

Communiqué DE PRESSE

Paris, 20th September 2022

ART launches a first campaign to monitor the opening and use of mobility data

The Transport Regulatory Authority (*Autorité de Régulation des Transports* – ART) is today launching a first monitoring campaign (2022/2023) on the opening and use of mobility data with three main objectives: (i) a generalised opening of public transport data (theoretical and real time), (ii) an improvement in the quality of mobility data and (iii) greater transparency in the route calculation proposals given to travellers.

THE OPENING AND USE OF MOBILITY DATA: A NECESSARY MECHANISM FOR THE DEVELOPMENT OF MOBILITY APPLICATIONS, SUBJECT TO THE ART'S MONITORING

The opening of mobility data initiated by the European Commission Delegated Regulation (EU) 2017/1926 on the basis of Directive 2010/40/EU¹ aims to promote the development of digital mobility services and applications to provide quality information to travellers on their journeys and the different modes of transport available (rail, air, coach, etc.). By combating solo car use, it should help to reduce road congestion and energy consumption and thus limit the impact of transport on the environment.

As access to mobility data, such as stops served, bus timetables or journeys made, is a prerequisite for the deployment of digital mobility services and applications, Law No. 2019-1428 of 24 December 2019 on the orientation of mobility entrusted the Authority with the task of monitoring the opening and use of mobility data by the players concerned², supported by the power to sanction failures to comply with the obligations specified in the texts.

THE FIRST MONITORING CAMPAIGN PURSUES THREE OBJECTIVES: GENERALISATION OF THE OPENING, QUALITY AND TRANSPARENCY OF DATA

¹ Directive 2010/40/EU of the European parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport

² The players concerned by this mobility data are, on the one hand, the producers of mobility data who are required to provide the data they have on a single access point (transports.data.gouv.fr) and, on the other hand, the users of this data, who must comply with various obligations so that the information offered to travellers is reliable, in accordance with the regulatory provisions (Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010, Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017, as well as Law No. 2019-1428 of 24 December 2019 on the orientation of mobility).

In this context, the Authority is launching a first annual monitoring campaign, which aims first of all at a **generalised opening of public transport data (theoretical and real time)** and, to this end, will target **the missing public transport data on the National Access Point (Point d'Accès National- PAN)**. This will involve identifying and re-contacting all producers with data not yet published on the PAN. The Authority will pay particular attention to real-time data, which provides real added value to the journey proposals made to travellers.

It will then be necessary to ensure (i) **the updating** and, on a smaller sample of data sets, (ii) the **quality of the data provided on the PAN**, which constitute essential conditions for enabling travellers to benefit from reliable alternative proposals to car journeys.

Finally, the Authority will continue its work aimed at **monitoring the transparency and objectivity of the criteria used to rank the route proposals made to travellers**, so that they can be presented to them in complete confidence.

The objectives defined for this monitoring campaign follow the publication by the Authority, on 28 June 2022, of a [first report on the opening up and use of mobility data](#) and a [synthesis of the public consultation and hearings on the opening up and re-use of mobility data on the National Access Point](#). The Authority's findings concerning these two publications were as follows: *"although the system for making mobility data available is, according to the data producers, known but still not well mastered, the Authority has noted that the quality of the data published is satisfactory, allowing it to be reused by mobility applications, but that it needs to be better updated. The Authority also notes, downstream, a lack of transparency in the way in which mobility applications classify the journeys offered to travellers³".*

See also :

- [Press release in French](#)

³ [The Authority unveils the first overview of the opening and use of mobility data and publishes the results of the consultation conducted with players](#) (in French)

About the French Transport Regulatory Authority (ART)

Since 2010, the French railway sector has had an independent authority to accompany its gradual opening to competition: the Autorité de régulation des activités ferroviaires (Araf). Law 2015-990 of 6 August 2015 on growth, activity and equal economic opportunity extended the regulator's powers to road activities - coach transport and motorways.

On 15 October 2015, Araf became the Autorité de régulation des activités ferroviaires et routières (Arafer), with the mission to contribute to the proper functioning of public service and competitive activities for the benefit of rail and road transport customers.

With competence for the regulation of airport charges since 1 October 2019, Arafer became the Transport Regulatory Authority (ART) on that date. Lastly, Law No. 2019-1428 of 24 December 2019 -mobility act- extended the Authority's powers and missions to the opening up of mobility and ticketing data, as well as to the regulation of infrastructure manager activities and security activities carried out by RATP in Île-de-France.

Its opinions and decisions are adopted by a college of five⁴ independent members chosen for their economic, legal or technical skills in the field of digital services or transport, or for their expertise in competition matters. It is chaired since 4th August 2022 by Philippe Richert, Vice-President and Acting President.

⁴ Law No. 2019-1428 of 24 December 2019 on the orientation of mobilities established a transformation of the governance of the Authority's college, which will gradually become five permanent members (the current temporary member will end his term of office and will not be replaced).