

The Netherlands' 2019 report on the implementation of delegated act 2017/1926/EC

Introduction

The Ministry of Infrastructure and Water Management of The Netherlands has since years an active policy of executing an open data policy in the field of mobility. Also numerous initiatives have been realized, or are in progress to promote the use of mobility data and the provision of services to the end user. Considerable effort has been put into, a.o. the realization of national databases for public transport and for rail transport which are being maintained and are accessible for service providers. While initial services were realized or supported by public authorities, general policy is that the market should provide end user services. A number of local, regional and national end – user services for the provision of multi-modal trip planning as well as real time routing are now operational, most of them in the market. The integration of new modes of transport and transport on demand is being supported by the extensive MaaS Program. The existing NAP for Safety Related Traffic Information data (SRTI), Real Time Traffic Information (RTTI) and information services for safe and secure parking places for trucks and commercial vehicles is being extended to include multi-modal travel information before the end of 2019. The NAP will give access to static datatypes of service level 1 on the TEN-T network in The Netherlands. In fact it will also already give access to dynamic data and networks outside the TEN-T from a number of sources.

NAP

The existing NAP <https://nt.ndw.nu/> for ITS delegated regulations B, C and E started operation in summer 2015. It was established as a functionality of the National Data Warehouse, NDW, an initiative of national and regional/local public road authorities <https://www.ndw.nu>, (English version <https://www.ndw.nu/en>). Overviews of the data are openly available on the NAP. To get the data, website links are provided. For some data an additional fee is needed. When you want to add data on the NAP website, registration is obliged. A metadata catalogue was developed with both Germany and Austria in the EU-EIP project (the European ITS Platform, co-funded by the EC). Quality mechanisms are in place and the website also has an English version (partially). In December 2019 the NAP at NDW is extended to include multi-modal information as well. Because of the long standing initiatives of the past and the running ones in the field of multimodal information, TEN-T is not a natural limit for data in The Netherlands and many sources are already available for wider networks or even nationwide.

Sources

The national database for licensed public transport, accessible a.o. at www.ndovloket.nl ,, contains both the static and real time data of all licensed PT in The Netherlands. Delivery of those data is a mandatory condition in the license agreements of PT. Access to the information is basically free (a maximum of 1 k€/yr may be asked for handling costs). Dutch rail, NS, provides nationwide static and real time data too. The end user service can be found at <https://www.ns.nl/reisinformatie>. Truck parking data with a coverage of about 100% can be found via the NAP too. Tab pages with interactive metadata filters make it possible to search areas, types, attributes. Many other sources are accessible, either via links to databases where information can be obtained directly or via contact points with the data owner.

MaaS

An extensive program for the introduction of MaaS services is running with about 10 M€ ministry subsidy completed by the same amount from local/regional authorities and stakeholders. In this program an inventory has been made of all possible data sources in NL and a comprehensive data model was developed. 7 regional pilots have started, each of a different nature to test out concepts with the aim that they would result in viable self-sustained services from 2021 onwards. The pilot in Limburg will also include data from Belgium and Germany to create cross border MaaS. The MaaS data will be included in the NAP during next year. Some actually are already included in December 2019. With MaaS also integrated ticketing and payment will be extended to private types of (shared) transport.

Other

Ticketing.

Integrated ticketing exists for both public transport and rail. With one electronic card travelers can use both PT and rail services in the whole country. The card can be either personalized or not. With personal accounts users can check their trips and payments or reclaim wrong transactions.

Standardization

Within the frame of multimodal travel information services there are a number of relevant pre-existing standards. For standardization of travel information Dutch stakeholders are cooperating in the BISON platform, hosted by the DOVA organization, which additionally is overseeing the execution of the 2017 PSA in support of adapting data sources to prescribed standards.

A national profile for NeTEx has been developed. For road traffic DATEX II is used. Sources today are delivered also in other standards, i.e.:XML and JSON. Further harmonization is an ongoing and necessary process , with an ever growing number of (multimodal) data suppliers.

Services

End user services are available for the whole of The Netherlands, mainly provided by private service providers. Door to door trips can be routed, and in some cases booked, via a considerable number of apps, including international ones. Many include dynamic advice based on real time data including PT, Rail, last mile, and often transport on demand.