Report to the European Commission pursuant to Article 10(1) of Commission Delegated Regulation 2017/1926 of 21 October 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

On the state of implementation in the Federal Republic of Germany

Federal Ministry of Transport and Digital Infrastructure

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1. Introduction

European Commission Delegated Regulation (EU) 2017/1926 entered into force on 11 November 2017 and complements Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services. Article 10 (1) requires Member States to report by 01.12.2019 on any measures taken by the Member State to establish a national access point and on the modalities of its functioning.

This report provides information on the current state of implementation for the Federal Republic of Germany.

2. Measures to establish a National Access Point

2.1 Conceptual preparatory work

In the first half of 2018, the BMVI developed a target picture of harmonised data provision. This broad concept outlines a future mobility data platform which, on the one hand, meets the requirements of the delegated regulations for a National Access Point (NAP) and, on the other hand, brings together the heterogeneous landscape of the provision of mobility data within the remit of the BMVI.Against this background, a technical implementation concept for such a platform was developed in the first half of 2019.

The requirements for an integrated mobility data platform have been defined in several workshops with representatives of the BMVI and those responsible for the main existing platforms “Mobility Data Market Place” (MDM = National Access Point for Delegated Regulations 2015/962, 885/2013, 886/2013), “mCLOUD” and the public transport system to be connected.

2.2 Technical implementation steps

The implementation approach followed is structured in two stages. First of all, a short-term technical extension of the MDM for the multimodal sector will take place in order to maintain the mandatory deadlines resulting from Delegated Regulation (EU) 2017/1926. In parallel, the development of a new mobility data platform will be prepared to integrate the MDM with its functionality and data at a later stage.

A temporary continuation of MDM under the umbrella of a new data platform reduces the technical and organisational risks compared to a pure new development. A specification (product specification) is currently being drawn up for the implementation concept of the new data platform, which is an essential building block of the required tender documents.
As the timing of the procurement procedure associated with a new development of the mobility data platform is not compatible with the timeframes of Delegated Regulation 2017/1926, the MDM will initially also be used as a NAP for multimodal travel information. The Bundesanstalt für Straßenwesen (BASt), as the operator of MDM, seeks to minimise the barriers to entry to MDM in order to enable the data providers to be connected as quickly as possible.

Public passenger transport data are an important part of the multimodal travel chain. A federally funded research project prepares the integration and provision of public transport (ÖV) data for the NAP.
This will make it possible for static data integrated by DELFI (Continued Electronic Passenger Information) into a German-wide data set, such as planned timetables for local and long-distance road passenger transport, to be made available through the NAP.DELFI e. V. integrates the ÖV data in a national data set into a DELFI integration platform. ÖV data are then made available in NeTEx format via a DELFI distribution platform. The metadata of the data provided in this way will be published in the NAP in due time.

The CEF-PSA project will support the design of the NeTEx-EU profile, the development of the NeTEx converter and the implementation of the OpenJourneyPlanner Interface (OJP) in the EU-SPIRIT network. For both topics, DELFI e. V. is designated as the Implementing Body vis-à-vis the EU.

2.2. Organisational development steps

In addition to the development of the technical component, each Member State must ensure compliance with Article 9 of Delegated Regulation 2017/1926. He requests a compliance check for the requirements of Articles 3 to 8.

In Germany, the Intelligent Transport Systems Act (IVSG) of 11 June 2013 was amended on 17 July 2017. As part of this amendment, a National Agency (Nast) was created to carry out the compliance verification tasks under Article 11 of Delegated Regulation 2015/962 (real-time traffic information).The tasks of the Nast were delegated to the BASt. The National Agency has been operational since October 2017.

Pursuant to Section 6(1) of the IVSG, the Nast 'shall randomly check the self-declaration submitted by the data providers for compliance with the requirements of the specifications. At the request of the Nast, the data providers must provide evidence of compliance with the requirements referred to in the sentence.'The inclusion of Delegated Regulation 2017/1926 in the IVSG is currently under preparation.

The website of Nast with the self-declaration forms can be accessed at http: //www.nationalestelleverkehr.de. The possibility to submit self-declarations electronically via the MDM as a NAP will be introduced as of 1.12.2019.
In addition, the Federal Ministry of Transport and Digital Infrastructure (BMVI) seeks to inform data providers of their obligation to provide data under Delegated Regulation (EC) No 2017/1926 and to provide assistance where necessary. The regular dialogue forums launched as part of CEF-PSA funding have already reached a large number of future data providers. An information leaflet currently in the inventory will serve as a first source of information for new data providers.

From the beginning of 2020, BASt plans to implement one or more webinars providing data providers with the methodology to make multimodal traffic and travel data via the MDM visible as a step-by-step NAP.

3. Functioning of the National Access Point

The new mobility data platform shall at least cover the requirements stemming from the ITS Directive 2010/40/EU and the Supplementary Delegated Regulations. Furthermore, all functionalities of the existing systems under consideration from the BMVI's portfolio, which will be brought together in the new mobility data platform, will be maintained throughout. This new development requires a certain amount of time before the product is put into effect. The obligations under Delegated Regulation 2017/1926 for multimodal travel information services have to be fulfilled at the first service level by the end of 2019 and at the second service level by the end of 2020. This task can therefore only be carried out by an operational stock system. For this reason, MDM will initially provide the required functionalities for the first two service levels and will be functionally expanded for this purpose, in particular to include surfaces and functionalities for metadata management and research.

MDM as National Access Point

The MDM, which is currently used as a NAP for road transport data, provides two functional levels: a portal level where data offers can be recorded, searched and found using metadata, and a broker level that takes over the distribution of the data provided by the editors to the data recipients. The broker function does not change the data itself, nor does it set up quality barriers or other filters. In principle, the broker level is designed for road transport data. For data offers from other domains, in particular for most of the data categories referred to in Delegated Regulation 2017/1926, the portal level is available, where references to external data offers can be made through metadata.

In the field of quality assurance, efforts are being made, in particular through the active participation of the BASt in the EU EIP project, to produce meaningful and harmonised quality criteria, parameters and corresponding metadata on quality information at European level.

3.2 Future Mobility Data Platform

The future mobility data platform will fully integrate the functioning of the MDM.The platform will be able to provide both metadata and content data. Data providers should be able to make their metadata available in different ways. Different ways of providing content data (e.g. push and pull procedures) will also be supported.

Different ways of accessing data are possible. In particular, metadata shall be searchable manually over the surface of the mobility data platform with corresponding search and filter functions, but also automatedly via an interface (API).Content data should be retrievable via standardised interfaces (APIs) on a need-driven and automated basis, using push or pull procedures. Access to content data shall be free and subject to prior registration and authorisation of the data user.