

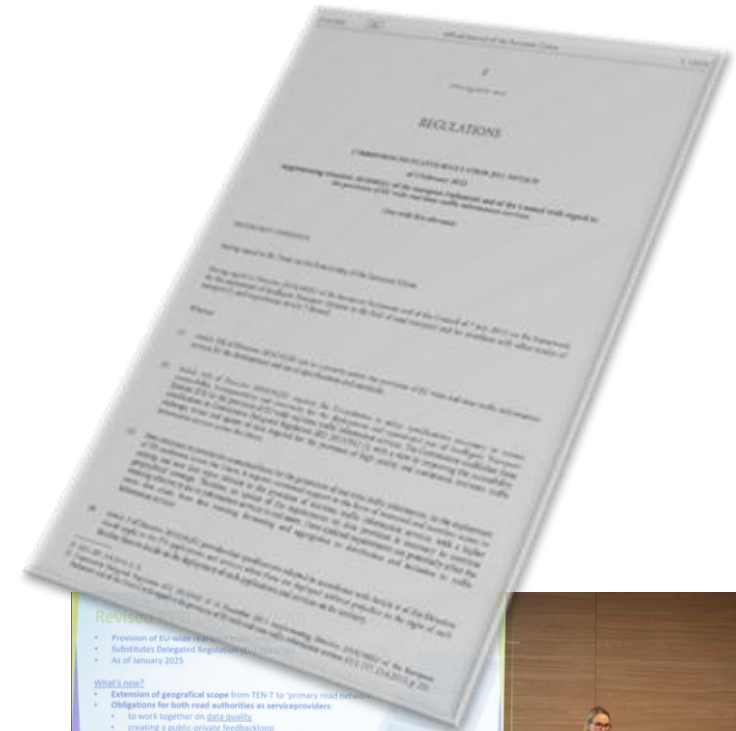
Status of the EU public private alignment on implementation of the revised RTTI DR *and how to proceed!*

Mobility Data Days, November 7th 2024

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Rebeca Joaquin, Google Maps

Content of this presentation

1. Looking back in time: how did we start during the MDD's in 2022?
2. The start of the Member States RTTI taskforce during the MDD's in 2023
3. TISA 5-star quality proposal
4. Where do we stand now?
5. How to proceed (including CEF proposal TISGRADE)



NAPCORE RTTI Action Plan

Agreement during MDD's 2022 amongst NAPCORE partners on two major principles:

1. Focus on use cases rather than data!
What do road authorities want to achieve with f.i. a Traffic Circulation Plan?
2. Elaborate these use cases in public private collaboration (as stated in the revised RTTI DR)

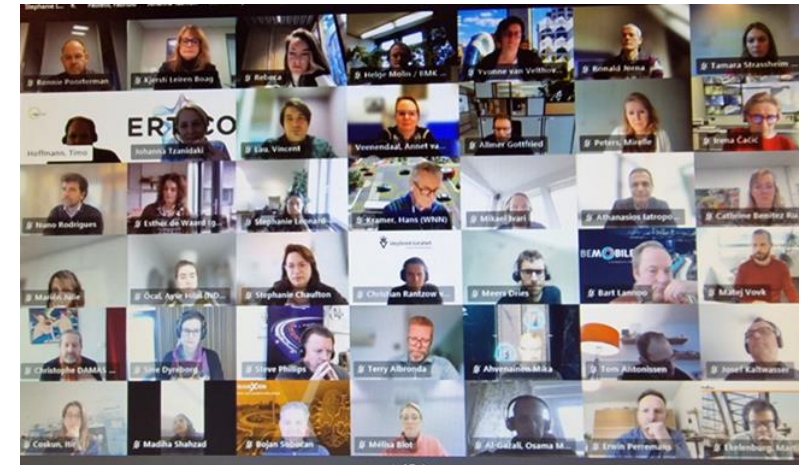
What data is needed for the use cases, with which quality and how to make use of feedbackloop?



Ad 1. Priority use cases

Priority use cases collected in online NAPCORE workshop February '23. Often mentioned use cases were:

1. **Maximum speed data** in order (ISA implementation)
2. **Socially desirable routing** (TCPs, preventing cut-through traffic, environmental and school zones)
3. Correct information about **roadworks and closures** (incl. detours)
4. Navigation advice in line with **traffic management measures**



PRIORITY

Correct information

Services in line with policy

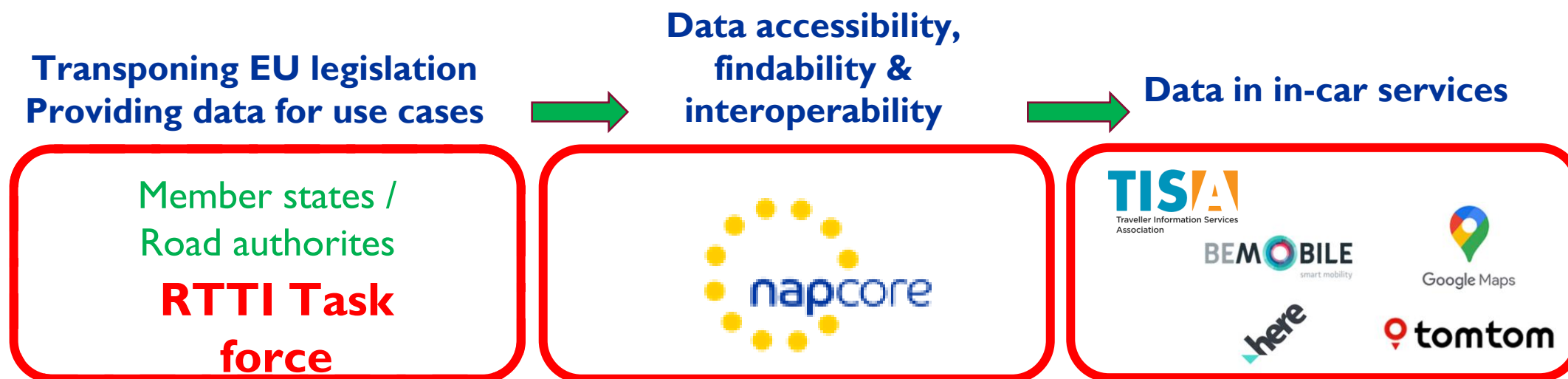
Ad 2. Public private collaboration

Establishing public private collaboration: working together with members of the Advisory Board of NAPCORE:

- Private serviceproviders TomTom, Google, Be-Mobile, Here
- TM2.0 platform
- TISA
- CEDR
- Polis



The missing link...



RTTI Taskforce

Member states / Road authorities

Why a RTTI Task force of MS's / RA's?

- Forming a RTTI taskforce of EU road authorities / operators to fill in the gap in the data value chain
- Having a one-on-one dialogue with private serviceproviders
- Work – in close collaboration with NAPCORE and the serviceproviders – on **focus use cases**
- Starting with these three and work with a **roadmap**

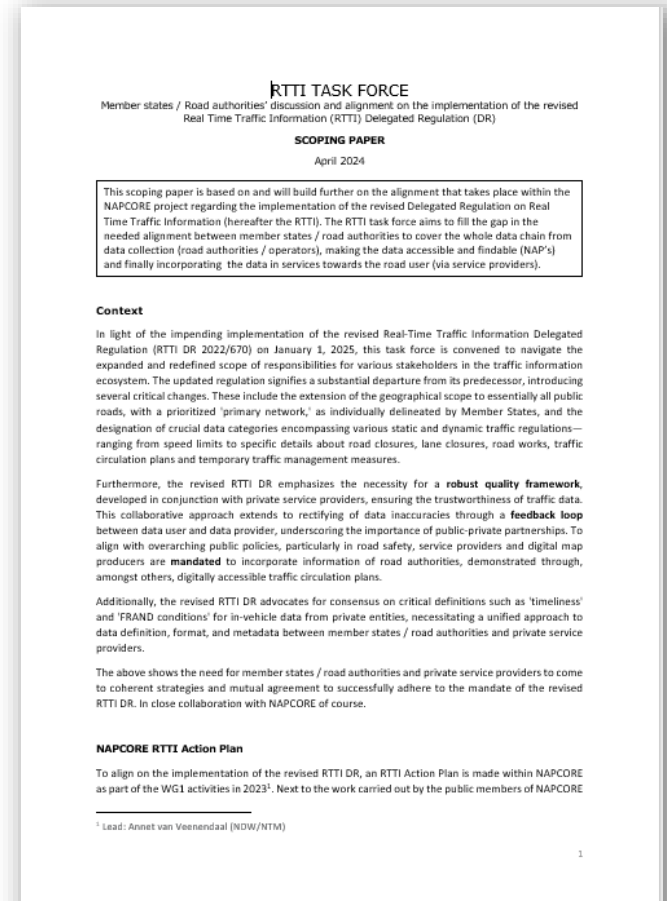
Static Speed Limits



Planned & Unplanned Road Works



Planned & Unplanned Road Closures



EU RTTI Taskforce

- First meeting during MDD's NAPCORE in Budapest '23
 - Involved member states today:
 - France
 - Spain
 - Austria
 - Sweden
 - Norway
 - Finland
 - Flanders & Wallonia
 - Cyprus
 - Switzerland
 - (Germany)
 - Hungary
 - Estonia
 - Denmark
 - The Netherlands
- Seeking alignment with Highways England



Public private dialogue (one on one)

- Sweden and the Netherlands in the lead on behalf of all the member states involved.
- Topics to be discussed:
 - Machine readable data needed for these use cases (f.i. TCP's and TMP's)
 - (Minimum) data quality requirements, star rating proposal serviceproviders
 - How to create a public – private feedbackloop
 - Implementation of data in services (what do road authorities get in return?)
 - How to stay working together on data quality.

How can we make this
revised RTTI DR work for
everybody?



Observations from the dialogue

- Main interest of private parties lies in **having better quality data** on these data sets in where the RA knows best:
 - **Maximum speed** (static and dynamic)
 - **Road/tunnel/bridge and lane closures** (planned and unplanned)
 - **Road works** (planned (for logistics) and real time)
- Different types of **feedback** are of interest:
 - General feedback on data feeds, including systematic failures
 - Specific feedback on data items within a feed (to help correct the data)
 - a dialogue between road authorities and service providers in order to overcome easily fixed errors at road authorities and misinterpretation of data at service providers.
- The **feedback loop** must be **automated**
- **EU scale alignment on data availability and data quality is needed** for large scale deployment of ITS services.
- The **data accessibility and usefulness** of the data would improve for every serviceprovider by:
 - Improving getting access to data on the NAP's by harmonizing and **simplifying the licensing process** (in collaboration with NAPCORE)
 - Making use of **Mobility DCAT-AP** so data can be easily found
 - Elaborate on **geopositioning**
 - Use of **Datex II** and **TN-ITS** in the right format and profile to:
 - Easily digest data from the NAP's
 - Make the feedback loop electronic and scalable.



TISA 5-star quality rating

EU RTTI 5 Star Rating

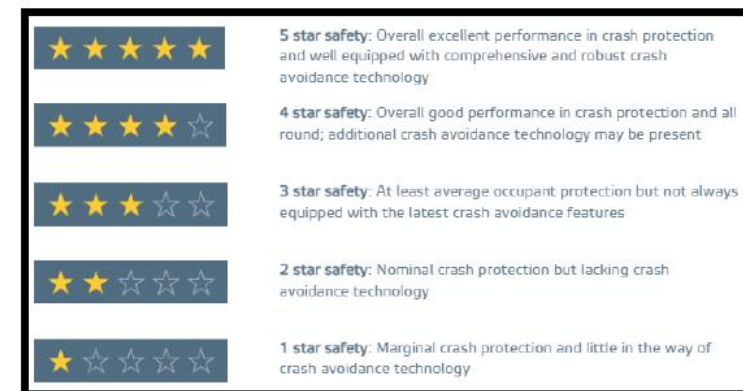
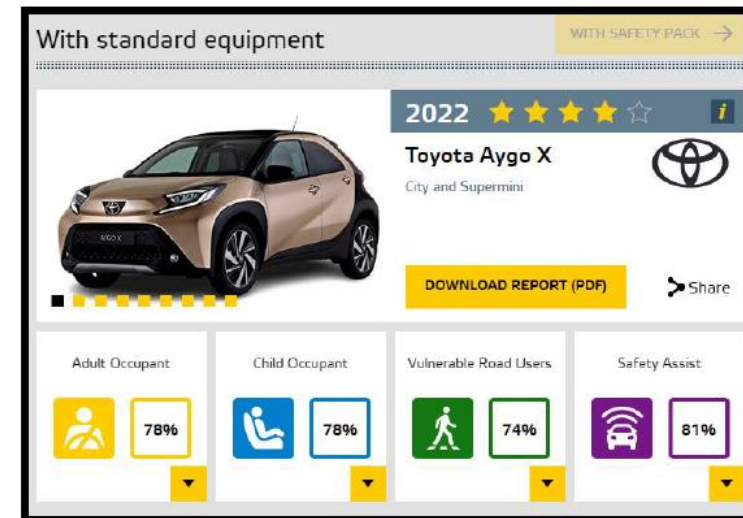
Working Group

to continue the elaboration
of the draft Proposal from
the TISA RTTI Data Quality
Workshop in Amsterdam
on 27-28 Nov 2023



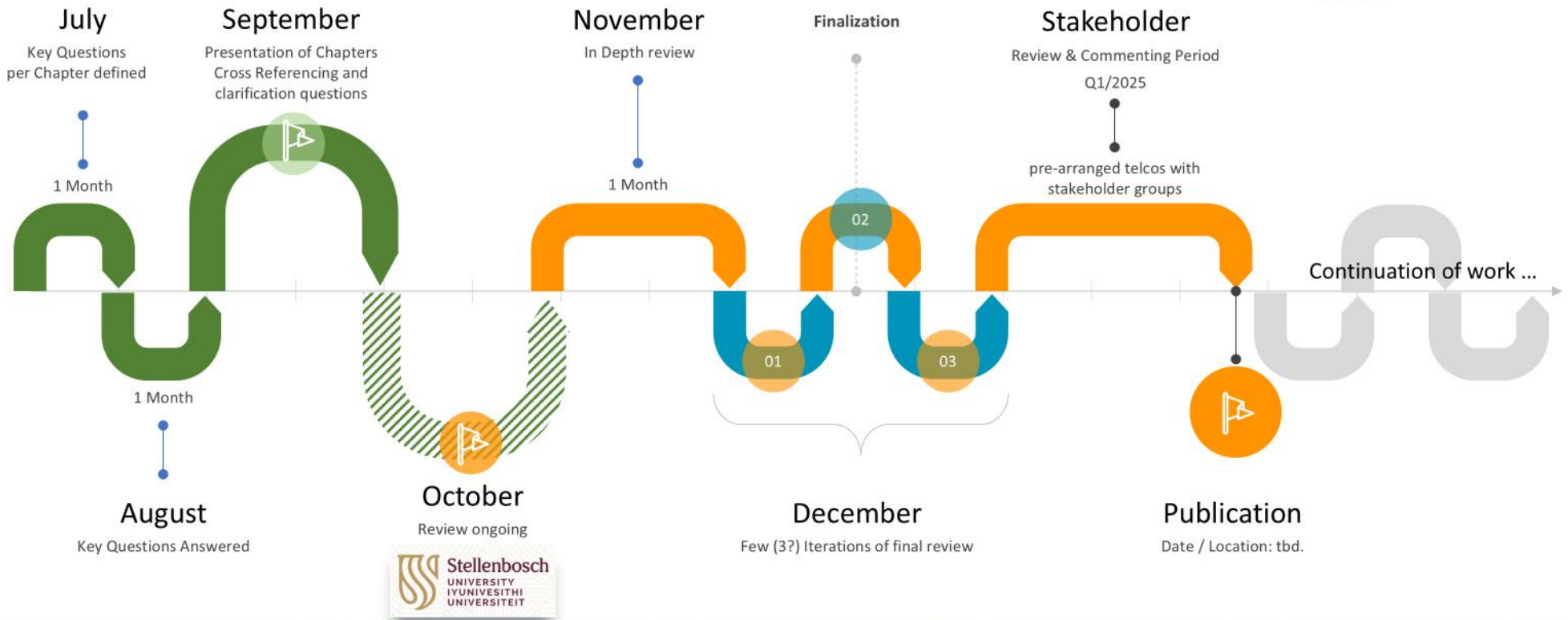
TISA 5-star quality rating

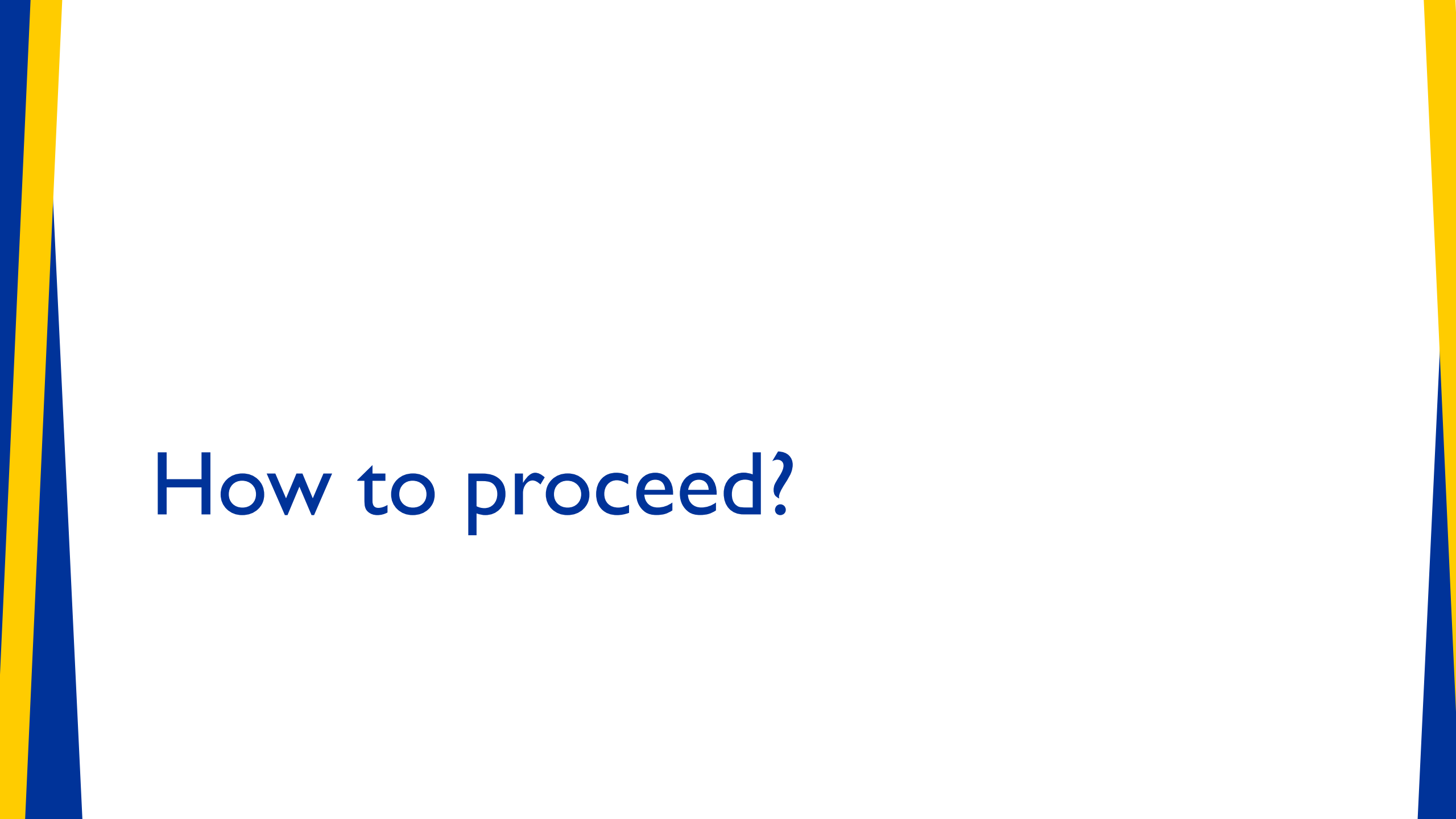
Inspired by EuroNCAP's
5 Star Vehicle Safety
Rating as an SLA
Alternative



TISA 5-star quality rating

RTTI 5-Star Rating Status Update

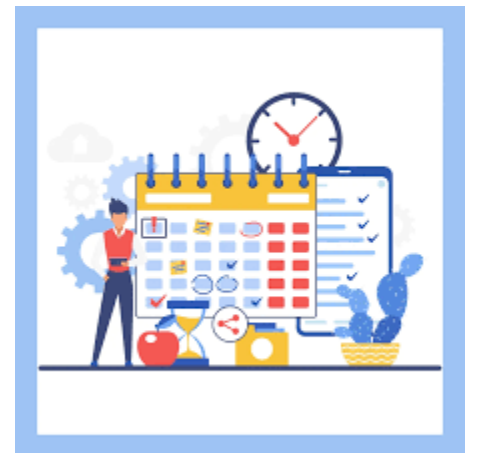




How to proceed?

Proces for further public private alignment

- Version I.0 of TISA 5-star rating ready in December
- RTTI taskforce responds to Version I.0
- End of January EC RTTI expert group with all member states
- Joint agreement Q1 2025 between TISA, the RTTI Taskforce, NAPCORE, and the European Commission (EC), ideally including the RTTI Expert Group of B4
- RTTI taskforce and TISA will continue on alignment in 2025



TISGRADE CEF 2024 proposal

Implementation to meet up with the obligations of the revised RTTI DR (2022/670) and ITS Directive (2023/2661)

Mission of TISGRADE

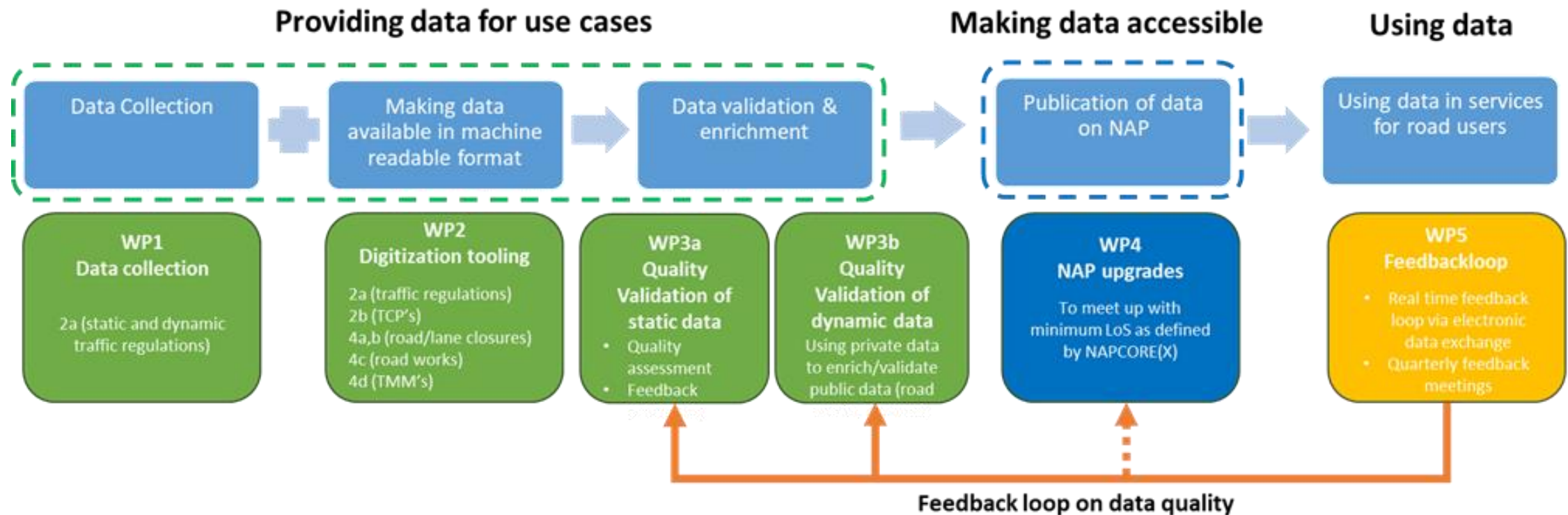
*The public and private partners in TISGRADE are committed to (and want to invest in) increasing the **data availability, quality, findability, accessibility and usability** of data for the **crucial RTTI data sets** (2022/670) in order to enhance and improve real time traffic information services to road users. The focus in TISGRADE is on **implementation**.*

*With this, the partners in TISGRADE want to contribute to the accessibility, safety and livability of the of the enlarged RTTI DR geographical scope, including the European **primary road network**, as well as of the **urban nodes**.*

*For this, they make optimal use of the jointly defined **feedback loop** service on **data quality**.*

*By ensuring **data interoperability, continuity and quality across different member states**, TISCORE promotes a seamless, integrated road traffic data ecosystem. This will help avoid regional disparities and ensure that all regions, regardless of their level of technological maturity, can benefit from the innovations.*

Structure of TISGRADE



Proof of Concept testing



- P1 – Digitization of Traffic Circulation Plans (TCP's)
- P2 – Digitization of Temporary Traffic management Measures (TMM's)
- P3 – Setting up data quality validation, assessment and feedback loop:
 - P3a - Maximum speed validation
 - Plausibility check and quality assessment by the public authorities (before data is shared as open data)
 - Validating open data by using data from private third parties (before data is shared as open data)
 - Receiving output of the public private feedback loop (feedback on open data already being shared)
 - P3b - Road works validation
 - Plausibility check and quality assessment by the public authorities (before data is shared as open data)
 - Validating open data by using data from private third parties (before data is shared as open data, f.i. FCD and / or community based data)
 - Receiving output of the public private feedback loop (feedback on open data already being shared)
 - P3c - Road and lane closure validation

WANTED

Per pilot different testing sites needed!

Structure of TISGRADE

H1 – Strategic board

H2 - Public private tactical group

H3 - Community engagement

H4 - Projectmanagement & support

Working packages

WP1 Data collection

WP2 Digitization tooling

P1

P2

WP3a Quality validation of static data

P3a

WP3b Quality validation of dynamic data

P3b

P3c

WP4 NAP upgrades

WP5 Feedbackloop

Planning of TISGRADE

	2025	2026	2027	2028
Project management & horizontal activities				
Grand agreement				
Project management				
WP1 – Data collection				
Sharing best practices				
Data collection				
WP2 – Digitization tooling				
P1 & P2				
Digitization of TCP's & TMM's				
WP3a - Quality validation of static data				
P3a				
Implementing quality feedbackloop & quality framework				
WP3b – Quality validation				
P3b & P3c				
Implementing quality feedbackloop & quality framework				
WP4 – NAP upgrades				
WP 5 - Feedbackloop				

- ★ Evaluation before deployment
- ★ Deadline ITS Directive (2023/2661)

Why could TISGRADE be of interest for you?

- **Road authorities** (city, regional, national)
 - Data collection on the crucial RTTI data sets
 - Digitization of crucial RTTI data sets (f.i. TCP's and TMM')
 - Ex-ante data validation & quality assessment before data is send out as open data
 - Being able to receive and process feedback from serviceproviders (tooling and processes in place)
 - Quarterly meetings with serviceproviders / OEM's on data quality
 - Sharing best practices, not inventing the wheel on your own
 - Meet up with the obligations of the revised RTTI DR (2022/670) and ITS Directive (2023/2661)
- **NAP operators**
 - Implement improvements for the NAP to meet up with minimum LoS as defined by NAPCORE (X)
 - Increase the resilience, reliability and performance of NAPS (reduce downtime, reduce performance issues, and data latency, optimize data storage architectures)
 - Provide technical support on IT development related issues and showcase best practices.
 - Enhance the service level of NAPs through individual infrastructure development.
- **Serviceproviders / OEM's**
 - Quarterly meetings with road authorities on data quality
 - Being able to provide feedback to road authorities
 - EU wide improvement of RTTI crucial data (availability, quality and accessibility)
 - Harmonisation on EU level



CEF proposal TISGRADE

Turin

7 November 2024

Short introduction proposal support team

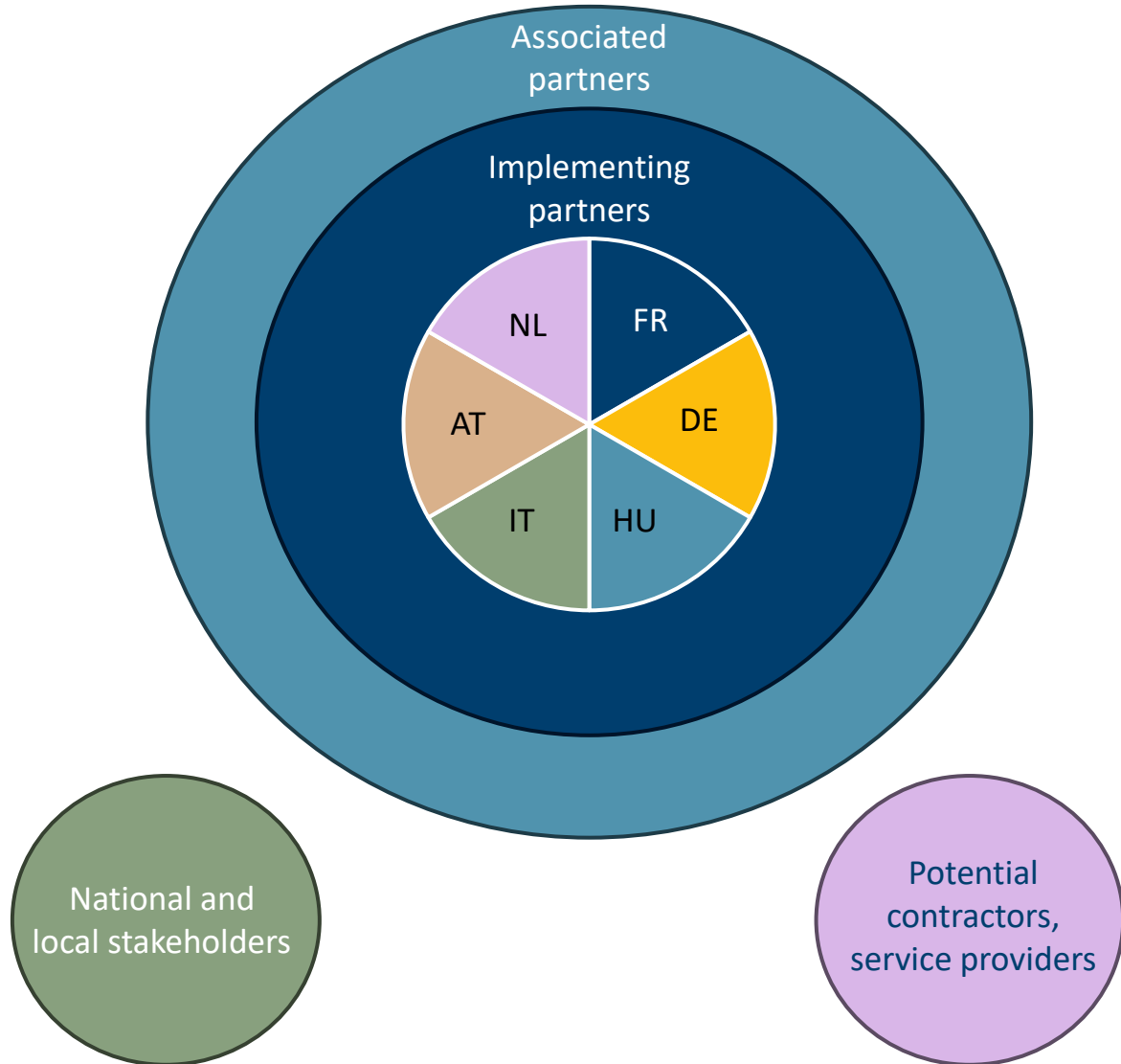


Drafting and coordination proposal

Het **Subsidie**huis
Slagkracht door overzicht en structuur

Finances

Partnership structure



Core partners

- Beneficiary or affiliated entity status
- Involved in all WPs
- Implementation and large-scale deployment of RTTI in member state
- E.g. NAP operators and national RTTI implementation leads

Implementing partners

- Beneficiary or affiliated entity status
- Involved in specific WPs, specific tasks, pilots
- Focus on thematic or location specific expertise
- E.g. road authorities (incl. local/regional), service providers, OEMs, EU network organizations.

Associated partners

- Associated partner status
- Involved in (smaller) specific WPs, tasks, pilots
- No money, no grant agreement

National and local stakeholders

- No status in CEF proposal
- Needed for successful implementation

Potential contractors and service providers

- Needed for successful implementation
- E.g. for WP Feedback loop, project management
- To be tendered during project implementation



= TISGRADE Partnership

Requirements & commitment

Timely and good quality delivery of input for:

- **Proposal**
 - Participant administrative information (Part A)
 - General section (Part A and Part B)
 - Work Packages (incl. pilots in tasks) → via Working Groups
- **Budget**
 - Detail own budget with budget development tool
 - Feedback on draft budget, one-on-one consultation where needed

Requirements & commitment

- **Annexes** (selection relevant for all partners):
 - Agreement of the concerned Member State (letter of support, signed), for Members state in which the project takes place → very important, requires good planning!
 - Activity reports of last year (operational capacity check)*
 - List of previous projects (key project of the last 4 year)*
 - Mandate for proposal submission document

* Except public bodies, Member State organisations, international organisations and beneficiaries of grants under CEF 1 and CEF 2 (they are exempted from the operational capacity check for which these documents are needed)

Planning



Section/item	November				December				January			
Weeks	45	46	47	48	49	50	51	52	01	02	03	04
Partnership complete			22-11									
Instructions, templates												
Participant information (Part A)												
Part B												
Part B Work Packages												
Budget							20-12					
Annexes												
Member state confirmation						13-12						
80% draft proposal												
90% draft proposal												
First submission											16-01	
Resubmission (if needed)												20-01

Deadline



Planning

Feedback cycle per section

- Instructions from project management team (PMT)
- Partners provide input
- PMT shares first draft (bullets) and/or feedback to partners
- Partners provide input on first draft
- PMT shares second draft (80%)
- Partners provide input on second draft
- PMT shares final version (90%)
- Partners check
- PMT includes final texts in tender portal

Expected meetings

- Digital partner meeting: 14 November 10:00 – 12:00 (Teams)
- In-person meeting: 9 december 12:00 – 17:00 (Schiphol Airport, NL)
- Digital financial meeting: In week 18 – 25 november
- Digital partner meeting: In week 6 – 10 January 2025, timing tdb
- WP-meetings: Frequency and timing tbd, depending on WP
- Regular proposal core team: Weekly, planned one or two weeks ahead

+ one-on-one exchanges

+ exchange via Sharepoint/Teams

Save the dates will be shared with (potential) partners

Want to know more about TISGRADE?

- H2 meeting today at 14:15
- Online meeting **on Thursday November 14th, 10:00 – 12:00**
- Physical meeting **Friday December 9th 13:00 – 17:00 at Schiphol Amsterdam (NL)**

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Discussions & questions