

PROVISION OF EU-WIDE MULTIMODAL TRAVEL INFORMATION SERVICES FOLLOW-UP REPORT 2019 - BELGIUM

REPORT ON IMPLEMENTATION IN BELGIUM OF THE COMMISSION DELEGATED REGULATION (EU) 2017/1926 OF 31 MAY 2017 SUPPLEMENTING DIRECTIVE 2010/40/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL WITH REGARD TO THE PROVISION OF EU-WIDE MULTIMODAL TRAVEL INFORMATION SERVICES (PRIORITY ACTION A)

DEMAND

Referring to the delegated act, the requirements to this report are described in article 10.

Article 10.1

“By 1 December 2019 Member States shall provide the Commission with a report on **the measures undertaken, if any, to set up a national access point and on the modalities of its functioning.**”

STATUS OF THE BELGIAN NATIONAL ACCESS POINT

The deliverable ‘D.3.3 Study on user needs, the architecture and the management of the NAP’ of the CEF project ‘Belgium Programme Support Action (PSA) for the implementation of Union-wide multimodal travel information services on the TEN-T network’ describes some possible scenarios for the implementation and deployment of the Belgian National Access Point, together with an estimate of the associated costs.

Taking into account the price, time, quality and the possibility of monitoring and control by representatives from the public sector, the Belgian ITS Steering Committee decided on January 15th 2019 to work with the scenario below for the Belgian National Access Point:

- I. Business model: Single Point of Access with option 2 ‘engage and assist stakeholder’.
 - o Single Point of Access
 - main characteristics: register of links to existing data sets and data services; repository + discovery functionality; interface that allows registration and completion of standardized metadata;
 - was chosen because of the tight timing; In the course of time, things can possibly be added and migration could be made to a more complex scenario.
 - o option 2 ‘engage and assist stakeholder’
 - for the NAP to function properly, stakeholder engagement is needed; this also entails a certain form of communication.
- II. Work with the National Geographic Institute (NGI) as ‘execution organisation’
 - o The National Geographic Institute (NGI) is a B-type semi-governmental organisation under the supervision of the Minister of Defence. The NGI positions itself more and more as the information broker and authentic source of geographical information, while it makes sure the public data created by the federal administration are readily accessible to the outside world. The NGI has already cooperated successfully for the integration of other public federal authentic sources in the framework of the INSPIRE Directive.
- III. Including assessment of compliance

Taking into account this decision of the Belgian ITS steering Committee, the Belgian National Access point was developed within the Belgian working group MMTIS. This working group is responsible for the execution of the CEF project *'Belgium Programme Support Action (PSA) for the implementation of Union-wide multimodal travel information services on the TEN-T network'*.

By mid-September 2019, a first version of the Belgian NAP was available in a test environment. In the second half of September and the first half of October 2019, the project partners (the administrations and public transport operators) have performed User Acceptance Tests on the NAP.

The next step is transfer the pilot version of the Belgian NAP into an operational version at the NGI. Before this can be realised, a cooperation agreement between the Belgian state, the Flemish region, the Walloon region and the Brussels Capital region, and the National Geographic Institute for the development and management of the NAP needs to be signed by all the involved parties. The signature process of this agreement has taken a longer time than planned, and therefore the NAP is not yet operational.

As soon as the NAP is operational, it will be accessible via the url www.transportdata.be.

This NAP will aim to centralize access to passenger transport datasets and the web services that give them access. Anyone will be able to browse the catalogue, either manually or through machine-reading.

Transportdata.be will first and foremost be a metadata catalogue aiming at putting data providers in contact with data users. Data users will be able to download some datasets, but mostly data users will get access to URLs and exploit datasets at the data providers' site. These datasets might only be accessible through licensing and payment to the data providers (information about that can be found in the metadata). In that case, the data users have to contact the data providers directly. The 'transportdata.be' team has no stake in relations between data providers and data users.

The catalogue will offer metadata sheets in line with the co-ordinated European profile (i.e. the Co-ordinated Metadata Catalogue). This profile will most likely be supplemented and updated.

Finally, this portal site will include a communication platform where all users can receive support and where contacts can be made with a view to further developments based on the data files. Hopefully this will offer a receptive ground for connections between its users, leading to the development of new services and applications.

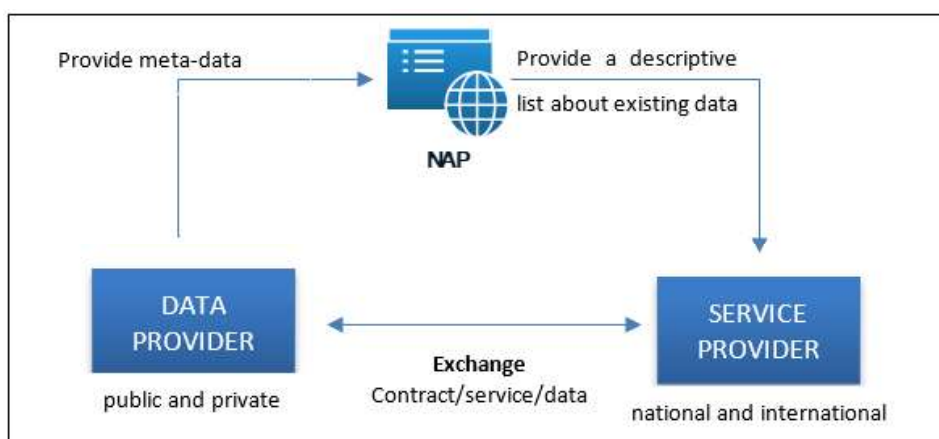


Figure 1 Organization chart of the Belgian NAP

If data users have questions, they can contact the service desk at contact@transportdata.be.

STAKEHOLDER ENGAGEMENT

A first stakeholder workshop has been organised in Brussels on December 10th 2018. With this workshop, we wanted to raise awareness among stakeholders of the private and public sector and to investigate their needs for the development of the Belgian national access point. About 32 persons participated in this workshop. Around two-third of them were from the private sector.

A website has been created on which the presentations of the workshop have been uploaded. It is the purpose to publish relevant information about the progress of the PSA project on this website in order to keep the stakeholders informed. There is a French and Dutch version of this website. The urls are:

- FR: https://mobilit.belgium.be/fr/mobilite/systemes_de_transports_intelligents/informations_relatifs_aux_deplacements_multimodaux
- NL: https://mobilit.belgium.be/nl/mobiliteit/intelligente_vervoersystemen/multimodale_reisinformatie

On December 4th 2018, the Belgian ITS Steering Committee published a press release to announce this workshop

- FR: https://mobilit.belgium.be/fr/nouvelles/nieuwsberichten/2018/atelier_preparatoire_du_projet_interfederal_aux_donnees_des
- NL: https://mobilit.belgium.be/nl/nieuws/nieuwsberichten/2018/voorbereidende_workshop_van_het_interfederaal_project_voor_de_gegevens

During the 'ITS.be' congress, that took place in Brussels on October 3th 2019, we've approached and informed stakeholders about the obligations following* the delegated act 2017/ 1926 and the future NAP MMTIS.

It was planned to organise a second stakeholder workshop on November 5th 2019 in order to inform stakeholders about the NAP MMTIS project status. This workshop has unfortunately been postponed, since the cooperation agreement with the institution that will manage that national access point has not yet been approved by all the ministers and/or governments involved. Once the agreement is signed, a new date will be fixed for this workshop.

A new communication will be made to the stakeholders in the course of November or December 2019 either to provide a new date for the workshop or to explain the obligations arising from the delegated regulation.

LEGAL PART

It was decided that it is highly advisable to supplement the delegated act in the course of 2020 with federal and regional regulations. The need to comply with certain formalities of the NAP as well as the desire to make dynamic data available requires appropriate regulations. Moreover, these regulations would introduce a sanction mechanism that can be adjusted on the basis of experience and sampling. At the same time, these regulations aim to have a preventive (awareness raising) effect, because the necessary publicity can be given to the publication of the regulations.

Legislation is needed at both the federal and regional level to implement the delegated act. It is crucial that this is properly coordinated between all actors, so that a consistent set of regulations is created that sets similar requirements at all levels and provides for the same level of sanctions.

Therefore, the Belgian ITS Steering Committee has asked the Belgian MMTIS working group to set up a legal task force, which will prepare a draft of the regulations for operationalization and further elaboration of the delegated act 2017/1926. Each entity (Federal government, Flemish region, Walloon region and Brussels Capital region) will appoint an expert lawyer that will be a member of this task force. This task force will start its activities as from January 2020.

These regulations will then be worked out by the four entities and submitted to each of the Ministers.