

MINISTRY OF TRANSPORT, MOBILITY AND THE URBAN AGENDA

SECRETARIAT-GENERAL FOR TRANSPORT AND MOBILITY

TRANSPORT RESEARCH AND TECHNOLOGY DIVISION

REPORT ON MEASURES UNDERTAKEN AND MODALITIES OF FUNCTIONING OF THE SPANISH NATIONAL ACCESS POINT FOR MULTIMODAL TRAVEL INFORMATION SERVICES

Spain has produced this report in compliance with Article 10(1) of Delegated Regulation (EU) 2017/1926 on the provision of EU-wide multimodal travel information services. The contents follow the specific instructions provided by the European Commission at the meeting of the panel of experts, on 2 December 2019 in Brussels, on applying the Delegated Regulation.

[Link to the Spanish National Access Point](#)

As the Spanish National Access Point (NAP) is not fully functional or ready for public access at present, there is no web link yet. The Spanish National Access Point is currently in the pre-production stage in a private testing area not accessible to the public.

Type of data accessible through the NAP and formats

At the moment, the Spanish NAP in production contains mainly data on stops, routes and timetables of scheduled transport. Further static data will gradually be incorporated. At the moment, there are no plans to include dynamic data, at least not at these initial stages.

The data formats that will shortly be accessible through the NAP are the same ones used and made available by transport operators, associations and local authorities, for example GTFS, Excel, CSV and GeoJSON. Nevertheless, there are plans to incorporate a conversion tool at a later stage to enable data to be provided in NeTEX format.

According to the work schedule, the estimated date for making the NAP public is 31 March 2020, unless some technical problem prevents it. The plan at the first stage is to include the available data on the provision of transport by road, rail and air.

Report on stakeholder involvement

Intensive efforts are being made to raise awareness and involve the various actors identified in the Delegated Regulation as being required to provide information, even though each mode of transport and actor functions differently.

With regard to land transport, some local authorities have already compiled information about transport services in their area in digital format. In such cases, the NAP collects their data for incorporation and integration. This currently happens in almost half of Spain's regions.

In addition, efforts are also under way to incorporate data directly provided by road transport

operators. Such data help to fill in information in different areas of transport (not just regionally), as well as information about other regions where digitised information is not available. Given the large number of passenger transport companies operating in Spain, operators offering more services are being integrated first. This is to enable a high percentage of services to be integrated quickly. Smaller operators will be integrated subsequently, with the aim of covering all the services as far as possible.

With regard to rail travel, the Spanish NAP will integrate the data from the public entity RENFE which provides almost all the rail passenger services in Spain.

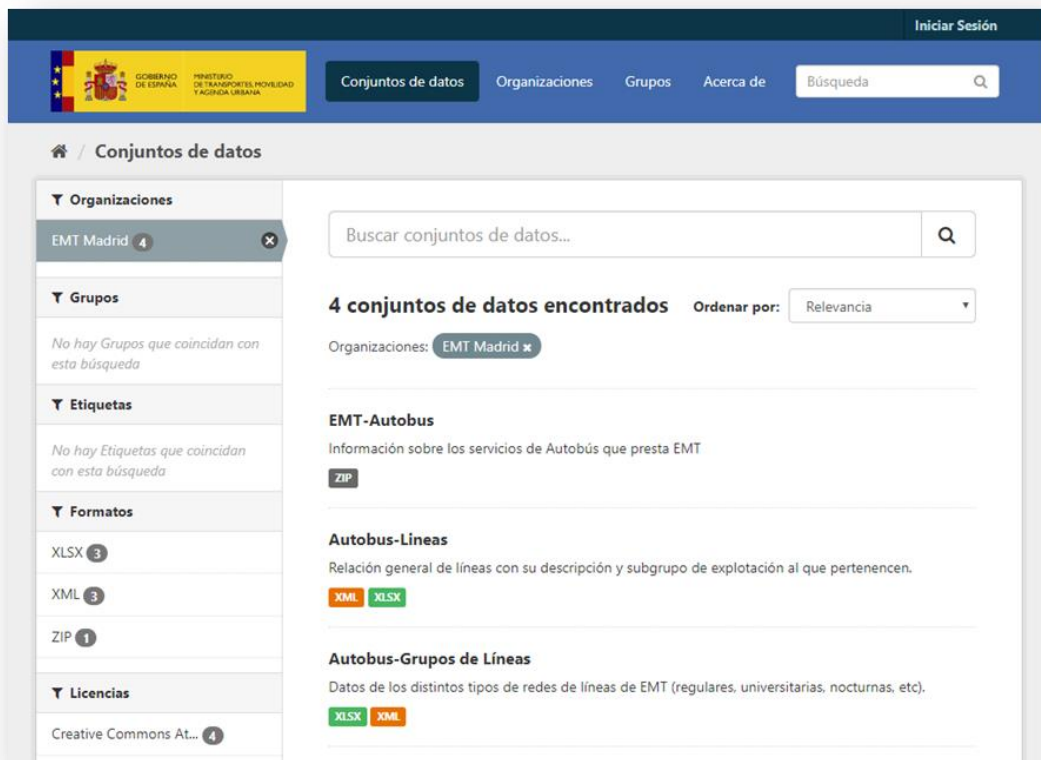
Maritime transport data will be obtained later through the shipping companies, most of which have their information in digital form.

In the case of air transport, it has been acknowledged that such services could be the most complex to incorporate, if using the quantity of data required by the three levels of service in the Delegated Regulation. This is due to the fact that this sector is already highly digitised, with business structures in place for many years for providing information about services and making reservations. Such structures would now have to be reorganised. The first stage involves integrating the data from the Spanish Slot Coordination Association (Asociación Española para la Coordinación y Facilitación de Franjas Horarias) appointed to the role by the then Ministry of Public Works. However, such data are limited with regard to content and period covered.

Summary

At the moment, the Spanish NAP is only available in a private, pre-production environment. It mainly holds available data on stops, routes and timetables of scheduled transport. Two screenshots have been attached at the end of this report to show what the Spanish NAP looks like.

Currently, work is underway to make the Spanish NAP functional and ready for public access. It is intended to be made public by 31 March 2020. Details of the data collection are being finalised with the transport operators and associations. Once the portal has been made public, improvements will gradually be incorporated both to its functionalities and content, covering services and new static data as they become available.



Madrid, 31 January 2020