



Frequently asked questions to be published on the website of the National Body/ Competent Authority or NAP operator

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1. General questions	5
1.1. What is a NAP? Why do I need to provide data on the NAPs?	5
1.2. What are intelligent transport systems (ITS)?	5
1.3. What is the National Body/Competent Authority for mobility data?	5
1.4. What is the relation between a NAP and a National Body/ Competent Authority	5
1.5. What are the benefits of sharing data on the NAP	6
1.6. Self-declarations	6
1.6.1. What is a declaration of compliance, also called self-declaration (SD-form)?	6
1.6.2. Is a self-declaration required per organisation or per dataset?	6
1.6.3. Are only authorised persons allowed to sign the self-declarations?	6
1.6.4. Can third parties fulfil the declaration obligation?	6
1.6.5. What is the “accompanying documentation”?	7
1.7. What is a compliance assessment?	7
1.7.1. Who will be assessed by the National Bodies/Competent Authorities?	7
1.7.2. What are Compliance Assessment (results) forms?	7
2. Chapter 2: Delegated Regulations.....	8
2.1. MMTIS (2024/490 amending 2017/1926)	8
2.1.1. Services and modes of transport concerned	8
2.1.2. Does my organisation need to register data for MMTIS?	8
2.1.3. Does the MMTIS Delegated Regulation include the collection of data, i.e. the obligation to digitise information?	8
2.1.4. Which data must be provided regarding fares information parameters?	8
2.1.5. What is expected of cities and municipalities regarding MMTIS?	8
2.1.6. Taxi companies.....	9
2.1.7. What data shall be provided by car-sharing providers?	9
2.1.8. Parking operators	10
2.1.9. How are transport on demand service providers affected by the MMTIS Delegated Regulation	10
2.1.10. Car-sharing associations with a closed group of users (membership).....	10
2.2. RTTI (2022/670)	10
2.2.1. Services and modes of transport concerned	10
2.2.2. What should my organisation register on the NAP for RTTI?	11
2.3. SRTI (886/2013).....	11
2.3.1. Services and modes of transport concerned	11
2.3.2. What should my organisation register on the NAP for SRTI?	11
2.4. SSTP (885/2013).....	12
2.4.1. Services and modes of transport concerned	12

2.4.2.	What should my organisation register on the NAP for SSTP?.....	12
3.	Data quality, format and requirements.....	13
3.1.	What are the quality criteria being proposed?.....	13
3.2.	Data format requirements.....	13
3.3.	What should I do if my dataset is available in various formats?	13
3.4.	What shall I do if the data format does not fit any of the data formats listed in the Delegated Regulations?	14
3.5.	Which formats are considered machine-readable?	14
3.6.	Can NeTEx be used for shared mobility? Are there examples or a manual for this?	14
4.	How to proceed	14
4.1.	How do I share data on the NAP?	14
4.2.	How to update or delete the data I shared on the NAP	14
4.3.	How to use data that is available on the NAP.....	14
4.3.1.	Terms and conditions to use and provide data.....	14
4.3.2.	Licencing: Do I need to provide the data underlying my dataset/service on the NAP in an open manner?	15
4.4.	Are there limits to the usage of data downloaded from the NAP?	15
4.5.	How can I contact a data holder?	15
5.	GDPR.....	16
5.1.	How are data on the National Access Point provided in compliance with the GDPR?	16

1. General questions

1.1. What is a NAP? Why do I need to provide data on the NAPs?

A National Access Point (NAP) is a digital interface set up by a Member State that constitutes a single point of access to transport data required by the [ITS directive](#). NAPs are set up to facilitate access, easy exchange and reuse of transport data in Europe, to help support the provision of EU-wide interoperable travel and traffic services to end users.

The legal basis for the creation of the National Access Points are the [Delegated Regulations of the ITS Directive](#). Every Member State of the European Union is required to create a NAP for the different Delegated Regulations. An overview of the existing NAPs can be found through [this link](#).

In *[insert the name of the country]*, *[insert the name of the organisation/authority]* is in charge of managing the NAP.

Contact address:

Email address:

1.2. What are intelligent transport systems (ITS)?

‘Intelligent Transport Systems’ or ‘ITS’ means systems in which information and communication technologies are applied in the field of road transport, including infrastructure, vehicles and users, and in traffic/mobility management, as well as for interfaces with other modes of transport. ITS are advanced applications that provide innovative services in transport modes and traffic management. With ITS, users can be better informed which contributes to a safer, more coordinated and smarter use of transport modes and networks.

1.3. What is the National Body/Competent Authority for mobility data?

A National Body (NB)/Competent Authority (CA) typically refers to an organisation, institution, or entity that operates at a national level. These bodies are established by the government or recognised by authorities to oversee, manage, regulate, or represent various aspects of national affairs. They must be impartial and independent.

In the legal framework of the ITS Directive 2010/40/EU and related Delegated Regulations the main task of a National Body/Competent Authority is to assess whether data holders and service providers comply with the requirements set out in the Delegated Regulations, including requirements on data quality (compliance assessment).

1.4. What is the relation between a NAP and a National Body/ Competent Authority

The (meta-) data required as per the Delegated Regulations is collected on the National Access Points (NAPs). National Bodies/Competent Authorities are generally concerned with assessing the description of the data accessible on the NAP by carrying out compliance assessments on a regular basis.

1.5. What are the benefits of sharing data on the NAP

- Your data becomes visible and easily findable for a broader group of users across Europe and beyond.
- Providing data on the NAPs can encourage the provision of new mobility services, i.e. services for climate-friendly mobility solutions (MaaS, etc).
- Your data can be reused easily, and this opens new business opportunities.
- The NAP is one centralised source of data where specific standards are used, and certain levels of quality are ensured.
- The NAPs grant equal access to data re-users and ensure non-discrimination.
- 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).
- Your data may be verified by the NB upon random inspection, so you will receive detailed feedback that can be useful to improve your data.
- Your Corporate Social Responsibility can be enriched with your contribution to increased safety and to the reduction of CO₂-emissions across the European Road Network.
- By registering on the NAPs, you comply with the Delegated Regulations (EU).

1.6. Self-declarations

1.6.1. What is a declaration of compliance, also called self-declaration (SD-form)?

Declarations of compliance – also called self-declarations – must be filled-in and signed by data holders/service providers that have data sets or services listed in the data categories of the Delegated Regulations and provide them on the National Access Point. The data holders/service providers declare compliance with the Delegated Regulations by signing the self-declaration. For each data/service provider affected by a Delegated Regulation one signed self-declaration is necessary per Delegated Regulation.

The National Body/Competent Authority will use these self-declarations as input for their assessment process (compliance assessment) to check if data holders and service providers comply with the requirements of the Delegated Regulations.

[\[Link to templates\]](#)

1.6.2. Is a self-declaration required per organisation or per dataset?

Currently, a declaration per organisation shall be provided, supplemented by additional information (appendix with data sets), and signed by an authorised signatory.

1.6.3. Are only authorised persons allowed to sign the self-declarations?

Yes, self-declarations have to be signed by authorised signatories who are determined by the respective stakeholders.

1.6.4. Can third parties fulfil the declaration obligation?

Any entity providing data via the National Access Point can do so by proxy in accordance with applicable agreements, for example through a third-party database or aggregator. This does not relieve the original data holder of responsibilities regarding the quality of the original data being provided.



1.6.5. What is the “accompanying documentation”?

Accompanying documentation shall be provided by the data/service provider that provides (meta-) data, in accordance with the respective Delegated Regulation, on the NAP. The information in the accompanying documentation shall support the National Body/Competent Authority in carrying out the compliance assessment. If existing organisational documents provide answers or information to requested topics, they shall be added to the Annex of the accompanying documentation. Per Delegated Regulation one template for the accompanying documentation was prepared within NAPCORE.

[\[Link to templates\]](#)

1.7. What is a compliance assessment?

The National Bodies/Competent Authorities of the Member States carry out compliance assessments to check if data and service providers are compliant with the requirements of the Delegated Regulations (EU) 2017/1926, 2022/670, No 886/2013 and No 885/2013. In some Member States a financial penalty can be imposed to data/service providers by the National Body/Competent Authority if the requirements of the Delegated Regulations are not met. The requirements of each Delegated Regulation are listed in the [compliance assessment forms](#) set up in NAPCORE.

1.7.1. Who will be assessed by the National Bodies/Competent Authorities?

Providers of data and services must submit a dataset or a description of their (meta-) data to a National Access Point (NAP) in accordance with the afore mentioned Delegated Regulations. The provision of (meta-) data shall be accompanied by a ‘declaration of compliance’ and ‘accompanying documentation’. The National Body or the Competent Authority assess if data/service providers, who are selected by random sampling, meet the requirements of the Delegated Regulations.

*When data is provided by a Proxy, it is still the original data provider, and thus **not the proxy who will be assessed**.*

1.7.2. What are Compliance Assessment (results) forms?

Compliance Assessment forms can be used by the National Body/Competent Authority as basis to carry out compliance assessments. The compliance assessment forms include key questions for each article of the Delegated Regulation, the theoretical and the content assessment as well as the requirements to check the compliance. Compliance assessment results forms shall be used by the National Body/Competent Authority during the compliance assessment process to indicate if the assessed organisations comply with the articles of the Delegated Regulations.

Within NAPCORE, compliance assessment processes for the Delegated Regulations (EU) 2017/1926, 2022/670, No 886/2013 and No 885/2013 are still being harmonised. This will lead to a common assessment procedure across Europe and allow for comparability of the assessment of international private organisations. [\[Link to templates\]](#)

2. Delegated Regulations

2.1. MMTIS (2024/490 amending 2017/1926)

2.1.1. *Services and modes of transport concerned*

All transport modes are covered by this Delegated Regulation: public contracted and freely organised transport services, as well as personal modes of transport, are covered. The annex to the MMTIS (Multimodal Travel Information Services) Delegated Regulation lists the modes and means of transport involved:

- Scheduled transport such as air transport, rail transport (including high-speed rail, conventional rail and light rail), cable transport, long-distance coach transport, maritime transport including ferries, inland waterway transport, metros, buses and trolleybuses.
- On-demand transport such as shuttle bus, shuttle ferry, on-demand ride services, cab, car-sharing, car-pooling, car rental, shared rides, shared bikes, self-service bikes, bike rental, electric scooters.
- Personal transport such as cars, motorcycles, bicycles, scooters and walking.

2.1.2. *Does my organisation need to register data for MMTIS?*

Yes, if you are a transport authority, a transport operator, a transport on demand service provider or an infrastructure manager and have relevant data in digital format.

2.1.3. *Does the MMTIS Delegated Regulation include the collection of data, i.e. the obligation to digitise information?*

No, the MMTIS Delegated Regulation only concerns the accessibility of existing digital machine-readable data via the NAP, not the creation of new datasets which are not already in a digital machine-readable format. To be noted however that the revised ITS Directive (Annex III) mandates the creation of certain static multimodal traffic data from 2026 onwards.

2.1.4. *Which data must be provided regarding fares information parameters?*

The Delegated Regulation 2017/1926 (MMTIS) aims to offer multi-modal travel information services to users, also taking static fares into account. This means that static fare data that can be included in a route planner to help calculate costs, if available, should be provided.

2.1.5. *What is expected of cities and municipalities regarding MMTIS?*

Cities and municipalities have the obligation to register their mobility related datasets according to the Delegated Regulation (EU) 2017/1926. This currently only applies to data that is already available in a machine-readable format. It needs to be noted, however, that the revised ITS Directive (Annex III) mandates the creation of certain static multimodal traffic data from 2026 onwards.

More specifically, this involves for example the following data categories:

- Points Of Interest (POI's) (related to transport information, e.g. airports, railway stations, ports and other transport hubs)
- Cycle route network (segregated cycle paths, mixed traffic, mixed pedestrian and cycle path)
- Pedestrian and accessibility network



- Park & Ride stops Bike sharing stations (the permitted drop-off zones defined by the city/municipality)
- Secured bicycle parking facilities (e.g. locked bike garages)
- Car parking (where and how to pay for car parking?)

If this data is part of an aggregated dataset that is already registered on the NAP, the data does not need to be registered separately a second time.

Depending on the data category, the data is recommended to be registered in a certain format or standard.

- DATEX II
- Inspire
- NeTEx
- SIRI

Questions per sector

2.1.6. Taxi companies

What information must be provided by taxi companies?

Taxis are affected by the following data categories:

- How to book car sharing, taxis, cycle hire etc. (incl. retail channels, fulfilment methods, payment methods, accessibility)¹

If data is already available in a digital format, it should be provided in NeTEx format or any other fully interoperable format and registered at the National Access Point.

Can this information also be submitted via a centralised taxi service (proxy)?

The National Body also accepts NAP entries and self-declarations from third parties, which provide data for another provider, if agreed on internally. I.e., if a service provider operates under a large provider, a third party can also handle the data provision for partners.

2.1.7. What data shall be provided by car-sharing providers?

Car-sharing providers are affected by the following data categories:

- Location search (demand-responsive modes): iii) Car-sharing stations²
- How to book car sharing, taxis, cycle hire etc. (incl. retail channels, fulfilment methods, payment methods)³

If a service provider operates under a larger provider, a third party can manage data provision for its partners. In case of uncertainties, please contact your National Body.

¹ 1.3. Level of Service 3, b, ii)

² 1.2. Level of Service 2, a)

³ 1.3. Level of Service 3, b, ii)

2.1.8. Parking operators

The required data:

(a) location search – for transport on demand and personal transport:

- (i) location of parking places (on and off-street), including accessible parking places for persons with disabilities and persons with reduced mobility;
- (ii) Park & Ride stops;
- (iii) Park & Drive stops;
- (iv) bike-sharing stations;
- (v) car-sharing stations;
- (vi) secure bike parking (such as locked bike garage);
- (vii) scooter parking zones;

(b) where and how to pay for parking, including retail channels, fulfilment methods, payment methods;

(c) car parking spaces available (on and off-street).

2.1.9. How are transport on demand service providers affected by the MMTIS Delegated Regulation

Article 2 of the MMTIS DR provides a definition of “transport on demand service provider” and the Annex includes a non-exhaustive list of examples of different kind of transport on demand. Whether a transport on demand service provider is required to make a specific data type accessible via the NAP, can be determined by examining the requirements specified in the different data types listed in the Annex. This obligation exists only when the transport on demand service provider in its role as data holder has the data available in a digital machine-readable format.

2.1.10. Car-sharing associations with a closed group of users (membership)

Are they affected by the Delegated Regulation (EU) 2017/1926? No, since the offer and services are only available to selected users/members and cannot be used by the general public.

2.2. RTTI (2022/670)

2.2.1. Services and modes of transport concerned

The RTTI (real-time traffic information services) Delegated Regulation applies to:

- Data holders: means any legal person, data subject or public or private entity who has the right to grant access to or to share the data types listed in the Annex under its control, in accordance with applicable Union or national law;
- And data users: means any road authority, road operator, tolling operator, service provider and digital map producer or any other entity using data to create real-time traffic information or, where allowed by the terms and conditions determined by the data holder, using the data for other mobility related purposes;

The following organisations can be considered as data holders and/or users:

- Road authorities: any public authority responsible for the planning, control or management of roads falling within its territorial competence;
- Road operators: any public or private entity that is responsible for the maintenance and management of the road and management of traffic flows;
- Service providers: any public or private provider of a real-time traffic information service, excluding a mere conveyer of data to data users;
- Digital map producers: Any digital map producer that disseminates real-time traffic information,
- Tolling operators: any public or private entity taking the role of toll service provider or toll charger as defined in Directive (EU) 2019/520 of the European Parliament and of the Council,
- Recharging and refuelling related stakeholders: not defined in the Delegated Regulation
- Holders of in-vehicle generated data: any entity engaged in in-vehicle generated data collection, aggregation or other types of processing to fulfil privacy requirements.

The RTTI Delegated Regulation (EU) 2022/670 shall apply from 1.1.2025 on. New stakeholder groups will be affected (tolling operators, recharging and refuelling related stakeholders, holders of in-vehicle generated data) and the geographic coverage is broadened to the entire road network from 1st January 2028 on (stepwise approach).

2.2.2. What should my organisation register on the NAP for RTTI?

Organisations to which this Delegated Regulation applies should provide access to and update within a fitting timeframe the following data types:

- (1) data on infrastructure
- (2) data on regulations and restrictions (including static and dynamic traffic regulations, traffic circulation plans)
- (4) data on the state of the network (including road closures; lane closures; roadworks; temporary traffic management measures)
- (6) data on the real-time use of the network

2.3. SRTI (886/2013)

2.3.1. Services and modes of transport concerned

The SRTI (Safety-Related Traffic Information) Delegated Regulation applies to:

- Public and/or private road operators: any legal entity or natural person participating in the provision of road safety-related minimum universal traffic information;
- Public and/or private service providers: any legal entity or natural person participating in the provision of road safety-related minimum universal traffic information services;
- Broadcasters: broadcasters dedicated to the provision of traffic information.

2.3.2. What should my organisation register on the NAP for SRTI?

Registration of the detected road safety related events or conditions on the NAP by the public and private road operators and/or service providers is mandatory. The data should be provided in DATEX II or any machine-readable format fully compatible and interoperable with DATEX II.

SRTI data includes different types of road safety related events or conditions:

Types
Temporary slippery road
Animal, people, obstacles, debris on the road
Unprotected accident areas
Short-term road works
Reduced visibility
Wrong-way driver
Unmanaged blockage of a road
Exceptional weather conditions

The information for all data types should thereby include:

- The location of the event or condition
- The category of the event or conditions and where applicable a short description
- Driving behaviour advice, where appropriate. Note that the information should be withdrawn if the event or condition cease to subsist or shall be modified if there is a change in the event or condition.

2.4. SSTP (885/2013)

2.4.1. Services and modes of transport concerned

The SSTP (safe and secure parking places for trucks and commercial vehicles) Delegated Regulation applies to Public and private parking operators and service providers.

2.4.2. What should my organisation register on the NAP for SSTP?

Public or private parking operators and service providers need to collect data on safe and secure public and private parking areas for trucks and commercial vehicles (SSTP) on the [TEN-T](#) network.

The data should be provided in DATEX II or in any other compatible format in order to ensure interoperability of the information services across the Union.

SSTP data includes:

1. Static data related to the parking areas, including (where applicable):

- Identification information of parking area
- Location information of the entry point in the parking area
- Primary road identifier1/direction, and Primary Road identifier2/direction if same parking accessible from two different roads
- If needed, the indication of the exit to be taken/Distance from primary road

• Total number of parking places for trucks • Price and currency of parking places
2. Information on safety and equipment of the parking area: • Description of security, safety and service equipment of the parking including national classification if one is applied • Number of parking places for refrigerated goods vehicles • Information on specific equipment or services for specific goods vehicles and other
3. Dynamic data on availability of parking places: Including whether a parking is full, closed or number of free places which are available. For dynamic data, public and private operators and/or services providers are required to update their information no less than once every 15 minutes

3. Data quality, format and requirements

3.1. What are the quality criteria being proposed?

The quality framework, which sets the criteria for data quality, developed by [EU EIP](#) is currently being updated and should be accessible until the end of December 2024.

3.2. Data format requirements

You are required to provide the data in a machine-readable format. This means that information can be read and processed directly, without any additional conversion step. Different data formats required as per the Delegated Regulations (EU) are:

MMTIS (2017/1926):

- For dynamic travel and traffic data: SIRI and DATEX II
- For static, historic and observed travel and traffic data: NeTex and DATEX II

RTTI (2022/670):

- Infrastructure: DATEX II, INSPIRE, TN-ITS,
- Networks: DATEX II

SRTI (886/2013): DATEX II, or any fully compatible and interoperable with DATEX II machine readable format

SSTP (885/2013): DATEX II, or any fully compatible and interoperable with DATEX II machine readable format.

Compatibility: If the data are provided in compatible format, information about how data can be converted needs to be provided.

A general overview of the difference between the different standards/formats can be found in this link <https://transmodel-cen.eu/index.php/faq-general/>

3.3. What should I do if my dataset is available in various formats?

If a dataset is available in more than one format it is better to use the version that is most compatible with the Delegated Regulations (see question above chapter 3.3).

3.4. What shall I do if the data format does not fit any of the data formats listed in the Delegated Regulations?

If the format of your dataset is not compatible with data formats of the delegated regulations (for RTTI: DATEX II, MMTIS: DATEX II, Siri, NETEX, SSTP: DATEXII, SRTI: DATEX II) you can find all information about converting your dataset into DATEX II on the DATEX II webpage [Datex II Website](https://transmodel-cen.eu/). Or for NeTEx on <https://transmodel-cen.eu/>.

If your data needs to be converted, please provide the description of the format and how this can be converted to one of these formats.

3.5. Which formats are considered machine-readable?

The formats must be machine-readable. The obligations of the Delegated Regulations require data to be available in machine-readable formats. Formats are considered machine-readable when machines can interpret the file format (e.g., CSV, and XML exports). The formats specified in the Delegated Regulations should be applied.

3.6. Can NeTEx be used for shared mobility? Are there examples or a manual for this?

The NeTEx- part 5 format was specifically developed for the static data of "alternative modes" (= demand-responsive modes such as shuttle bus, shuttle ferry, taxi, car-sharing, car-pooling, car-hire, bike-sharing and bike-hire). This format allows the inclusion of information related to vehicles, fleets, stations, access options, geofencing, booking information, rates, user accounts, etc.

Through [this link](#) you can find the detailed technical information about this format with also some practical examples that can help with transforming data. It is also possible to watch the [webinar](#).

Additional very important material for NeTEx-part 5 is the XML Schema Definition (XSD): [https://data4pt.org/w/index.php?title=NeTEX#NeTex Part 5 for New Modes](https://data4pt.org/w/index.php?title=NeTEX#NeTex_Part_5_for_New_Modes). In [NeTEx – CEN Github](#), there are also some [examples](#) of XML files.

For real-time data, the SIRI format should be used.

4. How to proceed

4.1. How do I share data on the NAP?

The NAPs of the different Member States are individual in functionality and usage. To update or delete a data description or data submission at a NAP, please follow the procedures of the respective NAP.

4.2. How to update or delete the data I shared on the NAP

The NAPs of the different Member States are individual in functionality and usage. To update or delete a data description or data submission at a NAP, please follow the procedures of the respective NAP.

4.3. How to use data that is available on the NAP

4.3.1. Terms and conditions to use and provide data

In general, data should be shared and used respecting the FRAND principle (fair, reasonable, and non-discriminatory).



The SRTI Delegated Regulation mentions explicitly that road safety-related minimum universal traffic information data should be available 'free of charge' for users. This is not the case for other Delegated Regulations. For these data types, a data provider can request a fee in exchange for the data. However, these requests should be only cost-covering (a data provider should not make a revenue out of data-sharing) and non-discriminatory.

4.3.2. Licencing: Do I need to provide the data underlying my dataset/service on the NAP in an open manner?

It is not mandatory to provide open access to the data underlying your dataset or service on the NAP. Only the metadata and a link to your dataset or service need to be publicly visible on the NAP. The data or service that you host on your own website does therefore not need to be publicly accessible. You may ask for a contract or license for access to your data, whether or not in return for payment. If this is the case, you need to indicate this information in the metadata fields for your dataset 'Contract or license' and 'License type'.

For **SRTI** (Safety-Related Traffic Information), however, it is **mandatory that you make the category 'Minimum safety information' publicly available** (on your own website) **and free of charge**. This is stated in the [European Delegated Act 886/2013 for SRTI](#):

'Public road operators, service providers and broadcasters dedicated to traffic information shall provide road safety-related minimum universal traffic information to end users prior to the provision of any other non-safety-related traffic information. The information service shall be provided in such a way as to ensure the widest reach of end users concerned by the given event or condition referred to in Article 3.'

4.4. Are there limits to the usage of data downloaded from the NAP?

If you are reusing data of the NAP, you have to follow a set of rules:

- You are obliged to mention the source and date of the last update of the dataset
- You are obliged to process the data in an impartial manner
Ensure that you do not unnecessarily limit the reusability of the data.
- Respect the user agreement.
- The terms and conditions of travel information services are defined in contractual agreements between the travel information service providers. Financial compensations for the expenses of linking travel information services should be reasonable and proportionate.

4.5. How can I contact a data holder?

If you have specific questions regarding a dataset, you can directly contact the data provider. The email address of the data provider can be found in the metadata of that dataset. Please mention the dataset your question relates to in your communication, as some of the data providers provide multiple datasets on the NAP.

5. GDPR

5.1. How are data on the National Access Point provided in compliance with the GDPR?

Data on the NAP do not contain personal information and comply with legal requirements. Data and service providers only establish a link to the NAP; the dataset itself is not stored at the NAP. If the personal data of a data/service provider are used or shown, this has to be accepted by this data/service provider.