DATA4PT Stakeholder Forum

13/12/2021

DG MOVE – Unit B4

OVERVIEW OF THE IMPLEMENTATION OF DELEGATED REGULATION 2017/1926

Specification of DR 2017/1926

- Published on 21st October 2017.

- This Regulation seeks to improve the **accessibility, exchange, re-use of travel and traffic data** required for the provision of high quality multimodal travel information services across the Union.

- This Regulation applies to the **entire transport network of the Union**. The specifications set out in the Regulation should apply to **all transport modes** in the Union (such as schedule based, transport on demand and personal based).

Specification of DR 2017/1926

- To develop a harmonised and seamless provision of multimodal travel information services, Member States should rely on **existing standards**, provided by the European standardisation organisations, such as **DATEX II** for road transport**, TRANSMODEL, TAP TSI** for other transport modes.

- These specifications should **not oblige transport authorities, transport operators, infrastructure managers or transport on demand service providers to digitise any data** that is not already available in machine readable format.

European Commission

Implementation of DR 2017/1926

- Almost all MS have established their NAPs (with different architectures: data directory, repositories or market places).

- Not all NAPs have machine-readable data available according to the Regulation. We had received substantial information through the first reporting obligation, however, it is complex to monitor with a high degree of precision data accessible through Member States' NAPs (including their quality).

- DG MOVE underlined the need for a **monitoring tool to support a comprehensive understanding of availability, accessibility and quality of MMTIS data.** This challenge will be addressed among others by the upcoming **NAPCORE project** (Working group on NAP content and accessibility).

Implementation of DR 2017/1926

Support mechanisms:

➢ Financial support provided in the context of the CEF PSA MMTIS

- 17 MS benefited from this support.

- NAP development/ stakeholder engagement/ distributed journey planning/ Interoperability of Static Scheduled Travel Data (NeTEx).

- Most MS have finalised their activities.

- 7 projects are still ongoing (AT, BE, EE, DE, PL, PT, SE).

Implementation of DR 2017/1926

➢ Data4PT project

- **Objective**: development and deployement of European public transport data standards Transmodel, NeTEx and SIRI (including EU profiles). Foster the operational use of the standards. Develop and end-user community. Build a long-term sustainable governance.

- 9 MS involved (AT, HR, CZ, FR, DK, IT, PT, SI, SE) + observers for 48 months (until 01/2024).

- Workshops and trainings sessions for operators and authorities + technical achievements (definition of mapping methodology; support to develop EU profiles and national profiles).
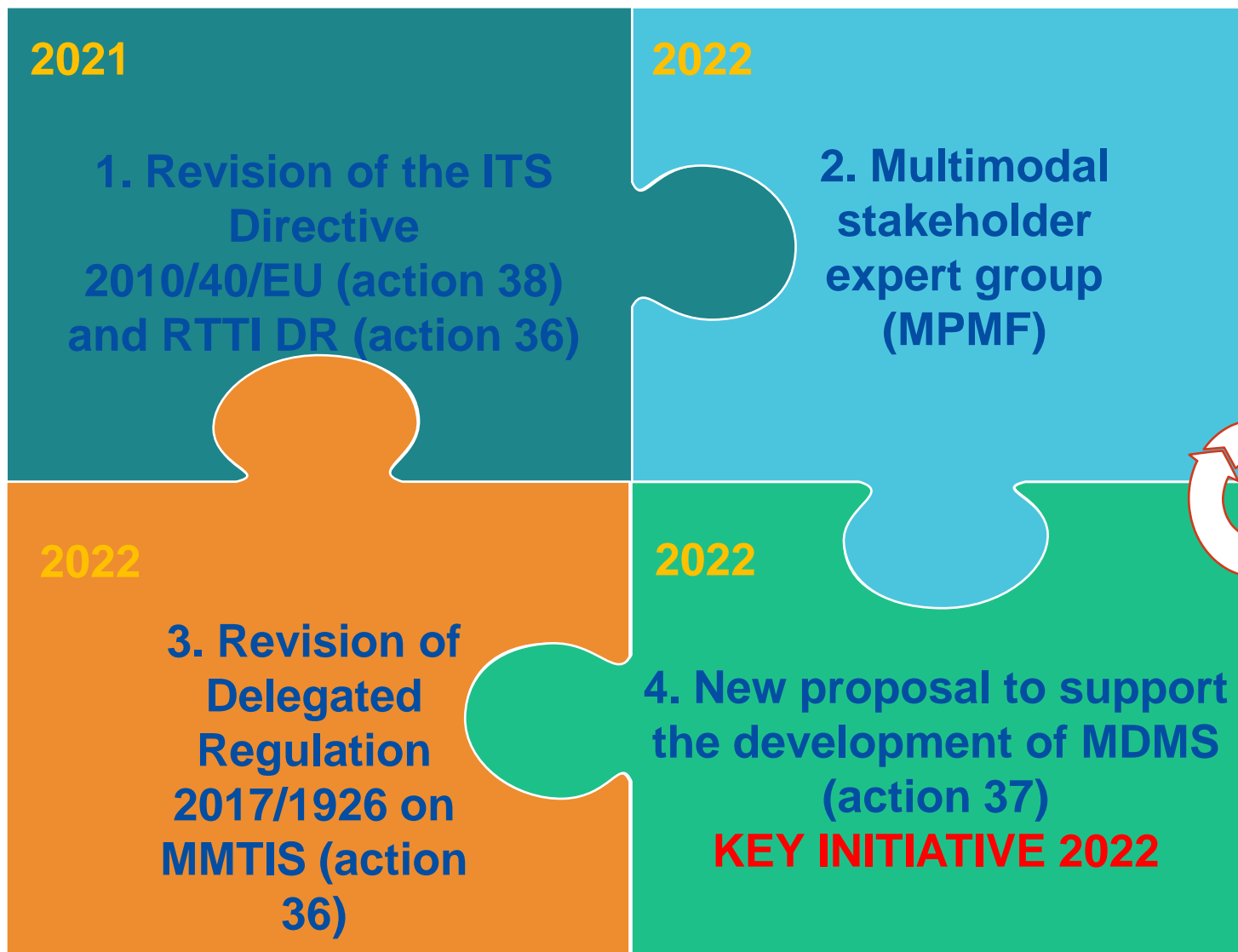
Implementation of DR 2017/1926

➢ **NAPCORE project:**

- NAP Platform Strategy and governance (reflecting recent and future developments to prepare the NAPs/NBs for coping with them).

- Interoperability and level of services of NAP (reference profiles, metadata and support tools will be defined).

- NAP content and accessibility (also looking at data quality).

- Data exchange standards: subgroup on multimodal data (align and harmonise the developments of standards e.g cycling infrastructure standard; rail / PT; parking) - **link with Data4PT**.

- Development of harmonised processes for random inspections and compliance assessment.

OVERVIEW OF THE COMMISSION'S INITIATIVES ON MULTIMODAL PASSENGER MOBILITY

2021

1. Revision of the ITS Directive 2010/40/EU (action 38) and RTTI DR (action 36)

2022

2. Multimodal stakeholder expert group (MPMF)

2022

3. Revision of Delegated Regulation 2017/1926 on MMTIS (action 36)

2022

4. New proposal to support the development of MDMS (action 37)
KEY INITIATIVE 2022

Articulated with modal developments:
TAP-TSI (rail) and CRS-Code of Conduct (aviation)
And horizontal developments:
Data Act, DMA, Data Governance Act

Objective: Establishing a clear EU framework to increase the deployment of digital mobility services within and across modes, with the intention to significantly improve multimodality, inclusiveness and sustainability.
"By 2030 seamless multimodal passenger transport will be facilitated by integrated electronic ticketing"

European Commission

MMTIS and the revised ITS Directive

2021

**1. Revision of the ITS Directive 2010/40/EU (action 38)**

2022

3. Revision of Delegated Regulation 2017/1926 on MMTIS (action 36)

- MMTIS will be reviewed with the current ITS Directive as legal basis.

- MMTIS should stay in the (extended) scope of the revised Directive.

European Commission

MMTIS and MDMS

- MMTIS revision: should focus on further enhancing the development of **information services** and will focus on the **technical aspects**:

2022

3. Revision of Delegated Regulation 2017/1926 on MMTIS (action 36)

2022

4. New proposal to support the development of MDMS (action 37)
KEY INITIATIVE 2022
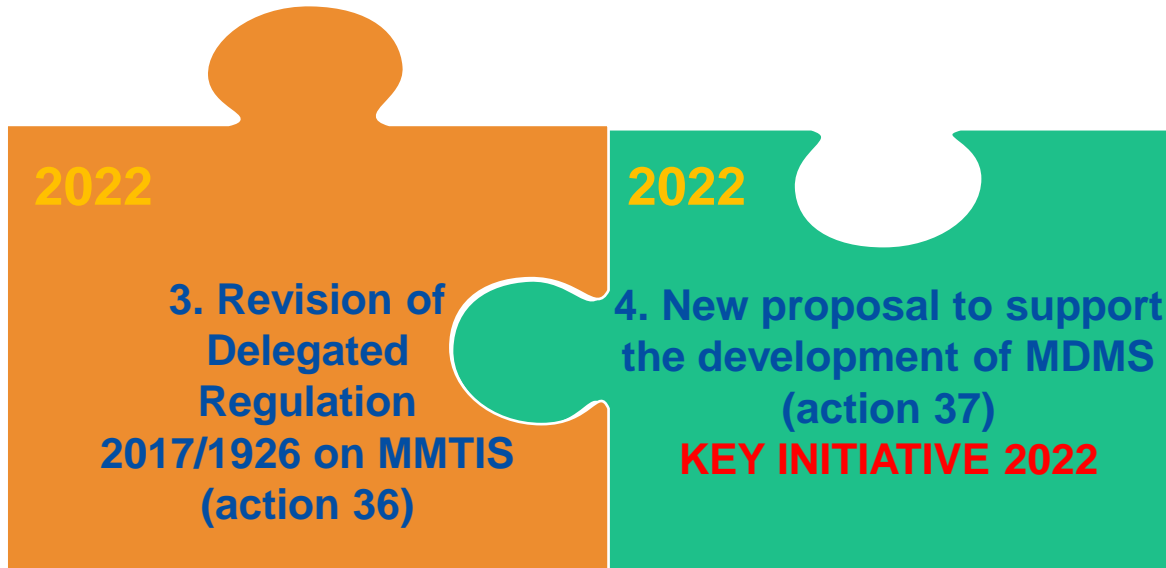
- Mandatory accessibility of currently optional dynamic data already listed in the Annex of Delegated Regulation (EU) 2017/1926;

- Updating the list of data to be made accessible (including new data types) pursuant to Delegated Regulation (EU) 2017/1926;

- Requiring the use of certain standards for payment and booking interfaces.

- Ensure alignment with data categories of RTTI (parking / refuelling and recharging / tolling)

European Commission

MMTIS and MDMS

- [MDMS proposal](#) (new legal basis): should focus on **ticketing / booking / payment services (intermediaries)** and will focus on the **market aspects**.

2022

3. Revision of Delegated Regulation 2017/1926 on MMTIS (action 36)

2022

4. New proposal to support the development of MDMS (action 37)
KEY INITIATIVE 2022

- **SO1:** provide certainty and transparency for B2B commercial agreements for services re-selling mobility products as well as for agreements on journey continuation.

- **SO2:** Prevent harmful market effects which may arise from discriminatory behaviour of MDMS against operators, and ensure that the deployment of MDMS is not hampered by discriminatory practices.

- **SO3:** ensure that MDMS enhance the efficiency and sustainability of the transport system.

European Commission
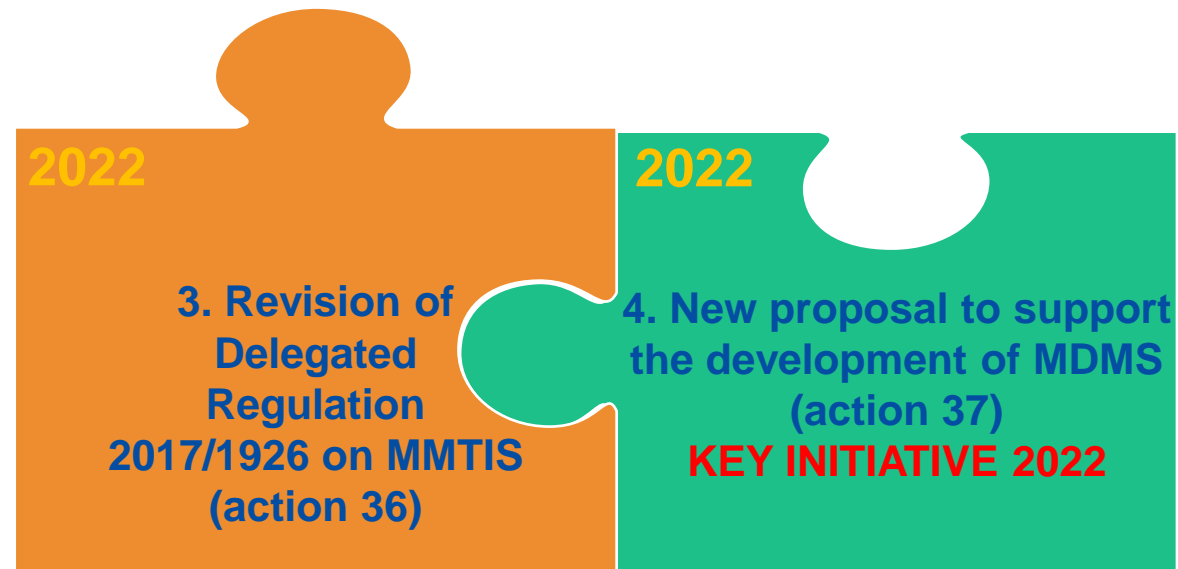
Problem definition and specific objectives

General objective	Increase the deployment and operational use of multimodal digital mobility services across the EU, to enhance information and facilitate booking, payments and access to all mobility products for users, and in doing so make our transport system more sustainable and efficient

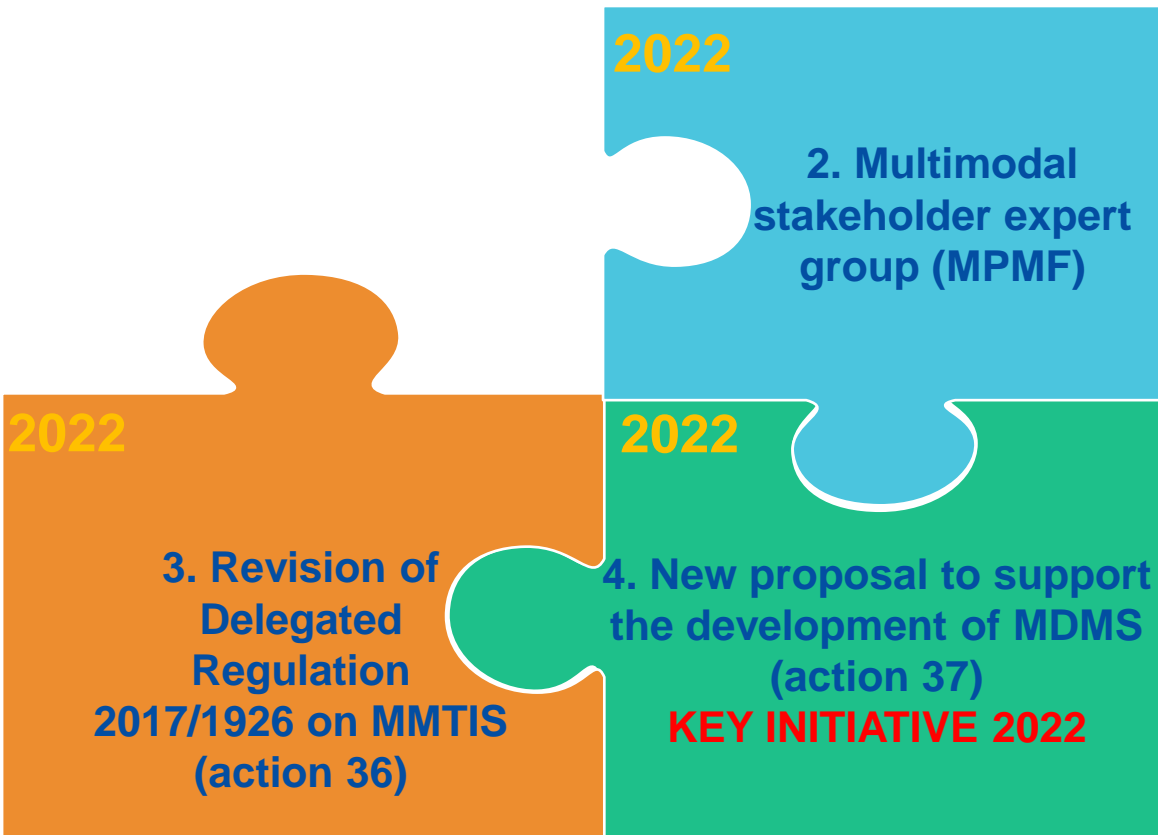|			
Specific objectives	Provide certainty and transparency for B2B commercial agreements for services re-selling mobility products (for land-based modes, waterborne transport), as well as for agreements on journey continuation	Prevent harmful market effects which may arise from discriminatory behavior of MDMS against operators, and ensure that the deployment of MDMS is not hampered by discriminatory practices	Ensure that multimodal digital services enhance the efficiency & sustainability of the transport system

Main problem	Due to limited and fragmented offers provided by multimodal digital mobility services and their slow deployment, these services do not fully contribute to enhancing multimodality and modal shift

Drivers	Opaque conditions for combining and re-selling mobility products in land based modes, waterborne and maritime transport	Presence of anti-competitive practices and deployment of MDMS being limited by anti-competitive practices	Under current market conditions, MDMS do not consistently support transport sustainability objectives

MMTIS and the MPMF expert group

2022

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KEY INITIATIVE 2022

- MMTIS expert group will remain the key expert group for the revision of the DR.

- MDMS proposal will be supported by the **Multimodal Passenger Mobility Forum**

- Call for experts launched https://transport.ec.europa.eu/news/call-applications-selection-members-multimodal-passenger-mobility-forum-2021-12-09_en

European Commission

IA and Cost Benefit Analysis study for MMTIS and MDMS

- The study will be divided in two parts:

  1. support the Commission in the impact assessment exercise for a new proposal addressing market challenges for the development of Multimodal Digital Mobility Services (MDMS) and

  2. support the Commission in the cost-benefit analysis exercise for the revision of Delegated Regulation (EU) 2017/1926

- The study is planned for 11 months, starting January 2022.

- OPC ongoing until 23/02 https://transport.ec.europa.eu/news/call-applications-selection-members-multimodal-passenger-mobility-forum-2021-12-09_en