



NAPCORE Mobility Data Days 2024

5th November 2024, Turin

**Data provision in urban and regional areas –
Regulatory frameworks and practical implications**

Agenda

Session time: 9:00-10:30

Moderation: Damaris Anna Gruber (AustriaTech/NAPCORE)

- 1. Introduction & opening**
(NAPCORE)
- 2. Input on regulatory frameworks (TEN-T Regulation, ITS Directive, Data Act)**
(Victoire Champenois, DG MOVE)
- 3. Impact of digitalisation on urban nodes**
(Laura Babío, POLIS)
- 4. Transformation of the public transport sector in light of digitalisation**
(Annika Degen, UITP)
- 5. Practical view/implementation of regulatory frameworks in the City of Vienna**
(Sabrina Ropp, Wr. Stadtwerke)
- 6. Reflection on requirements and success factors for MMTIS data on the NAPs**
(NAP operators)
- 7. Panel discussion**
- 8. Q&A with the audience**



NAPCORE MOBILITY DAYS

Data provision in urban and regional areas - Regulatory frameworks and practical implications

DG MOVE – Unit B4
Turino, 30th October 2024

ITS Directive framework



- **ITS Directive – entered into force in December 2023**
 - Update the scope of the Directive and its priority areas & actions: Highlight emerging services, particularly MaaS and CCAM
 - Mandate deployment services and availability of data: new article (Art.6) mandating the availability of the data types listed in (new) Annex III, and deployment of ITS services (SRTI) listed in (new) Annex IV, in a stepwise approach (geographical coverage + update/stock)
- **Digitalise processes and digitise data - should over time affect all levels of public authority.**

ITS Directive framework

- **Delegated Regulations**

→ Creation of NAPs to make data discoverable in specific standards and allowing requests to obtain the data. Re-use of data may be through a licence agreement but no unnecessary restrictions

- **Delegated Regulations on multimodal travel information services (MMTIS):** Data on Access nodes (for scheduled transport and transport on demand), timetables, parking, accessibility for persons with disabilities and persons with reduced mobility, network (road, cycling, pedestrian), fares etc.
- **Delegated Regulations on real-time traffic information (RTTI):** Data on location and availability of recharging and refueling stations, traffic speed, road works, location and length of traffic queues, availability of delivery areas etc.



TEN-T Regulation



- Entered into force in 2024 – Specific obligations for urban nodes (Section 7 – Art 41).
 - Adoption of SUMPs by Dec. 2027: for each urban node - measures to integrate the different modes of transport and shift towards sustainable mobility.
 - SUMI data collected by Dec. 2027: the collection and submission to the Commission of urban mobility data per urban node in the fields of sustainability, safety and accessibility.
 - by 31 December 2030: the development of multimodal passenger hubs.
 - by 31 December 2040: the development of at least one multimodal freight terminal.

Next steps



- **Implementation of the ITS Working Programme**
- **Next NAPCORE project: CEF working programme 2021-2027 amended 25.7.2023**
 - Prolongment of activities of CEF PSAs NAPCORE and Data4PT - budget: max €9.5M
 - Call for proposals: 5/11/24 - 04/02/25
 - Signature grant: ~ June 2025 (retroactive starting date possible but not earlier than the proposal submission date)



Thank you!

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The impact of transport digitalisation on urban nodes

Common issues and strategies for public administrations

Laura Babio Somoza

Traffic Efficiency Cluster Lead POLIS network



Urban mobility challenges shaping policy goals



AIR QUALITY



MODAL SHIFT



SAFER ROADS



DECARBONISATION

PLANNING FOR THE SUSTAINABLE CITY

EIGHT PRINCIPLES FOR SUSTAINABLE URBAN MOBILITY PLANNING



Reinforced Role for Urban Nodes

Subsidiarity in Governance – local must lead!

- governance structures at the Urban Nodal level to align with local governance frameworks
- nationally and locally tailored approaches to address diverse needs

Effective mobility governance for FUAs

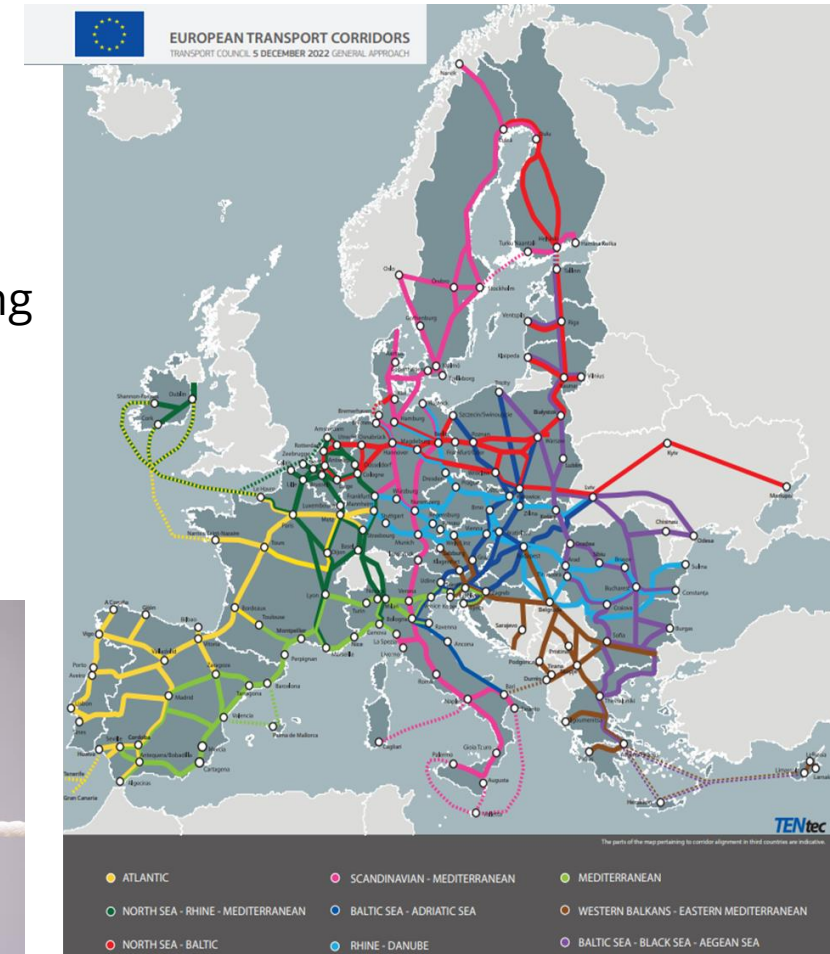
- expertise and skills to design appropriate policies – this includes owning or having access to data to inform planning processes

More active collaboration between stakeholders

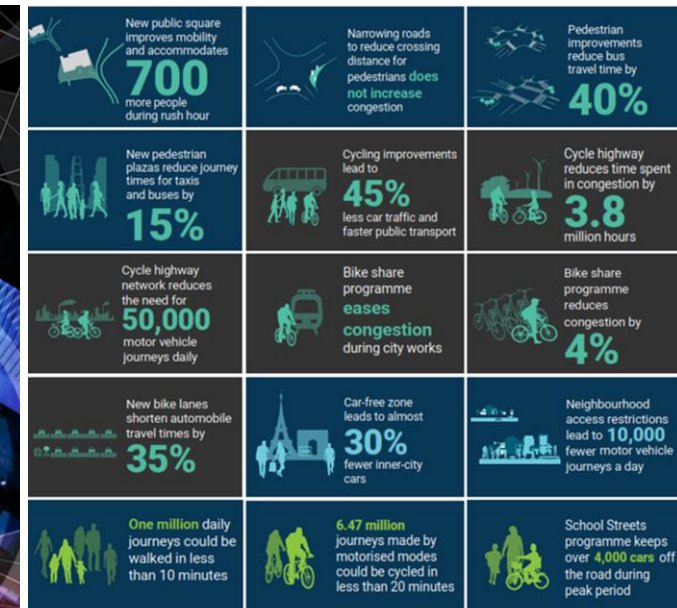
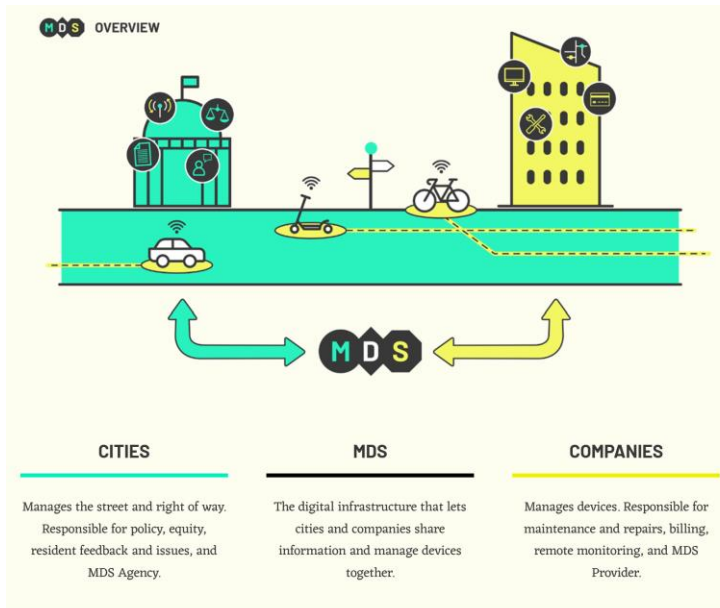
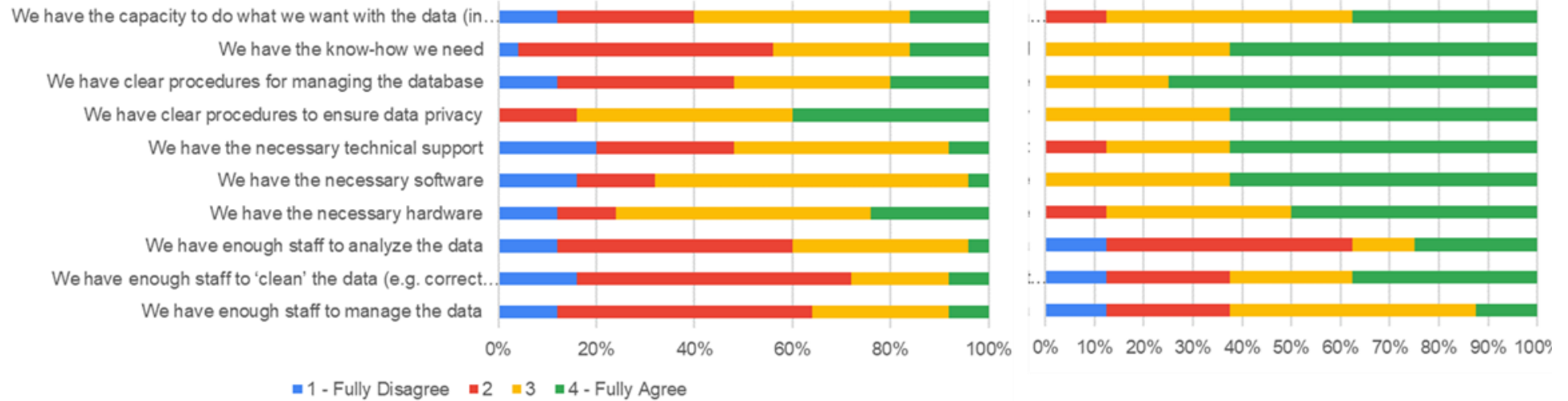
- across governance levels, sectors and disciplines

Governance mechanisms to facilitate delivery of multi-modal infrastructures, addressing

- complexities in project management
- transport network competence
- financial stability and accountability
- digital skills & responsibilities



Digitalisation



New data obligations for cities and regions

Review ITS Directive

Aim: increase the deployment and operational use of ITS services across the EU (for road transport and multimodality).

- Needed to revise ITS “framework” Directive (2010) to take into account new technological developments (e.g. Mobility-as-a-Service or connected automated mobility (CCAM))

Key Elements

Update the scope of the ITS Directive and its priority areas & actions

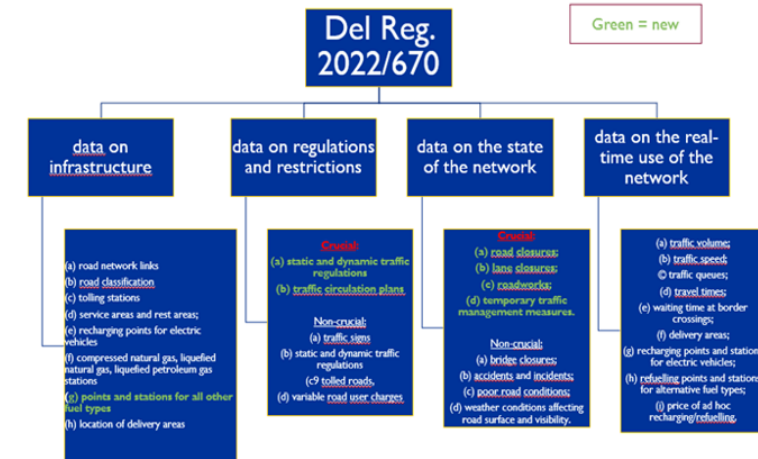
→ Highlight emerging services, particularly MaaS and CCAM

Mandate deployment of ITS data and services

- The **mandatory creation** of data by public authorities for the benefit of ITS services. Includes crucial traffic information, road-safety related events, safe and secure parking for trucks and multimodal services
- The **mandatory deployment** of services. The revised Directive empowers the EC to define ITS services deployed. Currently, the only service referred to in the revised Directive (in annex IV) is safety-related services.

Revised RTTI DR

- Geographical scope extended to all roads!
- Changes in data categories ----->>>
- Phased-in approach:
 - 1 Jan 2025 for crucial data types
 - 1 Jan 2028 for all data sets
- Stronger standardisation and collaboration requirements (e.g. on data quality).



- Requirements on service providers to re-use data on regulations and restrictions, traffic circulation plans and temporary traffic management measures in their services.
- Requirements on in-vehicle generated data holders and service providers to provide data to authorities under FRAND terms.



Prerequisites for Success

Gradual and proportionate approach

- diverse range of stakeholders involved with varying technical capacities
- substantial amount of non-digital information to be converted
- flexible approach is essential



Data management capacities and structures

- major challenge: building the capacity for effective data management within cities
- not only establishing processes for digitalizing regulations and infrastructure but also creating structures (e.g. data teams) for ongoing data maintenance and quality improvement
- without robust data management practices, effectiveness of ITS services will be limited

Digitalizing processes, not just data sets

- simply converting information into a digital format is not sufficient
- ensure that underlying processes are optimized for efficiency and interoperability
- harmonizing these processes is critical to maximize benefits of the legislation.



Prerequisites for Success



Need for support and involvement

- historically, inconsistent support from national authorities
- leading to challenges in implementation at the local/regional level
- greater involvement of cities needed in driving implementation process, with active support and orchestration from the national level
- local leadership essential to ensure ITS initiatives are tailored to specific needs and contexts of individual urban areas

Navigating terminology challenges

- need to recognize the complexity stemming from differing interpretations and terminology across regions, e.g. varied understandings of circulation plans
- harmonizing differences requires open dialogue and shared learning among stakeholders
- data accessibility and obligations for service providers: welcoming provisions within delegated acts that empower authorities to request relevant data, as well as obligations on service providers to include crucial information that cities make available via the NAPs

Coordination

- Governance requirements going hand in hand with data requirements
- Same timeline for SUMP development and ITS Directive delivery for Urban Nodes – 2027
 - How do we coordinate this?
 - Can we find best practices, 'models' that can inform urban nodes that are less experienced?
- Ideally, the provision of data is part of a circular process where:
 - the aggregation of data informs future policies, as in SUMPs and asset development, such as for the intermodal hubs for passengers and freight
 - can we create these mechanisms?



Cooperation NAPCORE - POLIS



- to enhance dialogue with data and service providers operating on the urban level to foster efficient data provision in cities and regions with the ITS Directive, its Delegated Regulations and the EU Urban Mobility Framework as legal and strategic starting point
- operational objectives:
 - 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 to 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





What's Next? Step by Step

1. Aware
2. Informed
3. Capable / Agile
4. Active / Compliant

A large blue oval with a thin black border, containing the text 'FUNDING & BUSINESS MODELS' in white, bold, uppercase letters.

**FUNDING
&
BUSINESS
MODELS**





06/11/2024

Digitalisation of the Public Transport Sector

Annika Degen, UITP

THE INTERNATIONAL ASSOCIATION OF PUBLIC TRANSPORT

We represent
**local
passenger
transport
services**
(road, rail,
waterborne)
towards the
EU institutions



In Europe

450+
members

(PTOs, PTAs)
from all EU
Member
States



Why digitalise?



**Attractive services
for customers**



**Become a
mobility provider**



**Efficiency of
internal processes**



Attractive services for customers



- **Improving the PT offer**, incl. on-demand mobility
- **Optimize performance**
- **Easier information & ticketing**
- **More individualised services** (based on a customer's preferences and data history)
- **Self-driving public transport** with autonomous vehicles



Become a mobility provider



- **Organise Mobility as a Service (MaaS)** at local, regional, or national level
- **Customer interface** through a platform / app
- **Clearing** between the different mobility providers



Efficiency of internal processes



- **HR, dispatching** of vehicles and drivers, etc.
- **Customer service** (e.g. invoicing, payments,...)
- **SAP systems**
- **e-bus charging** optimisation
- **Maintenance & Repair** (incl. predictive maintenance, 3D glasses, etc.)



Why digitalise?



**Attractive services
for customers**



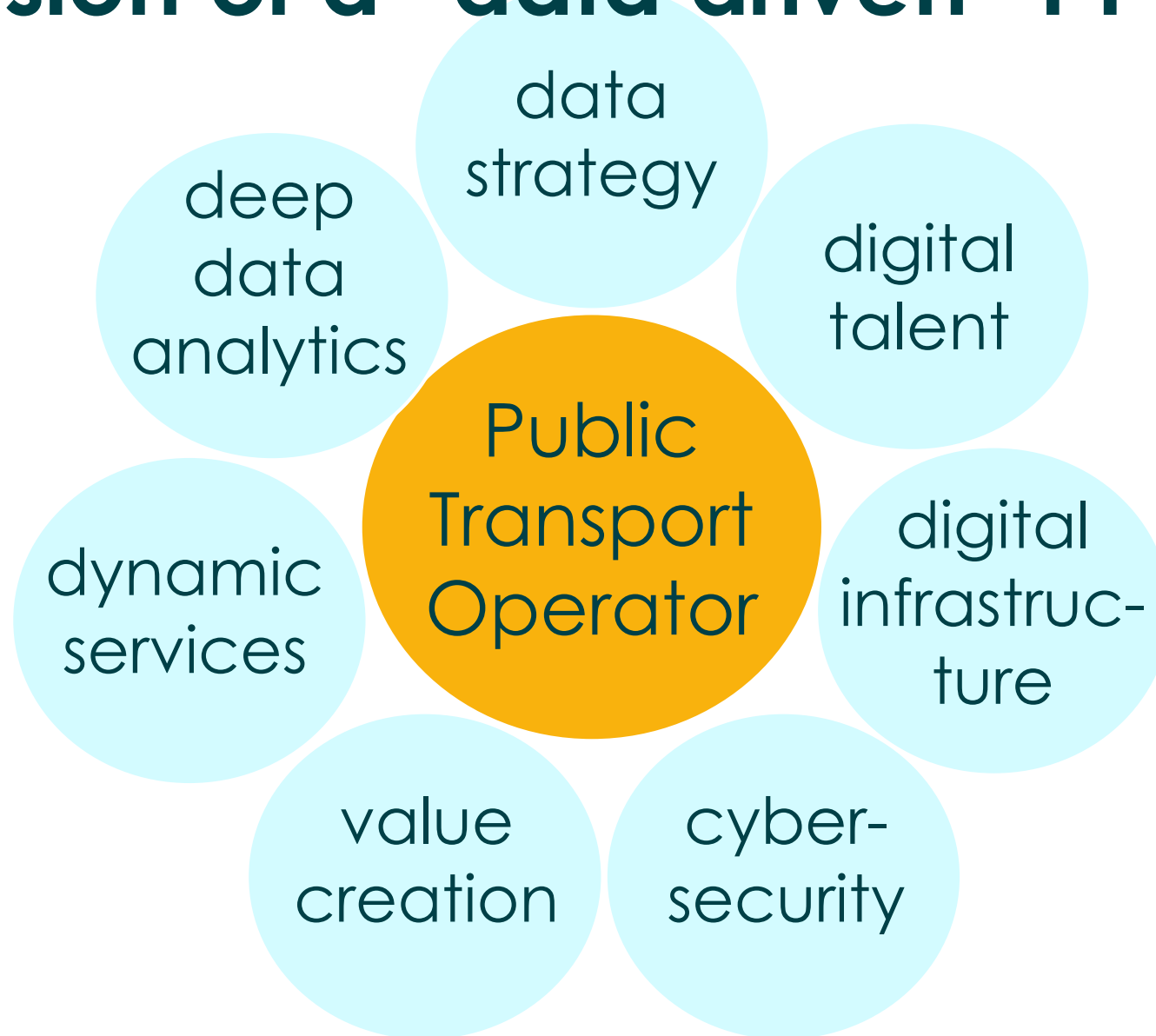
**Become a
mobility provider**



**Efficiency of
internal processes**



Vision of a “data driven” PT company





Challenges

- Requires **digital expertise** within the public transport company or authority
 - **High initial investments**; further digitalisation only possible if economically viable. Cybersecurity is essential, but also expensive. PT has negative to low profit margins...
 - **Constant need for innovation**, during long-term contracts
 - Provision of service also to customers via **analogue channels**
- **How can the PT sector keep up with new technologies?**



The role of MMTIS & NAPs



**Attractive services
for customers**



**Become a
mobility provider**



**Efficiency of
internal processes**



Interaction with NAPs

PTA as intermediary

- PTO provides its data to **PTA**, who provides it to the NAP
- **No usage** of data from NAP, but directly with **other operators** (it is easier)



Data platforms & joint companies

- PTO / PTA provides data to **(regional or national) data platform / joint company**
- **No usage** of data from NAP, but from **data platform / comp.**



Direct use of NAP

limited (PTO)

- PTO provides **little data to NAP**, does not have standards (Netex or SIRI)
- **No usage** of data from NAP, as seems not useful



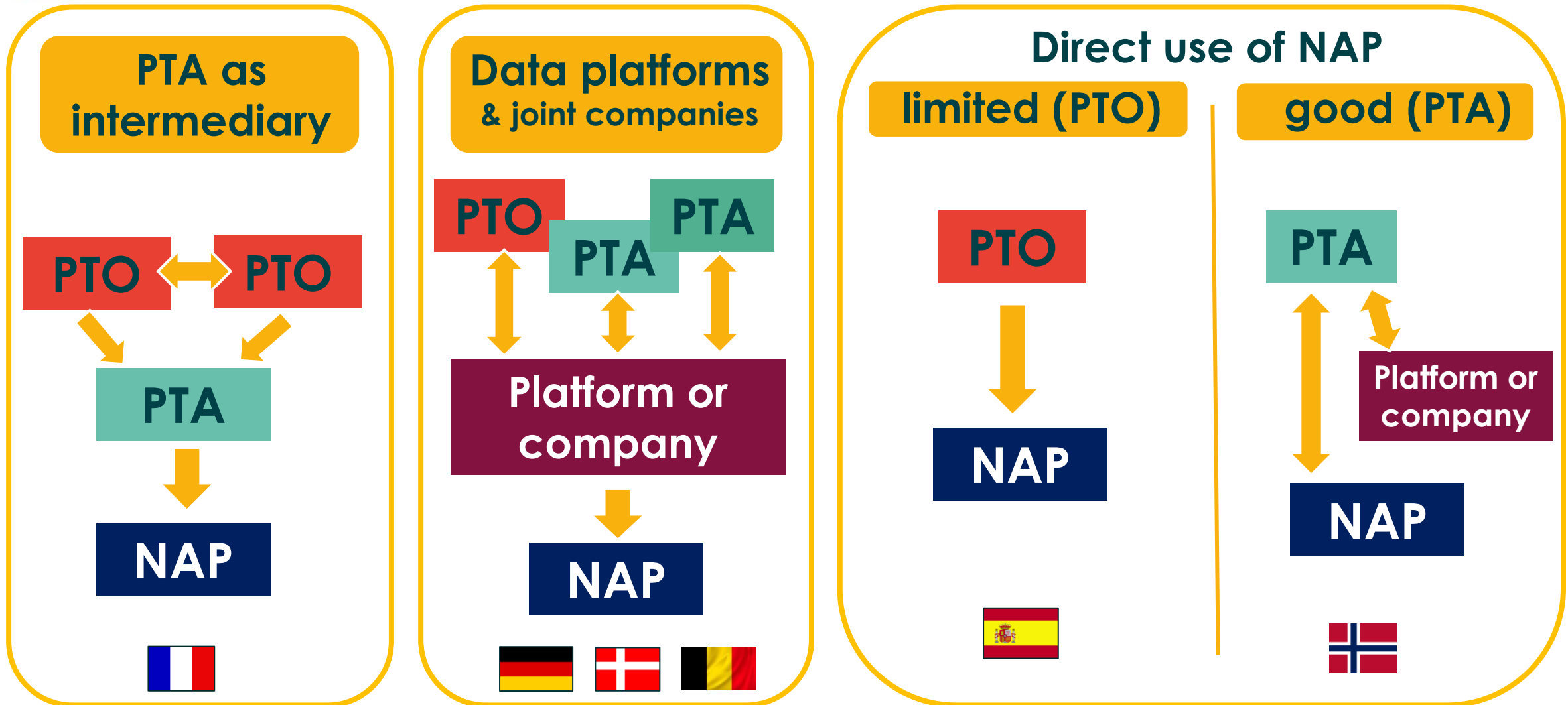
good (PTA)

- **PTA** provides **data to NAP**, and to other platforms
- **Uses** data from NAP, and from other platforms





Interaction with NAPs





How about multimodality?

Integration with...

- **long-distance modes:** different standards, compatible?
- **sharing services:** desired (for MaaS), but fragmented, lack of harmonised interfaces

Variety of players...

- PTOs, PTAs must share data with anyone
- Private companies not obliged to share their data



Wishes for the future

- EU legislation: **time to implement** the new rules
- **One platform** for the data, not several ones operating in parallel or at different levels (local, regional, nat., EU)
- More **clarity how to use the standards** in the companies
- Tenders & contracts: **anticipate technological change**; perhaps separate mobility / data contracts
- **Financial support** for further digitalisation, data sharing



THANK YOU!

Annika Degen

Deputy Director, UITP-Europe

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DATA PROVISION IN URBAN AND REGIONAL AREAS

Regulatory frameworks and
practical implications

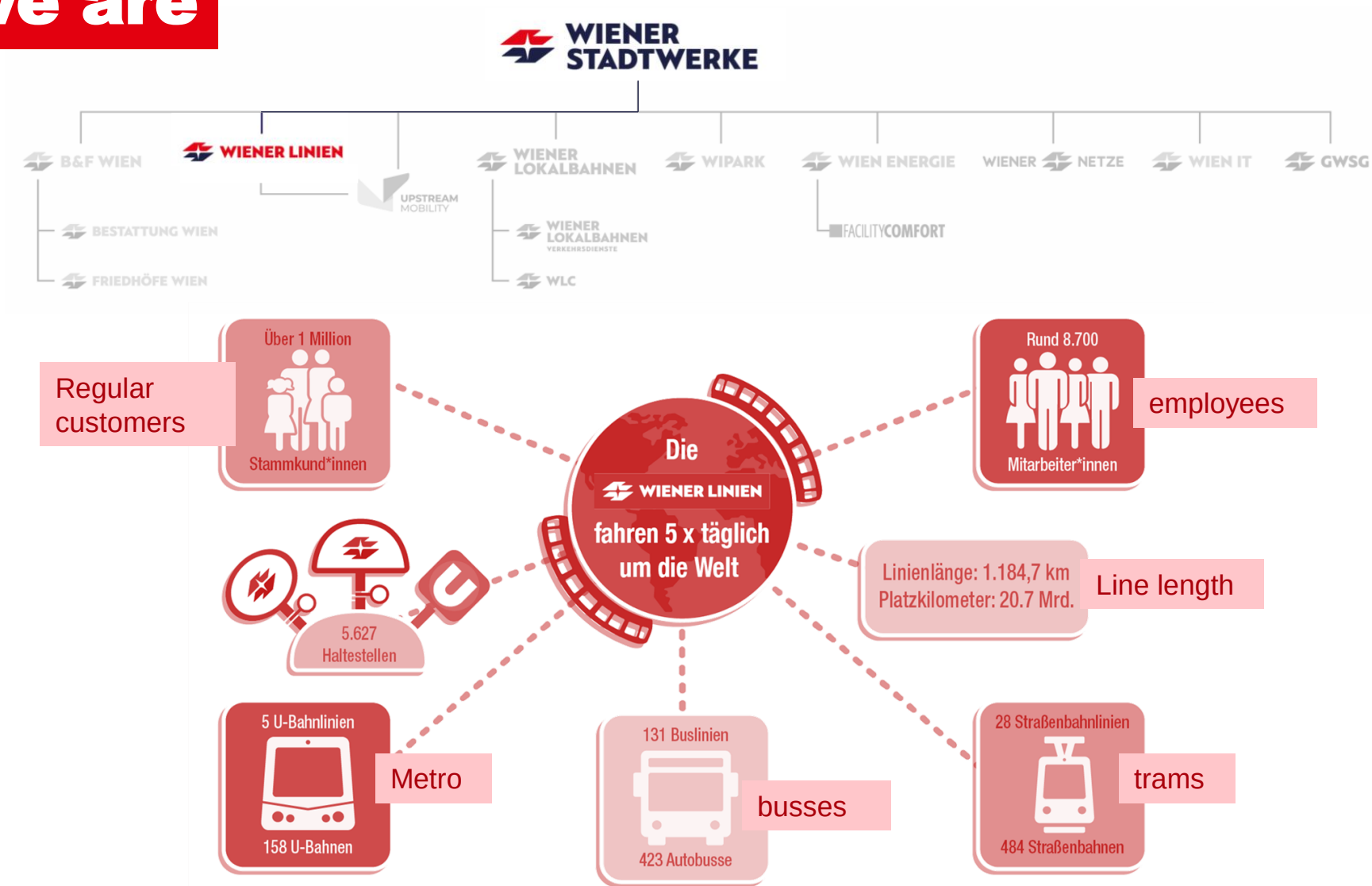
Sabrina Ropp, Wiener Stadtwerke
NAPCORE Mobility Data Days
2024 Turin

LOCAL LEVEL

Perspective of Public Transport Operator
VIENNA

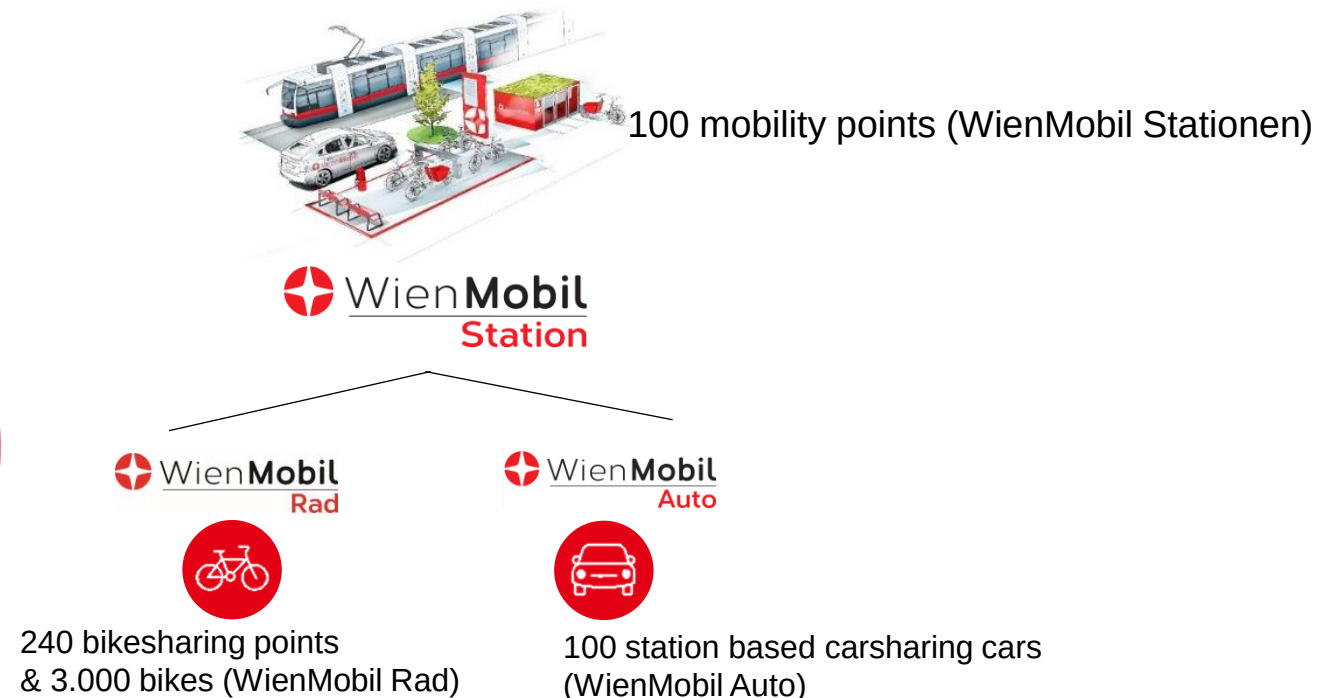
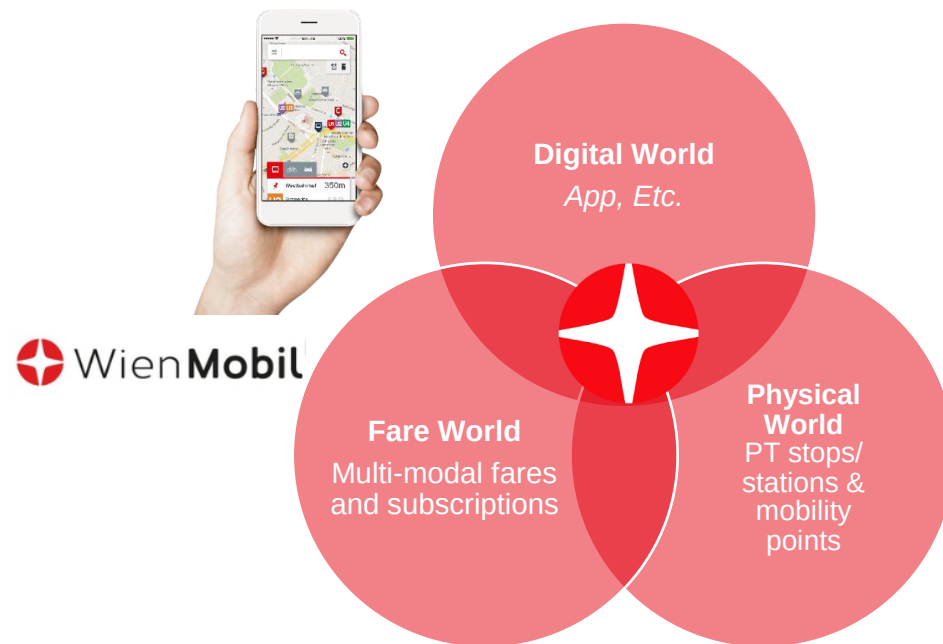


Who we are



Flexible Mobility – Wiener Linien shared mobility

- Wiener Linien enables mobility in Vienna
- Linkage of PT, sharing & mobility services under the multi-modal, umbrella brand 
- Wiener Linien is responsible for organisation & coordination of bikesharing & carsharing in Vienna



The importance of local digital mobility platforms



WienMobil App - mobility as a service

- is the digital mobility platform for the encouragement of multimodal mobility in Vienna
- links all offers (public transport, car- & bikesharing, e-scooter, cab, own car, parking, walking etc.) and provides a simple, transparent, comprehensible and comparable access to mobility
- makes a contribution to the socio-ecological traffic turnaround



90% of the travelled paths* are locally/regionally in a combination of different forms of mobility

To meet the needs of customers tailored, **a regional offer with high quality** (barrier-free access, real-time information, traffic scene, traffic management, route planning, etc.) is required.

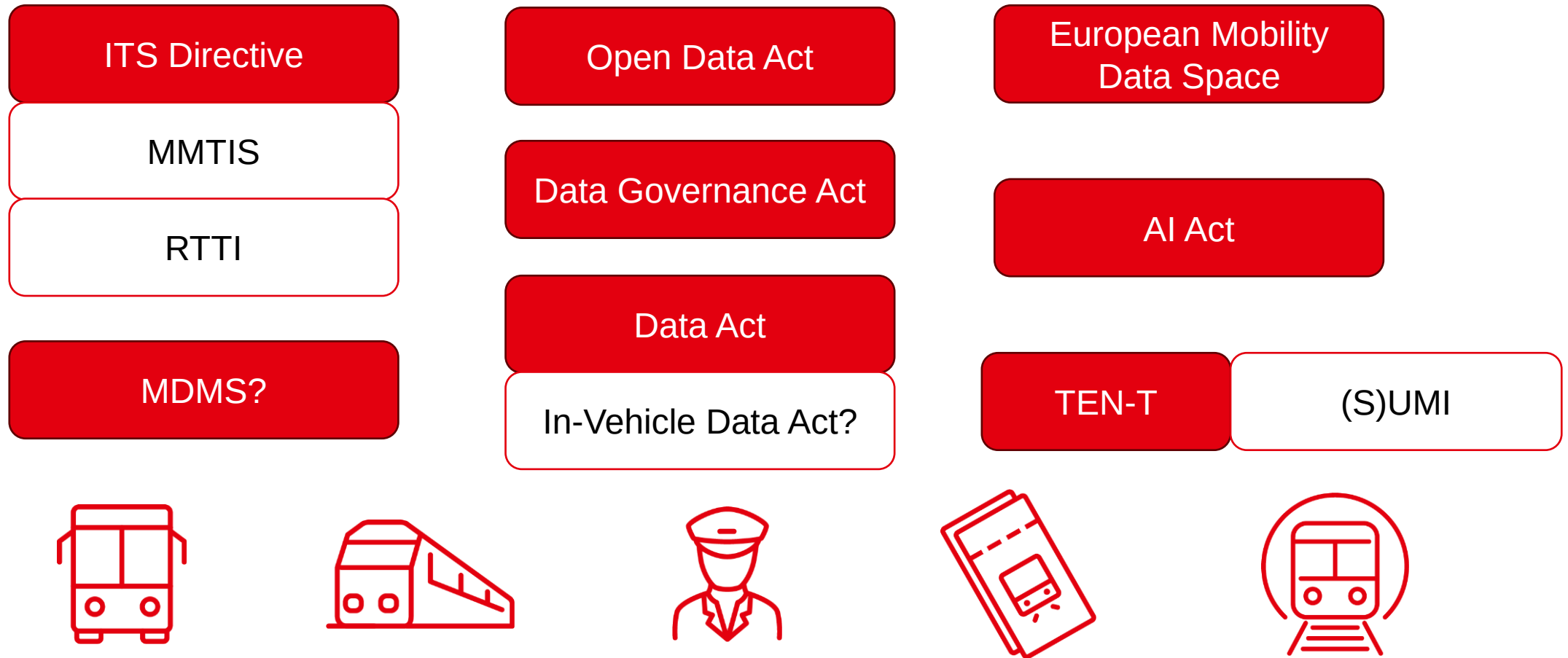


Public transport tickets

Additionally Wiener Linien **enables other companies to sell public transport tickets** (up to 7 days VIENNA) e.g. for tourism purposes or for operational mobility management via a ticket sales interface.

* MAFO 2022

Regulatory Data Framework



MMTIS – Overview

Current Status

The majority of required data is available in NETEX/SIRI standards, but there is also data in only machine-readable format but not yet in NETEX or SIRI format (e.g., information from ticket machines, ticket details, special tickets, elevators, disclaimers, etc.)

Successful Aspects

Pioneer in data provision (publication of data on **data.gv.at** since 2013)

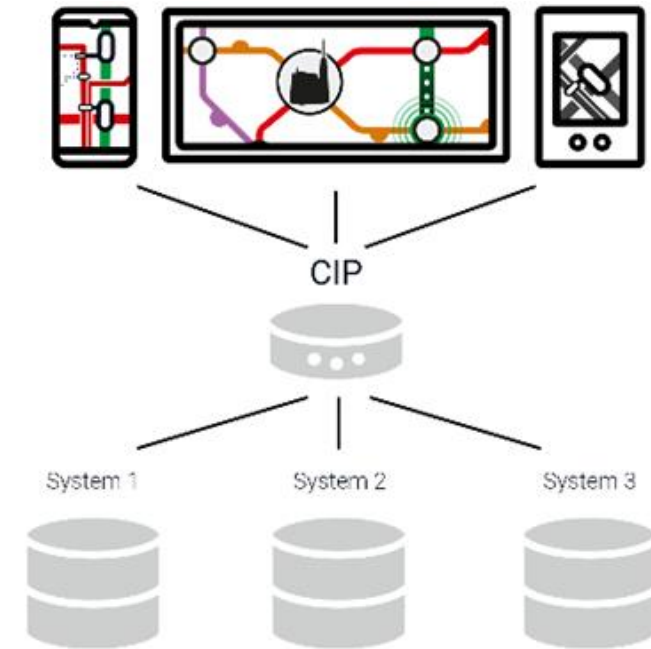
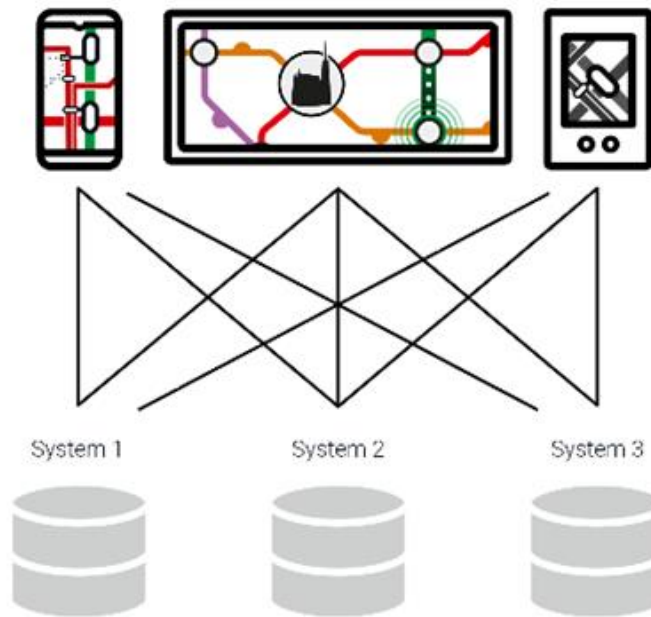
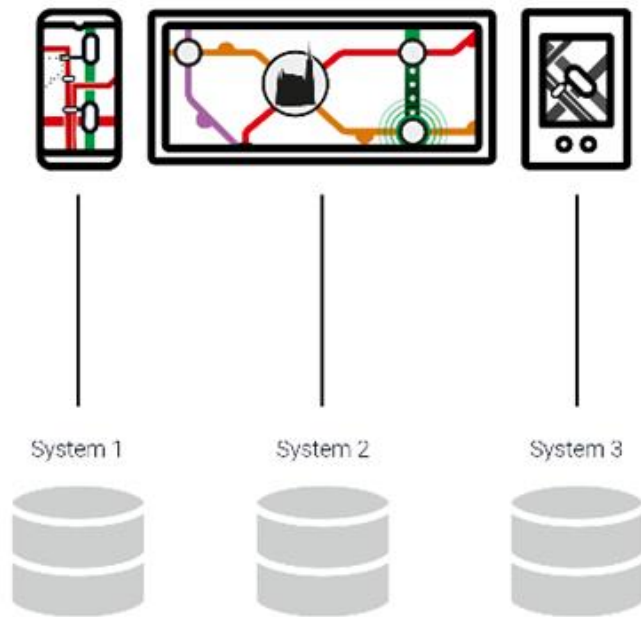
Challenges

- Conversion
- Optimization of internal processes
- Different datasets for different platforms
- Difficulties providing some real time data

Collaboration with NAP:

- A good sparring partner and open to questions.
- NAP serves as the contact point for issues that would otherwise remain open and, with their assistance, drives harmonization in the industry.
- It's beneficial to have a central interface.

Customer Information Platform (CIP)

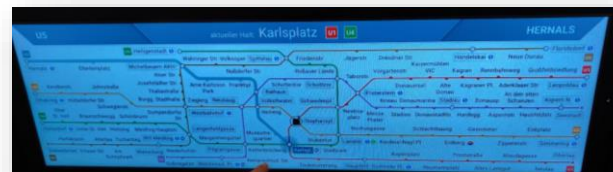
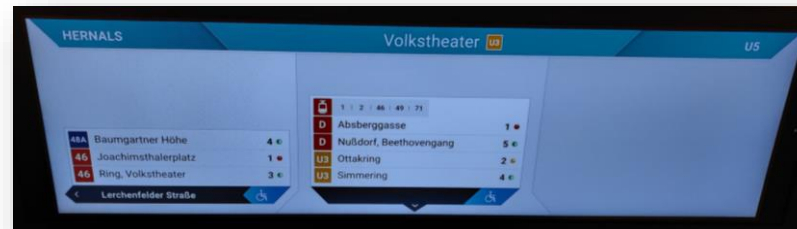


EXAMPLES

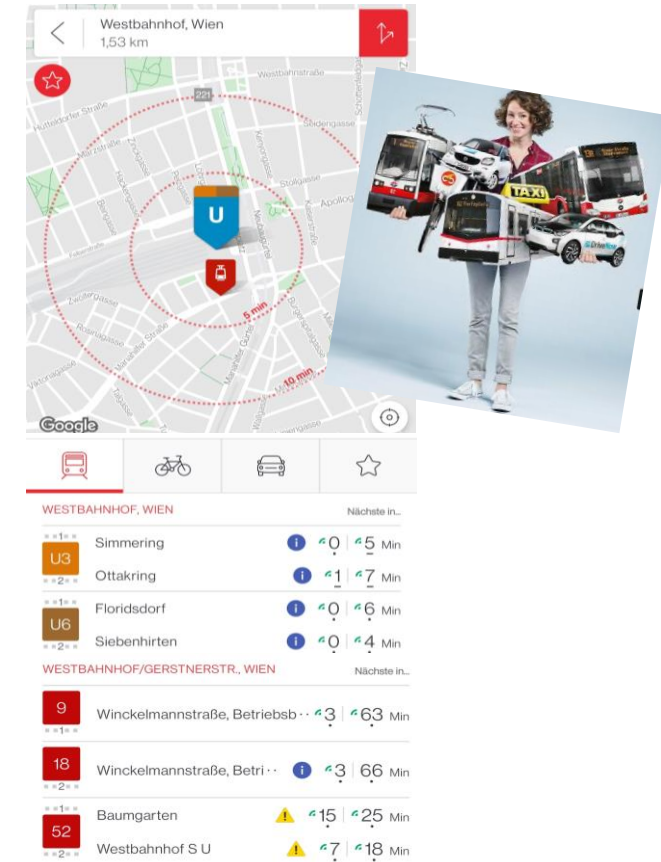
Digital Information Pillar (station)



Digital Passenger information and routing system (metro)



WienMobil App



What would help in the future?

Fair and proportionate data exchange

Reducing Unequal Treatment in Data Sharing:

- Public companies face more regulations than private companies, and they have to share data openly, unlike private companies.
- Large tech and manufacturing companies hold significant user data but are not required to share, even it is relevant for mobility planning.
- Public data sharing give private companies a competitive advantage with innovative digital services (e.g. MDMS platforms).

Data Access When Purchasing Systems and Vehicles:

- Critical infrastructure operators need holistic and forward-looking maintenance.
- Usage data should be included in purchase contracts and provided in a standardized, complete form.
- Encourage the use of European cloud services to ensure data security.

Technical Standardisation

Consistent establishment of European Standards

- Support harmonized European technical standards for data and interface formats (APIs).
- Prioritize consistent use of European standards to counteract market-dominating non-European standards.
- Coordinate governance and technical implementation efforts for practical feasibility.

Establish integration standards for digital services

- Set standards for integrating digitally enabled mobility services for public and private companies.
- Standardize legal frameworks for integrating demand-responsive transport (DRT) into public transport.
- Standardize technical interfaces between MaaS platforms and DRT software solutions at the European level.

Let's connect!

Sabrina ROPP

Deputy Head EU Affairs

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Panel Discussion and Q&A with the audience

- Which challenges/gaps do you see in the requirements for cities and regions set out by European legislation and their implementation on the local level? How can these challenges be addressed? How can NAPCORE support?
- How can the different regulatory frameworks support each other in implementation?
- How can we overcome the different responsibilities in data provision?
- What would be an added value for cities and regions to provide data on the NAPs? How can the awareness for the NAPs be raised?