

Accompanying documentation to the declaration of compliance (self-declaration) with the Delegated Regulation (EU) No. 2017/1926

Template information

Version	Date	Description/Change	Author and Organisation
1	20.02.2023	First draft version	Laura Kupers (NGI)
2	23.11.2023	Final draft	Miriam Lindsberger (AustriaTech)
3	04.12.2024	Updated version	Celina Kiene/Anton Rauchmann (AustriaTech)

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Version	Date	Description/Change
1	03/02/2024	
2	15/05/2025	DS4 added

Preface

This document provides additional documentation to the declaration of compliance (self-declaration) with the Delegated Regulation (EU) No. 2017/1926 of the European Commission with regard to data and procedures for the provision, where possible, of EU-wide multimodal travel information services (Priority Action A, **MMTIS**).

The additional documentation shall serve as a basis for the compliance assessment carried out by the national body. Therefore, this document also identifies compliant datasets, the level of compliance and identifies attached machine-readable files. **If existing organisational documents provide answers or information to requested topics, please add them to the Annex and refer to them in the relevant chapter.**

The declaration of compliance is provided per delegated regulation - i.e. for all MMTIS data sets only one self-declaration is necessary. The accompanying documents should be up-to-date, in case of a Compliance Assessment, and a new version should be submitted, if there have been any changes.

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Terms and Definitions

Data set	A logical set of data elements selected by semantic relation. A data set contains the traffic or travel data which are provided by the data owner and could be subscribed to by a user. It can be accessed as a downloadable file or as an API that serves for the provision of the traffic related information content ¹ .
Distribution interface	A technical machine to machine interface through which the data can be retrieved or a service could be consumed.
Model	A representation of an entity from which the important elements have been abstracted by removing unimportant detail while at the same time retaining the interrelationship between the key elements of the whole. ²
Format	A description of data structure for transferring some kind of information.
Format specification	A documentation of format used for the referenced data set including concepts, schemas, samples.
Protocol	A description of data transfer process and rules
Protocol specification	A documentation of protocol used for distribution of the referenced data set including concepts.
National body	An entity that is nominated by memberstate to assess the compliance of the data published at National Access Point with regards the obligation stipulated by individual Delegated regulations to the ITS Directive. Often referred to as Nominated body or National Authority.

¹ the data set might be distributed also by other means to reach wider audience (relevant for MMTIS) e.g. web based map application, radio broadcast etc.

² DATEX II model is a class model for describing information related to the road traffic. The model in form of UML is platform independent. Platform specific model is in XML

Provider information

Main trading entity	UrbanBusTransport (UBT)
Address (seat)	Hoofdweg 110a, 1000 Brussels, Belgium
Contact person	Peter Dupont
Email address	peter.dupont@ubt.be
Link to organisation website	https://www.transportdata.be/en/organization/ubt
MMTIS Link to organisation information at NAP	UrbanBusTransport (UBT)
Distribution interface (e.g. website, app, data, link, ...)	www.ubt.be

List of data sets

Please list the data sets and services with multimodal travel information services, for which the self-declaration applies, by their name on NAP and a link to the data set on NAP. (DS = Data set)		
Reference	Data set	Link to NAP
DS1	UBT-NeTEx timetables and planning	https://www.transportdata.be/en/dataset/ubt-netex-timetables-and-planning
DS2	UBT-Siri Realtime information	https://www.transportdata.be/en/dataset/ubt-siri-realtime-information
DS3	UBT-Routeplanner	https://www.transportdata.be/en/dataset/ubt-routeplanner
DS4	UBT-CO2-emmissions per vehicle type	https://www.transportdata.be/en/dataset/ubt-co2-emmissions-per-vehicle-type

Data Format

Please list the MMTIS publications on NAP with a link to the respective format specification and the model if applicable.		
Refer ence	Link to/ or description of format specification, e.g. DatexII.eur/Forum	Format, e.g. DATEXII – version 3
DS1	https://netex-cen.eu/	https://github.com/belgif/thematic/blob/master/models/public%20transport/README.md
DS2	https://www.siri-cen.eu/	https://normes.transport.data.gouv.fr/normes/siri/profil-france/
DS3	/	/
DS4	CSV	/
Please list the MMTIS publications on NAP and the link to the respective protocol specification and a link to the interface if applicable.		
Reference	Link to/ or description of protocol specification, e.g. REST/Download	Interface/method, e.g. HTTPS
DS1	Download	https
DS2	REST	API
DS3	REST	API
DS4	Download	https

If format and/or protocol specification is not applicable, please describe the technical set-up of the data set / service (what data is used and how is it presented):

License Terms / Reuse

For data-providers: Please explain how the provided travel and traffic data is accessible for exchange and reuse within the Union on a non-discriminatory basis [art 8.1]. If necessary, make a distinction for the different datasets.
DS1/DS2: The data is available free of charge and without discrimination, but a contract regarding the re-use terms has to be signed (see contract template in annex) DS4: The data is available free of charge under open data license CC-0
For service providers: Please give a short service description with regards to the reuse of static and dynamic travel or traffic data (how is the source indicated? Is the date and time of the last update provided?) [art 8.3] If necessary, make a distinction for the different services.
DS3: The service is available free of charge, with <u>license</u> The service uses the UBT NeTEx and Siri-data combined with the open source data (OpenStreetMap) for the cartography and open data from the Belgian PTO's for the schedules, disruptions and planning services. All used datasets are listed in an attribution page : https://ubt-routeplanner.be/attribution.
For service providers: Please state if the terms and conditions regarding the use of traffic and travel data are regulated in a license agreement. Are conditions restricting the possibilities for further use? Does this impede competition? Please elaborate on the financial remuneration. Is it reasonable and proportionate? [art. 8.4]
DS1/DS2: the contract in annex defines the terms and conditions regarding re-use of the data. These terms do not restrict the correct re-use of the data (abuse of the data is not accepted). The terms are non-discriminatory and do not impede competition. As stated above the service is available free of charge.
For service providers: Please explain how the terms and conditions of linking travel information services are defined and elaborate on the financial compensation regarding the costs of linking travel information services. Is it reasonable and proportionate? [art 8.5]
DS3: The license agreement states the terms and conditions regarding re-use of the service. These conditions do not limit the re-use of the data (also re-use in commercial applications is allowed) and are non-discriminating. As stated above the service is available free of charge.

Process description

To be filled in by data providers only.

Please give a general description of the travel and traffic data registered on the NAP [art 9.2]. Also indicate in Annex 1 all the data categories available for each registered data set.
DS1: Scheduled timetable data in NeTEx format. Price information is included.

DS2: Realtime updates regarding fleet in Siri-format providing up-to-date information about current arrival and departure times. DS4: Monthly CO2 emission per vehicle. Calculation is based on the CO2 parameter (g/km) of the vehicle and the driven monthly distance (km).
Please define the update rate for the dataset(s) [art 6.2]. If necessary, make a distinction for planned/unplanned events in the different datasets.
DS1: up to monthly DS2: up to 1 min DS4: on occurrence
Please explain how the provided travel and traffic data is accessible for exchange and reuse within a timeframe that ensures timely provision of travel information [art 8 .1]. If necessary, make a distinction for the different datasets.
The data DS1/DS2 is accessible for reuse after signing of a contract. The update procedures of DS1 and DS2 are described in the technical specifications of the respective datasets (see annex). The update frequencies are sufficient for the respective datatypes. The static nature of DS4 makes it sufficient to have a update frequency that is less than monthly (on occurrence)

Service description

To be filled in by service providers only

Please give a general description of the travel information service(s) registered on the NAP [art 9.2].		
DS3: the UBT-routeplanner allows users to plan their (multi-modal)journey in Brussels and follow up UBT-vehicles in realtime. The service combines data from UBT with data local public transport data and OSM providing the best route for its users. You can use the app to book and buy tickets for UBT (not for the other transport operators).		
Please indicate if the routing results are based on following requirements and give a short description [art 7.2]. If necessary, make a distinction for the different services.		
If necessary, refer to documents in Annex		
Requirement	Yes/No	Description
(a) the enquirers start and end points of a journey along with the specific time and date of departure or arrival, or both;	Yes	Both, user can choose between departure or arrival time.
(b) possible travel options along with the specific time and date of departure or arrival, or both, including any possible connections;	Yes	User can prefer or ban certain transport modes
(c) the handover point between travel information services (station, stop or location)	Yes	Connections are displayed
(d) in case of disturbances, alternative possible travel options along with the specific time and date of departure or arrival, or both, and any connections, where available.	Yes	The service uses the Realtime data to calculate alternative travel options if necessary (at the moment of request, if disturbances during the journey the user must manually trigger a new itinerary computation to get alternative result)

Please describe the criteria used to rank travel options using different modes of transport or combinations thereof [art 8.2]. If necessary, make a distinction for the different services.
The first ranking criteria is travel time (lowest travel time gets highest ranking). The second ranking criteria is the use of UBT (for a same travelling time, the option with the longest travel part on UBT gets ranked higher). The third criteria is number of transfers (less transfers scores better).
Describe briefly the principles of the presentation of the travel itinerary. What measures are taken to not mislead end-users? [Art 8.2]. If necessary, make a distinction for the different services.
The best option (fastest) is presented on top (mentioning the number of travel minutes), the 2nd to 5th option are just under the first option also mentioning the number of travel minutes. Because the UBT-routeplanner is clearly a UBT-service, ranking criteria 2 is not misleading to the end-users.
Is the service implemented GDPR-conform? What measures were taken? [Art 8.2]. If necessary make a distinction for the different services.
To keep the GUI of the service simple and easy to understand, the end-user does not get information about the data sources and data updates. We refer to external sources as following: on the background map the attribution for OSM is visible and the travel options including services of other transport operators have the symbol of the respective operator incorporated in the itinerary. All used datasets are listed in an attribution page : https://ubt-routeplanner.be/attribution
Please describe the connections with other services if applicable, as well as the information of the quality thereof [art 9.2]. If necessary, make a distinction for the different services.
The UBT-routeplanner uses external open data. The OSM data are loaded into an internal database once a week. Static PTO data are loaded every night from the PTO's open data portals. Live PTO data feed are fetched every 30 seconds from the PTO's open data portals. Until now we have had no negative issues regarding the quality of the external services.

Annex

Which documents are attached to this accompanying document to support your claims?
Annex 1: Data categories available in the registered dataset(s) Annex 2: Annex 3: ...

Annex 1: Data categories available in the registered dataset(s) and service(s)

(if necessary add more columns to the table so that all datasets can be described)

The table below indicates the data categories per data set, the covered area per data set and the way of provision. Please fill in this table with Y for yes and N for no. Please add more columns, if necessary.

*1 other data / traffic information means that listed data set also covers other non MMTIS data categories, i.e. is not focused only on MMTIS data.

1. The types of the static travel data			DS1	DS2	DS3	Com
1.1. Level of service 1	(a) Location search (origin/destination):	(i) Address identifiers (building number, street name, postcode)	N	N	Y	
		(ii) Topographic places (city, town, village, suburb, administrative unit)	N	N	Y	
		(iii) Points of interest (related to transport information) to which people may wish to travel	N	N	Y	
	(b) Trip plans:	Operational Calendar, mapping day types to calendar dates	N	N	N	
	(c) Location search (access nodes):	(i) Identified access nodes (all scheduled modes)	Y	N	Y	
		(ii) Geometry/map layout structure of access nodes (all scheduled modes)	Y	N	Y	
	(d) Trip plan computation — scheduled modes transport:	(i) Connection links where interchanges may be made, default transfer times between modes at interchanges	N	N	Y	
		(ii) Network topology and routes/lines (topology)	Y	N	Y	
		(iii) Transport operators	N	N	Y	
		(iv) Timetables	Y	N	N	
		(v) Planned interchanges between guaranteed scheduled services	N	N	N	
		(vi) Hours of operation	N	N	N	
		(vii) Stop facilities access nodes (including platform information, help desks/information points, ticket booths, lifts/stairs, entrances and exit locations)	N	N	N	
		(viii) Vehicles (low floor; wheelchair accessible.)	N	N	N	

		(ix) Accessibility of access nodes, and paths within an interchange (such as existence of lifts, escalators)	N	N	N	
		(x) Existence of assistance services (such as existence of on-site assistance)	N	N	N	
	(e) Trip plan computation — road transport (for personal modes):	(i) Road network	N	N	Y	
		(ii) Cycle network (segregated cycle lanes, on-road shared with vehicles, on-path shared with pedestrians)	N	N	Y	
		(iii) Pedestrian network and accessibility facilities	N	N	Y	
1.2. Level of service 2	(a) Location search (demand-responsive modes):	(i) Park & Ride stops	N	N	N	
		(ii) Bike sharing stations	N	N	N	
		(iii) Car-sharing stations	N	N	N	
		(iv) Publicly accessible refuelling stations for petrol, diesel, CNG/LNG, hydrogen powered vehicles, charging stations for electric vehicles	N	N	N	
		(v) Secure bike parking (such as locked bike garages)	N	N	N	
	(b) Information service:	Where and how to buy tickets for scheduled modes, demand responsive modes and car parking (all scheduled modes and demand-responsive incl. retail channels, fulfilment methods, payment methods)	Y	N	N	
	(c) Trip plans, auxiliary information, availability check:	(i) Basic common standard fares (all scheduled modes):	N	N	N	
		* Fare network data (fare zones/stops and fare stages)	Y	NN	nN	
		* Standard fare structures (point to point including daily and weekly fares, zonal fares, flat fares)	Y	NN	N	
		(ii) Vehicle facilities such as classes of carriage, on-board Wi-Fi.	N	N	N	
1.3. Level of service 3	(a) Detailed common standard and special fare query (all scheduled modes):	(i) Passenger classes (classes of user such as adult, child, student, veteran, impaired access and qualifying conditions and classes of travel such as 1st, 2nd.)	Y	N	N	

		(ii) Common fare products (access rights such as zone/point-to-point including daily and weekly tickets/single/return, eligibility of access, basic usage conditions such as validity period/operator/time of travel/interchanging, standard point to point fares prices for different point to point pairs including daily and weekly fares/zonal fare prices/flat fare prices)	Y	N	N	
		(iii) Special Fare Products: offers with additional special conditions such as promotional fares, group fares, season passes, aggregated products combining different products and add on products such as parking and travel, minimum stay	N	N	N	
		(iv) Basic commercial conditions such as refunding/replacing/exchanging/transferring and basic booking conditions such as purchase windows, validity periods, routing restrictions zonal sequence fares, minimum stay.	Y	N	N	
	(b) Information service (all modes):	(i) How to pay tolls (incl. retail channels, fulfilment methods, payment methods)	N	N	N	
		(ii) How to book car sharing, taxis, cycle hire etc. (incl. retail channels, fulfilment methods, payment methods)	N	N	N	
		(iii) Where how to pay for car parking, public charging stations for electric vehicles and refuelling points for CNG/LNG, hydrogen, petrol and diesel powered vehicles (incl. retail channels, fulfilment methods, payment methods)	N	N	N	
	(c) Trip plans:	(i) Detailed cycle network attributes (surface quality, side-by-side cycling, shared surface, on/off road, scenic route, 'walk only', turn or access restrictions (e.g. against flow of traffic)	N	N	N	
		(ii) Parameters needed to calculate an environmental factor such as carbon per vehicle type or passenger mile or per distance walked	N	N	Y	
		(iii) Parameters such as fuel consumption needed to calculate cost	N	N	N	

	(d) Trip plan computation:	Estimated travel times by day type and time-band by transport mode/combination of transport modes	N	N	N	
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2. Types of the dynamic travel and traffic data			DS1	DS2	DS3	Com
2.1. Level of service 1	Passing times, trip plans and auxiliary information:	(i) Disruptions (all modes)	N	Y	Y	
		(ii) Real-time status information — delays, cancellations, guaranteed connections monitoring (all modes)	N	Y	Y	
		(iii) Status of access node features (including dynamic platform information, operational lifts/escalators, closed entrances and exit locations — all scheduled modes)	N	N	N	
2.2. Level of service 2	(a) Passing times, trip plans and auxiliary information (all modes):	(i) Estimated departure and arrival times of services	N	Y	Y	
		(ii) Current road link travel times	N	N	N	
		(iii) Cycling network closures/diversions	N	N	N	
	(b) Information service:	Availability of publicly accessible charging stations for electric vehicles and refuelling points for CNG/LNG, hydrogen, petrol and diesel powered vehicles	N	N	N	
	(c) Availability check:	(i) Car-sharing availability, bike sharing availability	N	N	N	
		(ii) Car parking spaces available (on and off-street), parking tariffs, road toll tariffs	N	N	N	
2.3. Level of service 3	Trip plans:	Future predicted road link travel times	N	N	N	

