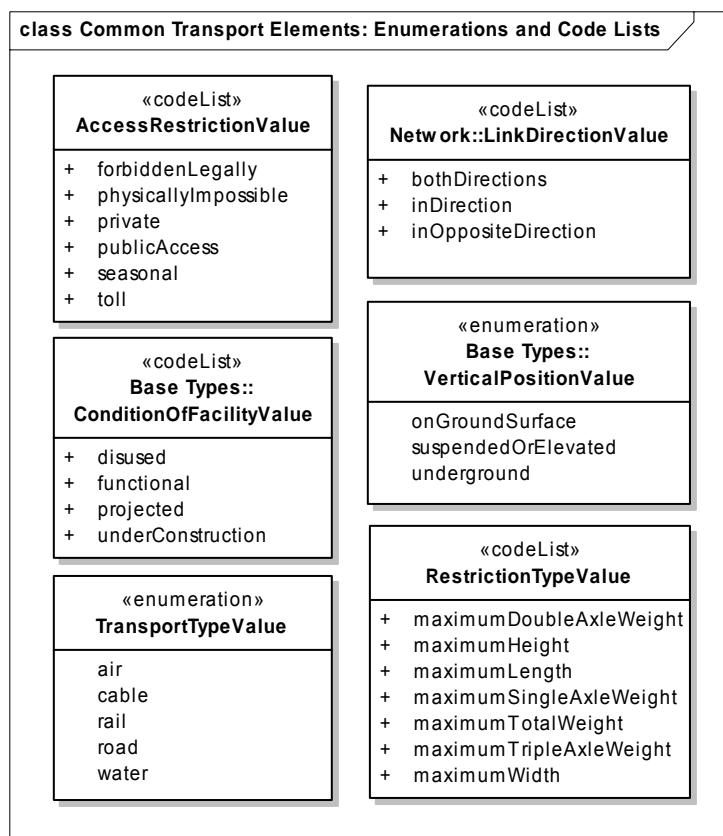


Figure 13 – UML class diagram: Enumerations and code lists

5.2.2.2.1 *TransportTypeValue*

TransportTypeValue	
Definition:	Possible types on transport networks.
Status:	Proposed
Stereotypes:	«enumeration»
Value: air	
Definition:	The transport network consists of transport by air.
Value: cable	
Definition:	The transport network consists of transport by cable.
Value: rail	
Definition:	The transport network consists of transport by rail.
Value: road	
Definition:	The transport network consists of transport by road.
Value: water	
Definition:	The transport network consists of transport by water.

5.2.2.2.2 *RestrictionTypeValue*

RestrictionTypeValue	
Definition:	Possible restrictions on vehicles that can access a transport element.
Status:	Proposed
Stereotypes:	«codeList»
Governance:	Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:RestrictionTypeValues
Value: maximumDoubleAxleWeight	
Definition:	The maximum weight per double axle of a vehicle allowed at a transport element.
Description:	SOURCE Adapted from [Euroroads].
	NOTE This value applies to wheeled vehicles only.
Value: maximumHeight	
Definition:	The maximum height of a vehicle which can pass under another object .
Description:	SOURCE [Euroroads].
Value: maximumLength	
Definition:	The maximum length of a vehicle allowed at a transport element.
Description:	SOURCE Adapted from [Euroroads].
Value: maximumSingleAxleWeight	
Definition:	The maximum weight per single axle of a vehicle allowed at a transport element.
Description:	SOURCE Adapted from [Euroroads].
	NOTE This value applies to wheeled vehicles only.
Value: maximumTotalWeight	
Definition:	The maximum total weight of a vehicle allowed at a transport element.
Description:	SOURCE Adapted from [Euroroads].
Value: maximumTripleAxleWeight	
Definition:	The maximum weight per triple axle of a vehicle allowed at a transport element.
Description:	SOURCE Adapted from [Euroroads].
	NOTE This value applies to wheeled vehicles only.
Value: maximumWidth	
Definition:	The maximum width of a vehicle allowed on a transport element.
Description:	SOURCE Adapted from [Euroroads].

5.2.2.2.3 AccessRestrictionValue

AccessRestrictionValue	
Definition:	Types of access restrictions for a transport element.
Status:	Proposed
Stereotypes:	«codeList»
Governance:	Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:AccessRestrictionValues
Value: forbiddenLegally	
Definition:	Access to the transport element is forbidden by law.
Value: physicallyImpossible	
Definition:	Access to the transport element is physically impossible due to the presence of barriers or other physical obstacles.
Value: private	
Definition:	Access to the transport element is restricted because it is privately owned.
Value: publicAccess	
Definition:	The transport element is open to public access.
Value: seasonal	
Definition:	Access to the transport element depends on the season.
Value: toll	
Definition:	Access to the transport element is subject to toll.

5.2.2.3 Imported types (informative)

This section lists definitions for feature types, data types and enumerations and code lists that are defined in other application schemas. The section is purely informative and should help the reader understand the feature catalogue presented in the previous sections. For the normative documentation of these types, see the given references.

5.2.2.3.1 GeographicalName

GeographicalName	
Package:	Geographical Names [see DS-D2.8.I.3]
Definition:	Proper noun applied to a real world entity.

5.2.2.3.2 LinkSequence

LinkSequence (abstract)	
Package:	Network [see DS-D2.5]
Definition:	A network element which represents a continuous path in the network without any branches. The element has a defined beginning and end and every position on the link sequence is identifiable with one single parameter such as length.
Description:	EXAMPLE A link sequence may represent a route.

5.2.2.3.3 NetworkArea

NetworkArea (abstract)	
Package:	Network [see DS-D2.5]
Definition:	A 2-dimensional element in a network.

5.2.2.3.4 NetworkProperty

NetworkProperty (abstract)	
Package:	Network [see DS-D2.5]
Definition:	Abstract base type representing phenomena located at or along a network element. This base type provides general properties to associate the network-related phenomena (network properties) with the network elements.

NetworkProperty (abstract)

Description: In the simplest case (NetworkReference), the network property applies to the whole network element. In the case of a Link, the spatial reference may be restricted to part of the Link by using a linear reference. ISO/TC 211 is currently in the early stages of developing a standard for Linear Referencing (ISO 19148). A simple mechanism to express linear references is provided in this version of the network model; it is expected that the model will be extended once ISO 19148 is stable. The current simple model requires for all linear references two expressions representing a distance from the start of the Link along its curve geometry. The network property applies to the part of the Link between fromPosition and toPosition.

5.2.2.3.5 NetworkElement

NetworkElement (abstract)

Package: Network [see DS-D2.5]
Definition: Abstract base type representing an element in a network. Every element in a network provides some function that is of interest in the network.

5.2.2.3.6 Link

Link (abstract)

Package: Network [see DS-D2.5]
Definition: Curvilinear network element that connects two positions and represents a homogeneous path in the network. The connected positions may be represented as nodes.

5.2.2.3.7 LinkSet

LinkSet (abstract)

Package: Network [see DS-D2.5]
Definition: A collection of link sequences and/or individual links that has a specific function or significance in a network.
Description: NOTE This spatial object type supports the aggregation of links to form objects with branches, loops, parallel sequences of links, gaps, etc.

EXAMPLE A dual carriageway road, as a collection of the two link sequences that represent each carriageway.

5.2.2.3.8 Network

Network

Package: Network [see DS-D2.5]
Definition: A network is a collection of network elements.
Description: The reason for collecting certain elements in a certain network may vary (e.g. connected elements for the same mode of transport)

5.2.2.3.9 Node

Node (abstract)

Package: Network [see DS-D2.5]
Definition: Represents a significant position in the network that always occurs at the beginning or the end of a link.
Description: NOTE if a topological representation of the network is used the road node is either a topological connection between two or more links or the termination of a link. If a geometric representation of the network is used road nodes are represented by points or alternatively another geometric shape. [EuroRoadS]

5.2.2.3.10 Identifier

Identifier

Package: Base Types [see DS-D2.5]

Identifier

- Definition: Unique object identifier published by the responsible body, which may be used by external applications to reference the spatial object.
- Description: NOTE1 External object identifiers are distinct from thematic object identifiers.
- NOTE 2 The voidable version identifier attribute is not part of the unique identifier of a spatial object and may be used to distinguish two versions of the same spatial object.
- NOTE 3 The unique identifier will not change during the life-time of a spatial object.

5.2.2.3.11 VerticalPositionValue

VerticalPositionValue

- Package: Base Types [see DS-D2.5]
- Definition: The relative vertical position of a spatial object.

5.2.2.3.12 LinkDirectionValue

LinkDirectionValue

- Package: Network [see DS-D2.5]
- Definition: List of values for directions relative to a link

5.2.2.3.13 ConditionOfFacilityValue

ConditionOfFacilityValue

- Package: Base Types [see DS-D2.5]
- Definition: The status of a facility with regards to its completion and use.

5.3 Application schema Road Transport Networks

5.3.1 Description

5.3.1.1 Narrative description

The *Road Transport Networks application* schema (Roads Schema) employs a link and node structure to represent a road system used for the transportation of vehicles in the form of a linear network. The Roads Schema inherits classes from the Common Transport Schema and also creates its own classes to describe properties of the road network such as Ownership and traffic direction that can apply to whole sections of the network element or subsections that can be described using linear referencing.

The primary aspects modelled for road network elements are:

- Spatial. Geometric (point, line and area (topographic)) representation of various elements that are parts of a network. Typically, the network is handled as a network of connected linear elements (links) with points (nodes) at the ends of the lines (at junctions, road ends etc). Also real objects with a function in a network may be represented in the dataset. Network connectivity within the roads network is essential but between elements in the other networks is an optional spatial aspect.
- Temporal. All elements in a network may have a temporal validity (i.e. description of when the network element exists in the real world) and also optional information on when data was entered, modified or deleted in the dataset.
- Thematic. The road schema can be thematically displayed via several of the attributes defined within the specification such as ownerAuthority or speedLimits.

5.3.1.2 UML Overview

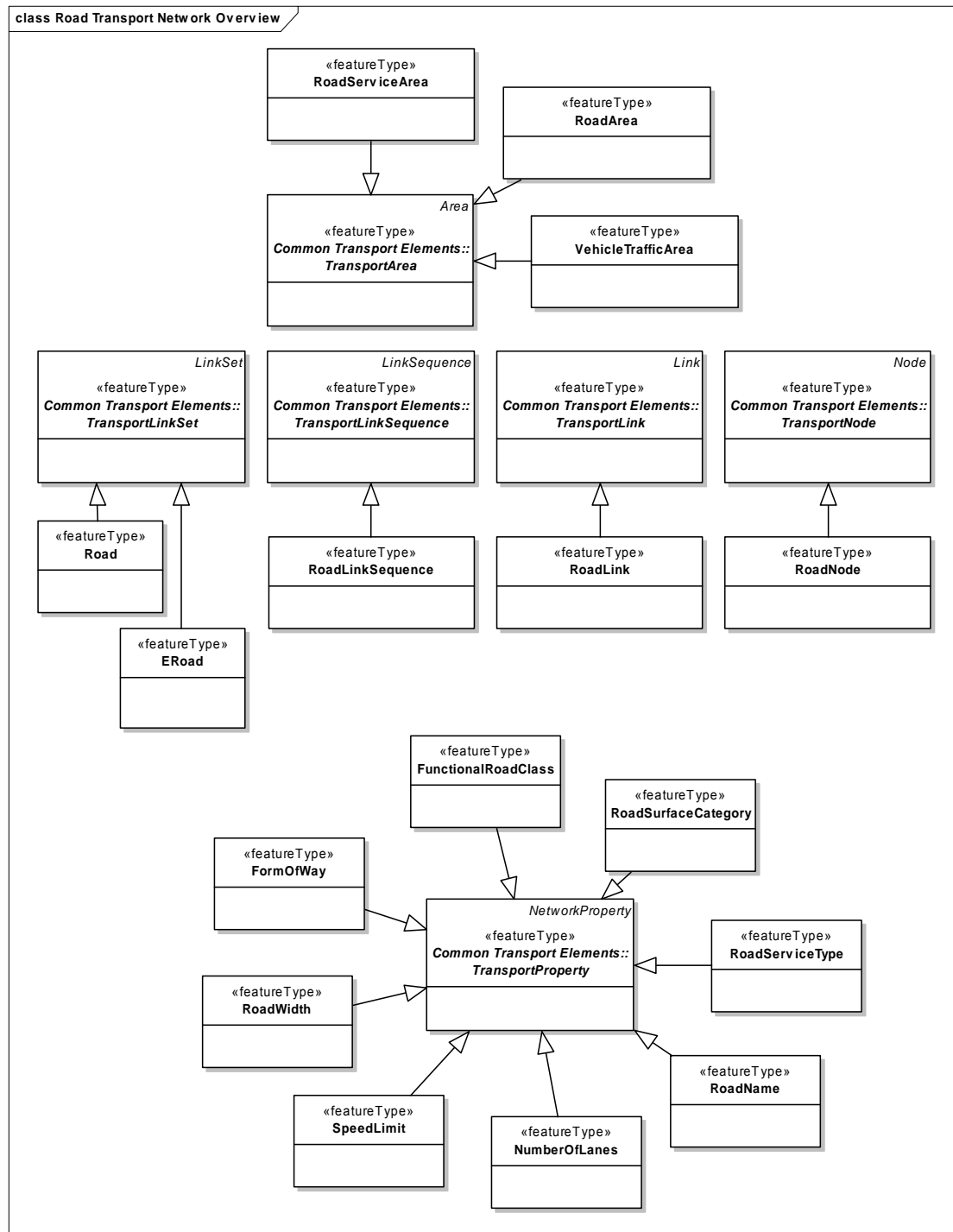


Figure 14 – UML class diagram: Overview of the *Road Transport Networks*

5.3.1.3 Consistency between spatial data sets

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.3) apply to the corresponding specialized elements/classes in the *Road transport networks*.

5.3.1.4 Identifier management

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.4) apply to the corresponding specialized elements/classes in the *Road transport networks*.

5.3.1.5 Modelling of object references

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.5) apply to the corresponding specialized elements/classes in the *Road transport networks*.

5.3.1.6 Geometry representation

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.6) apply to the corresponding specialized elements/classes in the *Road transport networks*.

5.3.1.7 Temporality representation

All attributes describing the lifespan of spatial objects or the phenomena in the real world they describe are inherited from the Common Transport Elements application schema. Refer to section 5.2.1.7 for more information.

5.3.2 Feature catalogue

Table 5 – Feature catalogue metadata

Feature catalogue name	INSPIRE feature catalogue Road Transport Network
Scope	Road Transport Network
Version number	3.0
Version date	2009-09-07
Definition source	INSPIRE data specification Road Transport Network

Table 6 – Types defined in the feature catalogue

Type	Package	Stereotypes	Section
AreaConditionValue	Road Transport Network	«codeList»	5.3.2.2.4
ERoad	Road Transport Network	«featureType»	5.3.2.1.1
FormOfWay	Road Transport Network	«featureType»	5.3.2.1.2
FunctionalRoadClass	Road Transport Network	«featureType»	5.3.2.1.3
MinMaxLaneValue	Road Transport Network	«enumeration»	5.3.2.2.1
NumberOfLanes	Road Transport Network	«featureType»	5.3.2.1.4
RoadLinkSequence	Road Transport Network	«featureType»	5.3.2.1.5
RoadName	Road Transport Network	«featureType»	5.3.2.1.6
RoadPartValue	Road Transport Network	«codeList»	5.3.2.2.5
RoadServiceArea	Road Transport Network	«featureType»	5.3.2.1.7
RoadServiceType	Road Transport Network	«featureType»	5.3.2.1.8
RoadSurfaceCategory	Road Transport Network	«featureType»	5.3.2.1.9
RoadSurfaceCategoryValue	Road Transport Network	«codeList»	5.3.2.2.6

Type	Package	Stereotypes	Section
RoadWidth	Road Transport Network	«featureType»	5.3.2.1.10
SpeedLimit	Road Transport Network	«featureType»	5.3.2.1.11
SpeedLimitMinMaxValue	Road Transport Network	«enumeration»	5.3.2.2.2
SpeedLimitSourceValue	Road Transport Network	«codeList»	5.3.2.2.7
VehicleTrafficArea	Road Transport Network	«featureType»	5.3.2.1.12
VehicleTypeValue	Road Transport Network	«codeList»	5.3.2.2.8
WeatherConditionValue	Road Transport Network	«codeList»	5.3.2.2.9
FormOfRoadNodeValue	Road Transport Network	«codeList»	5.3.2.2.10
FormOfWayValue	Road Transport Network	«codeList»	5.3.2.2.11
FunctionalRoadClassValue	Road Transport Network	«enumeration»	5.3.2.2.3
Road	Road Transport Network	«featureType»	5.3.2.1.13
RoadArea	Road Transport Network	«featureType»	5.3.2.1.14
RoadLink	Road Transport Network	«featureType»	5.3.2.1.15
RoadNode	Road Transport Network	«featureType»	5.3.2.1.16
RoadServiceTypeValue	Road Transport Network	«codeList»	5.3.2.2.12
ServiceFacilityValue	Road Transport Network	«codeList»	5.3.2.2.13

5.3.2.1 Spatial object types

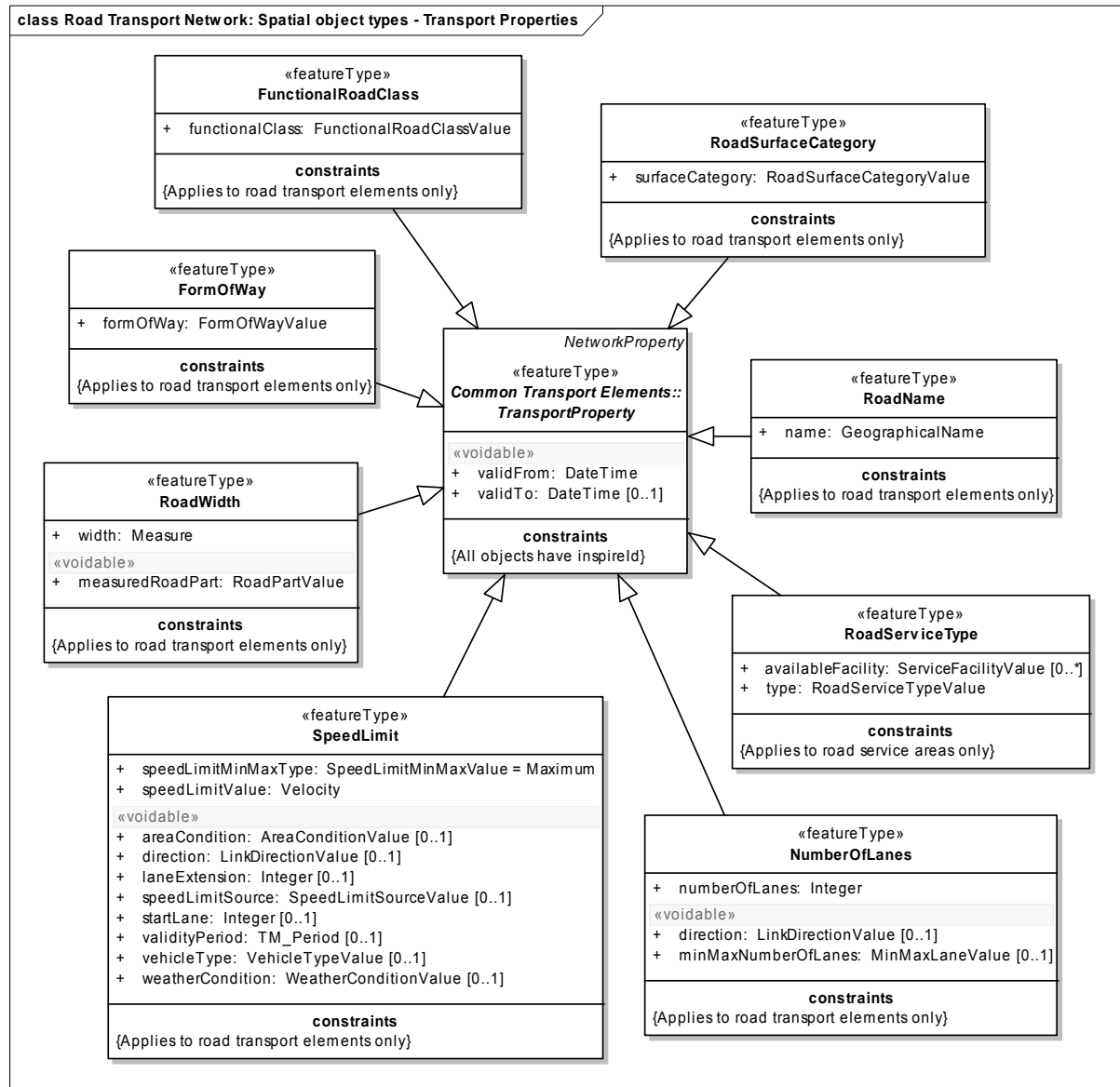


Figure 16 – UML class diagram: *Road Transport Networks* Spatial object types – Transport Properties

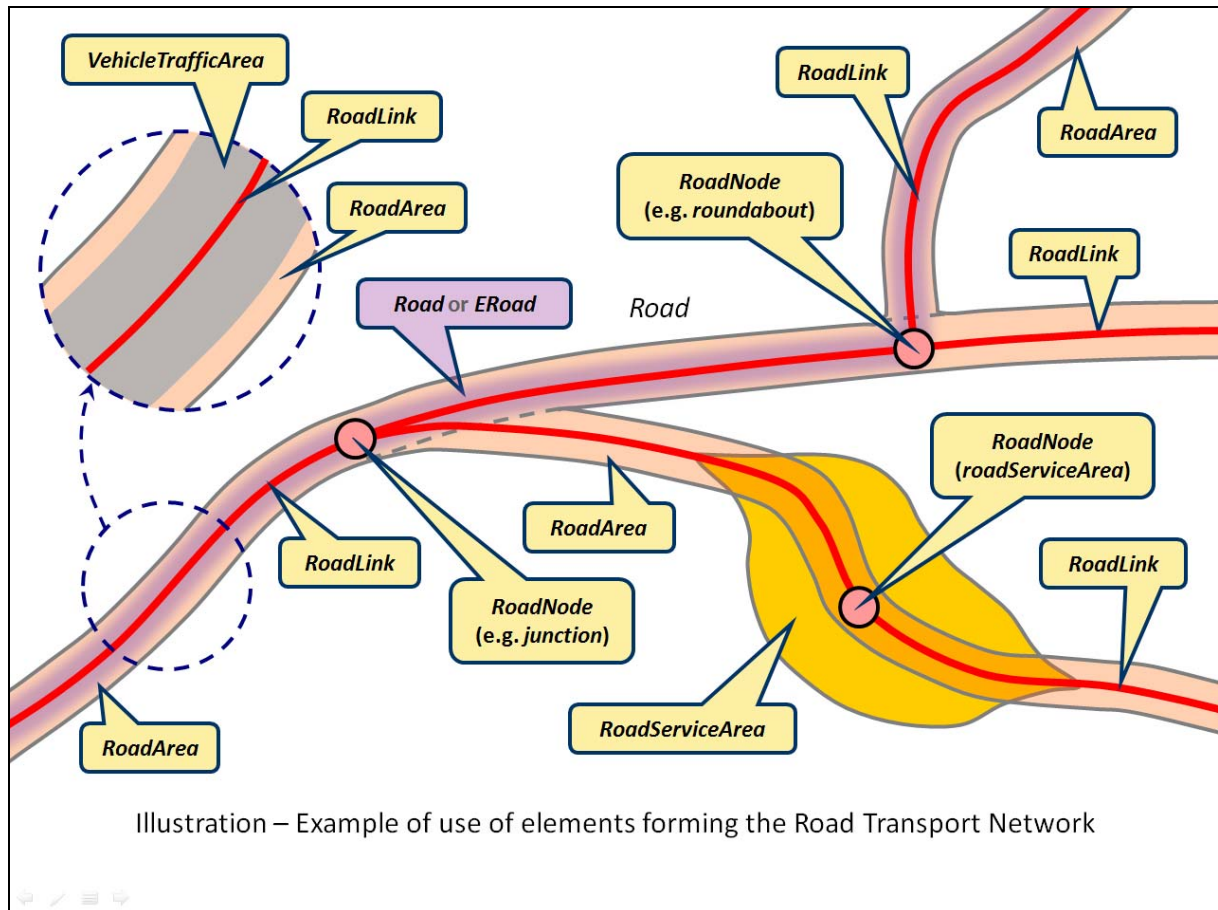


Figure 17 – Overview of the main *Road Transport Networks* objects

5.3.2.1.1 *ERoad*

ERoad	
Subtype of:	TransportLinkSet
Definition:	A collection of road link sequences and or individual road links that represents a route that is part of the international E-road network, characterized by its European route number.
Description:	EXAMPLE E40.
Status:	Proposed
Stereotypes:	«featureType»
Attribute: europeanRouteNumber	
Value type:	CharacterString
Definition:	Code, identifying the route in the international E-road network. The code always starts with a letter 'E', followed by a one-, two- or three-digit number.
Multiplicity:	1
Stereotypes:	«voidable»

5.3.2.1.2 *FormOfWay*

FormOfWay	
Subtype of:	TransportProperty
Definition:	A classification based on the physical properties of the Road Link. [TWG TN, based on EuroRoadS]
Status:	Proposed
Stereotypes:	«featureType»
Attribute: formOfWay	
Value type:	FormOfWayValue

FormOfWay

Definition: Physical form of the way.
Multiplicity: 1

Constraint: Applies to road transport elements only

Natural language: This property can only be associated with a spatial object that is part of a road transport network.
OCL:

5.3.2.1.3 FunctionalRoadClass

FunctionalRoadClass

Subtype of: TransportProperty
Definition: A classification based on the importance of the role that the road performs in the road network.
Description: SOURCE Adapted from [GDF, EuroRoadS].
Status: Proposed
Stereotypes: «featureType»

Attribute: functionalClass

Value type: FunctionalRoadClassValue
Definition: Functional rank of the road link in the road network.
Description: NOTE Where functional classification systems are used that have fewer classes/ranks than the number provided by FunctionalRoadClassValues, classes with codes 1 to n will be used, where n corresponds to the number of classes that are used in the classification system.
Multiplicity: 1

Constraint: Applies to road transport elements only

Natural language: This property can only be associated with a spatial object that is part of a road transport network.
OCL:

5.3.2.1.4 NumberOfLanes

NumberOfLanes

Subtype of: TransportProperty
Definition: The number of lanes of a road element.
Description: SOURCE Adapted from [Euroroads].
Status: Proposed
Stereotypes: «featureType»

Attribute: direction

Value type: LinkDirectionValue
Definition: Indicates which direction the number of lanes is valid for.
Description: SOURCE [Euroroads].
NOTE When the value for this attribute is 'both', numberOfLanes contains the sum of the number of lanes in both directions of travel.
NOTE This attribute only applies when the property is associated with a road link or road link sequence.
Multiplicity: 0..1
Stereotypes: «voidable»

Attribute: minMaxNumberOfLanes

Value type: MinMaxLaneValue
Definition: Indicates if the number of lanes are counted as minimum or maximum value.
Description: SOURCE [Euroroads].
NOTE This attribute only applies when the value in numberOfLanes is not an exact value.
Multiplicity: 0..1

NumberOfLanes

Stereotypes: «voidable»

Attribute: numberOfLanes

Value type: Integer

Definition: Number of lanes.

Description: SOURCE [Euroroads].

Multiplicity: 1

Constraint: Applies to road transport elements only

Natural language: This property can only be associated with a spatial object that is part of a road transport network.

OCL:

5.3.2.1.5 RoadLinkSequence

RoadLinkSequence

Subtype of: TransportLinkSequence

Definition: A linear spatial object, composed of an ordered collection of road links, which represents a continuous path in a road network without any branches. The element has a defined beginning and end and every position on the road link sequence is identifiable with one single parameter such as length. It describes an element of the road network, characterized by one or more thematic identifiers and/or properties.

Status: Proposed

Stereotypes: «featureType»

5.3.2.1.6 RoadName

RoadName

Subtype of: TransportProperty

Definition: Name of a road, as assigned by the responsible authority.

Status: Proposed

Stereotypes: «featureType»

Attribute: name

Value type: GeographicalName

Definition: Name of the road.

Multiplicity: 1

Constraint: Applies to road transport elements only

Natural language: This property can only be associated with a spatial object that is part of a road transport network.

OCL:

5.3.2.1.7 RoadServiceArea

RoadServiceArea

Subtype of: TransportArea

Definition: Surface annexed to a road and devoted to offer particular services for it.

Description: EXAMPLES Gas station, rest area, toll area.

Status: Proposed

Stereotypes: «featureType»

5.3.2.1.8 RoadServiceType

RoadServiceType

Subtype of: TransportProperty

Definition: Description of the type of road service area and the available facilities.

Status: Proposed

Stereotypes: «featureType»

Attribute: availableFacility

RoadServiceType

Value type: ServiceFacilityValue
Definition: Facility that is available for a given road service area.
Multiplicity: 0..*

Attribute: type

Value type: RoadServiceTypeValue
Definition: Type of road service area.
Multiplicity: 1

Constraint: Applies to road service areas only

Natural language: This property can only be associated with a spatial object of the type RoadServiceArea or RoadNode (when formOfRoadNode=roadServiceArea).
OCL:

5.3.2.1.9 RoadSurfaceCategory

RoadSurfaceCategory

Subtype of: TransportProperty
Definition: Specification of the state of the surface of the associated Road Element. Indicates whether a road is paved or unpaved.
Description: SOURCE [GDF3, Euroroads].
Status: Proposed
Stereotypes: «featureType»

Attribute: surfaceCategory

Value type: RoadSurfaceCategoryValue
Definition: Type of road surface.
Multiplicity: 1

Constraint: Applies to road transport elements only

Natural language: This property can only be associated with a spatial object that is part of a road transport network.
OCL:

5.3.2.1.10 RoadWidth

RoadWidth

Subtype of: TransportProperty
Definition: The width of the road, measured as an average value.
Description: SOURCE [Euroroads].
Status: Proposed
Stereotypes: «featureType»

Attribute: measuredRoadPart

Value type: RoadPartValue
Definition: Indicates to which part of a road the value for the attribute 'width' applies.
Multiplicity: 1
Stereotypes: «voidable»

Attribute: width

Value type: Measure
Definition: Road width value.
Multiplicity: 1

Constraint: Applies to road transport elements only

Natural language: This property can only be associated with a spatial object that is part of a road transport network.
OCL:

5.3.2.1.11 SpeedLimit

SpeedLimit

SpeedLimit

Subtype of: TransportProperty
 Definition: Limit for the speed of a vehicle on a road..
 Description: SOURCE [Euroroads].
 Status: Proposed
 Stereotypes: «featureType»

Attribute: areaCondition

Value type: AreaConditionValue
 Definition: Speed limit is dependent on environmental circumstances.
 Description: SOURCE [Euroroads].
 Multiplicity: 0..1
 Stereotypes: «voidable»

Attribute: direction

Value type: LinkDirectionValue
 Definition: Indicates which direction the speed limit is valid for.
 Description: SOURCE [Euroroads].
 NOTE This attribute only applies when the property is associated with a road link or road link sequence.
 Multiplicity: 0..1
 Stereotypes: «voidable»

Attribute: laneExtension

Value type: Integer
 Definition: Number of lanes including the start lane counted from the right hand side for which the speed limit applies.
 Description: SOURCE [Euroroads].
 NOTE This attribute only applies when the property is associated with a road link or road link sequence.
 Multiplicity: 0..1
 Stereotypes: «voidable»

Attribute: speedLimitMinMaxType

Value type: SpeedLimitMinMaxValue
 Definition: Indicates if the speed limit is maximum or minimum and if it is recommended.
 Description: SOURCE [Euroroads].
 Multiplicity: 1

Attribute: speedLimitSource

Value type: SpeedLimitSourceValue
 Definition: Source for speed limit.
 Description: SOURCE [Euroroads].
 Multiplicity: 0..1
 Stereotypes: «voidable»

Attribute: speedLimitValue

Value type: Velocity
 Definition: Value for speed limit.
 Description: SOURCE [Euroroads].
 Multiplicity: 1

Attribute: startLane

Value type: Integer
 Definition: Start lane counted from the right side for which speed limit applies.
 Description: SOURCE [Euroroads].
 NOTE This attribute only applies when the property is associated with a road link or road link sequence.
 Multiplicity: 0..1
 Stereotypes: «voidable»

SpeedLimit

Attribute: validityPeriod

Value type: TM_Period
Definition: Period during which the speed limit is valid.
Multiplicity: 0..1
Stereotypes: «voidable»

Attribute: vehicleType

Value type: VehicleTypeValue
Definition: Vehicle type the speed limit is restricted to.
Description: SOURCE Adapted from [Euroroads].
Multiplicity: 0..1
Stereotypes: «voidable»

Attribute: weatherCondition

Value type: WeatherConditionValue
Definition: Weather condition the speed limit is dependent on.
Description: SOURCE Adapted from [Euroroads].
Multiplicity: 0..1
Stereotypes: «voidable»

Constraint: Applies to road transport elements only

Natural language: This property can only be associated with a spatial object that is part of a road transport network.
OCL:

5.3.2.1.12 VehicleTrafficArea

VehicleTrafficArea

Subtype of: TransportArea
Definition: Surface that represents the part of a road which is used for the normal traffic of vehicles.
Status: Proposed
Stereotypes: «featureType»

5.3.2.1.13 Road

Road

Subtype of: TransportLinkSet
Definition: A collection of road link sequences and/or individual road links that are characterized by one or more thematic identifiers and/or properties.
Description: EXAMPLE Examples are roads characterized by a specific identification code, used by road management authorities or tourist routes, identified by a specific name.
Status: Proposed
Stereotypes: «featureType»

Attribute: localRoadCode

Value type: CharacterString
Definition: Identification code assigned to the road by the local road authority.
Multiplicity: 0..1
Stereotypes: «voidable»

Attribute: nationalRoadCode

Value type: CharacterString
Definition: The national number of the road.
Description: SOURCE [Euroroads].
Multiplicity: 0..1
Stereotypes: «voidable»

5.3.2.1.14 RoadArea

RoadArea

Subtype of:	TransportArea
Definition:	Surface which extends to the limits of a road, including vehicular areas and other parts of it.
Description:	EAXMPLE Pedestrian areas.
Status:	Proposed
Stereotypes:	«featureType»

5.3.2.1.15 RoadLink

RoadLink

Subtype of:	TransportLink
Definition:	A linear spatial object that describes the geometry and connectivity of a road network between two points in the network. Road links can represent paths, bicycle roads, single carriageways, multiple carriageway roads and even fictitious trajectories across traffic squares.
Status:	Proposed
Stereotypes:	«featureType»

5.3.2.1.16 RoadNode

RoadNode

Subtype of:	TransportNode
Definition:	A point spatial object that is used to either represent connectivity between two road links or to represent a significant spatial object such as a services station or roundabout.
Status:	Proposed
Stereotypes:	«featureType»

Attribute: formOfRoadNode

Value type:	FormOfRoadNodeValue
Definition:	Description of the function of a road node in the road transport network.
Multiplicity:	1
Stereotypes:	«voidable»

5.3.2.2 Enumerations and code lists

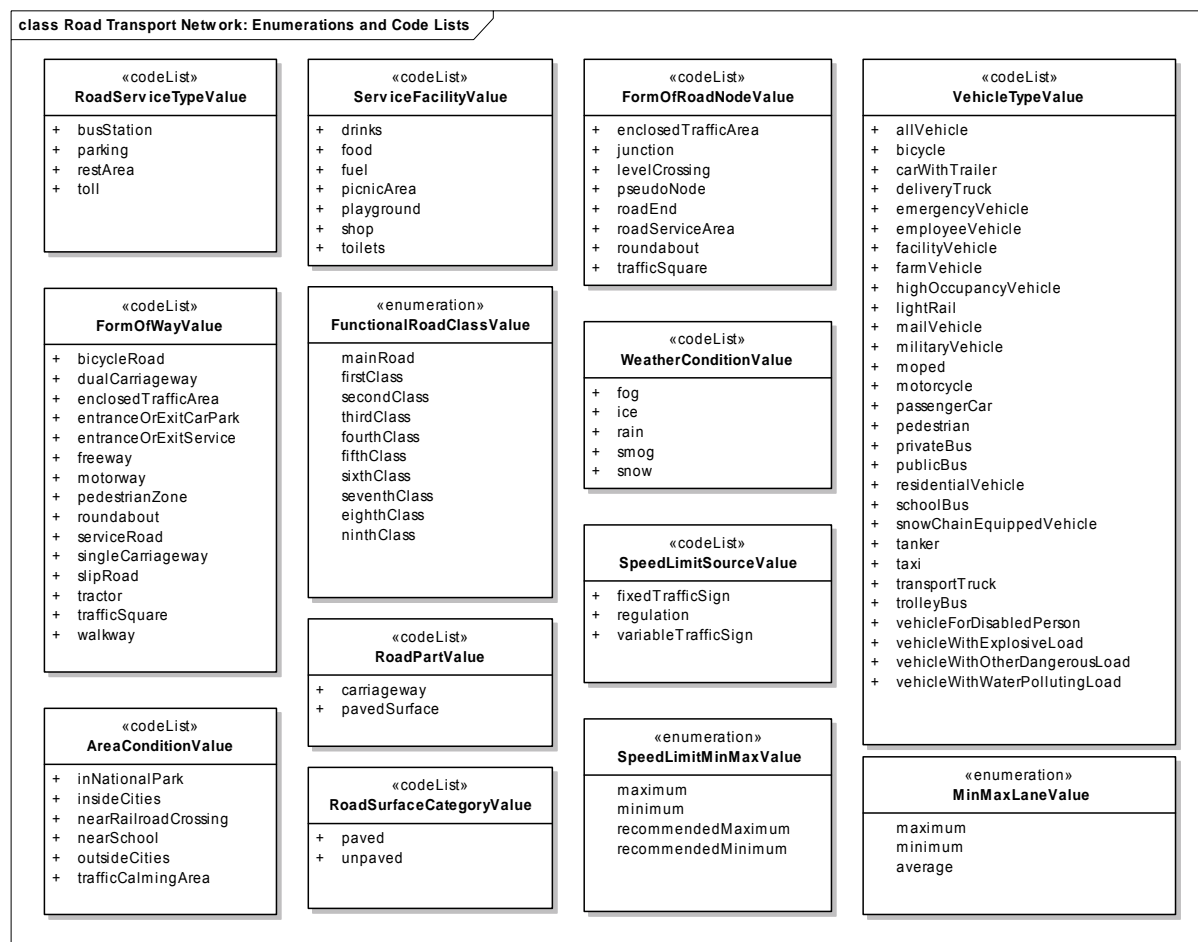


Figure 18 – UML class diagram: Road *Transport Networks* Enumerations and code lists

5.3.2.2.1 MinMaxLaneValue

MinMaxLaneValue	
Definition:	Values to indicate whether number of lanes are counted as the maximum, minimum or average number.
Description:	SOURCE Adapted from [Euroroads].
Status:	Proposed
Stereotypes:	«enumeration»
Value: maximum	
Definition:	The number of lanes is the maximum value for a given part of the road network.
Description:	SOURCE Adapted from [Euroroads].
Value: minimum	
Definition:	The number of lanes is the minimum value for a given part of the road network.
Description:	SOURCE [Euroroads].
Value: average	
Definition:	The number of lanes is the average value for a given part of the road network.
Description:	SOURCE [Euroroads].

5.3.2.2.2 SpeedLimitMinMaxValue

SpeedLimitMinMaxValue

SpeedLimitMinMaxValue

Definition: Possible values to indicate the nature of a speed limit.
Status: Proposed
Stereotypes: «enumeration»

Value: maximum

Definition: Speed limit is a maximum value
Description: SOURCE [Euroroads].

Value: minimum

Definition: Speed limit is a minimum value
Description: SOURCE [Euroroads].

Value: recommendedMaximum

Definition: Speed limit is a recommended maximum value
Description: SOURCE [Euroroads].

Value: recommendedMinimum

Definition: Speed limit is a recommended minimum value
Description: SOURCE [Euroroads].

5.3.2.2.3 FunctionalRoadClassValue

FunctionalRoadClassValue

Definition: Values for the functional road classification. This classification is based on the importance of the role that the road performs in the road network.
Description: SOURCE Adapted from [GDF, EuroRoadS].
Status: Proposed
Stereotypes: «enumeration»

Value: mainRoad

Definition: The most important roads in a given network.
Description: SOURCE [GDF], [Euroroads].

Value: firstClass

Definition: The second most important road in a given network.
Description: SOURCE [Euroroads].

Value: secondClass

Definition: The third most important road in a given network.
Description: SOURCE [Euroroads].

Value: thirdClass

Definition: The fourth most important road in a given network.
Description: SOURCE [Euroroads].

Value: fourthClass

Definition: The fifth most important road in a given network.
Description: SOURCE [Euroroads].

Value: fifthClass

Definition: The sixth most important road in a given network.
Description: SOURCE [Euroroads].

Value: sixthClass

Definition: The seventh most important road in a given network.
Description: SOURCE [Euroroads].

Value: seventhClass

Definition: The eighth most important road in a given network.
Description: SOURCE [Euroroads].

Value: eighthClass

Definition: The ninth most important road in a given network.
Description: SOURCE [Euroroads].

Value: ninthClass

FunctionalRoadClassValue

Definition: The least important roads in a given network.
Description: SOURCE [GDF]

NOTE The farthest ways in the forest road network. It has no regular maintenance. [NVDB] [Euroroads].

5.3.2.2.4 AreaConditionValue

AreaConditionValue

Definition: Speed limit restriction depending on the area..
Description: SOURCE [Euroroads].
Status: Proposed
Stereotypes: «codeList»
Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:AreaConditionValues

Value: inNationalPark

Definition: Speed limit restriction inside national park.
Description: SOURCE [Euroroads].

Value: insideCities

Definition: Speed limit restriction inside cities.
Description: SOURCE [Euroroads].

Value: nearRailroadCrossing

Definition: Speed limit restriction near rail road crossing.
Description: SOURCE [Euroroads].

Value: nearSchool

Definition: Speed limit restriction near school.
Description: SOURCE [Euroroads].

Value: outsideCities

Definition: Speed limit restriction outside cities.
Description: SOURCE [Euroroads].

Value: trafficCalmingArea

Definition: Speed limit restriction in traffic calming area.
Description: SOURCE [Euroroads].

5.3.2.2.5 RoadPartValue

RoadPartValue

Definition: Parts that make up a road.
Status: Proposed
Stereotypes: «codeList»
Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:RoadPartValues

Value: carriageway

Definition: The part of a road which is reserved for traffic.

Value: pavedSurface

Definition: The part of the road which is paved.

5.3.2.2.6 RoadSurfaceCategoryValue

RoadSurfaceCategoryValue

Definition: Values to indicate whether a road is paved or not paved.
Status: Proposed
Stereotypes: «codeList»
Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:RoadSurfaceCategoryValues

RoadSurfaceCategoryValue

Value: paved

Definition: Road with a hard paved surface.

Description: SOURCE [Euroroads].

EXAMPLES Asphalt or concrete.

Value: unpaved

Definition: Road not paved.

Description: SOURCE [Euroroads].

EXAMPLE Gravelled road.

5.3.2.2.7 SpeedLimitSourceValue

SpeedLimitSourceValue

Definition: Possible sources for speed limits.

Status: Proposed

Stereotypes: «codeList»

Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:SpeedLimitSourceValues

Value: fixedTrafficSign

Definition: Source is a fixed traffic sign (site specific administrative order, explicit speed limit).

Description: SOURCE [Euroroads].

Value: regulation

Definition: Source is a regulation (national regulation, rule or 'implicit speed limit').

Description: SOURCE [Euroroads].

Value: variableTrafficSign

Definition: Source is a variable traffic sign.

Description: SOURCE [Euroroads].

5.3.2.2.8 VehicleTypeValue

VehicleTypeValue

Definition: Possible types of vehicles.

Status: Proposed

Stereotypes: «codeList»

Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:VehicleTypeValues

Value: allVehicle

Definition: Any vehicle, not including pedestrians.

Description: SOURCE [Euroroads].

Value: bicycle

Definition: pedal-driven two-wheeled vehicle.

Description: SOURCE [Euroroads].

Value: carWithTrailer

Definition: A passenger car with an attached trailer.

Description: SOURCE [Euroroads].

Value: deliveryTruck

Definition: A truck vehicle of relatively small size, whose principal use is for delivery of goods and materials.

Description: SOURCE [Euroroads].

Value: emergencyVehicle

Definition: A vehicle engaged in emergency response, included but not limited to police, ambulance and fire.

VehicleTypeValue

Description: SOURCE [Euroroads].

Value: employeeVehicle

Definition: A vehicle operated by an employee of an organization that is used within that organization's ground.

Description: SOURCE [Euroroads].

Value: facilityVehicle

Definition: A vehicle dedicated to a localized area within a private or restricted estate.

Description: SOURCE [Euroroads].

EXAMPLE Facilities roads within an airport or theme park.

Value: farmVehicle

Definition: Vehicle commonly associated with farming activities.

Description: SOURCE [Euroroads].

Value: highOccupancyVehicle

Definition: Vehicle populated with a number of occupants corresponding to (or exceeding) the specified minimum number of passengers.

Description: SOURCE [Euroroads].

Value: lightRail

Definition: Train-like transport vehicle limited to a rail network within a limited area.

Description: SOURCE [Euroroads].

NOTE Does not include heavy rail lines.

Value: mailVehicle

Definition: A vehicle that collects, carries or delivers mail.

Description: SOURCE [Euroroads].

Value: militaryVehicle

Definition: Vehicle authorized by a military authority.

Description: SOURCE [Euroroads].

Value: moped

Definition: Two or three wheeled vehicle equipped with internal combustion engine, with size less than 50 cc and maximum speed that does not exceed 45 km/h (28mph).

Description: SOURCE Adapted from [CADaS/CARE].

Value: motorcycle

Definition: Two or three wheeled vehicle equipped with internal combustion engine, with size more than 50 cc and maximum speed that does exceed 45 km/h (28mph).

Description: SOURCE Adapted from [CADaS/CARE].

Value: passengerCar

Definition: A small vehicle designed for private transport of people.

Description: SOURCE [Euroroads].

Value: pedestrian

Definition: A person on foot.

Description: SOURCE [Euroroads].

Value: privateBus

Definition: A vehicle designed for transport of large groups of people, privately owned or chartered.

Description: SOURCE [Euroroads].

Value: publicBus

Definition: A vehicle designed for transport of large groups of people that is generally chartered by published routes and schedules.

Description: SOURCE [Euroroads].

Value: residentialVehicle

VehicleTypeValue

Definition:	A vehicle whose owner is resident (or a guest) of particular street or town area.
Description:	SOURCE [Euroroads].
Value: schoolBus	
Definition:	Vehicle operated on behalf of a school to transport students.
Description:	SOURCE [Euroroads].
Value: snowChainEquippedVehicle	
Definition:	Any vehicle equipped with snow chains.
Description:	SOURCE [Euroroads].
Value: tanker	
Definition:	A truck with more than two axels used to transport liquid loads in bulk.
Description:	SOURCE [Euroroads].
Value: taxi	
Definition:	A vehicle licensed for hire usually fitted with a meter.
Description:	SOURCE [Euroroads].
Value: transportTruck	
Definition:	A truck vehicle for long range transport of goods.
Description:	SOURCE [Euroroads].
Value: trolleyBus	
Definition:	A bus-like mass transport vehicle hooked up to an electrical network for power supply.
Description:	SOURCE [Euroroads].
Value: vehicleForDisabledPerson	
Definition:	A vehicle with supporting identification that designates a vehicle for disabled persons.
Description:	SOURCE [Euroroads].
Value: vehicleWithExplosiveLoad	
Definition:	Vehicle transporting explosive cargo.
Description:	SOURCE [Euroroads].
Value: vehicleWithOtherDangerousLoad	
Definition:	Vehicle transporting dangerous cargo, other than explosive or waterpollution loads.
Description:	SOURCE [Euroroads].
Value: vehicleWithWaterPollutingLoad	
Definition:	Vehicle transporting water-polluting cargo.
Description:	SOURCE [Euroroads].

5.3.2.2.9 WeatherConditionValue

WeatherConditionValue	
Definition:	Values to indicate weather conditions that affect speed limits.
Status:	Proposed
Stereotypes:	«codeList»
Governance:	Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:WeatherConditionValues
Value: fog	
Definition:	Speed applies when fog is present.
Description:	SOURCE Adapted from [Euroroads].
Value: ice	
Definition:	Speed applies when ice is present.
Description:	SOURCE Adapted from [Euroroads].
Value: rain	
Definition:	Speed applies when rain is present.

WeatherConditionValue

Description:	SOURCE Adapted from [Euroroads].
Value: smog	
Definition:	Speed applies when a certain amount of smog is present.
Value: snow	
Definition:	Speed applies when snow is present.

5.3.2.2.10 FormOfRoadNodeValue

FormOfRoadNodeValue

Definition:	Functions of road nodes within Euroroads.
Status:	Proposed
Stereotypes:	«codeList»
Governance:	Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:FormOfRoadNodeValues
Value: enclosedTrafficArea	
Definition:	The road node is situated inside and/or represents an enclosed traffic area. A traffic area is an area with no internal structure of legally defined driving directions. At least two roads are connected to the area..
Description:	SOURCE [Euroroads].
Value: junction	
Definition:	Three or more road links intersect at the road node.
Value: levelCrossing	
Definition:	A railway crosses a road on the same level at the position of the road node.
Value: pseudoNode	
Definition:	Exactly two road links connect to the road node.
Value: roadEnd	
Definition:	Only one road link connects to the road node. It signifies the end of a road.
Value: roadServiceArea	
Definition:	Surface annexed to a road and devoted to offer particular services for it.
Description:	EXAMPLES Gas station, rest area, toll area.
Value: roundabout	
Definition:	The road node represents or is a part of a roundabout.
Value: trafficSquare	
Definition:	The road node is situated inside and/or represents a traffic square. A traffic square is an area (partly) enclosed by roads which is used for non-traffic purposes and which is not a roundabout.
Description:	SOURCE [GDF, Euroroads].

5.3.2.2.11 FormOfWayValue

FormOfWayValue

Definition:	Classification based on the physical properties of the road link.
Description:	SOURCE Based on [Euroroads].
Status:	Proposed
Stereotypes:	«codeList»
Governance:	Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:FormOfWayValues
Value: bicycleRoad	
Definition:	Road where bicycles are the only vehicles allowed.
Description:	SOURCE Adapted from [Euroroads].
Value: dualCarriageway	
Definition:	Road with physically separated carriageways regardless of the number of lanes, which is not a motorway or a freeway.
Description:	SOURCE Based on [NVDB/GDF, Euroroads].

FormOfWayValue

Value: enclosedTrafficArea

Definition: Area with no internal structure of legally defined driving directions. At least two roads are connected to the area.

Description: SOURCE [Euroroads].

Value: entranceOrExitCarPark

Definition: Road specially designed to enter or to leave a parking area.

Description: SOURCE [GDF], [Euroroads].

Value: entranceOrExitService

Definition: Road used only to enter or to leave a service.

Description: SOURCE [GDF], [Euroroads].

Value: freeway

Definition: Road having no single level crossings with other roads.

Description: SOURCE Adapted from [Euroroads].
NOTE This means that connections with other roads consist of slip roads.

Value: motorway

Definition: Road permitted for motorized vehicles only in combination with a prescribed minimum speed. It has two or more mostly physically separated carriageways and no single level-crossings.

Description: SOURCE [GDF], [Euroroads].

Value: pedestrianZone

Definition: Area with a road network which is especially designed for use by pedestrians.

Description: SOURCE [GDF], [Euroroads].

NOTE Pedestrian zones are usually located in urban areas. Except for emergency vehicles and for delivery vehicles during certain hours no traffic is allowed on the road network elements which are located inside the zone.

Value: roundabout

Definition: Road which forms a ring on which traffic travelling in only one direction is allowed.

Description: SOURCE Based on [GDF], [Euroroads].

NOTE The Road elements which make up a roundabout are connected to one another and they form exactly one ring.

Value: serviceRoad

Definition: Road running parallel to and connecting to a road with a relatively high connectivity function, which is especially designed to enable access from the connecting roads to roads with a low connectivity function in its vicinity.

Description: SOURCE Based on [GDF], [Euroroads].

NOTE Generally, service roads have the same name as the higher class road it runs parallel to and are only divided from it by small constructions like walkways, traffic islands etc.

Value: singleCarriageway

Definition: Road where the traffic is not separated by any physical object.

Description: SOURCE [GDF], [Euroroads].

NOTE All roads without separate carriageways are considered as roads with a single carriageway.

Value: slipRoad

Definition: Road especially designed to enter or leave a road.

Description: SOURCE Adapted from [Euroroads].

Value: tractor

FormOfWayValue

Definition: Arranged road only usable for a tractor (farm vehicle or forest machine) or terrain vehicle (a vehicle with higher ground clearance, big wheels and 4 wheel drive).
Description: SOURCE Based on [Euroroads].

Value: trafficSquare

Definition: Area (partly) enclosed by roads which is used for non-traffic purposes and which is not a roundabout.
Description: SOURCE [GDF], [Euroroads].

Value: walkway

Definition: Road reserved for pedestrian use and closed for regular vehicular use by a physically barrier.
Description: SOURCE Adapted from [Euroroads].

NOTE Occasional use by (emergency) services may occur.

5.3.2.2.12 RoadServiceTypeValue

RoadServiceTypeValue

Definition: Types of road service areas.
Status: Proposed
Stereotypes: «codeList»
Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:RoadServiceTypeValues

Value: busStation

Definition: The road service is a bus stop.

Value: parking

Definition: The road service area is a parking facility.

Value: restArea

Definition: The road service is a rest area.

Value: toll

Definition: Area that provides toll services such as ticket dispensers or toll payment services.

5.3.2.2.13 ServiceFacilityValue

ServiceFacilityValue

Definition: Possible service facilities available at a road service area.
Status: Proposed
Stereotypes: «codeList»
Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:ServiceFacilityValues

Value: drinks

Definition: Drinks are available.

Value: food

Definition: Food is available.

Value: fuel

Definition: Fuel is available.

Value: picnicArea

Definition: A picnic area is present.

Value: playground

Definition: A playground area is present.

Value: shop

Definition: A shop is present.

Value: toilets

Definition: Toilets are present.

5.3.2.3 Imported types (informative)

This section lists definitions for feature types, data types and enumerations and code lists that are defined in other application schemas. The section is purely informative and should help the reader understand the feature catalogue presented in the previous sections. For the normative documentation of these types, see the given references.

5.3.2.3.1 *TransportLinkSequence*

TransportLinkSequence (abstract)	
Package:	Common Transport Elements [see section 5.2.2]
Definition:	A linear spatial object, composed of an ordered collection of transport links, which represents a continuous path in the transport network without any branches. The element has a defined beginning and end and every position on the transport link sequence is identifiable with one single parameter such as length. It describes an element of the transport network, characterized by one or more thematical identifiers and/or properties.

5.3.2.3.2 *TransportLink*

TransportLink (abstract)	
Package:	Common Transport Elements [see section 5.2.2]
Definition:	A linear spatial object that describes the geometry and connectivity of a transport network between two points in the network.

5.3.2.3.3 *TransportArea*

TransportArea (abstract)	
Package:	Common Transport Elements [see section 5.2.2]
Definition:	Surface that represents the spatial extent of an element of a transport network.

5.3.2.3.4 *TransportNode*

TransportNode (abstract)	
Package:	Common Transport Elements [see section 5.2.2]
Definition:	A point spatial object which is used for connectivity.
Description:	Nodes are found at either end of the TransportLink.

5.3.2.3.5 *TransportProperty*

TransportProperty (abstract)	
Package:	Common Transport Elements [see section 5.2.2]
Definition:	A reference to a property that falls upon the network. This property can apply to the whole of the network element it is associated with or - for linear spatial objects - be described using linear referencing.

5.3.2.3.6 *TransportLinkSet*

TransportLinkSet (abstract)	
Package:	Common Transport Elements [see section 5.2.2]
Definition:	A collection of transport link sequences and or individual transport links that has a specific function or significance in a transport network.
Description:	<p>NOTE</p> <p>This spatial object type supports the aggregation of links to form objects with branches, loops, parallel sequences of links, gaps, etc.</p> <p>EXAMPLE</p> <p>A dual carriageway road, as a collection of the two link sequences that represent each carriageway.</p>

5.3.2.3.7 *GeographicalName*

GeographicalName	
Package:	Geographical Names [see EC DS-D2.8.I.3]

GeographicalName

Definition: Proper noun applied to a real world entity.

5.3.2.3.8 *LinkDirectionValue*

LinkDirectionValue

Package: Network [see DS-D2.5]

Definition: List of values for directions relative to a link

5.4 Application schema Rail Transport Networks

5.4.1 Description

5.4.1.1 Narrative description

The Rail Transport Networks application schema (Rail Schema) employs a link and node structure to represent the rail tracks used for transportation in the form of a linear network. The Rail Schema inherits classes from the Common Transport Schema and also creates its own classes to describe properties of the rail network such as Ownership and restrictions that can apply to whole sections of the network element or subsections that can be described using linear referencing.

The primary aspects modelled for rail network elements are:

- Spatial. Geometric (point, line and area (topographic)) representation of various elements that are parts of a network. Typically, the network is handled as a network of connected linear elements (links) with points (nodes) at the ends of the lines (at junctions, rail ends etc). Also real objects with a function in a network may be represented in the dataset. Network connectivity within the rail network is essential but between elements in the other networks is an optional spatial aspect.
- Temporal. All elements in a network may have a temporal validity (i.e. description of when the network element exists in the real world) and also optional information on when data was entered, modified or deleted in the dataset.
- Thematic. The Rail Schema can be thematically displayed via several of the attributes defined within the specification such as railwayGauge or owningAuthority.

5.4.1.2 UML Overview

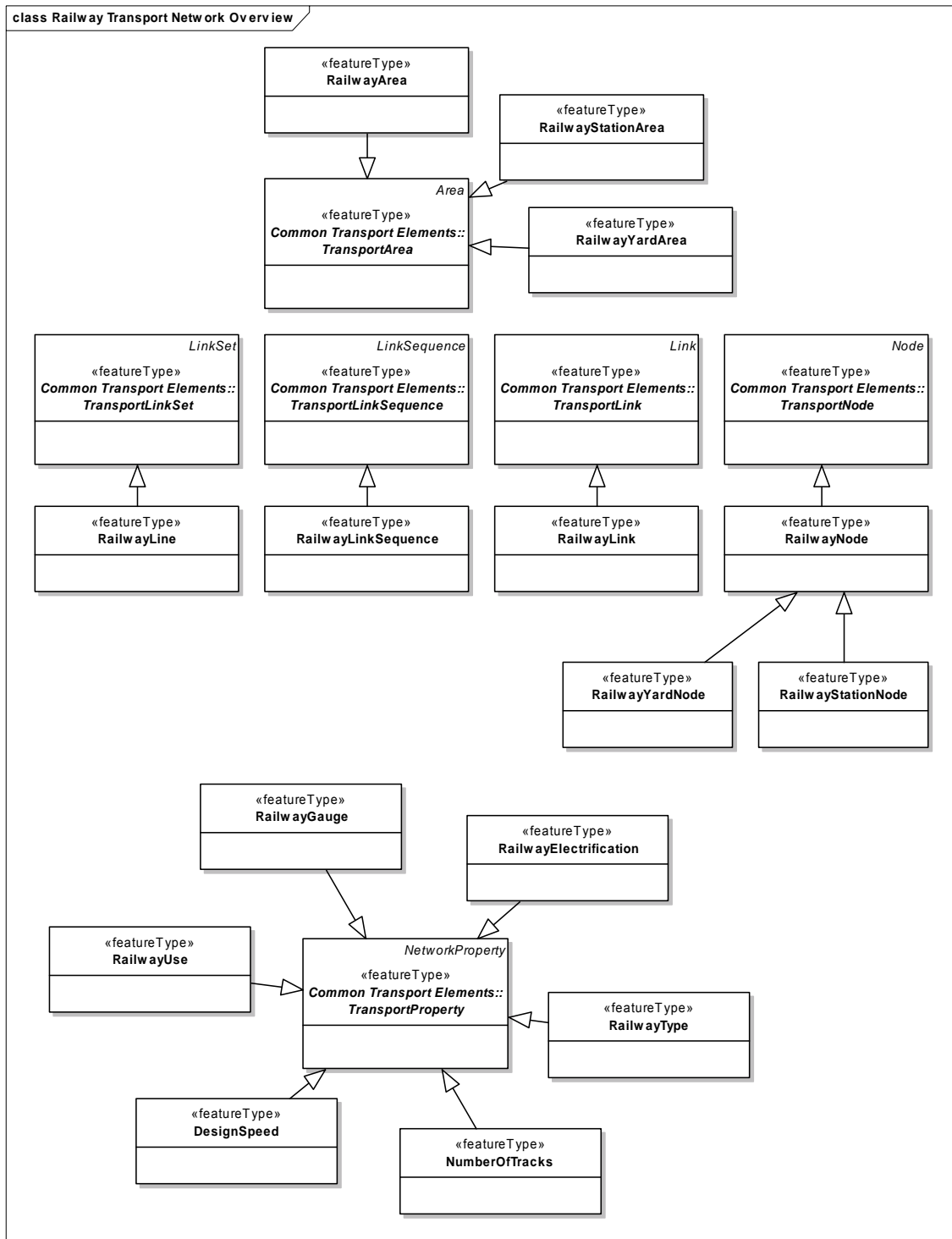


Figure 19 – UML class diagram: Overview of the *Rail Transport Networks* application schema

5.4.1.3 Consistency between spatial data sets

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.3) apply to the corresponding specialized elements/classes in the *Rail transport networks*.

5.4.1.4 Identifier management

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.4) apply to the corresponding specialized elements/classes in the *Rail transport networks*.

5.4.1.5 Modelling of object references

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.5) apply to the corresponding specialized elements/classes in the *Rail transport networks*.

5.4.1.6 Geometry representation

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.6) apply to the corresponding specialized elements/classes in the *Rail transport networks*.

5.4.1.7 Temporality representation

All attributes describing the lifespan of spatial objects or the phenomena in the real world they describe are inherited from the Common Transport Elements application schema. Refer to section 5.2.1.7 for more information.

5.4.2 Feature catalogue

Table 7 – Feature catalogue metadata

Feature catalogue name	INSPIRE feature catalogue Railway Transport Network
Scope	Railway Transport Network
Version number	3.0
Version date	2009-09-07
Definition source	INSPIRE data specification Railway Transport Network

Table 8 – Types defined in the feature catalogue

Type	Package	Stereotypes	Section
DesignSpeed	Railway Transport Network	«featureType»	5.4.2.2.1
FormOfRailwayNodeValue	Railway Transport Network	«codeList»	5.4.2.3.3
MinMaxTrackValue	Railway Transport Network	«enumeration»	5.4.2.3.1
NumberOfTracks	Railway Transport Network	«featureType»	5.4.2.2.2
RailwayArea	Railway Transport Network	«featureType»	5.4.2.2.3
RailwayElectrification	Railway Transport Network	«featureType»	5.4.2.2.4
RailwayGauge	Railway Transport Network	«featureType»	5.4.2.2.5
RailwayGaugeCategoryValue	Railway Transport Network	«enumeration»	5.4.2.3.2
RailwayLine	Railway Transport Network	«featureType»	5.4.2.2.6
RailwayLink	Railway Transport Network	«featureType»	5.4.2.2.7
RailwayLinkSequence	Railway Transport Network	«featureType»	5.4.2.2.8
RailwayNode	Railway Transport Network	«featureType»	5.4.2.2.9
RailwayStationArea	Railway Transport Network	«featureType»	5.4.2.2.10

Type	Package	Stereotypes	Section
RailwayStationNode	Railway Transport Network	«featureType»	5.4.2.2.11
RailwayType	Railway Transport Network	«featureType»	5.4.2.2.12
RailwayTypeValue	Railway Transport Network	«codeList»	5.4.2.3.4
RailwayUse	Railway Transport Network	«featureType»	5.4.2.2.13
RailwayUseValue	Railway Transport Network	«codeList»	5.4.2.3.5
RailwayYardArea	Railway Transport Network	«featureType»	5.4.2.2.14
RailwayYardNode	Railway Transport Network	«featureType»	5.4.2.2.15

5.4.2.1 Spatial object types

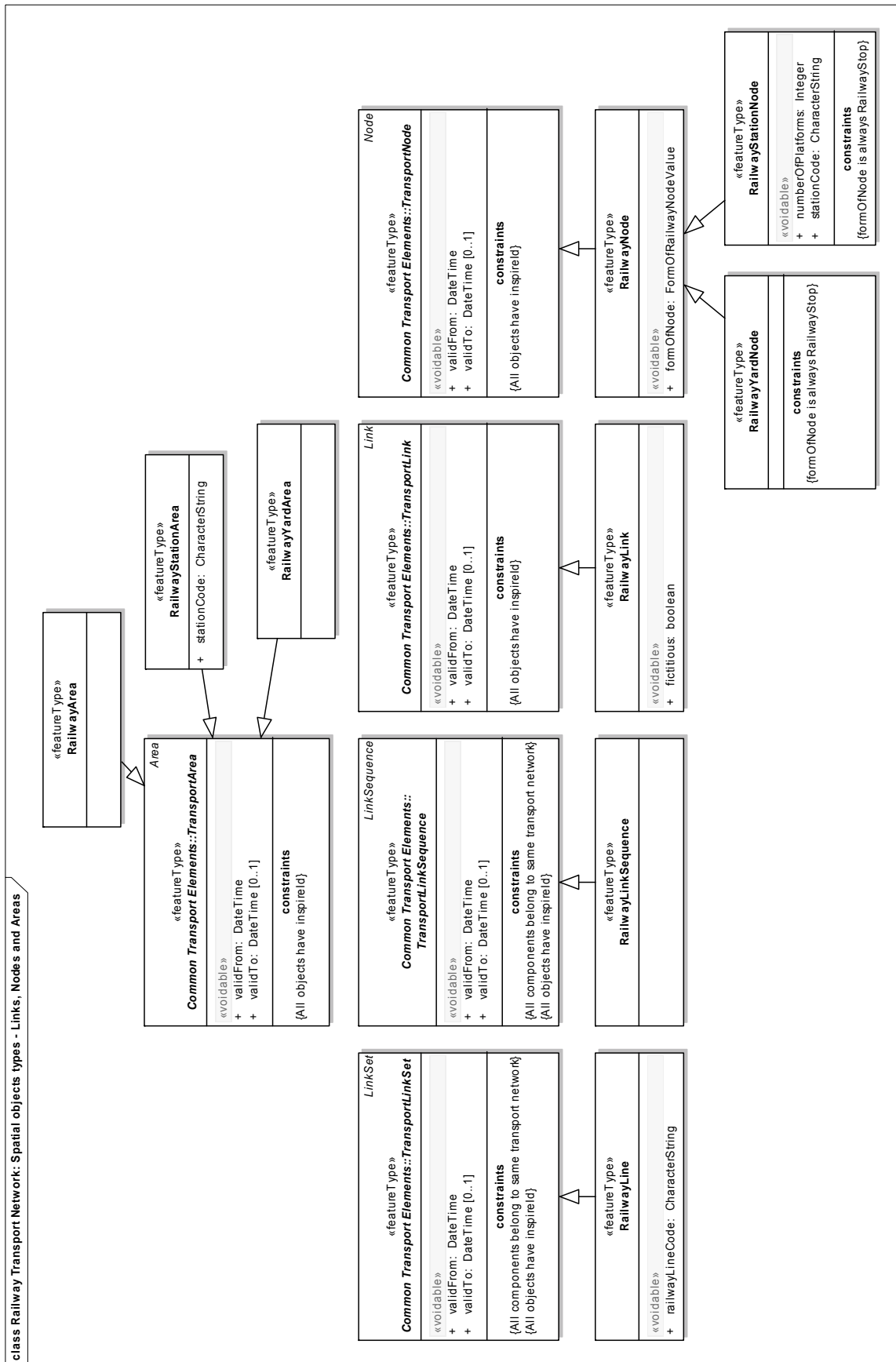


Figure 20 – UML class diagram: *Railway Transport Networks* Spatial object types – Links, Nodes and Areas

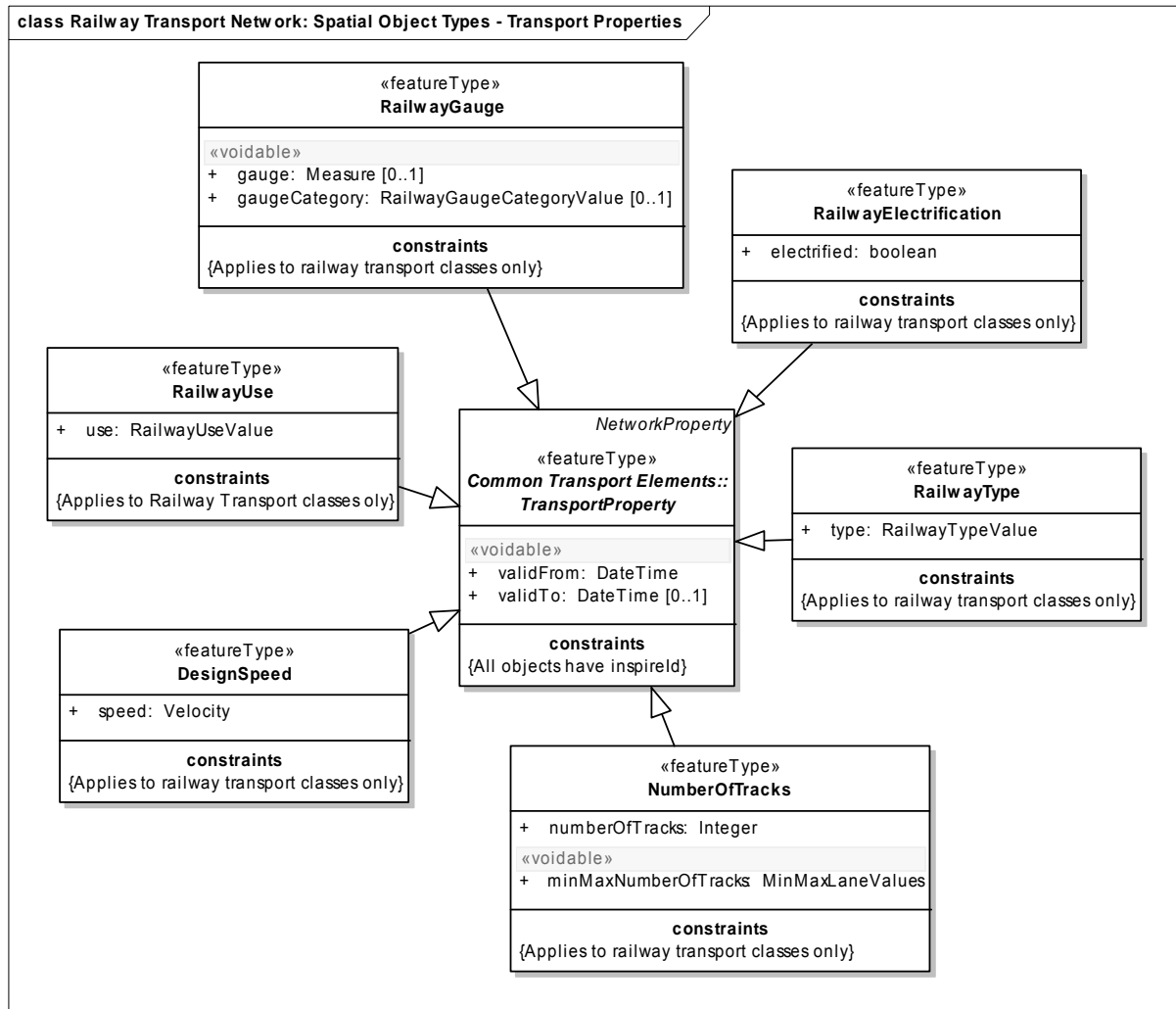


Figure 21 – UML class diagram: *Railway Transport Networks* Spatial object types – Transport Properties

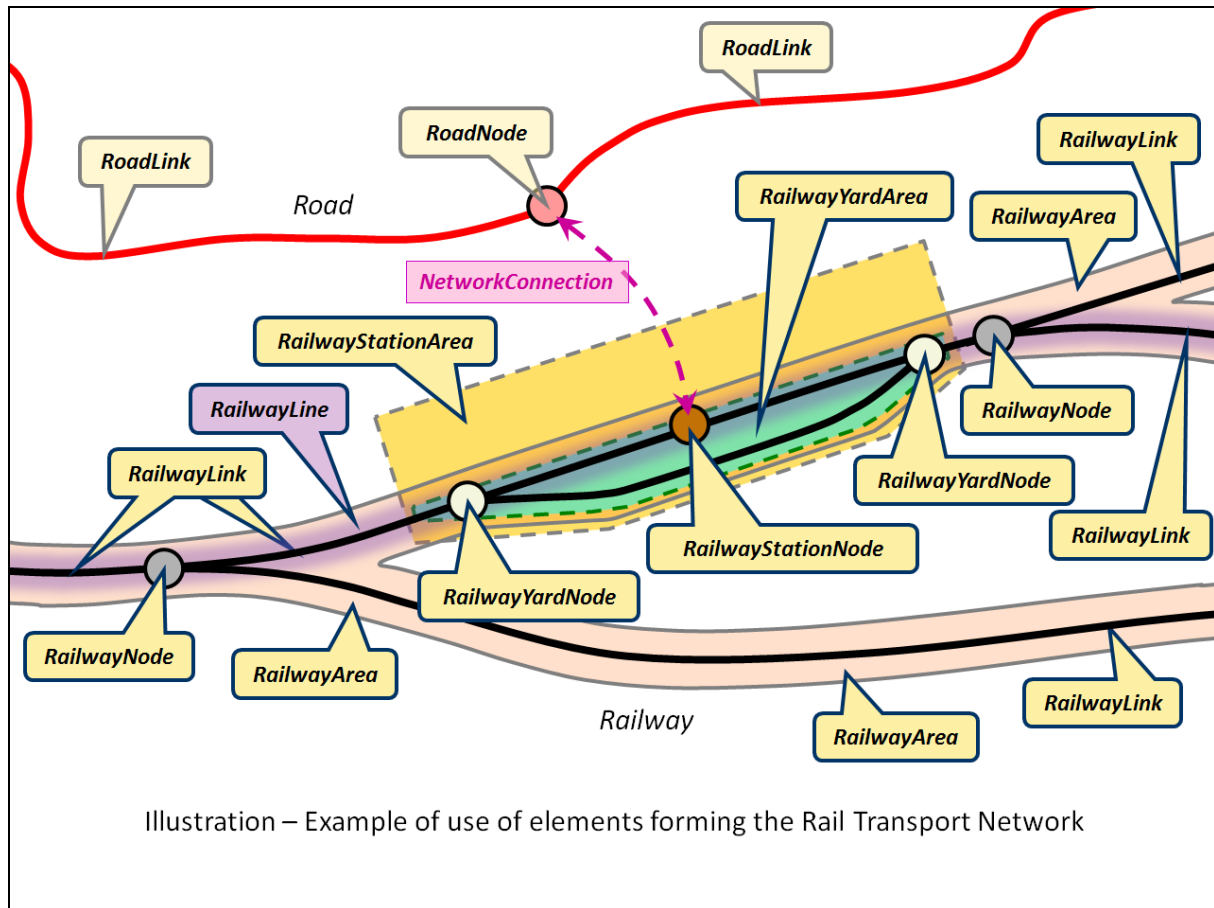


Figure 22 – Overview of the main *Rail Transport Networks* objects

5.4.2.2 Spatial object types

5.4.2.2.1 *DesignSpeed*

DesignSpeed	
Subtype of:	TransportProperty
Definition:	The specification of the maximum speed to which a railway line is designed for.
Status:	Proposed
Stereotypes:	«featureType»
Attribute: speed	
Value type:	Velocity
Definition:	The specification of the maximum speed to which a railway line is designed for.
Multiplicity:	1
Constraint: Applies to railway transport classes only	
Natural language:	This property can only be associated with a spatial object that is part of a railway transport network.
OCL:	

5.4.2.2.2 *NumberOfTracks*

NumberOfTracks	
Subtype of:	TransportProperty
Definition:	The number of tracks for a railway stretch.
Description:	This is dependent on the resolution of the data.
Status:	Proposed
Stereotypes:	«featureType»

NumberOfTracks

Attribute: minMaxNumberOfTracks

Value type:	MinMaxLaneValues
Definition:	Indicates whether the number of tracks are counted as minimum or maximum value.
Description:	NOTE This attribute only applies when the value in numberOfTracks is not an exact value.
Multiplicity:	1
Stereotypes:	«voidable»

Attribute: numberOfTracks

Value type:	Integer
Definition:	The number of tracks present.
Multiplicity:	1

Constraint: Applies to railway transport classes only

Natural language:	This property can only be associated with a spatial object that is part of a railway transport network.
OCL:	

5.4.2.2.3 RailwayArea

RailwayArea

Subtype of:	TransportArea
Definition:	Surface occupied by a railway track, including ballast.
Status:	Proposed
Stereotypes:	«featureType»

5.4.2.2.4 RailwayElectrification

RailwayElectrification

Subtype of:	TransportProperty
Definition:	Indication whether the railway is provided with an electric system to power vehicles moving along it.
Status:	Proposed
Stereotypes:	«featureType»

Attribute: electrified

Value type:	boolean
Definition:	Indicates whether the railway is provided with an electric system to power vehicles moving along it.
Multiplicity:	1

Constraint: Applies to railway transport classes only

Natural language:	This property can only be associated with a spatial object that is part of a railway transport network.
OCL:	

5.4.2.2.5 RailwayGauge

RailwayGauge

Subtype of:	TransportProperty
Definition:	The distance between the two outer rails (gauge) of a railway.
Status:	Proposed
Stereotypes:	«featureType»

Attribute: gauge

Value type:	Measure
Definition:	An exact measure that indicates the gauge of a railway.
Multiplicity:	0..1
Stereotypes:	«voidable»

Attribute: gaugeCategory

RailwayGauge

Value type:	RailwayGaugeCategoryValue
Definition:	Provision of the gauge of a railway as a fuzzy category with respect to the European standard gauge.
Multiplicity:	0..1
Stereotypes:	«voidable»

Constraint: Applies to railway transport classes only

Natural language:	This property can only be associated with a spatial object that is part of a railway transport network.
OCL:	

5.4.2.2.6 RailwayLine

RailwayLine

Subtype of:	TransportLinkSet
Definition:	A collection of railway link sequences and or individual railway links that are characterized by one or more thematical identifiers and/or properties.
Description:	EXAMPLE Railway lines characterized by a specific identification code, used by railroad companies or tourist railways, identified by a specific name.
Status:	Proposed
Stereotypes:	«featureType»

Attribute: railwayLineCode

Value type:	CharacterString
Definition:	A unique code assigned to a railway line.
Multiplicity:	1
Stereotypes:	«voidable»

5.4.2.2.7 RailwayLink

RailwayLink

Subtype of:	TransportLink
Definition:	A linear spatial object that describes the geometry and connectivity of a railway network between two points in the network.
Description:	NOTE Railway links can be used to represent stretches of railway with one or multiple tracks.
Status:	Proposed
Stereotypes:	«featureType»

Attribute: fictitious

Value type:	boolean
Definition:	The railway link does not represent a real and existing railway track but a fictitious trajectory.
Description:	EXAMPLE A fictitious trajectory to connect railway links across a turntable.
Multiplicity:	1
Stereotypes:	«voidable»

5.4.2.2.8 RailwayLinkSequence

RailwayLinkSequence

Subtype of:	TransportLinkSequence
Definition:	A linear spatial object, composed of an ordered collection of railway links, which represents a continuous path in a railway network without any branches. The element has a defined beginning and end and every position on the road link sequence is identifiable with one single parameter such as length. It describes an element of the railway network, characterized by one or more thematical identifiers and/or properties.
Status:	Proposed
Stereotypes:	«featureType»

5.4.2.2.9 *RailwayNode*

RailwayNode	
Subtype of:	TransportNode
Definition:	A point spatial object which represents a significant point along the railway network or defines an intersection of railway tracks used to describe its connectivity.
Status:	Proposed
Stereotypes:	«featureType»
Attribute: formOfNode	
Value type:	FormOfRailwayNodeValue
Definition:	The function of a railway node within the railway network.
Multiplicity:	1
Stereotypes:	«voidable»

5.4.2.2.10 *RailwayStationArea*

RailwayStationArea	
Subtype of:	TransportArea
Definition:	An area spatial object which is used to represent the topographical limits of the facilities of a railway station (buildings, railway yards, installations and equipment) devoted to carry out railway station operations.
Status:	Proposed
Stereotypes:	«featureType»
Attribute: stationCode	
Value type:	CharacterString
Definition:	A unique code assigned to a railway station.
Multiplicity:	1

5.4.2.2.11 *RailwayStationNode*

RailwayStationNode	
Subtype of:	RailwayNode
Definition:	A railway node which represents the location of a railway station along the railway network.
Status:	Proposed
Stereotypes:	«featureType»
Attribute: numberOfPlatforms	
Value type:	Integer
Definition:	A value indicating the number of platforms available at a railway station.
Multiplicity:	1
Stereotypes:	«voidable»
Attribute: stationCode	
Value type:	CharacterString
Definition:	A unique code assigned to a railway station.
Multiplicity:	1
Stereotypes:	«voidable»
Constraint: formOfNode is always RailwayStop	
Natural language:	For a RailwayStationNode, the value for the "formOfNode" attribute shall always be "RailwayStop".
OCL:	

5.4.2.2.12 *RailwayType*

RailwayType	
Subtype of:	TransportProperty
Definition:	The type of railway transport to which the line is designed for.
Status:	Proposed

RailwayType

Stereotypes: «featureType»

Attribute: type

Value type: RailwayTypeValue

Definition: The type of railway transport to which the line is designed for.

Multiplicity: 1

Constraint: Applies to railway transport classes only

Natural language: This property can only be associated with a spatial object that is part of a railway transport network.

OCL:

5.4.2.2.13 RailwayUse

RailwayUse

Subtype of: TransportProperty

Definition: The current use of the railway.

Status: Proposed

Stereotypes: «featureType»

Attribute: use

Value type: RailwayUseValue

Definition: The use of the railway.

Multiplicity: 1

Constraint: Applies to Railway Transport classes only

Natural language: This property can only be associated with a spatial object that is part of a railway transport network.

OCL:

5.4.2.2.14 RailwayYardArea

RailwayYardArea

Subtype of: TransportArea

Definition: An area spatial object which is used to represent the topographical limits of a railway yard. DEFINITION Railway yard: An area crossed by a number of parallel railway tracks (usually more than two) interconnected between them, which are used to stop trains in order to load / unload freight without interrupting the traffic of a main railway line.

Status: Proposed

Stereotypes: «featureType»

5.4.2.2.15 RailwayYardNode

RailwayYardNode

Subtype of: RailwayNode

Definition: A railway node which occurs within a railway yard area. DEFINITION Railway yard: An area crossed by a number of parallel railway tracks (usually more than two) interconnected between them, which are used to stop trains in order to load / unload freight without interrupting the traffic of a main railway line.

Status: Proposed

Stereotypes: «featureType»

Constraint: formOfNode is always RailwayStop

Natural language: For a RailwayYardNode, the value for the "formOfNode" attribute shall always be "RailwayStop".

OCL:

5.4.2.3 Enumerations and code lists

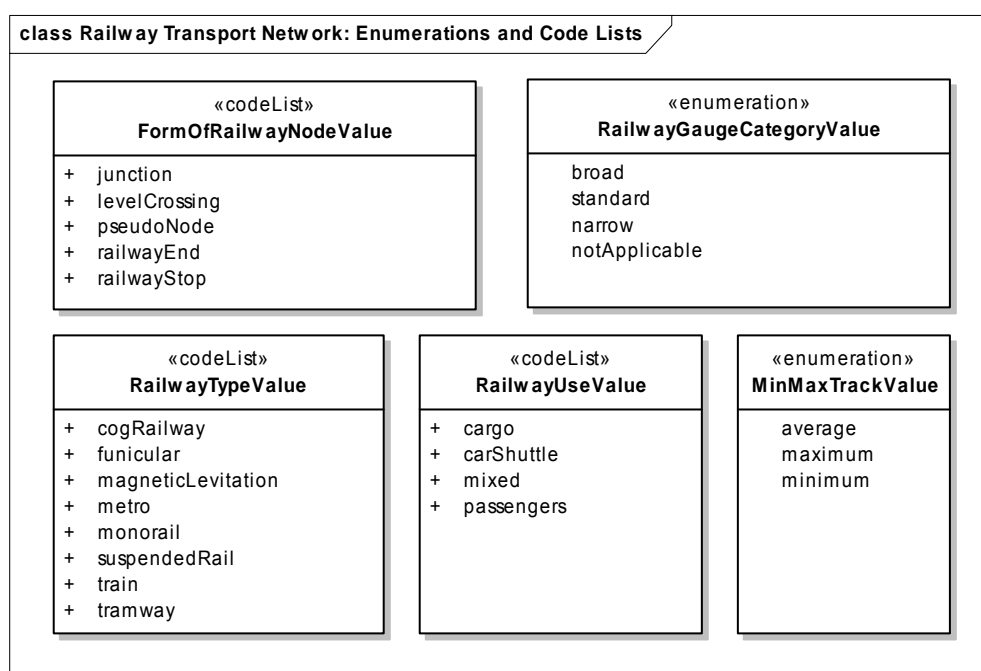


Figure 23 – UML class diagram: Railway *Transport Networks* Enumerations and Code lists

5.4.2.3.1 *MinMaxTrackValue*

MinMaxTrackValue	
Definition:	Values to indicate whether number of tracks are counted as the maximum, minimum or average number.
Status:	Proposed
Stereotypes:	«enumeration»
Value: average	
Definition:	The number of tracks is the average value for a given part of the railway network.
Value: maximum	
Definition:	The number of tracks is the maximum value for a given part of the railway network.
Value: minimum	
Definition:	The number of tracks is the minimum value for a given part of the railway network.

5.4.2.3.2 *RailwayGaugeCategoryValue*

RailwayGaugeCategoryValue	
Definition:	The possible categories of railways concerning its railway gauge.
Status:	Proposed
Stereotypes:	«enumeration»
Value: broad	
Definition:	The railway gauge property is broader than the standard one.
Value: standard	
Definition:	The railway gauge property is equal to the European standard (1435 millimeters).
Value: narrow	
Definition:	The railway gauge property is narrower than the standard one.
Value: notApplicable	

RailwayGaugeCategoryValue

Definition:	The definition of a railway gauge property is not applicable to the type of railway transport.
Description:	EXAMPLE Monorail.

5.4.2.3.3 FormOfRailwayNodeValue

FormOfRailwayNodeValue

Definition:	The possible functions of a railway node within the railway network.
Status:	Proposed
Stereotypes:	«codeList»
Governance:	Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:FormOfRailwayNodeValues

Value: junction

Definition:	A railway node where the railway network have a mechanism consisting on a railroad track with two movable rails and the necessary connections, which let vehicles turn from one track to another.
-------------	---

Value: levelCrossing

Definition:	A railway node where the railway network is a crossed by a road at the same level.
-------------	--

Value: pseudoNode

Definition:	A railway node which represents a point where one or more attributes of the railway links connected to it change their value, or a point necessary to describe the geometry of the network.
-------------	---

Value: railwayEnd

Definition:	A railway node where the railway starts or ends. The railway network is interrupted at this point.
-------------	--

Value: railwayStop

Definition:	A place in the railway network where trains stop to load/unload cargo or to let passengers get on and off the train.
-------------	--

5.4.2.3.4 RailwayTypeValue

RailwayTypeValue

Definition:	The possible types of railway transport.
Status:	Proposed
Stereotypes:	«codeList»
Governance:	Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:RailwayTypeValues

Value: cogRailway

Definition:	A railway transport which allows the vehicles to operate on steep gradients, consisting on a railway provided with a toothed rack rail (usually between the running rails) where vehicles are fitted with one or more cog wheels or pinions that mesh with this rack rail.
Description:	Synonyms: cog railway, pens and rails railway, rack-and-pinion railway or rack railway.

Value: funicular

Definition:	A railway transport consisting on a cable attached to a vehicle on rails which moves them up and down a very steep slope, where it is possible the ascending and descending vehicles counterbalancing each other.
Description:	Synonyms: funicular railway, incline, inclined railway, inclined plane or cliff railway.

Value: magneticLevitation

Definition:	A railway transport based on a single rail which acts as guideway of a vehicle and support it by means of a magnetic levitation mechanism.
-------------	--

Value: metro

RailwayTypeValue

Definition:	An urban railway transport system used in large urban areas, which runs on a separate track from other transport systems, is usually electrically powered and in some cases runs under ground. .
Description:	Synonyms: metro, subway, tube, underground.
Value: monorail	
Definition:	A railway transport based on a single rail which acts either as its only support and guideway.
Value: suspendedRail	
Definition:	A railway transport based on a single rail, acting either as support and guideway, from which a vehicle is suspended to move along the railway.
Value: train	
Definition:	A railway transport usually consisting on two parallel rails on which a powered-vehicle or train machine pulls a connected series of vehicles to move them along the railway in order to transport freight or passengers from one destination to another.
Value: tramway	
Definition:	A railway transport system used in urban areas, which often runs at street level, sharing road space with motor traffic and pedestrians. Tramways are usually electrically powered.

5.4.2.3.5 RailwayUseValue

RailwayUseValue

Definition:	The possible uses of railways.
Status:	Proposed
Stereotypes:	«codeList»
Governance:	Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:RailwayUseValues
Value: cargo	
Definition:	The use of railway is exclusively for cargo operations.
Value: carShuttle	
Definition:	The use of railway is exclusively to perform car shuttle transport.
Value: mixed	
Definition:	The use of railway is mixed. It is used to transport passengers and cargo..
Value: passengers	
Definition:	The use of railway is exclusively to transport passengers[TWG-TN].

5.4.2.4 Imported types (informative)

This section lists definitions for feature types, data types and enumerations and code lists that are defined in other application schemas. The section is purely informative and should help the reader understand the feature catalogue presented in the previous sections. For the normative documentation of these types, see the given references.

5.4.2.4.1 TransportLinkSequence

TransportLinkSequence (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A linear spatial object, composed of an ordered collection of transport links, which represents a continuous path in the transport network without any branches. The element has a defined beginning and end and every position on the transport link sequence is identifiable with one single parameter such as length. It describes an element of the transport network, characterized by one or more thematical identifiers and/or properties.

5.4.2.4.2 *TransportLink*

TransportLink (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A linear spatial object that describes the geometry and connectivity of a transport network between two points in the network.

5.4.2.4.3 *TransportArea*

TransportArea (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	Surface that represents the spatial extent of an element of a transport network.

5.4.2.4.4 *TransportNode*

TransportNode (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A point spatial object which is used for connectivity.
Description:	Nodes are found at either end of the TransportLink.

5.4.2.4.5 *TransportProperty*

TransportProperty (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A reference to a property that falls upon the network. This property can apply to the whole of the network element it is associated with or - for linear spatial objects - be described using linear referencing.

5.4.2.4.6 *TransportLinkSet*

TransportLinkSet (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A collection of transport link sequences and or individual transport links that has a specific function or significance in a transport network.
Description:	<p>NOTE</p> <p>This spatial object type supports the aggregation of links to form objects with branches, loops, parallel sequences of links, gaps, etc.</p> <p>EXAMPLE</p> <p>A dual carriageway road, as a collection of the two link sequences that represent each carriageway.</p>

5.4.2.4.7 *MinMaxLaneValue*

MinMaxLaneValue

Package:	Road Transport Network [see section 5.3.2]
Definition:	Values to indicate whether number of lanes are counted as the maximum, minimum or average number.
Description:	SOURCE Adapted from [Euroroads].

5.4.2.4.8 *Boolean*

Boolean

Package:	Truth [see ISO/TS 19103]
Definition:	Most valuable in the predicate calculus, where items are either True or False, unless they are ill formed.

5.5 Application schema *Cable Transport Networks*

5.5.1 Description

5.5.1.1 Narrative description

The Cable Transport Networks application schema (Cable Schema) employs a link and node structure to represent the cableways used for transportation of hung vehicles in the form of a linear network. It can play an important role especially in isolated areas having none or difficult access by means of other types of transport (e.g. mountain areas). The Cable Schema inherits classes from the Common Transport Elements application schema, including the possibility to create classes to describe properties of the cableway network and restrictions that can apply to whole sections of the network element or subsections that can be described using linear referencing. This type of network is modelled in a basic way in the specifications.

The primary aspects modelled for cableway network elements are:

- Spatial. Geometric (point and line) representation of various elements that are parts of a network. Typically, the network is handled as a network of connected linear elements (links) with points (nodes) at the ends of the lines (at junctions, cable ends etc). Also real objects with a function in a network may be represented in the dataset. Network connectivity within the cable network is essential but between elements in the other networks is an optional spatial aspect.
- Temporal. All elements in a network may have a temporal validity (i.e. description of when the network element exists in the real world) and also optional information on when data was entered, modified or deleted in the dataset.
- Thematic. The Cable Schema can be thematically enriched through the use of Transport Properties as defined in the Common Transport Elements application schema.

5.5.1.2 UML Overview

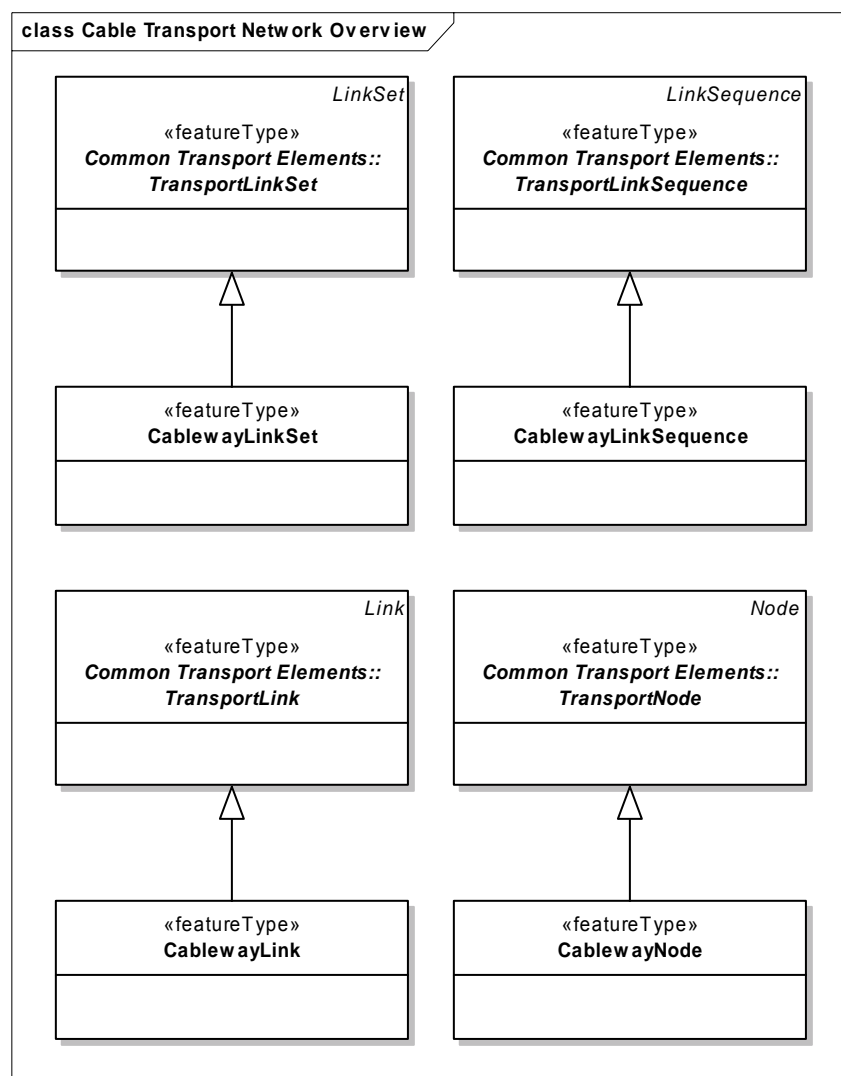


Figure 24 – UML class diagram: Overview of the *Cableway Transport Networks* application schema

5.5.1.3 Consistency between spatial data sets

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.3) apply to the corresponding specialized elements/classes in the *Cable transport networks*.

5.5.1.4 Identifier management

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.4) apply to the corresponding specialized elements/classes in the *Cable transport networks*.

5.5.1.5 Modelling of object references

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.5) apply to the corresponding specialized elements/classes in the *Cable transport networks*.

5.5.1.6 Geometry representation

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.6) apply to the corresponding specialized elements/classes in the *Cable transport networks*.

5.5.1.7 Temporality representation

All attributes describing the lifespan of spatial objects or the phenomena in the real world they describe are inherited from the Common Transport Elements application schema. Refer to section 5.2.1.7 for more information.

5.5.2 Feature catalogue

Table 9 – Feature catalogue metadata

Feature catalogue name	INSPIRE feature catalogue Cable Transport Network
Scope	Cable Transport Network
Version number	3.0
Version date	2009-09-07
Definition source	INSPIRE data specification Cable Transport Network

Table 10 – Types defined in the feature catalogue

Type	Package	Stereotypes	Section
CablewayLink	Cable Transport Network	«featureType»	5.5.2.1.1
CablewayLinkSequence	Cable Transport Network	«featureType»	5.5.2.1.2
CablewayLinkSet	Cable Transport Network	«featureType»	5.5.2.1.3
CablewayNode	Cable Transport Network	«featureType»	5.5.2.1.4
CablewayTypeValue	Cable Transport Network	«codeList»	5.5.2.2.1

5.5.2.1 Spatial object types

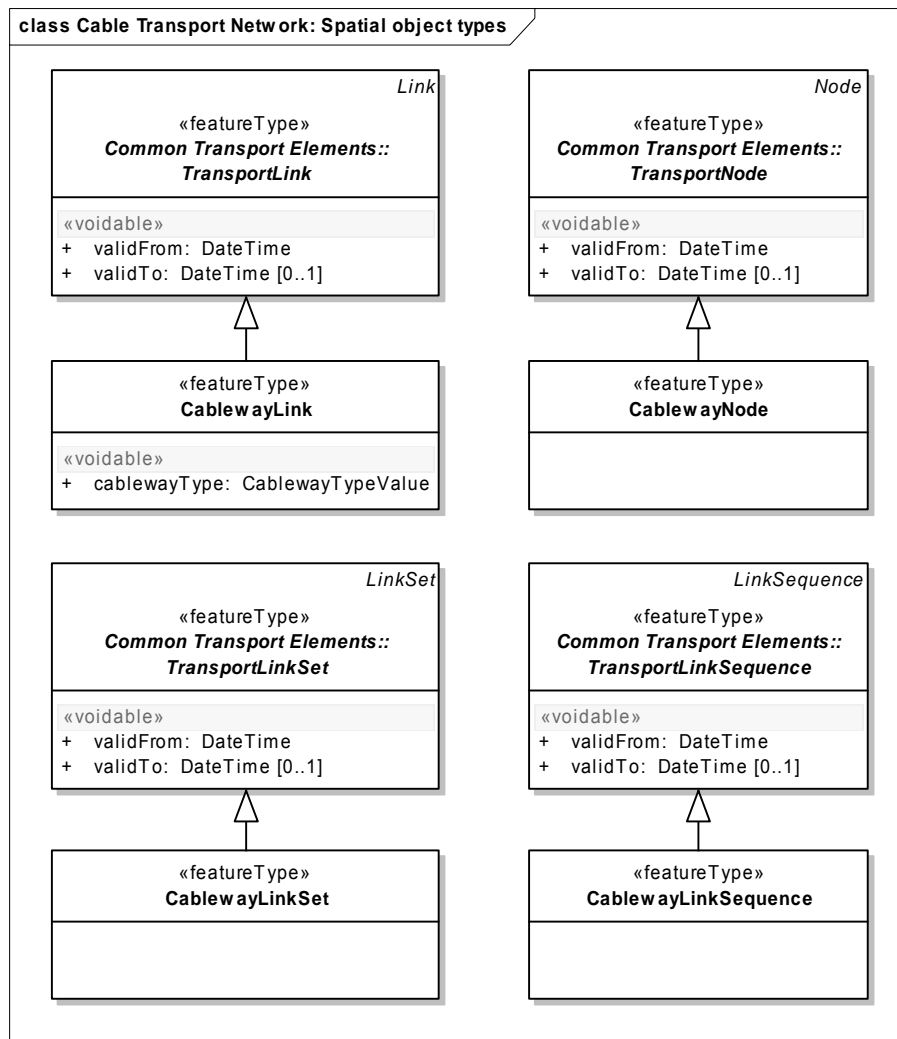


Figure 25 – UML class diagram: Cable Transport Networks Spatial object types

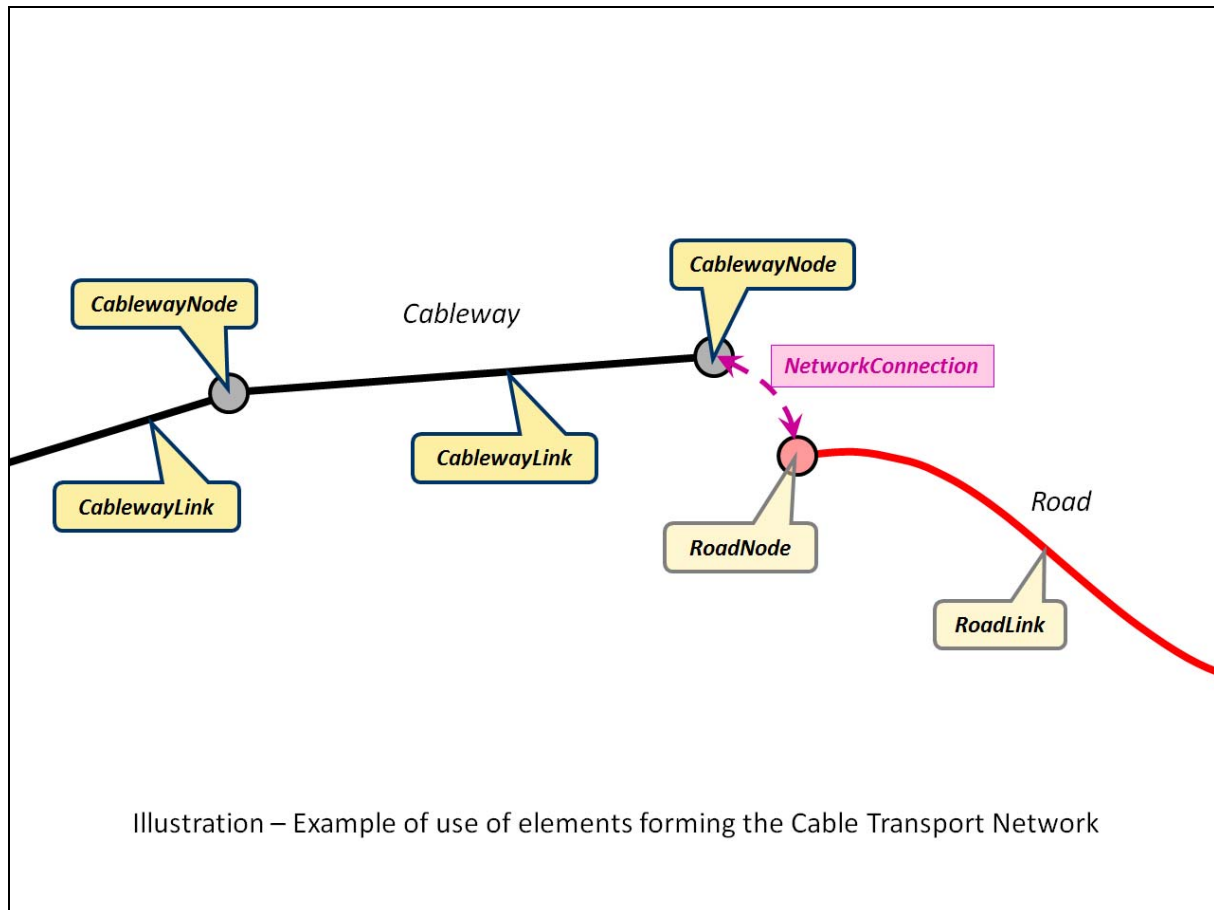


Figure 26 – Overview of the main *Cable Transport Networks* objects

5.5.2.1.1 *CablewayLink*

CablewayLink

Subtype of:	TransportLink
Definition:	Linear spatial object that describes the geometry and connectivity of a cable network between two points in a cableway transport network.
Description:	NOTE Cableway transport is a form of transport based on a cable suspended normally from a set of consecutive towers.
Status:	Proposed
Stereotypes:	«featureType»

Attribute: cablewayType

Value type:	CablewayTypeValue
Definition:	The type of a cableway transport.
Multiplicity:	1
Stereotypes:	«voidable»

5.5.2.1.2 *CablewayLinkSequence*

CablewayLinkSequence

Subtype of:	TransportLinkSequence
Definition:	An ordered collection of cableway links that are characterized by one or more thematic identifiers and/or properties.
Status:	Proposed
Stereotypes:	«featureType»

5.5.2.1.3 *CablewayLinkSet*

CablewayLinkSet

CablewayLinkSet

Subtype of:	TransportLinkSet
Definition:	A collection of cableway link sequences and or individual cableway links that has a specific function or significance in a cable transport network.
Status:	Proposed
Stereotypes:	«featureType»

5.5.2.1.4 CablewayNode

CablewayNode

Subtype of:	TransportNode
Definition:	A point spatial object that is used to represent connectivity between two consecutive cableway links.
Status:	Proposed
Stereotypes:	«featureType»

5.5.2.2 Enumerations and code lists

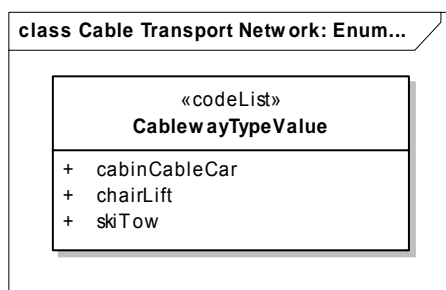


Figure 27 – UML class diagram: Cable Transport Networks Enumerations and code lists

5.5.2.2.1 CablewayTypeValue

CablewayTypeValue

Definition:	The possible types of cableway transport.
Status:	Proposed
Stereotypes:	«codeList»
Governance:	Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:CablewayTypeValues

Value: cabinCableCar

Definition:	A cableway transport whose vehicles consist on a suspended cabin to carry groups of people and/or goods inside it from one destination to another.
-------------	--

Value: chairLift

Definition:	A cableway transport whose vehicles consist on suspended chairs to carry individuals or groups of people from one destination to another via a steel cable or rope which is looped around two points.
Description:	It Is traditionally found on mountains or steep hills but is being used more and more in amusement parks.

Value: skiTow

Definition:	A cableway transport is a mechanised system for pulling skiers and snowboarders uphill.
Description:	Passengers grab hold of the rope and are pulled along while standing on their skis or snowboards and sliding up the hill. Synonyms: rope tow, handle tow.

5.5.2.3 Imported types (informative)

This section lists definitions for feature types, data types and enumerations and code lists that are defined in other application schemas. The section is purely informative and should help the reader understand the feature catalogue presented in the previous sections. For the normative documentation of these types, see the given references.

5.5.2.3.1 *TransportLinkSequence*

TransportLinkSequence (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A linear spatial object, composed of an ordered collection of transport links, which represents a continuous path in the transport network without any branches. The element has a defined beginning and end and every position on the transport link sequence is identifiable with one single parameter such as length. It describes an element of the transport network, characterized by one or more thematical identifiers and/or properties.

5.5.2.3.2 *TransportLink*

TransportLink (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A linear spatial object that describes the geometry and connectivity of a transport network between two points in the network.

5.5.2.3.3 *TransportNode*

TransportNode (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A point spatial object which is used for connectivity.
Description:	Nodes are found at either end of the TransportLink.

5.5.2.3.4 *TransportLinkSet*

TransportLinkSet (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A collection of transport link sequences and or individual transport links that has a specific function or significance in a transport network.
Description:	<p>NOTE</p> <p>This spatial object type supports the aggregation of links to form objects with branches, loops, parallel sequences of links, gaps, etc.</p> <p>EXAMPLE</p> <p>A dual carriageway road, as a collection of the two link sequences that represent each carriageway.</p>

5.6 Application schema Water Transport Networks

5.6.1 Description

5.6.1.1 Narrative description

The *Water transport network* schema employs a link and node structure to represent navigable waterways and ports within water bodies (main marine waterways and ships routing systems - traffic separation schemes - at the sea, and inland waterways defined across rivers and canals) allowing transportation in the form of a linear network. The water transport network reuses the centreline geometry of the *Hydrography* theme's network (hydrographic network) of rivers and canals as the basis for most inland water transport. However, when this is not enough to describe it properly, specific water transport network's centrelines can also be used (waterway links), in combination to the previous ones, in order to complete the network. The water schema also inherits classes from the Common Transport Schema and also creates its own classes to describe properties of the water network such as water traffic flow direction and any restrictions that can apply to whole sections of the network element or subsections that can be described using linear referencing.

The primary aspects modelled for water network elements are:

- Spatial. Geometric (point, line and area (topographic)) representation of various elements that are parts of a network. Typically, the network is handled as a network of connected linear elements (links) with points (nodes) at the ends of the lines (at junctions, ports etc). Also real objects with a function in a network may be represented in the dataset. Network connectivity within the water network is essential but between elements in the other networks is an optional spatial aspect.
- Temporal. All elements in a network may have a temporal validity (i.e. description of when the network element exists in the real world) and also optional information on when data was entered, modified or deleted in the dataset.
- Thematic. The water schema can be thematically displayed via several of the attributes defined within the specification such as CEMTClass.

5.6.1.2 UML Overview

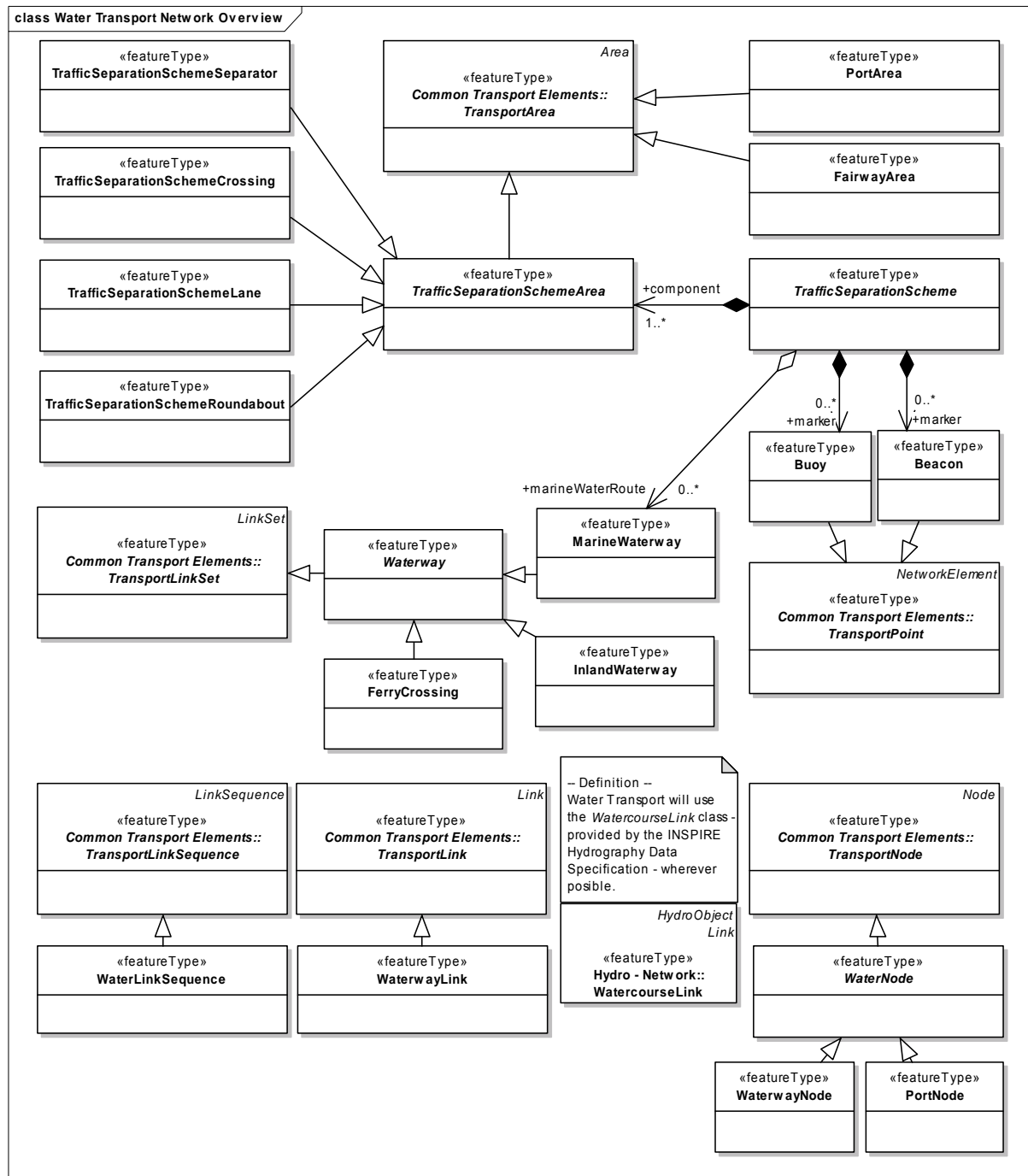


Figure 28 – UML class diagram: Overview of the *Water Transport Networks* application schema

5.6.1.3 Consistency between spatial data sets

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.3) apply to the corresponding specialized elements/classes in the *Water transport networks*.

5.6.1.4 Identifier management

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.4) apply to the corresponding specialized elements/classes in the *Water transport networks*.

5.6.1.5 Modelling of object references

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.5) apply to the corresponding specialized elements/classes in the *Water transport networks*.

In particular the *Water transport networks* theme reuses the existing water network in the *Hydrography* theme for the majority of the inland *Water transport networks* geometry. This is a case of object referencing.

Requirement 12 The Water transport networks shall use, where it exists and is practicable, object referencing to link the water transport course with the existing water network geometry in the Hydrography theme.

5.6.1.6 Geometry representation

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.6) apply to the corresponding specialized elements/classes in the *Water transport networks*.

5.6.1.7 Temporality representation

All attributes describing the lifespan of spatial objects or the phenomena in the real world they describe are inherited from the Common Transport Elements application schema. Refer to section 5.2.1.7 for more information.

5.6.2 Feature catalogue

Table 11 – Feature catalogue metadata

Feature catalogue name	INSPIRE feature catalogue Water Transport Network
Scope	Water Transport Network
Version number	3.0
Version date	2009-09-07
Definition source	INSPIRE data specification Water Transport Network

Table 12 – Types defined in the feature catalogue

Type	Package	Stereotypes	Section
Beacon	Water Transport Network	«featureType»	5.6.2.1.1
Buoy	Water Transport Network	«featureType»	5.6.2.1.2
CEMTClass	Water Transport Network	«featureType»	5.6.2.1.3
CEMTClassValue	Water Transport Network	«enumeration»	5.6.2.2.1
ConditionOfWaterFacility	Water Transport Network	«featureType»	5.6.2.1.4
FairwayArea	Water Transport Network	«featureType»	5.6.2.1.5
FerryCrossing	Water Transport Network	«featureType»	5.6.2.1.6
FerryUse	Water Transport Network	«featureType»	5.6.2.1.7

Type	Package	Stereotypes	Section
FerryUseValue	Water Transport Network	«codeList»	5.6.2.2.2
FormOfWaterwayNodeValue	Water Transport Network	«codeList»	5.6.2.2.3
InlandWaterway	Water Transport Network	«featureType»	5.6.2.1.8
MarineWaterway	Water Transport Network	«featureType»	5.6.2.1.9
PortArea	Water Transport Network	«featureType»	5.6.2.1.10
PortNode	Water Transport Network	«featureType»	5.6.2.1.11
RestrictionForWaterVehicles	Water Transport Network	«featureType»	5.6.2.1.12
TrafficSeparationScheme	Water Transport Network	«featureType»	5.6.2.1.13
TrafficSeparationSchemeArea	Water Transport Network	«featureType»	5.6.2.1.14
TrafficSeparationSchemeCrossing	Water Transport Network	«featureType»	5.6.2.1.15
TrafficSeparationSchemeLane	Water Transport Network	«featureType»	5.6.2.1.16
TrafficSeparationSchemeRoundabout	Water Transport Network	«featureType»	5.6.2.1.17
TrafficSeparationSchemeSeparator	Water Transport Network	«featureType»	5.6.2.1.18
WaterLinkSequence	Water Transport Network	«featureType»	5.6.2.1.19
WaterNode	Water Transport Network	«featureType»	5.6.2.1.20
WaterTrafficFlowDirection	Water Transport Network	«featureType»	5.6.2.1.21
Waterway	Water Transport Network	«featureType»	5.6.2.1.22
WaterwayLink	Water Transport Network	«featureType»	5.6.2.1.23
WaterwayNode	Water Transport Network	«featureType»	5.6.2.1.24

5.6.2.1 Spatial object types

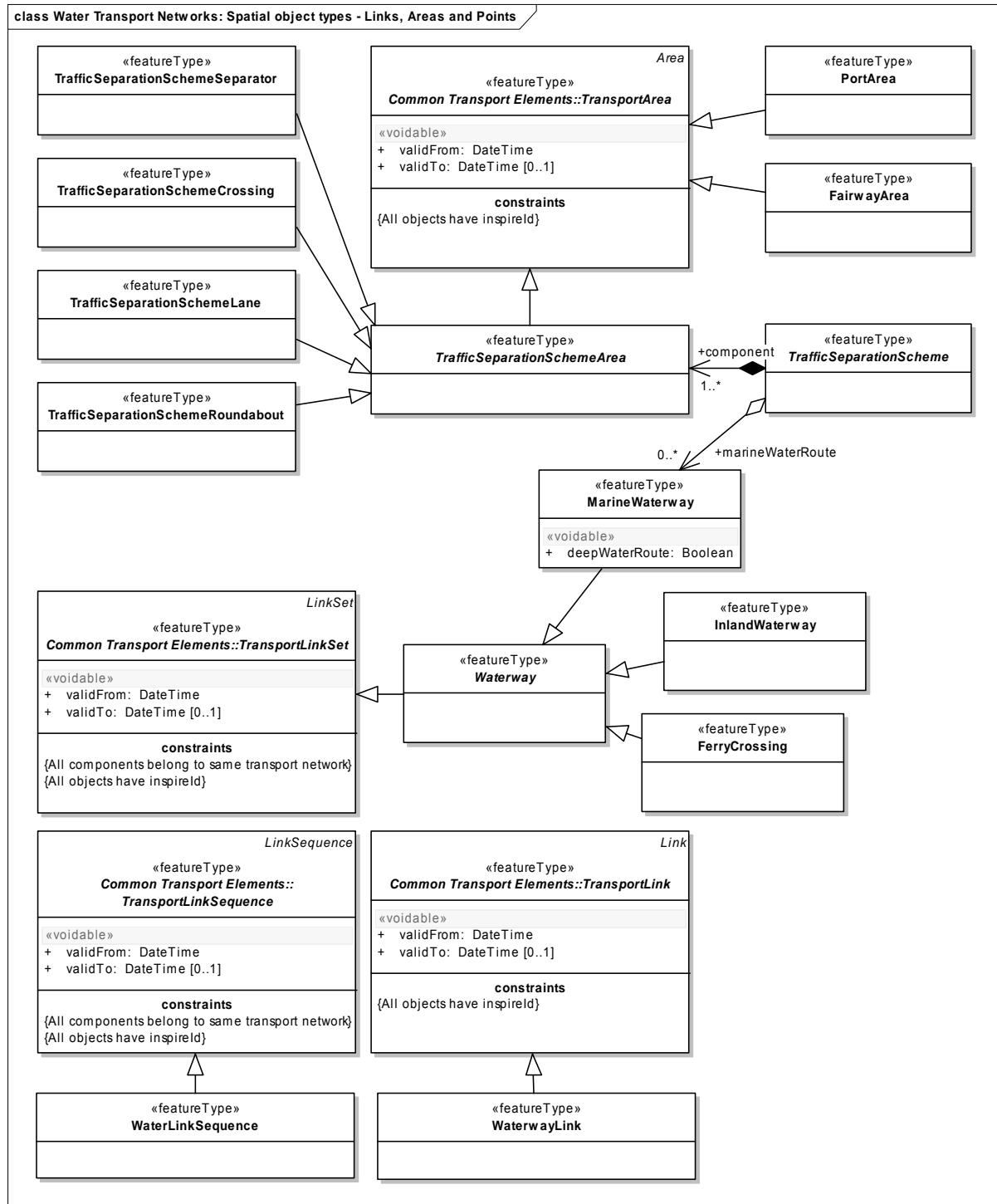


Figure 29 – UML class diagram: Water Transport Networks Spatial object types – Links and Areas

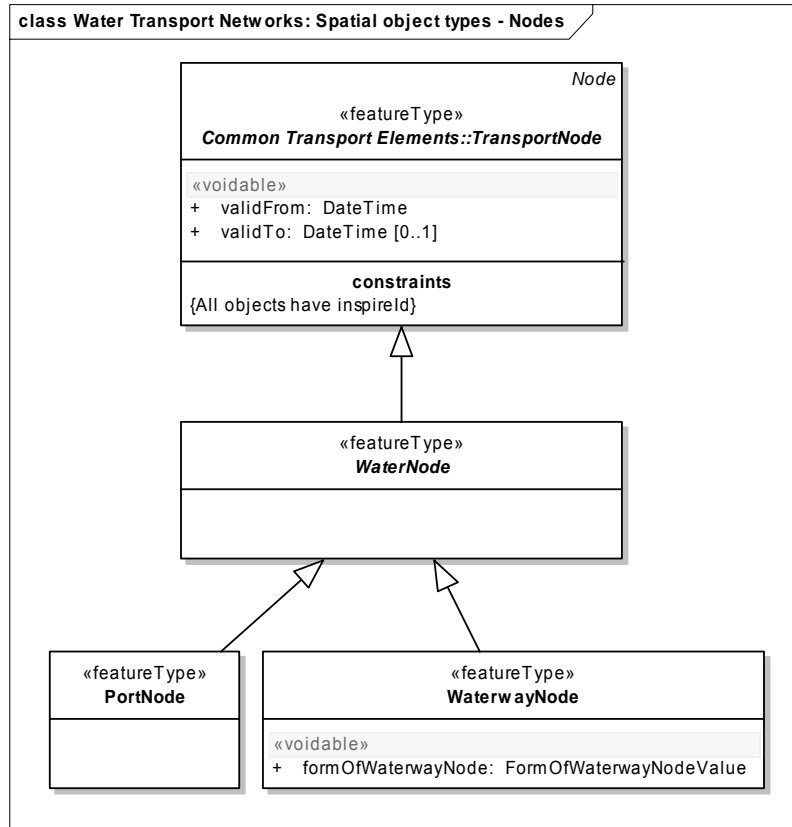


Figure 30 – UML class diagram: Water Transport Networks Spatial object types – Nodes

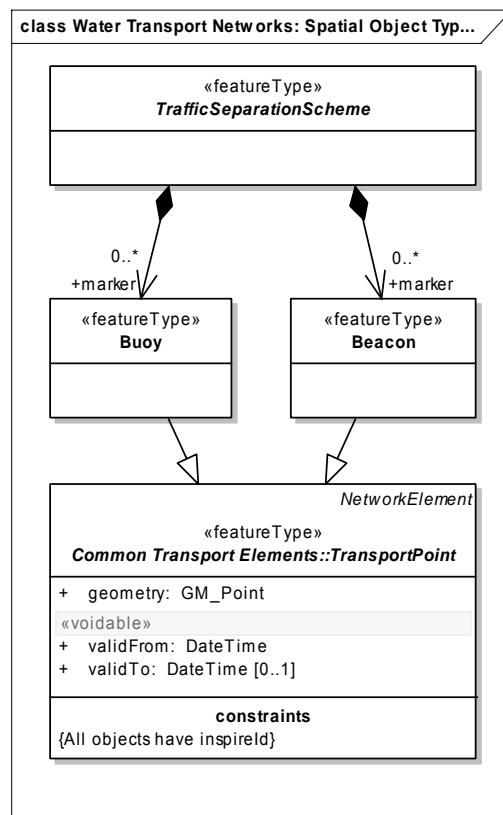


Figure 31 – UML class diagram: Water Transport Networks Spatial object types – Transport Points

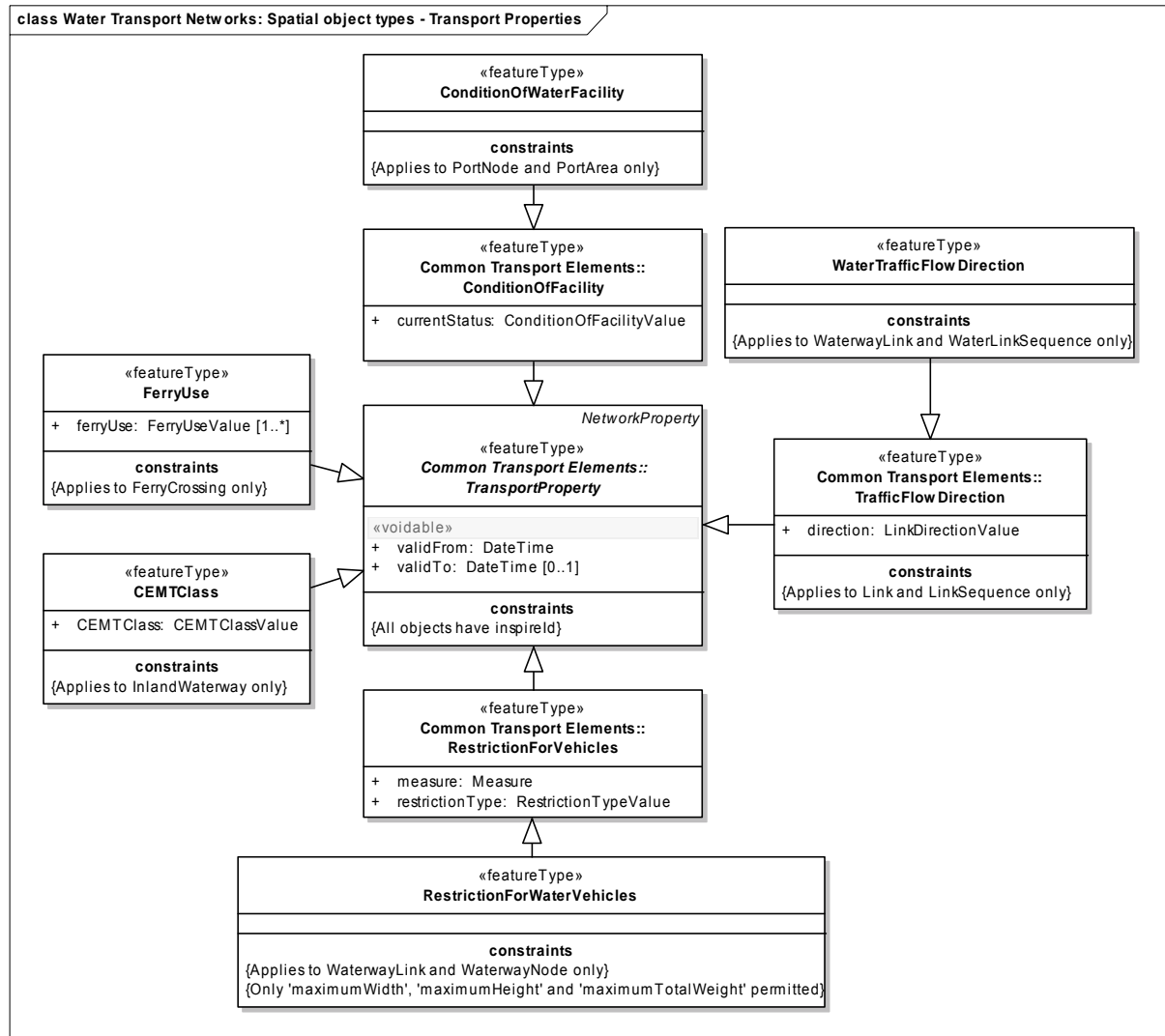


Figure 32 – UML class diagram: Water Transport Networks Spatial object types – Transport Properties

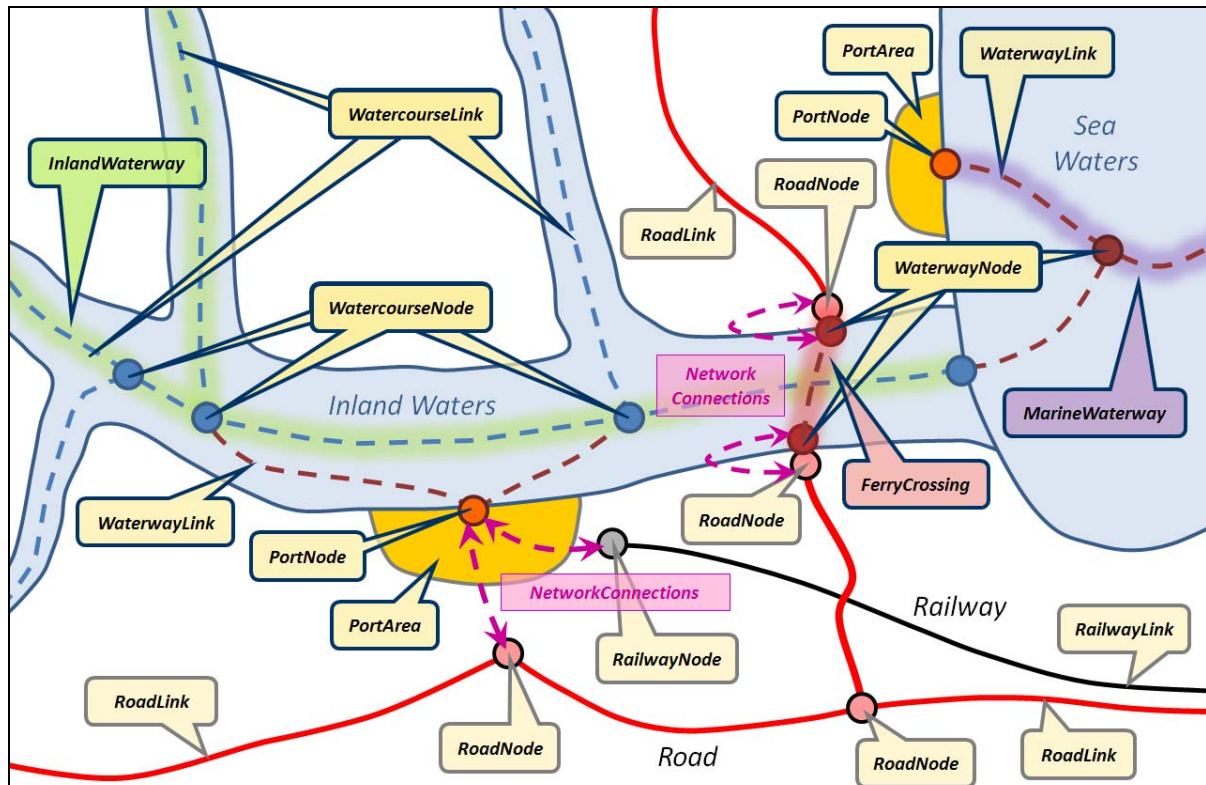


Illustration – Example of use of elements forming the Water Transport Network (1)

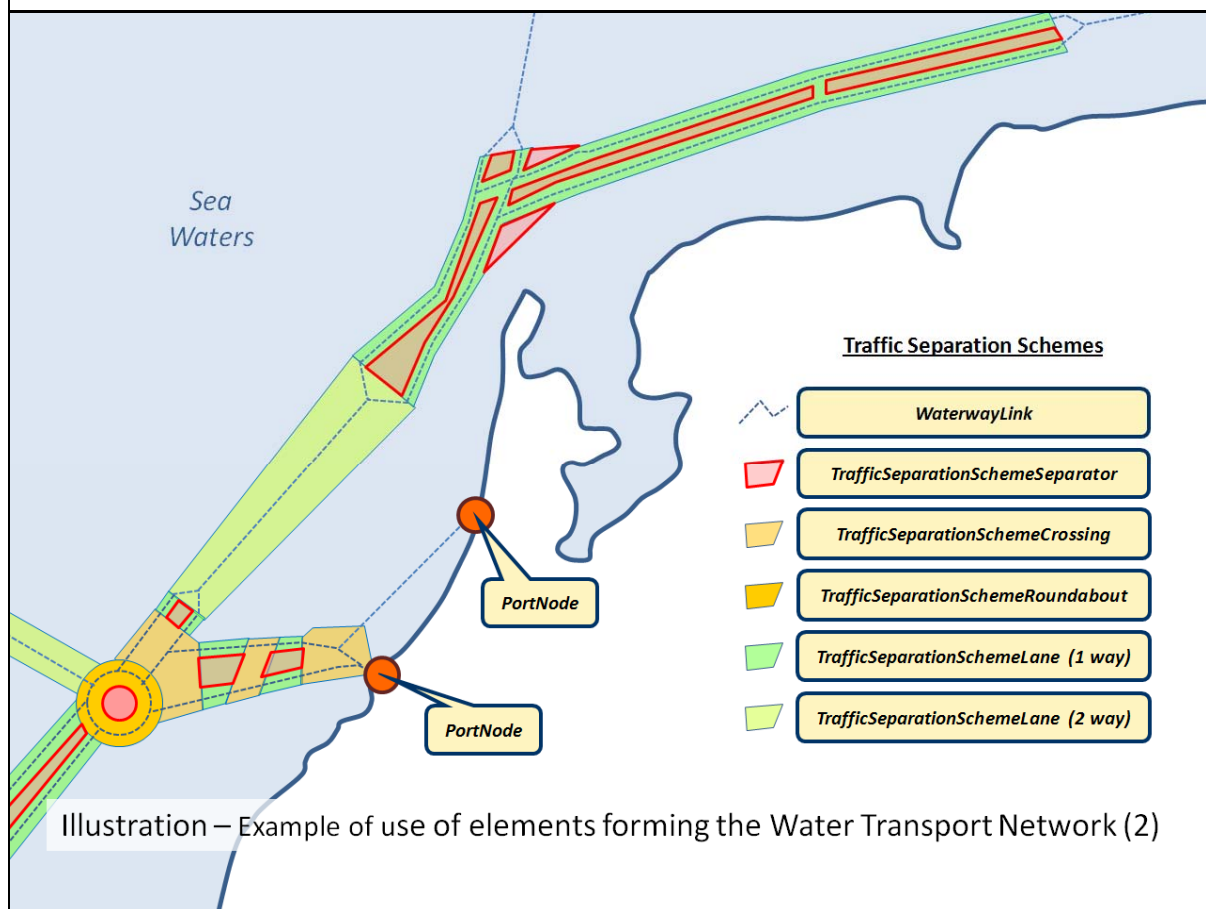


Illustration – Example of use of elements forming the Water Transport Network (2)

Figure 33 – Overview of the main *Water Transport Networks* objects

5.6.2.1.1 Beacon

Beacon	
Subtype of:	TransportPoint
Definition:	A prominent specially constructed object forming a conspicuous mark as a fixed aid to navigation, or for use in hydrographic survey.
Description:	SOURCE [S-32 - IHO International Hydrographic Dictionary].
Status:	Proposed
Stereotypes:	«featureType»

5.6.2.1.2 Buoy

Buoy	
Subtype of:	TransportPoint
Definition:	A floating object moored to the bottom in a particular (charted) place, as an aid to navigation or for other specific purposes.
Description:	SOURCE [S-32 - IHO International Hydrographic Dictionary] NOTE Navigational buoys may be classified according to: (a) their shape, appearance, or construction, such as barrel, can, cask, conical, cylindrical, dan, keg, nun, pillar, spar, spherical, or topmark buoy; (b) their colour, such as black, chequered, green, red buoy; (c) their location, such as bifurcation, fairway, junction, mid-channel, middle-ground, or turning buoy; (d) the various kinds of hazards or dangers to navigation which they mark, such as bar, isolated danger, fish trap, obstruction, spoil ground, telegraph or wreck buoy; (e) their particular purpose or use, such as anchor, anchorage, compass adjustment, dredging, farewell (or landfall), marker, quarantine, station (or watch), or warping buoy. [S-32 - IHO International Hydrographic Dictionary].
Status:	Proposed
Stereotypes:	«featureType»

5.6.2.1.3 CEMTClass

CEMTClass	
Subtype of:	TransportProperty
Definition:	Classification of an inland waterway according to CEMT (European Conference of Ministers of Transport).
Status:	Proposed
Stereotypes:	«featureType»
Attribute: CEMTClass	
Value type:	CEMTClassValue
Definition:	Value indicating the classification of an Inland waterway according to CEMT (European Conference of Ministers of Transport).
Multiplicity:	1
Constraint: Applies to InlandWaterway only	
Natural language:	This property can only be associated with a spatial object that is part of a water transport network.
OCL:	

5.6.2.1.4 ConditionOfWaterFacility

ConditionOfWaterFacility	
Subtype of:	ConditionOfFacility
Definition:	State of a water transport network element with regards to its completion and use.
Status:	Proposed
Stereotypes:	«featureType»
Constraint: Applies to PortNode and PortArea only	

ConditionOfWaterFacility

Natural language: This property can only be associated with a spatial object that is part of a water transport network.
OCL:

5.6.2.1.5 FairwayArea

FairwayArea

Subtype of: TransportArea
Definition: The main travelled part of a waterway.
Description: SOURCE [International Hydrographic Dictionary].
NOTE That part of a river, harbour and so on, where the main navigable channel for vessels of larger size lies. It is also the usual course followed by vessels entering or leaving harbours, called 'ship channel' [IHO Hydrographic Registry].
Status: Proposed
Stereotypes: «featureType»

5.6.2.1.6 FerryCrossing

FerryCrossing

Subtype of: Waterway
Definition: A special waterway aimed at supporting the transport of passengers, vehicles or other cargo/freight across a water body, and which is normally used as a connection linking two or more nodes of a land based transport network.
Status: Proposed
Stereotypes: «featureType»

5.6.2.1.7 FerryUse

FerryUse

Subtype of: TransportProperty
Definition: The type of transport carried out by a ferry crossing.
Status: Proposed
Stereotypes: «featureType»

Attribute: ferryUse

Value type: FerryUseValue
Definition: Value indicating the type of transport carried out by a ferry crossing.
Multiplicity: 1..*

Constraint: Applies to FerryCrossing only

Natural language: This property can only be associated with a spatial object that is part of a water transport network.
OCL:

5.6.2.1.8 InlandWaterway

InlandWaterway

Subtype of: Waterway
Definition: Waterway which is defined at inland continental waters.
Description: EXAMPLE The inland waterways classified by the CEMT (European Conference of Ministers of Transport).
Status: Proposed
Stereotypes: «featureType»

5.6.2.1.9 MarineWaterway

MarineWaterway

Subtype of: Waterway
Definition: Waterway which is defined at sea waters.
Status: Proposed

MarineWaterway

Stereotypes: «featureType»

Attribute: deepWaterRoute

Value type: Boolean

Definition: Attribute which indicates if the maritime waterway is a deep water route. DEFINITION Deep water route: A route in a designated area within defined limits which has been accurately surveyed for clearance of sea bottom and submerged obstacles to a minimum indicated depth of water [S-32 - IHO International Hydrographic Dictionary].

Multiplicity: 1

Stereotypes: «voidable»

5.6.2.1.10 PortArea

PortArea

Subtype of: TransportArea

Definition: An area spatial object which is used to represent the physical limits of all the facilities which constitute the terrestrial zone of a sea or inland port.

Status: Proposed

Stereotypes: «featureType»

5.6.2.1.11 PortNode

PortNode

Subtype of: WaterNode

Definition: A point spatial object which is used to represent a sea or inland port in a simplified way, approximately located at the bank of the waterbody where the port is placed.

Description: NOTE It is used to connect the port with the rest of the water transport network, by means of the different waterway links which arrive to / depart from it.

Status: Proposed

Stereotypes: «featureType»

5.6.2.1.12 RestrictionForWaterVehicles

RestrictionForWaterVehicles

Subtype of: RestrictionForVehicles

Definition: Restriction on vehicles on a water transport element.

Status: Proposed

Stereotypes: «featureType»

Constraint: Applies to WaterwayLink and WaterwayNode only

Natural language: This property can only be associated with a spatial object that is part of a water transport network.

OCL:

Constraint: Only 'maximumWidth', 'maximumHeight' and 'maximumTotalWeight' permitted

Natural language: This property can only be associated with a spatial object that is part of a water transport network.

OCL:

5.6.2.1.13 TrafficSeparationScheme

TrafficSeparationScheme (abstract)

Definition: A scheme which aims at reducing the risk of collision in congested and/or converging areas by separating traffic moving in opposite, or nearly opposite, directions.

TrafficSeparationScheme (abstract)

Description: SOURCE [S-32 - IHO International Hydrographic Dictionary]
NOTE 1 Acronym: TSS.
NOTE 2 TSSs constitute main components of maritime routing measures for hydrographic transport.

Status: Proposed
Stereotypes: «featureType»

Association role: component

Value type: TrafficSeparationSchemeArea
Definition: A component of a traffic separation scheme.
Multiplicity: 1..*

Association role: marker

Value type: Buoy
Definition: A marker forming part of a traffic separation scheme.
Multiplicity: 0..*

Association role: marineWaterRoute

Value type: MarineWaterway
Definition: The collection of marine waterways associated with a traffic separation scheme.
Multiplicity: 0..*

Association role: marker

Value type: Beacon
Definition: A marker forming part of a traffic separation scheme.
Multiplicity: 0..*

5.6.2.1.14 TrafficSeparationSchemeArea

TrafficSeparationSchemeArea (abstract)

Subtype of: TransportArea
Definition: An area spatial object forming part of a traffic separation scheme.
Status: Proposed
Stereotypes: «featureType»

5.6.2.1.15 TrafficSeparationSchemeCrossing

TrafficSeparationSchemeCrossing

Subtype of: TrafficSeparationSchemeArea
Definition: A defined area where traffic lanes cross.
Description: SOURCE [IHO Hydrographic Registry].
Status: Proposed
Stereotypes: «featureType»

5.6.2.1.16 TrafficSeparationSchemeLane

TrafficSeparationSchemeLane

Subtype of: TrafficSeparationSchemeArea
Definition: An area within defined limits in which one-way traffic flow is established.
Description: SOURCE [IMO Ships Routeing, 6th Edition], [IHO Hydrographic Registry].
Status: Proposed
Stereotypes: «featureType»

5.6.2.1.17 TrafficSeparationSchemeRoundabout

TrafficSeparationSchemeRoundabout

Subtype of: TrafficSeparationSchemeArea
Definition: A traffic separation scheme in which traffic moves in a counter-clockwise direction around a specified point or zone.

TrafficSeparationSchemeRoundabout

Description: SOURCE [IHO Hydrographic Registry].
 Status: Proposed
 Stereotypes: «featureType»

5.6.2.1.18 TrafficSeparationSchemeSeparator

TrafficSeparationSchemeSeparator

Subtype of: TrafficSeparationSchemeArea
 Definition: A zone separating the lanes in which ships are proceeding in opposite or nearly opposite directions; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.
 Description: SOURCE [IHO Hydrographic Registry].
 Status: Proposed
 Stereotypes: «featureType»

5.6.2.1.19 WaterLinkSequence

WaterLinkSequence

Subtype of: TransportLinkSequence
 Definition: A linear spatial object, composed of an ordered collection of waterway and/or watercourse links (as necessary), which represents a continuous path in the water network without any branches.
 Description: NOTE The element has a defined beginning and end and every position on the water link sequence is identifiable with one single parameter such as length. It describes a element of the water network, which is a navigable path within a water body (oceans, seas, rivers, lakes, channels or canals) and could be characterized by one or more thematical identifiers and/or properties.
 Status: Proposed
 Stereotypes: «featureType»

5.6.2.1.20 WaterNode

WaterNode (abstract)

Subtype of: TransportNode
 Definition: A point spatial object which is used to represent the connectivity between two different waterway links, or between a waterway link and a watercourse link, in the water transport network.
 Description: NOTE It is also used to represent a significant feature in the network, such as a port.
 Status: Proposed
 Stereotypes: «featureType»

5.6.2.1.21 WaterTrafficFlowDirection

WaterTrafficFlowDirection

Subtype of: TrafficFlowDirection
 Definition: Indicates the direction of the flow of water transport traffic in relation to the direction of the water transport link vector.
 Status: Proposed
 Stereotypes: «featureType»

Constraint: Applies to WaterwayLink and WaterLinkSequence only

Natural language: This property can only be associated with a spatial object that is part of a water transport network.
 OCL:

5.6.2.1.22 Waterway

Waterway (abstract)

Subtype of: TransportLinkSet

Waterway (abstract)

Definition:	A collection of water link sequences and or individual waterway and/or watercourse links (as necessary) that are characterized by one or more thematical identifiers and/or properties, which perform a navigable route within a water body (oceans, seas, rivers, lakes, channels or canals).
Status:	Proposed
Stereotypes:	«featureType»

5.6.2.1.23 WaterwayLink

WaterwayLink

Subtype of:	TransportLink
Definition:	A linear spatial object that describes the geometry or connectivity of the water transport network between two consecutive waterway or watercourse nodes. It represents a linear section across a body of water which is used for shipping.
Description:	NOTE Water Transport Networks will use the <i>WatercourseLink</i> class - provided by the INSPIRE Hydrography Data Specification - wherever possible.
Status:	Proposed
Stereotypes:	«featureType»

5.6.2.1.24 WaterwayNode

WaterwayNode

Subtype of:	WaterNode
Definition:	A point spatial object which is used to represent the connectivity between two different waterway links, or between a waterway link and a watercourse link, in the water transport network.
Status:	Proposed
Stereotypes:	«featureType»

Attribute: formOfWaterwayNode

Value type:	FormOfWaterwayNodeValue
Definition:	Description of the function of a waterway node in the water transport network.
Multiplicity:	1
Stereotypes:	«voidable»

5.6.2.2 Enumerations and code lists

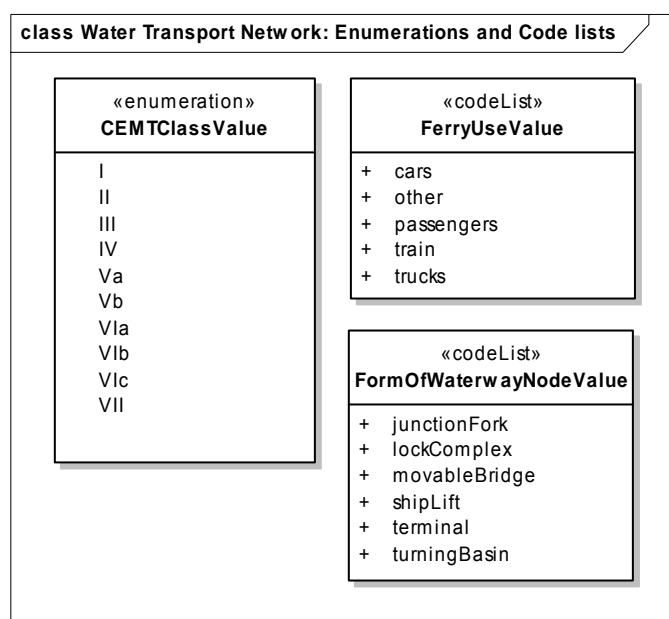


Figure 34 – UML class diagram: Water Transport Networks Enumerations and code lists

5.6.2.2.1 CEMTClassValue

CEMTClassValue	
Definition:	Inland waterway classification according to CEMT (European Conference of Ministers of Transport) Resolution No.92/2.
Status:	Proposed
Stereotypes:	«enumeration»
Value: I	
Definition:	Inland waterway belonging to CEMT-class I, defined by the European Conference of Ministers of Transport, Resolution No.92/2 - Table 1.
Value: II	
Definition:	Inland waterway belonging to CEMT-class II, defined by the European Conference of Ministers of Transport, Resolution No.92/2 - Table 1.
Value: III	
Definition:	Inland waterway belonging to CEMT-class III, defined by the European Conference of Ministers of Transport, Resolution No.92/2 - Table 1.
Value: IV	
Definition:	Inland waterway belonging to CEMT-class IV, defined by the European Conference of Ministers of Transport, Resolution No.92/2 - Table 1.
Value: Va	
Definition:	Inland waterway belonging to CEMT-class Va, defined by the European Conference of Ministers of Transport, Resolution No.92/2 - Table 1.
Value: Vb	
Definition:	Inland waterway belonging to CEMT-class Vb, defined by the European Conference of Ministers of Transport, Resolution No.92/2 - Table 1.
Value: VIa	
Definition:	Inland waterway belonging to CEMT-class VIa, defined by the European Conference of Ministers of Transport, Resolution No.92/2 - Table 1.
Value: VIb	
Definition:	Inland waterway belonging to CEMT-class VIb, defined by the European Conference of Ministers of Transport, Resolution No.92/2 - Table 1.

CEMTClassValue

Value: VIc

Definition: Inland waterway belonging to CEMT-class VIc, defined by the European Conference of Ministers of Transport, Resolution No.92/2 - Table 1.

Value: VII

Definition: Inland waterway belonging to CEMT-class VII, defined by the European Conference of Ministers of Transport, Resolution No.92/2 - Table 1.

5.6.2.2.2 FerryUseValue

FerryUseValue

Definition: Types of transport carried out by a ferry.

Status: Proposed

Stereotypes: «codeList»

Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:FerryUseValue

Value: cars

Definition: Ferry carries cars.

Value: other

Definition: Ferry carries others forms of transport than passengers, cars, trucks or trains.

Value: passengers

Definition: Ferry carries passengers.

Value: train

Definition: Ferry carries trains.

Value: trucks

Definition: Ferry carries trucks.

5.6.2.2.3 FormOfWaterwayNodeValue

FormOfWaterwayNodeValue

Definition: Function of a WaterwayNode in the water transport network.

Status: Proposed

Stereotypes: «codeList»

Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:FormOfWaterwayNodeValue

Value: junctionFork

Definition: Infrastructure elements where the one vessel traffic flow crosses another vessel traffic flow or points where vessel traffic flows divide or come together.

Description: SOURCE [COMPRIS].

Value: lockComplex

Definition: Lock or group of locks, intended for raising and lowering boats between stretches of water of different levels on river and canal waterways.

Value: movableBridge

Definition: Bridge that can be raised or turned to allow the passage of ships.

Value: shipLift

Definition: A machine for transporting boats between water bodies at two different elevations, which is used as an alternative to the canal locks..

Description: NOTE Synonyms: boat lift, lift lock.

Value: terminal

Definition: The location where goods are transhipped.

Description: SOURCE [COMPRIS].

NOTE A terminal forms a link between the various transport modes, of which shipping is one. A terminal therefore has waterside loading and unloading places [COMPRIS].

FormOfWaterwayNodeValue

Value: turningBasin

Definition: A place where a canal or narrow waterway is widened to allow boats to turn around.

5.6.2.3 Imported types (informative)

This section lists definitions for feature types, data types and enumerations and code lists that are defined in other application schemas. The section is purely informative and should help the reader understand the feature catalogue presented in the previous sections. For the normative documentation of these types, see the given references.

5.6.2.3.1 TransportLinkSequence

TransportLinkSequence (abstract)

Package: Common Transport Elements [see section 5.2.2]
 Definition: A linear spatial object, composed of an ordered collection of transport links, which represents a continuous path in the transport network without any branches. The element has a defined beginning and end and every position on the transport link sequence is identifiable with one single parameter such as length. It describes an element of the transport network, characterized by one or more thematical identifiers and/or properties.

5.6.2.3.2 RestrictionForVehicles

RestrictionForVehicles

Package: Common Transport Elements [see section 5.2.2]
 Definition: Restriction on vehicles on a transport element.

5.6.2.3.3 TrafficFlowDirection

TrafficFlowDirection

Package: Common Transport Elements [see section 5.2.2]
 Definition: Indicates the direction of the flow of traffic in relation to the direction of the transport link vector.

5.6.2.3.4 TransportLink

TransportLink (abstract)

Package: Common Transport Elements [see section 5.2.2]
 Definition: A linear spatial object that describes the geometry and connectivity of a transport network between two points in the network.

5.6.2.3.5 ConditionOfFacility

ConditionOfFacility

Package: Common Transport Elements [see section 5.2.2]
 Definition: State of a transport network element with regards to its completion and use.

5.6.2.3.6 TransportArea

TransportArea (abstract)

Package: Common Transport Elements [see section 5.2.2]
 Definition: Surface that represents the spatial extent of an element of a transport network.

5.6.2.3.7 TransportNode

TransportNode (abstract)

Package: Common Transport Elements [see section 5.2.2]
 Definition: A point spatial object which is used for connectivity.
 Description: Nodes are found at either end of the TransportLink.

5.6.2.3.8 *TransportProperty*

TransportProperty (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A reference to a property that falls upon the network. This property can apply to the whole of the network element it is associated with or - for linear spatial objects - be described using linear referencing.

5.6.2.3.9 *TransportLinkSet*

TransportLinkSet (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A collection of transport link sequences and or individual transport links that has a specific function or significance in a transport network.
Description:	<p>NOTE</p> <p>This spatial object type supports the aggregation of links to form objects with branches, loops, parallel sequences of links, gaps, etc.</p> <p>EXAMPLE</p> <p>A dual carriageway road, as a collection of the two link sequences that represent each carriageway.</p>

5.6.2.3.10 *TransportPoint*

TransportPoint (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A point spatial object - which is not a node - that represents the position of an element of a transport network.

5.7 *Application schema Air Transport Networks*

5.7.1 Description

5.7.1.1 Narrative description

The Air Transport Networks application schema (Air Schema) employs a link and node structure to represent the Air routes used for transportation in the form of a linear network. The Air Schema inherits classes from the Common Transport Schema and also creates its own classes to describe properties of the air network such as air route type and restrictions that can apply to whole sections of the network element or subsections that can be described using linear referencing.

The primary aspects modelled for air network elements are:

- Spatial. Geometric (point, line and area (topographic)) representation of various elements that are parts of a network. Typically, the network is handled as a network of connected linear elements (links) with points (nodes) at the air route junctions (usually over the position of significant points, such as navigation aids and designated points) or at the ends of the lines (at aerodromes – airports or heliports). Also real objects with a function in a network may be represented in the dataset. Network connectivity within the roads and rail networks (where this exists) is essential but between elements in the other networks is an optional spatial aspect.
- Temporal. All elements in a network may have a temporal validity (i.e. description of when the network element exists in the real world) and also optional information on when data was entered, modified or deleted in the dataset.
- Thematic. The air schema can be thematically displayed via several of the attributes defined within the specification such as altitude.

INSPIRE	Reference: INSPIRE_DataSpecification_TN_v3.0.1.pdf		
TWG-TN	INSPIRE Data Specification on <i>Transport Networks</i>	2009-10-02	Page 104

Please Note: The “ControlTower” feature has been inserted as a Placeholder in this version of the Transport Networks data specification (v3.0.1) for future population by the INSPIRE "Buildings" theme when the "[AppSchemaName]" should be updated. This affects the relevant entry in Table 14 and and in section 5.7.2.1.13.

5.7.1.2 UML Overview

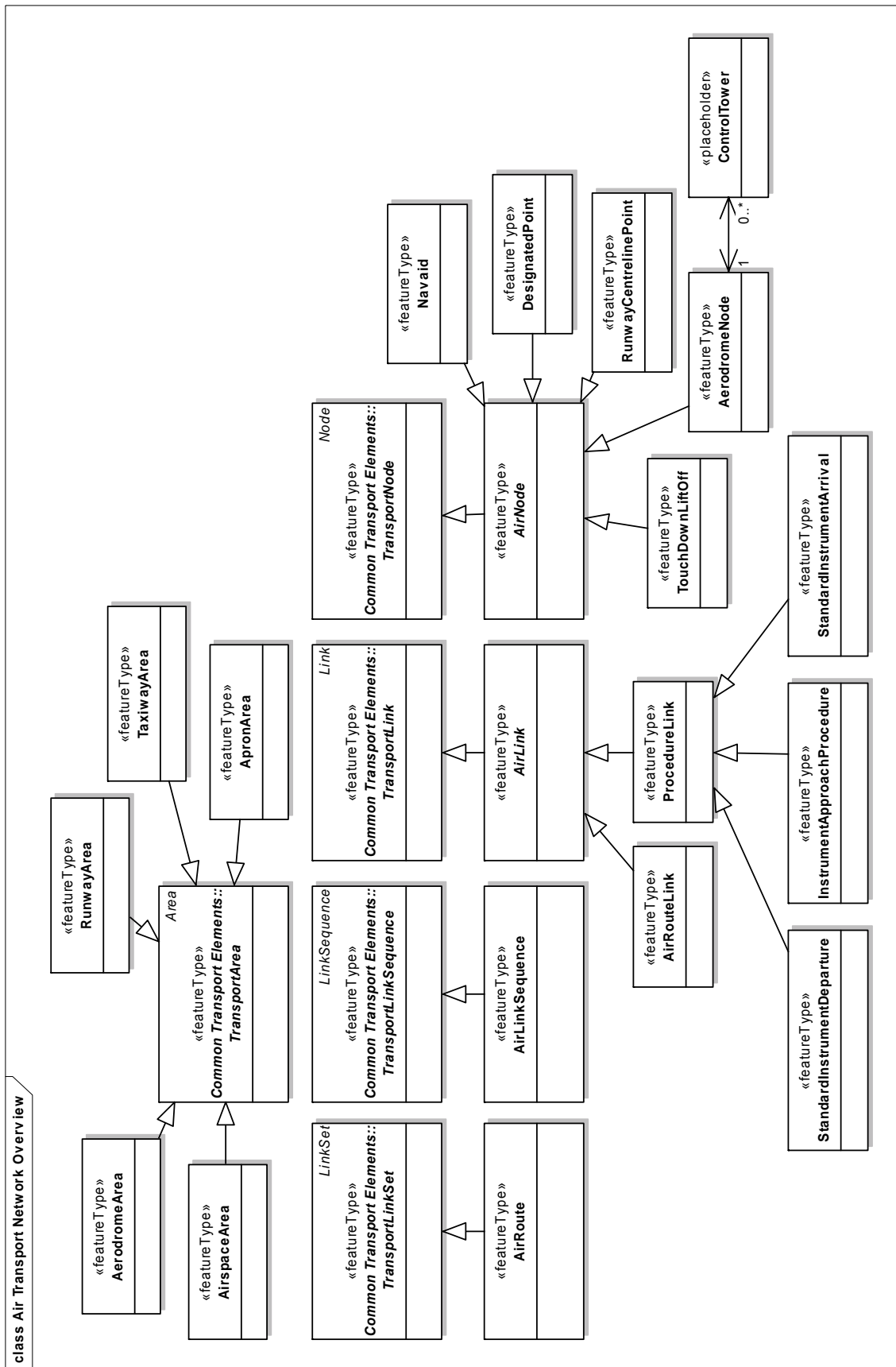


Figure 35 – UML class diagram: Overview of the *Air Transport Networks* application schema

5.7.1.3 Consistency between spatial data sets

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.3) apply to the corresponding specialized elements/classes in the *Air transport networks*.

5.7.1.4 Identifier management

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.4) apply to the corresponding specialized elements/classes in the *Air transport networks*.

5.7.1.5 Modelling of object references

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.5) apply to the corresponding specialized elements/classes in the *Air transport networks*.

5.7.1.6 Geometry representation

All requirements and recommendations on transport networks, defined in the Common Transport Elements application schema (see section 5.2.1.6) apply to the corresponding specialized elements/classes in the *Air transport networks*.

5.7.1.7 Temporality representation

All attributes describing the lifespan of spatial objects or the phenomena in the real world they describe are inherited from the Common Transport Elements application schema. Refer to section 5.2.1.7 for more information.

5.7.2 Feature catalogue

Table 13 – Feature catalogue metadata

Feature catalogue name	INSPIRE feature catalogue Air Transport Network
Scope	Air Transport Network
Version number	3.0
Version date	2009-09-07
Definition source	INSPIRE data specification Air Transport Network

Table 14 – Types defined in the feature catalogue

Type	Package	Stereotypes	Section
AerodromeArea	Air Transport Network	«featureType»	5.7.2.1.1
AerodromeCategory	Air Transport Network	«featureType»	5.7.2.1.2
AerodromeCategoryValue	Air Transport Network	«codeList»	5.7.2.2.1
AerodromeNode	Air Transport Network	«featureType»	5.7.2.1.3
AerodromeType	Air Transport Network	«featureType»	5.7.2.1.4
AerodromeTypeValue	Air Transport Network	«codeList»	5.7.2.2.2
AirLink	Air Transport Network	«featureType»	5.7.2.1.5
AirLinkSequence	Air Transport Network	«featureType»	5.7.2.1.6
AirNode	Air Transport Network	«featureType»	5.7.2.1.7

Type	Package	Stereotypes	Section
AirRoute	Air Transport Network	«featureType»	5.7.2.1.8
AirRouteLink	Air Transport Network	«featureType»	5.7.2.1.9
AirRouteLinkClassValue	Air Transport Network	«codeList»	5.7.2.2.3
AirRouteTypeValue	Air Transport Network	«codeList»	5.7.2.2.4
AirspaceArea	Air Transport Network	«featureType»	5.7.2.1.10
AirspaceAreaTypeValue	Air Transport Network	«codeList»	5.7.2.2.5
AirUseRestrictionValue	Air Transport Network	«codeList»	5.7.2.2.6
ApronArea	Air Transport Network	«featureType»	5.7.2.1.11
ConditionOfAirFacility	Air Transport Network	«featureType»	5.7.2.1.12
DesignatedPoint	Air Transport Network	«featureType»	5.7.2.1.13
ElementLength	Air Transport Network	«featureType»	5.7.2.1.14
ElementWidth	Air Transport Network	«featureType»	5.7.2.1.15
FieldElevation	Air Transport Network	«featureType»	5.7.2.1.16
InstrumentApproachProcedure	Air Transport Network	«featureType»	5.7.2.1.17
LowerAltitudeLimit	Air Transport Network	«featureType»	5.7.2.1.18
Navaid	Air Transport Network	«featureType»	5.7.2.1.19
NavaidTypeValue	Air Transport Network	«codeList»	5.7.2.2.7
PointRoleValue	Air Transport Network	«codeList»	5.7.2.2.8
ProcedureLink	Air Transport Network	«featureType»	5.7.2.1.20
RunwayArea	Air Transport Network	«featureType»	5.7.2.1.21
RunwayCentrelinePoint	Air Transport Network	«featureType»	5.7.2.1.22
RunwayTypeValue	Air Transport Network	«codeList»	5.7.2.2.9
StandardInstrumentArrival	Air Transport Network	«featureType»	5.7.2.1.23
StandardInstrumentDeparture	Air Transport Network	«featureType»	5.7.2.1.24
SurfaceComposition	Air Transport Network	«featureType»	5.7.2.1.25
SurfaceCompositionValue	Air Transport Network	«codeList»	5.7.2.2.10
TaxiwayArea	Air Transport Network	«featureType»	5.7.2.1.26
TouchDownLiftOff	Air Transport Network	«featureType»	5.7.2.1.27
UpperAltitudeLimit	Air Transport Network	«featureType»	5.7.2.1.28
useRestriction	Air Transport Network	«featureType»	5.7.2.1.29
ControlTower	Buildings	«placeholder,featureType»	5.7.2.3.1

5.7.2.1 Spatial object types

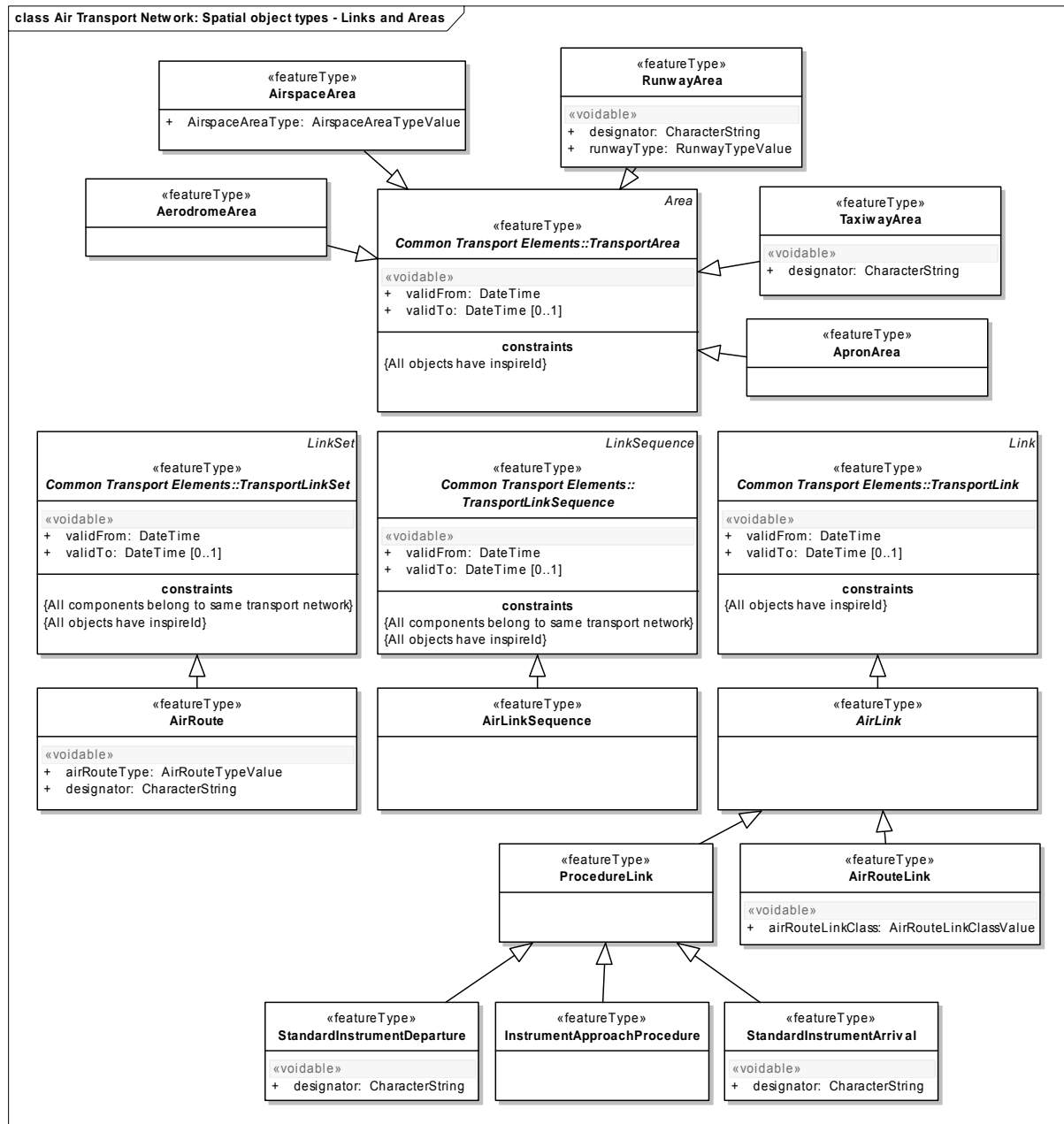


Figure 36 – UML class diagram: Air Transport Networks Spatial object types – Links and Areas

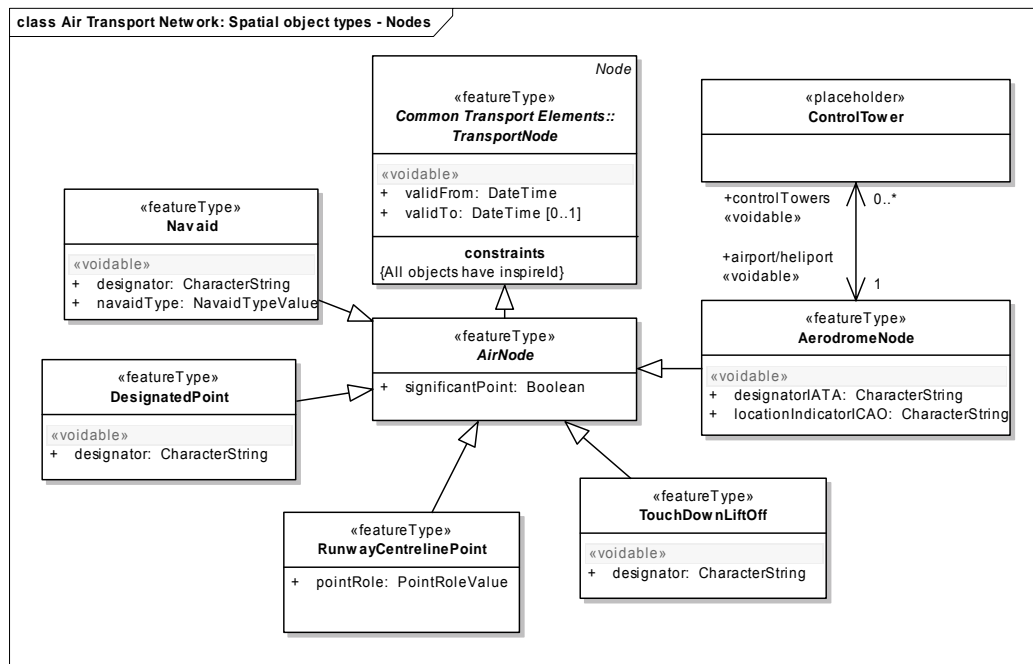


Figure 37 – UML class diagram: Air Transport Networks Spatial object types - Nodes

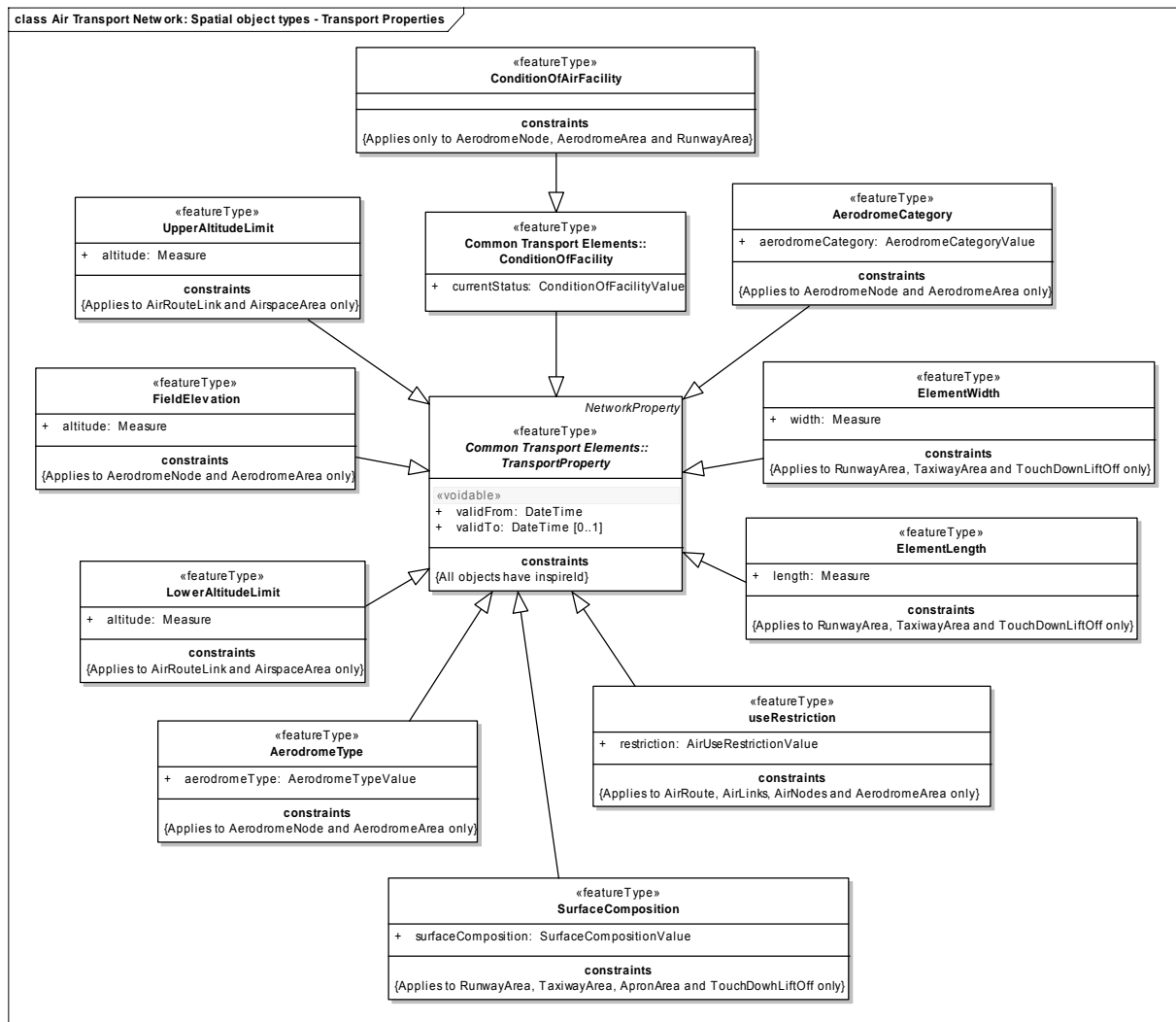


Figure 38 – UML class diagram: Air Transport Networks Spatial object types – Transport Properties

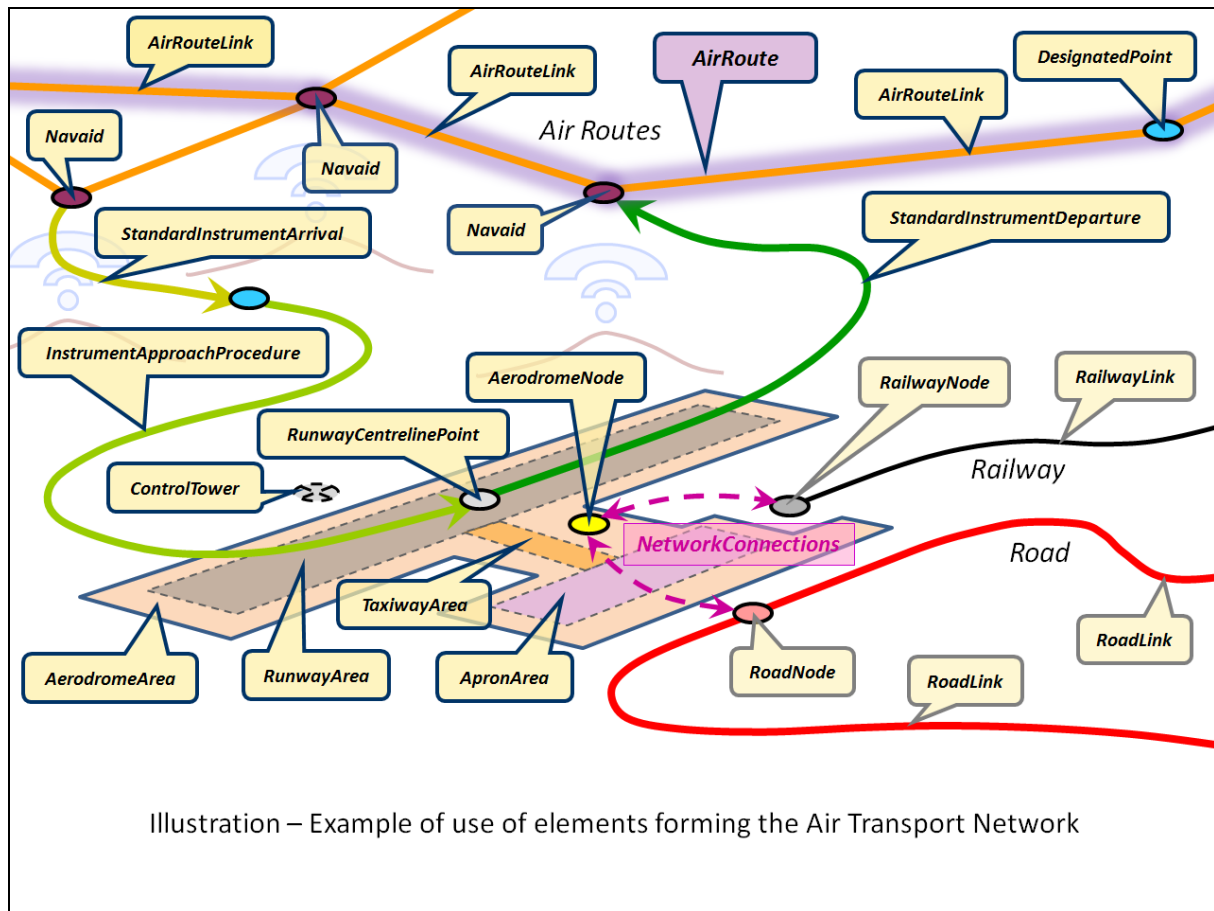


Illustration – Example of use of elements forming the Air Transport Network

Figure 39 – Overview of the main *Air Transport Networks* objects

5.7.2.1.1 AerodromeArea

AerodromeArea

Subtype of:	TransportArea
Definition:	A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft and/or helicopters.
Description:	SOURCE [AIXM5.0]. NOTE An area spatial object which is used to represent the physical limits of all the facilities which form part of an inland aerodrome.
Status:	Proposed
Stereotypes:	«featureType»

5.7.2.1.2 AerodromeCategory

AerodromeCategory

Subtype of:	TransportProperty
Definition:	Aerodrome category concerning the scope and importance of the air traffic services offered from and to it.
Status:	Proposed
Stereotypes:	«featureType»

Attribute: aerodromeCategory

Value type:	AerodromeCategoryValue
Definition:	Value which indicates the category of an aerodrome.
Multiplicity:	1

AerodromeCategory

Constraint: Applies to AerodromeNode and AerodromeArea only

Natural language: This property can only be associated with a spatial object that is an Aerodrome Node or an Aerodrome Area.
OCL:

5.7.2.1.3 AerodromeNode

AerodromeNode

Subtype of: AirNode
Definition: Node located at the aerodrome reference point of an airport/heliport, which is used to represent it in a simplified way. DEFINITION Aerodrome Reference Point (ARP): The designated geographical location of an aerodrome, located near the initial or planned geometric centre of the aerodrome and normally remaining where originally established [AIXM3.3]. DEFINITION Airport/heliport: A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft/helicopters [AIXM5.0].
Description: SOURCE [AIXM5.0].
Status: Proposed
Stereotypes: «featureType»

Attribute: designatorIATA

Value type: CharacterString
Definition: The three letter IATA designator of the aerodrome (airport/heliport).
Description: SOURCE [AIXM5.0].
Multiplicity: 1
Stereotypes: «voidable»

Attribute: locationIndicatorICAO

Value type: CharacterString
Definition: The four letter ICAO location indicator of the aerodrome (airport/heliport), as listed in ICAO DOC 7910.
Description: SOURCE [AIXM5.0].
Multiplicity: 1
Stereotypes: «voidable»

Association role: controlTowers

Value type: ControlTower
Definition: The set of control towers belonging to an aerodrome (airport/heliport).
Multiplicity: 0..*
Stereotypes: «voidable»

5.7.2.1.4 AerodromeType

AerodromeType

Subtype of: TransportProperty
Definition: A code specifying the type of aerodrome.
Description: SOURCE [AIXM5.0].
EXAMPLE Aerodrome only, combined aerodrome/heliport or simple landing site.
Status: Proposed
Stereotypes: «featureType»

Attribute: aerodromeType

Value type: AerodromeTypeValue
Definition: The type of aerodrome.
Multiplicity: 1

Constraint: Applies to AerodromeNode and AerodromeArea only

AerodromeType

Natural language: This property can only be associated with a spatial object that is an Aerodrome Node or Aerodrome Area.
OCL:

5.7.2.1.5 AirLink

AirLink (abstract)

Subtype of: TransportLink
Definition: A linear spatial object that describes the geometry and connectivity of the air network between two points in the network.
Status: Proposed
Stereotypes: «featureType»

5.7.2.1.6 AirLinkSequence

AirLinkSequence

Subtype of: TransportLinkSequence
Definition: A linear spatial object, composed of an ordered collection of air links, which represents a continuous path in the air network without any branches.
Description: NOTE 1 The element has a defined beginning and end and every position on the air link sequence is identifiable with one single parameter such as length. It describes an element of the air network, which could be characterized by one or more thematical identifiers and/or properties.

NOTE 2 This collection of air links is equivalent to RoutePortion feature in AIXM5.0. RoutePortion: A group of two or more consecutive segments of the same route, which have the usage and/or the same flight restrictions [AIXM5.0].
Status: Proposed
Stereotypes: «featureType»

5.7.2.1.7 AirNode

AirNode (abstract)

Subtype of: TransportNode
Definition: A node which occurs in a air network.
Status: Proposed
Stereotypes: «featureType»

Attribute: significantPoint

Value type: Boolean
Definition: Attribute which indicates whether the air node is or is not a significant point. DEFINITION Significant point: A specified geographical location used to define an ATS route, the flight path of an aircraft or for other navigation/ATS purposes [AIXM5.0].
Description: NOTE Significant Points are specific air nodes which normally define air routes.
Multiplicity: 1

5.7.2.1.8 AirRoute

AirRoute

Subtype of: TransportLinkSet
Definition: A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services, from the end of the take-off and initial climb phase to the commencement of the approach and landing phase.
Description: SOURCE [Route - AIXM5.0].

NOTE A collection of air link sequences and or individual air links that are characterized by one or more thematic identifiers and /or properties, which perform a Route.
Status: Proposed

AirRoute

Stereotypes: «featureType»

Attribute: airRouteType

Value type: AirRouteTypeValue
 Definition: Route classification.
 Description: SOURCE [AIXM5.0].
 Multiplicity: 1
 Stereotypes: «voidable»

Attribute: designator

Value type: CharacterString
 Definition: Code or designator that identifies an Air Route.
 Multiplicity: 1
 Stereotypes: «voidable»

5.7.2.1.9 AirRouteLink

AirRouteLink

Subtype of: AirLink
 Definition: A portion of a route to be flown usually without an intermediate stop, as defined by two consecutive significant points.
 Description: SOURCE [AirRouteSegment - AIXM5.0].
 NOTE The presence of air nodes (normally defining Significant Points) is not mandated.
 Status: Proposed
 Stereotypes: «featureType»

Attribute: airRouteLinkClass

Value type: AirRouteLinkClassValue
 Definition: The class or type of an AirRouteLink.
 Multiplicity: 1
 Stereotypes: «voidable»

5.7.2.1.10 AirspaceArea

AirspaceArea

Subtype of: TransportArea
 Definition: A defined volume in the air, described as horizontal projection with vertical limits.
 Description: SOURCE [AirspaceVolume - AIXM5.0].
 NOTE 1 Definition of Airspace: A defined three dimensional region of space relevant to air traffic [AIXM5.0].
 NOTE 2 Airspace regions are managed by air traffic control systems to provide a safe IFR (Instrument Flight Rules) navigation for air traffic services and aircrafts.
 Status: Proposed
 Stereotypes: «featureType»

Attribute: AirspaceAreaType

Value type: AirspaceAreaTypeValue
 Definition: A code indicating the general structure or characteristics of a particular airspace.
 Description: SOURCE [Airspace.type - AIXM5.0].
 Multiplicity: 1

5.7.2.1.11 ApronArea

ApronArea

Subtype of: TransportArea

ApronArea

Definition:	A defined area, on a land aerodrome/heliport, intended to accommodate aircraft/helicopters for purposes of loading and unloading passengers, mail or cargo, and for fuelling, parking or maintenance.
Description:	SOURCE [Apron - AIXM5.0].
Status:	Proposed
Stereotypes:	«featureType»

5.7.2.1.12 ConditionOfAirFacility

ConditionOfAirFacility

Subtype of:	ConditionOfFacility
Definition:	State of an air transport network element with regards to its completion and use.
Status:	Proposed
Stereotypes:	«featureType»

Constraint: Applies only to AerodromeNode, AerodromeArea and RunwayArea

Natural language:	This property can only be associated with a spatial object that is an Aerodrome Node, an Aerodrome Area or a Runway Area.
OCL:	

5.7.2.1.13 DesignatedPoint

DesignatedPoint

Subtype of:	AirNode
Definition:	A geographical location not marked by the site of a radio navigation aid, used in defining an ATS route, the flight path of an aircraft or for other navigation or ATS purposes.
Description:	SOURCE [AIXM5.0].
	NOTE Examples of Designated points are compulsory and non-compulsory reporting points.
Status:	Proposed
Stereotypes:	«featureType»

Attribute: designator

Value type:	CharacterString
Definition:	The coded designator of the point.
Description:	SOURCE [AIXM5.0].
	EXAMPLE The five-letter ICAO name of the point.
Multiplicity:	1
Stereotypes:	«voidable»

5.7.2.1.14 ElementLength

ElementLength

Subtype of:	TransportProperty
Definition:	The physical length of the element.
Status:	Proposed
Stereotypes:	«featureType»

Attribute: length

Value type:	Measure
Definition:	The physical length of the element.

ElementLength

Description: NOTE 1 The value of the physical length of the runway [AIXM5.0], when applied to RunwayArea.

NOTE 2 Value for the length of the taxiway [AIXM5.0], when applied to TaxiwayArea.

NOTE 3 The value of the physical length of the touchdown and lift-off area [AIXM5.0], when applied to TouchDownLiftOff.

Multiplicity: 1

Constraint: Applies to RunwayArea, TaxiwayArea and TouchDownLiftOff only

Natural language: This property can only be associated with a spatial object that is a Runway Area, Taxiway Area or TouchDownLiftOff.

OCL:

5.7.2.1.15 ElementWidth

ElementWidth

Subtype of: TransportProperty

Definition: The physical width of the element.

Status: Proposed

Stereotypes: «featureType»

Attribute: width

Value type: Measure

Definition: The physical width of the element.

Description: NOTE 1 The value of the physical width of the runway [AIXM5.0], when applied to RunwayArea.

NOTE 2 The value of the physical width of the taxiway [AIXM5.0], when applied to TaxiwayArea.

NOTE 3 The value of the physical width of the touchdown and lift-off area [AIXM5.0], when applied to TouchDownLiftOff.

Multiplicity: 1

Constraint: Applies to RunwayArea, TaxiwayArea and TouchDownLiftOff only

Natural language: This property can only be associated with a spatial object that is a Runway Area, Taxiway Area or TouchDownLiftOff.

OCL:

5.7.2.1.16 FieldElevation

FieldElevation

Subtype of: TransportProperty

Definition: The aerodrome elevation as the vertical distance between the highest point of the landing area of an aerodrome and mean sea level.

Description: SOURCE [AIXM5.0].

NOTE This might be different from the elevation of the Aerodrome Reference Point.

Status: Proposed

Stereotypes: «featureType»

Attribute: altitude

Value type: Measure

Definition: Value of the field altitude.

Multiplicity: 1

Constraint: Applies to AerodromeNode and AerodromeArea only

INSPIRE	Reference: INSPIRE DataSpecification TN v3.0.1.pdf		
TWG-TN	INSPIRE Data Specification on <i>Transport Networks</i>	2009-10-02	Page 116

FieldElevation

Natural language: This property can only be associated with a spatial object that is an Aerodrome Node or Aerodrome Area.
OCL:

5.7.2.1.17 InstrumentApproachProcedure

InstrumentApproachProcedure

Subtype of: ProcedureLink
Definition: A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en route obstacle clearance criteria apply.
Description: SOURCE [AIXM5.0].

NOTE 1 Acronym: IAP.

NOTE 2 It corresponds to the final approach and arrival during the landing phase.

NOTE 3 A specific runway of an airport/heliport usually has more than one IAP, depending on the landing direction on it.
Status: Proposed
Stereotypes: «featureType»

5.7.2.1.18 LowerAltitudeLimit

LowerAltitudeLimit

Subtype of: TransportProperty
Definition: Altitude that defines the lower limit of an air transport network object.
Description: NOTE When applied to an AirRouteLink it corresponds to the Lowest Safe Altitude, which is defined in order to provide safety for navigation.
Status: Proposed
Stereotypes: «featureType»

Attribute: altitude

Value type: Measure
Definition: Value of the altitude limit.
Multiplicity: 1

Constraint: Applies to AirRouteLink and AirspaceArea only

Natural language: This property can only be associated with a spatial object that is an Air Route Link or Airspace Area.
OCL:

5.7.2.1.19 Navaid

Navaid

Subtype of: AirNode
Definition: One or more Navaid Equipments providing navigation services. DEFINITION Navaid equipment: A physical navaid equipment like VOR, DME, localizer, TACAN or etc.
Description: SOURCE [AIXM5.0].

NOTE 1
The Navaid Equipment share business rules like paired frequencies [AIXM5.0].
Status: Proposed
Stereotypes: «featureType»

Attribute: designator

Navaid

Value type: CharacterString
Definition: The coded identifier given to the navaid system.
Description: SOURCE [AIXM5.0].
Multiplicity: 1
Stereotypes: «voidable»

Attribute: navaidType

Value type: NavaidTypeValue
Definition: Type of the navaid service.
Description: SOURCE [AIXM5.0].

EXAMPLES ILS, MLS, VORTAC, VOR/DME.
Multiplicity: 1
Stereotypes: «voidable»

5.7.2.1.20 ProcedureLink

ProcedureLink

Subtype of: AirLink
Definition: A series of predetermined manoeuvres with specified protection from obstacles.
Description: SOURCE [Procedure - AIXM5.0].

NOTE 1 A defined airway connector designed for channelling the flow of traffic as necessary for the provision of air traffic services during the take-off or landing phase, which links an airport/heliport to a significant point, usually connected to one or more air routes.

NOTE 2 When a airport/heliport is not connected with a standardized airway connector to the rest of the air network, this object can be used as a fictitious connector between the airport/heliport and a significant point on one or more ATS routes - for example for VFR (Visual Flight Rules) flights.

NOTE 3 Nevertheless, three main types of standardized Procedures are usually defined for IFR (Instrument Flight Rules) flights:
- Standard Instrument Departure (SID), corresponding to the take-off phase.
- Standard Instrument Arrival (STAR), corresponding to the initial approach during the landing phase.
- Instrument Approach Procedure (IAP), corresponding to the final approach and arrival during the landing phase.

Status: Proposed
Stereotypes: «featureType»

5.7.2.1.21 RunwayArea

RunwayArea

Subtype of: TransportArea
Definition: A defined rectangular area on a land aerodrome/heliport prepared for the landing and take-off of aircraft.
Description: SOURCE [Runway - AIXM5.0].

NOTE 1 This includes the concept of Final Approach and Take-Off Area (FATO) for helicopters [Runway - AIXM5.0].

NOTE 2 The runway strip is a defined area including the runway and stopway, if provided, intended : a) to reduce the risk of damage to aircraft running off a runway; and b) to protect aircraft flying over it during take-off or landing operations [ICAO].

Status: Proposed
Stereotypes: «featureType»

RunwayArea

Attribute: designator

Value type: CharacterString
Definition: The full textual designator of the runway, used to uniquely identify it at an aerodrome/heliport which has more than one.
Description: SOURCE [AIXM5.0].
Multiplicity: 1
Stereotypes: «voidable»

Attribute: runwayType

Value type: RunwayTypeValue
Definition: The type of runway, either runway for airplanes or final approach and take off area (FATO) for helicopters.
Description: SOURCE Adapted from [AIXM5.0].
Multiplicity: 1
Stereotypes: «voidable»

5.7.2.1.22 RunwayCentrelinePoint

RunwayCentrelinePoint

Subtype of: AirNode
Definition: An operationally significant position on the center line of a runway direction.
Description: SOURCE [AIXM5.0].

NOTE 1 The role of the point along the runway direction centreline is indicated within the pointRole attribute.

NOTE 2 Runway centreline points are used to connect the Procedure Links that connect an airport/heliport to the rest of the air network.

EXAMPLE A typical example is the runway threshold [AIXM5.0].
Status: Proposed
Stereotypes: «featureType»

Attribute: pointRole

Value type: PointRoleValue
Definition: The role of the point along the runway direction centreline.
Description: SOURCE [AIXM5.0].
Multiplicity: 1

5.7.2.1.23 StandardInstrumentArrival

StandardInstrumentArrival

Subtype of: ProcedureLink
Definition: A designated instrument flight rule (IFR) arrival route linking a significant point, normally on an ATS route, with a point from which a published instrument approach procedure can be commenced.
Description: SOURCE [AIXM5.0].

NOTE 1 Acronym: STAR.

NOTE 2 It corresponds to the initial approach during the landing phase. Each airport/heliport could have various STAR linking significant points (usually connected to air routes) to the points designated to start the landing on a specific runway.
Status: Proposed
Stereotypes: «featureType»

Attribute: designator

Value type: CharacterString

StandardInstrumentArrival

Definition: The textual designator of the STAR.
 Description: SOURCE [AIXM5.0].
 Multiplicity: 1
 Stereotypes: «voidable»

5.7.2.1.24 StandardInstrumentDeparture

StandardInstrumentDeparture

Subtype of: ProcedureLink
 Definition: A designated instrument flight rule (IFR) departure route linking the aerodrome or a specific runway of the aerodrome with a specified significant point, normally on a designated ATS route, at which the en-route phase of a flight commences.
 Description: SOURCE [AIXM5.0].
 NOTE 1 Acronym: SID.
 NOTE 2 It corresponds to the take-off phase. Each airport/heliport could have various SID linking the different runways to one or various significant points, usually connected to air routes.
 Status: Proposed
 Stereotypes: «featureType»

Attribute: designator

Value type: CharacterString
 Definition: The full textual designator of the SID.
 Description: SOURCE [AIXM5.0].
 Multiplicity: 1
 Stereotypes: «voidable»

5.7.2.1.25 SurfaceComposition

SurfaceComposition

Subtype of: TransportProperty
 Definition: The composition of an aerodrome/heliport related surface.
 Status: Proposed
 Stereotypes: «featureType»

Attribute: surfaceComposition

Value type: SurfaceCompositionValue
 Definition: A code indicating the composition of an aerodrome/heliport related surface.
 Description: SOURCE [SurfaceCharacteristics.composition - AIXM5.0].
 EXAMPLES Asphalt, concrete.
 Multiplicity: 1

Constraint: Applies to RunwayArea, TaxiwayArea, ApronArea and TouchDowhLiftOff only

Natural: This property can only be associated with a spatial object that is a Runway Area,
 language: Taxiway Area, Apron Area or TouchDowhLiftOff.
 OCL:

5.7.2.1.26 TaxiwayArea

TaxiwayArea

Subtype of: TransportArea
 Definition: A defined path at an aerodrome/heliport established for the taxiing of aircraft/helicopters and intended to provide a link between one part of the aerodrome and another.

TaxiwayArea

Description: SOURCE [Taxiway - AIXM5.0].

NOTE This includes aircraft/helicopter stand taxilines, apron taxiways, rapid exit taxiways, air taxiways etc.

Status: Proposed

Stereotypes: «featureType»

Attribute: designator

Value type: CharacterString

Definition: The textual designator of the taxiway.

Description: SOURCE [AIXM5.0].

Multiplicity: 1

Stereotypes: «voidable»

5.7.2.1.27 TouchDownLiftOff

TouchDownLiftOff

Subtype of: AirNode

Definition: A load bearing area on which a helicopter may touch down or lift-off.

Description: SOURCE [AIXM5.0].

Status: Proposed

Stereotypes: «featureType»

Attribute: designator

Value type: CharacterString

Definition: The textual designator of the touch down and lift-off area.

Description: SOURCE [AIXM5.0].

Multiplicity: 1

Stereotypes: «voidable»

5.7.2.1.28 UpperAltitudeLimit

UpperAltitudeLimit

Subtype of: TransportProperty

Definition: Altitude that defines the upper limit of an air transport network object.

Status: Proposed

Stereotypes: «featureType»

Attribute: altitude

Value type: Measure

Definition: Value of the altitude limit.

Multiplicity: 1

Constraint: Applies to AirRouteLink and AirspaceArea only

Natural language: This property can only be associated with a spatial object that is an Air Route Link or Airspace Area.

OCL:

5.7.2.1.29 useRestriction

useRestriction

Subtype of: TransportProperty

Definition: The restrictions to the use of an air network object.

Status: Proposed

Stereotypes: «featureType»

Attribute: restriction

Value type: AirUseRestrictionValue

Definition: The type of use restriction for the air network object.

Multiplicity: 1

useRestriction

Constraint: Applies to AirRoute, AirLinks, AirNodes and AerodromeArea only

Natural language: This property can only be associated with a spatial object that is an Air Route, Air Link (or specialized Air Link), Air Node (or specialized Air Node) or Aerodrome Area.

OCL:

5.7.2.2 Enumerations and code lists

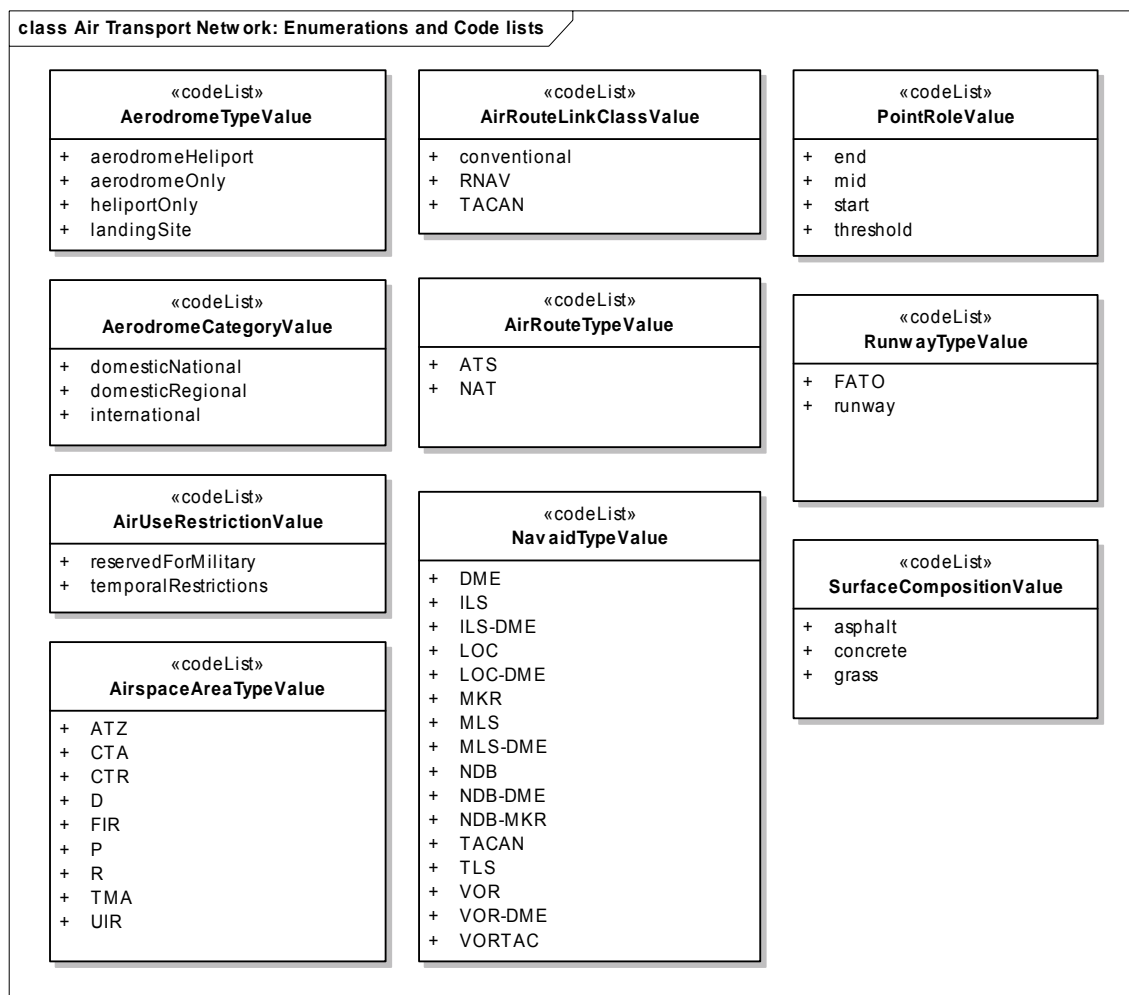


Figure 40 – UML class diagram: Air Transport Networks Enumerations and code lists

5.7.2.2.1 AerodromeCategoryValue

AerodromeCategoryValue

Definition: Aerodrome possible categories concerning the scope and importance of the air traffic services offered from and to it.

Status: Proposed

Stereotypes: «codeList»

Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:AerodromeCategoryValue

Value: domesticNational

Definition: Aerodrome serving domestic national air traffic services.

Value: domesticRegional

AerodromeCategoryValue

Definition: Aerodrome serving domestic regional air traffic services.

Value: international

Definition: Aerodrome serving international air traffic services.

5.7.2.2.2 AerodromeTypeValue

AerodromeTypeValue

Definition: A code specifying whether a particular entity occurrence is an Aerodrome or a Heliport.

Description: SOURCE [CodeAirportHeliportType - AIXM5.0].

Status: Proposed

Stereotypes: «codeList»

Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:AerodromeTypeValue

Value: aerodromeHeliport

Definition: Aerodrome with heliport landing area.

Description: SOURCE [AIXM5.0].

Value: aerodromeOnly

Definition: Aerodrome only.

Description: SOURCE [AIXM5.0].

Value: heliportOnly

Definition: Heliport only.

Description: SOURCE [AIXM5.0].

Value: landingSite

Definition: Landing site.

Description: SOURCE [AIXM5.0].

5.7.2.2.3 AirRouteLinkClassValue

AirRouteLinkClassValue

Definition: The type of the route from the navigation point of view.

Description: SOURCE [CodeRouteNavigationType - AIXM5.0].

NOTE These values enumerate the possible usages of a AirRouteLink.

EXAMPLES Conventional, RNAV.

Status: Proposed

Stereotypes: «codeList»

Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:AirRouteLinkClassValue

Value: conventional

Definition: Conventional navigation route: An air route which does neither use Area Navigation (RNAV) nor TACAN navigation for air traffic services. DEFINITION Definition of Area Navigation (RNAV): A method of navigation which permits aircraft operation on any desired flight path within the coverage of station-referenced navigation aids or within the limits of the capability of selfcontained aids, or a combination of both [ICAO].

Description: SOURCE [AIXM5.0].

Value: RNAV

Definition: Area navigation route: An air route which uses Area Navigation (RNAV) for air traffic services. DEFINITION Area Navigation (RNAV): A method of navigation which permits aircraft operation on any desired flight path within the coverage of station-referenced navigation aids or within the limits of the capability of selfcontained aids, or a combination of both [ICAO].

Description: SOURCE [AIXM5.0].

AirRouteLinkClassValue

Value: TACAN

Definition: TACAN route: An air route which uses TACAN Navigation for air traffic services. DEFINITION TACAN Navigation: A method of navigation which permits aircraft operation on any desired flight path within the coverage of station-referenced Tactical Air Navigation Beacon (TACAN) navigation aids.

Description: SOURCE [AIXM5.0].

5.7.2.2.4 AirRouteTypeValue

AirRouteTypeValue

Definition: The route classification as ATS route or North Atlantic Tracks.

Description: SOURCE [CodeRouteType - AIXM5.0].

Status: Proposed

Stereotypes: «codeList»

Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:AirRouteTypeValue

Value: ATS

Definition: ATS Route as described in ICAO Annex 11.

Description: SOURCE [AIXM5.0].

Value: NAT

Definition: North Atlantic Track (part of Organized Track System).

Description: SOURCE [AIXM5.0].

5.7.2.2.5 AirspaceAreaTypeValue

AirspaceAreaTypeValue

Definition: Recognised types of Airspace.

Description: SOURCE [CodeAirspaceType - AIXM5.0].

Status: Proposed

Stereotypes: «codeList»

Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:AirspaceAreaTypeValue

Value: ATZ

Definition: Airport Traffic Zone. Airspace of defined dimensions established around an airport for the protection of airport traffic. Description: ICAO Recognized.

Description: SOURCE [AIXM5.0].

NOTE An ATZ usually is set up from the lower limit of a Control Zone (CTR) to the surface.

Value: CTA

Definition: Control area. A controlled airspace extending upwards from a specified limit above the earth. Description: ICAO Recognized.

Description: SOURCE [AIXM5.0].

NOTE 1 A CTA could exist in the vicinity of a single airport to manage a busy air traffic area in order to provide protection to aircraft climbing out from the airport. As such it is a smaller version of a Terminal Maneuvering Area or Terminal Control Area (TMA), equivalent to it but serving only to one airport.

NOTE 2 Standard Instrument Departure (SID) routes usually ends at the upper limit of a TMA or CTA, where the air route phase starts.

Value: CTR

Definition: Control zone. A controlled airspace extending upwards from the surface of the earth to a specified upper limit. Description: ICAO Recognized.

AirspaceAreaTypeValue

Description: SOURCE [AIXM5.0].

NOTE It is normally extended from the surface to a specified upper limit, set up to protect air traffic operating to and from that airport. A CTR usually is set up from the upper limit of an Aerodrome Traffic Zone (ATZ).

Value: D

Definition: Danger area. Airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. Description: ICAO Recognized.

Description: SOURCE [AIXM5.0].

NOTE It is defined as a constraint airspace area to be avoided if possible, which could be dangerous for navigation of air traffic services and could be crossed only by specific routes and specific flight levels defined by the Defence Authority.

Value: FIR

Definition: Flight information region. Airspace of defined dimensions within which flight information service and alerting service are provided. Description: ICAO Recognized. Might, for example, be used if service provided by more than one unit.

Description: SOURCE [AIXM5.0].

NOTE 1 A FIR is an airspace region in which information, management and search-and-rescue services are provided by an air navigation service provider.

NOTE 2 Any portion of the atmosphere belongs to some specific FIR, except from some cases. Small countries could have only a single FIR; bigger ones could have some regional FIRs. The division among different countries is done by international agreement through ICAO.

Value: P

Definition: Prohibited area. Airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited. Description: ICAO Recognized.

Description: SOURCE [AIXM5.0].

NOTE It is defined as a constraint airspace area to be avoided, in which navigation of air traffic services is forbidden for high security reasons.

Value: R

Definition: Restricted area. Airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions. Description: ICAO Recognized.

Description: SOURCE [AIXM5.0].

NOTE It is defined as a constraint airspace area in which navigation of air traffic services is restricted and could only be crossed temporarily with authorisation and at specific flight levels.

Value: TMA

Definition: Terminal control area. Control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes. Description: Non-ICAO Recognized. Mainly used in Europe under the Flexible Use of Airspace concept.

AirspaceAreaTypeValue

Description: SOURCE [AIXM5.0].

NOTE 1 It is normally extended from a lower to an upper limit, set up at an area of confluence of busy airways in the vicinity of one or more major airports to protect traffic climbing out from and descending into the airports.

NOTE 2 As such it is a larger version of a Control Area (CTA). Standard Instrument Departure (SID) routes usually ends at the upper limit of a TMA or CTA, where the air route phase starts.

Value: UIR

Definition: Upper flight information region (UIR). An upper airspace of defined dimensions within which flight information service and alerting service are provided.
Description: Non-ICAO Recognized. Each state determines its definition for upper airspace.

Description: SOURCE [AIXM5.0].

5.7.2.2.6 AirUseRestrictionValue

AirUseRestrictionValue

Definition: The use restrictions for an air network object.

Status: Proposed

Stereotypes: «codeList»

Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:AirUseRestrictionValue

Value: reservedForMilitary

Definition: The air network object is exclusively for military use.

Value: temporalRestrictions

Definition: The temporal restrictions apply to the use of the air network object.

5.7.2.2.7 NavaidTypeValue

NavaidTypeValue

Definition: Types of Navaid Services.

Description: SOURCE [AIXM5.0].

Status: Proposed

Stereotypes: «codeList»

Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:NavaidTypeValue

Value: DME

Definition: Distance Measuring Equipment.

Description: SOURCE [AIXM5.0].

Value: ILS

Definition: Instrument Landing System.

Description: SOURCE [AIXM5.0].

Value: ILS-DME

Definition: ILS with collocated DME.

Description: SOURCE [AIXM5.0].

Value: LOC

Definition: Localizer.

Description: SOURCE [AIXM5.0].

Value: LOC-DME

Definition: LOC and DME collocated.

Description: SOURCE [AIXM5.0].

Value: MKR

Definition: Marker Beacon.

NavaidTypeValue

Description:	SOURCE [AIXM5.0].
Value: MLS	
Definition:	Microwave Landing System.
Description:	SOURCE [AIXM5.0].
Value: MLS-DME	
Definition:	MLS with collocated DME.
Description:	SOURCE [AIXM5.0].
Value: NDB	
Definition:	Non-Directional Radio Beacon.
Description:	SOURCE [AIXM5.0].
Value: NDB-DME	
Definition:	NDB and DME collocated.
Description:	SOURCE [AIXM5.0].
Value: NDB-MKR	
Definition:	Non-Directional Radio Beacon and Marker Beacon.
Description:	SOURCE [AIXM5.0].
Value: TACAN	
Definition:	Tactical Air Navigation Beacon.
Description:	SOURCE [AIXM5.0].
Value: TLS	
Definition:	Transponder Landing System.
Description:	SOURCE [AIXM5.0].
Value: VOR	
Definition:	VHF Omnidirectional Radio Range.
Description:	SOURCE [AIXM5.0].
Value: VOR-DME	
Definition:	VOR and DME collocated.
Description:	SOURCE [AIXM5.0].
Value: VORTAC	
Definition:	VOR and TACAN collocated.
Description:	SOURCE [AIXM5.0].

5.7.2.2.8 PointRoleValue

PointRoleValue	
Definition:	Role of the Runway Centreline Point.
Description:	SOURCE [AIXM5.0].
Status:	Proposed
Stereotypes:	«codeList»
Governance:	Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:PointRoleValue
Value: end	
Definition:	Physical end of a runway direction.
Description:	SOURCE [AIXM5.0].
Value: mid	
Definition:	The mid point of the runway.
Description:	SOURCE [AIXM5.0].
Value: start	
Definition:	Physical start of a runway direction.
Description:	SOURCE [AIXM5.0].
Value: threshold	
Definition:	Threshold.

PointRoleValue

Description: SOURCE [AIXM5.0].

5.7.2.2.9 RunwayTypeValue

RunwayTypeValue

Definition: A code that makes a distinction between runways for airplanes and FATO for helicopters.
 Description: SOURCE [CodeRunwayType - AIXM5.0].
 Status: Proposed
 Stereotypes: «codeList»
 Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:RunwayTypeValue

Value: FATO

Definition: Final Approach and Take Off Area for helicopters.
 Description: SOURCE [AIXM5.0].

Value: runway

Definition: Runway for airplanes.
 Description: SOURCE [AIXM5.0].

5.7.2.2.10 SurfaceCompositionValue

SurfaceCompositionValue

Definition: A code indicating the composition of a surface.
 Description: SOURCE [CodeSurfaceCompositionType - AIXM5.0].
 EXAMPLES Asphalt, concrete.
 Status: Proposed
 Stereotypes: «codeList»
 Governance: Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:SurfaceCompositionValue

Value: asphalt

Definition: Surface made of an asphalt layer.

Value: concrete

Definition: Surface made of a concrete layer.

Value: grass

Definition: Surface consisting on a grass layer.

5.7.2.3 Candidate types and placeholders

5.7.2.3.1 ControlTower

ControlTower

Package: Buildings [Placeholder to be fully specified in Annex II/III INSPIRE data specification]
 Definition: Aerodrome control tower [Unit.Type='TWR' - AIXM5.0].
 Description: NOTE Point representing the situation of a Control Tower belonging to an aerodrome (airport/heliport), used to manage aircraft traffic in the runways and nearest airspace to the aerodrome.

5.7.2.4 Imported types (informative)

This section lists definitions for feature types, data types and enumerations and code lists that are defined in other application schemas. The section is purely informative and should help the reader understand the feature catalogue presented in the previous sections. For the normative documentation of these types, see the given references.

5.7.2.4.1 *TransportLinkSequence*

TransportLinkSequence (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A linear spatial object, composed of an ordered collection of transport links, which represents a continuous path in the transport network without any branches. The element has a defined beginning and end and every position on the transport link sequence is identifiable with one single parameter such as length. It describes an element of the transport network, characterized by one or more thematical identifiers and/or properties.

5.7.2.4.2 *ConditionOfFacility*

ConditionOfFacility

Package:	Common Transport Elements [see section 5.2.2]
Definition:	State of a transport network element with regards to its completion and use.

5.7.2.4.3 *TransportLink*

TransportLink (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A linear spatial object that describes the geometry and connectivity of a transport network between two points in the network.

5.7.2.4.4 *TransportArea*

TransportArea (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	Surface that represents the spatial extent of an element of a transport network.

5.7.2.4.5 *TransportNode*

TransportNode (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A point spatial object which is used for connectivity.
Description:	Nodes are found at either end of the TransportLink.

5.7.2.4.6 *TransportProperty*

TransportProperty (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A reference to a property that falls upon the network. This property can apply to the whole of the network element it is associated with or - for linear spatial objects - be described using linear referencing.

5.7.2.4.7 *TransportLinkSet*

TransportLinkSet (abstract)

Package:	Common Transport Elements [see section 5.2.2]
Definition:	A collection of transport link sequences and or individual transport links that has a specific function or significance in a transport network.
Description:	<p>NOTE</p> <p>This spatial object type supports the aggregation of links to form objects with branches, loops, parallel sequences of links, gaps, etc.</p> <p>EXAMPLE</p> <p>A dual carriageway road, as a collection of the two link sequences that represent each carriageway.</p>

6 Reference systems

6.1 Coordinate reference systems

6.1.1 Datum

Requirement 13 For the coordinate reference systems used for making available the INSPIRE spatial data sets, the datum shall be the datum of the European Terrestrial Reference System 1989 (ETRS89) in areas within its geographical scope, and the datum of the International Terrestrial Reference System (ITRS) or other geodetic coordinate reference systems compliant with ITRS in areas that are outside the geographical scope of ETRS89. Compliant with the ITRS means that the system definition is based on the definition of the ITRS and there is a well established and described relationship between both systems, according to EN ISO 19111.

6.1.2 Coordinate reference systems

Requirement 14 INSPIRE spatial data sets shall be made available using one of the three-dimensional, two-dimensional or compound coordinate reference systems specified in the list below.

Other coordinate reference systems than those listed below may only be used for regions outside of continental Europe. The geodetic codes and parameters for these coordinate reference systems shall be documented, and an identifier shall be created, according to EN ISO 19111 and ISO 19127.

1. Three-dimensional Coordinate Reference Systems
 - Three-dimensional Cartesian coordinates
 - Three-dimensional geodetic coordinates (latitude, longitude and ellipsoidal height), using the parameters of the GRS80 ellipsoid
2. Two-dimensional Coordinate Reference Systems
 - Two-dimensional geodetic coordinates, using the parameters of the GRS80 ellipsoid
 - Plane coordinates using the Lambert Azimuthal Equal Area projection and the parameters of the GRS80 ellipsoid
 - Plane coordinates using the Lambert Conformal Conic projection and the parameters of the GRS80 ellipsoid
 - Plane coordinates using the Transverse Mercator projection and the parameters of the GRS80 ellipsoid

3. Compound Coordinate Reference Systems

- For the horizontal component of the compound coordinate reference system, one of the two-dimensional coordinate reference systems specified above shall be used
- For the vertical component on land, the European Vertical Reference System (EVRS) shall be used to express gravity-related heights within its geographical scope
- Other vertical reference systems related to the Earth gravity field shall be used to express gravity-related heights in areas that are outside the geographical scope of EVRS. The geodetic codes and parameters for these vertical reference systems shall be documented and an identifier shall be created, according to EN ISO 19111 and ISO 19127
- For the vertical component measuring the depth of the sea floor, where there is an appreciable tidal range, the Lowest Astronomical Tide shall be used as reference surface. In marine areas without an appreciable tidal range, in open oceans and effectively in waters that are deeper than 200 m, the depth of the sea floor shall be referenced to the Mean Sea Level
- For the vertical component measuring depths above the sea floor in the free ocean, barometric pressure shall be used
- For the vertical component in the free atmosphere, barometric pressure, converted to height using ISO 2533:1975 International Standard Atmosphere shall be used

6.1.3 Display

Requirement 15 For the display of the INSPIRE spatial data sets with the View Service specified in D003152/02 Draft Commission Regulation implementing Directive 2007/2/EC of the European Parliament and of the Council as regards Network Services, at least the two dimensional geodetic coordinate system shall be made available.

6.1.4 Identifiers for coordinate reference systems

Requirement 16 For referring to the non-compound coordinate reference systems listed in this Section, the identifiers listed below shall be used.

For referring to a compound coordinate reference system, an identifier composed of the identifier of the horizontal component, followed by a slash (/), followed by the identifier of the vertical component, shall be used.

- ETRS89-XYZ for Cartesian coordinates in ETRS89
- ETRS89-GRS80h for three-dimensional geodetic coordinates in ETRS89 on the GRS80 ellipsoid
- ETRS89-GRS80 for two-dimensional geodetic coordinates in ETRS89 on the GRS80
- EVRS for height in EVRS
- LAT for depth of the sea floor, where there is an appreciable tidal range
- MSL for depth of the sea floor, in marine areas without an appreciable tidal range, in open oceans and effectively in waters that are deeper than 200m
- ISA for pressure coordinate in the free atmosphere
- PFO for Pressure coordinate in the free ocean
- ETRS89-LAEA for ETRS89 coordinates projected into plane coordinates by the Lambert Azimuthal Equal Area projection
- ETRS89-LCC for ETRS89 coordinates projected into plane coordinates by the Lambert Conformal Conic projection
- ETRS89-TMzn for ETRS89 coordinates projected into plane coordinates by the Transverse Mercator projection

6.2 Temporal reference system

Requirement 17 The Gregorian Calendar shall be used for as a reference system for date values, and the Universal Time Coordinated (UTC) or the local time including the time zone as an offset from UTC shall be used as a reference system for time values.

7 Data quality

This section includes a description of data quality elements and sub-elements as well as the associated basic data quality measures to be used to describe data related to the spatial data theme *Transport networks* (see 13).

NOTE Additional guidance documents on procedures and methods that can be used to implement the basic data quality measures introduced in this section will be provided at a later stage.

For *Transport networks* theme, the provision of data quality information is necessary to cover the following specific purposes:

- Check that the different data providers supply a minimum set of data quality elements and sub-elements in order to evaluate and quantify the quality of datasets for specific purposes in the context of INSPIRE.
- Guarantee that a continuous transport network can be built from the elements provided in the transport network datasets, by assessing their conformance to some basic topological consistency rules aimed at ensure at least *clean* connections between features.

This specification is compliant with ISO 19113 and ISO 19114, but it does not fix any concrete conformance criteria for the data quality information proposed, since it should be valid for a wide range of European transport network datasets, with very different levels of detail and quality requirements.

In addition, recommendations on minimum data quality are included for specific elements

However, for the topological consistency rules mentioned above, a minimum set of measures are needed in order to make it possible the creation of a well-connected transport network.

Data quality information can be described at level of spatial object (feature), spatial object type (feature type), dataset or dataset series. Data quality information at spatial object level is modelled directly in the application schema (Chapter 5).

Chapter 8 describes the corresponding metadata elements to report about this data quality information.

The table below describes the usage (feature-level or dataset-level) and the main purpose (evaluation or network) for the data quality elements and sub-elements proposed in this specification.

Table 13 – Data quality (sub-)elements and measures used in the theme Transport Networks

INSPIRE Data Specification Transport Networks Section	Data quality element	Data quality sub-element	Data quality measures	Usage	Quality purpose
7.1.1.1	Completeness	Commission	Rate of Excess items	dataset-level	evaluation
7.1.1.2	Completeness	Commission	Number of duplicate feature instances	dataset-level	evaluation
7.1.2.1	Completeness	Omission	Rate of missing items	dataset level	evaluation

7.2.1.1	Logical consistency	Conceptual consistency	Conceptual schema compliance	dataset level	evaluation
7.2.2.1	Logical consistency	Domain consistency	Value domain non conformance rate	dataset level	evaluation
7.2.3.1	Logical consistency	Format consistency	Physical structure conflict rate	dataset-level	evaluation
7.2.4.1	Logical consistency	Topological consistency	Number of invalid overlaps of surfaces	dataset-level	network
7.2.4.2	Logical consistency	Topological consistency	Number of missing connections due to undershoots	dataset-level	network
7.2.4.3	Logical consistency	Topological consistency	Number of missing connections due to overshoots	dataset-level	network
7.2.4.4	Logical consistency	Topological consistency	Number of invalid slivers	dataset-level	network
7.2.4.5	Logical consistency	Topological consistency	Number of invalid self-intersect errors	dataset-level	network
7.2.4.6	Logical consistency	Topological consistency	Number of invalid self-overlap errors	dataset-level	network
7.3.1.1	Positional accuracy	Absolute or external accuracy	Mean value of positional uncertainties	dataset-level	evaluation
7.4.1.1	Thematic accuracy	Classification correctness	Misclassification rate	dataset-level	evaluation
7.4.2.1	Thematic accuracy	Non-quantitative attribute correctness	Rate of incorrect classification for national identifier	dataset-level	evaluation

7.1 Completeness

These data quality elements enable the assessment of presence / absence of features in the dataset, their attributes and relationships

7.1.1 Commission

The assessment of these quality sub-elements should be included in the metadata element DQ_CompletenessCommission, described in section 8.

7.1.1.1 Rate of Excess items

This quality sub-element shows excess data present in a dataset.

Name	Rate of excess items
Alternative name	-
Data quality element	Completeness
Data quality subelement	Commission
Data quality basic measure	Error rate
Definition	Number of excess items in the dataset in relation to the number of items that should have been present.
Description	-
Parameter	-
Data quality value type	Real, percentage, ratio
Data quality value structure	-
Source reference	-
Example	-

Measure identifier	3 (ISO 19138)
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7.1.1.2 Number of duplicate feature instances

This quality sub-element shows duplicate features present in a dataset

Name	Number of duplicate feature instances
Alternative name	-
Data quality element	Completeness
Data quality subelement	Commission
Data quality basic measure	Error count
Definition	Total number of exact duplications of feature instances within the data
Description	Count of all items in the data that are incorrectly extracted with duplicate geometries.
Parameter	-
Data quality value type	Integer
Data quality value structure	-
Source reference	-
Example	Features with identical attribution and identical coordinates: <ul style="list-style-type: none"> – two (or more) points collected on top of each other; – two (or more) curves collected on top of each other; – two (or more) surfaces collected on top of each other.
Measure identifier	4 (ISO 19138)

7.1.2 Omission

The assessment of this quality sub-element should be included in the metadata element DQ_CompletenessOmission, described in section 8.

7.1.2.1 Rate of missing items

This data quality sub element shows the number of missing items present in the data.

Name	Rate of missing items
Alternative name	-
Data quality element	Completeness
Data quality subelement	Omission
Data quality basic measure	Error rate
Definition	Number of items missing from the data.
Description	-
Parameter	-
Data quality value type	Real, percentage, ratio
Data quality value structure	-
Source reference	-
Example	-
Measure identifier	5 (ISO 19138)

7.2 Logical consistency

Logical consistency elements enable the assessment of the degree of adherence to logical rules of data structure, attribution and relationships

7.2.1 Conceptual consistency

7.2.1.1 Conceptual schema compliance

This data quality sub-element should be assessed at feature level and the results should be stored in the metadata element: DQ_ConceptualConsistency.

Name	Conceptual schema compliance
Alternative name	-
Data quality element	Logical consistency
Data quality subelement	Conceptual consistency
Data quality basic measure	Rate of correct items
Definition	Number of items in the dataset in compliance with the rules of the conceptual schema in relation to the total number of items.
Description	No mandatory components or attributes are missing and no constraints are violated for any transport objects.
Parameter	-
Data quality value type	Real, percentage, ratio
Data quality value structure	-
Source reference	-
Example	The 95% of the mandatory components or attributes exist and no constraints are violated within the dataset.
Measure identifier	13 (ISO 19138)

7.2.2 Domain consistency

7.2.2.1 Value domain non conformance rate

This quality sub-element shows the global adherence of values in the dataset to the predefined value domains.

The assessment of this quality sub-element should be included in the metadata element DQ_DomainConsistency.

Name	Value domain non conformance rate
Alternative name	-
Data quality element	Logical consistency
Data quality subelement	Domain consistency
Data quality basic measure	Incorrect items rate
Definition	Number of items in the dataset that are not in conformance with their value domain in relation to the total number of items in the dataset.
Description	Number of transport objects in the dataset that are not in conformance with their value domains in relation to the total number of objects in the transport dataset.
Parameter	-
Data quality value type	Percentage, ratio
Data quality value structure	-
Source reference	-
Example	95% of transport features consist of components whose values are within the domains stated in the application schema (i.e. giving an example for a specific feature type Railway Link, the values for Railway Type should be any of 8 values defined in RailwayTypeValues, etc.).
Measure identifier	17 (ISO 19138)

7.2.3 Format consistency

7.2.3.1 Physical structure conflict rate

This quality sub-element shows the percentage of items stored in conflict with the physical structure of the dataset.

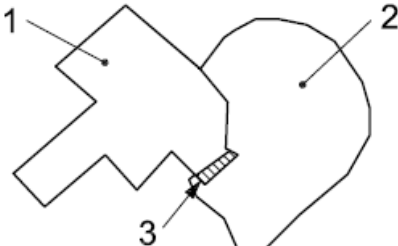
The assessment of this quality sub-element should be included in the metadata element: DQ_FormatConsistency.

Name	Physical structure conflict rate
Alternative name	-
Data quality element	Logical consistency
Data quality subelement	Format consistency
Data quality basic measure	Error rate
Definition	Number of items in the dataset that are stored in conflict with the physical structure of the dataset divided by the total number of items
Description	-
Parameter	-
Data quality value type	Real, percentage, ratio
Data quality value structure	-
Source reference	-
Example	-
Measure identifier	20 (ISO 19138)

7.2.4 Topological consistency

The assessment of the following data quality sub-elements should be included in the metadata element DQ_TopologicalConsistency.

7.2.4.1 Number of invalid overlaps of surfaces

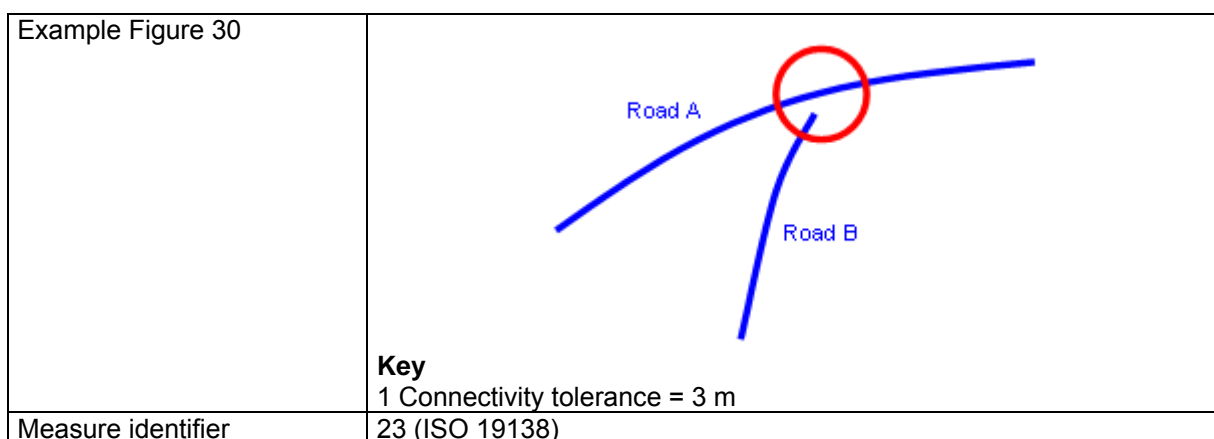
Name	Number of invalid overlaps of surfaces
Alternative name	Overlapping surfaces
Data quality element	Logical consistency
Data quality subelement	Conceptual consistency
Data quality basic measure	Error count
Definition	Total number of erroneous overlaps within the data.
Description	Which surfaces may overlap and which shall not is application dependent. Not all overlapping surfaces are necessarily erroneous. When reporting this data quality measure, the types of feature classes corresponding to the illegal overlapping surfaces shall be reported as well.
Parameter	-
Data quality value type	Integer
Data quality value structure	-
Source reference	-
Example: Figure 29	

	Key 1 Surface 1 2 Surface 2 3 Overlapping Area Note: Some types of area features related to air transport (e.g. <i>AirspaceArea</i> types <i>FIR</i> and <i>CTR</i>) represent the horizontal projections of 3D volumes in the air space which may overlap.
Measure identifier	11 (ISO 19138)

7.2.4.2 Number of missing connections due to undershoots

The following topological consistency quality sub-element is required in order to ensure building a “clean” and connected transport network. See also Section 10.2 Ensuring Network Connectivity.

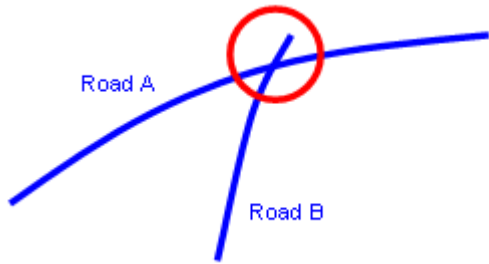
Name	Number of missing connections due to undershoots
Alternative name	Undershoots
Data quality element	Logical consistency
Data quality subelement	Topological consistency
Data quality basic measure	Error count
Definition	Count of items in the dataset that are mismatched due to undershoots, given the parameter <i>Connectivity tolerance</i> .
Description	Lacks of connectivity exceeding the <i>Connectivity tolerance</i> are considered as errors if the real features are connected in the transport network.
Parameter	<ul style="list-style-type: none"> – Name: <i>Connectivity tolerance</i> – Definition: Search distance from the end of a dangling line. – Description: This parameter is specific for each data provider’s dataset and must be reported as metadata in order to ensure automatic and unambiguous creation of centreline topology – connectivity - for the transport network (See Section 10.2 Ensuring Network Connectivity). <p>Connectivity tolerance must be specified by the data provider using the following elements of the DQ_TopologicalConsistency metadata element for the current measure:</p> <ul style="list-style-type: none"> - 102. measureDescription (type: free text): Defined as “<i>Description of the measure</i>”. - 107. Result (type DQ_Result): Defined as “<i>Value (or set of values) obtained from applying a data quality measure or the outcome of evaluating the obtained value (or set of values) against a specified acceptable conformance quality level</i>”. <p>Specifically, the tolerance must be defined within the two elements:</p> <ul style="list-style-type: none"> - 130. specification - 131. explanation <p>from DQ_Result class.</p> <p>Note: Metadata elements defined in ISO 19115.</p>
Data quality value type	Integer
Data quality value structure	-
Source reference	-



7.2.4.3 Number of missing connections due to overshoots

The following topological consistency quality sub-element is required in order to ensure building a “clean” and connected transport network. See also Data Capture (10.2)

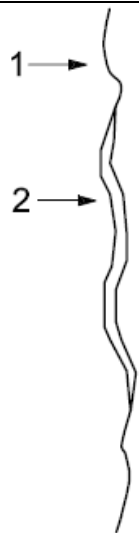
Name	Number of missing connections due to overshoots
Alternative name	Overshoots
Data quality element	Logical consistency
Data quality subelement	Topological consistency
Data quality basic measure	Error count
Definition	Count of items in the dataset that are mismatched due to overshoots, given the parameter <i>Connectivity tolerance</i> .
Description	Lacks of connectivity exceeding the <i>Connectivity tolerance</i> are considered as errors if the real features are connected in the transport network.
Parameter	<ul style="list-style-type: none"> – Name: <i>Connectivity tolerance</i> – Definition: Search distance from the end of a dangling line. – Description: This parameter is specific for each data provider’s dataset and must be reported as metadata in order to ensure automatic and unambiguous creation of centreline topology – connectivity - for the transport network (See Section 10.2 Ensuring Network Connectivity). <p>Connectivity tolerance must be specified by the data provider using the following elements of the DQ_TopologicalConsistency metadata element for the current measure:</p> <ul style="list-style-type: none"> - 102. measureDescription (type: free text): Defined as “<i>Description of the measure</i>”. - 107. Result (type DQ_Result): Defined as “<i>Value (or set of values) obtained from applying a data quality measure or the outcome of evaluating the obtained value (or set of values) against a specified acceptable conformance quality level</i>”. <p>Specifically, the tolerance must be defined within the two elements:</p> <ul style="list-style-type: none"> - 130. specification - 131. explanation <p>from DQ_Result class.</p> <p>Note: Metadata elements defined in ISO 19115.</p>
Data quality value type	Integer

Data quality value structure	-
Source reference	-
Example Figure 31	 <p>Key 1 Connectivity tolerance = 3 m</p>
Measure identifier	24 (ISO 19138)

7.2.4.4 Number of invalid slivers

Name	Number of invalid slivers
Alternative name	Slivers
Data quality element	Logical consistency
Data quality subelement	Topological consistency
Data quality basic measure	Error count
Definition	Count of all items in the dataset that are invalid sliver surfaces.
Description	A sliver is an unintended area that occurs when adjacent surfaces are not digitized properly. The borders of the adjacent surfaces may unintentionally gap or overlap by small amounts to cause a topological error.
Parameter	<p>This data quality measure has 2 parameters:</p> <ul style="list-style-type: none"> – maximum sliver area size – thickness quotient <p>The thickness quotient shall be a real number between 0 and 1. This quotient is determined by the following formula:</p> <p>T is the thickness quotient</p> $T = 4 \pi [\text{area}]/[\text{perimeter}]^2$ <p>$T = 1$ value corresponds to a circle that has the largest area/perimeter² value.</p> <p>$T = 0$ value corresponds to a line that has the smallest area/perimeter² value.</p> <p>The thickness quotient is independent of the size of the surface, and the closer the value is to 0, the thinner the selected sliver surfaces shall be.</p> <p>The maximum area determines the upper limit of a sliver. This is to prevent surfaces with sinuous perimeters and large areas from being mistaken as slivers.</p>
Data quality value type	Integer
Data quality value structure	-
Source reference	Environmental Systems Research Institute, Inc. (ESRI) GIS Data ReViewer 4.2 User Guide

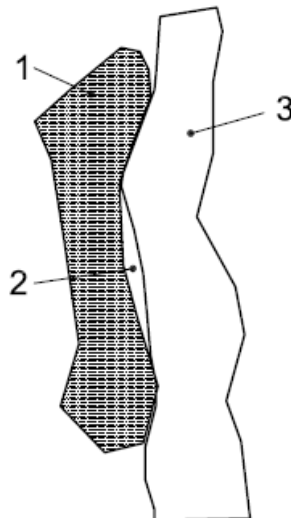
Example Figure 32



Key

- 1 Single line rail
- 2 Double line rail

a) Maximum area parameter prevents correct double line rail portrayal from being flagged as an error



Key

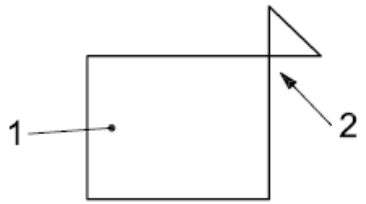
- 1 Railway station area
- 2 Sliver
- 3 Railway yard area

b) Sliver is less than the maximum parameter and is flagged for evaluation of possible error

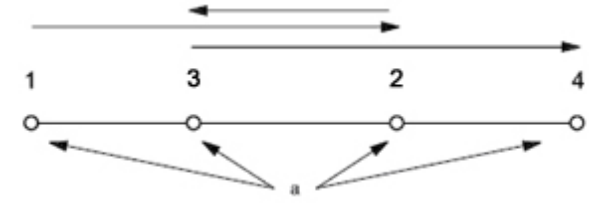
Measure identifier	25 (ISO 19138)
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7.2.4.5 Number of invalid self-intersect errors

Name	Number of invalid self-intersect errors
Alternative name	Loops
Data quality element	Logical consistency
Data quality subelement	Topological consistency
Data quality basic measure	Error count
Definition	Count of all items in the data that illegally intersect with themselves.
Description	-
Parameter	-
Data quality value type	Integer

Data quality value structure	-
Source reference	-
Example Figure 33	 <p>Key 1 Enclosed Traffic Area 2 Illegal intersection (loop)</p>
Measure identifier	26 (ISO 19138)

7.2.4.6 Number of invalid self-overlap errors

Name	Number of invalid self-overlap errors
Alternative name	Kickbacks
Data quality element	Logical consistency
Data quality subelement	Topological consistency
Data quality basic measure	Error count
Definition	Count of all items in the data that illegally self overlap.
Description	-
Parameter	-
Data quality value type	Integer
Data quality value structure	-
Source reference	-
Example Figure 34	 <p>^a Vertices.</p>
Measure identifier	27 (ISO 19138)

7.3 Positional accuracy

7.3.1 Absolute or external accuracy

7.3.1.1 Mean value of positional uncertainties

This quality sub-element shows the closeness of reported coordinate values to values accepted as or being true.

The assessment of this quality sub-element should be stored in the metadata element DQ_AbsoluteExternalPositionalAccuracy.

Name	Mean value of positional uncertainties
Alternative name	Mean value of positional uncertainties (1D, 2D and 3D)
Data quality element	Positional accuracy
Data quality subelement	Absolute or external accuracy
Data quality basic measure	Not applicable
Definition	Mean value of the positional uncertainties for a set of positions where

	the positional uncertainties are defined as the distance between a measured position and what is considered as the corresponding true position.
Description	<p>For a number of points (N), the measured positions are given as x_{mi}, y_{mi} and z_{mi} coordinates depending on the dimension in which the position of the point is measured. A corresponding set of coordinates, x_{ti}, y_{ti} and z_{ti}, are considered to represent the true positions. The errors are calculated as</p> <p>1D: $e_i = x_{mi} - x_{ti}$ 2D: $e_i = \sqrt{(x_{mi} - x_{ti})^2 + (y_{mi} - y_{ti})^2}$ 3D: $e_i = \sqrt{(x_{mi} - x_{ti})^2 + (y_{mi} - y_{ti})^2 + (z_{mi} - z_{ti})^2}$</p> <p>The mean positional uncertainties of the horizontal absolute or external positions are then calculated as</p> $\bar{e} = \frac{1}{N} \sum_{i=1}^N e_i$ <p>A criterion for the establishing of correspondence should also be stated (e.g. allowing for correspondence to the closest position, correspondence on vertices or along lines). The criterion/criteria for finding the corresponding points shall be reported with the data quality evaluation result.</p> <p>This data quality measure is different from the standard deviation.</p>
Parameter	-
Data quality value type	Measure
Data quality value structure	-
Source reference	-
Example	-
Measure identifier	28 (ISO 19138)

7.4 Thematic accuracy

7.4.1 Classification correctness

7.4.1.1 Misclassification rate

This quality sub-element shows the comparison of the classes assigned to features or their attributes to a universe of discourse.

The assessment of this quality sub-element should be stored in the metadata element DQ_ThematicClassificationCorrectness.

Name	Misclassification rate
Alternative name	-
Data quality element	Thematic accuracy
Data quality subelement	Classification correctness
Data quality basic measure	Error rate
Definition	Average number of incorrectly classified features in relation to the number of features that are supposed to be within the dataset.
Description	To be provided globally as an average value for the whole dataset.
Parameter	-
Data quality value type	Real, percentage, ratio
Data quality value structure	-
Source reference	-
Example	-
Measure identifier	61 (ISO 19138)

7.4.2 Non-quantitative attribute correctness

7.4.2.1 Rate of incorrect classification for national identifier

This quality sub-element shows the data absent or incorrect in a dataset.

The assessment of this quality sub-element should be stored in the metadata element DQ_NonQuantitativeAttributeAccuracy, described in section 8.

Name	Rate of incorrect classification for national identifier
Alternative name	-
Data quality element	Thematic accuracy
Data quality subelement	Non-quantitative attribute correctness
Data quality basic measure	Error rate
Definition	Number of incorrect or missing national identifiers in the data set in relation to the number of items in the data set.
Description	-
Parameter	-
Data quality value type	Real, percentage, ratio
Data quality value structure	-
Source reference	-
Example	-
Measure identifier	62 (ISO 19138)

Recommendation 14 Where metadata is not supplied at the object level data providers should supply the dataset metadata described section 7.

8 Dataset-level metadata

Metadata can be reported for each individual spatial object (spatial object-level metadata) or once for a complete dataset or dataset series (dataset-level metadata). Spatial object-level metadata is fully described in the application schema (section 5). If data quality elements are used at spatial object level, the documentation shall refer to the appropriate definition in section 7. This section only specifies dataset-level metadata elements.

For some dataset-level metadata elements, in particular on data quality and maintenance, a more specific scope can be specified. This allows the definition of metadata at sub-dataset level, e.g. separately for each spatial object type. When using ISO 19115/19139 to encode the metadata, the following rules should be followed:

- The scope element (of type DQ_Scope) of the DQ_DataQuality subtype should be used to encode the scope.
- Only the following values should be used for the level element of DQ_Scope: Series, Dataset, featureType.
- If the level is featureType the levelDescription/MDScopeDescription/features element (of type Set< GF_FeatureType>) shall be used to list the feature type names.

NOTE The value featureType is used to denote spatial object type.

Mandatory or conditional metadata elements are specified in Section 8.1. Optional metadata elements are specified in Section 8.2. The tables describing the metadata elements contain the following information:

- The first column provides a reference to a more detailed description.

- The second column specifies the name of the metadata element.
- The third column specifies the multiplicity.
- The fourth column specifies the condition, under which the given element becomes mandatory (only for Table 15 and Table 16).

8.1 Mandatory and conditional metadata elements

Requirement 18 The metadata describing a spatial data set or a spatial data set series related to the theme *Transport Networks* shall comprise the metadata elements required by Regulation 1205/2008/EC (implementing Directive 2007/2/EC of the European Parliament and of the Council as regards metadata) for spatial datasets and spatial dataset series (Table 15) as well as the metadata elements specified in Table 16.

Table 15 – Metadata for spatial datasets and spatial dataset series specified in Regulation 1205/2008/EC (implementing Directive 2007/2/EC of the European Parliament and of the Council as regards metadata)

Metadata Regulation Section	Metadata element	Multiplicity	Condition
1.1	Resource title	1	
1.2	Resource abstract	1	
1.3	Resource type	1	
1.4	Resource locator	0..*	Mandatory if a URL is available to obtain more information on the resource, and/or access related services.
1.5	Unique resource identifier	1..*	
1.7	Resource language	0..*	Mandatory if the resource includes textual information.
2.1	Topic category	1..*	
3	Keyword	1..*	
4.1	Geographic bounding box	1..*	
5	Temporal reference	1..*	
6.1	Lineage	1	
6.2	Spatial resolution	0..*	Mandatory for data sets and data set series if an equivalent scale or a resolution distance can be specified.
7	Conformity	1..*	
8.1	Conditions for access and use	1..*	
8.2	Limitations on public access	1..*	

9	Responsible organisation	1..*	
10.1	Metadata point of contact	1..*	
10.2	Metadata date	1	
10.3	Metadata language	1	

Table 16 – Mandatory and conditional theme-specific metadata for the theme *Transport Networks*

INSPIRE Data Specification <i>Transport Networks</i> Section	Metadata element	Multiplicity	Condition
8.1.1	Coordinate Reference System	1	
8.1.2	Temporal Reference System	0..*	Mandatory, if the spatial data set or one of its feature types contains temporal information that does not refer to the Gregorian Calendar or the Coordinated Universal Time.
8.1.3	Encoding	1..*	
8.1.4	Character Encoding	0..*	Mandatory, if a non-XML-based encoding is used that does not support UTF-8
8.1.5	Data Quality – Logical Consistency – Topological Consistency	0..*	Mandatory if the data set do not assure centreline topology (connectivity of centrelines) for the transport network.

8.1.1 Coordinate Reference System

Metadata element name	Coordinate Reference System
Definition	Description of the coordinate reference system used in the dataset.
ISO 19115 number and name	13. referenceSystemInfo
ISO/TS 19139 path	referenceSystemInfo
INSPIRE obligation / condition	mandatory
INSPIRE multiplicity	1
Data type(and ISO 19115 no.)	189. MD_CRS
Domain	Either the referenceSystemIdentifier (RS_Identifier) or the projection (RS_Identifier), ellipsoid (RS_Identifier) and datum (RS_Identifier) properties shall be provided.
Implementing instructions	-
Example	referenceSystemIdentifier: code: ETRS_89 codeSpace: INSPIRE RS registry
Example XML encoding	-
Comments	-

8.1.2 Temporal Reference System

Metadata element name	Temporal Reference System
Definition	Description of the temporal reference systems used in the dataset.
ISO 19115 number and name	13. referenceSystemInfo
ISO/TS 19139 path	referenceSystemInfo
INSPIRE obligation / condition	Mandatory, if the spatial data set or one of its feature types contains temporal information that does not refer to the Gregorian Calendar or the Coordinated Universal Time.
INSPIRE multiplicity	0..*
Data type(and ISO 19115 no.)	186. MD_ReferenceSystem
Domain	No specific type is defined in ISO 19115 for temporal reference systems. Thus, the generic MD_ReferenceSystem element and its reference SystemIdentifier (RS_Identifier) property shall be provided.
Implementing instructions	-
Example	referenceSystemIdentifier: code: GregorianCalendar codeSpace: INSPIRE RS registry
Example XML encoding	-
Comments	-

8.1.3 Encoding

Metadata element name	Encoding
Definition	Description of the computer language construct that specifies the representation of data objects in a record, file, message, storage device or transmission channel
ISO 19115 number and name	271. distributionFormat
ISO/TS 19139 path	distributionInfo/MD_Distribution/distributionFormat
INSPIRE obligation / condition	mandatory
INSPIRE multiplicity	1
Data type (and ISO 19115 no.)	284. MD_Format
Domain	<p>See B.2.10.4. The following property values shall be used for default and alternative encodings specified in section 9.2:</p> <p><u>Default Encoding</u> <u>Common Transport Elements</u></p> <ul style="list-style-type: none"> name: Common Transport Elements GML application schema version: version 3.0.1; GML, version 3.2.1 <p>specification: D2.8.I.7 Data Specification on Transport Networks – Draft Guidelines</p> <p><u>Road Transport Networks</u></p> <ul style="list-style-type: none"> name: Road Transport Networks GML application schema version: version 3.0; GML, version 3.2.1 <p>specification: D2.8.I.7 Data Specification on Transport Networks – Draft Guidelines</p> <p><u>Rail Transport Networks</u></p> <ul style="list-style-type: none"> name: Rail Transport Networks GML application schema version: version 3.0; GML, version 3.2.1 <p>specification: D2.8.I.7 Data Specification on Transport Networks – Draft Guidelines</p>

	<u>Cable Transport Networks</u> <ul style="list-style-type: none"> – name: Cable <u>Transport Networks</u> GML application schema – version: version 3.0; GML, version 3.2.1 specification: D2.8.1.7 Data Specification on Transport Networks – Draft Guidelines <u>Water Transport Networks</u> <ul style="list-style-type: none"> – name: Water <u>Transport Networks</u> GML application schema – version: version 3.0; GML, version 3.2.1 specification: D2.8.1.7 Data Specification on Transport Networks – Draft Guidelines <u>Air Transport Networks</u> <ul style="list-style-type: none"> – name: Air <u>Transport Networks</u> GML application schema – version: version 3.0; GML, version 3.2.1 specification: D2.8.1.7 Data Specification on Transport Networks – Draft Guidelines
Implementing instructions	-
Example	name: Road Transport Network GML application schema version: version 3.0, GML, version 3.2.1 specification: D2.8.1.7 Data Specification on Transport Networks – Draft Guidelines
Example XML encoding	-
Comments	-

8.1.4 Character Encoding

Metadata element name	Metadata dataset character set
Definition	Full name of the character coding standard used for the dataset.
ISO 19115 number and name	4. characterSet
ISO/TS 19139 path	IdentificationInfo/*/characterSet
INSPIRE obligation / condition	Mandatory, if a non-XML-based encoding is used that does not support UTF-8
INSPIRE multiplicity	0..*
Data type(and ISO 19115 no.)	40. MD_CharacterSetCode
Domain	Codelist (See B.5.10 of ISO 19115)
Implementing instructions	
Example	
Example XML encoding	
Comments	

8.1.5 Data Quality – Logical Consistency – Topological Consistency

Metadata element name	Data Quality – Logical Consistency – Topological Consistency
Definition	Correctness of the explicitly encoded topological characteristics of the dataset as described by the scope (*). Note *: 138. DQ_Scope
ISO 19115 number and name	18. dataQualityInfo
ISO/TS 19139 path	dataQualityInfo
INSPIRE obligation / condition	Optional

INSPIRE multiplicity	0..*
Data type (and ISO 19115 no.)	115. DQ_TopologicalConsistency
Domain	Lines 100-107 from ISO 19115
Implementing instructions	This metadata should be filled, at least, with these elements: - valueUnit: UnitOfMeasure - value: Record
Example	-
Example XML encoding	-
Comments	See clauses 7.2.4.2 and 7.2.4.3 in 7.2.4 in Chapter 7 related to missing connections due to undershoots and overshoots for detailed information. This metadata element is mandatory if connectivity is not assured for transport network centrelines in the dataset. In this case the <i>Connectivity tolerance</i> parameter – as described in 7.2.4.2 and 7.2.4.3 – must be provided in order to ensure automatic and unambiguous creation of centreline topology in post-process.

8.2 Optional metadata elements

Recommendation 15 The metadata describing a spatial data set or a spatial data set series related to the theme *Transport Networks* should comprise the theme-specific metadata elements specified in Table 17.

Table 17 – Optional theme-specific metadata for the theme *Transport Networks*

INSPIRE Data Specification <i>Transport Networks</i> Section	Metadata element	Multiplicity
8.2.1	Maintenance Information	0..1
8.2.2	Data Quality – Completeness – Commission	0..*
8.2.3	Data Quality – Completeness – Omission	0..*
8.2.4	Data Quality – Logical Consistency – Topological Consistency	0..*
8.2.5	Data Quality – Positional Accuracy – Absolute or external accuracy	0..*
8.2.6	Data Quality – Logical Consistency – Conceptual Consistency	0..*
8.2.7	Data Quality – Logical Consistency – Domain Consistency	0..*
8.2.8	Data Quality – Logical Consistency - Format Consistency	0..*
8.2.9	Data Quality – Thematic Accuracy – Thematic Classification Correctness	0..*
8.2.10	Data Quality – Thematic accuracy – Non-quantitative correctness	0..*

8.2.1 Maintenance Information

Metadata element name	Maintenance information
Definition	Information about the scope and frequency of updating.
ISO 19115 number and name	30. resourceMaintenance
ISO/TS 19139 path	identificationInfo/MD_Identification/resourceMaintenance
INSPIRE obligation / condition	Optional
INSPIRE multiplicity	0..1
Data type (and ISO 19115 no.)	142. MD_MaintenanceInformation
Domain	<p>This is a complex type (lines 143-148 from ISO 19115). At least the following elements should be used (the multiplicity according to ISO 19115 is shown in parentheses):</p> <ul style="list-style-type: none"> – maintenanceAndUpdateFrequency [1]: frequency with which changes and additions are made to the resource after the initial resource is completed / domain value: MD_MaintenanceFrequencyCode: – updateScope [0..*]: scope of data to which maintenance is applied / domain value: MD_ScopeCode – maintenanceNote [0..*]: information regarding specific requirements for maintaining the resource / domain value: free text
Implementing instructions	-
Example	maintenanceAndUpdateFrequency: annually
Example XML encoding	-
Comments	-

8.2.2 Data Quality – Completeness – Commission

Metadata element name	Data Quality – Completeness – Commission
Definition	<p>DQ Completeness: presence and absence of features, their attributes and their relationships; Commission: excess data present in the dataset, as described by the scope (*).</p> <p>Note *: 138. DQ_Scope</p>
ISO 19115 number and name	18. dataQualityInfo
ISO/TS 19139 path	dataQualityInfo
INSPIRE obligation / condition	Optional
INSPIRE multiplicity	0..*
Data type (and ISO 19115 no.)	109. DQ_CompletenessCommission
Domain	Lines 100-107 from ISO 19115
Implementing instructions	<p>This metadata should be filled, at least, with these elements:</p> <ul style="list-style-type: none"> - valueUnit: UnitOfMeasure - value: Record
Example	-
Example XML encoding	-
Comments	See clause 7.1.1 in Chapter 7 for detailed information.

8.2.3 Data Quality – Completeness – Omission

Metadata element name	Data Quality – Completeness – Omission
Definition	<p>DQ Completeness: presence and absence of features, their attributes and their relationships; Omission: data absent from the dataset, as described by the scope (*).</p> <p>Note *: 138. DQ_Scope</p>
ISO 19115 number and name	18. dataQualityInfo

ISO/TS 19139 path	dataQualityInfo
INSPIRE obligation / condition	Optional
INSPIRE multiplicity	0..*
Data type (and ISO 19115 no.)	110. DQ_CompletenessOmission
Domain	Lines 100-107 from ISO 19115
Implementing instructions	This metadata should be filled, at least, with these elements: - valueUnit: UnitOfMeasure - value: Record
Example	-
Example XML encoding	-
Comments	See clause 7.1.2 in Chapter 7 for detailed information.

8.2.4 Data Quality – Logical Consistency – Topological Consistency

Metadata element name	Data Quality – Logical Consistency – Topological Consistency
Definition	Correctness of the explicitly encoded topological characteristics of the dataset as described by the scope (*). Note *: 138. DQ_Scope
ISO 19115 number and name	18. dataQualityInfo
ISO/TS 19139 path	dataQualityInfo
INSPIRE obligation / condition	Optional
INSPIRE multiplicity	0..*
Data type (and ISO 19115 no.)	115. DQ_TopologicalConsistency
Domain	Lines 100-107 from ISO 19115
Implementing instructions	This metadata should be filled, at least, with these elements: - valueUnit: UnitOfMeasure - value: Record
Example	-
Example XML encoding	-
Comments	See clause 7.2.4 in Chapter 7 for detailed information.

8.2.5 Data Quality – Positional Accuracy – Absolute or external accuracy

Metadata element name	Data Quality - Positional accuracy - Absolute or external accuracy
Definition	Closeness of reported coordinate values to values accepted as or being true.
ISO 19115 number and name	18. dataQualityInfo
ISO/TS 19139 path	dataQualityInfo
INSPIRE obligation / condition	Optional
INSPIRE multiplicity	0..*
Data type (and ISO 19115 no.)	117. DQ_AbsoluteExternalPositionalAccuracy
Domain	Lines 100-107 from ISO 19115
Implementing instructions	This metadata should be filled, at least, with these elements: - valueUnit: UnitOfMeasure - value: Record
Example	-
Example XML encoding	-
Comments	See clause 7.3.1 in Chapter 7 for detailed information.

8.2.6 Data Quality – Logical Consistency – Conceptual Consistency

Metadata element name	Data Quality – Logical Consistency – Conceptual Consistency
Definition	Adherence to rules of the conceptual schema.
ISO 19115 number and name	18. dataQualityInfo
ISO/TS 19139 path	dataQualityInfo
INSPIRE obligation / condition	Optional
INSPIRE multiplicity	0..*
Data type (and ISO 19115 no.)	112. DQ_ConceptualConsistency
Domain	Lines 100-107 from ISO 19115
Implementing instructions	This metadata should be filled, at least, with these elements: - valueUnit: UnitOfMeasure - value: Record
Example	-
Example XML encoding	-
Comments	See clause 7.2.1 in Chapter 7 for detailed information.

8.2.7 Data Quality – Logical Consistency – Domain Consistency

Metadata element name	Data Quality – Logical Consistency – Domain Consistency
Definition	Adherence of values to the value domains.
ISO 19115 number and name	18. dataQualityInfo
ISO/TS 19139 path	dataQualityInfo
INSPIRE obligation / condition	Optional
INSPIRE multiplicity	0..*
Data type (and ISO 19115 no.)	113. DQ_DomainConsistency
Domain	Lines 100-107 from ISO 19115
Implementing instructions	This metadata should be filled, at least, with these elements: - valueUnit: UnitOfMeasure - value: Record
Example	-
Example XML encoding	-
Comments	See clause 7.2.2 in Chapter 7 for detailed information.

8.2.8 Data Quality – Logical Consistency - Format Consistency

Metadata element name	Data Quality – Logical Consistency – Format Consistency
Definition	Degree to which data is stored in accordance with the physical structure of the dataset, as described by the scope (*). Note *: 138. DQ_Scope
ISO 19115 number and name	18. dataQualityInfo
ISO/TS 19139 path	dataQualityInfo
INSPIRE obligation / condition	Optional
INSPIRE multiplicity	0..*
Data type (and ISO 19115 no.)	114. DQ_FormatConsistency
Domain	Lines 100-107 from ISO 19115
Implementing instructions	This metadata should be filled, at least, with these elements: - valueUnit: UnitOfMeasure - value: Record
Example	-
Example XML encoding	-
Comments	See clause 7.2.3 in Chapter 7 for detailed information.

8.2.9 Data Quality – Thematic Accuracy – Thematic Classification Correctness

Metadata element name	Data Quality – Thematic Accuracy – Thematic Classification Correctness
Definition	Comparison of the classes assigned to features or their attributes to a universe of discourse.
ISO 19115 number and name	18. dataQualityInfo
ISO/TS 19139 path	dataQualityInfo
INSPIRE obligation / condition	Optional
INSPIRE multiplicity	0..*
Data type (and ISO 19115 no.)	125. DQ_ThematicClassificationCorrectness.
Domain	Lines 100-107 from ISO 19115
Implementing instructions	This metadata should be filled, at least, with these elements: - valueUnit: UnitOfMeasure - value: Record
Example	-
Example XML encoding	-
Comments	See clause 7.4.1 in Chapter 7 for detailed information.

8.2.10 Data Quality – Thematic accuracy – Non-quantitative correctness

Metadata element name	Data Quality – Thematic accuracy- Non-quantitative attribute correctness
Definition	Accuracy of non-quantitative attributes.
ISO 19115 number and name	18. dataQualityInfo
ISO/TS 19139 path	dataQualityInfo
INSPIRE obligation / condition	Optional
INSPIRE multiplicity	0..*
Data type (and ISO 19115 no.)	126. DQ_NonQuantitativeAttributeAccuracy
Domain	Lines 100-107 from ISO 19115
Implementing instructions	This metadata should be filled, at least, with these elements: - valueUnit: UnitOfMeasure - value: Record
Example	-
Example XML encoding	-
Comments	See clause 7.4.2 in Chapter 7 for detailed information.

8.3 Guidelines on using metadata elements defined in Regulation 1205/2008/EC

8.3.1 Conformity

The *Conformity* metadata element defined in Regulation 1205/2008/EC allows to report the conformance with the Implementing Rule for interoperability of spatial data sets and services or another specification. The degree of conformity of the dataset can be *Conformant* (if the dataset is fully conformant with the cited specification), *Not Conformant* (if the dataset does not conform to the cited specification) or *Not evaluated* (if the conformance has not been evaluated).

Recommendation 16 The *Conformity* metadata element should be used to report conceptual consistency with this INSPIRE data specification. The value of *Conformant* should be used for the *Degree* element only if the dataset passes all the requirements described in the abstract test suite presented in Annex A. The *Specification* element should be given as follows:

- title: "INSPIRE Data Specification on *Transport Networks* – Draft Guidelines"
- date:
 - dateType: publication
 - date: 2009-10-02

8.3.2 Lineage

Following the ISO 19113 Quality principles, if a data provider has a procedure for quality validation of their spatial data sets then the data quality elements listed in the Chapter 8 should be used. If not, the *Lineage* metadata element (defined in Regulation 1205/2008/EC) should be used to describe the overall quality of a spatial data set.

According to Regulation 1205/2008/EC, lineage "is a statement on process history and/or overall quality of the spatial data set. Where appropriate it may include a statement whether the data set has been validated or quality assured, whether it is the official version (if multiple versions exist), and whether it has legal validity. The value domain of this metadata element is free text".

Recommendation 17 Apart from describing the process history, if feasible within a free text, the overall quality of the dataset (series) should be included in the *Lineage* metadata element. This statement should contain any quality information required for interoperability and/or valuable for use and evaluation of the data set (series).

8.3.3 Temporal reference

According to Regulation 1205/2008/EC, at least one of the following temporal reference metadata elements shall be provided: temporal extent, date of publication, date of last revision, date of creation.

Recommendation 18 If feasible, the date of the last revision of a spatial data set should be reported using the *Date of last revision* metadata element.

9 Delivery

9.1 Delivery medium

Requirement 19 Data conformant to this INSPIRE data specification shall be made available through an INSPIRE network service.

Requirement 20 All information that is required by a calling application to be able to retrieve the data through the used network service shall be made available in accordance with the requirements defined in the Implementing Rules on Network Services.

EXAMPLE 1 Through the Get Spatial Objects function, a download service can either download a pre-defined data set or pre-defined part of a data set (non-direct access download service), or give

direct access to the spatial objects contained in the data set, and download selections of spatial objects based upon a query (direct access download service). To execute such a request, some of the following information might be required:

- The list of spatial object types and/or predefined data sets that are offered by the download service (to be provided through the Get Download Service Metadata operation),
- And the query capabilities section advertising the types of predicates that may be used to form a query expression (to be provided through the Get Download Service Metadata operation, where applicable),
- A description of spatial object types offered by a download service instance (to be provided through the Describe Spatial Object Types operation).

EXAMPLE 2 Through the Transform function, a transformation service carries out data content transformations from native data forms to the INSPIRE-compliant form and vice versa. If this operation is directly called by an application to transform source data (e.g. obtained through a download service) that is not yet conformant with this data specification, the following parameters are required:

Input data (mandatory). The data set to be transformed.

- Source model (mandatory, if cannot be determined from the input data). The model in which the input data is provided.
- Target model (mandatory). The model in which the results are expected.
- Model mapping (mandatory, unless a default exists). Detailed description of how the transformation is to be carried out.

9.2 Encodings

9.2.1 Encoding for application schema Common Transport Elements

Requirement 21 Data conformant to the application schema Common Transport elements shall be encoded using the encoding specified in section 9.2.1.1.

9.2.1.1 Default Encoding: GML Application Schema

Format name: Common Transport Elements GML Application Schema

Version of the format: 3.0.1, GML, version 3.2.1

Reference to the specification of the format: ISO 19136:2007

Character set: UTF-8

The GML Application Schema is distributed in a zip-file separately from the data specification document.

9.2.2 Encoding for application schema of *Road transport networks*

Requirement 22 Data conformant to the application schema of *Road transport networks* shall be encoded using the encoding specified in section 9.2.2.1.

9.2.2.1 Default Encoding: GML Application Schema

Format name: Road Transport Networks GML Application Schema

Version of the format: 3.0, GML, version 3.2.1

Reference to the specification of the format: ISO 19136:2007

Character set: UTF-8

INSPIRE	Reference: INSPIRE DataSpecification_TN_v3.0.1.pdf		
TWG-TN	INSPIRE Data Specification on <i>Transport Networks</i>	2009-10-02	Page 154

The GML Application Schema is distributed in a zip-file separately from the data specification document.

9.2.3 Encoding for application schema of *Rail transport networks*

Requirement 23 Data conformant to the application schema of *Rail transport networks* shall be encoded using the encoding specified in section 9.2.3.1.

9.2.3.1 Default Encoding: GML Application Schema

Format name: Rail Transport Networks GML Application Schema

Version of the format: 3.0, GML, version 3.2.1

Reference to the specification of the format: ISO 19136:2007

Character set: UTF-8

The GML Application Schema is distributed in a zip-file separately from the data specification document.

9.2.4 Encoding for application schema of *Cable transport networks*

Requirement 24 Data conformant to the application schema of *Cable transport networks* shall be encoded using the encoding specified in section 9.2.4.1.

9.2.4.1 Default Encoding: GML Application Schema

Format name: Cable Transport Networks GML Application Schema

Version of the format: 3.0, GML, version 3.2.1

Reference to the specification of the format: ISO 19136:2007

Character set: UTF-8

The GML Application Schema is distributed in a zip-file separately from the data specification document.

9.2.5 Encoding for application schema of *Water transport networks*

Requirement 25 Data conformant to the application schema of *Water transport networks* shall be encoded using the encoding specified in section 9.2.5.1.

9.2.5.1 Default Encoding: GML Application Schema

Format name: Water Transport Networks GML Application Schema

Version of the format: 3.0, GML, version 3.2.1

Reference to the specification of the format: ISO 19136:2007

Character set: UTF-8

The GML Application Schema is distributed in a zip-file separately from the data specification document.

9.2.6 Encoding for application schema of *Air transport networks*

Requirement 26 Data conformant to the application schema of *Air transport networks* shall be encoded using the encoding specified in section 9.2.6.1.

9.2.6.1 Default Encoding: GML Application Schema

Format name: Air Transport Networks GML Application Schema
Version of the format: 3.0, GML, version 3.2.1
Reference to the specification of the format: ISO 19136:2007
Character set: UTF-8

The GML Application Schema is distributed in a zip-file separately from the data specification document.

10 Data Capture



The topics in this chapter highlight specific cases that require specific attention in collecting and assembling data and information that constitutes the components of *Transport networks* (*Road, Rail, Cable, Water and Air*).

10.1 Centrelines

The primary way of representing a network is by a centreline (ie a line that approximates the centre of the real world object. It would be prohibitively expensive and impracticable to faithfully record the true centreline since this would result in an irregular line and far too many data points. Therefore a pragmatic approach is often taken which results in a much smoother line requiring the minimum number of data points to represent the object.

However problems can arise when too few points are used and the line will no longer be smooth or useful in most applications. Equally the centreline may often be combined with (topographic) area objects e.g. the paved or metalled surface, or track. It may also be combined with other themes (e.g. run closely adjacent to a river or another form of transport (railway and road in a narrow gorge for example). It is therefore important that the centreline falls within the physical boundary of the object it represents.

Requirement 27 The centrelines of Road and Rail objects shall fall within the extent of the physical real world object that they represent (as illustrated in Figure 41).

	<p>Not acceptable</p> <p>The centreline falls outside the real world object</p>
	<p>Acceptable</p> <p>The centreline falls inside the real world object</p>

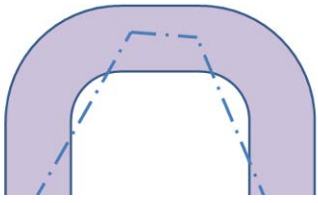
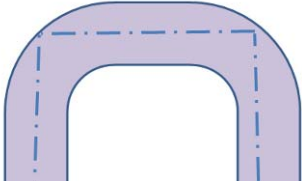
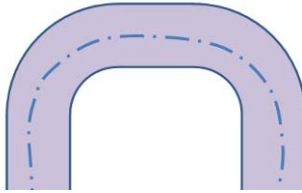
	<p>Not acceptable</p> <p>The centreline falls outside the real world object</p>
	<p>Not acceptable</p> <p>The centreline falls inside the real world object but does not follow the shape faithfully.</p>
	<p>Acceptable</p> <p>The centreline falls inside the real world object and while it does not follow the exact centreline it is acceptable</p>

Figure 41 – Acceptable and non acceptable forms of centreline representation.

10.2 Ensuring Network Connectivity

This data specification does not incorporate a topological model for the reasons given in Chapters 4 and 5.1.1.1. Since a users system will build the topology for an application it is essential that the data is captured in such a way that this topology build can be undertaken automatically, repeatedly and faultlessly each time.

Therefore the data has to be supplied to the user with topology “implicit” in the structure (ie it must be “clean”). This implicit topology is based on coincidence which does not have to be absolute but relies on a connectivity tolerance. This connectivity tolerance will be supplied as metadata with the transport data. (see Section 8.1.5)

When automatically constructing topological relationships:

- All points, nodes, vertices and link ends that are located at a distance of less than the connectivity tolerance of each other are considered to coincide,
- All points, nodes, vertices and link ends that are located at a distance of more than the connectivity tolerance of each other are considered not to coincide.

To ensure automatic and unambiguous creation of centreline topology:

- All link ends and the optional node that take part in a connection have to be positioned at a distance of less than the connectivity tolerance from each other,
- Link ends and nodes that are not connected shall always be separated by a distance that is greater than the connectivity tolerance.

This will ensure the correct connectivity between links and the nodes in the system. Supporting quality criteria will be found in Section 7.2.4

Requirement 28 Wherever a connection exists in a transport network, all connected link ends and the optional node that take part in this connection have to be positioned at a distance of less than the connectivity tolerance from each other.

Requirement 29 Link ends and nodes that are not connected shall always be separated by a distance that is greater than the connectivity tolerance.

Requirement 30 In datasets where both transport links and nodes are present, the relative position of nodes and link ends in relation to the specified connectivity tolerance shall correspond to the associations that exist between them in the dataset.

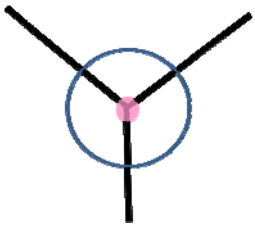
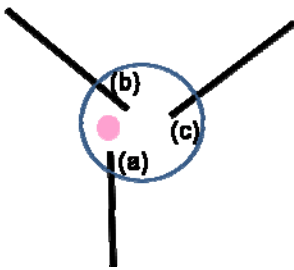
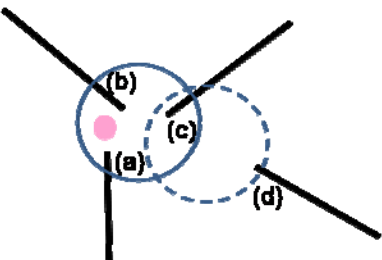
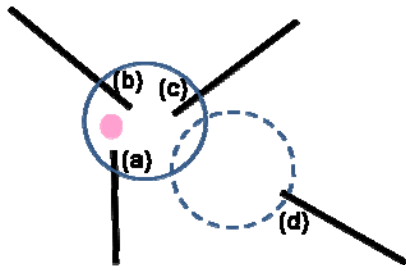
	<p>Acceptable</p> <p>The perfect case where the node and all link ends share the same coordinates.</p>
	<p>Acceptable</p> <p>The three link ends (a, b and c) and the node are all within a distance of less than the connectivity tolerance (indicated by the blue circle). All of these elements will be assumed connected during an automatic topology build.</p>
	<p>Not acceptable</p> <p>The three link ends (a, b and c) and the node are all within a distance of less than the connectivity tolerance.</p> <p>Link end (d) lies within a distance of less than the connectivity tolerance from link end (c), but at a distance greater than the tolerance from link ends (a) and (b) and the transport node.</p> <p>The connectivity is ambiguous and the topology building would fail.</p>
	<p>Acceptable (but possible error)</p> <p>The three link ends (a, b and c) and the node are all within a distance of less than the connectivity tolerance and will be assumed connected during an automatic topology build.</p> <p>Link end (d) is at a distance greater than the tolerance from all three link ends and the node. It will be considered not connected (dangle).</p> <p>Note: while this is an acceptable situation for automatic topology build, it can constitute an error in the data: if, in reality, (d) is connected to (a), (b) and (c) it should be moved to within the tolerance distance from all three link ends and the node.</p>

Figure 42 – Acceptable and unacceptable positioning of link ends and nodes.

10.3 Linear Referencing

Linear referencing as defined in the draft ISO 19148 will be adopted and aligned with the GNM (and hence this data specification) with after it reaches DIS status, The adoption in the *Transport networks* data specification is limited to a simple model at this stage.

In general it is expected that linear referencing will be used to model the relationships of objects that are associated with an network, but where the position of those associated objects is not known (or required) to a very high level of absolute accuracy ~ better than 1-3m at local level (e.g. traffic accidents, planned works, restrictions).

The position of centrelines and nodes in a network in many cases will vary from the “true position” (since the centreline is rarely that and the node is not a tangible physical feature or location (see 10.1 above).

Where absolute accuracy is required (e.g. the location of drain covers, excavations, line side signalling equipment, masts etc) such objects should be reused, and referenced, if they already exist e.g. as topographic features.

10.4 Alternative and Multiple Representations

Alternative and multiple representations are discussed further in Annex B.1.

Alternative Representations

Where centreline and topographic area objects coexist it is important that users holding information on one of these forms can share information with another e.g. details of a planned excavation at the topographic level with the corresponding centreline representation to plan diversions during the time of the works. It is important therefore that these alternative representations are well synchronised and follow the requirement in 10.1. Cross referencing them will support easy and unambiguous data exchange and support synchronised maintenance (see Annex B.1) – which ever organisation is responsible for the alternative forms.

Recommendation 16 Alternative representations should be cross referenced to support data sharing and synchronised maintenance.

Multiple Representations

In this sense the different resolutions may extend from the local to European level in a number of steps (levels of detail). An ideal model is described in D2.6 A.19 but has yet to be fully developed and realised.

At the moment transforming existing vector datasets, at different levels of detail, beyond the local level to this data specification will not necessarily result in a set of harmonised transport networks for each of the themes *Road, Rail, Water* (this will be dependent on the *Hydrography* specification) and *Air* (where there are probably fewer levels of detail).

Nevertheless as a step towards a more harmonised model users should aim to collect their own application data and hold that once and reference it to each corresponding level of detail (rather than embed the application data in the local or intermediate level). This will promote reuse, easier data sharing and make national and European reporting (through aggregation) easier.

Recommendation 17 As a step towards a more harmonised set of levels of detail, users should hold their application data once and simply reference this to each level of detail in a network.

11 Portrayal

This clause defines the rules for layers and styles to be used for portrayal of the spatial object types defined for this theme.

In section 11.1, the *types* of layers are defined that are to be used for the portrayal of the spatial object types defined in this specification. A view service may offer several layers of the same type, one for each dataset that it offers on a specific topic.

Section 11.2 specifies the default styles to be used for each of these layer types, while section 11.3 specifies other well-defined styles.

The XML fragments in these sections use the following namespace prefixes:

- sld="http://www.opengis.net/sld" (WMS/SLD 1.1)
- se="http://www.opengis.net/se" (SE 1.1)
- ogc="http://www.opengis.net/ogc" (FE 1.1)

Transport Networks can be styled using basic geometry types expressed below in section 11.1. These styles can be broken down further by organizations based upon furthering requirements as necessary. Below are some recommended stylings to allow basic visualisation.

11.1 Layer Types

Requirement 31 If an INSPIRE view services supports the portrayal of data related to the theme *Transport Networks*, it shall provide layers of the types specified in this section.

Table 18: Layer types for the spatial data theme *Transport Networks*

Layer Type	Layer Title	Spatial object type(s)	Keywords
TN.CommonTransportElements.TransportNode	Generic Transport Node Default Style	Transport Node	Generic Transport Node, default style, Transport Networks.
TN.CommonTransportElements.TransportLink	Generic Transport Link Default Style	Transport Link	Generic Transport Node, default style, Transport Networks.
TN.CommonTransportElements.TransportArea	Generic Transport Area Default Style	Area	Generic Transport Area, default style, Transport Networks.
TN.RoadTransportNetwork.RoadLink	RoadLink default Style	RoadLink	Transport Networks, RoadLink, Default Style
TN.RoadTransportNetwork.VehicleTrafficArea	Vehicle traffic Area Default Style	VehicleTrafficArea	Transport Network, Road Transport Network, Vehicle Traffic Area, Default Style
TN.RoadTransportNetwork.RoadServiceArea	Road Service Area Default Style	RoadServiceArea	Transport Network, Road Transport Network, Road Service Area, Default Style
TN.RoadTransportNetwork.RoadArea	Road Area Default Style	RoadArea	Transport Network, Road Transport Network, Road Area, Default Style
TN.RailTransportNetwork	Railway Link Default	RailwayLink	Transport Network, Rail

rk.RailwayLink	Style		Transport Network, Railway Link, Default Style
TN.RailTransportNetwork.RailwayStationArea	Railway Station Area Default Style	RailwayStationArea	Transport Network, Rail Transport Network, Railway Station Area, Default Style
TN.RailTransportNetwork.RailwayYardArea	Railway Yard Area Default Style	RailwayYardAreaDefaultStyle	Transport Network, Rail Transport Network, Railway Yard Area, Default Style
TN.RailTransportNetwork.RailwayArea	RailwayArea	RailwayAreaDefaultStyle	Transport Network, Rail Transport Network, Railway Area, Default Style
TN.WaterTransportNetwork.WaterwayLink	Waterway Link Default Style	WaterwayLinkDefaultStyle	Transport Network, Water Transport Network, Waterway Link, Default Style
TN.WaterTransportNetwork.FairwayArea	Fairway Area Default Style	FairwayAreaDefaultStyle	Transport Network, Water Transport Network, Fairway Area, Default Style
TN.WaterTransportNetwork.PortArea	Port Area Default Style	PortAreaDefaultStyle	Transport Network, Water Transport Network, Port Area, Default Style
TN.AirTransportNetwork.AirLink	Air Link Default Style	AirLinkDefaultStyle	Transport Network, Air Transport Network, Air Link, Default Style
TN.AirTransportNetwork.AerodromeArea	Aerodrome Area Default Style	AerodromeAreaDefaultStyle	Transport Network, Air Transport Network, Aerodrome Area, Default Style
TN.AirTransportNetwork.RunwayArea	Runway Area Default Style	RunwayAreaDefaultStyle	Transport Network, Air Transport Network, Runway Area, Default Style
TN.AirTransportNetwork.AirSpaceArea	Air Space Area Default Style	AirSpaceAreaDefaultStyle	Transport Network, Air Transport Network, Air Space Area, Default Style
TN.AirTransportNetwork.ApronArea	Apron Area Default Style	ApronAreaDefaultStyle	Transport Network, Air Transport Network, Apron Area, Default Style
TN.AirTransportNetwork.TaxiwayArea	Taxiway Area Default Style	TaxiwayAreaDefaultStyle	Transport Network, Air Transport Network, Taxi Runway Area, Default Style
TN.CableTransportNetwork.CablewayLink	Cableway Link Default Style	CableLinkDefaultStyle	Transport Network, Cable Transport Network, Cable Link, Default Style

11.2 Default Styles

Requirement 32 If an INSPIRE view network service supports the portrayal of spatial data sets corresponding to the spatial data theme *Transport Networks*, it shall support the default styles specified in the tables in this section.

If no user-defined style is specified in a portrayal request for a specific layer to an INSPIRE view service, the default style specified in this section for that layer shall be used.

Table 19: Default styles for the spatial data theme *Transport Networks*

Layer Name	TN.CommonTransportElements.TransportNode
Style Name	TN.CommonTransportElements.TransportNode.Default
Style Title	Generic Transport Node Default Style
Style Description	The geometry is rendered as a circle with a size of 3 pixels, with a red (#FF0000) fill and a black outline (#000000).
Symbology	<pre> <sld:NamedLayer> <se:Name>TN.CommonTransportElements.TransportNode</se:Name> <sld:UserStyle> <se:Name> TN.CommonTransportElements.TransportNode.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Generic Node Default Style</se:Title> <se:Abstract>The geometry is rendered as a circle with a size of 3 pixels, with a red (#FF0000) fill and a black outline (#000000).</se:Abstract> </se:Description> <se:FeatureTypeName>Network:Node</se:FeatureTypeName> <se:Rule> <se:PointSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry </ogc:PropertyName> </se:Geometry> <se:Graphic/> </se:PointSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.CommonTransportElements.TransportLink
Style Name	TN.CommonTransportElements.TransportLink.Default
Style Title	Generic Transport Link Default Style
Style Description	The geometry is rendered as a solid Black line with a stroke width of 3 pixel (#000000). Ends are rounded and have a 2 pixel black casing (#000000).

Symbology	<pre> <sld:NamedLayer> <se:Name>TN.CommonTransportElements.TransportLink</se:Name> <sld:UserStyle> <se:Name> TN.CommonTransportElements.TransportLink.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Generic Link Default Style</se:Title> <se:Abstract> The geometry is rendered as a solid Black line with a stroke width of 3 pixel (#000000). Ends are rounded and have a 2 pixel black casing (#000000).</se:Abstract> </se:Description> <se:FeatureTypeName>Network:Link</se:FeatureTypeName> <se:Rule> <se:LineSymbolizer> <se:Geometry> <ogc:PropertyName>Network:centerlineGeometry </se:Geometry> <se:Stroke/> </se:LineSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.CommonTransportElements.TransportArea
Style Name	TN.CommonTransportElements.TransportArea.Default
Style Title	Generic Transport Area Default Style
Style Description	The geometry is rendered using a grey (#A9A9A9) fill and a solid black (#000000) outline with a stroke width of 1 pixel.
Symbology	<pre> <sld:NamedLayer> <se:Name>TN.CommonTransportElements.TransportArea</se:Name> <sld:UserStyle> <se:Name> TN.CommonTransportElements.TransportArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Generic Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a grey (#A9A9A9) fill and a solid black (#000000) outline with a stroke width of 1 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>Network:Area</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.RoadTransportNetwork.RoadLink
Style Name	TN.RoadTransportNetwork.RoadLink.Default
Style Title	RoadLink Default Style
Style Description	The geometry is rendered as a solid green line with a stroke width of 3 pixel (#008000). Ends are rounded and have a 2 pixel black casing (#000000).

Symbology	<pre> <sld:NamedLayer> <se:Name>TN.RoadTransportNetwork.RoadLink</se:Name> <sld:UserStyle> <se:Name> TN.RoadTransportNetwork.RoadLink.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>RoadLink Default Style</se:Title> <se:Abstract> The geometry is rendered as a solid Green line with a stroke width of 3 pixel (#008000). Ends are rounded and have a 2 pixel black casing (#000000).</se:Abstract> </se:Description> <se:FeatureTypeName>TN:RoadLink</se:FeatureTypeName> <se:Rule> <se:LineSymbolizer> <se:Geometry> <ogc:PropertyName>Network:centrelineGeometry </ogc:PropertyName> </se:Geometry> <se:Stroke/> </se:LineSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.RoadTransportNetwork.RoadServiceArea
Style Name	TN.RoadTransportNetwork.RoadServiceArea.Default
Style Title	Road Service Area Default Style
Style Description	The geometry is rendered using a grey (#A9A9A9) fill and a solid black (#000000) outline with a stroke width of 1 pixel.
Symbology	<pre> <sld:NamedLayer> <se:Name>TN.RoadTransportNetwork.RoadServiceArea</se:Name> <sld:UserStyle> <se:Name> TN.RoadTransportNetwork.RoadServiceArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Road Service Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a grey (#A9A9A9) fill and a solid black (#000000) outline with a stroke width of 1 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:RoadServiceArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.RoadTransportNetwork.RoadArea
Style Name	TN.RoadTransportNetwork.RoadArea.Default
Style Title	Road Area Default Style
Style Description	The geometry is rendered using a grey (#A9A9A9) fill and a solid black (#000000) outline with a stroke width of 1 pixel.

INSPIRE	Reference: INSPIRE_DataSpecification_TN_v3.0.1.pdf		
TWG-TN	INSPIRE Data Specification on <i>Transport Networks</i>	2009-10-02	Page 164

Symbology	<pre> <sld:NamedLayer> <se:Name>TN.RoadTransportNetwork.RoadArea</se:Name> <sld:UserStyle> <se:Name> TN.RoadTransportNetwork.RoadArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Road Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a grey (#A9A9A9) fill and a solid black (#000000) outline with a stroke width of 1 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:RoadArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.RoadTransportNetwork.VehicleTrafficArea
Style Name	TN.RoadTransportNetwork.VehicleTrafficArea.Default
Style Title	Vehicle Traffic Area Default Style
Style Description	The geometry is rendered using a grey (#A9A9A9) fill and a solid black (#000000) outline with a stroke width of 1 pixel.
Symbology	<pre> <sld:NamedLayer> <se:Name>TN.RoadTransportNetwork.VehicleTrafficArea</se:Name> <sld:UserStyle> <se:Name> TN.RoadTransportNetwork.VehicleTrafficArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Vehicle Traffic Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a grey (#A9A9A9) fill and a solid black (#000000) outline with a stroke width of 1 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:VehicleTrafficArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.RailTransportNetwork.RailwayLink
Style Name	TN.RailTransportNetwork.RailwayLink.Default
Style Title	Railway Link Default Style
Style Description	The geometry is rendered as a solid Black line with a stroke width of 3 pixel (#000000). Ends are rounded and have a 2 pixel black casing (#000000).

Symbology	<pre> <sld:NamedLayer> <se:Name>TN.RailTransportNetwork.RailwayLink</se:Name> <sld:UserStyle> <se:Name> TN.RailTransportNetwork.RailwayLink.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Railway Link Default Style</se:Title> <se:Abstract> The geometry is rendered as a solid Black line with a stroke width of 3 pixel (#000000). Ends are rounded and have a 2 pixel black casing (#000000).</se:Abstract> </se:Description> <se:FeatureTypeName>TN:RailwayLink</se:FeatureTypeName> <se:Rule> <se:LineSymbolizer> <se:Geometry> <ogc:PropertyName>Network:centerlineGeometry </ogc:PropertyName> </se:Geometry> <se:Stroke/> </se:LineSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.RailTransportNetwork.RailwayStationArea
Style Name	TN.RailTransportNetwork.RailwayStationArea.Default
Style Title	Railway Station Area Default Style
Style Description	The geometry is rendered using a Brown (#8B4513) fill and a solid black (#000000) outline with a stroke width of 1 pixel.
Symbology	<pre> <sld:NamedLayer> <se:Name>TN.RailTransportNetwork.RailwayStationArea</se:Name> <sld:UserStyle> <se:Name> TN.RailTransportNetwork.RailwayStationArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Railway Station Area</se:Title> <se:Abstract> The geometry is rendered using a Brown (#8B4513) fill and a solid black (#000000) outline with a stroke width of 1 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:RailwayStationArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.RailTransportNetwork.RailwayYardArea
Style Name	TN.RailTransportNetwork.RailwayYardArea.Default
Style Title	Railway Yard Area Default Style
Style Description	The geometry is rendered using a Brown (#8B4513) fill and a solid black (#000000) outline with a stroke width of 1 pixel.

Symbology	<pre> <sld:NamedLayer> <se:Name>TN.RailTransportNetwork.RailwayYardArea</se:Name> <sld:UserStyle> <se:Name> TN.RailTransportNetwork.RailwayYardArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Railway Yard Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a Brown (#8B4513) fill and a solid black (#000000) outline with a stroke width of 1 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:RailwayYardArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.RailTransportNetwork.RailwayArea
Style Name	TN.RailTransportNetwork.RailwayArea.Default
Style Title	Railway Area Default Style
Style Description	The geometry is rendered using a Brown (#8B4513) fill and a solid black (#000000) outline with a stroke width of 1 pixel.
Symbology	<pre> <sld:NamedLayer> <se:Name>TN.RailTransportNetwork.RailwayArea</se:Name> <sld:UserStyle> <se:Name> TN.RailTransportNetwork.RailwayArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Railway Yard Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a Brown (#8B4513) fill and a solid black (#000000) outline with a stroke width of 1 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:RailwayYardArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.WaterTransportNetwork.WaterwayLink
Style Name	TN.WaterTransportNetwork.WaterwayLink.Default
Style Title	Waterway Link Default Style
Style Description	The geometry is rendered as a solid Violet line with a stroke width of 3 pixel (#EE82EE). Ends are rounded and have a 2 pixel black casing (#000000).

Symbology	<pre> <sld:NamedLayer> <se:Name>TN.WaterTransportNetwork.WaterwayLink</se:Name> <sld:UserStyle> <se:Name> TN.WaterTransportNetwork.WaterwayLink.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Waterway Link Default Style</se:Title> <se:Abstract>The geometry is rendered as a solid violet line with a stroke width of 3 pixel (#EE82EE). Ends are rounded and have a 2 pixel black casing (#000000).</se:Abstract> </se:Description> <se:FeatureTypeName>TN:WaterwayLink</se:FeatureTypeName> <se:Rule> <se:LineSymbolizer> <se:Geometry> <ogc:PropertyName>Network:centerlineGeometry</ogc:PropertyName> </se:Geometry> <se:Stroke/> </se:LineSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.WaterTransportNetwork.FairwayArea
Style Name	TN.WaterTransportNetwork.FairwayArea.Default
Style Title	Fairway Area default style
Style Description	The geometry is rendered using a Blue (#4169E1) fill and a solid black (#000000) outline with a stroke width of 1 pixel.
Symbology	<pre> <sld:NamedLayer> <se:Name>TN.WaterTransportNetwork.FairwayArea</se:Name> <sld:UserStyle> <se:Name> TN.WaterTransportNetwork.FairwayArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Fairway Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a Blue (#4169E1) fill and a solid black (#000000) outline with a stroke width of 1 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:FairwayArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.WaterTransportNetwork.PortArea
Style Name	TN.WaterTransportNetwork.PortArea.Default
Style Title	Port Area default style
Style Description	The geometry is rendered using a Grey (#696969) fill and a solid black (#000000) outline with a stroke width of 1 pixel.

Symbology	<pre> <sld:NamedLayer> <se:Name>TN.WaterTransportNetwork.PortArea</se:Name> <sld:UserStyle> <se:Name> TN.WaterTransportNetwork.PortArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Port Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a Grey (#696969) fill and a solid black (#000000) outline with a stroke width of 1 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:PortArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.AirTransportNetwork.AirLink
Style Name	TN.AirTransportNetwork.AirLink.Default
Style Title	Air Link default style
Style Description	The geometry is rendered as a solid Maroon line with a stroke width of 3 pixel (#800000). Ends are rounded and have a 2 pixel black casing (#000000).
Symbology	<pre> <sld:NamedLayer> <se:Name>TN.AirTransportNetwork.AirLink</se:Name> <sld:UserStyle> <se:Name> TN.AirTransportNetwork.AirLink.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>AirAir Link Default Style</se:Title> <se:Abstract> The geometry is rendered as a solid Maroon line with a stroke width of 3 pixel (#800000). Ends are rounded and have a 2 pixel black casing (#000000).</se:Abstract> </se:Description> <se:FeatureTypeName>TN:AirLink</se:FeatureTypeName> <se:Rule> <se:LineSymbolizer> <se:Geometry> <ogc:PropertyName>Network:centerlineGeometry</ogc:PropertyName> </se:Geometry> <se:Stroke/> </se:LineSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.AirTransportNetwork.AerodromeArea
Style Name	TN.AirTransportNetwork.AerodromeArea.Default
Style Title	Aerodrome Area default style
Style Description	The geometry is rendered using a 50% Blue (#0000CD) fill and a solid Blue (#0000CD)outline with a stroke width of 1 pixel.

Symbology	<pre> <sld:NamedLayer> <se:Name>TN.AirTransportNetwork.AerodromeArea</se:Name> <sld:UserStyle> <se:Name> TN.AirTransportNetwork.AerodromeArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Aerodrome Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a 50% Blue (#0000CD) fill and a solid Blue (#0000CD)outline with a stroke width of 1 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:AerodromeArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.AirTransportNetwork.RunwayArea
Style Name	TN.AirTransportNetwork.RunwayArea.Default
Style Title	Runway Area default style
Style Description	The geometry is rendered using a White (#FFFFFF) fill and a solid Blue (#0000CD)outline with a stroke width of 2 pixel.
Symbology	<pre> <sld:NamedLayer> <se:Name>TN.AirTransportNetwork.RunwayArea</se:Name> <sld:UserStyle> <se:Name> TN.AirTransportNetwork.RunwayArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Runway Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a White (#FFFFFF) fill and a solid Blue (#0000CD)outline with a stroke width of 2 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:RunwayArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.AirTransportNetwork.AirSpaceArea
Style Name	TN.AirTransportNetwork.AirSpaceArea.Default
Style Title	Air Space Area Default Style
Style Description	The geometry is rendered using a 25% Megenta (#8B008B) fill and a solid Megenta (#8B008B) outline with a stroke width of 2 pixel.

Symbology	<pre> <sld:NamedLayer> <se:Name>TN.AirTransportNetwork.AirspaceArea</se:Name> <sld:UserStyle> <se:Name> TN.AirTransportNetwork.AirSpaceArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Airspace Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a 25% Megenta (#8B008B) fill and a solid Megenta (#8B008B) outline with a stroke width of 2 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:AirspaceArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.AirTransportNetwork.ApronArea
Style Name	TN.AirTransportNetwork.ApronArea.Default
Style Title	Apron Area Default Style
Style Description	The geometry is rendered using a 50% grey (#808080) fill and a solid black outline with a stroke width of 1 pixel.
Symbology	<pre> <sld:NamedLayer> <se:Name>TN.AirTransportNetwork.ApronArea</se:Name> <sld:UserStyle> <se:Name> TN.AirTransportNetwork.ApronArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Apron Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a 50% grey (#808080) fill and a solid black outline with a stroke width of 1 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:ApronArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.AirTransportNetwork.TaxiwayArea
Style Name	TN.AirTransportNetwork.TaxiwayArea.Default
Style Title	Taxiway Area Default Style
Style Description	The geometry is rendered using a Blue (#B0E0E6) fill and a solid black outline with a stroke width of 1 pixel.

Symbology	<pre> <sld:NamedLayer> <se:Name>TN.AirTransportNetwork.TaxiwayArea</se:Name> <sld:UserStyle> <se:Name> TN.AirTransportNetwork.TaxiwayArea.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>Taxiway Area Default Style</se:Title> <se:Abstract>The geometry is rendered using a Blue (#B0E0E6) fill and a solid black outline with a stroke width of 1 pixel.</se:Abstract> </se:Description> <se:FeatureTypeName>TN:TaxiwayArea</se:FeatureTypeName> <se:Rule> <se:PolygonSymbolizer> <se:Geometry> <ogc:PropertyName>Network:geometry</ogc:PropertyName> </se:Geometry> <se:Fill/> <se:Stroke/> </se:PolygonSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>
Layer Name	TN.CableTransportNetwork.CablewayLink
Style Name	TN.CableTransportNetwork.CablewayLink.Default
Style Title	Cable Transport Network default style
Style Description	The geometry is rendered as a solid Black line with a stroke width of 3 pixel (#B10787). Ends are rounded and have a 2 pixel black casing (#000000).
Symbology	<pre> <sld:NamedLayer> <se:Name>TN.CableTransportNetwork.CablewayLink</se:Name> <sld:UserStyle> <se:Name> TN.CableTransportNetwork.CablewayLink.Default</se:Name> <sld:IsDefault>1</sld:IsDefault> <se:FeatureTypeStyle version="1.1.0"> <se:Description> <se:Title>CableTransportNetworkDefaultStyle</se:Title> <se:Abstract> The geometry is rendered as a solid Black line with a stroke width of 3 pixel (#B10787). Ends are rounded and have a 2 pixel black casing (#000000).</se:Abstract> </se:Description> <se:FeatureTypeName>CablewayLink</se:FeatureTypeName> <se:Rule> <se:LineSymbolizer> <se:Geometry> <ogc:PropertyName>Network:centerlineGeometry</ogc:PropertyName> </se:Geometry> <se:Stroke/> </se:LineSymbolizer> </se:Rule> </se:FeatureTypeStyle> </sld:UserStyle> </sld:NamedLayer> </pre>

11.3 Other Well-defined Styles

Requirement 33	If an INSPIRE view service supports the portrayal of spatial data sets corresponding to the spatial data themes <i>Transport Networks</i> , apart from the
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default styles specified in Section 11.2, it shall also support the well-defined styles specified in this section.

There are no Well-defined Styles specified at this time

11.4 Layers organization

There are no Layers organisation are specified at this time

12 Bibliography

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TWG-TN	INSPIRE Data Specification on <i>Transport Networks</i>	2009-10-02	Page 179

Annex A (normative)

Abstract Test Suite

Any dataset conforming to this INSPIRE data specification shall meet all requirements specified in this document.

NOTE: A common abstract test suite including detailed instructions on how to test each requirement will be added at a later stage. This should also cover additional requirements.

Annex B (informative)

Imported Types

This annex lists definitions for feature types, data types, enumerations and code lists that are defined in other documents. The annex is purely informative and should help the reader understand the feature catalogues presented in sections 5.2.2, 5.3.2, 5.4.2, 5.5.2, 5.6.2 and 5.7.2. For the normative documentation of these types, see the references in sections 5.x.2.1 to 5.x.2.3.

B.1 Spatial object types

B.1.1 CrossReference

CrossReference	
Definition:	Represents a reference between two elements in the same network.
Description:	The cross reference may represent the case where two elements are different representations of the same spatial object.
Status:	Proposed
Stereotypes:	«featureType»
Association role: element	
Value type:	NetworkElement
Definition:	The cross referenced elements
Multiplicity:	2

B.1.2 GeneralisedLink

GeneralisedLink (abstract)	
Subtype of:	NetworkElement
Definition:	Abstract base type representing a linear network element that may be used as a target in linear referencing.
Status:	Proposed
Stereotypes:	«featureType»

B.1.3 GradeSeparatedCrossing

GradeSeparatedCrossing	
Subtype of:	NetworkElement
Definition:	Indicator which of two or more intersecting elements is/are above and which is/are below, to be used if elevation coordinates are not present or cannot be trusted.
Description:	NOTE 1 In most cases, the number of elements will be two. NOTE 2 In the normal case this is when elements intersect in the x/y-plane when the z coordinate is not present or is not accurate enough.
Status:	Proposed
Stereotypes:	«featureType»
Association role: element	
Value type:	Link
Definition:	
Multiplicity:	2..*

B.1.4 Link

Link (abstract)	
Subtype of:	GeneralisedLink
Definition:	Curvilinear network element that connects two positions and represents a homogeneous path in the network. The connected positions may be represented as nodes.
Status:	Proposed
Stereotypes:	«featureType»
Attribute: centrelineGeometry	
Value type:	GM_Curve
Definition:	The geometry that represents the centreline of the link.
Multiplicity:	1
Attribute: fictitious	
Value type:	Boolean
Definition:	Indicator that the centreline geometry of the link is a straight line with no intermediate control points – unless the straight line represents the geography in the resolution of the dataset appropriately.
Multiplicity:	1
Association role: endNode	
Value type:	Node
Definition:	The optional end node for this link. The end node may be the same instance as the start node.
Multiplicity:	0..1
Association role: startNode	
Value type:	Node
Definition:	The optional start node for this link.
Multiplicity:	0..1

B.1.5 LinkSequence

LinkSequence (abstract)	
Subtype of:	GeneralisedLink
Definition:	A network element which represents a continuous path in the network without any branches. The element has a defined beginning and end and every position on the link sequence is identifiable with one single parameter such as length.
Description:	EXAMPLE A link sequence may represent a route.
Status:	Proposed
Stereotypes:	«featureType»
Attribute: link	
Value type:	DirectedLink
Definition:	The ordered collection of directed links that constitute the link sequence.
Multiplicity:	1..*
Collection	ordered
Constraints:	

B.1.6 LinkSet

LinkSet (abstract)	
Subtype of:	NetworkElement
Definition:	A collection of link sequences and/or individual links that has a specific function or significance in a network.

LinkSet (abstract)

Description:	NOTE This spatial object type supports the aggregation of links to form objects with branches, loops, parallel sequences of links, gaps, etc.
	EXAMPLE A dual carriageway road, as a collection of the two link sequences that represent each carriageway.
Status:	Proposed
Stereotypes:	«featureType»

Association role: link

Value type:	GeneralisedLink
Definition:	
Multiplicity:	1..*

B.1.7 Network

Network

Definition:	A network is a collection of network elements.
Description:	The reason for collecting certain elements in a certain network may vary (e.g. connected elements for the same mode of transport)
Status:	Proposed
Stereotypes:	«featureType»

Attribute: geographicalName

Value type:	GeographicalName
Definition:	Geographical name for this network.
Multiplicity:	0..*
Stereotypes:	«voidable»

Association role: elements

Value type:	NetworkElement
Definition:	The collection of elements that constitutes the network.
Multiplicity:	0..*

B.1.8 NetworkArea

NetworkArea (abstract)

Subtype of:	NetworkElement
Definition:	A 2-dimensional element in a network.
Status:	Proposed
Stereotypes:	«featureType»

Attribute: geometry

Value type:	GM_Surface
Definition:	Represents the geometric properties of the area
Multiplicity:	1

B.1.9 NetworkConnection

NetworkConnection

Subtype of:	NetworkElement
Definition:	Represents a logical connection between two or more network elements in different networks.
Description:	In the case where the networks are in different spatial data sets, a network connection object may exist in both data sets.
Status:	Proposed
Stereotypes:	«featureType»

Attribute: type

NetworkConnection

Value type: ConnectionTypeValue
Definition: Categorisation of the network connection.
Multiplicity: 1
Stereotypes: «voidable»

Association role: element

Value type: NetworkElement
Definition: Network elements in different networks
Multiplicity: 2..*

Constraint: Elements in different networks

Natural language: All elements have to be in different networks
OCL: inv: element->forAll(e1, e2 | e1<>e2 implies e1.inNetwork->excludesAll(e2.inNetwork))

B.1.10 NetworkElement

NetworkElement (abstract)

Definition: Abstract base type representing an element in a network. Every element in a network provides some function that is of interest in the network.
Status: Proposed
Stereotypes: «featureType»

Attribute: beginLifespanVersion

Value type: DateTime
Definition: Date and time at which this version of the network element was inserted or changed in the spatial data set.
Multiplicity: 1
Stereotypes: «lifeCycleInfo,voidable»

Attribute: inspireId

Value type: Identifier
Definition: External object identifier of the network element.
Description: NOTE An external object identifier is a unique object identifier published by the responsible body, which may be used by external applications to reference the spatial object. The identifier is an identifier of the spatial object, not an identifier of the real-world phenomenon.
Multiplicity: 0..1

Attribute: endLifespanVersion

Value type: DateTime
Definition: Date and time at which this version of the network element was superseded or retired in the spatial data set.
Multiplicity: 0..1
Stereotypes: «lifeCycleInfo,voidable»

Association role: inNetwork

Value type: Network
Definition: The networks in which a network element is a member.
Multiplicity: 1..*
Stereotypes: «voidable»

B.1.11 NetworkProperty

NetworkProperty (abstract)

Definition: Abstract base type representing phenomena located at or along a network element. This base type provides general properties to associate the network-related phenomena (network properties) with the network elements.

NetworkProperty (abstract)

Description: In the simplest case (NetworkReference), the network property applies to the whole network element. In the case of a Link, the spatial reference may be restricted to part of the Link by using a linear reference. ISO/TC 211 is currently in the early stages of developing a standard for Linear Referencing (ISO 19148). A simple mechanism to express linear references is provided in this version of the network model; it is expected that the model will be extended once ISO 19148 is stable. The current simple model requires for all linear references two expressions representing a distance from the start of the Link along its curve geometry. The network property applies to the part of the Link between fromPosition and toPosition.

Status: Proposed

Stereotypes: «featureType»

Attribute: networkRef

Value type: NetworkReference

Definition: Spatial reference of the network-related property.

Description: This attribute provides an indirect spatial reference based on a reference to an element of an underlying network. See the chapter on Object Referencing in the Generic Conceptual Model for a discussion on modelling object references.

Multiplicity: 1..*

Stereotypes: «voidable»

Attribute: inspireId

Value type: Identifier

Definition: External object identifier of the network property.

Description: NOTE An external object identifier is a unique object identifier published by the responsible body, which may be used by external applications to reference the spatial object. The identifier is an identifier of the spatial object, not an identifier of the real-world phenomenon.

Multiplicity: 0..1

Attribute: beginLifespanVersion

Value type: DateTime

Definition: Date and time at which this version of the network element was inserted or changed in the spatial data set.

Multiplicity: 1

Stereotypes: «voidable,lifeCycleInfo»

Attribute: endLifespanVersion

Value type: DateTime

Definition: Date and time at which this version of the network element was superseded or retired in the spatial data set.

Multiplicity: 0..1

Stereotypes: «voidable,lifeCycleInfo»

B.1.12 Node

Node (abstract)

Subtype of: NetworkElement

Definition: Represents a significant position in the network that always occurs at the beginning or the end of a link.

Description: NOTE if a topological representation of the network is used the road node is either a topological connection between two or more links or the termination of a link. If a geometric representation of the network is used road nodes are represented by points or alternatively another geometric shape. [EuroRoadS]

Status: Proposed

Stereotypes: «featureType»

Attribute: geometry

Node (abstract)

Value type: GM_Point
Definition: The location of the node.
Multiplicity: 1

Association role: spokeEnd

Value type: Link
Definition: The links that enter the node.
Description: NOTE In the INSPIRE context, this spoke property is to be published when this information is published in current exchange formats of the data set.
Multiplicity: 0..*
Stereotypes: «voidable»

Association role: spokeStart

Value type: Link
Definition: The links that leave the node.
Description: NOTE In the INSPIRE context, this spoke property is to be published when this information is published in current exchange formats of the data set.
Multiplicity: 0..*
Stereotypes: «voidable»

B.2 Data types

B.2.1 DirectedLink

DirectedLink

Definition: A link either in its positive or negative direction.
Status: Proposed
Stereotypes: «dataType»

Attribute: direction

Value type: Sign
Definition: Indicates if the directed link agrees (positive) or disagrees (negative) with the positive direction of the link.
Multiplicity: 1

Association role: link

Value type: Link
Definition: The link
Multiplicity: 1

B.2.2 LinkReference

LinkReference

Subtype of: NetworkReference
Definition: A network reference to a linear network element.
Status: Proposed
Stereotypes: «dataType»

Attribute: applicableDirection

Value type: LinkDirectionValue
Definition: The directions of the generalised link to which the reference applies. In cases where a property does not apply *to* a direction along a link, but represents a phenomenon *along* a link, “inDirection” refers to the right side in the of the link.
Description: EXAMPLE A speed limit is a property that applies to a direction of the link (or both directions) while a house number is a phenomenon along a link.
Multiplicity: 1
Stereotypes: «voidable»

LinkReference

Constraint: Linear reference targets must be linear network elements

Natural language: Linear reference targets must be linear network elements. I.e., if linear referencing is used or direction is relevant, the target of the network reference shall be a link or a link sequence.

OCL: `inv: element.ocIsKindOf(GeneralisedLink)`

B.2.3 NetworkReference

NetworkReference

Definition: A network reference to a network element.

Status: Proposed

Stereotypes: «dataType»

Association role: element

Value type: NetworkElement

Definition:

Multiplicity: 1

Stereotypes: «version»

B.2.4 SimpleLinearReference

SimpleLinearReference

Subtype of: LinkReference

Definition: A network reference that is restricted to part of a linear network element. The part is the part of the network element between the position along the network element between fromPosition and toPosition.

Status: Proposed

Stereotypes: «dataType»

Attribute: fromPosition

Value type: Length

Definition: The start position of the linear element, expressed as the distance from the start of the linear network element along its curve geometry.

Multiplicity: 1

Attribute: toPosition

Value type: Length

Definition: The end position of the linear element, expressed as the distance from the start of the linear network element along its curve geometry.

Multiplicity: 1

Attribute: offset

Value type: Length

Definition: An offset from the centerline geometry of the generalised link, where applicable; a positive offset is to the right in the direction of the link, a negative offset is to the left.

Multiplicity: 0..1

Stereotypes: «voidable»

B.2.5 SimplePointReference

SimplePointReference

Subtype of: LinkReference

Definition: A network reference that is restricted to a point on a linear network element. The point is the location on the network element at the position atPosition along the network.

Status: Proposed

Stereotypes: «dataType»

SimplePointReference

Attribute: atPosition

Value type:	Length
Definition:	Position of the point, expressed as the distance from the start of the linear network element along its curve geometry.
Multiplicity:	1

Attribute: offset

Value type:	Length
Definition:	An offset from the centerline geometry of the generalised link, where applicable; a positive offset is to the right in the direction of the link, a negative offset is to the left.
Multiplicity:	0..1
Stereotypes:	«voidable»

B.3 Enumerations and code lists

B.3.1 ConnectionTypeValue

ConnectionTypeValue

Definition:	Types of connections between different networks.
Status:	Proposed
Stereotypes:	«codeList»
Governance:	Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:ConnectionTypeValue

Value: crossBorderConnected

Definition:	Connection between two network elements in different networks of the same type, but in adjacent areas. The referenced network elements represent the different, but spatially connected real-world phenomena.
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Value: intermodal

Definition:	Connection between two network elements in different transport networks that use a different transport mode. The connection represents a possibility for the transported media (people, goods, etc) to change from one transport mode to another.
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Value: crossBorderIdentical

Definition:	Connection between two network elements in different networks of the same type, but in adjacent areas. The referenced network elements represent the same real-world phenomena.
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B.3.2 LinkDirectionValue

LinkDirectionValue

Definition:	List of values for directions relative to a link
Status:	Proposed
Stereotypes:	«codeList»
Governance:	Centrally managed in INSPIRE code list register. URN: urn:x-inspire:def:codeList:INSPIRE:LinkDirectionValue

Value: bothDirections

Definition:	In both directions.
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Value: inDirection

Definition:	In direction of the link.
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Value: inOppositeDirection

Definition:	In the opposite direction of the link.
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Annex C (informative)

Supplementary Information regarding alternative representations of network objects

C.1 Alternative Representations

This section describes the three main forms of road, rail and water transport network representation. The model supports Physical (topographic) and centreline representations.

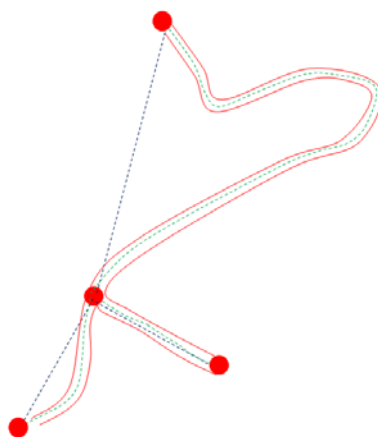


Figure C1-1. Alternative transport network Representations

In the above Figure B1-1 the road is represented in three forms:

- a) **Physical (topographic) extents.** The lines shown in red above (ie edges of area objects) normally represent the extent of the surface of the highway, (or banks of the river at a given time of year e.g. winter water level). The area is normally segmented into several sub units (not shown on this sketch) where their aggregation will define the full extent of the road or river. Narrow sections will often be represented by a single line.

This network can only be inferred since there is no knowledge of which objects connect in any ordered sequence or state (though this could be achieved if required – it is not covered on this version of the specification. Similar approaches are applicable to road, air and some aspects of cable and rail networks.

- b) **Centreline model** – (the green dashed line above) is a set of (or aggregation of) lines that represent the centre of the physical object e.g. a road or river – this usually the approximate centre (sometimes known as a reference line instead because of this). Nodes (red disks) are also shown in the figure above.

Generally this approach will support topology and specific forms of network analysis. Therefore the sequence and relationships between the lines is understood and in some cases ordered. Nodes may be implied or explicit. All spatial objects will be described by coordinates.

Centrelines are often linked to the underlying physical (topographic) extents – see Figure B1-2 below.

Linking centrelines and topographic (area) representations – roads example.

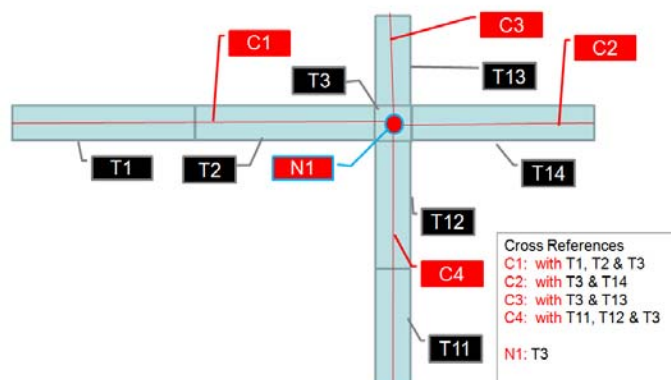


Figure C1-2: Linking centrelines and physical (topographic) extents

- c) **Logical model** – (the blue dashed line in Figure B1-1 above) is a set of lines linking all the nodes of the network (chosen to be junctions & ends). The spatial content is therefore limited or non-existent (spatial coordinates of the nodes are not always included) and the logical model has limited value to a *spatial* data infrastructure but it is used in some transport operations. The approach can be modelled in this specification by simply inserting a single link between nodes.
- d) **Aligning Logical and Centreline Models:** users may if they wish align a logical model with the centreline/physical models to share information between them within a set of applications. This can be achieved by relating (e.g. cross referencing all those nodes that are common in each system). The logical model can then inherit the spatial location of the centreline nodes which will provide a level of spatial positioning and interoperability.