ROADMAP			
TITLE OF THE INITIATIVE	EU-wide Multimodal Travel Information Services – Specifications under ITS Directive 2010/40/EU		
LEAD DG – RESPONSIBLE UNIT – AP NUMBER	DG MOVE C3	**DATE OF ROADMAP**	02/2016
LIKELY TYPE OF INITIATIVE	Delegated act (functional, technical and organisational specifications)		
INDICATIVE PLANNING	*2016 Q2-3*		
ADDITIONAL INFORMATION	*http://ec.europa.eu/transport/themes/its/index_en.htm*		
This indicative roadmap is provided for information purposes only and can be subject to change. It does not prejudge the final decision of the Commission on whether this initiative will be pursued or on its final content and structure.			

A. Context, Subsidiarity Check and Objectives

Context

Seamless door-to-door mobility, i.e. the ease of continuous travelling from your starting point to your final destination, is a key element of the 2011 Transport White Paper.[1] The paper's vision stresses the need for further integration of different transport modes in order to make mobility more efficient and user-friendly. Online information, electronic booking and payment systems integrating all means of transport should facilitate and promote multimodal travel. One of the main goals is to establish the framework for a European multimodal transport information, management and payment system by 2020.

The "Action Plan for the Deployment of Intelligent Transport Systems in Europe"[2] of 16 December 2008 aimed to accelerate and coordinate the deployment of ITS applications. In its Action Area 1.5, it called for the "Promotion of development of national multimodal door-to-door journey planners, taking due account of public transport alternatives, and their interconnections across Europe".

Directive 2010/40/EU (the ITS Directive) provides the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport[3]. It established a number of priority actions including priority action (a) the provision of EU-wide multi-modal travel information and services for which specifications need to be developed (as a delegated act).

The Commission Staff Working Document "Towards a Roadmap for delivering EU-wide multimodal travel information, planning and ticketing services"[4] (published on 16 June 2014) builds on this policy approach as well as on a series of activities carried out by the Commission (e.g. the 1st Smart Mobility Challenge, studies, public consultations and public hearings, workshops). The Staff Working Document describes the challenges that need to be addressed, and a coherent approach to mobilize a series of instruments, in order to create a framework supporting more comprehensive travel information, planning and ticketing services to emerge in the EU:

- Development of new standards required to support the implementation of the priority areas and priority actions, as foreseen in the ITS Directive[5];

- Activities funded under Horizon 2020 ("Smart, green and integrated transport" Challenge) and Connecting Europe Facility;

- Specifications for EU-wide multimodal travel information services (this initiative) and for real-time traffic

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[1] http://ec.europa.eu/transport/themes/strategies/2011_white_paper_en.htm
[2] COM(2008)886, http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:52008DC0886&from=EN
[3] Directive 2010/40/EU, http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32010L0040&qid=1416937001320&from=EN
[4] http://ec.europa.eu/transport/themes/its/doc/swd(2014)194.pdf
[5] Article 8 – notably for priority action 'a' this includes the latest Urban ITS Standardisation Mandate
   http://ec.europa.eu/DocsRoom/documents/9773/attachments/1/translations/en/renditions/native

information services (already adopted), both foreseen under the ITS Directive;

- A possible future legislative proposal on improving access and availability of multimodal travel and traffic data (i.e. elements falling outside the scope of this initiative, see also issue section below)

The Commission has financed a number of research and development projects in FP7 on the topic of traveller information and future projects on this topic will be included within H2020. In the Trans-European Transport Network programme, the actual deployment of intelligent transport systems and services, including multimodal travel information, was co-financed (e.g. EasyWay project).

No ex-post analysis had been carried out yet for the ITS Action Plan or ITS Directive. However, the recent progress report on the ITS Action Plan, as well as a report on the implementation of the ITS Directive[6], and the 2014 SWD refer to the provision of EU-wide multi-modal travel information and services as priority area for further action at EU level in the next years.

Coherence with other policies

The Telematics Applications for Passenger Services Technical Specifications for Interoperability (TAP TSI) entered into force on 13 May 2011 as Commission Regulation (EU) No 454/2011. The purpose of TAP TSI is to define European-wide procedures and interfaces between all types of railway industry actors (passengers, railway undertakings, infrastructure managers, station managers, public transport authorities, ticket vendors and tour operators). It will contribute to an interoperable and cost-efficient information exchange system for Europe that enables the provision of high quality journey information and ticket issuing to passengers in a cost effective manner. For what concerns rail related information in the context of multimodal travel information services (data formats and exchange protocols of rail related data) the rules of provisions outlined in TAP-TSI will be automatically applied in the specifications (i.e. grandfathered) to ensure policy coherence.

Within priority action (b) of the ITS Directive on the provision of EU-wide real-time traffic information services, specifications[7] have been adopted by the Commission in 2015 that aim at improving the interoperability of real-time traffic information, requiring that road status (i.e. closures of motorways) and traffic data are made accessible via national access points in a standardised format (DATEX II). The specifications also establish rules on data updates including timeliness of these updates. The specifications will apply to the comprehensive Trans-European road network, as well as motorways not included in this network and to "priority zones" (especially interurban/urban busy roads) when national authorities voluntarily identify such zones. The specifications do not make the deployment of Real-Time Traffic Information services obligatory. However, when these services are already deployed in a Member State or will be deployed after the date of application of the delegated regulation, the specifications will have to be followed. For what concerns real-time traffic information in the context of multimodal travel information services (e.g. data formats and exchange protocols, update requirements and the single point of access) the rules of provisions outlined in priority action (b) will be applied in the specifications to ensure policy coherence.

Issue

At present, the EU covers over 4 million km² and has 503 million inhabitants who have the right to live, work and freely travel across any Member State in the EU. In 2013, residents from within the EU-28 made more than 300 million international tourism trips, for personal or business purposes, by air, rail, bus/coach, motor vehicles and waterway.[8]. Therefore, there is a strong demand for cross-border journeys and as a result a large potential for EU-wide multimodal travel information to supporting the planning of such trips.

The overall European transport network and urban areas across the EU suffer from increasing levels of congestion and transported related pollution (air pollution, noise pollution) caused largely by Europe's dependency on fossil fuelled modes of transport and particularly passenger cars. Therefore, for transport operators and transport authorities to effectively manage the transport network and alleviate the aforementioned adverse effects, a modal shift whereby more sustainable modes of transport are used is required. However, in order to foster such a modal shift and encourage a change in citizens travel behaviour, comprehensive, accurate and reliable travel information on all the possible travel options available for citizens is required. Currently, the process to plan a multimodal journey across Europe is complicated and time consuming, especially when compared to a private car trip. Furthermore, in the event of disruptions travellers are not able to effectively handle disruptions when they occur.

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[6] http://ec.europa.eu/transport/themes/its/road/action_plan/its_reports_en.htm
[7] C(2014) 9672 http://ec.europa.eu/transport/themes/its/news/doc/2014-12-18-rtti/c(2014)9672_en.pdf
[8] EUROSTAT [tour_dem_tttr], this data only considers trips with at least one overnight stay and thus understates the actual number of trips.

Multimodal travel information and planning services allow travellers to plan their journey from A to B comparing different travel options combining different combinations of transport modes. Such services can allow the traveller to receive routing results according to their specific travel preferences or needs including the fastest route, the cheapest route, the fewest connections, the most environmentally friendly, the most accessible for persons with reduced mobility etc. or simply a routing result based on the transport mode(s) they wish to use (i.e. cycling or public transport). It can also contribute to further integrate different transport modes and increase the efficiency of operators' and authorities' management of the transport network along with promoting sustainable modes of transport. Comprehensive multimodal travel information should ideally provide travellers with a wide range of travel options based on multiple modes of transport covering a wide geographical scope across Europe so they can make well informed travel decisions. In this instance a traveller can easily compare different travel options and plan they trip across Europe or a particular region through one service making the process swift and easy. Moreover, such a level of service would also include up to date real-time travel information so travellers are prepared in the case of travel disruptions saving time and money and supporting the effective management of the transport network.

In recent years multimodal travel information services have gained a large level of interest from a wide range of stakeholders notably through large visibility at various ITS and transport related congresses. In order to fully understand and evaluate the market development of multimodal travel information services in Europe the Commission recently conducted a review of 123 existing multimodal travel information and planning services in Europe. The aim of the review was to better understand the level of service available to travellers and if they addressed all their travelling needs and if the current provision was suitable to support the policy goals of the European Commission (seamless door-to-door mobility, modal integration, better network management, supporting traveller's needs). The review covered all EU Member States as well as EEA countries.

Specifically, the analysis focused on analysing what geographical coverage across Europe is available to travellers and also the amount of transport modes and travel options they could consider. Moreover, the analysis looked at if travellers are provided with up to date real-time information and also if integrated ticketing options were included.

While the review showed that the market is active in terms of the number of services available , it also demonstrated that currently travellers in Europe are not provided with complete and reliable information and therefore making fully informed travel choices is not straightforward and the development of MMTIPS in Europe is also fragmented:

Out of the 123 multimodal travel information services, there are just over thirty that provide multimodal journey planning to at least some extent, with some also providing information in an urban context and some for long-distance journeys across the EU. Among those 36 planners there are only a few that also display the costs of the journey, that can provide information for cross-border journeys and include real-time information which is essential for travellers to make well-informed choices in the event of disturbances. At present, planning a door-to-door journey requires using a combination of numerous travel information services in order to cover the first and last mile and all the interchanges in between which is a laborious and time-consuming process and is not providing the conditions to positively influence travel behaviour.

It is expected that without further action, the development of multimodal travel information services in terms of the level of service provided to the traveller and their impact to support modal integration, the effective management of the network and reduced congestion etc. would remain limited.

This problem is triggered by the five drivers below (which have been determined and analysed through two public consultations and a supporting study). It has been identified that there are a wide range of factors that are impeding the development of comprehensive and interoperable multimodal travel information services across the EU, not all of which can be tackled by specifications in a delegated act (in particular specific issues related to availability and accessibility of data.) This initiative will focus on tackling the issues related to the lack of centralised reference points to find the relevant data, interoperability of travel and traffic data and systems and services along with quality levels and terms and conditions for the re-use of travel data: i.e. fully addressing 3 of the drivers and partially addressing another.

- **1. Availability of data is insufficient**

  - Currently, many travel and traffic data needed for comprehensive EU-wide MMTIPS are not readily available. Many actors in the travel information value chain have made efforts to digitize their travel information (i.e. timetables, location of stations/stops etc.) but there are still many actors who have yet

to do so.

- However, problems relating to the lack of travel and traffic information in a digital format <u>are not</u> within the scope of this initiative. Often there are significant costs involved in gathering and/or converting travel and traffic information into a digital format for journey planning and information service purposes and therefore the Commission can at this stage only recommend and encourage actors to digitize their travel data. Only when relevant travel and traffic data <u>already exists</u> in a digital form will the rules and provisions of the specifications apply.

- **2. Accessibility of data is insufficient**

  - At present, travel and traffic data is not easily accessible across the EU. In many cases, it is difficult to locate where the data is stored which is essential for service providers to deliver comprehensive multimodal journey planning. Some MS have established points of access in which the available and accessible travel data (static and sometimes dynamic) is stored (for example, in the UK, Sweden and the Netherlands). However, the existence of points of access across the EU is fragmented. In order to conduct EU-wide multimodal journey planning, it is essential for service providers to know where the required available and accessible travel data is stored across Europe, and how it can be re-used to conduct routing.

  - Mandating the access of travel and traffic data does **not** fall within the scope of the specifications within the ITS Directive and therefore this delegated act will rather focus on the mechanism to technically facilitate the access to data when agreed upon by stakeholders and Member States.

- **3. Lack of clear terms and conditions for data re-use (incl. liability and privacy)**

  - Across the EU there is a lack of clear terms and conditions regarding the re-use of travel data. For instance, there are no common requirements/rules covering topics such as the ownership of data, the transparency of pricing, the neutral display of data and the purpose of re-use across the EU. As a result, this has had a negative impact on the level of trust and cooperation between stakeholders.

- **4. Quality of data is insufficient**

  - The quality levels of multimodal travel information services in terms of how up to date, accurate, accessible, reliable and timely the information is given to the traveller is inconsistent across Europe. It is essential that basic levels of service quality are consistent across the EU to ensure traveller satisfaction and their continued use of MMTIPs. Although in some MS there are certain provisions on how often data should be updated and how to ensure accuracy and reliability etc., this practice is not widespread across the EU, resulting in fragmented service quality.

- **5. Systems, services and data lack interoperability.**

  - Travel and traffic data across the EU lacks interoperability and compatibility, with multiple data formats and exchange protocols in existence which are not always compatible with each other and/or difficult to merge. This makes it increasingly time-consuming and costly for data interchanges enabling EU-wide multimodal journey planning. There are standards available (covering either data formats, e.g. Transmodel, IFOTP, or data exchange interfaces that define formats and protocols, e.g. SIRI, NeTEx, TPEG) but these are not coherently used across the EU.

  - Multimodal travel information services commonly only cover a particular country or region, and at present it is not feasible for most travellers to easily plan their complete journey from one destination to another in Europe. By directly linking different services together, the geographical coverage (i.e. the geographical region available to plan a journey across) can be greatly improved allowing the user to plan their journey across different countries using their local/national journey planner. However, at present there are only a limited number of examples in which different multimodal travel information services are connected together. Moreover, the modal coverage of MMTIPs (i.e. the different modes of transport travellers can consider when planning a journey) is also limited with travellers not being given the full picture of all the possible travel options available to them. Within the same region, different modal services can be linked together to improve the modal coverage but only a few examples exist. A key reason for this is the lack of common and harmonized interfaces to connect different services together.

Stakeholder mapping

The key affected stakeholders are: transport authorities (all levels), transport operators (of all modes), service providers (both public and private), data generators, data owners, content providers, data users and travelers. Several stakeholders have various roles along the data value chain (i.e. a data owner could also be a service provider). These activities range from the generation and repository of the data itself to the analytics and algorithms applied to the data to enable utility (i.e. journey planning) to finally travellers using the service itself. The aforementioned barriers make it more time-consuming, more costly and more laborious to operate, manage and deliver **comprehensive** multimodal travel information services across Europe in the absence of harmonized standards and common rules and provisions.

Baseline scenario

As stipulated earlier, in 2013 there were over 300 million international tourism trips in the EU and therefore there is clear demand for cross-border journeys and cross-border multimodal travel information. Separate policies at Member States level would lead to further fragmented and non-interoperable multimodal travel information services without making it easier for citizens to plan their trip within their residing country and across Europe. Travel and traffic data would remain non-interoperable with the continued use of multiple data formats and exchange protocols and potentially uncoordinated standardization at MS level could further inhibit the provision of EU-wide multimodal travel information. The technical accessibility of the data itself would remain fragmented with only some Member States establishing single access points.

The number and use of regional and national MMTIPs is expected to increase further, but without the right framework and mechanisms to help the access and exchange of data and the linking of services, the level of service of MMTIPS would remain limited. Quality levels would continue to be divergent across Member States and terms and conditions, if developed at MS level, would most likely be inconsistent as well.

Subsidiarity check

Article 1 of the ITS Directive established the framework to support the coordination, deployment and use of Intelligent Transport Systems within the Union, in particular across borders between Member States, and Article 2 provides for the development of specifications for actions within the pre-defined priority areas. The Commission shall first adopt the specifications necessary to ensure the compatibility, interoperability and continuity for the deployment and operational use of ITS for the priority actions listed in Article 2.

In application of the Common Transport and the Trans-European Networks Policies (Articles 91(1), 100(1), 170 and 171 TFEU) the EU has the right to act in case of lack of coordination between national, regional and local solutions and especially if national policies are not producing the interoperable services that are needed for a European Union without borders.

The cross-border EU element of MMTIPS (with over 300 million international trips per year across the EU) cannot be satisfactorily achieved by Member States and a coordinated approach at an EU level is needed, in terms of e.g. the interoperability of travel information services and data across borders.

The objectives of the proposed action cannot be achieved sufficiently by Member States alone due to the scale and the nature of the problem. Separate policies at MS level or common activities by groups of Member States (i.e. neighbouring Member States or those active in the field of ITS) would not solve EU-wide barriers of fragmentation and interoperability making the access, use and exchange of relevant data and services difficult, time-consuming and costly to conduct.

To support the provision of EU-wide multimodal travel information services, there needs to be a common and harmonized framework at an EU level that sets out common rules and requirements for the use and re-use of compatible, interoperable and harmonized data and services across the EU. EU-wide multimodal travel information requires different stakeholders across different Member States to easily and efficiently access and exchange relevant data and services and common rules and provisions are required to conduct this easily, swiftly and cheaply. Therefore, the objectives of the proposed action can be better achieved at the Union level due to the effectiveness and efficiency of a common and harmonized framework.
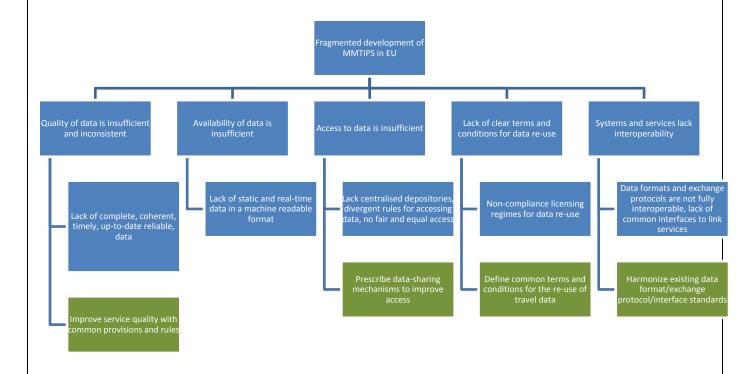
Main policy objectives

The main objective is to establish the right framework conditions to improve the interoperability and accessibility of travel and traffic data and services for the provision of EU-wide multimodal travel information enabling seamless door-to-door mobility and the effective management of Europe's transport network.

EU-wide multimodal travel information can be provided by either centralized services that cover the entire network or by linking together regional/national services that each cover a part of the network. Both scenarios can be supported by services accessing and using the relevant traffic and travel data directly or by technically linking their services via an interface. The specifications aim at supporting both these approaches.

In relation to the aforementioned problem drivers and gaps in provision, the specifications aim to:

- **improve the interoperability and compatibility of systems, services and data**

> **-** harmonize <u>data formats and exchange protocols</u> across different transport modes. The specifications will not prescribe one data format/exchange protocol standard to cover all transport modes but rather refer to existing legislation for transport modes that are already covered (rail, road) and prescribe new requirements for transport modes that are not already covered (i.e. public transport) with relevant existing standards. At the same time, the specifications will reflect how to mandate the use of standards which evolve and/or change over time.

> - improve the interoperability and compatibility of services to enhance their modal and geographical coverage by prescribing common elements/mechanisms to support the effective <u>linking of services</u> (common interfaces and definitions, conditions to link.)

- **Improve the accessibility of travel and traffic data** - facilitate the accessibility of multimodal travel and traffic data by enabling the provision of relevant <u>data-sharing mechanisms</u> to directly access the data or signpost where the relevant travel and traffic data can be found. A single point of access can give Member States the flexibility to determine the most suitable form to suit their national context. A point of access could either be a database, data warehouse, data marketplace or a registry of where to find the relevant data.

- **improve the consistency of service and data quality** across the EU by determining basic common requirements to improve accuracy, update, reliability, timeliness, usefulness, completeness, inclusiveness and consistency.

- establish a minimum set of **terms and conditions** supporting the re-use of travel and traffic data to support the stakeholder cooperation in this field. For example defining who owns the travel and traffic data when used by a third party and how it should and should not be used.

A number of measures have been identified in response to the problem drivers identified above, which will be further developed and complemented. Most of these measures should not be considered as mutually exclusive, and so they can be combined in different option packages, which will be further defined in the cost benefit

assessment process. The following preliminary option packages could already be envisaged at this stage:

A. No intervention / Business as Usual B. Soft law approach; C. Legal approach with focus on data quality D. Legal approach with focus on linking services E. Comprehensive legal approach

(1) Legally binding specifications

Adoption of specifications (in accordance with Art. 6 of Directive 2010/40/EU) to ensure the compatibility, interoperability and continuity of existing and future multimodal travel and traffic information services.

Such specifications could include a combination of following measures:

Driver 1: Not covered, as explained above

Driver 2: Accessibility of data is insufficient

Measure 2.a National Access Point (NAP) - static data required and dynamic data optional

Measure 2.b National Access Point - static and dynamic data required

Driver 3: Lack of clear terms and conditions for data re-use (incl. liability and privacy)

Measure 3.a Recommend basic T&C

Measure 3.b Recommend detailed T&C and mandate basic T&C

Measure 3.c Mandate detailed T&C

Driver 4: Quality of data is insufficient

Measure 4.a Recommend basic quality elements

Measure 4.b Recommend detailed quality elements and mandate basic quality elements

Measure 4.c Mandate detailed quality elements

Driver 5: Systems, services and data lack interoperability

Measure 5.a *Data exchange* - Static public transport data in NAP shall be in a *machine readable format*

Measure 5.b *Data exchange* - Static and dynamic public transport data in NAP shall be in a *machine readable format*

Measure 5.c *Data exchange* - Static and dynamic data in NAP shall be in pre-defined standards (exceptions for SMEs)

Measure 5.d *Service exchange* – CEN Distributed Journey Planning Standard to be recommended

Measure 5.e *Service exchange* - CEN Distributed Journey Planning Standard to be mandated

Measure 5.f *Service exchange* – Demand-based obligation for services to link

Measure 5.g *Service exchange* – Mandatory for all services to link.

(2) "Soft" regulation (recommendations, guidelines, MoU etc.)

Recommendations and guidelines defining how to improve the accessibility and interoperability of travel and traffic data and services could be developed by the European Commission with relevant stakeholders. They would give Member States the freedom to deploy and develop their own services at their own pace without legally binding requirements.

Another measure could be a Memorandum of Understanding (MoU) in a ´bottom-up´ approach in which stakeholders along the data value chain could drive activities and initiatives forward themselves without EU intervention.

(3) Education and information (exchange of best practise)

Certain stakeholder groups such as associations for example Polis, UITP etc. could be used as a platform to share examples of best practise between Member States and relevant stakeholders making advancements in the field of multimodal travel information services. Such an exchange could development of common initiatives and activities from mutual interest.

(4) Economic instruments (CEF, Horizon 2020)

Different funding instruments of the European Union could continue to be used by funding various research and deployment projects supporting the development of EU-wide multimodal travel information services.

It is expected that legally binding specifications are most effective to support the provision of EU-wide multimodal travel information services and prevent further fragmentation of divergent Member State rules and provisions. The

added value of the specifications in comparison with the other 'softer' options is that a coordinated and harmonized approach by all Member States could be achieved and realised which would greatly support facilitating comprehensive EU-wide multimodal travel information services to meet travellers needs and remove the barriers associated with fragmented levels of services and systems across the EU.

Several stakeholders are involved in the provision of multimodal travel and traffic information and planning services and in many cases play numerous roles along the data value chain. These activities range from the generation and repository of the data itself to the analytics and algorithms applied to the data to enable utility (i.e. journey planning) to then finally travellers using the service itself.

Therefore, all of the aforementioned legislative and non-legislative instruments would affect how these activities are conducted across the EU by various stakeholders in terms of the quality levels of the data and terms and conditions that would need to be followed, the provisions to improve the technical accessibility and interoperability of travel and traffic information (data formats, interfaces to link services, points of access). For some stakeholders, there would be implementation and adaptation costs in the short term to adjust to the new rules and provisions but it is expected that these will result in financial savings in the long term (e.g. extra investment into training/labour costs may be needed at the beginning to learn how to use these new processes/rules to help improve data sharing and data access, but over time there would be reduced operational costs (reduced labour costs, technical investment) to conduct those tasks which are much easier and more efficient to complete with interoperable and harmonized provisions improving the overall service).

Proportionality check

The proposed options comply with the legal requirements of the ITS Directive 2010/40/EU (article 5) and should not go beyond what is necessary to have its objectives satisfactorily achieved. It is important not to hinder currently existing market and organisations, but rather to support further innovation, operational optimisation, and enhanced level of services. When defining options more in detail and elaborating on the specifications esteemed necessary, the characteristics of the pre-existing market in the field of multimodal travel and traffic information services, as well as the principles 'for specifications and deployment of ITS' as defined in Annex II of the ITS Directive (e.g. cost-efficiency, backward compatibility, respect of existing infrastructure and network characteristics) will be duly taken into account. As part of the cost benefit analysis, the administrative costs / burden for the Union and for national governments, regional or local authorities and private parties will also be considered.

For example, the rules and provisions of the specifications would not mandate the deployment of multimodal travel information services nor would they not mandate the collection of digitized travel and traffic data. Instead the correct framework conditions would be applied to encourage the development of EU-wide services but giving Member States the flexibility to select the most appropriate form of different mechanisms to suit their national context. As a further example, the data-sharing mechanism of the access point could be a database, data warehouse, data marketplace or simply a registry where it is signposted where to find the relevant travel and traffic data limiting the potential financial costs.

C. Data collection and Better Regulation instruments

Data collection

So far, the European Commission has already conducted two studies with accompanying public consultations in the frame of multimodal travel planning and information services.

The first study 'towards a European multimodal journey planner' was conducted between 2010-2011 and a public consultation took place via the EUROPA website between April and May 2011. Thereafter, a stakeholder workshop took place on 20 June 2011.

A second public consultation on "Enablers for multimodal travel planning and information services" was open from 19 December 2012 to 12 March 2013. The responses rated the severity of various barriers impeding the emergence of EU-wide multimodal travel information and planning services. The workshop organised in Brussels on 16 April 2013 aimed at presenting and discussing the results of the public consultation as well as at gathering additional inputs and opinions on key issues such as access to travel data and aspects related to interoperability of data formats, exchange protocols and licenses.

Both studies and consultations looked at the topic more broadly, and although they had large elements dedicated to the interoperability of travel and traffic data and relevant quality provisions, they are not sufficiently detailed enough to alone support the development of the specifications. Specifically, they did not discuss the linking of services in terms of examples of operation within Europe and the relevant barriers and available solutions and overall there was limited information on various data-sharing mechanisms available. The interoperability aspect in

terms of various standards was reported but in a fast paced market various new developments have occurred, which need to be explored.

In April 2015 a supporting study led by an external consultant started with the aim of providing technical support to the Commission in the preparation of the specifications including the analysis of the various barriers for the provision of EU-wide multimodal journey planning and the relevant cost-benefit analysis for the identified policy options. The study is scheduled to be finalized in February 2016.

Consultation approach

Stakeholder Consultation

Within the supporting study, a stakeholder consultation will be prepared, realised, reported and analysed. The stakeholder consultation will include the following elements:

*Public consultation***:**

A public consultation has been held between September-December 2015 via the EU Survey tool on the DG MOVE and Your Voice in Europa websites for a period of 14 weeks. The public consultation was widely promoted to all stakeholders along the data value chain (transport operators, transport and city/national authorities, service providers, associations) as well as to ordinary travellers and over 160 responses were received. It served the purpose of obtaining quantifiable inputs regarding costs and benefits of different policy options, and of sharing views and contributing to the consensus building in the process of drafting the specifications.

*Stakeholder workshop***:**

Building upon the preliminary results of the public consultation, a targeted one day workshop, including all key stakeholder groups, was held on 4 November 2015 in Brussels. Over 100 stakeholders attended and it served the purpose of going into further detail and further refining the policy options contributing to the consensus building in the process of drafting the specifications.

An overall stakeholder consultation report combining the results and the analysis of the stakeholder workshop and public consultation will be prepared and made publicly available on the DG MOVE website.

Expert Consultation

As part of the consultation process, a group of experts nominated by Member States has been set up and at the time of writing eight meetings have taken place in Brussels (10 Nov, 10 Dec 2014, 2 Feb 2015, 28 April, 2 June, 14 Sep, 20 Oct, 17 Nov). The discussions have focused on thoroughly discussing the baseline scenario and all relevant barriers/gaps in the provision of EU-wide multimodal travel information services and why they occur. This expert group will help develop the text of the specifications discussing the potential policy options available.

As foreseen by the ITS Directive, the draft specifications will also be discussed within the ITS Committee and Advisory Group established under the ITS Directive.

Will an Implementation plan be established?

☐ Yes   X No

As the specifications will come in the form of a delegated act via regulation, no transposition is required and also they will cover mainly technical topics. Therefore an Implementation Plan is not foreseen.

Will an impact assessment be carried out for this initiative and/or possible follow-up initiatives?

As detailed in Article 6 of the ITS Directive, the Commission shall first adopt the specifications necessary to ensure the compatibility, interoperability and continuity for the deployment and operational use of ITS for the priority actions listed in Article 2. The specifications are only applicable should Member States and/or stakeholders already deploy or intend to deploy applications and services elements covered by the legal act. As such, an impact assessment is not considered necessary for the specifications without mandatory deployment. However, in preparing the specifications, Member State experts will be consulted and a cost-benefit analysis of the policy options will be carried out by an external consultant.

As a follow-up action, the Commission can, where appropriate, present a proposal on the mandatory deployment of specific rules / procedures / conditions supporting the provision of EU-wide multi-modal travel information and services, which will require an impact assessment including a cost-benefit analysis.