



NAPCORE – the National Access Point Coordination Organisation for Europe

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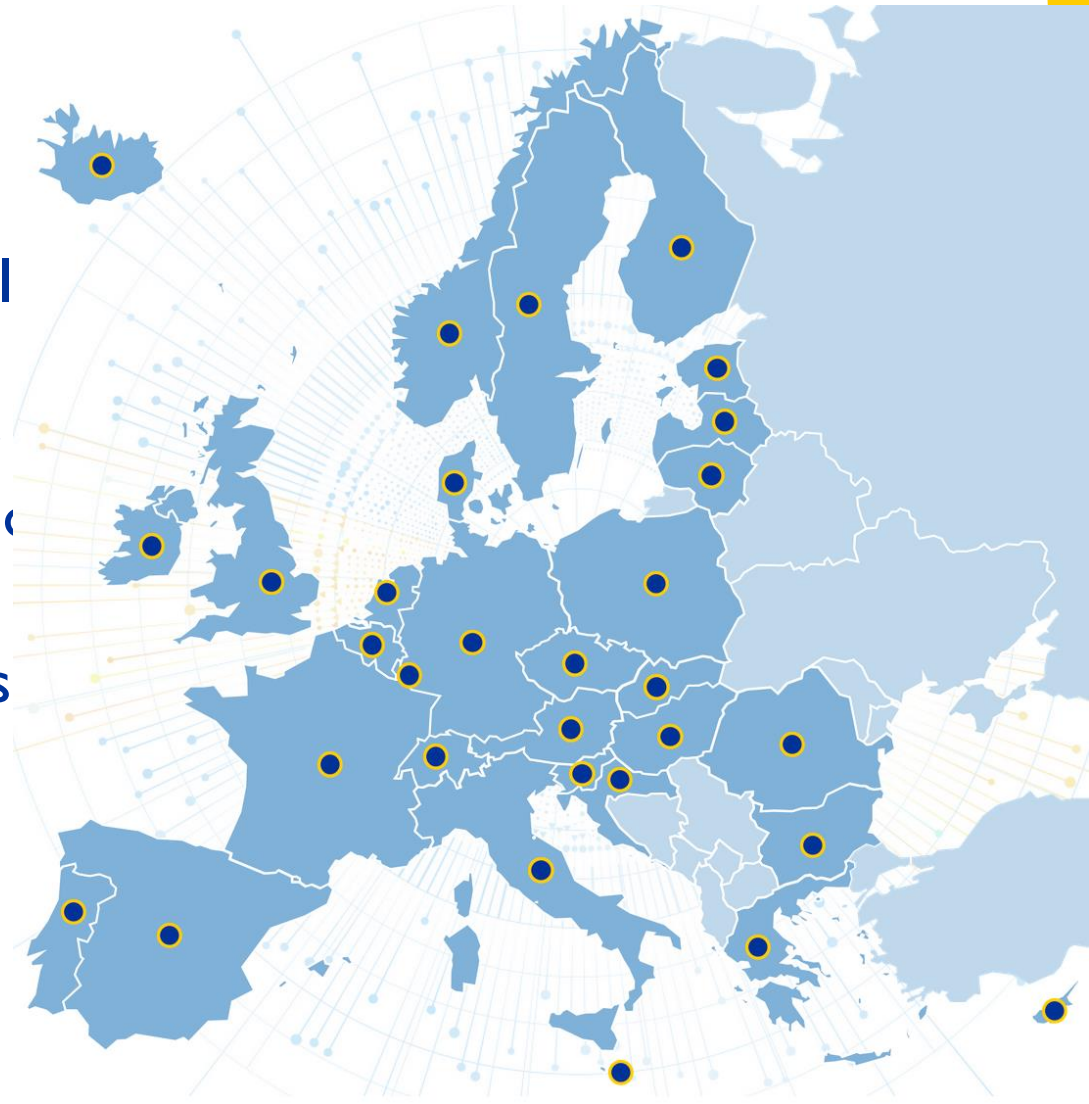
NAPCORE General Secretary



Co-funded by
the European Union

NAPs as core elements for the digitalisation of mobility

- Enable access, exchange and use of data
- Connect data providers and users
- Facilitate and support EU-wide interoperable I services
- Level-the-playing field for access to (especially public) mobility related data that is necessary and useful for services for travelers in Europe
- Mandated by the EU Commission on the basis of the ITS Directive



NAPCORE – National Access Point Coordination Organisation for Europe

Objectives

- facilitate **EU-wide coordination of NAPs (and National Bodies)** for the harmonisation of the implementation of the European specifications on the ITS Directive
- **increase interoperability** by (further) establishing standards (esp. DATEX II, TN-ITS, NeTEx, SIRI) 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.**

- All Member States incl. England/UK, Norway and Switzerland and 3 private organisations
- EC funded via Connecting Europe Facility (CEF)
- <https://napcore.eu>



NAPCORE – Advisory Board

For non-binding advice and stakeholder involvement

- ACEA –European Automobile Manufacturers' Association
- ASECAP – European Association of Operators of Toll Road Infrastructures
- CEDR – Conference of European Directors of Roads
- CIE – Cycling Industries Europe
- C-Roads
- C2C CC – Car to Car Communication Consortium
- 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 - Mobility-as-a-Service Alliance
- POLIS – Cities and Regions for Transport innovation
- TISA – Traveller Information Service Association
- TM2.0 - Traffic Management 2.0
- UITP - Union Internationale des Transports Publics

A few results, achievements and updates from NAPCORE... mobilityDCAT-AP



- A mobility extension for the DCAT application profile for data portals in Europe
- mobilityDCAT-AP - Version 1.0.1 released
- NAPCORE recommendation for use in NAPs but also other mobility data portals & platforms
- More info: <https://napcore.eu/metadata/>
- Use of (or compatibility with) mobilityDCAT-AP is recommended for all mobility data portals & platforms globally (not only EU Member State NAPs)

ITS Data Dictionary

- Common data dictionary for all data categories mentioned in the Delegated Regulations of the ITS Directive
- For “speaking the same language”
- NAPCORE internal reviews in the past
- Publication under a NAPCORE github repository
- For versioning and change requests/feedback (guideline available)
- Living document: no final version, but “mostly stable” versions can be used for referencing



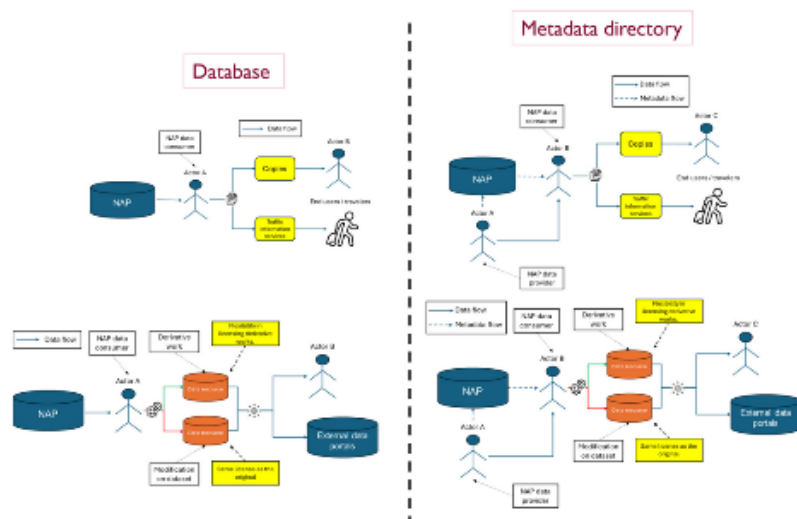
Work on Data Quality

- Quality Frameworks (as update or addition to old EU EIP Quality Frameworks) contain quality criteria, quality requirements, assessment methods to be published soon:
 - Parking (on-street)
 - Alternative Fuels (=> EV charging stations)
 - Multimodal travel information
 - Urban Vehicle Access Restrictions (UVAR)
 - Network topology
 - Floating Car Data
 - Cross-Domain (formal/technical)



Work on Terms & Conditions for data re-use and fair pricing

- Goals:
 - Harmonization of NAP data licensing framework in Europe
 - Support the provision of guidelines for fair data pricing
 - Considering permissions, obligations and prohibitions
- Activities so far:
 - Desktop research on commonly used licenses across Europe (sample size 20 MS)
 - Analysis of Ts&Cs on NAPs



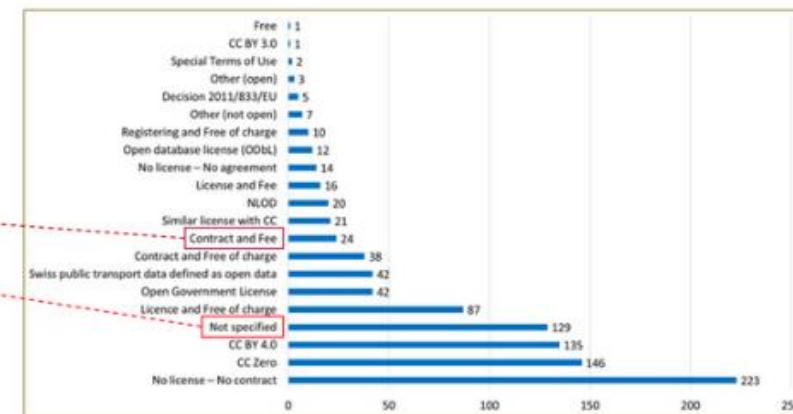
Sample

AT, CZ, BE, HR, CY, DK, EE, FI,
DE, GR, IE, LV, LT, LU, NL, NO,
ES, SE, CH, UK

Contract and fees are rare yet not uncommon.

In many cases, a license is not specified.

The majority of published datasets comply to **open licensing principles** with different terms and conditions.



Roadmap for alignment and harmonisation of data exchange standards

Identified topics for alignment and harmonisation:



- **Traffic regulations**

- DATEX II and TN-ITS have common grounds on this topic
- **Decision to merge both standards** (Declaration of Lisbon, May 2023)

- **Parking data**

- Includes both traveller information aspects and traffic aspects
- Previous initiative to harmonise standards was not successful (HARP initiative)
- Importance of legacy (APDS – Alliance for Parking Data Standards) and high commitment of the industry with the development of a convertor from APDS to NeTEx
- **Decision to develop a European functional parking profile**

- **Cycling data**

- Includes different subtopics: cycling infrastructure, bicycle parking, cycle counts, dynamic cycling info, etc.
- All NAPCORE standardisation groups are concerned
- **Proposal to go for a more advanced discussion with NAPCORE Cycling Ambassadors**

- **Real-time traffic information**

- Identification of the relation between DATEX II and Transmodel on this topic
- Identification and assessment of different use cases related to a perturbation and how it should be described accordingly in both standards (DATEX II and NeTEx or SIRI, depending on the event)
- **Decision to go more deeper by organisation of specific workshops**

- **Interaction between domain standards and metadata**

- A brand new metadata standard: mobilityDCAT-AP
- Issue concerning the matching of the same information coming from a metadata scheme and data from a domain standard
- **Proposal to think about a “working match” between domain standards and mobilityDCAT-AP**



Cooperation Agreement on SRTI with TISA, DFRS, C-Roads, C2CCC

- Cooperation Agreement between NAPCORE / DATEX II and
 - TISA
 - Data for Road Safety
 - C-Roads
 - Car 2 Car Communication Consortium
- Topic: Safety Related Traffic Information (SRTI) standardization
- Signed at the Connecting Europe Days in Brussels on 4 April



Cooperation Agreement

between the
Traveller Information Services Association (TISA)
and the
National Access Point Coordination Organisation for Europe (NAPCORE)
and the
DATEX II community as part of NAPCORE (DATEX II)
and the
Data for Road Safety initiative (DFRS)
and the
Car 2 Car Communication Consortium (C2C-CC)
and the
C-Roads platform (C-ROADS)

4 GENERAL AGREEMENTS BETWEEN THE PARTIES

The Parties agree to:

- Accept joint ownership of the work results produced under this Agreement
- Continue to 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



DATEX II, DFRS, C2C-CC and C-ROADS have come together to collaborate on Intelligent Traffic Systems (ITS);
have agreed to enter into a collaborative agreement in which its member
working and exchange;
enter into a Cooperation Agreement (the "Agreement") setting forth
by the collaboration.
DATEX II, DFRS, C2C-CC and C-ROADS (hereinafter collectively re-
ferred to as the "Party") have entered into this Agreement to jointly work on
the Safety Related Traffic Information (SRTI).

Cooperation Agreement with POLIS

- Cooperation Agreement between NAPCORE and POLIS signed at the Connecting Europe Days in Brussels on 3 April 2024
- Goal: strengthening relation to urban and regional level to better facilitate data provision (and use)

Cooperation Agreement on the co-operation and dialogue between POLIS and NAPCORE

The revision of the Delegated Regulations (EU) on the provision of EU-wide multimodal travel information services (2017/1926) as well as the provision of EU-wide real-time traffic information services (2022/670) foresees the expansion of the mandatory provision of multimodal travel information services and real-time traffic information services to the general road network. Hence, also cities and regional areas gradually move into NAPCORE's field of attention. The topic of data provision in urban and regional settings, however, proves to be challenging, since the field is characterised by a great number of stakeholders with varying needs, highly diverse structures and modes of data and service provision.

In discussions at both the EU and national levels, cities and regions often find themselves overlooked, despite being directly affected by legislative obligations developed at these higher echelons. This disparity underscores the pressing need for these entities to have a more influential role in shaping discussions and decisions that directly impact their unique needs and concerns.

Recognising the mutual interest in addressing the complexities of data provision in urban and regional settings, NAPCORE and POLIS seek to establish a cooperative framework. The cooperation agreement aims not only to comprehend the structures, needs, and requirements of data and service providers at the urban level but also to bridge the gap between the different levels of action, fostering a collaborative environment that facilitates efficient data provision in cities and regions.

Agreement Objectives

- Specifically, the Cooperation Agreement between NAPCORE and POLIS aims to:
- Assess structures, requirements and needs of cities in order to support efficient data provision in urban areas and regions
 - Develop a strategy on how to get access to urban stakeholders and react on their needs
 - Increase the level of dialogue with new stakeholders (data and service providers) operating on the urban level and create synergies in terms of data provision
 - Create and disseminate information and training material, e.g. on data formats such as NeTEx, Siri, DATEX II
 - Ensure that cities and regions affiliated with POLIS have improved access to NAPCORE outcomes and resources

POLIS is the leading network of European cities and regions working together to develop innovative technologies and policies for local transport. The objective is to improve local transport through integrated strategies that address the economic, social and environmental dimensions of transport. To this end, the exchange of experiences and the transfer of knowledge between European local and regional authorities is supported. Moreover, POLIS facilitates the dialogue between local and regional authorities and other mobility stakeholders such as industry, research centres and universities, and NGOs. In addition, POLIS fosters cooperation and partnerships across Europe with the aim of making research and innovation in transport accessible to cities and regions. The participation of members in European projects is actively supported. POLIS also provides decision makers with the necessary information and tools for making sustainable mobility a reality.

Future of NAPCORE

- Runtime of initial funding phase of NAPCORE: until end of June 2025
- Need to continue is seen and obvious (ITS Directive Article 5)
- NAPCORE-X as second funding phase of NAPCORE about to start
- Runtime July 2025 until end of 2027
- 77 partners from 33 European countries
- One goal: set up of a long-term governance for the time after 2027