



Fifth Report on NAP data availability

NAP content and accessibility

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Abstract

This report provides an overview of the results from the fifth iteration of the survey on data availability in NAPs. It focuses on the coverage of crucial data types as defined in Annex III of the ITS Directive (EU) 2023/2661, a topic not covered in the previous iterations of the survey. The report is not meant as an exhaustive description of the survey results, as all information is available online in the NAP monitoring tool. Finally, the report concludes by presenting future aspects and new opportunities for the tool.

Abbreviations

Abbreviation	Meaning
EC	European Commission
EPIP	European Passenger Information Profile
CAT	Core Alignment Team
DR	Delegated Regulation
HTML	Hyper Text Markup Language
ITS	Intelligent Transportation Systems
MS	Member State
NAP	National Access Point
NAPCORE	National Access Point Coordination Organisation for Europe
WG	Working Group

Table of contents

1. Introduction.....	6
1.1. Scope & objectives of NAPCORE WG3	6
1.2. Benefits of the NAP monitoring tool.....	7
2. Overview of responses regarding crucial data types	8
2.1. Static and dynamic traffic regulations	9
2.2. Data on the state of the network	12
2.3. Data on safe and secure parking places for trucks	20
2.4. Data on road-safety-related minimum universal traffic information.....	22
2.5. Static multimodal traffic data for EU-wide multimodal travel information	22
3. Concluding remarks and further developments.....	25

List of tables

Table 1: Tasks of NAPCORE WG3	7
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List of figures

Figure 1: High-level architecture of the NAP monitoring tool	8
Figure 2: Coverage of “access conditions for tunnels” on TEN-T network	9
Figure 3: Coverage of “access conditions for tunnels” on national primary roads.....	9
Figure 4: Coverage of “access conditions for tunnels” on major streets within urban nodes.....	10
Figure 5: Coverage of “access conditions for bridges” on TEN-T network.....	10
Figure 6: Coverage of “access conditions for bridges” on national primary roads.....	10
Figure 7: Coverage of “access conditions for bridges” on major streets within urban nodes.....	11
Figure 8: Coverage of “speed limits” on TEN-T network.....	11
Figure 9: Coverage of “speed limits” on national primary roads	11
Figure 10: Coverage of “speed limits” on major streets within urban nodes.....	12
Figure 11: Coverage of “overtaking bans for heavy goods vehicles” on TEN-T network.....	12
Figure 12: Coverage of “overtaking bans for heavy goods vehicles” on national primary roads	12
Figure 13: Coverage of “overtaking bans for heavy goods vehicles” on major streets within urban nodes	13
Figure 14: Coverage of “weight/length/width/height restrictions” on TEN-T network	13
Figure 15: Coverage of “overtaking bans for heavy goods vehicles” on national primary roads	13
Figure 16: Coverage of “overtaking bans for heavy goods vehicles” on major streets within urban nodes	14
Figure 17: Coverage of “one-way streets” on major streets within urban nodes	14
Figure 18: Coverage of “freight delivery regulations” on major streets within urban nodes.....	15
Figure 19: Coverage of “direction of travel on reversible lanes” on TEN-T network.....	15
Figure 20: Coverage of “direction of travel on reversible lanes” on national primary roads	15
Figure 21: Coverage of “direction of travel on reversible lanes” on major streets within urban nodes	16
Figure 22: Coverage of “traffic circulation plans” on TEN-T network	16
Figure 23: Coverage of “traffic circulation plans” on national primary roads	16



Figure 24: Coverage of “traffic circulation plans” on major streets within urban nodes	17
Figure 25: Coverage of “permanent access restrictions” on TEN-T network.....	17
Figure 26: Coverage of “permanent access restrictions” on national primary roads	17
Figure 27: Coverage of “permanent access restrictions” on major streets within urban nodes.....	18
Figure 28: Coverage of “boundaries of restrictions, prohibitions or obligations ... in regulated traffic zones” on TEN-T network.....	18
Figure 29: Coverage of “boundaries of restrictions, prohibitions or obligations ... in regulated traffic zones” on national primary roads	18
Figure 30: Coverage of “boundaries of restrictions, prohibitions or obligations ... in regulated traffic zones” on major streets within urban nodes	19
Figure 31: Coverage of “road closures” on TEN-T network	20
Figure 32: Coverage of “lane closures” on TEN-T network	20
Figure 33: Coverage of “roadworks” on TEN-T network	20
Figure 34: Coverage of “temporary traffic management measures” on TEN-T network	20
Figure 35: Coverage of “static data related to the parking areas” on TEN-T network	21
Figure 36: Coverage of “information on safety and equipment of the parking area” on TEN-T network	21
Figure 37: Coverage of “dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available” on TEN-T network.....	21
Figure 38: Coverage of road-safety-related data (SRTI) on TEN-T network.....	22
Figure 39: Coverage of road-safety-related data (SRTI) on national motorways	22
Figure 40: Coverage of multimodal data for bus/trolley.....	23
Figure 41: Coverage of multimodal data for long-distance coach	23
Figure 42: Coverage of multimodal data for metro	23
Figure 43: Coverage of multimodal data for tram	23
Figure 44: Coverage of multimodal data for rail transport	24
Figure 45: Coverage of multimodal data for maritime transport	24
Figure 46: Coverage of multimodal data for air transport	24

1. Introduction

One of the activities of WG3 involves the monitoring of the ongoing implementation of NAPs to assess their progress and content status, enable mutual learning, and pave the ground for their future EU-wide harmonization.

Currently, NAPs are being or have been implemented by almost all MS; however, the implementation of NAPs across Europe varies. For instance, some countries have separate NAPs to support different Delegated Regulations (DRs) supplementing the ITS Directive, while some other support all DRs through a single platform (point of access). Similarly, the architectural type of NAPs (e.g., repository of links, databases, or both) and compliance assessment procedures differ significantly. Therefore, the current work aims at monitoring EU-wide NAP developments, contributing to harmonisation, and acting as a knowledge centre for among others: Member States (MSs), NAP operators, and Nominated National Bodies (NB).

The current report constitutes the fifth version of a series of relevant reports to be published throughout NAPCORE. Furthermore, this one focuses on the coverage of crucial data types as defined in Annex III of Directive (EU) 2023/2661, a topic not covered in the previous iterations of the survey. Regarding these data types, in the current iteration there is a limitation that could not be corrected, as it was discovered after the survey had started. The limitation is that an option “not applicable” was not included for any of the questions, whereas we received feedback from some countries that there are some services (e.g., truck parking or reversible lanes) that are not implemented in the respective country. Therefore, the data types related to those services do not exist. In this situation the countries chose to respond with either a 0% coverage or over 66% coverage.

The report is not meant as an exhaustive description of the survey results, as all information is available online in the NAP monitoring tool. The NAP monitoring tool was developed in two stages: a) the data collection platform was created in the first semester of 2023, and it was used for the third iteration of the monitoring survey and b) the data visualisation platform was created in December 2023 and it was publicly released in January 2024. In August 2024 – December 2024, both components of the NAP monitoring tool were updated to allow for the addition of information on crucial data types. The 5th survey was distributed to all national responders on October 3, 2024, and all responses were collected by the end of November 2024.

Therefore, the main objectives of this report can be summarized as follows:

- Display the main results regarding coverage of crucial data types based on the responses from the current iteration; and
- Discuss how to improve it, encompassing more functionalities based on the outputs of other WGs (e.g., LoS of NAPs).

1.1. Scope & objectives of NAPCORE WG3

The activities of WG3 contribute to the harmonisation of European NAPs content by taking into consideration the existing developments and potential future progress in the ITS domain. The activities aim to facilitate the fair, trusted, and enhanced accessibility to ITS-related data through the investigation of aspects related to data availability (technical and procedural), data quality, data reuse and data visualisation. Its specific objectives are as follows:

- Support Member States towards a common understanding on the current and future content of European NAPs considering existing, planned, and foreseen European legislative and technological developments.



- Monitor and assess the availability of ITS-related data at both national and Pan-European NAP level.
- Identify data gaps and provide guidelines to mitigate these gaps.
- Set a robust framework for and bring into practice the evaluation of European NAP platforms' data quality.
- Investigate commonly accepted frameworks and technical options to achieve fair, trusted, and enhanced accessibility to ITS-related data through European NAPs.
- Create added value visualisation tools to be used by NAP operators, data providers, and data consumers.
- Support the enhanced use of NAPs in key application areas of priority and added value for EU Member States.
- Align the achievements on the NAP content and accessibility level with the remaining activities and needs of the project, including training.

Table 1 enlists the tasks of WG3. The current report falls under the scope of Task 3.1 and facilitates the fulfilment of the first three objectives previously listed.

Table 1: Tasks of NAPCORE WG3

Task 3.1	Data content requirements arising from current and future developments
Task 3.2	European NAPs data quality
Subtask 3.2.1	Quality Frameworks
Subtask 3.2.2	Guidance & best practices for quality assessment
Subtask 3.2.3	Quality certification for NAP datasets
Task 3.3	Data access and reuse
Subtask 3.3.1	Technical options for data visualisation
Subtask 3.3.2	Terms and conditions of data reuse (incl. data pricing)
Subtask 3.3.3	Implications of GDPR
Task 3.4	Data Exchange Vision
Task 3.5	Training for NAP content and accessibility

1.2. Benefits of the NAP monitoring tool

The NAP monitoring tool has two main components: a data collection platform and a data visualisation platform. The latter is available here <https://eunapmonitoring.napcore.imet.gr/>. The tool offers several benefits that significantly enhance the efficiency of the whole monitoring process. Some of those benefits are listed below.

- Efficient data collection and processing

The manual data collection and processing from/for all countries has proven to be an extremely time-consuming endeavour. Initially, this task required the circulation of a survey to all NAP operators, requiring multiple reminders to ensure their timely completion. Afterwards, all responses were collected and analysed in an Excel file, wherein a set of statistics and metrics were created. Now, the



development of the tool substantially accelerates this process by enabling NAP operators to log in to a dedicated database and submit their responses instead of undertaking all the manual process.

- Historical data storage

One of the tool's capabilities is to store historical data, providing that way a comprehensive view of changes over time within NAPs. In addition to that, the tool allows to submit updated responses only to questions for which information has changed, eliminating the need for NAP operators to re-answer all questions from scratch.

- Real-time tracking and monitoring

This functionality offers a real-time tracking and monitoring enabling all stakeholders to have up-to-date insights into the implementation of NAPs, data availability and data coverage as well as to many other additional building blocks that are covered by the tool.

- Semi-automated reporting process

The tool can generate statistics, charts, diagrams, and maps directly from the received answers, accelerating the pace at which data is analysed.

Figure 1 provides an overview of the architecture of the NAP monitoring tool.

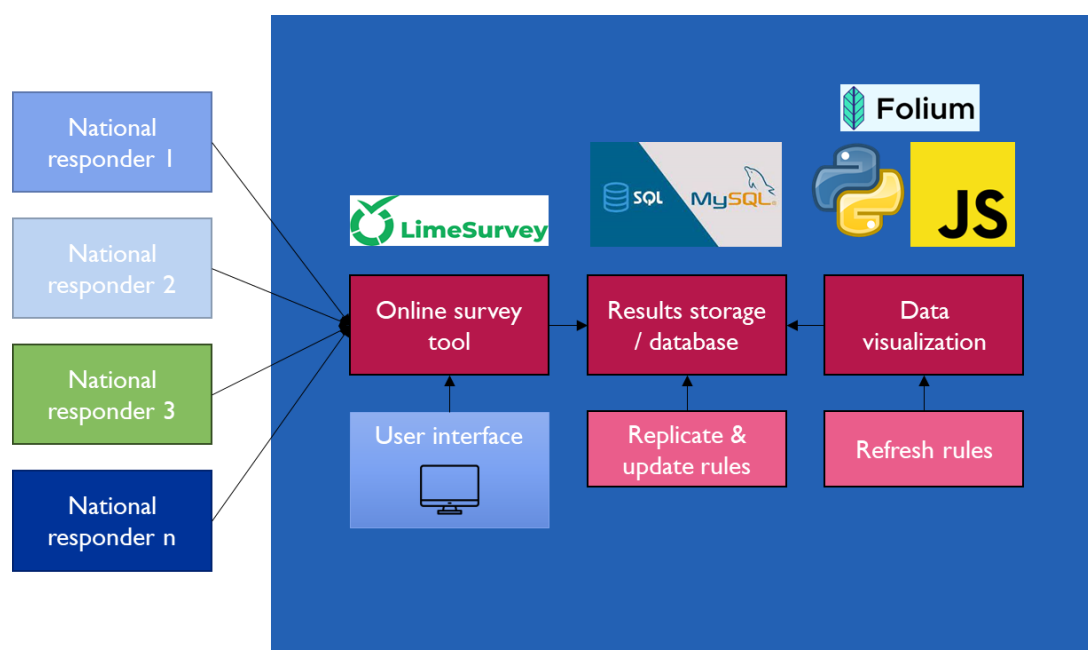


Figure 1: High-level architecture of the NAP monitoring tool

2. Overview of responses regarding crucial data types

The respondents were asked to estimate the coverage of each crucial data type in NAPs with the following options:

- Unknown
- 0%
- Up to 33%
- 33% - 66%
- Greater than 66%

As defined in Directive (EU) 2023/2661, for some data types separate answers were requested for each of the three possible geographical references: TEN-T network, primary road network, and major streets within urban nodes.

2.1. Static and dynamic traffic regulations

This category consists of the following data types:

- access conditions for tunnels
- access conditions for bridges
- speed limits
- overtaking bans on heavy goods vehicles
- weight/length/width/height restrictions
- one-way streets
- freight delivery regulations
- direction of travel on reversible lanes
- traffic circulations plans
- permanent access restrictions
- boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones

The results for the first three categories are shown below.

Figure 2, Figure 3 and Figure 4 show the results for access conditions for tunnels. For all geographical references the majority of the answers are either 0% or unknown.

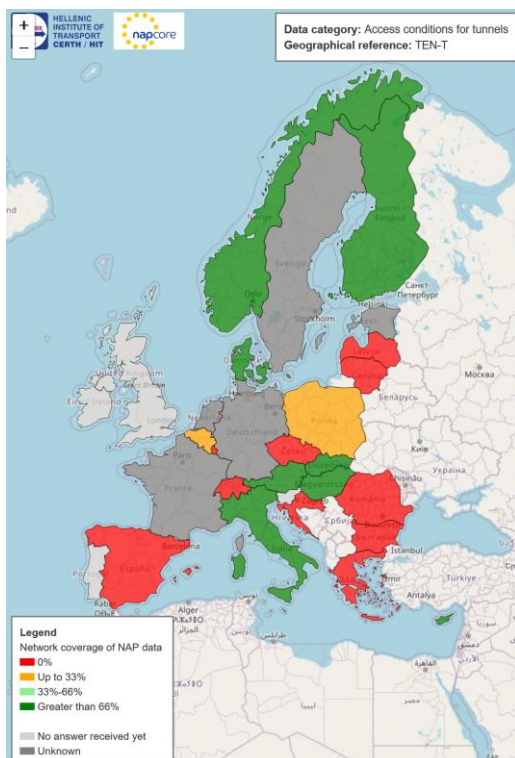


Figure 2: Coverage of "access conditions for tunnels" on TEN-T network

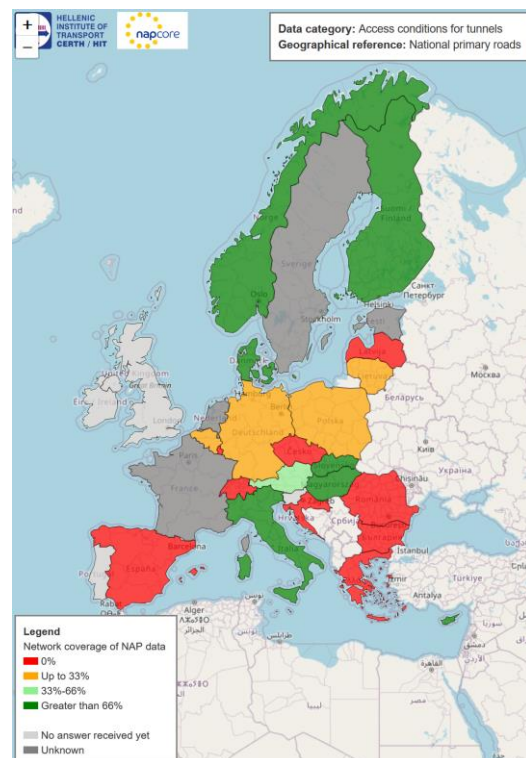


Figure 3: Coverage of "access conditions for tunnels" on national primary roads

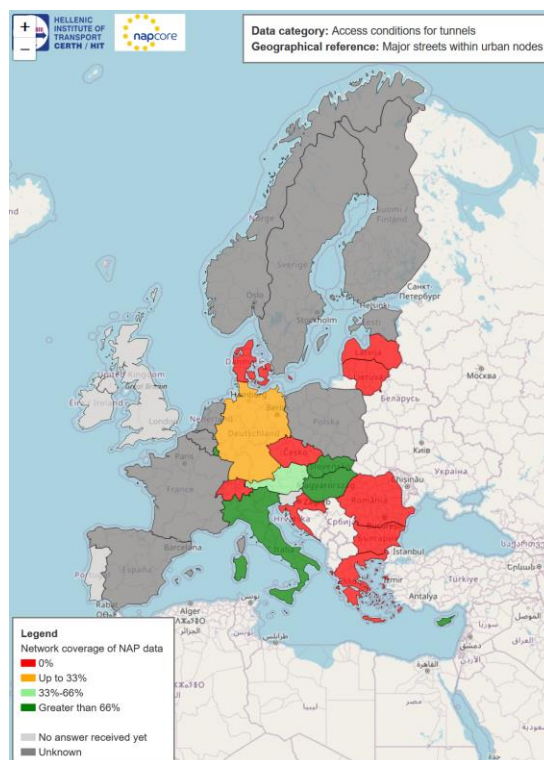


Figure 4: Coverage of “access conditions for tunnels” on major streets within urban nodes

Figure 5, Figure 6 and Figure 7 show the results for access conditions for bridges. For all geographical references the majority of the answers are also either 0% or unknown.

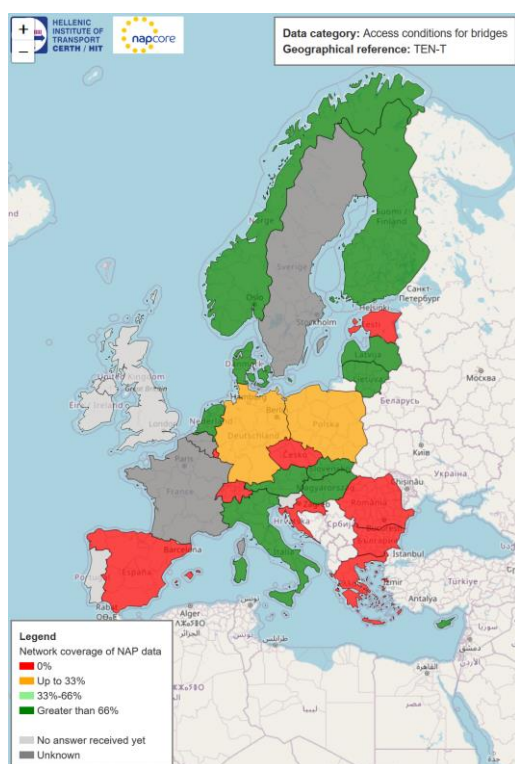


Figure 5: Coverage of “access conditions for bridges” on TEN-T network

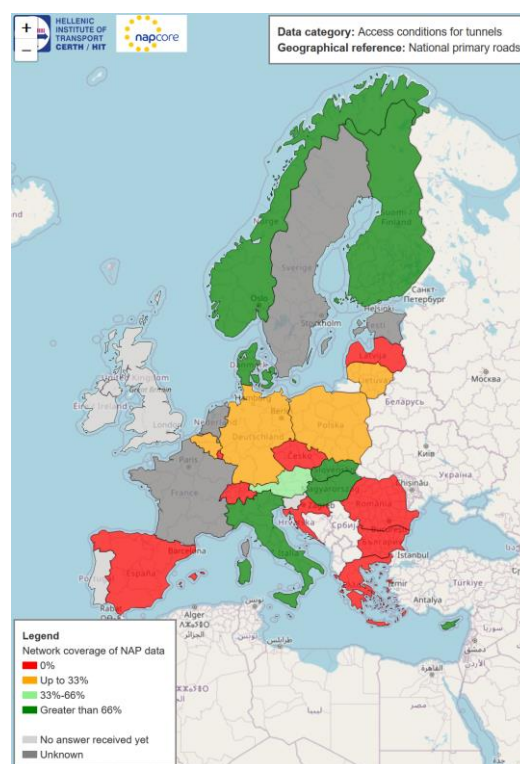


Figure 6: Coverage of “access conditions for bridges” on national primary roads

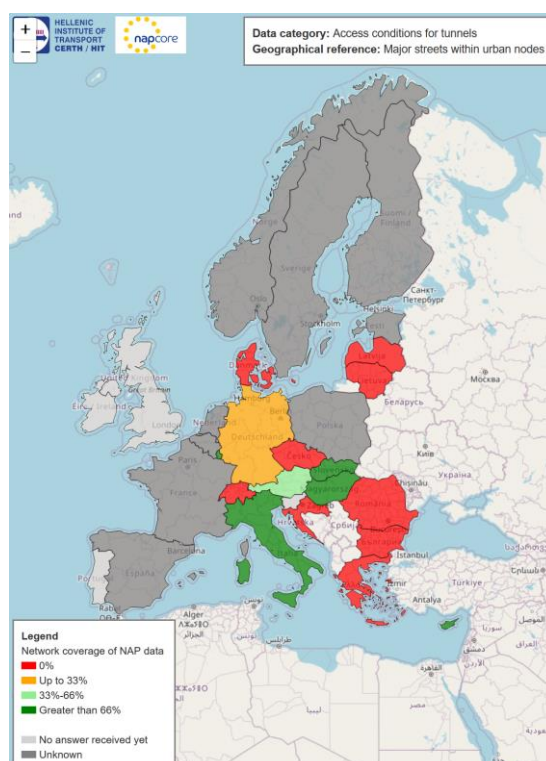


Figure 7: Coverage of “access conditions for bridges” on major streets within urban nodes

Figure 8, Figure 9 and Figure 10 show the results for speed limits. For the TEN-T network and national primary roads, the majority of the answers are “greater than 66%”. However, for major streets within urban nodes, only about half of the answers are “greater than 66%”.

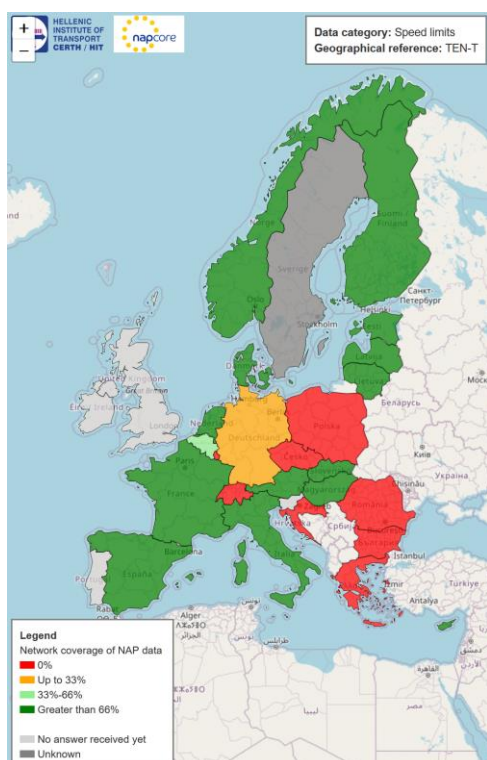


Figure 8: Coverage of “speed limits” on TEN-T network

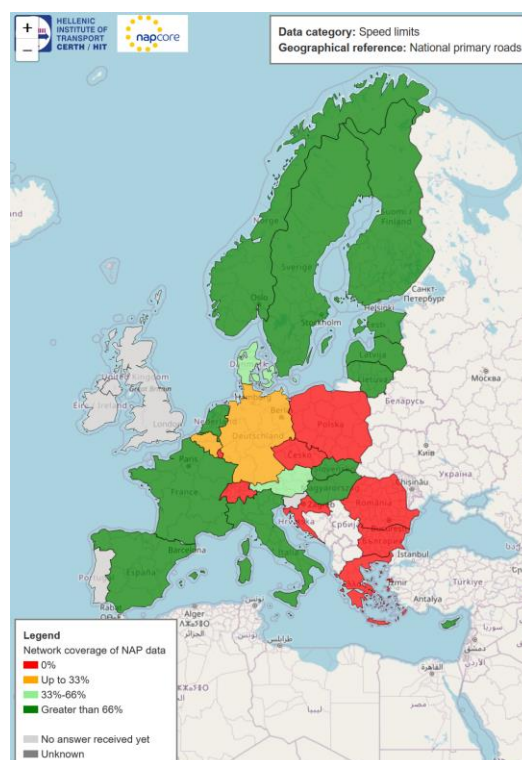


Figure 9: Coverage of “speed limits” on national primary roads

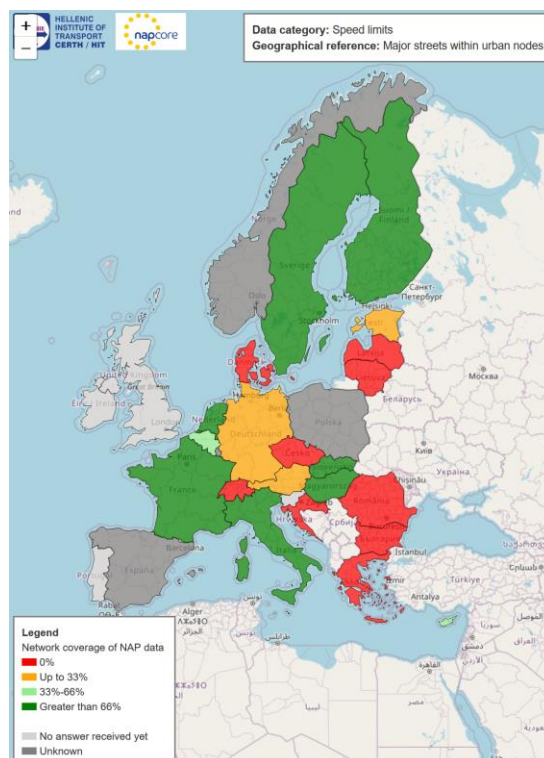


Figure 10: Coverage of “speed limits” on major streets within urban nodes

Figure 11, Figure 12 and Figure 13 show the results for overtaking bans for heavy goods vehicles. For the TEN-T network and national primary roads, the countries that provide a coverage greater than 33% (or higher) is significant. However, the number of countries that do so for urban major streets within urban nodes appears less.

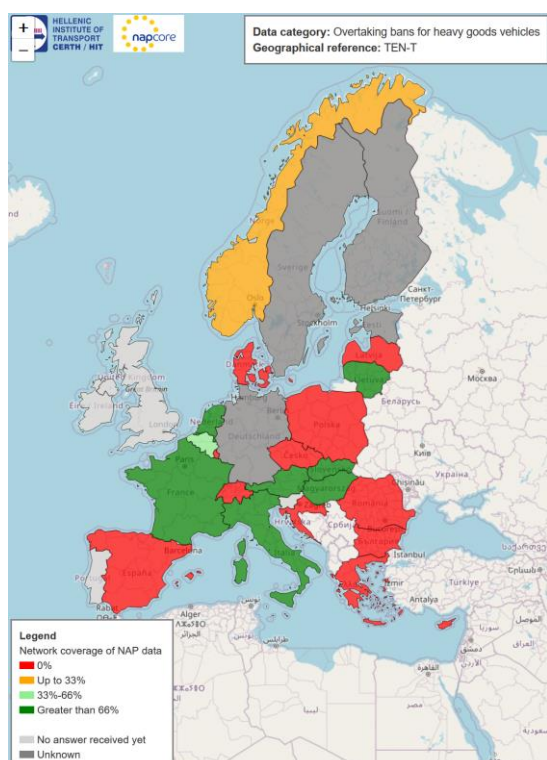


Figure 11: Coverage of “overtaking bans for heavy goods vehicles” on TEN-T network

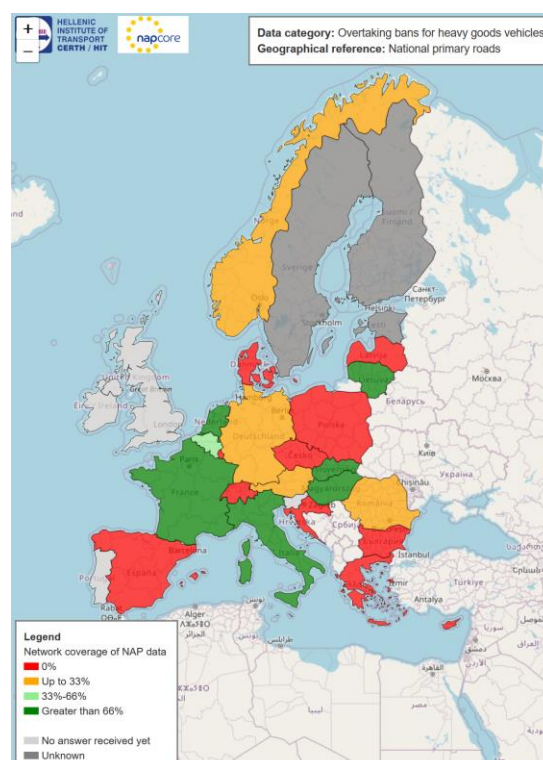


Figure 12: Coverage of “overtaking bans for heavy goods vehicles” on national primary roads

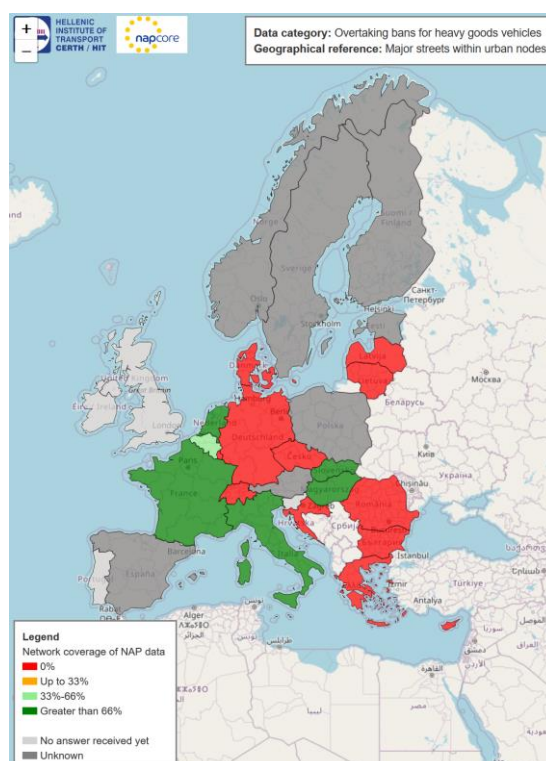


Figure 13: Coverage of “overtaking bans for heavy goods vehicles” on major streets within urban nodes

Figure 14, Figure 15 and Figure 16 show the results for the weight/length/width/height restrictions. It is noteworthy that for the entirety of geographical references (TEN-T, national primary roads, urban streets within urban nodes) a significant number of countries indicates a coverage greater than 66%, while certain other countries report a coverage greater than 33% (or higher).

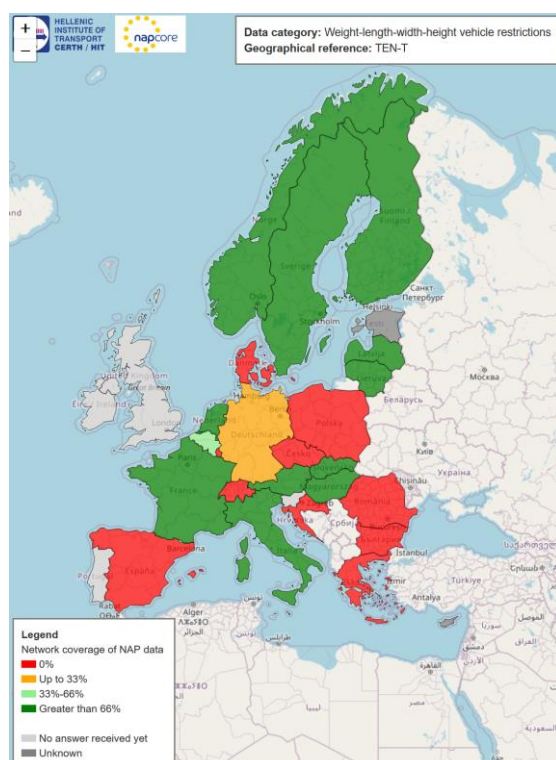


Figure 14: Coverage of “weight/length/width/height restrictions” on TEN-T network

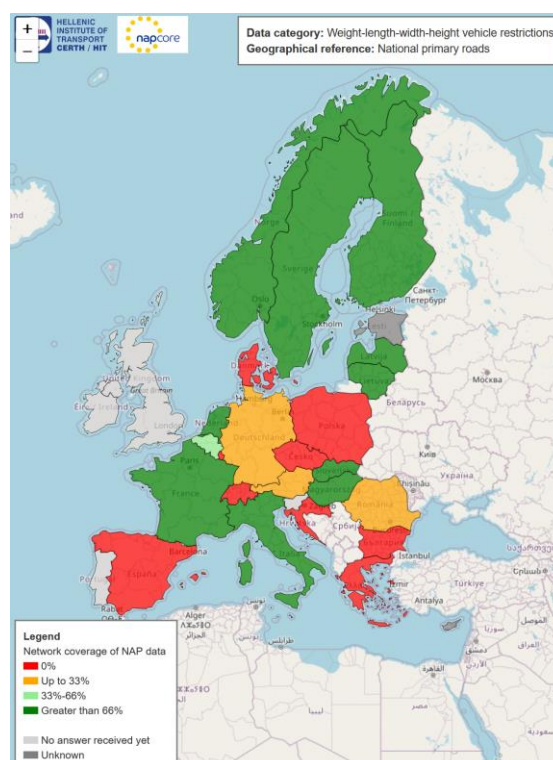


Figure 15: Coverage of “overtaking bans for heavy goods vehicles” on national primary roads

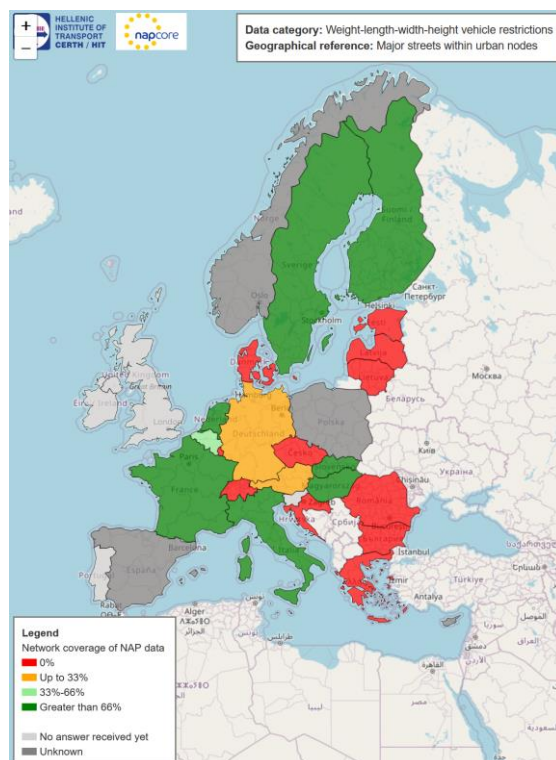


Figure 16: Coverage of “overtaking bans for heavy goods vehicles” on major streets within urban nodes

Figure 17 shows the results for one-way streets. This data category is according to 2661/2023 applicable to urban streets within urban nodes. A significant proportion of countries seems to face challenges in estimating the coverage of their NAP data. A limited number of countries report a coverage higher than 33% (or higher).

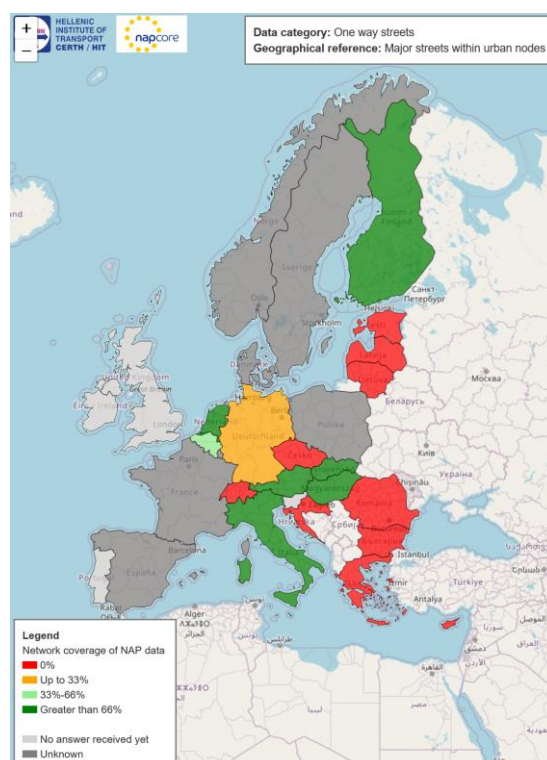


Figure 17: Coverage of “one-way streets” on major streets within urban nodes

Figure 18 show the results for freight delivery regulations, which is also limited to urban nodes’ streets. In a similar fashion to the previous data category, there is a significant proportion of countries that

faces challenges in estimating the coverage of their NAP data. However, in that case, the majority of countries, which are aware of this information, report zero or limited coverage (up to 33%).

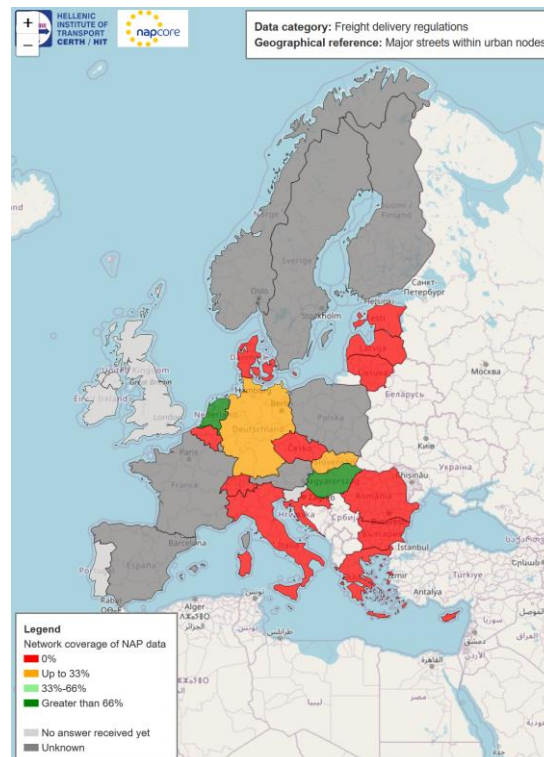


Figure 18: Coverage of "freight delivery regulations" on major streets within urban nodes

Figure 19, Figure 20, Figure 21 show the results for the direction of travel on reversible lanes. For the TEN-T network and national primary roads, the majority of answers fall below 33%. For urban streets, only a limited portion exceeds 33%, highlighting overall lower data coverage for this category.

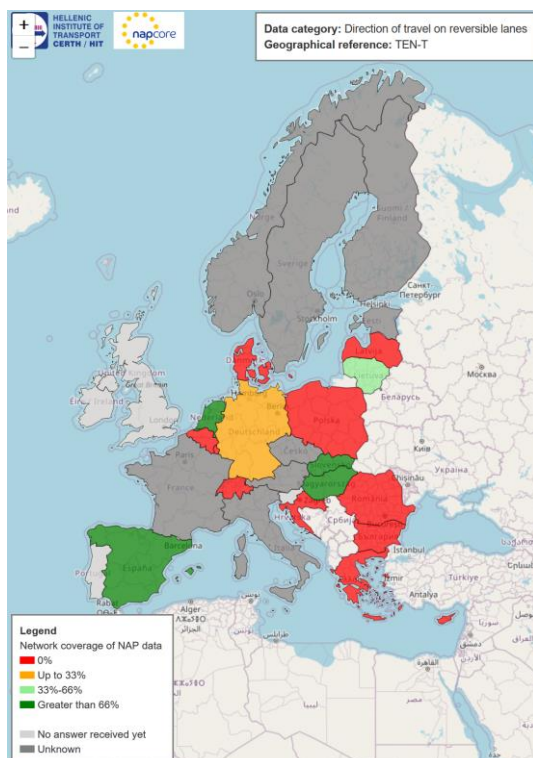


Figure 19: Coverage of "direction of travel on reversible lanes" on TEN-T network

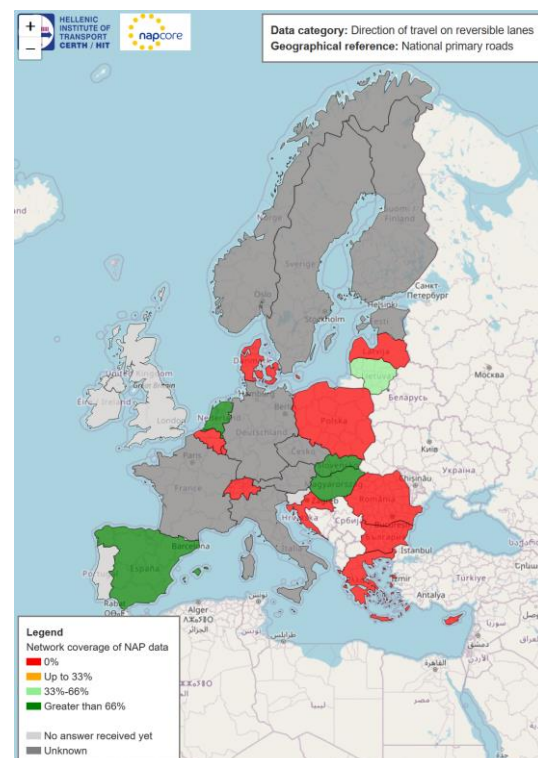


Figure 20: Coverage of "direction of travel on reversible lanes" on national primary roads

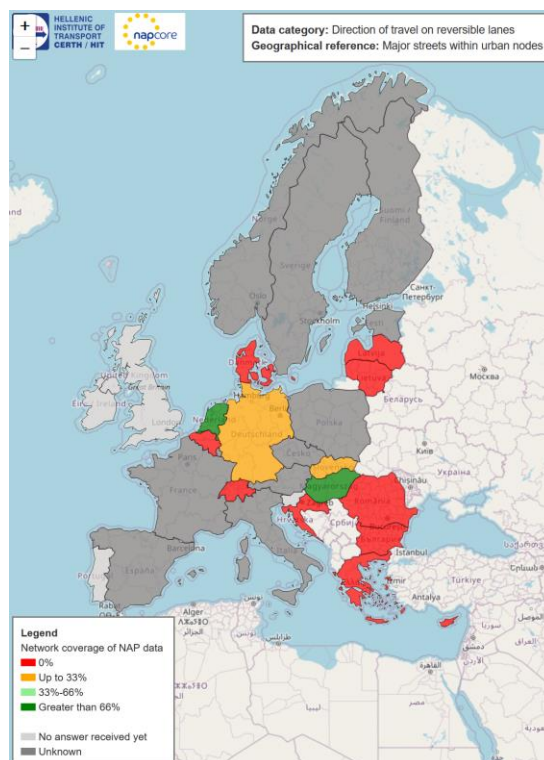


Figure 21: Coverage of "direction of travel on reversible lanes" on major streets within urban nodes

Figure 22, Figure 23, Figure 24 show the results for traffic circulation plans. For all geographical references, most responses indicate 0% coverage. It is also noted that several countries declared that data coverage is either unknown or no response was provided by the NAP operators.

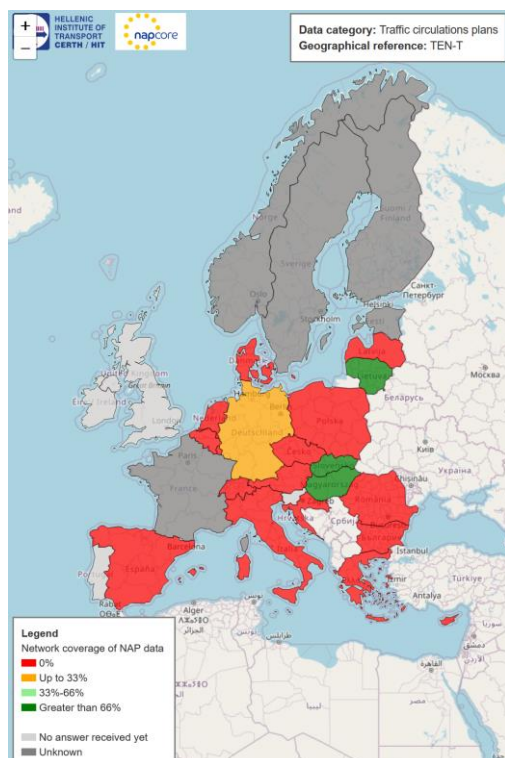


Figure 22: Coverage of "traffic circulation plans" on TEN-T network

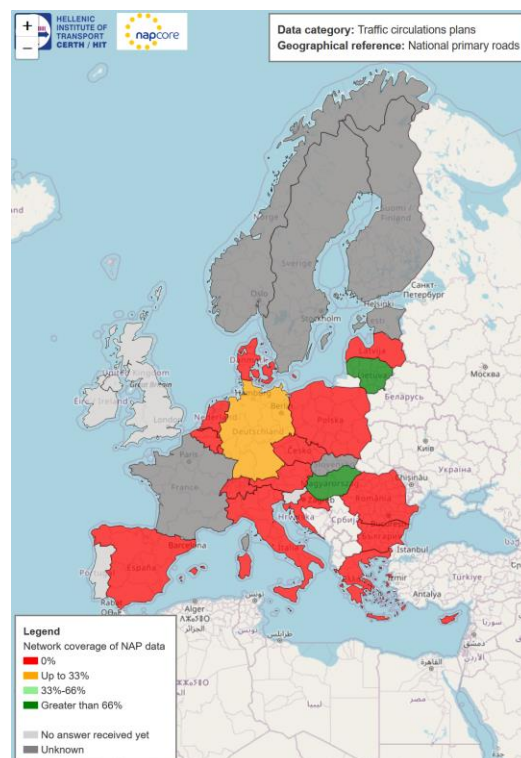


Figure 23: Coverage of "traffic circulation plans" on national primary roads

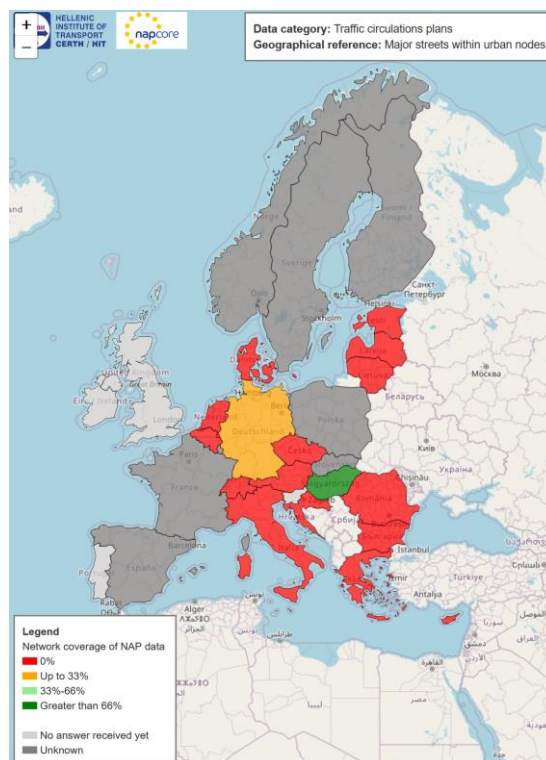


Figure 24: Coverage of “traffic circulation plans” on major streets within urban nodes

Figure 25, Figure 26, Figure 27 show the results for permanent access restrictions. For the TEN-T network and national primary roads, most countries report “greater than 66%” coverage. For major streets within urban nodes, coverage is more varied, with fewer countries achieving greater than 66% and several reporting unknown.

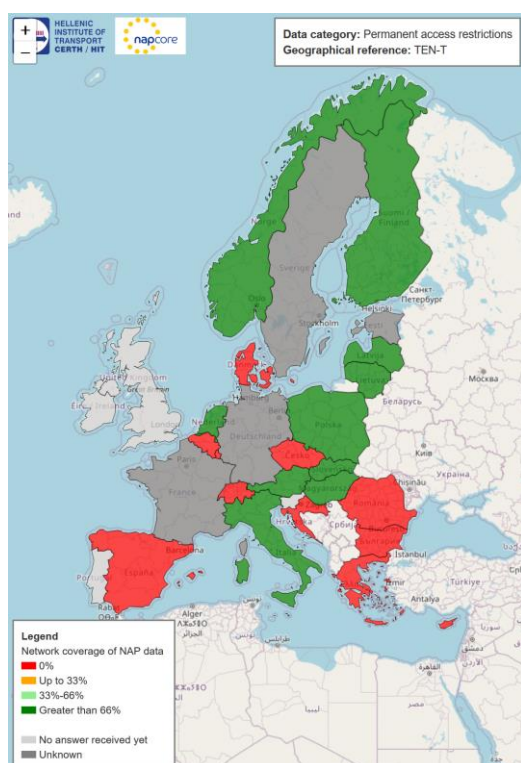


Figure 25: Coverage of “permanent access restrictions” on TEN-T network

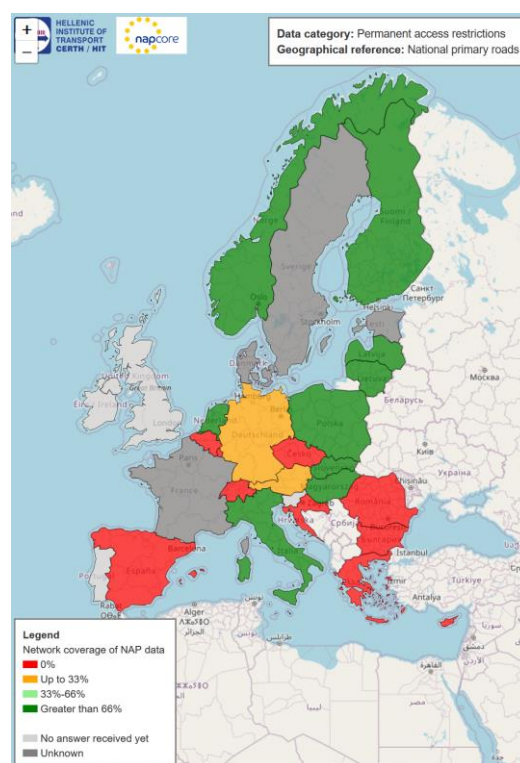


Figure 26: Coverage of “permanent access restrictions” on national primary roads

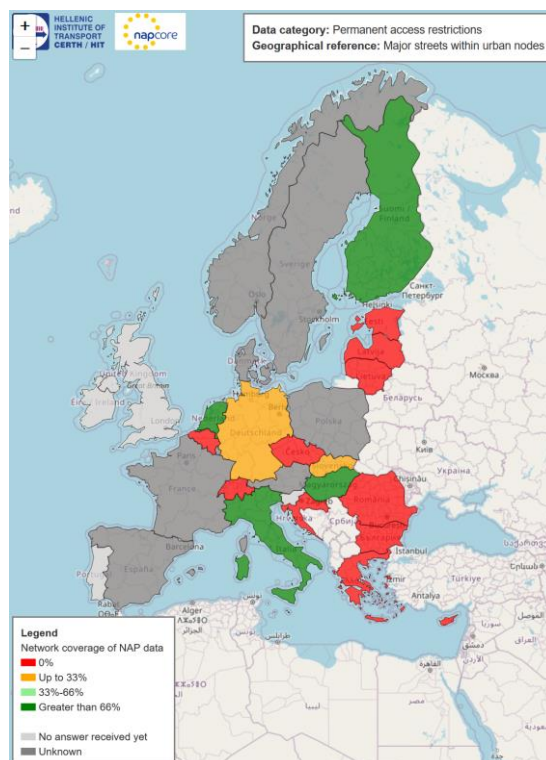


Figure 27: Coverage of “permanent access restrictions” on major streets within urban nodes

Figure 28, Figure 29, Figure 30 show the results for boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones. For the TEN-T network and national primary roads, most countries report 0%, with very few achieving greater than 66%, while some others indicated up to 33%. For major streets within urban nodes, coverage is similarly limited with many countries provided unknown response.

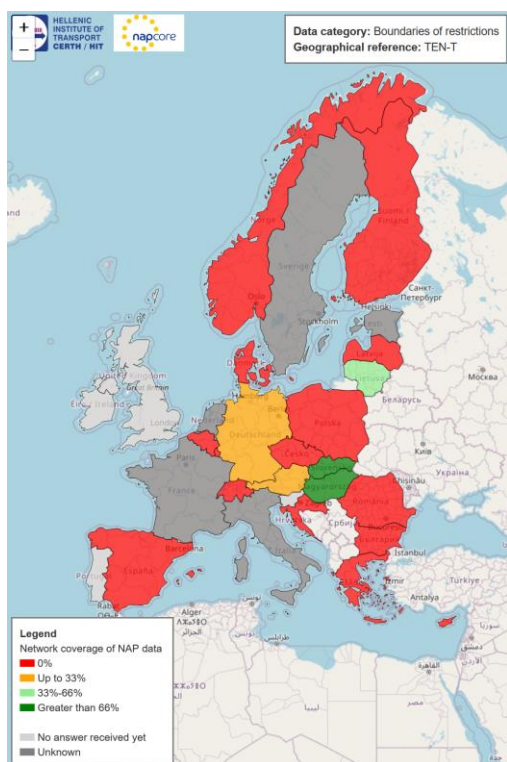


Figure 28: Coverage of “boundaries of restrictions, prohibitions or obligations ... in regulated traffic zones” on TEN-T network

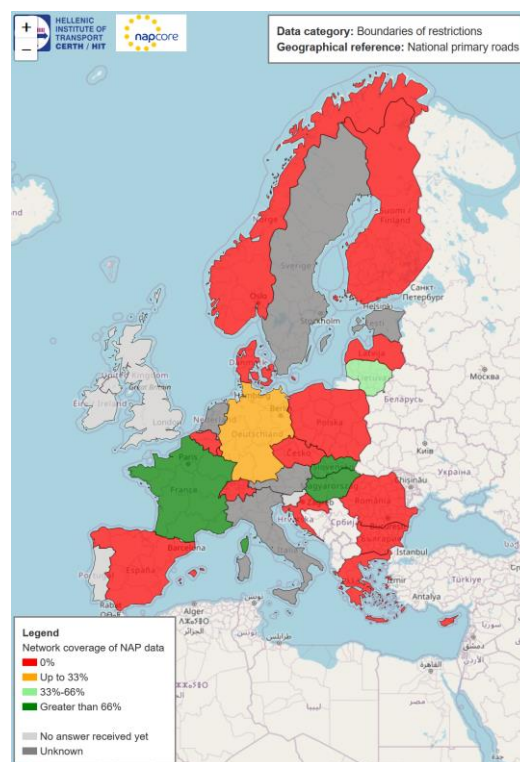


Figure 29: Coverage of “boundaries of restrictions, prohibitions or obligations ... in regulated traffic zones” on national primary roads

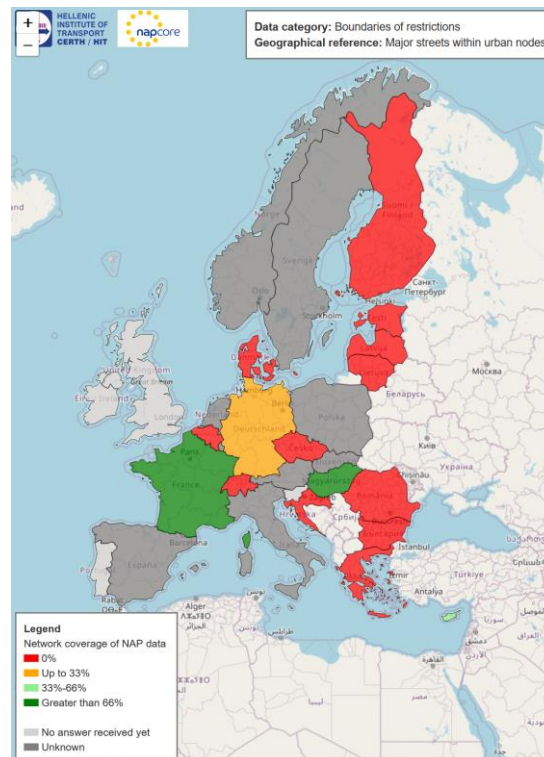


Figure 30: Coverage of “boundaries of restrictions, prohibitions or obligations ... in regulated traffic zones” on major streets within urban nodes

2.2. Data on the state of the network

This category consists of the following data types:

- road closures
- lane closures
- roadworks
- temporary traffic management measures

The results for road closures, lane closures, roadworks, and temporary traffic management measures are, respectively, shown in Figure 31: Coverage, Figure 32, Figure 33 and Figure 34. For road closures, only five responses are 0%. All other responses are greater than 66%. A similar picture holds for lane closures, with some countries reporting a more limited coverage. In the case of roadworks, four responses are 0%, two responses are up to 33%, and all other responses are greater than 66%. Finally, as regards temporary traffic management measures the number of countries that provides a zero coverage appear slightly increased (7 in total).

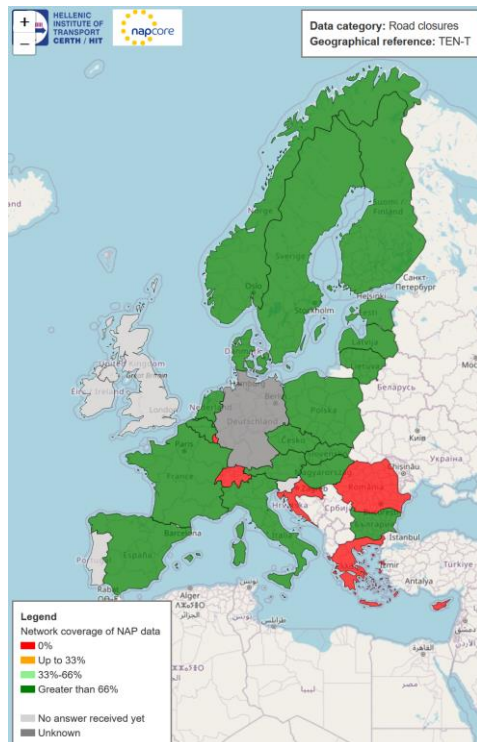


Figure 31: Coverage of “road closures” on TEN-T network



Figure 32: Coverage of “lane closures” on TEN-T network

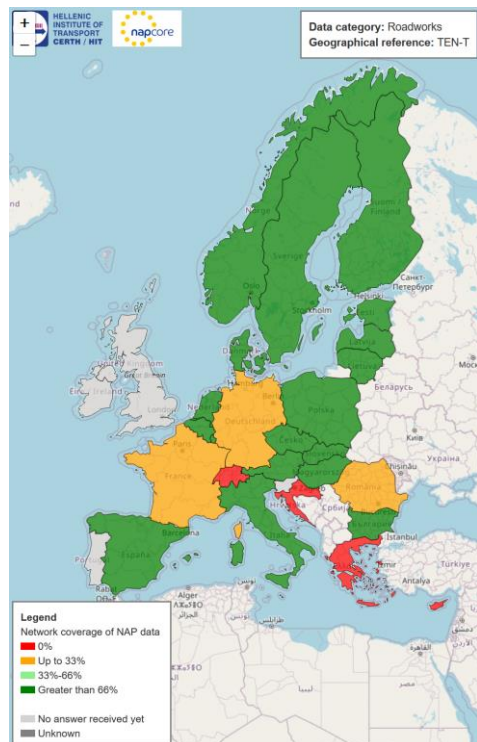


Figure 33: Coverage of “roadworks” on TEN-T network

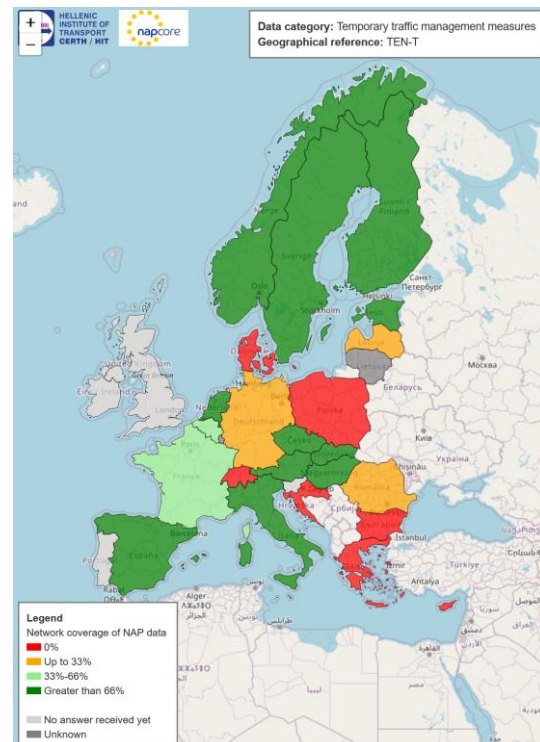


Figure 34: Coverage of “temporary traffic management measures” on TEN-T network

2.3. Data on safe and secure parking places for trucks

This category consists of the following data types:

- static data related to the parking areas
- information on safety and equipment of the parking area
- dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available



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Figure 35 shows the results for static data related to the parking areas. Only two countries responded 0%, as we received feedback from Cyprus that their case is “not applicable”, but this option was not available in the survey. Two countries responded 33% - 66%, three unknown, and all other answers were greater than 66%. Figure 36 shows the results for information on safety and equipment of the parking area. Only three countries responded 0%, as we received feedback from Cyprus that their case is “not applicable”, but this option was not available in the survey. One country responded up to 33%, four unknown, and all other answers were greater than 66%. Finally, Figure 37 shows the results for dynamic information on safety and equipment of the parking area. The majority of countries responded 0%, and four are unknown.

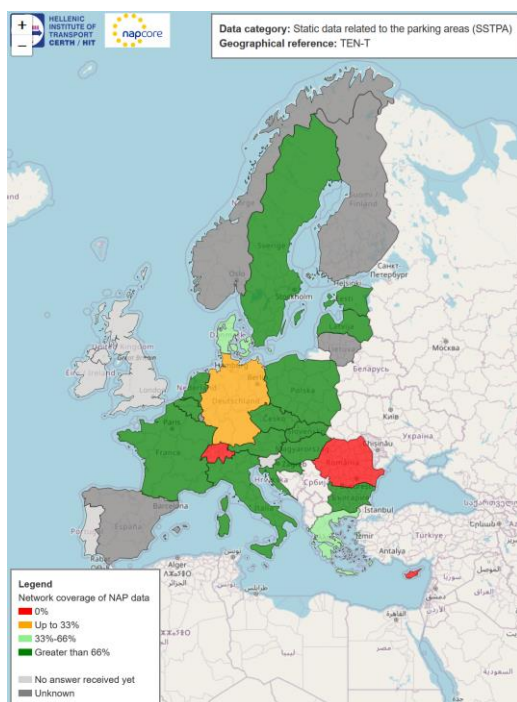


Figure 35: Coverage of “static data related to the parking areas” on TEN-T network

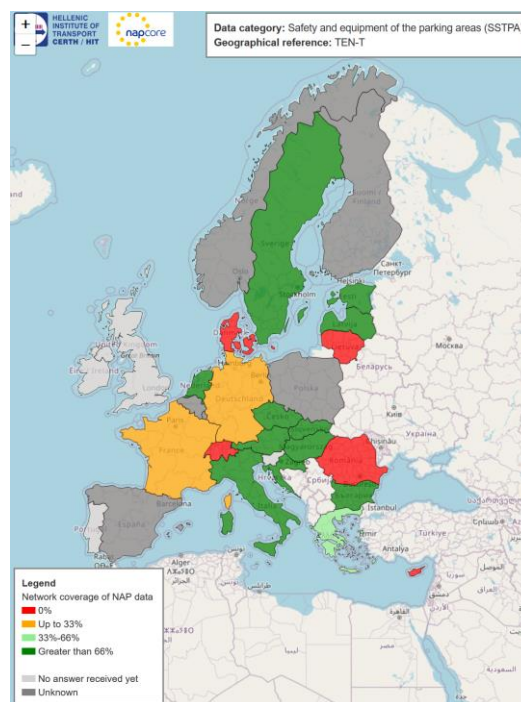


Figure 36: Coverage of “information on safety and equipment of the parking area” on TEN-T network

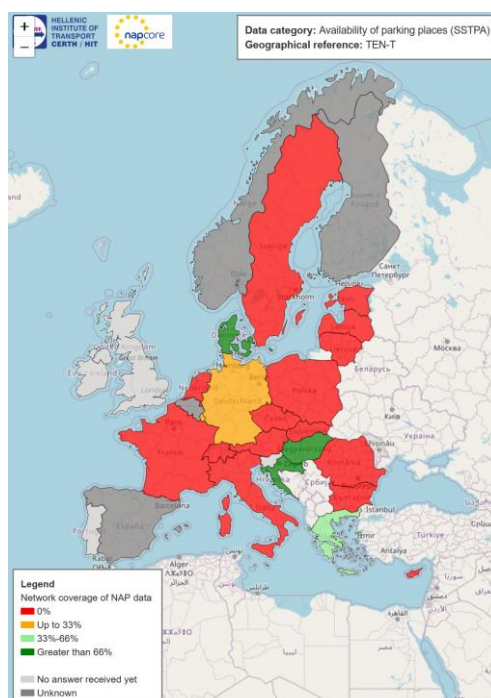


Figure 37: Coverage of “dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available” on TEN-T network

2.4. Data on road-safety-related minimum universal traffic information

This category consists of the following data types:

- temporary slippery road
- animal, people, obstacles, debris on the road
- unprotected accident area
- short-term road works
- wrong-way driver
- unmanaged blockage of a road
- reduced visibility
- exceptional weather conditions

The results for all road-safety-related data on TEN-T network are shown in Figure 38 and the results for all road-safety-related data on national motorways are shown in Figure 39. For TEN-T network, five responses are 0%, two is unknown, one is 33% - 66%, and all other responses are greater than 66%. In the case of national motorways, five responses are 0%, two responses are unknown, one is 33% - 66%, and all other responses are greater than 66%.

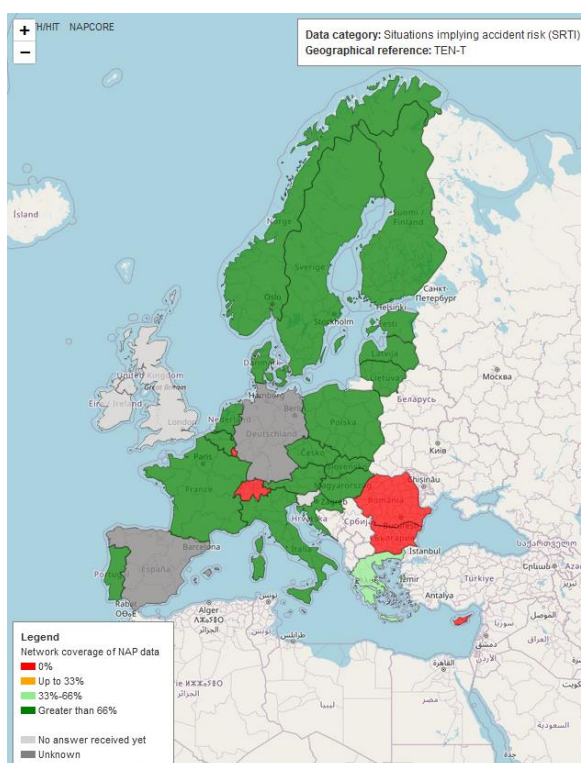


Figure 38: Coverage of road-safety-related data (SRTI) on TEN-T network

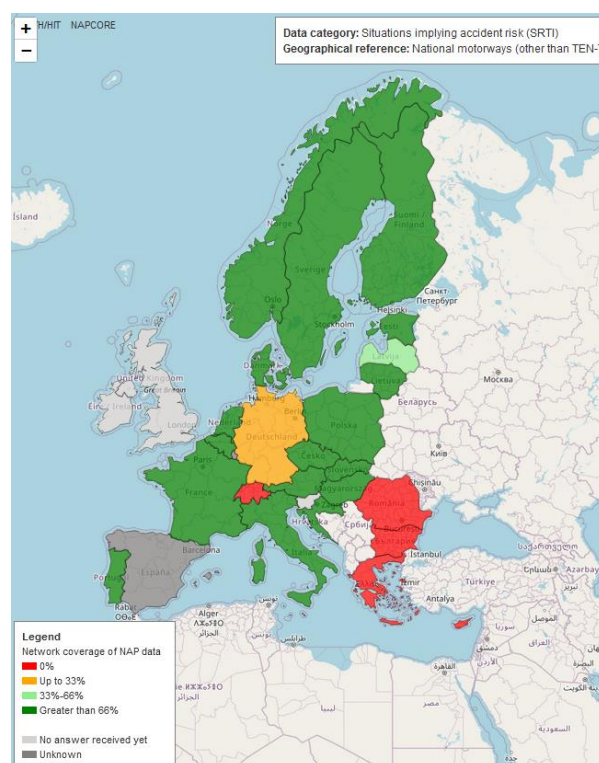


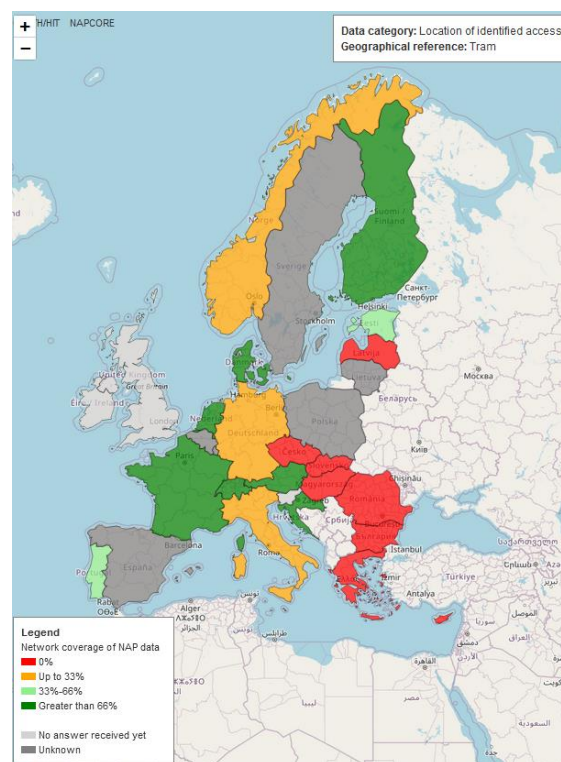
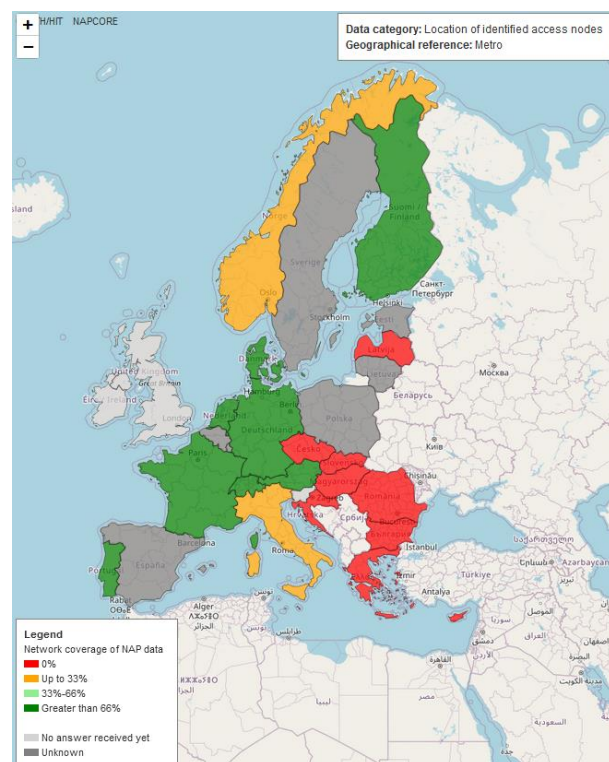
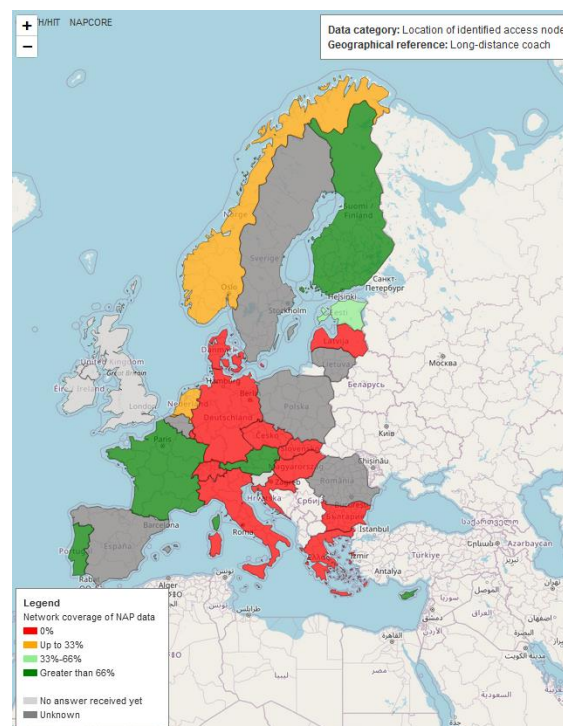
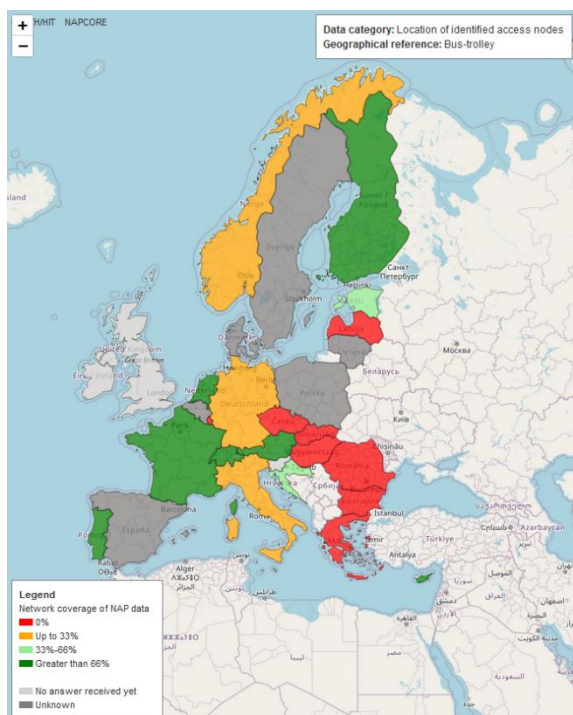
Figure 39: Coverage of road-safety-related data (SRTI) on national motorways

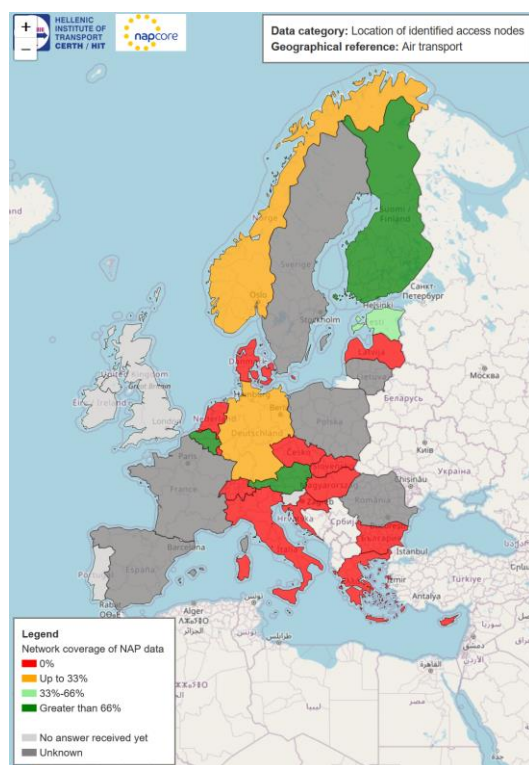
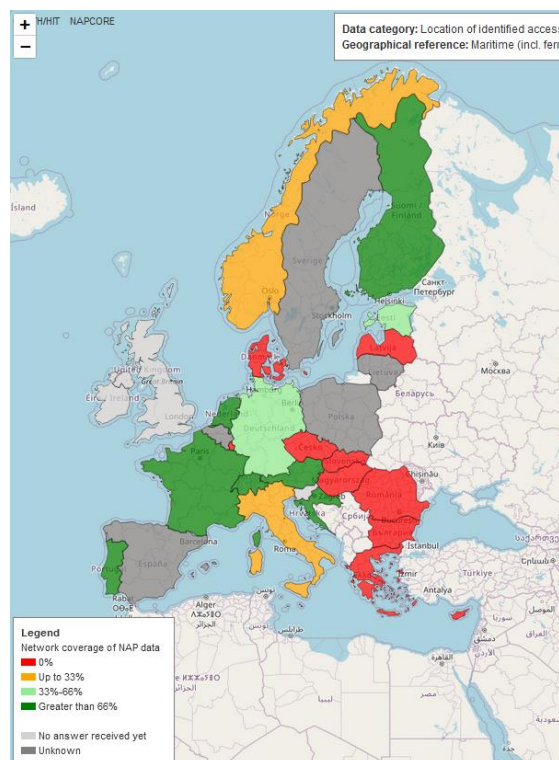
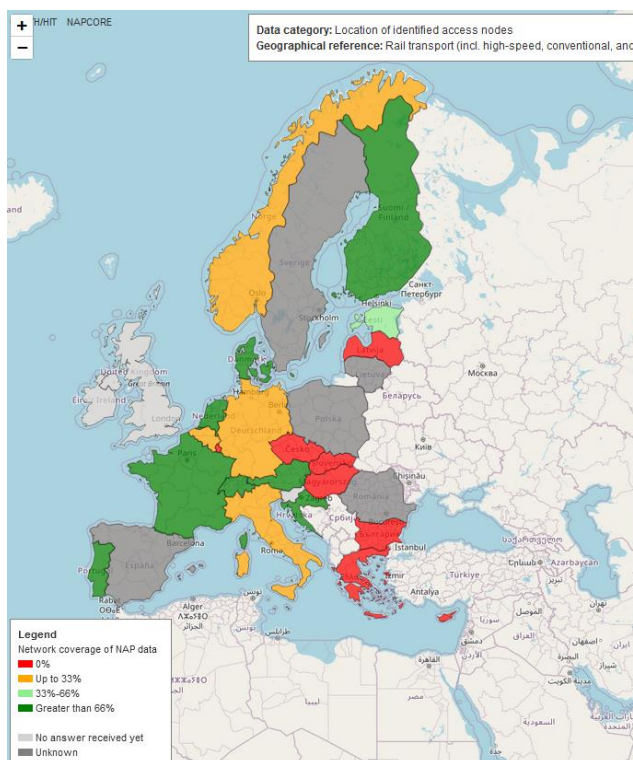
2.5. Static multimodal traffic data for EU-wide multimodal travel information

This category consists of the following data types:

- Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators)

The results for multimodal data are shown in Figure 40 to Figure 46. In all cases the majority of responses are either 0% or unknown.





3. Concluding remarks and further developments

The current report constitutes the fifth version of a series of relevant reports to be published throughout NAPCORE. It is mainly divided into two parts. The first one (Chapter 1) serves as an introduction into the methodology used and the main characteristics of the NAP monitoring tool. The second part (Chapter 2) focuses on an overview of the results of the NAPCORE survey/research, carried out during the fourth quarter of 2024, on coverage of crucial data types as defined in Annex III of Directive (EU) 2023/2661.

The analysis reveals that data types with frequent **best coverage (≥66%)** include the following categories:

- Speed limits (TEN-T)
- Speed limits (national primary roads)
- Road closures (TEN-T)
- Lane closures (TEN-T)
- Roadworks (TEN-T)
- Temporary traffic management measures (TEN-T)
- Static data related to parking areas (TEN-T)
- Information on situations implying accident risk (SRTI) (TEN-T)

Data types with frequent **moderate coverage (33–66%)** are the following:

- Access conditions for tunnels (TEN-T, national primary roads, urban roads)
- Access conditions for bridges (TEN-T, national primary roads, urban roads)
- Speed limits (urban roads)
- Overtaking bans on heavy goods vehicles (TEN-T, national primary roads, urban roads)
- Weight, length, width, and height vehicle restrictions (TEN-T, national primary roads, urban roads)
- One-way streets (urban roads)
- Direction of travel on reversible lanes (TEN-T, national primary roads, urban roads)
- Permanent access restrictions (TEN-T, national primary roads, urban roads)
- Location of identified access nodes (rail transport, long-distance coach, maritime transport, metro, tram, bus-trolley).

Finally, data types with frequent **no coverage (0%)** include the following data categories:

- Freight delivery regulations (urban roads)
- Traffic circulation plans (TEN-T, national primary roads, urban roads)
- Boundaries of restrictions, prohibitions, or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones (TEN-T, national primary roads, urban roads)
- Dynamic data on the availability of parking places - SSTPA (TEN-T)
- Location of identified access nodes (air transport)

Future versions of the NAP monitoring tools may be grounded on the incorporation of additional aspects related to NAPs operation and its surrounding environment. This may include the incorporation of: (i) an option “not applicable” for all questions (ii) the outcomes of NAP Level of Service assessment survey (NLKF tool – developed by NAPCORE WG2 – Task 2.1) and (iii) the outcomes of the assessment of the maturity of National Bodies (developed by NAPCORE WG5). Additional opportunities and potential features will be discussed at a WG3 and NAPCORE project level.