



ENTUR

“NSR”

our National StopPlace Registry

Actual NSR content

History begins

1869 - first edition of nationwide public transport information.

Register over Jernbane- og Dampskibsstationer.

(Bogstaverne henviser til Jernbanestationer og Tallene til Dampskibstoppesteder).

Aasengen A.	Christiania A.	4. 5.	Gloppe 10.	Hove (Stordalen) 6.	Lillehammer 1.	Olsen 10.	Sivingsstad (Stranden) 6.	Tjerneragel 2. 9.
Aahjem 6.	Christiansund 4. 5.		Grimstad 4. 5.	Hyllen 10.	Lillesand 5.	Ramsø 3.	Smørvig 1.	Tjøstø 3.
Aakervigen 3.	Christiansund 3.		Grorud A.	Indre-Qvarø 3.	Lillestrøm A.	Randsfjorden 8.	Stamsund 7.	Tou 10.
Aalesund 3. 6.	Dahl A.		Grundset D.	Jelsø 10.	Loppen 3.	Rune 7.	Stavanger 2. 9. 10.	Tromsø 3.
Amot A.	Drammen B.		Gutvig 3.	Kallevaag 9.	Lyngør 5.	Relling 6.	Stelle 7.	Trøgstad A.
Aardal 10.	Drøbak 4. 5.		Haugenvig 10.	Kastnæshavn 3.	Ledingen 3.	Rennesø 10.	Stene 3. 7.	Ulvesund 5.
Aarnæs A.	Dronnen 6.		Haga A.	Kinn 9.	Maalsnes 3.	Kingsaker 1.	Stigersand 7.	Ure 7.
Arndal 4. 5.	Eidskog A.		Halkjelsvik (Volden) 6.	Kjøen 3.	Maalsen 3.	Risør 5. 6.	Stokmarknes 7.	Valdersund 3.
Arvika A.	Eidsvold A. 1.		Hamar D. 1.	Kjerringe 3.	Magnor A.	Rødherget 3.	Stoksund 3.	Valstrand 2.
Aure 6.	Ekornholmen 1.		Hammerfest 3. 8.	Kjerstadstøl 6.	Mandal 5.	Rædø 3.	Strømmen A.	Valle 5.
Aursnes 6.	Enerhougen 6.		Hansen 7.	Kløften 3.	Melaver 3.	Rødøen (Ørsten) 6.	Strømanes ved Kaaf 3.	Vedlungnes 4. 5.
Baktholmen 2.	Engesund 2.		Hareide 6.	Kløven 3.	Merok (Geranger) 6.	Rogenes 10.	Støren C.	Vestnes 6.
Balstad 7.	Fetsund A.		Harstadhavn 3.	Knudavig 10.	Minde 1.	Rørvig 3.	Sund 7.	Ving 10.
Batalden 9.	Finne 10.		Heavig 3.	Kobberdal 3.	Molde 3. 6.	Saldalseid 10.	Svolvær 3. 7.	Vigedal 10.
Beian 3.	Fister 10.		Haugesund 2. 9. 10.	Kobbervig 2. 9. 10.	Molden 3.	Sand 10.	Sydskroge 3.	Vikholmen 1.
Bekkervig 2.	Fiskaa 6.		Havn 3.	Komagfjord 3.	Moss 4.	Sandeid 10.	Sylte eller Muri 6.	Vivelstad 3.
Bergen 2. 3. 8. 9.	Fjeldhoug 1.		Havnvig 3.	Kongaviger A.	Mosterhavn 2. 9.	Sander A.	Sæterstøen 6.	Vold (Mandalen) 6.
Bird 1.	Flornes 3. 9.		Hebnes 10.	Korshavn 2.	Muri eller Sylte 6.	Sandabavn 6.	Søholt (Ørskoug) 7.	Volden (Halkjelsvik) 6.
Bjersøn 3.	Foslandosen 3.		Heggenhougen 1.	Kragerø 4. 5.	Molstrevang 2.	Sandtorv 3.	Sorvaagen 7.	Voxø 5.
Blakjær A.	Fredrikavæn 5.		Hellesund 3.	Langsund 4. 5.	Namsø 6.	Sandvigen (ved Arendal) 5.	Savde 10.	Yttredal 6.
Blåkand 5.	Frogner A.		Hellesylt (Sunelven) 6.	Langvaag 5.	Nordvig 6.	Sandvigen (ved Arendal) 5.	Savde 10.	Yttredal 6.
Bode 3.	Frengstuen 1.		Henningsvær 3. 7.	Langsibso 6.	Nufstfjord 7.	Skarnes A.	Tafjord 6.	Østervig 3. 7.
Boeskop 3.	Gibostad 3.		Hera 9.	Laranes 3. 6.	Nærstrand 10.	Skjervø 6.	Talga 10.	Ørsav 3.
Bryn A.	Gilleskal 3.		Hjelmeland 10.	Laurvig 4. 5.	Nes 6.	Skorpen 7.	Talvig 3.	Øxfjord 3.
Brenesund 3.	Gillund 1.		Horten 5.	Leersund 6.	Ness 1.	Skraven 7.	Tans 9.	
Carlsø 8.	Gjermundnes 6.		Hougeholm 6.	Leganger 6.	Olumsosen 10.	Skadesnes 10.	Tve 9.	
Charlottenberg A.	Gjøvik 1.		Hovde 6.	Lervig 2. 9.	Øttebol A.	Stjernerø 10.	Thronhjelm C. 3. b.	

Notably, the stops range across the whole country, and even into Sweden, making it truly national and partly international.

History becomes now

Long story short, because the amount of-, and the demands on data quality grew, the government issued, around 2015, a new requirement for **establishing a national stop place registry**.

- All stops for **all transport modes**
- Everything has a **unique** national id
- **Everyone** *has to* use it
- Managed **colletively** by its users

After a few years of in house development, NSR went *live on the 1st of June, 2017*.

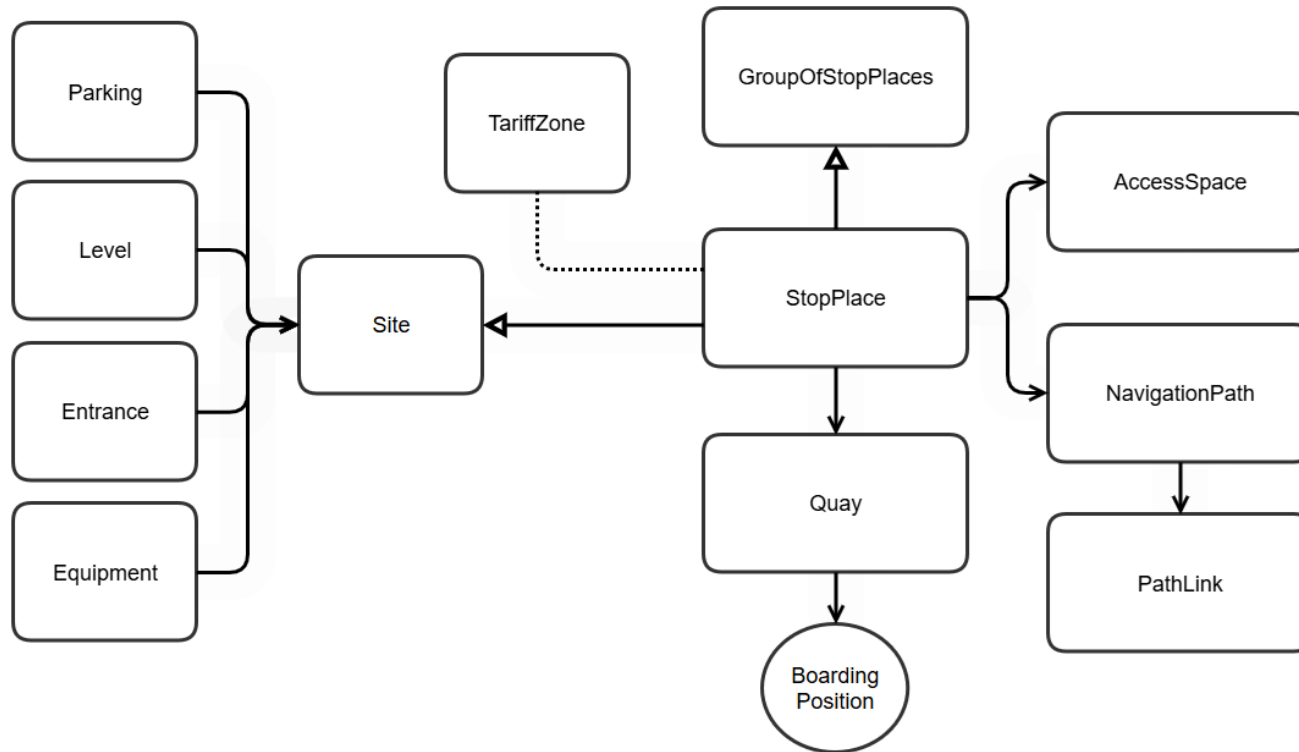
Now we have in **excess of 65.000 StopPlaces** and more than 100.000 Quays registered in the database, and *they are all continuously updated or added to* by our contributors.

Scope of data

In NeTEx, we use the concepts: **Quay**, **StopPlace** and **parentStop**

- **Quay** is the exact position where a transit vehicle stops.
 - Pronounced: “KEY”, or “kway” or however you want.
- **StopPlace** is the connective element of multiple Quays, and has Name and Modality of the underlying Quays.
- **parentStop** can connect several StopPlaces into something that belongs together but isn't quite one single stop. Examples later.

The scope of the system is to use these concepts to **model the physical stop place infrastructure/equipment that exists on the ground**, and then to use the complete registry as a reference point for timetable data.



Open Source

All our components relating to *stops*, *timetable*, *real time* and *mobility* are **open source**. We believe this covers multiple important goals:

- **Sustainable** - for others to be able to take advantage of our work means less cost/time has to be spent by others to achieve our common goals
- **Collaborative** - we actively search for others to contribute back to our source code, formats and systems
- **Transparent** - openness not just in data, but systems as well, helps create a positive image, and work environment.

Range of metadata

While our current implementation of NSR is **slightly restrictive** in how much metadata we allow users to input, the underlying system is based directly on NeTEx and **could, if expanded, support all** underlying elements of the NeTEx StopPlace model.

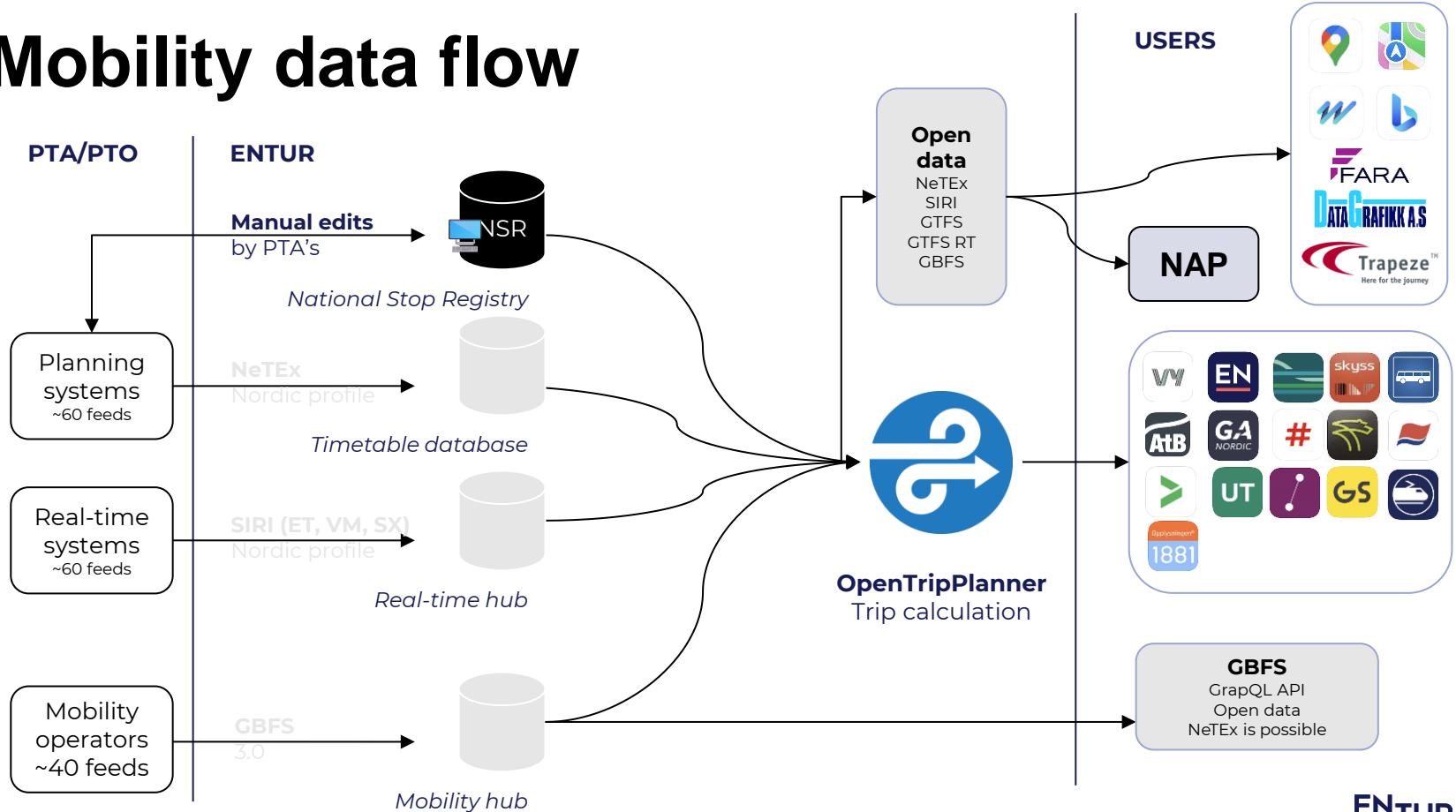
Currently we've only found it necessary to implement things such as:

- Names, descriptions and public codes
- Shelters, waiting rooms, toilets
- Basic accessibility information
- Attached parkings (car/bike)
- ... and a few more things

These are the things we consider the fundamental and most important datapoints.

We are now working on extend the standard to better reflect the accessibility of the stops

Mobility data flow



Accessibility information

<WheelchairAccess>true</WheelchairAccess>

<StepFreeAccess>true</StepFreeAccess>

<EscalatorFreeAccess>unknown</EscalatorFreeAccess>

<LiftFreeAccess>unknown</LiftFreeAccess>

<AudibleSignalsAvailable>unknown</AudibleSignalsAvailable>

Demo