Strategies and actions to address (private, international) organisations to provide data on the NAPs

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Abstract

Milestone report M5.6 presents the status of the work of Task 5.4 within WG 5.4 and elaborates on the initial reflections on strategies and actions to motivate (private, international) organisations to provide data on the NAPs. In March 2023 there was a small group meeting led by Portugal to discuss the status of the task and next steps. Subsequently, a workshop was organised at the next physical WG5 meeting in April 2023 in Vienna, in order to involve more project partners in the on-site discussion. WG5 mapped the main selling points and wrote down their opinions and findings. Among other things, in cooperation with T1.2 (NAPs strategy towards other mobility data related activities, global players and technologies) and Task H1.3 (Setting up and management of the advisory board) common problem areas and common approaches to be followed in the next period were identified. The work is important, as cooperation with many stakeholders and organisations are required in order to implement the Delegated Regulations, especially MMTIS and the new RTTI. Due to the high number of stakeholders, also in regard to the extension of the concerned mobility network, motivating for data provision is a rising challenge. To address these, different kind of measures are required, e.g. organisational, communicational and strategic ones.

The outcome of the process illustrated that a joint approach regarding the stakeholders´ motivation to provide data on the NAPs is necessary to maximise synergies but above all to reduce the risk of multiple contacts and (potential) contradictory messages being exchanged. Furthermore, the establishment of a trustworty rapport between NAPCORE and organisations via signed contracts and agreements paves the way for more comprehensive collaboration. To reduce challenges regarding Compliance Assessment it is important to define a framework of strategies and processes. The creation of an incentive system or a selection of sanctioning options in case of non-compliance is to be defined. A particularly noteworthy scenario involved initiating and testing a cross-border pilot with a data holder or service provider engaged in cross-border operations. Future attention within the NAPCORE project should revolve around awareness action, fostering dialogue and better knowledge, streamlining the NBs for NAPs and the evaluation of incentives.

Abbreviations

Abbreviation	Meaning
CA	Compliance Assessment
CSR	Corporate Social Responsibility
Data4PT	Aims to advance data-sharing practices for public transport
DATEX II	Data exchange for traffic related data
EC	European Commission
EU-EIP	European ITS Platform
IDACS	ID and Data collection for Sustainable Fuels in Europe
MS	Member State
NAP	National Access Point
NAPCORE	National Access Point Coordination Organisation for Europe
NB	National Body
WG	Working Group

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1. Introduction

National Access Points (NAPs) represent a node in which mobility-related data are concentrated and published in the form of datasets and provide discovery services. They are set up to facilitate access, standardised exchange and reuse of transport-related data in Europe, in order to support the provision of EU-wide interoperable travel and traffic services to end users. NAPs can take various formats, such as a database, data warehouse, data marketplace, repository, and register, web portal or similar. NAP-CORE WG2 task 2.3 broadly categorizes different types of NAPs as either a metadata portal or a data portal. Data coverage, data harmonisation and data quality are critical requirements for making data easier to fuse, crunch or analyse. For these purposes, data should be accessible on a non-discriminatory basis, in accordance with the applicable standards for exchange and reuse.

Over the years, developments achieved in various European initiatives such as, EU-EIP, DATEX II, IDACS, Data4PT, etc. e significant progress regarding mobility data standardisation and harmonisation. In this context, the work towards the implementation of a coordination mechanism to federate the NAPs leads to the NAPCORE action. Within the NAPCORE project, efforts towards the harmonisation of Compliance Assessment (CA) processes for the four Delegated Regulations (EU) linked to the ITS Directive – Delegated Regulation (EU) 2017/1926 (MMTIS), Delegated Regulation (EU) 2015/962 (RTTI), Delegated Regulation (EU) No. 886/2013 (SRTI) and Delegated Regulation (EU) No. 885/2013 (SSTP) – as well as a common assessment of the implementation of the Delegated Regulations across Europe that allows for comparability of the assessment of international private organisations is being developed. This requires developments and progress around CA processes, form, quality and evaluation criteria. Furthermore, it includes progress in the alignment of common strategies to address private organisations and ITS-related platforms to deliver data on the NAPs fully compliant with the Delegated Regulations.

The current milestone report deals exactly with this last point: which strategies are needed to motivate organisations and platforms to deliver data and services compliant with the Delegated Regulations on the NAPs, notably in relation to:

1. The identification of the relevant organisations
2. Strategies and actions to address (private, international) organisations defined and motivate these organisations (private, international) to provide data on the NAPs

Developments within Task 5.4 are closely related with and complements the undertakings of WG1 Task 1.2, NAPs strategy towards other mobility data related activities, global players and emerging technologies, as well as activity H.1.3, setting up and management of the Advisory Board). The emphasis is particularly on what refers to the identification of goals and strategies to engage main players.

This milestone report highlights the main progress achieved in the last months, which provided relevant aspects for further development of the actions and strategies to motive stakeholders and organisations for data provision.

2. Methodological issues

Task 5.4 is composed of the following main activities:

1. Identification of the relevant organisations and Implementation of strategies and actions to motivate these organisations (private, international) to provide data on the NAPs
    a. Gather sectors and types of organisations/players affected by the Delegated Regulations (in cooperation with T1.2 and H1.3)
    b. Identify data holders and service providers in cooperation with WG2/WG3

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2. Strategies and actions to address the identified (private, international) organisations
   a. Development of strategies and processes to reduce CA challenges for international organisations
   b. Creation of an incentive system or selection of sanctioning options in case of non-compliance
   c. Legal review of whether processes and strategies are suitable for CA procedure
   d. Method definition or brainstorming for strategies to accelerate data availability

The first stages of the task development involved the *ad hoc* identification of the different international data holders and service providers and simultaneously the identification of the Delegated Regulation(s) of relevance for those stakeholders. At the same time, some selling points of the NAPs were collected and structured in the view of further engagement with those stakeholders.

Secondly, a NAPCORE workshop to discuss possible approaches and actions was organised in April 2023 at the AustriaTech premises in Vienna. Most relevant aspects framing this milestone report result from the discussions that took place during that workshop.

Figure 1: Discussions at WG5 workshop

Overall, when considering approaches and strategies to engage organisations in NAPs, there are several aspects and dimensions to be considered: i) categorisation of stakeholders; ii) motivations, iii) type of actions.

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Categorisation of stakeholders

Which stakeholders are targeted? Are there specific dimensions that influence the way to approach them?

Geographical coverage	Type of stakeholder	Nature of stakeholder
National	Data holder	Public
International	Service Provider	Private

Table 1: Aspects to categorise stakeholders

Motivations

In order to motivate the different stakeholders to provide data on the NAPs, it is necessary to outline the **NAP selling points** to the partners. In addition, the **added value** as well as the **advantages** and **benefits** on an individual level and the international scale should be presented. It is a **challenging** process which requires specific actions and strategies.

Actions and strategies to develop

In order to engage with the identified stakeholders, different strategies are planned within the NAP-CORE project. To create **awareness** is an important step and necessary in order to reach the respective partners. Furthermore, a comprehensive **dialogue** is to be created in order to ensure appropriate communication. Corresponding **mechanisms and requirements** should be defined.

3. Identification of the relevant organisations and strategies to motivate (private, international) organisations to provide data on the NAPs

During the NAPCORE project, several cooperation agreements have already been signed with various organisations/initiatives that want to cooperate in the field of mobility data standardisation. Those organisations or initiatives are:

- Cycling Industries Europe (CIE)
- C-Roads Platform
- Data for Road Safety (DFRS) ecosystem
- European Parking Association (EPA)

The establishment of a trustworthy rapport between NAPCORE and organisations via signed contracts and agreements paves the way for more comprehensive collaboration. This opens avenues for enhanced cooperation in diverse areas, including data distribution and technical aspects such as refining the Data Dictionary and Data quality frameworks, ongoing activities of WG3.

Parallel to these overarching agreements, it is important to establish targeted agreements with data holders and service providers considering both the national and the international (European) scope.

3.1. Gathered types and sectors of organisations affected by the Delegated Regulations (in cooperation with T1.2 and H1.3)

Within task 1.2, the NAPCORE partners have been working on the elaboration of the main goals and needs for cooperation and grouped them in seven main topics.
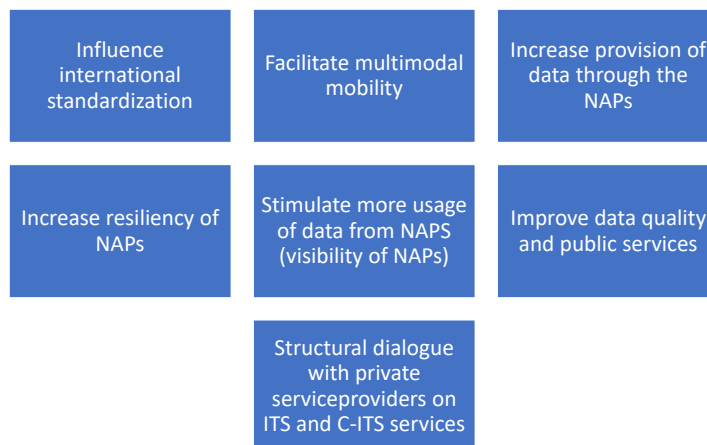

Figure 2: Main goals and needs for cooperation in Task 1.2

Within Task 1.2, every recognised objective is accompanied by a concise explanation, a reference to the possible stakeholder or category, the pertinent NAPCORE participant for engagement, and an expansion on initial potential strategic choices or actions, along with the modes of communication. Although this work is still in the initial stage of development[1], it became clear that a joint approach to the topic of external stakeholders' motivation to provide data in NAPs is necessary to maximise synergies but above all to reduce the risk of multiple contacts and (potential) contradictory messages being

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[1] Table with the goals from task 1.2
https://rupprechtconsultde.sharepoint.com/:f:/r/sites/NAPCOREallpartners/Shared%20Documents/WG1/Task%201.2?csf=1&web=1&e=bfhzIe
NAPCORE WG1_m1.2_goals for cooperation_v0.2.xlsx

exchanged. The work that has been completed within Task 5.4 is described in this milestone report, which does not include the final strategies that NAPCORE has agreed on, but rather is a description of what has been done so far in preparing the definition of the strategies. Next steps involve further refinement and alignments with Task 1.2.

The following chapters highlight the progress and achievements in Task 5.4. A first screening of the organisations that might be relevant to NAPs was performed. The focus of the current analysis is on the organisations with international (European) dimensions, although the main typology of national organisations is also identified. While for the first group it is important to have a structured and centralised approach, for the latter group, the main efforts should focus on NAP operators and National Bodies (NBs).

The focus lies on formulating methods and tactics for involving stakeholders in NAPs through processes of exchange and learning, along with the insights acquired from each Member State's endeavours. A particularly noteworthy scenario to emphasise involves initiating and testing a cross-border pilot with a data holder or service provider engaged in cross-border operations.

Table 2 is based on the elaboration of relevant stakeholders and sectors for data and service provision covered by the ITS Directive, which was carried out as solid base for setting up the Advisory Board by Task H.1.3. (see Milestone MH.1.3) and was further enlarged within the scope of this activity. It highlights the identified stakeholders and the relevant Delegated Regulation(s). Stakeholders are allocated according to the above-mentioned approach to the following groups:

- ITS private service providers
- Associations/networks with relevant data
- European Commission data holders
- Networks with potential to engage other stakeholders/data holders
- National data holders (main categories)
- Users' representatives

Delegated Regulation (EU)	MMTIS	RTTI	SRTI	SSTP
ITS private service providers				
Google	x	x	x	
HERE	x	x	x	
BeMobile	x	x	x	
INRIX	x	x	x	
TomTom	x	x	x	
Associations / Networks with relevant data				
ETSC - European Transport Safety Council		x	x	
TISA - Traveller Information Service Association	x	x	x	x
MaaS Alliance * several MaaS providers as members	x	x		
CIE - Cycling Industries Europe	x		x	
CEDR - Conference of European Directors of Roads		x	x	x
ASECAP - European Association of Operators of Toll Road Infrastructures		x	x	
C2C CC – Car 2 Car Communication Consortium		x	x	
IRU - International Road Transport Union * Probably few data, but network of drivers that could report on real time through apps	x			x
EPA - European Parking Association	x			x
ACEA - The European Automobile Manufacturers' Association		x	x	
CLEPA – European Association of Automotive Suppliers		x		
EV Roaming Foundation	x	x		
ESPORG – European Secure Parking Organisation				x
ERF - European Road Federation	x	x	x	x
Smart Ticketing Alliance	x			
Open Autodrive Forum		x	x	

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Delegated Regulation (EU)	MMTIS	RTTI	SRTI	SSTP
European Commission data holders				
EAFO - European Alternative Fuels Observatory	x			
ERA (EU railway agency) - RINFE, TSI PRM	x			
EUSPA * Green lanes, solidarity lanes, waiting times in borders	x	x		
Networks with potential to engage other stakeholders data holders				
POLIS - Cities and Regions for Transport innovation * Access to city authorities in their network	x	x	x	
Eurocities * Access to city authorities in their network	x			
EMTA - European Metropolitan Transport Authorities * Access to metropolitan transport authorities in their network	x			
Data for Road Safety * Mainly SRTI, but because of the automotive OEM partners and the access to vehicle-generated data possibly also interesting for RTTI use-cases		(x)	x	
CCAM Partnership		x		
C-Roads * pilots for MMTIS in C-Streets, but in general I would say data holders are transport authorities and transport operators	*	x	x	
TM2.0		x	x	
ERTICO	x	x		
UITP	x			
EU Alliance for industrial data, edge and cloud	x	x	x	x
IDSA – International Data Spaces Association	x	x	x	x
ITxPT	x			
National data holders				
National Transport Authorities / Regulators	x	x		x
National Safety Authorities			x	
Road Operators / road concessionaires		x	x	x
Infrastructure managers	x	x	x	x
Public Transport operators	x			
On-demand transport operators	x			
Transport Authorities (local, regional)	x			
City authorities	x			
Sharing community (Car-Sharing/Bike-Sharing/...)	x			
Taxis & Ride hailing operators	x			
Air Transport	x			
Shipping community (ferries, ...)	x			
Users' representatives				
EPF - European Passenger Federation	x			
IRP International Rail Passenger Transport	x			
BEUC	x			

Table 2: Organisations/players affected by the Delegated Regulations

This list of data holders and service providers still requires further refinement and alignment with the stakeholders identified in the context of the NAPCORE WG1, WG2, WG3 and H1 related tasks. This means that the list above is not exhaustive and will be regularly updated, maintained and reviewed periodically.

4. Strategies and actions to address (private, international) organisations

4.1. Selling points of the NAPs

The following figure depicts a non-exhaustive collection of selling points collected by the NAPCORE partners on an ad_hoc basis.

1. Through the NAPs you can access and (re)use data
2. Your data can be found via the NAPs and used in new MaaS solutions
3. By registering on the NAPs, you are complying with the Delegated Regulations (EU)
4. Your Corporate Social Responsibility (CSR) report can be enriched with your contribution to increased safety and contribution to the reduction of CO_2-emissions across the European Road Network
5. Your data may be verified by the NB, so you will receive detailed feedback that can be useful to improve your data
6. Your data becomes easily findable to users across Europe and beyond
7. Your data can be reused easily and this opens up new business opportunities
8. Providing data on the NAPs can encourage the provision of new mobility services, i.e. services for climate-friendly mobility solution
9. The NAP serves as a dissemination mechanism to effectively communicate your accessible data throughout Europe
10. Cumulative effects (the more data/service providers and users the NAPs already have, the more attractive it is for other data/service providers and users to join)

Figure 3: NAP selling points

4.2. Benefits and added value of the NAPs for data holders and service providers

Analogous to the selling points, an *ad hoc* collection of opinions on the benefits and added value of the NAPs was performed, of which the main results are synthesised below in Figure 3.

1. NAPs offer harmonised and validated datasets
2. A minimum quality level is assured for the datasets registered on the NAPs
3. On the NAPs, data can be found and re-used easily
4. The NAPs grant equal access and ensure non-discrimination
5. The NAPs are an exhibition window for your data
6. The NAPs increase your visibility for activities in mobility domains
7. The NAPs can become the backbone of European mobility data
8. The NAPs allow you to comply with the Delegated Regulations (EU)
9. The NAPs can contribute to increased safety on the European Road Network
10. Good multimodal mobility data and real time mobility data can contribute to reduce the CO_2-emissions on the European Road Network and contributes to achieve green deal objectives

Figure 4: Benefits and added value of the NAPs

4.3. Developing strategies and processes to reduce Compliance Assessment challenges for international organisations

The need for strategies and processes to reduce CA related challenges for national and international organisations was discussed and analysed. The necessity arose to differentiate between not only national and international data holders and providers but also between short- and long-term visions for data provision on the NAPs.

	National	International
Incentives	• Visibility • Certified, reliable and trusted provider • Compliance with political objectives (safety, tourism, ecology) • Feedback (validation tools/dissemination tools) • New/mutual business opportunities	• One NAPCORE point of contact instead of 27 different NBs or even more NAPs • Legal perspective on interpreting the Delegated Regulations
"Sticks"	• Need to comply with the legal framework (EU/national)	• Need to comply with the legal framework (EU/national)
Short term vision (topics to be further worked on during the coming years)	• Setting up NAP > collect data > create value (business) • National & local campaigns/pilot cases • Support to data owners for preparing data in accordance with standards to assure compliance (additional funding to NAP?) • Claims emerge when business found problems in NAP data; when it happens, it shows how the role of NAP is fundamental in assuring quality	• Pilot test with multiple NBs for some selected datasets (not feasible right now, but a possibility) • Data provisions to a single MS or European entity instead of multiple entries • Self-declaration submission to single NB (e.g., where data is registered) • NAP/NB that is capable to cover several countries (definition needed and communicated); start by trying for a cross border pilot
Long term vision		• More European vision, make process easier and decrease workload for NBs • NB carries out CA in cooperation with other NBs • CA in one MS is valid for all MS
Strategies	• NAPs included in national strategies, legal frameworks • Communication guidelines • Newsletter • Standardisation (methodological support) • Showcases from different NAPs • Best practices • Q&A section (basic, intermediate, personalised) • Service/data registration/concession	

Table 3: Strategies and processes to reduce CA related challenges for national and international organisations as discussed at the WG5 workshop in Vienna in April 2023

This discussion on strategies to engage organisations still requires further attention and will be done in articulation with WG1, WG2 and WG3. However, it seems clear that the future attention within the NAPCORE project needs to be framed around the following actions:
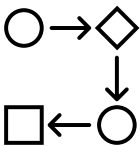
	Awareness actions • Increase the understanding and awareness of the benefits and importance of the ITS Directive and the role of private international organisations in achieving its objectives • Communicate the advantages of sharing data, such as improved efficiency, reduced costs, and enhanced safety • Showcase successful case studies and examples
	Dialogue & better knowledge • Potential survey conducted on data providers to better understand their concerns, reservations, challenges, and motivations towards sharing data on the NAPs; this could be done in articulation with task 1.2 and potentially also with WG2 • Further promote exchange forums, working groups, or industry consortia where organisations can actively participate, share knowledge, and collectively address challenges with NAPCORE • Implement feedback loops
	Streamline the NBs for NAPs • Pilot case for a cross border NAP streamlining the procedures and technical requirements for data sharing (CA, NB) • Progress with requirements harmonisation in view of CA validation in different NAPs • Implement feedback loops across MS, i.e. service provider → NAP/data provider (on data quality/usage of data set), NAP operators → data providers, NB → NAP operators/data providers, …)
	Evaluate incentives • Assess the feasibility and interest for some incentives: access to exclusive resources or information, preferential treatment, recognition for their contribution to the ITS ecosystem. • Certification of quality of data sets based on CA

Figure 5: Potential future fields of action

4.4. Creation of an incentive system or selection of sanctioning options in case of non-compliance

The main aim of this M5.6 report is to define strategies and actions to incentivise organisations to share their data on the NAPs. It is thus relevant to explore whether schemes of incentives and sanctions should be foreseen. The establishment of sanctions would involve legal obligations for the data holders. This would allow the creation of a harmonised data sharing within the European Union. However, there are no actions yet to develop a legal framework for private and international data holders to provide data on the NAP. Indeed, the development of such a framework might create additional burdens which should be evaluated against the benefits.

Other solutions might be, for instance, for the European Commission to provide "friendly notifications" which would question the absence of reporting by MS. This notification could be accompanied by an explanation of the benefits of connecting to the NAPs. In this case, little legal framework would be needed. However, the impact of these "friendly reminders" might also be less effective than in the

case of sanctions. These possibilities, along with any others that may arise during the deliberations on instances of non-compliance regarding harmonised (cross-national) enforcements will be further investigated in NAPCORE WG5 in 2024.

Analysis should be focused on the following topics:

- Common understanding of how to interpret/apply measures in case of non-compliance with regards to international stakeholders
- To offer benefits to big international players (e.g. operators of scooter)
- Supporting cities to legally oblige companies to provide data in order for them to be allowed to operate in the city
- To elaborate selling points regarding a higher degree of visibility if data is put on a NAP

4.5. Legal review of whether processes and strategies are suitable for CA procedure

Going hand in hand with the further work on non-compliance, also the legal perspective of possible measures will be analysed and investigated in 2024.

5. Accelerate the provision of data on the NAPs

The discussion on how to accelerate data provision will be a focus in the NAPCORE project in 2024. Greater international dissemination of data depends on several factors. Firstly, it is most important to use data exchange standardisation, which allows data to be exchanged between different information systems. A second important factor is data marketing. In the case of NAPCORE, it is rather a matter of understanding the requirements of the EC ITS Directive and offering opportunities for cooperation. Moreover, the analysis should cover both soft and hard law options. An avenue to be investigated involves incorporating a requirement in public tenders that obligates the transfer of data to the NAP (e.g. public transport, installation of electrical chargers on public domain, licencing for parking areas, obtaining a licence to offer shared mobility in a city,..).

Examples of potential areas of intervention to be evaluated include:

- National players: underline the importance of the NAPs and include them in legal frameworks, political frameworks; communication guidelines (how to provide data, use the NAP,…) → Q&A section on basic, intermediate, personalised level as every NAP is different; showcases from different NAPs presented in a newsletter; data registration concession to data providers; methodological support for national organisations; impose condition to put data on NAP in order to be able to participate in nationally funded projects and programmes
- International players: look into European Digital Act (share information on city level); concessions: encourage to share information on the NAP; cross-border NAP and NB; create a common international stakeholder list for NBs; EU projects and mobility events such as NAPCORE Mobility Data Days linked to data provision on NAP

6. Conclusions and next steps at this stage

This milestone report presents the initial reflections on strategies and actions to motivate organisations to provide data on the NAPs. Different institutions have been identified and main domains for their cooperation in relation to the different regulations assessed. Stakeholders have been grouped according to their geographical scope (national, international), type (data holder, service provider) and nature (public, private).

In parallel, Task 1.2 has also worked on the identification of stakeholders as well as the elaboration on first potential strategic options/actions and communication channels. Although this work is still in the initial stage of development, it became clear that a joint approach to the topic of external stakeholders' motivation to provide data on NAPs is necessary to maximise synergies, but above all to reduce the risk of multiple contacts and (potential) contradictory messages being exchanged.

This discussion on strategies to engage organisations still requires further attention over the next months, in articulation with WG1, WG2 and WG3. However, it seems clear that NAPCORE's attention needs to be framed around the following actions in the future: awareness, dialogue and better knowledge, streamlining the NB for NAP and elaboration on possible incentive schemes.

In particular, a potential survey conducted on data providers to better understand their concerns, reservations, challenges, and motivations towards sharing data on the NAPs, in articulation with task 1.2 and potentially also with WG2, is perceived as of major interest. The possibility of making use of polls in the NAPCORE Mobility Data Days 2023 (7th – 9th November 2023 in Budapest, Hungary) to kick off this consultation exercise is planned.

Another action that is already in the pipeline is a pilot case for a cross border NAP streamlining the procedures and technical requirements for data sharing and demonstrating option for cross border Compliance Assessment by National Bodies.