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Challenges and Opportunities for Belgium to implement NAP

Stakeholders Forum No1, 5th November 2020

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Implementing EU data standards in Belgium

○ Present shortly the current state with regard to NAP

The NAP MMTIS is operational since February 14th 2020.

The NAP is accessible via www.transportdata.be

At the moment 38 organisations have registered on the NAP & 67 datasets are available via the NAP.

○ What are the drivers (to put this as top priority or not) for NAP implementation in your country?

- Sustainable mobility is important. With the NAP MMTIS we hope to advance the modal shift.

- European obligation

- Integration of the public operators (4) and syncing for MaaS regarding Data

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○ What are the current and future challenges (in which DATA4PT is expected to support you)?

- Development of Belgian NeTEx profile (EPIP)

- Best practices and documentation facilitation

○ What are the opportunities at national level that you can identify with the implementation of the NAPs (future and current)?

- The other NAPS (RTTI, SRTI & TP) will be integrated in the NAP MMTIS → one access point for Belgium

- Development of multi-modal route planners → modal shift

- Creating a clearer relationship with the private sector on the question of Data

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○ Why you are advanced and why you are not so advanced? Do you feel obliged to use it or is it part of your wider/long term vision?

- The NAP is operational. The NAP is in line with the wider term vision. We hope that many datasets will be disclosed as open data.

○ What were the barriers you faced in implementation phase and how did you overcome them?

Most important issues at the moment:

- Harvesting. This is not operational yet. Some tests have already been performed, but it is more complicated as expected. An alternative solution is being investigated right now.

- Development of Belgian NeTEx profile

- Raising awareness among stakeholders. Not all stakeholders have registered their datasets on the NAP yet.

- Involving the private sector

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