



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

26/06/2024

Welcome and agenda

Time	Topic	Person	Institution
5 min	Welcome and agenda	Damaris Anna Gruber	AustriaTech
15 min	Contextualisation of the topic: Introduction to NAPCORE, the ITS Directive and related obligations for data sharing	Damaris Anna Gruber / Patricia Pumpler	AustriaTech
15 min	Presentation and discussion of the survey results <u>How to accelerate data provision on the NAP?</u>	Albane de Crombrugghe / Zuzana Svedova	Federal Public Service Mobility and Transport (BE) / CDV
45 min	Interactive work on motivations, benefits, barriers and concerns for providing data on the National Access Points	All participants	
10 min	Closure and next steps	Damaris Anna Gruber	AustriaTech

I. Contextualisation of the topic

Damaris Anna Gruber (AustriaTech)

Patricia Pumpler (AustriaTech)

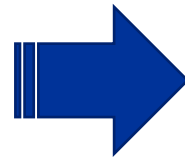
NAPCORE Scope – the ITS Directive (rev.) and Delegated Regulations

(a) DR No. 2017/1926 (rev.)
Providing EU-wide multimodal travel
information services

(b) DR No. 2015/962 → 2022/670
Providing EU-wide real-time traffic information
services

(c) DR No. 886/2013
Data and procedures for the provision, where
possible, of road safety-related minimum
universal traffic information free of charge to
users

(e) DR No. 885/2013
Provision of information services for safe and
secure parking places for trucks and
commercial vehicles

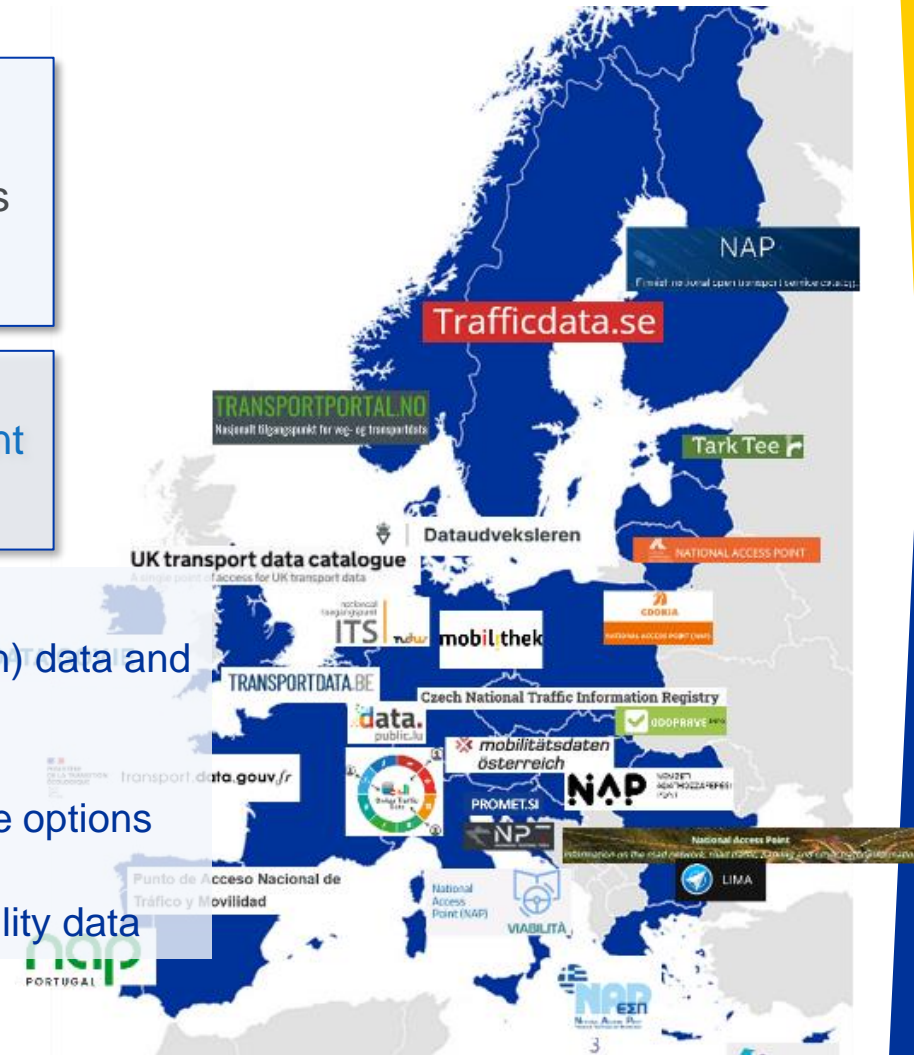


data categories
data standards
quality requirements
validity criteria
affected actors

Establishing a
National Access Point
& National Body

Point of departure

- Each NAP provides (information on) data and data services differently
- Different NAP architectures
- Different data descriptions, (re-)use options and data quality
- No interoperability of NAPs & mobility data



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NAPCORE – National Access Point Coordination Organisation for Europe

Objectives

- facilitate **EU-wide coordination of NAPs and NBs** for the harmonisation of the implementation of the European specifications on the ITS Directive
- **increase interoperability** by (further) establishing standards and **recommendations** for data exchange formats, content, access and data availability in the mobility domain in Europe
- empower the NAPs as the **backbone for ITS digital infrastructure** and mobility data exchange in Europe
- address existing and upcoming developments and challenges with a **joint European strategy, vision, and voice.**

Facts & Figures

- All Member States incl. Norway and Switzerland and 3 private organisations
- EC funded via Connecting Europe Facility (CEF), 2021 – 2024
- Programme Support Action
- Budget: 14 Mio €
- <https://napcore.eu>



Harmonisation activities and current achievements

- Generating common understanding of delegated regulations, data categories, definitions and requirements
→ **data dictionary to be published soon**
- Standardized data descriptions via metadata catalogue
→ **mobilityDCAT-AP published**
- Definition of **data quality** & service quality criteria
- Common use of standards, data exchange formats and data profiles
→ **DATEX II & TN-ITS fusion**
- Common description of NAP functionalities (e.g. interface definitions, core functionalities, ...)
→ **NAP Reference Architecture**
- NAP **data availability** visualization
→ <https://eunapmonitoring.napcore.imet.gr/>



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Reasoning for stakeholder engagement

Strategic perspective

- Cities and regions move into NAPCORE's field of attention
- Great number of stakeholders with varying needs; different modes of data and service provision
- 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

Accelerate data provision on NAPs

- Improve availability and accessibility of mobility data across Europe
- Support stakeholders in data provision, providing consultation and information material

Relevance of the New EU Urban Mobility Framework (2013) for NAPCORE

- Lack of consistent collection of urban mobility data
- Need for a better EU governance framework in which Member States, regional and local authorities are more heavily involved
- More focus on public transport, multimodal information systems and smart ticketing as well as information on actual traffic flows needed
- EC will consider the mandatory provision real-time data on the NAPs in its review of DR on MMTIS
- Revised ITS Directive and DR on RTTI reinforce real-time traffic information and multimodal digital mobility services
- Revision of TEN-T Regulation foresees strengthened focus on urban nodes



Brussels, 14.12.2021
COM(2021) 811 final

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

The New EU Urban Mobility Framework

{SWD(2021) 470}

Urban Nodes in the revised ITS Directive

- Urban area where the transport infrastructure of the trans-European transport network (TEN-T) is connected with other parts of that infrastructure and with the infrastructure for regional and local traffic (TEN-T Regulation)
- The Member State may choose to limit the coverage in cities at the centre of Urban Nodes to streets where the annual average daily traffic is more than 7 000 vehicles (ITS Directive)

- Provision of data types and services should be mandatorily available within concrete geographical scope
 - The entire transport network of the Union
 - The core and comprehensive trans-European network for roads
 - Urban nodes
- Table shows data types made available for urban nodes

Data relating to the provision of EU-wide road traffic information and navigation services		
Category	Static and dynamic traffic regulations	
Subcategories	Access conditions for tunnels	Access conditions for bridges
	Speed limits	Overtaking bans on heavy goods vehicles
	Weight/length/width/height restrictions	One-way streets
	Freight delivery regulations	Direction of travel on reversible lanes
	Traffic circulation plans	Permanent access restrictions
	Boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones	
Static multimodal traffic data for EU-wide multimodal travel information services		
Category	Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators)	

Stakeholders affected by DRs on EU-wide multimodal travel information services (MMTIS) and EU-wide real-time traffic information services (RTTI)

- Extension of geographical scope → DRs apply to general road network
- Stakeholder groups affected by regulations:
 - MMTIS: transport authorities, transport operators, infrastructure managers, transport on demand service providers, travel information service providers covering scheduled, demand-responsive and personal transport modes
 - RTTI: 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 Crombrugghe (Belgian Federal Ministry of Transport)

Zuzana Švédová (CDV)

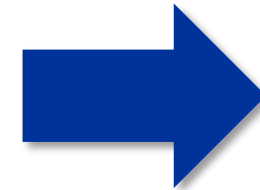
Context



Lack of data provided on the NAPs



Need to understand why?



SURVEY

Open on 16/05
Closed on 15/06



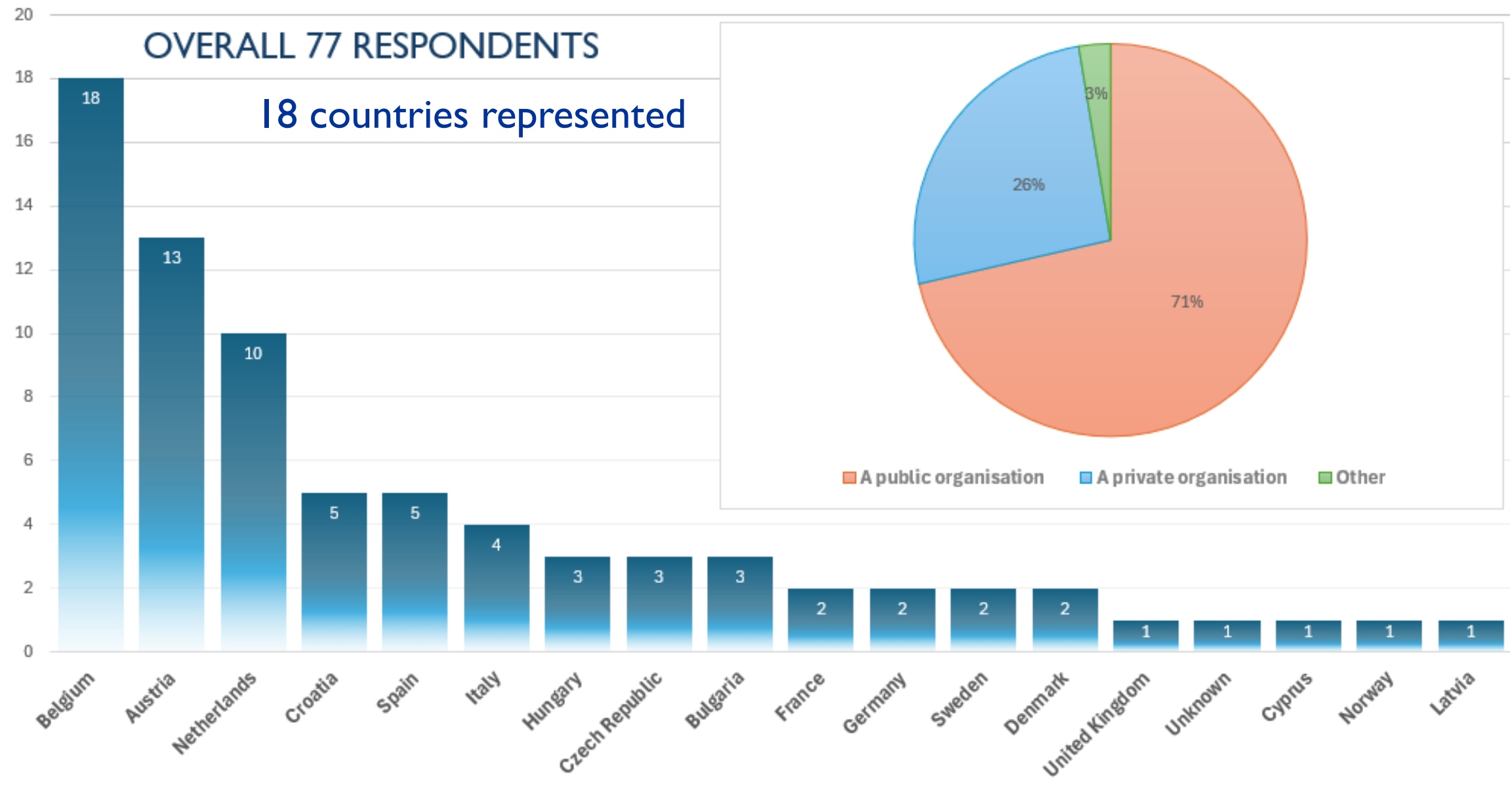
Williness to:

- better understand the challenges help data owners to overcome them
- Develop adapted tools to enable data owners

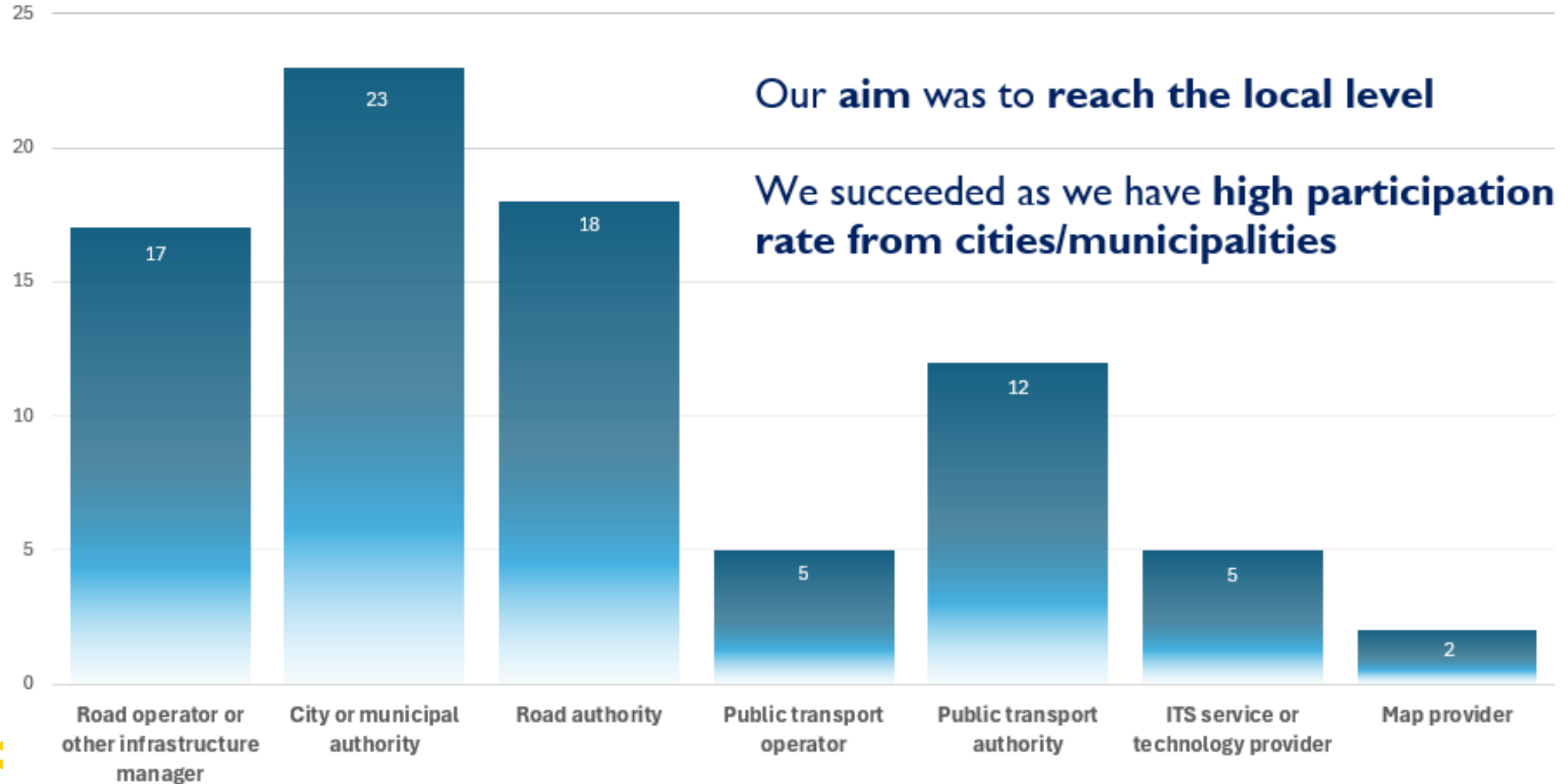
NUMBER OF RESPONSES

OVERALL 77 RESPONDENTS

18 countries represented



NUMBER OF RESPONDENTS BY SPECIFIC TYPES OF ORGANISATIONS



TYPE OF ORGANISATION

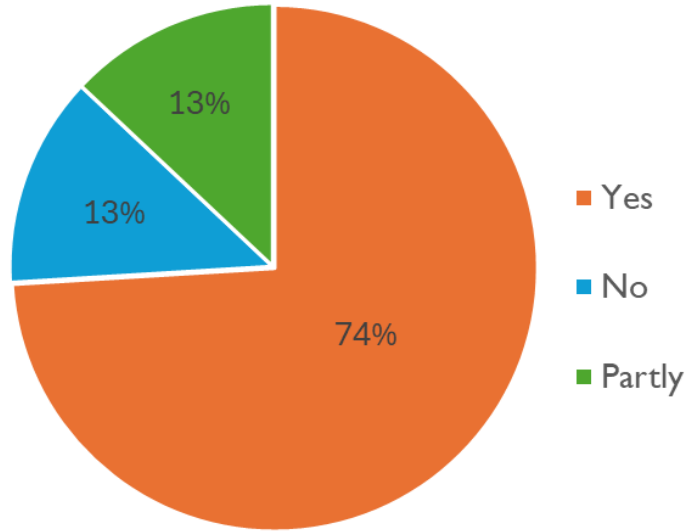
Role	Count
Data holder	62
Agregator / proxy	20
Other	14

"Others": no significant category. Mostly misunderstanding of the definitions of data holders and proxy.

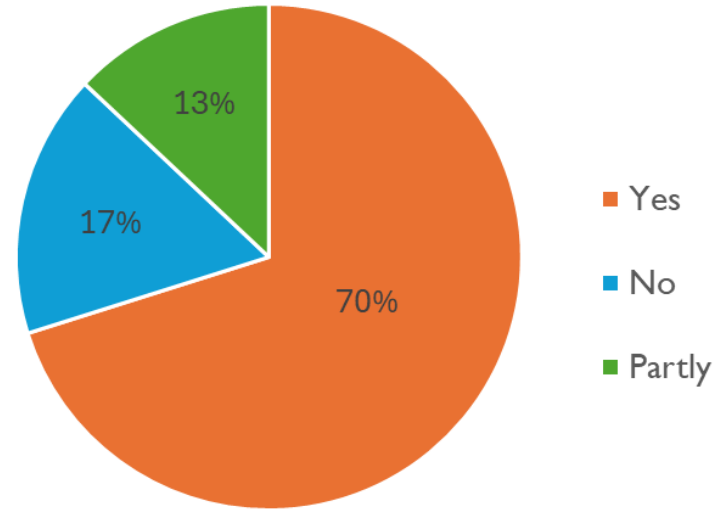
We managed to reach out to organisation which have an **urban and regional network coverage**.

Network coverage	Count
Urban	41
Regional	30
National	25
International	14

Overall Awareness of ITS Directive Among Organisations



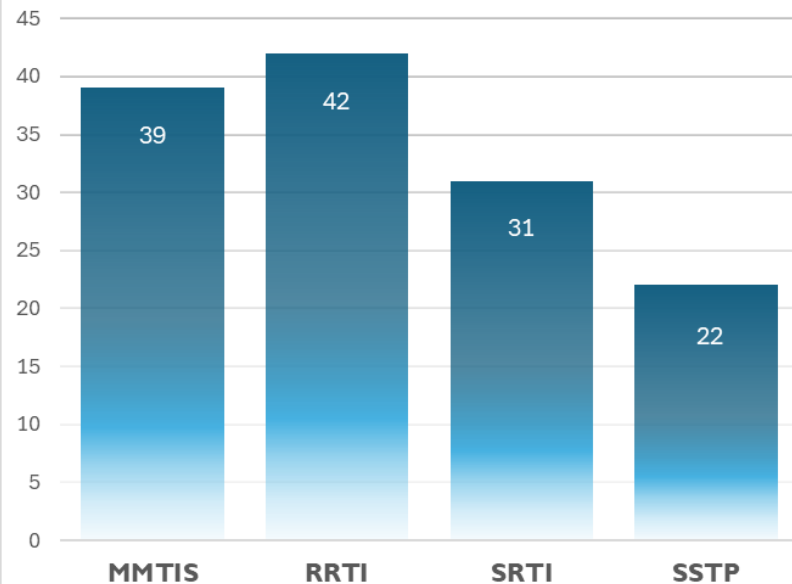
Overall awareness of Delegated Regulations Requirements



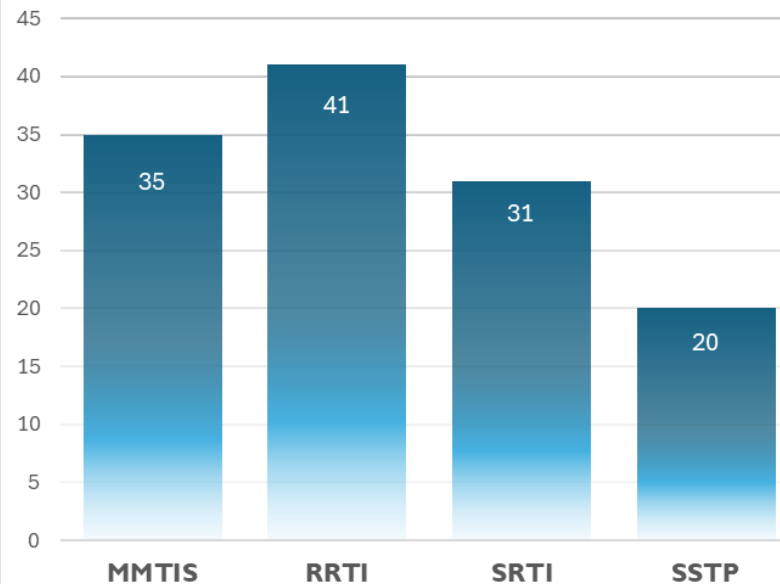
Approximately **2/3** of the respondents are aware of the ITS directive and its DRs

Still **1/3** is only partially aware or not aware at all

Awareness Of Specific Delegated Regulations

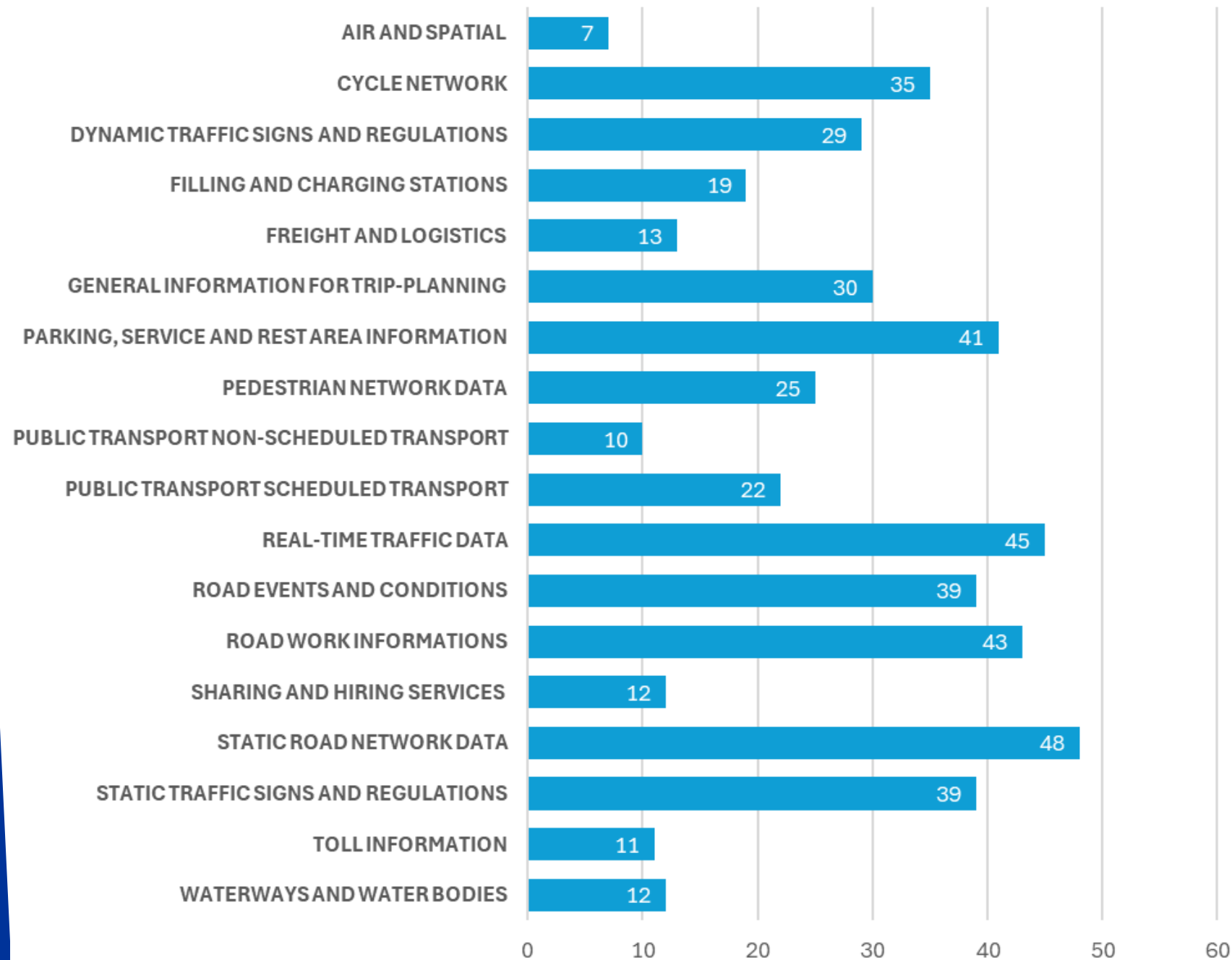


Applicability Of Specific Delegated Regulations



MMTIS & RRTI Are the most common DRs

Type of data owned by the respondent organisations



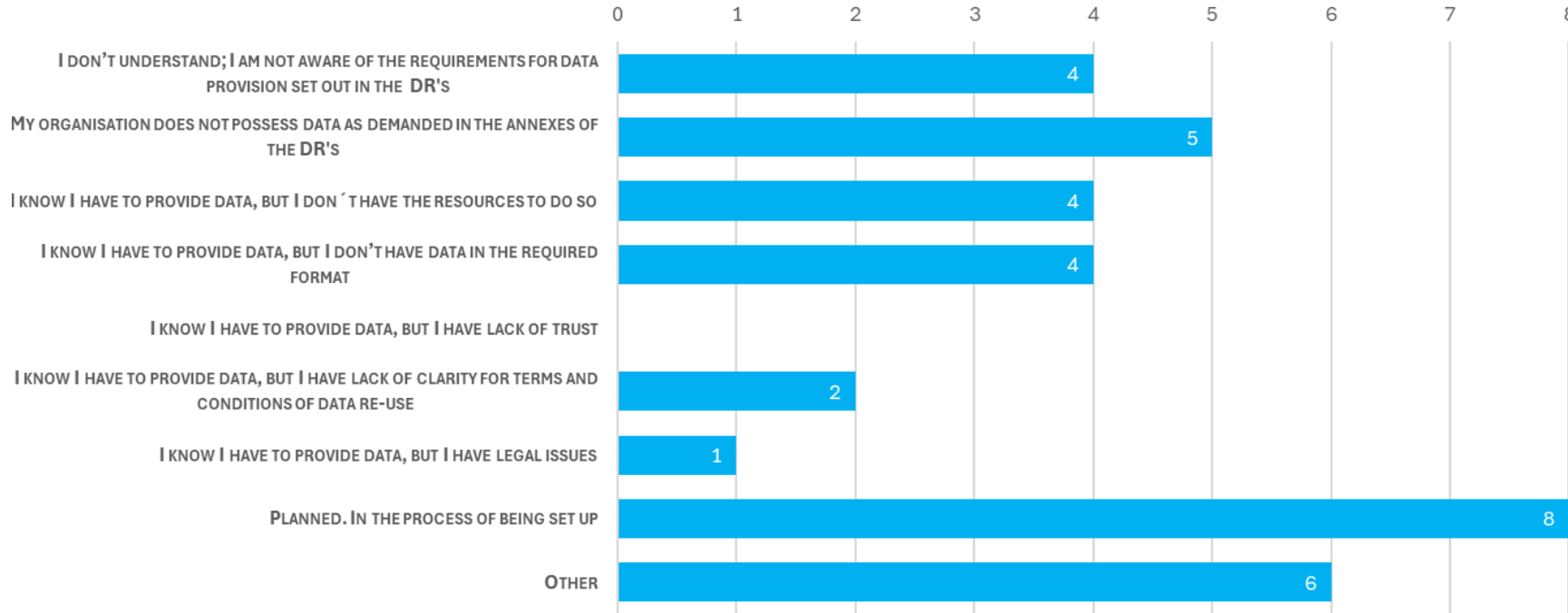
68 % of respondents are **aware of the NAPs' existence**

67,1 % of respondents are already **providing data to the NAP**

- I. **Static road network data**
- II. **Real-time traffic data**
- III. **Road-work information**

What about the others?

Reasons for Not Providing Data



**These results
only
represent 1/3 of
the respondents**

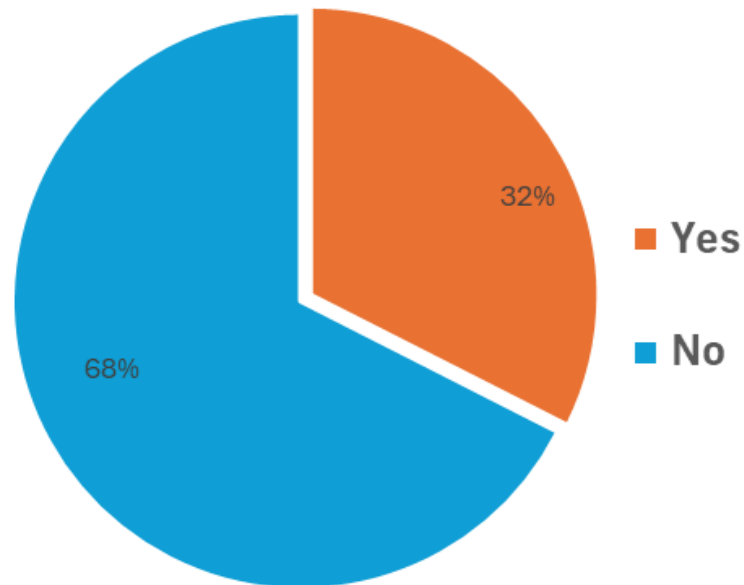
Main reasons:

- I. Planned
- II. Not the required data
- III. No resources

Other reasons:

- Provide data via a proxy/aggregator
- Issue of ownership of measured data
- Time

Do you encounter barriers when providing data on the NAP?



Which type of barriers?

- **Know how**
- **Technical issues:**
 - Data format and structure (standardisation, availability of translation tools, burden for the organisation)
 - Lack of requirements definition, type of data, etc.
 - IT (difficult to upload a batch of changes, the low frequency of renewal)
 - Loss of data quality due to format conversion
- **Organisational / governance**
 - The data flows through different level of power/organisations and the process is not clear.
 - Lack of resources

Type of support needed	%	Priority
Providing tutorials on how to provide data on the NAP	64,7	2,08
Publishing FAQ regarding the Delegated Regulations (Provide clarity)	54,4	2,45
Providing a webinar on data format? Datex II, NeTEx, etc	48,5	2,78
Bringing you in contact with your NAP operators/ National Body	36,8	3,22
Other: <ul style="list-style-type: none"> • Defining standards for data (requirements; sharing and quality). • Governance: A clear national explanation of what is actually expected from the municipal authorities and bridging the gap between domain experts and IT experts. • Data dictionary of NAPCORE (clarify the data listed in the Annexes of the DRs, better explanation of "static" versus "dynamic" data). 	19,1	4,47

Detailed Suggestions for Improvements to the National Access Point

- **Simplify registration processes**
- **Increase the amount of data and features on the NAPs**
 - Improve data exchange and dissemination
 - Enable real-time data sharing
 - API (APIs or website to upload data directly; have a RESTful API on NAP)
 - Establish standards when it comes to data format, timing and quality
- **Increase/improve contacts and communication**
 - I-o-I workshop with organisations to establish concrete action plans
 - Organise trainings
 - Share the benefits for the organizations
 - Creating more transparency regarding terms and conditions
- **Budget for joint activities**

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

Patricia Pumpler (AustriaTech)

Albane de Crombrugghe (Belgian Federal Ministry of Transport)

Please connect to the Concept Board:

<https://app.conceptboard.com/board/4rs2-pkc5-eta9-kx3x-u96c>

- Starting activity: who is participating?
- Discussion questions
 - What would be a motivation for you to share data on the NAP?
 - Which benefits do you see in providing data on the NAP?
 - What are your concerns/fears when sharing data on the NAP?
 - Please elaborate on the specific barriers for providing data on the NAP encountered (Know how, technical issues, organisational issues).
 - Please elaborate on your expectations for the support measures NAPCORE can provide.

IV. Closure and next steps

Albane de Crombrugghe (Belgian Federal Ministry of Transport)

- Develop communication materials (July-August-September)
- Workshop in October to present recommendations for the NAPs and communication material (Please, inform us if you do not want to be contacted)
- **NAPCORE Mobility Data Days: Session on data provision in urban/regional areas together with POLIS, EMTA, UITP**
 - 06-07 November 2024
 - Turin, Italy
 - Registration will open end of June
 - All info on: <https://napcore.eu/> and <https://www.linkedin.com/company/napcore>

Questions?