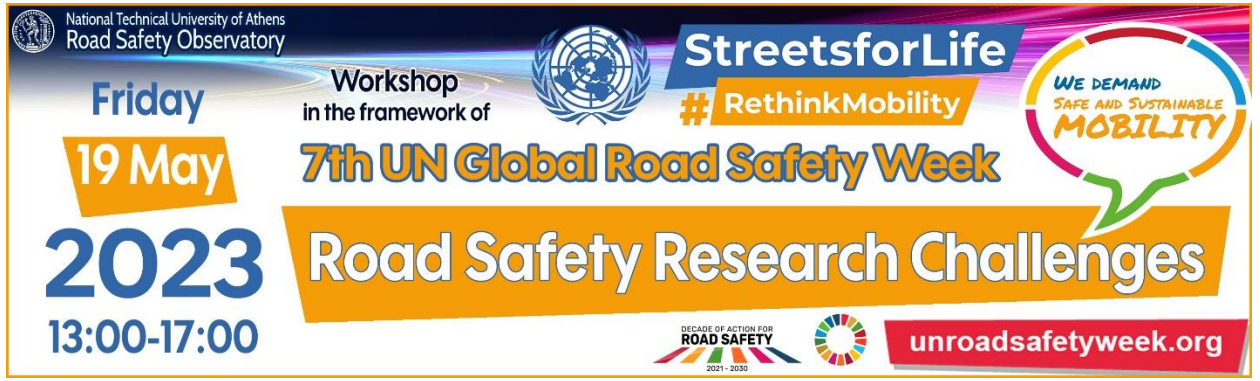


National Access Point Coordination Organisation for Europe - Napcore

Alexandra Laiou

Transportation Engineer, PhD Candidate

Together with:

Marianthi Kallidoni, George Yannis

The NAPCORE project

- **33 partners + 3 associate partners:**
  - from 26 EU Member States
  - 37 Implementing Bodies
  - covering:

  - Member States (Ministries) and National Road Authorities
  - (National) Road Operators
  - International Organisations

- **Duration of the project:**
  - 44 months (April 2021 – December 2024)

- **Co-funded by:**
  - European Commission (DG MOVE) as Programme Support Action under Connecting Europe Facility (CEF)

Background

- The ITS Directive 2010/40/EU and its Delegated Regulations require that each EU Member State establishes a National Access Point (NAP) for mobility data.

- By now, there are more than 30 operational National Access Points in almost all EU Member States (and beyond), where mobility related data is published and made available for use.

- The existing NAPs are quite different in their setup and data access interfaces. Also, the data formats and standards used differ throughout Europe.

Objectives

Coordinate NAPs and National Bodies (NBs) established under the ITS Directive so to:

- facilitate EU wide coordination of NAPs and NBs for the harmonized implementation of the ITS Directive
- increase interoperability by further establishing standards and recommendations for mobility data exchange format, content, access and availability
- empower NAPs as the backbone for ITS digital infrastructure and mobility data exchange in Europe
- address existing and upcoming challenges with a joint European vision, strategy and voice.

Data

Current data categories of a NAP:

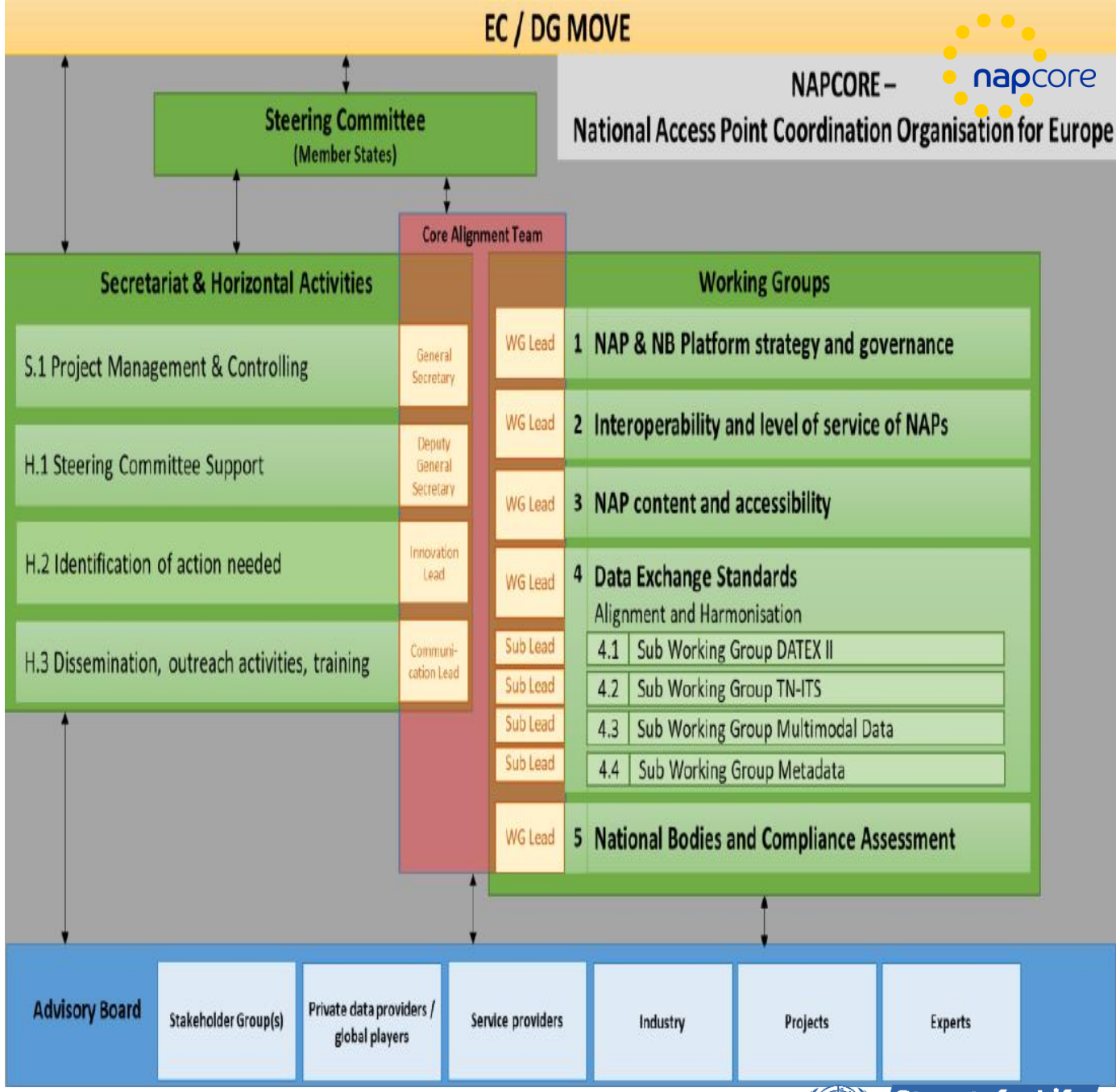
- Road safety-related events/conditions
- Road network
- Usage of the road network
- Roadway and roadside infrastructure
- Road status information
- Safe & secure parking areas
- Safety & equipment of parking areas
- Safe & secure truck parking areas
- Traffic information
- Information for location search
- Trip plan and auxiliary information
- Information for trip plan computation
- Traveler services
- Detailed common standard and special fare queries
- Passing time, trip plan, and operational information
- Availability of services and relevant infrastructure

Foreseen data categories of a NAP:

- In-vehicle data
- Alternative fuel infrastructure data
- Urban Vehicle Access Regulations (UVARs)
- Cooperative Intelligent Transport System (C-ITS) services
- Traffic Management Plans (TMPs)
- Shared mobility services

Structure

- The basic idea of the governance structure of NAPCORE is to create a future-oriented platform structure right from the beginning.
- This is contrary to a full project structure, which is ending after the project duration. With the basic governance set-up of NAPCORE the participating parties already create the basis for a long-lasting platform.
- NAPCORE is comprised of four key pillars:
  - the Steering Committee;
  - the Secretariat & Horizontal Activities;
  - the Working Groups;
  - the Advisory Board.



Results

Harmonisation of European NAPs and NBs through:

- Reflecting recent and future developments to prepare the NAPs/NBs for coping with them
- Analysis of interoperability and level of service
- Analysis of content and accessibility of NAPs
- Enhancement and further development of data exchange standards
- Development of harmonised processes for random inspections and compliance assessment.

Alexandra Laiou, National Access Point Coordination Organisation for Europe – Napcore

Streets for Life

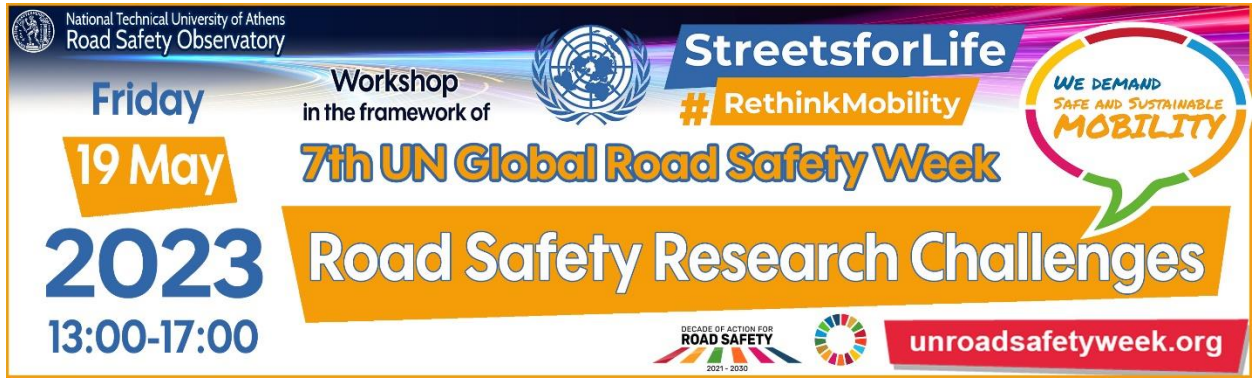
- The creation of a single market for data will allow the free movement of data within the EU and between sectors, to the benefit of citizens and travelers, businesses, researchers and public administrations.
- It should also enable Member States to chart a data economy where public and private interests are balanced, based on respect for personal data and the implementation of ethical standards.
- The data-based economy is a lever to foster the emergence of a mobility industry, based on intermodality and diversification of services to citizens.

Scientific and Social Impact

- The European data strategy enables the EU to become a leading player in a data-driven society.
- Data-based technologies will make it possible to limit the impact of the transport sector on the environment. Indeed, data are the fuel for technological development in the transport sector and the digital transformation of infrastructure.
- Access to a volume of quality data and the value it generates are essential for innovation in transportation: traffic regulation, improved safety and supply chain optimization.

Future Challenges

- New challenges such as data collection activities and negotiations with private data providers and/or global players would benefit from being addressed jointly.
- Issues related to the General Data Protection Regulation (GDPR) should be addressed.
- Issues related to the re-use of data for purposes that differ from those for which the data had been collected should also be tackled.



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