Mobility Data & NAPCORE: A UITP Perspective

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08/10/2026

UITP ADVANCING PUBLIC TRANSPORT

Meeting agenda

- Introduction
- Sector perspective
- UITP Experience at NAPCORE
- The way forward

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Introduction

NAPCORE objectives

NAPCORE - National Access Point Coordination Organisation for Europe

The world's largest cooperation of mobility data platforms

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) developing/ establishing standards (esp. DATEX II, TN-ITS, NeTEx, SIRI) and recommendations for data exchange and (meta)data 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**.

Legislation
Governance

Interoperability & standardisation

Digital infrastructure
Data exchange

Challenges & strategy

NAPCORE - National Access Point Coordination Organisation for Europe

The world’s largest cooperation of mobility data platforms

Legislation & Governance	Why do we share data? What data must be shared? How should it be shared?
Interoperability & Standardisation	Which standards should we use? How do we ensure interoperability? What else is needed?
Digital Infrastructure & Data Exchange	How do data flows work? What infrastructure is needed? Which other initiatives can help?
Challenges & Strategy	How can we increase data collection and availability? Are we ready for tomorrow's challenges?

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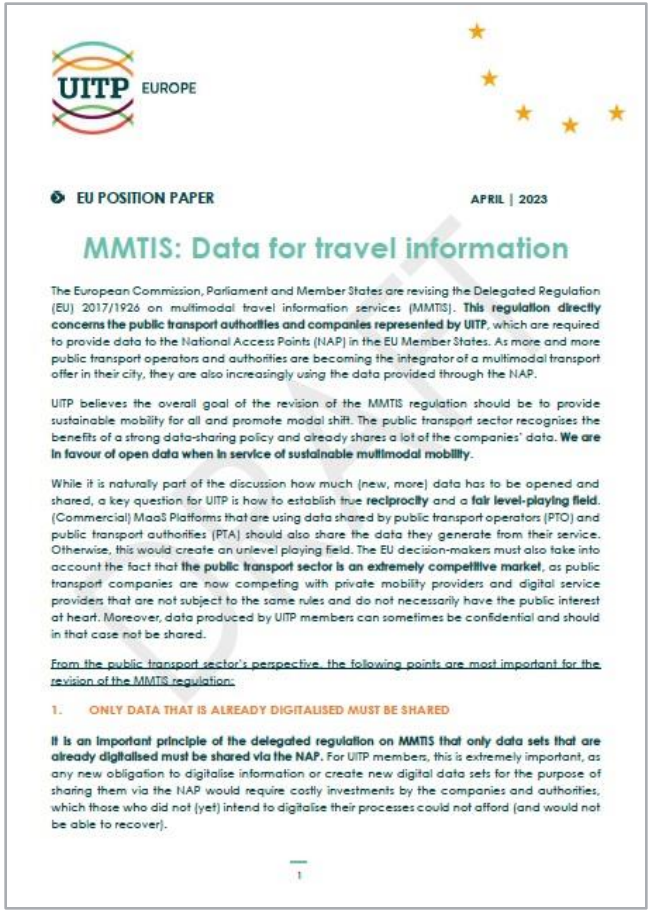
Sector perspective

UITP position on MMTIS

1. **Maintain the principle that only data that is already digitalised must be shared.**
2. **Occupancy data should only be shared based on a business decision.**
3. **APIs should be harmonised, but remain voluntary in the beginning. The sector needs time to adapt to using them.**
4. **Standards are usually made for voluntary application. Those standards that become mandatory should be available for free.**
5. **Consider the environmental impact of data storage; it could make sense to specify after which time data may be deleted.**



UITP EUROPE

EU POSITION PAPER APRIL | 2023

MMTIS: Data for travel information

The European Commission, Parliament and Member States are revising the Delegated Regulation (EU) 2017/1926 on multimodal travel information services (MMTIS). **This regulation directly concerns the public transport authorities and companies represented by UITP**, which are required to provide data to the National Access Points (NAP) in the EU Member States. As more and more public transport operators and authorities are becoming the integrator of a multimodal transport offer in their city, they are also increasingly using the data provided through the NAP.

UITP believes the overall goal of the revision of the MMTIS regulation should be to provide sustainable mobility for all and promote modal shift. The public transport sector recognises the benefits of a strong data-sharing policy and already shares a lot of the companies' data. **We are in favour of open data when in service of sustainable multimodal mobility.**

While it is naturally part of the discussion how much (new, more) data has to be opened and shared, a key question for UITP is how to establish true **reciprocity** and a **fair level-playing field**. (Commercial) MaaS Platforms that are using data shared by public transport operators (PTO) and public transport authorities (PTA) should also share the data they generate from their service. Otherwise, this would create an unlevel playing field. The EU decision-makers must also take into account the fact that **the public transport sector is an extremely competitive market**, as public transport companies are now competing with private mobility providers and digital service providers that are not subject to the same rules and do not necessarily have the public interest at heart. Moreover, data produced by UITP members can sometimes be confidential and should in that case not be shared.

From the public transport sector's perspective, the following points are most important for the revision of the MMTIS regulation:

1. ONLY DATA THAT IS ALREADY DIGITALISED MUST BE SHARED

It is an important principle of the delegated regulation on MMTIS that only data sets that are already digitalised must be shared via the NAP. For UITP members, this is extremely important, as any new obligation to digitalise information or create new digital data sets for the purpose of sharing them via the NAP would require costly investments by the companies and authorities, which those who did not (yet) intend to digitalise their processes could not afford (and would not be able to recover).

1

EU‘s view on mobility data and ticketing

Commission reasoning:

MaaS	=	MMTIS	&	Passenger Package
Mobility as a Service		Data sharing, travel information		Ticketing, booking, digital sales

Ticketing proposal of the Commission: Joint paper of UITP, POLIS & EMTA (2021)

- What are the risks and opportunities of the upcoming EU legislation on MDMS?
- To present a sector perspective
- To provide input to the EU Commission

Link: https://cms.uitp.org/wp/wp-content/uploads/2021/02/UITP_EMTA_POLIS_Joint-opinion-on-EU-wide-integrated-ticketing.pdf

UITP

POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION

EMTA
European Metropolitan Transport Authorities

Main principles

1. Recognising **local diversity** and the principle of subsidiarity
2. Delivering **public policy goals** and a **viable market** through effective **governance**
3. Leveraging the **fare structure** to achieve sustainability, equity and effective governance (PT to set conditions for resale)
4. Guaranteeing **fairness** : rights and obligations for all
5. Forestalling market asymmetry through **data reciprocity**
6. Ensuring **proportionality** of necessary investment and expected benefit
7. Respecting the collaborative **nature of public transport**
8. Recognising potential needs for **customer protection** action

In conclusion…

UITP would like to see an EU Passenger Package that…

- … is proportionate (e.g. no obligation for the urban level; subscriptions excluded)
- … does not lead to data-rich platforms and data-poor public transport companies
- … does not make public transport more expensive (i.e. no high commission fees or extensive liability in the context of passenger rights)
- … it promotes the most sustainable mobility options

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UITP experience at NAPCORE

Increasing multimodal data availability

Challenges identified

Historic data

Use of OpRa; align understanding of MMTIS historic data categories.

Cross-border data

Different NeTEx profiles/information available create a lack of compatibility.

Data provision

Working on a roadmap to increase data provision by 2027.

Data categories

Harmonise categories per service to avoid diverging national requests.

Update frequency

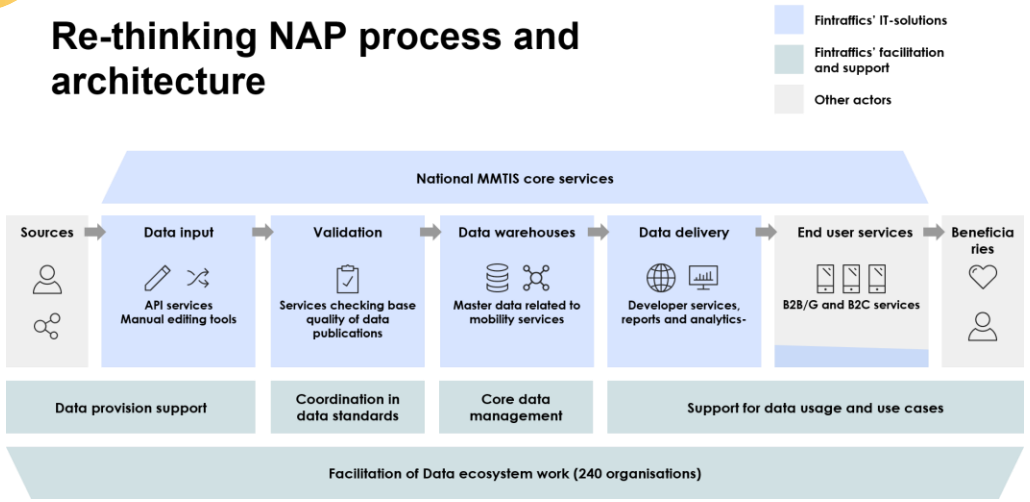
Data must be refreshed whenever changes happen.

Data availability

Still scarce and fragmented for on-demand modes. Strategies to increase it.

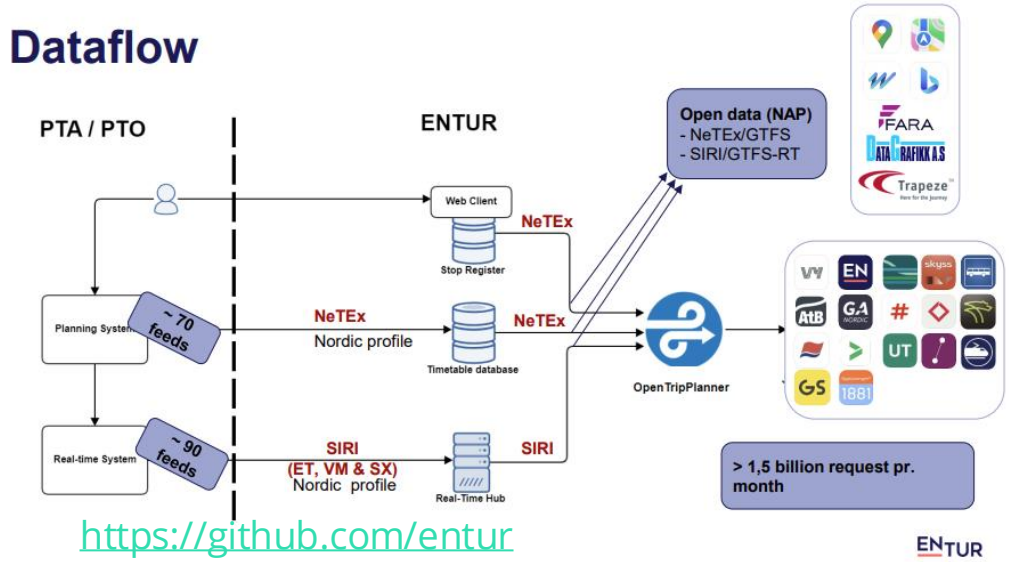
Increasing multimodal data availability

Finland – Fintraffic



https://mobility.mobility-database.fintraffic.fi/fi

Norway – ENTUR



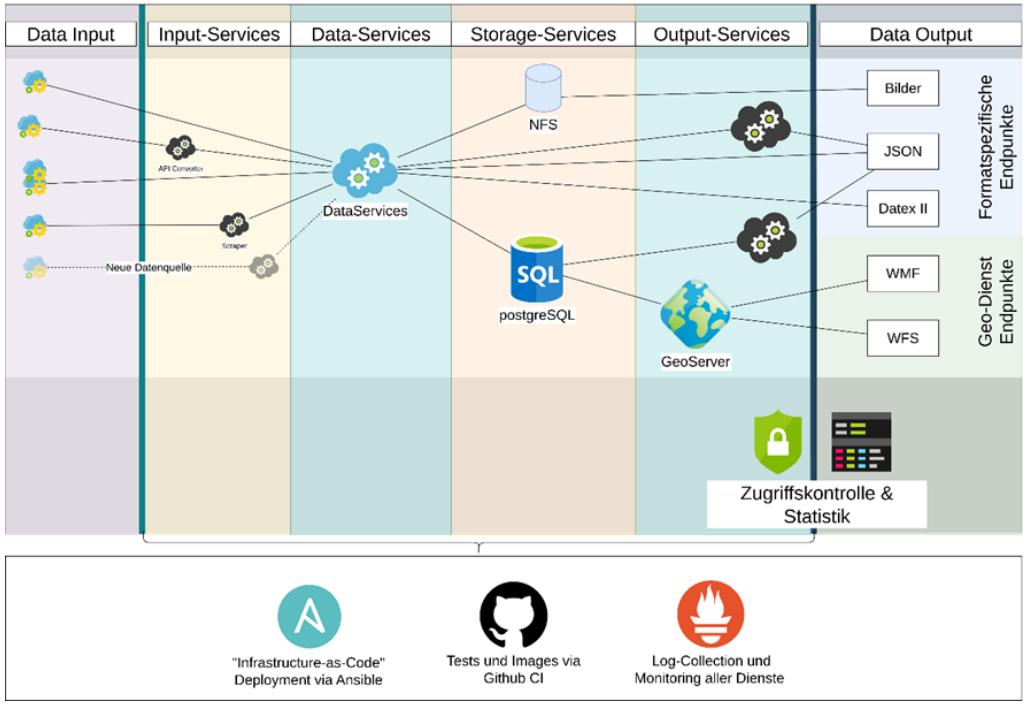
https://github.com/entur

Importance of creating ecosystems:

- 240 organisations in Finland
- 70 NeTEx feeds and 90 SIRI feeds in Norway
- 40 Feeds shared mobility in Norway

Increasing multimodal data availability

Germany – Baden Wurttenberg NVBW



Open Source Software
§ EUPL-1.2 license
https://github.com/mobidata-bw/

Support throughout the whole process to achieve data consolidation

- **Digest policies for data providers, easing understanding (NVBW)**
- **Input services/support**
- **Validation (standards)**
- **Data warehouse/storage**
- **Support for data re-users**

Increasing multimodal data availability

01

Two drivers

Legislation and sector needs both drive the effort.

02

Resources

Reallocation brings efficiency and grows the ecosystem.

03

Trust

Provider relationships are built on trust.

04

Business case

Providing and using data must add clear value.

05

End users

More options, easier access to public transport.

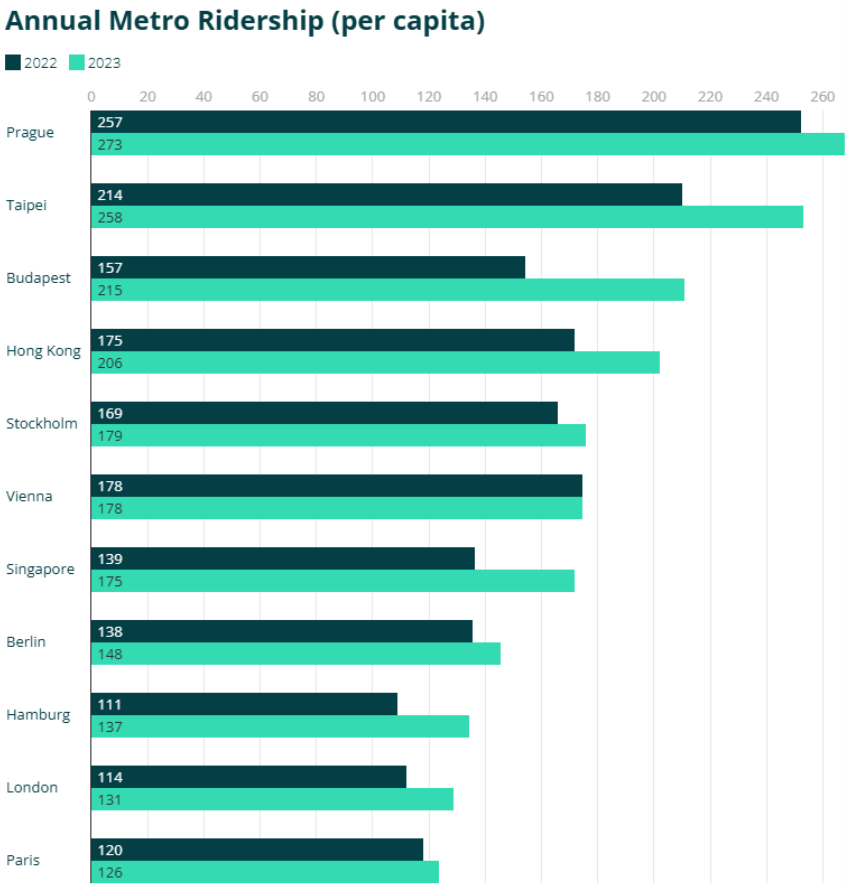
GUMI and other UITP data repositories

Global Urban Mobility Indicators (GUMI)

- Public transport indicators from **53 cities worldwide**.
- Benchmarks operational and infrastructural metrics, affordability, coverage and innovation.

Can NAP data serve statistical purposes?

Today it remains difficult: the data is scarce and not comparable.



https://www.uitp.org/knowledge-research/data/

Other relevant UITP documents

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The way forward

The way forward

- **Building an ecosystem requires technical capabilities**
- **Need to showcase added value to stakeholders**
- **There are success stories, they can contribute to the development of the Mobility Data ecosystem in Europe**
- **There is not ‘one’ way, multiple possibilities can contribute towards the same objective.**

The way forward

Concrete actions to increase data provision at NAPs

01

Roadmap

Set a clear roadmap to 2027 for data provision.

02

Added value

Actions from NAPs that showcase their value in the ecosystem.

03

Data providers

Engage providers to deliver data in line with the regulations.

Thank you!

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