



Final report

Report on strategic exchange, cooperation and collaboration with externals and relevant stakeholders

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Abstract

This document reports on the work regarding strategic exchange and external cooperation. A recap of all Advisory Board meetings is included. In addition, the Cooperation Agreements that have been added since the last report are explained as well as the implementation status of all Cooperation Agreements. Additionally, the plans for the second funding phase of NAPCORE are explained. For further information on the set up of the Advisory Board and meetings in 2022 as well as the Cooperation Agreements with Cycling Industries Europe (CIE), the European Parking Association (EPA) and the C-Roads platform please have a look at the Mid-term report MH1.6.



Abbreviations

Abbreviation	Meaning
AISBL	Association internationale sans but lucratif
API	Application Programming Interface
EC	European Commission
CAT	Core Alignment Team
NAP	National Access Point
NAPCORE	National Access Point Coordination Organisation for Europe
SC, SCOM	Steering Committee
SCS	Steering Committee Support
SWG	Sub-working Group
WG	Working Group
WP	Working Programme

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1. Introduction

The objective of this report is to give an overview on the work regarding strategic exchange, cooperation and collaboration with externals and relevant stakeholders supplementing the mid-term report MH1.6. In NAPCORE the strategic exchange and cooperation with externals is mainly carried out by two mechanisms:

- The Advisory Board (see chapter 2. Advisory Board)
- Cooperation Agreements (see chapter 3. Cooperation Agreements)

The updates on these two mechanisms are described in the following chapters as well as the plans for the second funding phase of NAPCORE.

2. Advisory Board

The Advisory Board is an advising body for solicited and unsolicited advice to the NAPCORE Steering Committee and NAPCORE Activities regarding the project and its interactions in the European ITS ecosystem. The main task of the Advisory Board is to give overall non-binding strategic advice to serve the common objectives and vision of NAPCORE. The size and members of the Advisory Board were defined in cooperation with the EU Commission services. Initial planning took place in September 2021.

2.1. Set up of the Advisory Board

To **conceptualise the Advisory Board** a specific task force was set up, consisting of all active members of H.1 and interested NAPCORE partners. The relevant sectors and geographical coverage that should be covered by the Advisory Board were identified as well as associations and stakeholder groups relevant for each sector with emphasis on sectors that are not primarily covered by NAPCORE. The considered associations were narrowed down, specific members were identified, and a time schedule for the invitation phase was elaborated. In parallel, a document describing the Criteria and Process for the selection of NAPCORE Advisory Board Members was developed (see 5. Annex I).

After suitable associations were identified in the concept phase, H.1 partners reached out to the potential members to identify their availability and interest in joining the Advisory Board. Afterwards, bilateral meetings were held with every association.

The **current Advisory Board members** in alphabetical order are:

- ACEA - The European Automobile Manufacturers' Association
- ASECAP - European Association of Operators of Toll Road Infrastructures
- C2C CC – Car-2-Car Communication Consortium
- CEDR - Conference of European Directors of Roads
- CIE - Cycling Industries Europe
- C-Roads - The Platform of harmonised C-ITS deployment in Europe
- DFRS - Data for Road Safety
- EAFO - European Alternative Fuels Observatory
- EMTA - European Metropolitan Transport Authorities
- EPA - European Parking Association
- ERTICO – ITS Europe
- ETSC - European Transport Safety Council



- EV Roaming Foundation
- IRU - International Road Transport Union
- ITS private service providers (HERE, BeMobile, INRIX, TomTom, Google, Graphmasters)
- JSG - RU/IM Telematics Joint Sector Group
- MaaS Alliance – The Mobility as a Service Alliance
- POLIS - Cities and Regions for Transport innovation
- TISA - Traveller Information Service Association
- TM2.0 – Traffic management 2.0
- UITP - The International Association of Public Transport

2.2. Advisory Board meetings in 2022

The **Advisory Board constitutional meeting** took place on 7 June 2022 virtually and included a short introduction to NAPCORE and an explanation of the Advisory Board set up. “Rules of play” were established and the possibilities for interaction, as well as the added value for Advisory Board Members were presented. A slot for interactive work was included as well as a discussion about strategic future topics. The **second Advisory Board Meeting** took place at the NAPCORE Mobility Data Days on 2 November 2022 in Paris. A brief update on the status of the NAPCORE activities was given, followed by an interactive World Café workshop on the following four topics:

- Topic 1: Role of the NAPs in a Mobility Data Space
- Topic 2: Future of NAPCORE
- Topic 3: Implications of the revision of the RTTI DR - implications for private parties
- Topic 4: Implementation of the MMTIS and revised RTTI DR – extension of the geographical Scope

For more information on Chapters 2.1 and 2.2 please have a look at report MH.1.6. The slides and inputs of all meetings are documented in a Conceptboard (restricted access only for Advisory Board members and NAPCORE partners).

2.3. Advisory Board Meetings in 2023

The **third Advisory Board meeting** took place virtually on 24 April 2023. It started with a general project update and an overview of NAPCORE’s achievements. The ambassador work, as well as the status of Cooperation Agreements were presented. The following topics were discussed during the interactive work:

- MMTIS revision statement paper

These were the comments from Advisory Board members: It was noted that the duration, for which a dataset has to remain on the NAP, has not yet been discussed. This may be examined within NAPCORE after the publication of the revised delegated regulation, since this will not be detailed in the delegated regulation itself. APIs (Application Programming Interfaces) for booking and payment will most probably be part of the MDMS (Multimodal digital mobility services) and will not be covered within the Delegated Regulation. The European Commission will discuss these topics with different experts. The specific time a dataset has to stay on the NAP will be decided in reference to other documents like the passenger rights regulation. The revised delegated regulation will not include any mandatory collection of new data.

- RTTI implementation

These were the comments from Advisory Board members: It was highlighted that the relationship between parking and EV charging is an important use case. Additionally, the use case approach was positively received. Cooperation across borders and between private and public entities on single use cases is important. Within POLIS a taskforce to discuss about RTTI and use cases has been set up.

- European Access Point

These were the comments from Advisory Board members: If the EAP will operate as a metadata portal, the biggest issue is going to be the different requirements of the NAPs. One potential solution could be moving away from reliance on National Access Points, especially given the complexities of handling dynamic data. In this context, direct access through the EAP, rather than via the NAPs, may be necessary. Lígia Conceição notes that the EAP will be much more than a repository of links and the issue is dealt with. It is also stated that the European Access Point must be an “integration layer” and “connection bridge” between all NAPs. This will be discussed later in the process once the NAP reference architecture is finalized.

- Data dictionary

These were the comments from Advisory Board members: EPA is working on a detailed overview of the parking data already available on the NAPs as well as an overview of the parking data that should be available on the NAPs. The data dictionary is very important for various stakeholders (e.g. data providers, NAP operators) who need to “speak” the same language as well as for communities who are new in this topic because the NAPCORE language/wording is a high barrier. The minimum requirements will be defined as well. The European Railways Agency (ERA) has a dictionary (<https://data-interop.era.europa.eu/era-vocabulary/>) that shall also be taken into account. Within POLIS, discussions on traffic circulation plans, temporary traffic management strategy, a.o. are planned.

- Future governance structure of NAPCORE

These were the comments from Advisory Board members: A few members showed interest in a dedicated meeting about this topic. AustriaTech organized an additional, optional, extraordinary Advisory Board Meeting (see below). TISA sees NAPCORE as a key activity towards a real mobility data platform. It is highlighted that public transport is key for multimodality and this is currently missing in NAPCORE activities. A change is necessary for a coordinated approach in multimodality and TISA is happy to support in this topic. EMTA notes that NAPs shall work together in the long-term with the EAP but the formats and shapes are unclear and have to be defined. CIE highlights the new expert group on urban mobility (EGUM) from the European Commission. But a lot of data is missing especially from the urban environments. It is emphasized that urban domain represents a gap. The MaaS Alliance notes that the mobility management for users is their focus, especially tools to influence mobility in cities.

On 30 August 2023 an **extraordinary meeting** was organized to inform the Advisory Board on plans regarding the future of NAPCORE and to collect feedback.

The **fourth Advisory Board meeting** was organized in conjunction with the NAPCORE Mobility Data Days on 7 November 2023 in Budapest, Hungary. The General Secretary gave an overview of the NAPCORE Mobility Data Days as well as the status of NAPCOREs work and achievements. The remaining time was used to work interactively on the following topics:

- The revised ITS directive and its implications
- Future of NAPCORE
- Standardisation aspects in context of a selected topic
- Use cases for the use of NAP data in support of multi-modal traffic operations

The outcomes are summarised as follows:

The revised ITS directive mentions Mobility-as-a-service, which is a new and broader approach than earlier. Therefore, the input from the Advisory Board was that NAPCORE should focus more on public transport data e.g. rail. NAPCORE should be the frontrunner in the harmonisation of NAPs and its data content. This should be done by making guidelines, especially in relation to technical support, e.g. in relation to standards or interoperability and describe minimum requirements for instance on NAP architecture. The goal is to make good quality data easily accessible so that service providers can use the data. NAPCORE should therefore encourage Member States to implement the mobilityDCAT-AP on every NAP. NAPCORE should be a platform for the exchange of experience and knowledge, as well as for showcasing best cases. Additionally, marketing NAPCORE more intensely should be a goal. NAPCORE shall be sure that no other projects are doing the same, e.g. in relation to EMDS.

One important tip regarding the future of NAPCORE was that a clear plan for the future is necessary before the structure can be chosen. Identifying the unique selling point was suggested. It was very clearly indicated that an AISBL (Association internationale sans but lucratif) is not a good option. Most green dots were added to the European agency. It was highlighted that a linkage to the EC is important because that ensures that the content is Member State driven. Also, the enlargement of the geographical scope will be important and has to be figured out. Timo Hoffmann mentions that research will be done regarding an informal group for Member States. The input will be integrated in the further work regarding the long-term governance structure of NAPCORE in 2024.

It was recommended to investigate how to improve the standardization process by CEN, because it may pose a potential risk to the ITS Directive and the associated Delegated Regulations. The participants discussed that the process of CEN could jeopardise the Delegated Regulations. This is not urgent but has to be taken into account. In the rail sector conflicting regulations are in force. This needs to be addressed. The ITS domain has over 200 standards and more are coming. It was suggested that these standards should be maintained as part of a cohesive ecosystem. Particular emphasis was placed on the importance of standards for vulnerable road users. Also maps need to be better supported by the standards. Overall, the process was positively received.

The objective of the fourth topic was to present some added value scenarios how data from NAPs can be utilized (see also M3.12 European NAPs added value scenarios in key application areas). One important learning from these use cases was that it is not trivial to access data across the different NAPs. In some cases, a lot of time was required to access the datasets. It was also highlighted that parking data is not well represented on the NAPs (see study from EPA) and that other modes of transport besides road shall be included more often. Some scenarios were suggested and critical success factors for NAPs were mentioned.

2.4. Advisory Board Meetings in 2024

The **fifth Advisory Board meeting** was held on 29 April 2024 virtually. Following topics were presented:

- WG1 NAP & NB strategy and governance
- WG1 Information on Ambassador work
- WG2 NAP LoS KPI Framework
- WG3 Data Dictionary and Quality Frameworks
- WG4 Roadmap for harmonisation
- WG4 DATEXII / TN-ITS merger
- Follow-up project: NAPCORE X
- NAPCORE long-term governance (ITS Directive, Art 5)
- Engagement options within NAPCORE

Following comments were provided. Responding to a question it is highlighted that NAPCOREs goal is European NAP operator alignment. It is noted that ETSI has published a standard on parking availability and the NAPCORE Parking Ambassadors are aware of this development. However, EPA representatives expressed scepticism on launching another parking standard, emphasizing that interoperability and the reduction of existing standards has been the main goal in the last years. There is a need for discussion. It is noted that a closer look should be taken at the AI act. DG Connect is supposed to be coming up with guidelines. Traffic is defined as high risk in the AI act and the timeline of the European Commission is very tight. Standards shall be harmonised in 2025 which basically means they should be finalised at the end of 2024. EPA is developing a set of definitions related to the parking data profile. It would be useful to feed that into the Data Dictionary before September. POLIS is working on the topic of Traffic Circulation Plans and its definitions in the context of RTTI. They are quite advanced and are having a validation workshop in May. It will be published in May and should be considered for the Data Dictionary. Timo Hoffmann explains that NAPCORE X shall be the place for coordination and harmonisation. More consideration shall be given to which interest groups need more engagement.

The **sixth Advisory Board meeting** was organized in conjunction with the NAPCORE Mobility Data Days on 5 November 2024 in Turin, Italy. After a short introduction by the General Secretary of NAPCORE, the Advisory Board members worked interactively in the setting of a World Café on following topics:

- NAPCORE-X and future stakeholder engagement
- Cybersecurity and the NIS 2 Directive / Artificial Intelligence
- Terms and conditions for data re-use

The outcomes are summarised as follows.

The Advisory Board is generally regarded as a good start for stakeholder engagement within NAPCORE. Especially the ambassadors' approach and the Member States being in charge of central decisions is appreciated. It is stated that multiple NAPs are involved in topics such as AFIR and cycling. There are wishes to stronger support the industry and implementations as well as to focus more on multimodal mobility and the rail sector. Things that could be improved include how to reach local authorities/municipalities and make them aware of their obligations and a strengthened focus on cities and regions. In addition, there is a general demand for focus in topics which are addressed. It is suggested to create roadmaps for topical communities. Moreover, there is a demand for clarity on what to expect and to become more predictable – what are plans of different ministries regarding deployment of ITS Directive. Furthermore, it is noted that not only high-level discussions, but also “real” work and actions are important. Finally, it is regarded useful to have more knowledge about



which data is being used. This is currently difficult, because there are no obligations towards that, but there might be possible synergies with discussions on a common European mobility data space (EMDS).

A lot of questions were raised regarding the topics AI and cybersecurity, some could/should be answered by NAPCORE. Moreover, current cybersecurity laws should be accessed. A possible task for NAPCORE is to develop recommendations for and share best practices in terms of cybersecurity. This should include consideration of both technical and organisational aspects, as well as input from National Bodies. It could be useful to assess existing expertise and skills through a survey and organise trainings on cybersecurity and AI to create more knowledge.

There was an engaging discussion with all participants, during which the permissions, obligations, and prohibitions were clarified that form the basis of the terms and conditions. The idea of permissions promoting the use of NAPs was discussed, with participants emphasizing that terms and conditions depend on the level of standardization and the relationship between data providers and consumers. The voice of service providers should be considered. Participants highlighted that permissions such as CC-BY and CC-ZERO licenses, which promote the use of NAPs, are less restrictive and thus preferred. Regarding the fair data exchange topic, key factors influencing data consumers' willingness to pay were identified as quality, liability, and accuracy. Chances for the future include the PSI Directive and an increased level of standardisation for data and services. Some participants suggested adopting a matrix approach focusing on specific data categories within the amended ITS Directive. This approach would detail relevant data holders and define the role of NAPs for each data type, aligning activities with the Data Act.

2.5. Advisory Board Meeting in 2025

The **seventh and last Advisory Board meeting** of the first funding phase of NAPCORE was held virtually on 4 April 2025. Following topics were presented and discussed:

- Follow-up project: NAPCORE X
 - It was clarified that NAPCORE-X will interact with the market by being an enabler and supporter of the commercial side of the industry. The collection and use of data has to be considered but the main focus is provision.
 - It was noted that in regard to including multimodal topics different modes should be considered equally.
 - Further feedback was that the relevant agencies shall be involved in the work.
 - It is explained that partners will have to set up a national implementation roadmap in NAPCORE-X.
- NAPCORE long-term governance (ITS Directive, Art 5)
 - A MPA is generally deemed as a good option.
- Engagement options within NAPCORE
 - In general, the Advisory Board is seen as a good engagement option.
- Stakeholder engagement in DATEX II governance
- Information on Ambassador work
- Interoperability Demonstrators
- NAP and EMDS
 - The EC mentions the EMDS final webinar that was recorded and is available online ([Creating a common European mobility data space - European Commission](#)).
- Terms and conditions for data re-use

- The responses to the fair data exchange survey from private data providers were presented, although the number of responses was quite low.
- The survey was deemed very important and it is a pity that not more organisations replied.
- Data Dictionary
 - The goal of data dictionary as well as the structure of it were once again presented.
 - In addition, the status of the NAPCORE GitHub repository related to the data dictionary was shared.
 - Emphasis was placed on the process for updating and changing the definitions.

2.6. Evaluation of usefulness of the Advisory Board

To evaluate the effectiveness of reaching the Advisory Board members Figure 1 illustrates the number of participating organisations per meeting. In general, participation varied across the meetings. While some associations contributed regularly and attended most of the meetings, others remained unresponsive.

In the second funding phase of NAPCORE it is planned to revisit the setup of the Advisory Board. Some associations may no longer be interested in participating, while new ones could be invited to join.

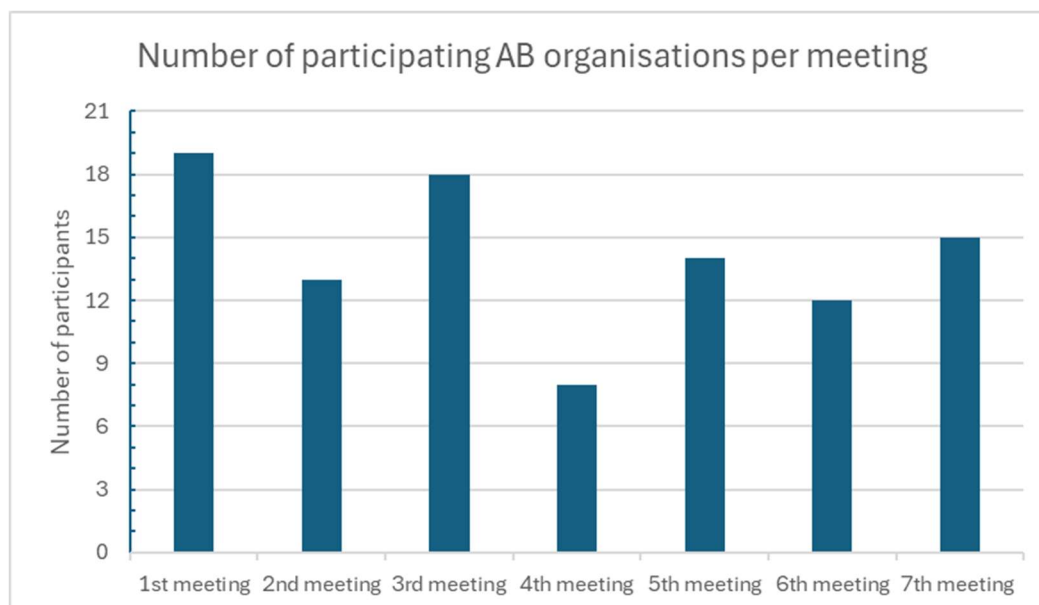


Figure 1: Number of participating Advisory Board organisations per meeting

3. Cooperation Agreements

Cooperation Agreements are the basis for individual involvement of external organisations in NAPCORE. The goal is to foster interaction and discussions with those organisations on operational (Working Group) level. In addition to the Advisory Board, which is on overall strategic level, this will add valuable input to technical aspects of NAPCORE. To have a written basis for Cooperation Agreements within NAPCORE, a short document called “Background, process and criteria for the establishment of Cooperation Agreements between NAPCORE and externals” was elaborated.

In total, NAPCORE signed six Cooperation Agreements with the following organisations and associations:

- CIE - Cycling Industries Europe
- EPA - European Parking Association
- C-Roads - The Platform of harmonised C-ITS deployment in Europe
- DFRS - Data for Road Safety
- POLIS - Cities and Regions for Transport innovation
- And one Agreement on Safety Related Traffic Information (SRTI) with following partners:
 - TISA - Traveller Information Services Association
 - DATEX II community as part of NAPCORE
 - DFRS - Data for Road Safety ecosystem
 - C2C-CC - Car-2-Car Communication Consortium
 - C-Roads - The Platform of harmonised C-ITS deployment in Europe

More information on the first three listed Cooperation Agreements can be found in the mid-term report MH.1.6.

3.1. New Cooperation Agreements

Since the last report MH.1.6, three of the above-mentioned Cooperation Agreements were finalised and signed. Further details on these new Cooperation Agreements are listed below.

3.1.1. *Data for road safety*

The Cooperation Agreement with DFRS should foster the exchange of intelligence on availability of data of relevance for road safety. DFRS and NAPCORE agree to cooperate on the following activities:

- Exchange of best practices in terms of availability of data that are relevant for road safety purposes
- Exchange and upgrade of knowledge on the availability and use of SRTI data at the NAPs
- Exchange on lessons learnt from the governance set-up and working of each other's ecosystem (contractual framework, regulatory policy, other legal issues)
- Benchmarking of the performance of data sharing mechanisms, lessons learnt, enablers, blocking factors (aggregated/anonymized, with due respect to confidentiality)
- Dissemination of each other's ecosystem and its working
- Development of joint activities and actions with the aim of improving the quality and accessibility of road safety related data
- Jointly work on SRTI-related content and data modelling and profiling in relevant standards
- Jointly work on the ways pan-European SRTI datasets are made findable and accessible on the NAPs in an efficient and reliable way

- Jointly assess the fit for purpose of the Delegated Regulation (EU no. 886/2013) and when deemed appropriate have a concerted action to raise the need for modernisation to the European Commission

3.1.2. POLIS

In general, the Cooperation Agreement with POLIS aims to enhance the dialogue with data and service providers operating on the urban level in order to foster efficient data provision in cities and regions. The following goals are listed in the Cooperation Agreement:

NAPCORE and POLIS agree to

- Support dissemination of results on POLIS Annual Conference and NAPCORE Mobility Data Days
- Collect requirements and needs of cities and regions in order to define suitable support measures for efficient data provision (by means of 1 or 2 questionnaires or 1 or 2 joint workshops)
- Jointly create and disseminate information and training material for data and service providers operating on the urban level (working out FAQs or an informative fact sheet)
- Organise one or two joint workshops in order to learn about the structure of data provision in urban settings as well as identify the needs of stakeholders
- Organise joint trainings on data exchange standards focussed on cities and regions

3.1.3. Safety Related Traffic Information (SRTI)

TISA, NAPCORE, DATEX II, DFRS, C2C-CC and C-ROADS have entered into this Agreement to jointly work on the harmonization of Safety Related Message Sets for Safety Related Traffic Information (SRTI). This Agreement concerns the document “Safety related message sets – Selection of DATEX II Situations, DENM and TPEG2-TEC Causes and TMC Events for EC high level Categories” and any related work. The aim is to contribute to a fully interoperable technical ecosystem supporting the policy aims of the European SRTI Delegated Regulation.

The Parties agree to:

- Accept joint ownership of the work results produced under this Agreement
- Continue the work on the harmonization of SRTI message sets and any supplementary documentation
- Participate actively in joint activities, such as working group or task forces, to improve and extend the work
- Support strategic actions that facilitate interoperability within the ITS ecosystem and support the SRTI related Delegated Regulations within Europe
- Strive to include further ITS or related standards or organizations into the harmonization of SRTI message sets
- Promote the outcomes of the Parties`work under this Agreement
- Foster collaboration in the area of ITS between the Parties and their membership organizations

3.2. Implementation status

Each Cooperation Agreement was assigned to an owner responsible for providing regular updates on the implementation. All actions so far as well as plans for the future are described in the following sub-chapters.



3.2.1. Cycling Industries Europe (CIE)

The cooperation with CIE allowed the Cycling Ambassadors and the taskforce to organise several workshops to select use cases for cycling data and to identify data types concerning infrastructure, real-time, parking and counting. Based on the conclusions of the workshops, a first recommendation report was provided by the cycling taskforce to the EC DG MOVE.

3.2.2. European Parking Association (EPA)

This Cooperation Agreement was signed during the ITS congress in Lisbon in May 2023. It fosters joint work and alignment on standards (DATEX II, APDS, NeTeX), enables provision of data on NAPs by EPA partner, identifies challenges and issues regarding parking as well as countermeasures. Forces are joined in order to have a stronger voice in the alignment of data, data quality, usability and standardisation to guarantee a functioning exchange of information, to create a win-win situation for NAPCORE and EPA and to address innovations and their related impact on standards, like AVP (Automated Valet Parking).

The Cooperation Agreement was set into action via a first alignment during the NAPCORE Mobility data days 2023. This resulted in a kick off meeting in Utrecht in March 2024 where several actions were defined:

- Regarding regulation, data quality and standards an alignment on functional profiling (DATEX, NETEX) was established. Two meetings were held in 2024 (8 July 2024, 4 September 2024). One of the results was the creation of a converter that proved data standard compatibility between APDS and NETEX.
- Regarding data availability a concise information document for EPA operators was established. This action was realised by EPA under supervision of NAPCORE.
- Regarding data availability a questionnaire is still in preparation.
- Regarding data availability an EU parking data dashboard should be realised. This is in preparation.
- Regarding Data Quality NAPCOREs WG3 realised a quality framework for parking.

On the subject of “work jointly on understanding the role of parking in the changing world and addressing the societal benefits by participation of NAPCORE partners within EPA events and sessions” the following activities took (are taking) place:

- 26 September 2024: GA EPA with NAPCORE invitation
- 6-7 November 2024: NAPCORE Mobility Data Days
- 19-21 May 2025: ITS Europe congress in Seville (In preparation)
- 17-18 September 2025: EPA congress in Brussels (In preparation)

3.2.3. C-Roads platform

The Collaboration Agreement between NAPCORE and the C-Roads platform has been signed during the ITS European Congress in Lisbon in May 2023. It aims at bringing a mutual benefit in a logical and structured way on the operational level, with 4 topics of collaboration that are:

- Link and complementarity between the C-ITS ecosystem and the NAP ecosystem
- Data quality and criteria, quality frameworks
- Role of data in traffic management processes (e.g. using the same data for several services, processing of data for traffic management purposes, etc.)
- Mobility networks and services related standards

To take all the topics into account, pairs of representatives - one from NAPCORE and one from C-Roads - were set up. These pairs prepared the outline of the challenges for each of their topics, which were then discussed collectively at five different workshops in 2024 with the aim of drawing up a roadmap or action plan in relation to the topic in question. Even though some representatives are involved in the work of both NAPCORE and C-Roads, mutual understanding has sometimes proved to be an essential first step before being able to go forward.

The workshops have resulted on a consensus between the NAPCORE and C-Roads representatives for the topics dealing with the ecosystems and on the role of data in traffic management. On the data quality and on the standard related topics, differences of views still need to be consolidated after the workshops and some bilateral meetings. Workshops are still needed to fully achieve the objective of the cooperation agreement and should be done so in the 2nd quarter of 2025.

3.2.4. Data for Road Safety (DFRS)

Both NAPCORE and the Data for Road Safety (DFRS) partnership play an important role in enhancing Safety-Related Traffic Information (SRTI) data provision, accessibility and interoperability across Europe. Since the cooperation agreement was signed, there have been jointly coordinated sessions at the 2023 and 2024 NAPCORE Mobility Data Days, providing a platform for discussing data standardization and accessibility. Additionally, a cooperation agreement was signed with NAPCORE, DFRS, TISA, C-Roads, and C2C-CC to improve SRTI data interoperability between various data standards (see chapter 3.2.6).

NAPCORE has participated in DFRS Tech Group Meetings and General Assemblies to align on technical and strategic developments. At the ITS World Congress 2024 in Dubai, both initiatives presented on the integration of SRTI into road safety frameworks. To further structure collaboration, NAPCORE set up a dedicated WG1 Action Group on SRTI to draft a statement paper on the revision of the SRTI Delegated Regulation. Although a joint paper with DFRS was initially planned, differing preparation timelines led to separate approaches rather than disagreements over content.

A survey was conducted within the NAPCORE Steering Committee to gather perspectives on the regulation revision, incorporating DFRS viewpoints to check alignment on topics such as data level definitions and the clarification of the term "free." The cooperation between both organizations highlights a strong commitment to improving data interoperability and road safety.

3.2.5. POLIS

The Cooperation Agreement between NAPCORE and POLIS was approved by the NAPCORE Steering Committee in March 2024 and formally signed at the Connecting Europe Days in April 2024. The discussion on data provisioning in urban settings, however, has been kickstarted at the NAPCORE Mobility Data Days in 2023, where NAPCORE, jointly with POLIS, EMTA and UITP, organised a session on the requirements and needs of cities and regions. A follow-up session on the implementation of relevant EU legislation at the local level took place at the NAPCORE Mobility Data Days 2024. Moreover, NAPCORE's approach and activities regarding the engagement of cities and regions were presented during the POLIS Annual Conference 2024.

In spring 2023 a survey was developed and distributed among urban stakeholders (among others). The questionnaire tackled the level of awareness of stakeholders of the ITS Directive, its Delegated Regulations, the National Access Points, the requirements and needs of cities and regions with regards to the provision of mobility data as well as possible support measures that could be provided by NAPCORE. Following the survey, a webinar with respondents was held where opportunities as well as



barriers of data provision on the NAPs were discussed. Finally, support material for stakeholders and National Bodies was developed by NAPCORE (FAQs on the Delegated Regulations, a checklist for National Bodies, a video tutorial concept) which aims to accelerate the provision of (urban) data on the NAPs.

An orientation workshop between NAPCORE partners and POLIS members took place in September 2024. The workshop aimed at creating a roadmap and identifying focus topics for the future cooperation between NAPCORE and POLIS. In March 2025 a focus group was jointly organised by POLIS and NAPCORE. It presented POLIS members with the opportunity to voice their needs as well as challenges regarding data provision on the NAPs.

In the future it is planned to intensify the cooperation with POLIS, predominately in the areas identified during the orientation workshop (cycling data, parking data, RTTI). Moreover, trainings on data exchange standards focussed on cities and regions will be carried out.

3.2.6. Safety Related Traffic Information (SRTI)

The Cooperation Agreement between NAPCORE, DATEX II, TISA, C-ROADS, DFRS and C2C-CC was approved by the NAPCORE Steering Committee in March 2024 and formally signed at the Connecting Europe Days in April 2024.

A joint working group was established to work on the revision of the core product of this collaboration: *Safety related message sets – Selection of DATEX II Situations, DENM rel. 2 and TPEG2-TEC Causes and TMC Events for EC high level Categories of Road Safety related Traffic Information – SRTI*.

The reason for this revision is the rapidly increasing ability and availability of vehicles to generate safety related information as an important data source to improve the quality of safety related information services and therefore the safety on European roads. Where up until this version of the document the flow of data was mainly oriented from road operator towards service providers, now a new cooperative data source becomes available in the connected vehicles and mobility domain, which use for good reason the C-ITS or other standards to generate consistent information services for travellers. With this development in the connected vehicle context other relationships between the standard data formats used become more explicitly relevant: This is the transformation from complete messages between the data format standards involved in an unambiguous way and without the loss of information will be more relevant and being processed automatically.

Version 4 of the aforementioned document, published by the group in 2025, now contains a section about how the DFRS initiative supports the growing ecosystem of Safety Related Traffic Information (SRTI) together with references related to location referencing and clarifications for some of the event codes.

4. Plans for the second funding phase of NAPCORE

All EU Member States and further countries are committed to jointly work in NAPCORE-X on the continuation of harmonisation and coordination activities to increase the interoperability of NAPs and foster mobility data accessibility and shareability. To commit further stakeholders and private partners in NAPCORE-X several measures are foreseen.

First of all, the NAPCORE Advisory Board will be further refined and continued. The Advisory Board Members have already been involved in the further refining of their involvement in NAPCORE-X and requests, like a stronger, topic related operational perspective, were raised. Therefore, in NAPCORE-X the domain specific community management in WG2 and WG3 was implemented in order to address this need and requirement. Domain themes will be identified and in cooperation with external partners further developed.

In addition, to operationally work on specific topics, the Cooperation Agreements will be taken over by NAPCORE-X and the cooperation will be continued. Further specific Cooperation Agreements shall be set up during the NAPCORE-X project.

5. Annex I

Criteria and Process for the selection of NAPCORE Advisory Board Members

The Advisory Board is an advising body for solicited and unsolicited advice to the NAPCORE Steering Committee and NAPCORE Activities regarding the project and its interactions in the European ITS ecosystem. The main task of the Advisory Board is to give overall non-binding strategic advice to serve the common objectives and vision of NAPCORE.

An involvement on a regular basis is expected already at early stages of the strategic NAPCORE processes, with input mainly concerning:

- Concept for a long-term governance structure
- Options for data access and usage on the NAPs
- Identification of new specific sectoral issues of strategic importance for NAPCORE
- Steps towards the integration of NAPs into the European mobility data space

This also entails the promotion of NAPCORE and the dissemination of the elaborated findings within the own sectoral networks. The Advisory Board will be installed as a defined group of up to 30 persons.

Criteria for Members of the Advisory Board

The following criteria will be applied for the selection of Advisory Board Members

- Representing a multi-national stakeholder group with a European interest or being a renowned expert having a known status in a relevant network; representing one or multiple key sectors:
 - Safety
 - Digitalisation technologies (C-ITS, UVAR, Map Providers, ...)
 - Data providers (transport service provider, infrastructure operators, charging infrastructure, ...)
 - Cities
 - Multimodal transport, sharing/pooling services
 - Freight and logistics
 - Service provider
 - IT, data cloud, data space
 - Standards
 - Economy and competitiveness
 - National Body/National Authority - Legal issues, privacy, security
 - Environment
- Ability to communicate sectoral positions to NAPCORE and vice-versa
- Availability and participation in regular meetings (about twice a year)

In order to ensure a relevant sectoral representativeness, the Advisory Board will consist of different (non-profit) associations, representing relevant stakeholder groups like global private players, data and service providers, industry and (end-)users as well as ambassadors of flagship (data) projects which should cover relevant key domains. By involving only associations, the geographical coverage across Europe is well addressed and the risk of specific company influences is minimized.

The respective key domains were defined in alignment with the ITS Directive and the Delegated Regulations, in close cooperation with the EU Commission services as well as the NAPCORE Steering Committee. A consistent representation across the sectors is the aim for the Advisory Board.

Process for selection of Advisory Board Members

The list of Advisory Board Members will be managed by the Deputy General Secretary of NAPCORE. The composition of the Advisory Board can be adapted according to the respective needs of NAPCORE. In case some members are not contributing on a regular basis, they might be excluded, whilst new members can be included in the Advisory Board. The following two processes can be applied for constituting the Advisory Board or becoming a new member:

1. Active invitation to the Advisory Board:

Based on the identified key domains, relevant associations are determined and screened for potential membership in terms of a solid sectoral representation. Identified potential members will be addressed (informing them about the underlying selection process as well as related duties/expectations) and actively invited by the Deputy General Secretary, the Steering Committee or a Core Alignment Team Member of NAPCORE.

2. Application / Nomination for the Advisory Board:

It is possible to actively apply as a member or to nominate suitable candidates for the Advisory Board. The potential members will then be assessed regarding their representation of the identified key domains and suitability for the Advisory Board. In case of a favourable decision by the Core Alignment Team, the Deputy General Secretary, the Steering Committee or a Core Alignment Team Member of NAPCORE will actively address and invite the applicant/nominee.