

Webinar and workshop: How to accelerate the provision of data on the NAP?

Welcome and agenda

Damaris Gruber (AustriaTech) welcomed the 65 participants and explained that the meeting would not be recorded as this would enable the participants to take part freely to the webinar and workshop.

I. Contextualisation

Damaris Gruber gave an introduction to NAPCORE and the ITS Directive. She underlined that the ITS Directive is accompanied by four Delegated Regulations (DR). Each of these DR requires the EU Member States to develop a National Access Point (NAP), on which stakeholders holding data as described in the DR, should provide these data.

These Delegated Regulations apply to all 27 EU member states.

NAPCORE as such is a European-funded project which aims to facilitate EU-wide coordination of NAPs and National Bodies (NB). Its goal is to increase interoperability and harmonization between the NAPs. All Member States, Norway, Switzerland and 3 private organisations are part of this project.

Regarding its achievements, NAPCORE is currently working on a data dictionary that will be published soon, as well as standardized data descriptions via a metadata catalogue (mobilityDCAT-AP), common use of standards, data exchange formats and data profiles (DATEX II & TN-ITS fusion).

Patricia Pumpler (AustriaTech) explained why NAPCORE is interested in stakeholder engagement. The reason is two-fold. On the one hand, the strategic perspective and on the other hand the need to accelerate data provision on NAPs. Regarding the strategic perspective, cities and regions move into NAPCORE's field of attention as there is a need understand stakeholders' needs and requirements, bridge the gap between the different levels of action, foster dialogue with local stakeholders and support efficient data provision in cities and regions. Regarding the acceleration of data provision on NAPs, this is linked to willingness to improve availability and accessibility of mobility data across Europe and the will to support stakeholders in data provision.

Patricia Pumpler presented the relevance of the New Urban Mobility Framework for NAPCORE which underlined the lack of consistent collection of urban mobility data and the need for a better EU governance framework in which Member States, regional and local authorities are more heavily involved. In addition to that, the revised ITS directive mentions urban nodes while addressing the geographical scope of data types that should be addressed. The PowerPoint displayed a table with the data types that should be made available for urban nodes.

Afterwards, the presentation identified the stakeholders affected by the two DRs. For MMTIS, it involves transport authorities, transport operators, infrastructure managers, transport on demand service providers, travel information service providers covering schedules, demand-responsive and personal transport modes. For RTTI, the stakeholders affected by the regulation are road authorities, road operators, tolling operators, service providers, digital map producers, recharging and refuelling-related stakeholders, holder of in-vehicle generated data

II. Presentation and discussion of the survey results

Albane de Crombrughe (Belgian Federal Ministry of Mobility and Transport) presented the results of the survey on "how to accelerate the data provision on the NAP", that was launched on 16/05/2024 and closed on 15/07/2024.

Overall, 77 organisations, across 18 countries answered the survey. Most of the respondents represented public organisations. 26% of the organisations were private organisations. The category

'other' (3%) mainly covered organisations that are public and private or organisations that did not understand this distinction.

The aim of the survey was to reach out to local authorities, and this was achieved as 23 of the organisations that answered the survey were cities or municipal authorities. The second largest group of respondents are road authorities, and the third largest group are the 'road operators or other infrastructure manager'. Most of the respondents were data holders themselves. 20 respondents were aggregators or proxies. Finally, 14 respondents answered "other", but when analysing the results, it seemed that these respondents were confused by the distinction that was made between 'data holders' and 'aggregators and proxies', and that some of them were aggregator as well as data holders.

In addition to managing to reach out to local authorities, the network coverage of the respondents of the survey was also local. As such, 41 respondents answered having an urban coverage, while 30 respondents covered a regional network.

When it came to the level of awareness of the ITS directive and its delegated regulation, approximatively 2/3 of the respondents were aware of the ITS directive and its DR. This means that Still 1/3 is only partially aware or not aware at all. The DR that the respondents are the most aware of were RTTI and MMTIS.

Regarding the awareness of the NAP existence, 68% of the respondents answered being aware of its existence and 67.1 % of the respondents are already providing data on their NAPs. The three largest categories of data that are already provided on the NAPs are Static Road network data, real-time traffic data and road-work information.

Thereafter, the focus was put on the respondent that are not providing data on the NAP. These organisations represented 1/3 of the respondent to the survey. The reasons for not providing data on the NAP that were highlighted were that the provision is planned (in the process of being set up) that the organisation does not own the required data, and/or that they do not have the resources to provide data on the NAPs. The survey also let the participants a free text box to add other reasons. Some of them indicated that their data was provided on the NAP via an aggregator. Others indicated timing issues and ownership of data issues.

These constraints led to a presentation of the barriers encountered while providing data on the NAPs. Once again, 2/3 of the participants answered that they were facing barriers. When it came to the type of barriers, the answered were clustered in three types. Firstly, the "know-how", secondly technical issues, which covered mostly data format and quality issues as well as IT issues, and thirdly organisational and governance barriers (lack of process knowledge and clarity, lack of resources, etc.).

To overcome these barriers to providing data on the NAPs, the survey asked the participants which type of support they would need. The most popular answer was the need to provide tutorials. Thereafter, the respondents underlined the need for FAQs on the DRs, the need to provide a webinar on data formats and finally bringing NAP operators and national body in closer contact with the organisations. Once again, the respondents to the survey could fill in a blank box to suggest other support measures. They underlined different measures that were gathered under three categories. A first category of support addressed the definition of standards for data. A second category of support would be governance support, which encompassed the idea of closer collaboration between stakeholders. Finally, the last category of support referred to a clarification of the data, which will be done in the soon-to-be published NAPCORE Data dictionary.

The survey allowed to define certain suggestions for improvement for the NAP. Some respondents highlighted to need to simplify the registration process, the need to increase the amount of data and features on the NAPS, to increase and improve contacts and communication with stakeholders, and finally, to plan a budget for joint activities.

III. Interactive work on motivation, benefits, barriers and concerns

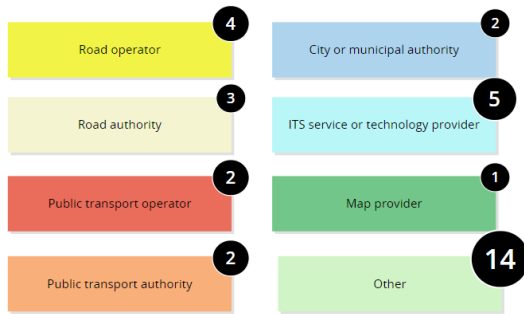
Patricia Pumpler invited the participants to connect to a [concept board](#).

The workshop started with a “ice breaker” exercise where all the participants had to identify where they were coming from.



Country	Number of participants
Austria	6
Belgium	4
Croatia	2
Cyprus	1
Czech Republic	2
Danmark	1
Estonia	1
France	1
Germany	3
Hungary	1
Ireland	2
Latvia	1
Netherlands	4
Portugal	1
Slovenia	1
Spain	1
United Kingdom	2
Total	34

The second question requested the participants to identify which type of organisation they represented.



For the discussion part, 5 questions were addressed. For each question, the participants had around three minutes to answer the questions through “sticky notes” before discussing each of them.

1. What would be a motivation for you to share data on the NAP?



Reflection/outcome Q1

For the first question, five categories of responses stand out.

The participants underlined the need to comply with the legal obligations. Indeed, as it is required by the ITS directive and its delegated regulation, data has to be provided on the NAP.

Another motivation would be “to receive something in return”, which encompasses as much other data than financial compensation when selling data.

A third category of motivations could be named “innovation and progress”. Here the idea would be that NAPs foster innovation, namely through digitalisation and sharing of data. This will improve the accessibility of data at EU-level, which can support the creation of better transport and travel services such as MaaS apps. This data could also be used to improve policymaking and management strategies. Hence, data providers that want to contribute to policymaking and management strategies, have an interest to provide their data on the NAPs.

A fourth motivation to bring data on the NAP is the ‘central’ aspect of the NAP. Having one channel gathering all the data allows for a centralisation, a facilitated sharing system and also improved data quality. However, there is a need for the NAPs to be more visible to reach more data providers and consumers. In addition to this, there is also a need to simplify the process of providing data on the

NAPs and to allow the data providers to have control on who accesses their data and for which purposes.

A final motivation for providing data on the NAPs would be the reduction of the costs related to the implementation of standards.

Discussion

A first participant underlined the need to better define which data is requested by service providers. Not everyone wants to share everything right away, so it is good to start with the data that is most sought after.

A second participant explained that at the moment, the NL is developing a European data profile for truck parking, doing this for other data types would be useful.

Q: How will that motivate people to put data on the NAP?

Participant: You need to look at the profiles and extract the data you need. It makes it easier to see what data is needed and what data needs to be provided.

A third participant underlined that there is a need to move beyond compliance tick-boxing. We need use cases around digital transformation benefits of organizations that provide data. They should be more promoted. There are also data quality benefits: if you share data, new users will check it, that way you can improve your data. If you reduce the barriers to innovation, you enable non data specialists to innovate with that data. If the data is difficult to use, cost of entry makes it difficult to interact with the sector. Focusing on these benefits for providers is even more important.

A fourth participant explained that his organisation is want service providers to use their strategies. they are therefore setting up a system to publish their data. There is no obligation for the service providers to use the system, but they see the benefit.

2. What benefits do you see in providing data on the NAP



Reflection/outcome Q2

The participants pointed out six benefits they saw in providing data on the NAPs.

A first benefit is that providing data on the NAP allows the data providers to fulfill legal obligations set by the ITS directive and its DR.

A second benefit brought to the front is the centralisation aspect of the NAPs. Indeed, NAPs gather all the data and allow easier access to it, which enables thus to reach out to a larger audience.

A third benefit highlighted is that the data can be used to inform policymaking/ strategy and service developers. Data providers expect thus policy makers, service operators, and others to use their data. Moreover, data on the NAP can also be useful for the data providers themselves.

Improved data quality and information is also underlined as a benefit from providing data on the NAP.

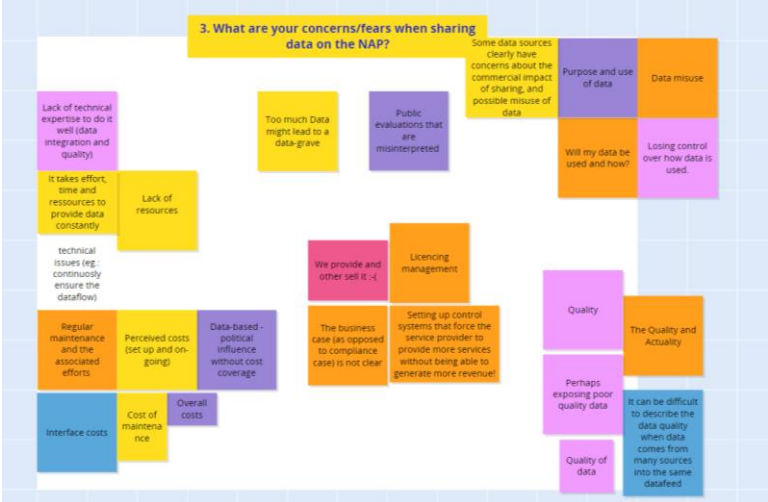
Finally, the idea of having an insight on who is consulting which data is also considered as a benefit by the participants.

Discussion

If a NAP has a variety of data, you can use it to develop a wide variety of services on a local, urban level. You can use a cross-section of data to develop new services.

A participant explained that they were testing to use a national public transport data set to inform national policy. They use the data of the NAP for it, to show policy makers why it is important to invest in the NAP.

3. What are your concerns/fears when sharing data on the NAP



Reflection/outcome Q3:

Various participants pointed to the costs, effort and technical conditions related to the regular maintenance needed to provide data on the NAPs. Generally, constraints in time, resources and technical expertise were named as hindering factors in this regard.

Another concern several participants share is losing control over how their data is used and the fear of data being misused. Moreover, the participants are concerned about certain quality aspects that go along with sharing data from various sources on the NAPs.

Discussion

A participant underlined that the quality of data is a concern. The technical standards of the moment do not define the quality of the data. If NAPCORE defines it, data providers might not have data that live up to it. The quality expectation that NAPCORE could set could be a clear gap.

Another participant supported this by explaining that some of the data providers, especially local authorities, might just publish data that is not accurate or up to date. They simply publish the data to meet the criteria.

A third participant highlighted that some data users would prefer not to find data if it is poor quality. It always seems like a waste of time to publish them.

A fourth participant underlined that public authorities in general like to publish data, but the effort to keep the data up to date and of good quality is the issue. Support for that would be highly appreciated, for example from NAPCORE. Making simpler standards, simple requirements etc. would help. We touched upon an interesting topic.

A sixth participant described that there is a national service to capture traffic data. Some local authorities are hesitant because they realise the quality of the data they hold has a cost implication, and it opens them up to scrutiny.

The first participant explained that there is still the question of what we mean by data quality. Providing consensus on providing data is still an issue.

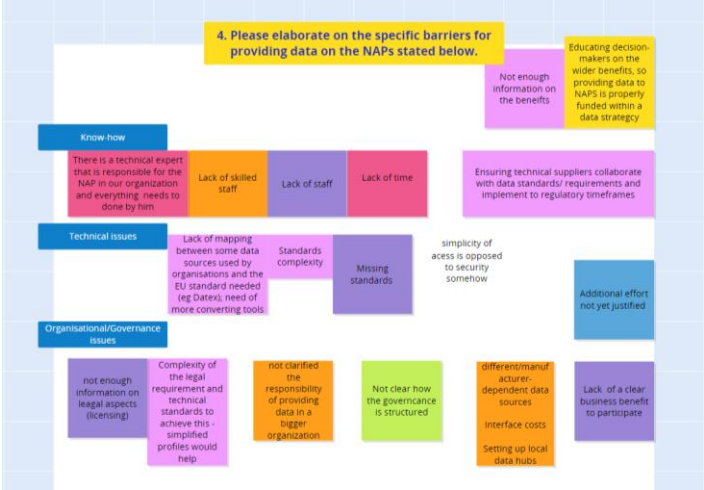
Another participant explained that there are a couple of technical applications in NL to help local authorities, there needs to be more automatization, this is up to the national authorities. This the biggest burden for the operators.

An eight-participant focussed on licensing as he considered this as a complex topic. He explained that there is no complete definition of it. He also underlined the existing gap between the ITS experts and the people that are registering data on the NAP, who are IT people, who probably do not have full knowledge of the legal side of things.

The fourth participant took the floor to inform the participants on the fact that his organisation publishes a lot of parking data. Indeed, Q-Park has a licensing system that allows to access the data for research and other reasons.

The third participant underlined that data quality relies on accuracy, which involves completeness, reliability, relevance, timeliness.

4. Please elaborate on the specific barriers for providing data on the NAPs stated below.



Reflection/outcome Q4:

Since technical expertise is needed to provide data on the NAPs, several participants named a lack of skilled staff and lack of time as main barriers to providing data on the NAPs. Moreover, it was pointed to the complexity of standards and the need for more converting tools.

Regarding organisational issues, participants highlight that governance structures are not always clear, responsibilities for providing data for instance, are not clearly distributed in bigger organisations.

Moreover, several participants require more information on the legal requirements and technical standards and legal aspects, such as licensing, and wish for simplified profiles.

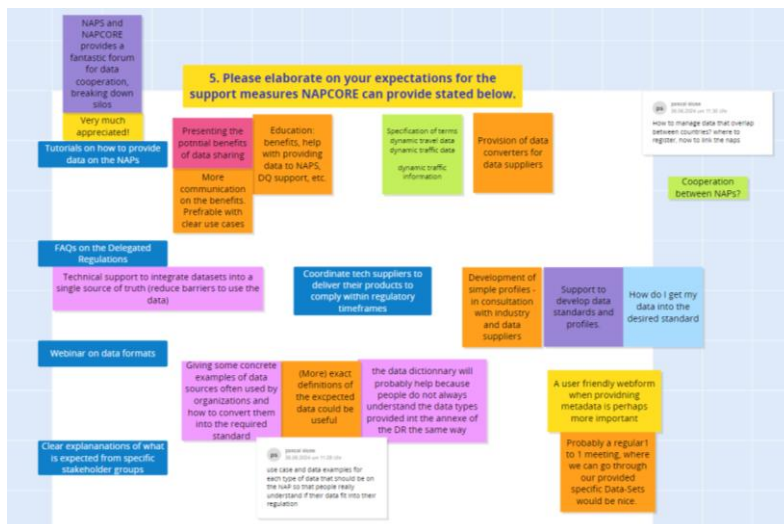
Furthermore, participants emphasised that they do not have enough information on the benefits of providing data on the NAPs and see a need to educate decision-makers on the wider benefits of data sharing.

Discussion

Christian: On the Danish NAP we ask data providers when sharing data to describe:

- Completeness.
- Timeliness
- Correctness
- Reusability (Relevance).

5. How NAPCORE can support providing data to the NAP's



Reflection/outcome Q5

Several participants stated that they see a need to better communicate on the benefits of providing data on the NAPs. It is suggested to work with use cases and concrete examples for each data type to be provided on the NAPs.

Moreover, the participants wish for support to develop data standards and profiles, technical support to integrate datasets into "a single source of truth", the provision of data converters and the coordination of technology suppliers to deliver their products to comply with regulatory timeframes.

Also, the data dictionary helping to understand the data types mentioned in the Delegated Regulations, a user friendly webform for providing metadata and regular one-on-one meetings between data providers and NAP operators/National Bodies are regarded to be useful.

Discussion

What would be expected for cooperation between national access points?

One participant questioned why local authorities would want to publish their data. He underlined that developing a platform to organise the local authorities must happen before the creation of instruments.

Another participant questioned whether data exchange between NAPs is clear or if NAPs (given different implementations) are going to need some guidelines.

It was explained that first the interoperability needs to be increased and then technical solutions might follow.

A last participant underlined that the motivation for sharing data and the motivation for spending resources on data quality is very important.

IV. Closure and next steps

In the coming months NAPCORE will develop recommendations on support measures National Bodies can provide to data providers and work on communication materials. This will be presented in a follow-up workshop in October 2024. The participants were also informed about the session on data provision in cities and regions at the NAPCORE Mobility Data Days (6th to 7th of November 2024, Turin), together with POLIS, EMTA and UITP. The registration for the Mobility Data Days will open at the end of June. Please see <https://napcore.eu/> and <https://www.linkedin.com/company/napcore> for more information.