

DIGITAL TRANSPORT DAYS

ONLINE EVENT 18.11.2020

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National Access Points – strategic objectives for 2030?



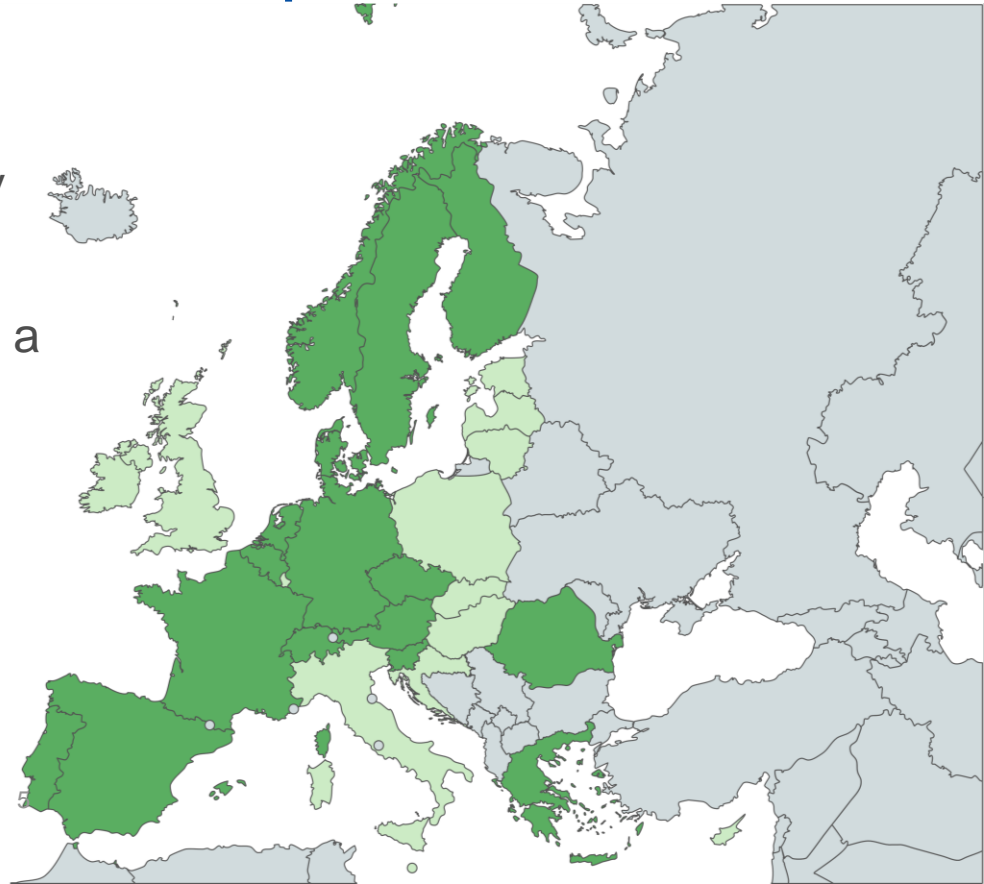
The German National Access Point

- The Federal Highway Research Institute (BASt) is a technical and scientific institute of the Federal Ministry of Transport and Digital Infrastructure
- It is operating the Mobility Data Marketplace which acts as the German National Access Point (NAP) for Traffic and Mobility Data
- The MDM started regular operation in 2014 and currently delivers about 900 Gigabyte of real time traffic data per day to data users



The situation of NAPs in Europe

- The level of service and data availability of NAPs in Europe vary greatly
- In order to improve interoperability a ***NAP Harmonization Group*** was founded
- 15 countries are active in working groups, 11 more are following the developments



CEF PSA Call for NAPs

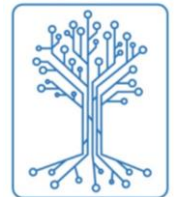
- In order to better fund EU wide operational coordination of NAPs, a CEF Programme Support Action call is launched by the EU commission / DG MOVE for 2021-2024
- The NAP Harmonisation Group is currently coordinating the writing of a proposal
- Lead/Coordinator: Germany, BASt



Mobility Data Space

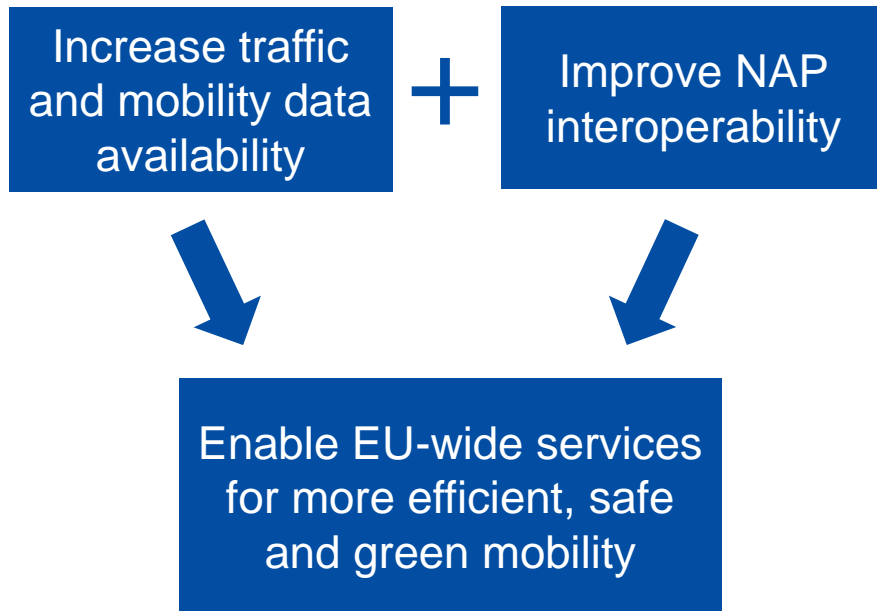
- Goal: make the NAP attractive for ALL actors, incl. commercial data
- Prerequisite: considering data sovereignty / ownership
- Solution: The concepts of the International Data Space Association (IDSA) allow for data usage control
- IDS is also the technical base of the European GAIA-X initiative, and hence part of the European Strategy for Data
- Still work to do: interoperability of NAPs and data spaces, inclusion of private actors and data – e.g. the automotive industry

**INTERNATIONAL DATA
SPACES ASSOCIATION**



GAIA-X

Strategic objectives of NAPs



Ways to achieve objectives:

- Funding from EU via the NAP CEF Programme Support Action
- Further developments of Member State NAPs
- EU & national Mobility Data Space activities

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Thank you



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