



Challenges and Opportunities for **France** to implement NAP

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Implementing EU data standards in France

Present shortly the **current state** with regard to NAP (1)

- EU Regulation 2017/1926 requires each Member State to set up a National Access Point (NAP) that references all the mobility data
- These obligations are specified in **French Mobility Orientation Act**
- Decree 2020-183 of 28 February 2020 designates the **transport.data.gouv.fr** platform as the NAP for multimodal information data
- The law also designates the Transport Regulatory Authority (ART, formerly ARAFER) as the competent **authority for disputes**
- The Ministry of Ecological Transition (MTE - DGITM) has joined forces with the **beta.gouv.fr** programme to create the transport.data.gouv.fr platform, based on the State's public data platform **data.gouv.fr**
- The creation of the NAP is one of the actions carried out within the framework of the "**data - MaaS**" **Strategic Committee** set up by the Ministry of Transport



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Present shortly the **current state** with regard to NAP (2)

- **All the data** useful for passenger information in the broadest sense **are concerned** by the provision via the National Access Point, for all modes of transport, whether public or private
- **As of October 2020, the NAP hosts theoretical public transport timetable data from 218 mobility organising authorities out of 337 and 13 out of 18 regions, covering 83% of the population benefitting of a local transport network**
- The transport.data.gouv.fr team has also started to reference **other types of data** :
 - Regular public transport lines (bus, tram, metro) - real-time:** 29 pilot conurbations
 - Car-sharing areas:** 2,360 areas in 70 departments
 - Off-site car parks:** 685 car parks in 15 communities
 - Charging stations for electric vehicles:** 10,600 throughout France
 - Self-service bicycles:** 19 sets of data
 - Long-distance buses:** 6 sets of data



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

- **Context: many transport services:**

 - 330 urban transport networks

 - thousands of interurban lines

 - a range of bicycle and scooter services

 - In the major metropolitan areas, it is difficult to know all the available transport options.

 - In rural areas, it can be difficult to know how to get around without using a private car.

- **Key drivers:**

 - Access to better **information**

 - to adopt new modes of mobility

 - Availability** of necessary data

 - The opening up of mobility data aims to encourage the development of better digital travel information services, for the greatest benefit of users.**



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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?

- We are advanced thanks to:

The **adhesion of the actors** to the new legislative framework is a major factor in the progress of the project.

- The actors share our **long term vision**:

The opening up of data on transport services organised by local authorities is the **first priority** in order to obtain **complete coverage of the French territory**.

In addition, the NAP will need to be equipped with **a data quality validation service** and to ensure that the data complies with European standards, in order to ensure interoperability.

Standardization of licensing

Drawing up of new profiles

Development areas such as shared vehicles, long-distance transport, parking and cycle networks



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

- **Quality of information:**

To maintain **quality traveller information**, re-users of traveller information data need reliable sources. If the data is not of good quality, the information given to the user will not be good.

In addition, a **dataset that does not meet the specifications** will not necessarily be completely useless, but its re-use will be **conditional on manual processing**. This manual processing may be more or less complicated and may require re-users to modify the data, with the risk of incorrectly correcting these errors.

- **Requires validation of information:**

That being said, data are only very rarely perfect, and some re-users have set up more or less automatic means to correct the data. **All GTFS files uploaded to the NAP are analysed and a validation report is made available.**

This report allows : reusers to easily know the quality level of the dataset ; to suggest ways of improving the dataset to data producers.



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What are the current and future challenges (in which DATA4PT is expected to support you)? (1)

- **Exchange of good practices:**

France developed a **Converter from GTFS to NETEX** which was set up at the beginning of 2020 and is free to reuse. We inform other Member States that they have the possibility to implement this converter on their NAP.

A contrario we would like **to identify tools from other countries to be set up in France with European funding**. We are very interested in developments in other countries.

- **Tool for entering accessibility data:**

Article 27 of the 2019 French Mobility Law provides for the **opening of data on accessibility**.

The local authorities need a tool for entering accessibility data according to the NETEX accessibility profile.

→ *Is funding available to finance the development of such a software?*

→ *Is it possible for an expert to organize training workshops in direction of local authorities?*



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What are the current and future challenges (in which DATA4PT is expected to support you)? (2)

- **Topics for local workshops** on what hinders the deployment of NETEX in the view of data producers and reusers.

The **1st workshop** could invite **local authorities** to discuss about a tool to enter data in NETEX standard or to convert data into NETEX standard, or more broadly it could discuss the question of the tools needed by data producers.

The **2nd workshop** could address with **reusers** the important issue of **data quality**. **There are very few tools to evaluate data quality. A quality validation tool could be developed to analyse NETEX or SIRI files.**



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How to engage and advance collaboration between stakeholders in your country? How do you think Data4PT can support this?

- To create a **community** with all stakeholders
- To **network** data producers and reusers

○ **How?**

To organize **meetings on essential topics**

To avoid bilateral discussions

Data4PT should organize such workshops



Implementing EU data standards in France

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

- **Current opportunities:**

- We have already seen the emergence of new digital information services, mobile applications, route planners

- Some territories do have a digital information system today

- In some cities additional calculators are now available

- **Future opportunities:**

- Progressive European calendar, firstly the main network, normally 8 French metropolitan areas

- Original** data opening **strategy** in France, theoretical timetables everywhere in France

- As a result, **awareness** of local authorities to the issue of open data data.gouv noted a greater **openness** of the communities



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What is the changing process the countries should follow based on your experience for an efficient and smooth implementation? What are the fundamental steps/initiatives to take?

○ How to implement the EU standards?

These standards are difficult to adopt because of their **complexity**
France pushes **simple formats** to raise awareness among the data producers

Converters or tools for entering data in the right standard are needed

There is the issue of adequate tools for data producers

To conclude, the first step is to achieve a common knowledge on the topic, and then to enhance the data production.



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What is your advice to the rest of the countries that are not very advanced?

○ Pragmatic approach:

To analyze the **open source tools**

Not to engage in development too quickly

To be enriched by **feedback** from everyone

To manage the transition by providing simple formats rather than developing a sophisticated system with no data production during the development phase