REPORTING OBLIGATION UNDER DELEGATED REGULATION (EU) NO 1926/2017 ON THE PROVISION OF EU-WIDE MULTIMODAL TRAVEL INFORMATION SERVICES

The **Delegated Regulation 2017/1926/EU** establishes the specifications needed to ensure that EU-wide multimodal travel information services are accurate and available across borders to ITS users. By definition, **multimodal travel information** should cover information derived from any static or dynamic travel and traffic data, or both, for users and end-users, through any communication means, covering at least two modes of transport and allowing the possibility to compare transport modes.

The Commission distinguishes the transport modes as follows:

- **scheduled:** air, rail including high speed rail, conventional rail, light rail, long-distance coach, maritime including ferry, metro, tram, bus, trolley-bus;
- **demand-responsive:** shuttle bus, shuttle ferry, taxi, car-sharing, car-pooling, car-hire, bike-sharing, bike-hire;
- **personal:** car, motorcycle, cycle.

The information service perimeter applies to the comprehensive trans-European road network, including Urban Nodes, and will eventually apply to the other transport networks.

The following reporting obligation should describe:

- the measures undertaken to set up **a National Access Point (NAP)**;
- the modalities of NAP functioning.

1. Italian National Access Point responsibility

Following the EU Directive 2010/40 and the related regulation, the Ministry of Infrastructures and Transport has appointed two of its internal structures for supplying national access points services.

Specifically, the establishment of the NAP for multimodal travel information services will stem from the cooperation between the **Road Safety General Directorate** - Road Safety Information & Coordination Center (Centro di Coordinamento Informazioni per la Sicurezza Stradale - **CCISS**) and the **ICT General Directorate**. The former will be the reference structure, responsible for management.

2. The “OpenTrasporti” project

The ICT General Directorate has been involved with their project “**OpenTransporti**”.

OpenTrasporti has been defined in 2016, earlier than the Regulation 1926/2017, aiming at collecting data in an online platform from the various **transport modes** (car rental, taxi, car sharing, public transport, train, private transports and parking), **infrastructures** and **other providers**. The objective was to offer digital services supporting transports and enabling the multimodal chain from the **travel planning to destination**, delivering positive impact not only in the transport sector, but on the Italian system as a whole (tourism, culture, other services). The contextual framework of the OpenTrasporti project is represented in the image below.

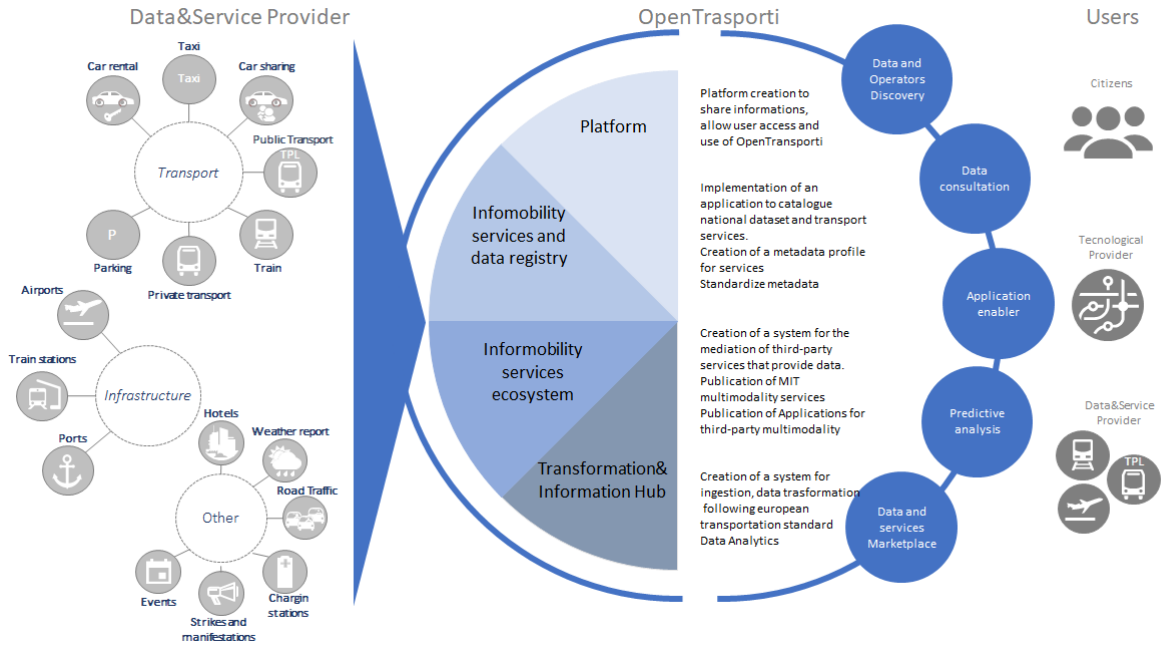

Figure 1: OpenTransporti Framework

The OpenTrasporti project pursues the realization of a NAP on travel information following a top-down and bottom-up hybrid approach.

The top-down approach follows the current NAP guidelines exploited by the EU-EIP ITS platform program and defined a strategy through benchmarks with other European countries projects.

Concerning the bottom up approach, the ICT General Directorate has defined a strategy to perimeter and design a pilot, in which could be developed a proof of concept.

Given the broad perimeter and **vastity of actors** involved, the project is still in a development phase and the action plan is in an updating process to achieve the design completion.

3. The road safety information centre (CCISS)

The **Road Safety General Directorate** has been involved with their CCISS platform, which has already been identified as the **NAP for roads safety information** under the following regulations:

- **Delegated Regulation 2015/962/EU** on the provision of EU-wide real-time traffic information services;
- **Delegated Regulation 2013/886/EU** on data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users;

- **Delegated Regulation 2013/885/EU** on the provision of information services for safe and secure parking places for trucks and commercial vehicles.

The CCISS is a complex system, involving a multiplicity of actors sharing and updating data on roads and traffic on the whole national territory. It represents the single point of access for users and works on a "**Cooperative Model**".

This Cooperative model allows for open dialogues between the actors who cooperate in sharing information to improve the quality of the data, enrich them and allowing for inter-European interoperability. The actors involved could be identified in three main roles:

1- **Road Operators/Managers**: including national roads manager (ANAS), administrative bodies (Regions, Provinces, Municipalities) and private concessionaires;
2- **Service Providers**: including media companies, startups and network managers;
3- **Content Providers**: as the CCISS platform itself "Viaggiare Informati" (traveling informed) and other platforms that promulgate information.

The actors communicate through computerized connections aiming to achieve interoperability and application cooperation. Specifically:

- the Road Operators and Managers identify and represent the static and dynamic traffic characteristics on road and network infrastructures and travel data through of specific tools;
- the Service Providers represent the unique interface with end users, to which the National Access Point provides advanced and certified information services on suitably elaborated road infrastructure data;
- the Content Providers integrate and process the infrastructure and road information.

The chart below shows the interactions between the actors involved:

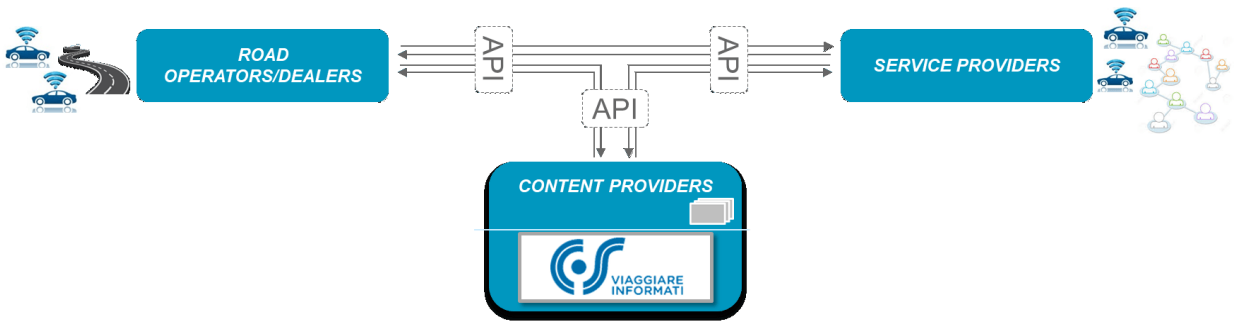

Figure 2: Interactions between the actors in the CCISS Platform

The information process flow involves 3 main steps:

- data collection, that could happen through official operators, automatic collection modalities or other operators;
- data management, where the information acquired and entered on InfoCore are subsequently validated (not always) by the Supervisors (Police Forces) and the Validators of the information source;
- data dissemination, through internal and external channel.

The process flow is represented in the image below:

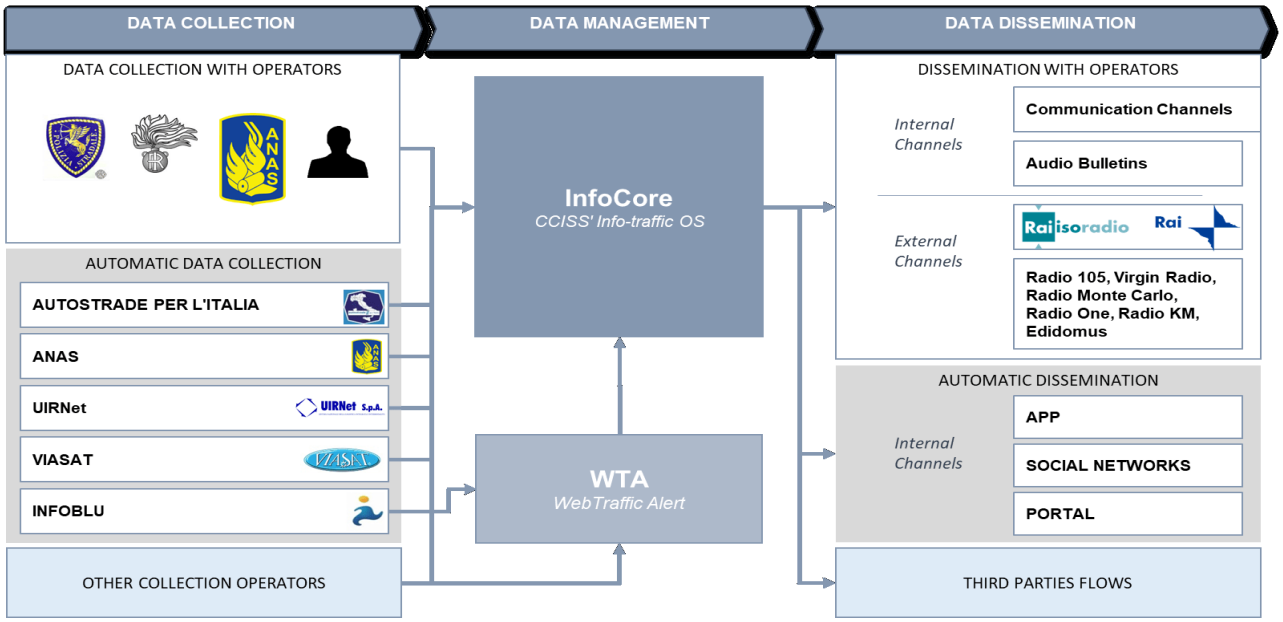

Figure 3: Information Process Flow

To fulfil its specific mission of preserving and ensuring the safety and security aspects of the road network users, the CCISS structure and its functioning is constantly evolving, integrating different aspects of the roads traffic and enabling a digital transformation. Among evolutions, an additional module of CCISS platform is being tested to offer the opportunity to road managers to record GIS data in a web application, without the burden of developing software on their own. Indeed, every municipality in Italy – and municipalities are more than 8,000 – is a road manager, included very small entities with little financial capacity.

Focusing on the specific data required in the Regulation, and listed in the Annex at paragraph 1.1, the CCISS partially covers the static data on the road transport modalities.

4. Functioning model

The two projects are being merged into one, so that OpenTrasporti organizational framework will acquire data from different sources, taking care of different data and governance models, to present data to CCISS engine, enhanced to accommodate NeTEx and SIRI protocols, besides Datex.

The final objective is to share information by data and by services completely free of charge, which contributing, through research, study and new services implementation, to the creation of MaaS (Mobility as a Service) ecosystem.

In fact, improvements in the data collection will be supported by the Italian participation in the **DATA4PT project**, funded by the Programme Support Action under CEF-Transport umbrella, to develop and deploy public data standards like NeTEx and SIRI. Moreover, the project will support the enhancement of the communication framework allowing the CCISS platform to manage additional protocols. The kick-off meeting is expected for mid-February and the basic activity of requirements definition is scheduled to be ready in six months' time.

To complete the process of NAP identification and establishment, two main steps will be taken:

- involvement of remaining key stakeholders for the different transport modes, to gain access to the plurality of data needed, at first static data and then real time information, with a minimum to allow for multimodal use cases;
- dissemination and promulgation through internal and external channels to involve the remaining stakeholders.

In conclusion, the operative timeline will progress as follows:

- boost of the road transport mode data collection that is already in place;
- architecture definition exploiting the EU project DATA4PT in six months' time;
- integration in the platform of all remaining transport modes accordingly to DATA4PT progress.