Project name:	National/Regional Access Points
Date:	23/10/2018, 10.00-12.00
Notes:	Peter Van der Perre & Kurt Marquet
Location:	Bluepoint Brussels

Participants

Name	Organisation	Present
Pierre-Paul Bertiaux	BMC	√
Hans Van Winckel	Be-Mobile	√
Stijn Vernaillen	Stad Antwerpen	Concall
Pieter Colpaert	IMEC	√
Sheida Hadavi	VUB	√
Louise-Marie Platteau	Optimile	√
Philippe Kahn	Arval	√
Elin Cosemans	The New Drive	√
Jean-Marc Timmermans	Agoria	√
Nicolas Leroy	SPW	√
Dimitri Arts	Localyse	√
Pascal Cappelmans	Febiac	√
Dieter Bauwens	Febiac	√
Angelo Meuleman	Taxistop	√
Isabelle Vandoorne	European Commission	√
Nele Dedene	Dep MOW	√
Tudor Ivanov	Pulsar	√
Julien Vandichel	Drivenow	√
Vlad Marica	Fluidtime	Concall
Ischa Lambrechts	BECI	√
Nina Noyez	Mobly	√
Tom Geerts	De Lijn	√
Philippe Decap	SPF Mobilité et Transport	√
Aiko De Mol	FOD Mobiliteit en Vervoer	√
Denis Cornet	SPW	√
Jonathan De Brandt	Geosolutions	√
Philippe Hellemans	Geosolutions	√
Guy De Lathouwer	BMC	√
Youna de Ville de Goyet	Europcar Mobility Group	√
Rob Roemers	MIVB/STIB	√
Peter Van der Perre	ITS.be	√
Kurt Marquet	ITS.be	√

Apologies: Olympus Mobility, Tractebel, Orange, Touring, TML, Siemens, BAAV, Ingestic, Kapsch

Agenda

1. Importance and European best practice (Isabelle Vandoorne, European Commission)
2. Belgian/regional approach (Philippe Decap, FOD Mobiliteit/SPF Mobilité & Nele Dedene, MOW)
3. Involvement of the private sector: open discussion (Peter Van der Perre, ITS.be)

Notes & decisions

0.
Peter Van der Perre (ITS.be) welcomes all participants. This workshop is one of many within the BE MaaS Alliance. The MaaS position paper / action plan and meetings can be found online.

1.
Isabelle Vandoorne (European Commission) highlights in her presentation the importance of national access points (NAP). Member states are obliged to create a NAP and they themselves have to decide what this NAP will look like and how it will function. The NAP has to access and exchange at least standardised static public and private travel and traffic data for travel planning across all modes. In total hundreds of data sets are concerned covering all modes - it is almost everything one can imagine. Dynamic data is strongly recommended but not (yet) obliged in some areas. Via this link an overview can be found of NAP's in all member states.

This and other topics will also be highlighted during the conference on "*Delivering EU-wide multimodal travel information, planning and ticketing services: dream or reality?*" which will take place on 19 November in Brussels, CCAB, room 0A. More information and agenda.

Q&A:

- You mention a timeline for publishing dynamic (real-time) public transport data but this is not obliged for member states? No we don't force member states. They will not be fined but we strongly encourage to follow this timeline when member states are ready to publish dynamic data as well;
- If a dataset exists, it should be uploaded. The EC is also providing funding to collect and publish these datasets;
- The list of datasets is huge, about 150 different datasets;
- Older systems have another data format. How do we deal with this? Maybe this can be useful, but ultimately the data in the NAP needs to be standardised (e.g DATEX, NeTEx, Siri…) if a mature standard exists.

2.
Philippe Decap (SPF Mobilité et Transport) gives an overview of the framework for implementing the NAP in Belgium. In his presentation he highlights which steps are being taken to create a NAP following the MMTIS delegated act, for which they receive funding from the EC. The project will be running for three years.

Q&A:

- Will real-time traffic data be published in the NAP? Yes, in Flanders the traffic center already has a real-time dataset in the right data format. This is already available on the Flemish and federal open data portal. This will also be harvested to the NAP;
- The PSI directive is not the same as the MMTIS delegated act. The PSI directive does not oblige

you to publish standardised data. MMTIS does;
- How will all new mobility providers be involved? They will be invited to join a community of interest;
- What are the ambitions for Belgium, static or dynamic data? Static data is obliged so this will come first (actually, there is no such thing as static data, because also this can change and needs an update from time to time. The only static data is historical data). But the real value lies in dynamic meaning real-time data. So clever Member States go as much as possible for real-time data from the start.
- Will there be roundtables within this project? If so we really hope that you also have a look at the Smart Flanders charter on open data - discussed and defined by the 13 center cities in Flanders;
- Please involve the private sector from the very beginning – take their expectations into account.

3.
As a starting point for the discussion, Peter Van der Perre (ITS.be) suggests some first questions:

Q1: Expectations – what is the NAP? What functionality does it have?
- A NAP should be the first entrance point for a route planner. It should include all transport modes and the data must be machine-readable;
- It should be open (free for all applications) and the data should be of an authentic source;
- As easy to use as possible;
- A platform is needed as well to discuss common ambitions, share insights. A place for alignment and roadmapping.

Q2: Importance and impact of a NAP – What is the real goal, what services should it enable?
- For a public transport operator there are 3 levels (end-users, operators & cities and societal goals). They all are important for us.

Q3: What data priority requirements exist?
- Useful and real-time data. At mobility hubs the top 3 would be public transport data, shared vehicles data and infrastructural data (eg EV-charging);
- In general traffic data, public transport data and parking data are key for intermodal transfers;
- Shared vehicles;
- There is already a lot of static data. It is priority to align this data. For end-users public transport data is most important as well as safety/security related data;
- Static data is important because this is the first unique identifier. But every little change is the dataset should also be updated;
- We would love to know the occupancy rates of bsses/trams. It is however difficult to install devices on vehicles that we constantly use. We foresee this in new vehicles;
- Usually planning systems already generate data formats. We bought all possible types.

Q4: What could the cost model be? Is a freemium model an option?
- Usually data can be given by a data dump or via an API. IMEC proposes to fragment data dump in many little pieces. This way these datasets are easy to access and use;
- We should be sensitive to the needs of local companies as well.

Q5: Can a NAP refer to public & private data? How to get there? Is a charter enough?
- If you want to co-create, we also expect from the private side to share data on eg congestion. Now the cost is very high to buy data;
- It is also depending on which type of data. The data that private companies sell are often a combination of several sources. Sources that they themselves also had to buy. On the other hand,

some data is privacy-related;
- The return of investment should be clear for companies, and then they will indeed share their data; if data on the NAP needs to be free of charge, little to no private data will be published
- Public space is free so the data about this space should also be free. Support needed for local mobility providers;
- We will see more often open data components in tenders (including fines). Another possible scenario is that open data (and access to ticketing and payment) will become mandatory by law (Finnish model).

Q6: Principles moving forward
- 20 principles of Smart Flanders open data charter;
- Respect existing business models. We want a level playing field for small and large Belgian companies who can benefit from this NAP;
- It is nice to dream, but private data will come at a charge if it is their own data or data they have enriched.

Overview of next MaaS meetings:

29 November (10-12h) - workshop on access to in-vehicle data
4 December (10-12h) - MaaS all hands meeting