Coordination mechanism to federate the National Access Points established under the ITS Directive

Concept paper

1. Context

On 19 February 2020, the Commission adopted the [European Strategy for data](#), which provides in particular for the establishment of EU-wide common, interoperable data spaces in strategic sectors including a Common European mobility data space, which *will facilitate access, pooling and sharing of data from existing and future transport and mobility databases*. Concretely, such spaces aim at overcoming legal and technical barriers to data sharing across organisations, by combining the necessary tools and infrastructures and addressing issues of trust, for example by way of common rules developed for the space. The spaces will include: (i) the deployment of data-sharing tools and platforms; (ii) the creation of data governance frameworks; (iii) improving the availability, quality and interoperability of data – both in domain-specific settings and across sectors.

In addition to the review of the ITS Directive and its Delegated Regulations which will further contribute to data availability, reuse and interoperability, and in addition to other transport-related actions, the creation of this Common European mobility data space includes the establishment of a stronger coordination mechanism to federate the National Access Points established under the ITS Directive through a EU-wide CEF Programme Support Action (2020).

Several Delegated Regulations adopted under the ITS Directive aim at improving the accessibility of ITS travel and traffic data through the creation of National Access Points (NAPs).

In the framework of the Directive, further legislation related to the accessibility of transport data (e.g. urban access regulations, recharging points, vehicle data etc.) and possibly extending the geographical coverage of the specifications is being prepared, in line with the updated working programme of the ITS Directive adopted in December 2018. This would reinforce the need for coordinated actions at Commission and Member States' level.

Many actions have been launched at EU and Member State levels to support the implementation of these legislations and deploy National Access Points, such as:

- o Follow-up Member State expert meetings[1] (for each specification) organised on a regular basis by the Commission.
- o Setting-up of a European Access Point for information on safe and secure truck parking by the Commission.
- o Setting up of NAPs and designation of National Bodies (NBs)/competent authorities in charge of the assessment of compliance of the relevant actors with the requirements of

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[1] https://ec.europa.eu/transparency/regexpert/index.cfm?do=groupDetail.groupDetail&groupID=1941
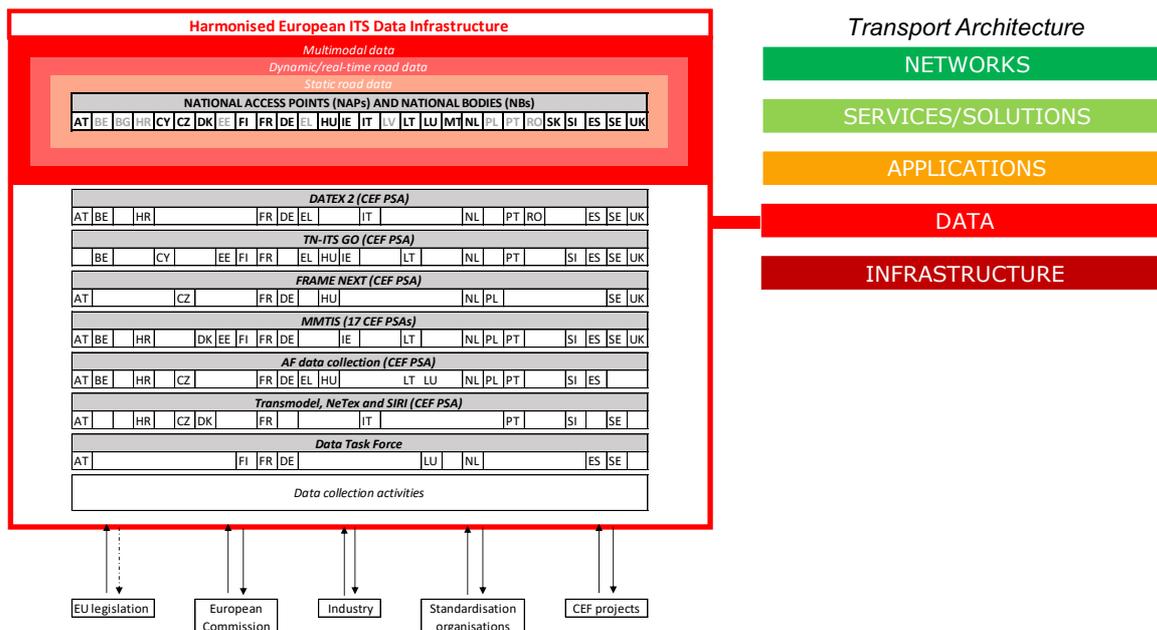
the different Delegated Regulations (on-going Member State activities, supported by CEF-funded projects).

o A NAP/NB harmonisation group created at the initiative of several Member States to start working on common issues related to the implementation of the Delegated Regulations.

o Monitoring of the deployment of the NAPs (CEF-funded project EU-EIP).

o Defining metadata and quality requirements for data stored on NAPs (Member State activities and CEF-funded project EU-EIP).

o CEF programme support actions (PSAs)

  ➢ To define common tools for the exchange of data: DATEX 2[2] for dynamic data (-> end 2020), TN-ITS GO[3] for static data (-> end 2021) and DATA4PT for Transmodel, NeTex and SIRI (public transport) (->End 2023).

  ➢ To implement Regulation 2017/1926 on multimodal travel information services: individual PSAs for 17 Member States (phasing out->2021)

  ➢ For ITS Architecture (FRAME NEXT) (-> June 2021).

  ➢ For Data collection (IDACS) related to recharging/refuelling points for alternative fuels (->End 2021).

o Standardisation activities, including the standardisation mandate M/546 requesting the European Standardisation Organisations to draft new European standards and European standardisation deliverables for multimodal information, traffic management and urban logistics in the urban ITS domain.

o Several Member States created a Data Task Force together with the industry (vehicle manufacturers, digital maps providers, service providers) to facilitate access to vehicle data, for the creation and dissemination of road safety-related traffic information (specifications 'c').

o National/regional data collection activities.

These activities are reflected in the following picture of the harmonised European ITS data infrastructure, as a component of the Common European mobility data space:

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[2] https://www.datex2.eu/
[3] https://tn-its.eu/tn-its-go

Harmonised European ITS Data Infrastructure

Multimodal data
Dynamic/real-time road data
Static road data

NATIONAL ACCESS POINTS (NAPs) AND NATIONAL BODIES (NBs)

AT	BE	BG	HR	CY	CZ	DK	EE	FI	FR	DE	EL	HU	IE	IT	LV	LT	LU	MT	NL	PL	PT	RO	SK	SI	ES	SE	UK

DATEX 2 (CEF PSA)																											
AT	BE		HR						FR	DE	EL			IT					NL		PT	RO			ES	SE	UK

TN-ITS GO (CEF PSA)																											
	BE			CY			EE	FI	FR		EL	HU	IE			LT			NL		PT			SI	ES	SE	UK

FRAME NEXT (CEF PSA)																											
AT					CZ				FR	DE		HU							NL	PL						SE	UK

MMTIS (17 CEF PSAs)																											
AT	BE		HR			DK	EE	FI	FR	DE			IE			LT			NL	PL	PT			SI	ES	SE	UK

AF data collection (CEF PSA)																											
AT	BE		HR		CZ				FR	DE	EL	HU				LT	LU		NL	PL	PT			SI	ES		

Transmodel, NeTex and SIRI (CEF PSA)																											
AT			HR		CZ	DK			FR					IT							PT			SI		SE	

Data Task Force																											
AT								FI	FR	DE							LU		NL						ES	SE	

Data collection activities

Transport Architecture

NETWORKS

SERVICES/SOLUTIONS

APPLICATIONS

DATA

INFRASTRUCTURE

EU legislation — European Commission — Industry — Standardisation organisations — CEF projects

It has become apparent that NAPs and NBs in each country are faced with common challenges and are looking for common solutions through working further together.

CEF PSAs and support to standardisation have been first answers to help Member States tackling some of these challenges.

However, many of these actions, such as CEF PSAs, have a limited lifetime, are not really coordinated, and currently there is no place where Member States experts, NAPs operators and National Bodies/competent authorities can concretely work together on common issues related to the development, operation and evolution of NAPs for the implementation of the ITS and its further contribution to the Common European mobility data space.

Moreover, new challenges such as data collection activities and negotiations with private data providers and/or global players would benefit from being addressed jointly.

There is a need to:

o Clearly empower NAPs as the backbone for ITS digital infrastructure, to which all current and future activities should be linked, also in view of the new Working Programme of the ITS Directive. In particular, strong coordination with the current PSAs is expected for their remaining duration (without changing their current setting/organisation), and

o Facilitate national & EU wide operational co-ordination for the implementation of the European specifications through:

➢ Facilitating the monitoring of the availability and accessibility of data;

➢ Coordinating the development and evolution of the NAPs in order to assure real compatibility and interoperability of the features;

➢ Designing and developing common tools related to data accessibility and exchange (standards, profiles, metadata, definitions, quality requirements etc.);

- ➢ Implementing a process driven approach by identifying common needs and developing common tools, which can also be taken into account by the EC and the related Member States expert groups when considering possible amendments/adaptation of the specifications;
- ➢ Addressing jointly the challenges posed by global players in the field on issues related for example to compliance with the legislation, licencing and standardisation;
- ➢ Planning and coordinating data collection/creation initiatives, with prioritisation given to datasets for essential services. Intelligent Speed Assistance, CCAM or MaaS could be good candidates for such services;
- ➢ Planning and coordinating promotional activities within the transport sector to increase the exposure of NAPs and promote their role as backbone of the ITS infrastructure.

The following chapter of this concept paper describes in more detailed work packages how these needs could be addressed via a stronger coordination mechanism to federate the National Access Points established under the ITS Directive, starting through a ==3-year== EU (tbc) wide CEF Programme Support Action (PSA) to be launched end 2020.

This coordination mechanism should ideally involve all Member States (and be open to EEA countries) as main members, and if necessary other public and private partners, depending on the different work packages. It has to be noted that no other PSA is expected in the coming years to coordinate issues linked to NAPs, leaving of course open the possibility for Member States to finance further "implementation" activities from the funding programmes that will be available once the new Multiannual Financial Framework is agreed.

The initial scope is all National Access Points and associated data stemming from the implementation of Delegated Regulations 885/2013, 886/2013, 2015/962 and 2017/1926, including their possible revisions occurring during the lifetime of the CEF PSA.

2. Work packages of the coordination mechanism

2.1. Governance

CEF PSA Project governance

Management of the CEF project: Steering Committee with all participating Member States at appropriate level (i.e. with representatives able to cover all aspects and data types), appointment of leaders and teams of experts for each work package, annual work plans and reporting, quality and risk management, organisation of internal communication and exchange (e.g. on best practices or national legislations related to the implementation of the Delegated Regulations), administrative and financial management etc.

Regular coordination with the Commission services, the ITS Committee, Member States expert groups and other relevant CEF PSAs and industry stakeholders.

Long-term governance of the coordination mechanism

Establishment of a sustainable organisation (e.g. association), with the following objectives:

- o Strategic coordination between the National Access Points;
- o Definition of strategic objectives at mid (5 years) and longer (10 years) terms, in particular setting goals on data quality and availability, accessibility and harmonisation, in line with EU legislation;
- o Define common strategies and common responses towards challenges raised by global players;
- o Organisation of the sustainability of the coordination mechanism;
- o Promotion of NAPs and dissemination of information on their benefits in the field of ITS;
- o Interaction with similar initiatives, in the transport and other sectors.

Definition of the characteristics of this organisation (membership, legal form etc.) and formal setting up during the first year of the CEF PSA.

2.2. Monitoring and evaluation

Monitoring of the availability and accessibility of data, in coherence with the relevant Delegated Regulations, covering at least all data listed in their annexes. Definition of common indicators, allowing a comprehensive understanding of the availability and quality of this data in the different Member States and of their accessibility through the NAPs, including regarding the level of service of the NAPs. Publication of these indicators at regular intervals (minimum twice a year).

Monitoring and evaluation of the compliance assessment processes in coordination with other relevant working streams. Definition of (common) evaluation and quality criteria to be used by national bodies/competent authorities.

2.3. NAPs architecture

Define minimum conditions and coordinate the development and evolution of the NAPs in order to enhance the compatibility and interoperability of the features (access, management, look & feel etc), as well as the harmonisation of the levels of service of the NAPs.

If appropriate, specify and implement sustainable EU-wide access solutions for specific needs (e.g. cross-border data for rail and aviation).

This should be done in coherence with the horizontal policy on Common EU data spaces, to be defined, as announced in the European data strategy, in a legislative framework for the governance of common European data spaces to be proposed already in 2020.

Participation in relevant coordination mechanisms at EU level, both for the mobility data space and across data spaces where relevant.

2.4. Data accessibility and exchange

Overall objective: design and develop common tools related to data accessibility and exchange (standards, EU harmonised profiles, metadata, definitions, quality requirements etc.). This work package should consolidate and if necessary further develop ongoing related activities that are ending during the PSA.

Working streams:

- o Metadata: definition and maintenance of common metadata catalogues.

- o Quality: definition and maintenance of common quality definitions and indicators.

- o DATEX: Integration and continuation of the previous PSA DATEX II activities, for the whole duration of the PSA.

- o TN-ITS: Coordination with the CEF PSA TN-ITS GO until end of 2021, followed by the integration and continuation of its activities, for the period 2022-2023.

- o Coordination with the CEF PSAs and their related follow-up actions : IDACS and DATA4PT

- o Integration of the activities of the Data Task Force.

- o Identification and assessment of new standardisation/harmonisation needs (METR, vehicle data, bicycle network etc.) in coordination with other relevant working streams.

- o Harmonisation of terms and conditions

This work package will ensure the coordination between all its working streams and with relevant SDOs, in particular through contributions to the annual updates of the Rolling plan for ICT standardisation[4] and to the related work of the standardisation organisations.

2.5. Compliance assessment

Development and management of uniform Declaration(s) of Compliance and associated documents.

Identification and implementation of necessary actions to motivate actors accelerate the implementation of the Delegated Regulations.

Identification and implementation of necessary actions to ensure that terms and conditions for data-reuse are reasonable and proportionate.

Identification of best practices to support proper compliance and implementation, including existing national legislations.

2.6. Data collection and creation

Based on the identification of data availability gaps, plan and coordinate data collection/creation initiatives, with prioritisation given to data essential for ITS-services such as Intelligent Speed Assistance, CCAM or MaaS.

Identification of funding opportunities and preparation of common proposals coherent with the strategic objectives (*note: data collection activities themselves will not be funded through this PSA*).

2.7. Dissemination – outreach activities

User support and training, knowledge dissemination (helpdesk, user forum, website, guidelines, webinars, workshops etc.) and promotion.

Information and promotion of results across ITS fora and congresses, Member States, stakeholders/users, standardisation communities.

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[4] https://ec.europa.eu/digital-single-market/en/rolling-plan-ict-standardisation