

# PRESS RELEASE

Paris, June 15<sup>th</sup> 2023

## ART publishes its second report on the openness and use of mobility data: an encouraging dynamic, which the regulatory body will support with the launch of a new monitoring campaign

*The French Transport Regulatory Authority (ART) publishes today its second report on the opening up and use of travel and traffic data. While ART notes an encouraging trend in the publication of static data - which is planned and scheduled - the publication of real-time data has yet to make any headway. What's more, route planners use ranking criteria that are still difficult for travellers to understand. To promote greater transparency and quality of published data, including those relating to the environmental impacts of travel, ART will launch a new control campaign for 2023-2024 and ensure data reliability for journey planners, for the benefit of users.*

### 95 % OF MOBILITY ORGANIZING AUTHORITIES HAVE PUBLISHED THEIR STATIC DATA

In 2023, the publication of public transport data remains the majority on the National Access Point<sup>1</sup> and is attracting growing interest from data users, such as mobile mobility application designers, particularly for real-time data.

Last January, 320 out of 335 mobility organizing authorities (MOA)<sup>2</sup> had published their static data, which does not evolve, as opposed to real-time data. This result is due in particular to the support provided by the Regions to local MOA, with the former supplying almost half of the static data sets published, including those of many local MOA.

---

<sup>1</sup> [transport.data.gouv.fr](https://transport.data.gouv.fr)

<sup>2</sup> MOA existing before 2019 and with a regular transport service, figures from the Cerema database before update of 1 April 2022.

## WITH 97 REGULATORY REMINDERS, ART CHECKS HAVE LED TO WIDER PUBLICATION OF PUBLIC TRANSPORT DATA

The high level of publication of public transport data can be explained in particular by the support actions implemented by the National Access Point teams, but also by the regulatory reminders issued by ART to 97 data producers. While most MOA and rail operators were quick to bring their static data into compliance, the slower publication of real-time data reflects real technical and administrative difficulties.

## DUE TO MISSING OR UNUSABLE DATA, APPLICATIONS CANNOT YET OFFER FULLY RELIABLE INFORMATION TO PASSENGERS

20% of static data and 40% of real-time data are of little or no use, making it difficult to reuse them to provide reliable, high-quality information to travellers. Furthermore, the fact that disruptions in the Île-de-France region, such as roadworks or strikes affecting transport, are not published in full or in formats that are difficult to use, means that the five journey planners studied offer only partial information, and rarely alternative routes, to travellers.

## ITINERARY PLANNERS USE RANKING CRITERIA THAT ARE DIFFICULT FOR TRAVELLERS TO UNDERSTAND

ART notes that none of the five journey planners studied<sup>3</sup> offers fully transparent, visible and comprehensible ranking criteria, for both websites and mobile applications. The differences also raise questions about calculation parameters and neutrality, particularly when it comes to routes proposed for chauffeur-driven vehicles (VTCs).

## ART'S THREE ACTIONS TO CONTRIBUTE TO GREATER TRANSPARENCY AND THE PUBLICATION OF QUALITY DATA, INCLUDING ENVIRONMENTAL IMPACT DATA

Based on these findings, in order to promote greater transparency and higher quality of published data, ART plans to launch a new control campaign for 2023-2024, with the following objectives:

- **pursue its actions contributing to a wider publication of data**, particularly in real time, and including data relating to disruptions, shared vehicles and vehicles, carpooling and bike lanes. To this end, ART will initiate infringement proceedings against producers who have not undertaken to publish their data ;
- **contribute to improved data quality and interoperability**, by monitoring compliance with technical requirements for static and dynamic data publication formats, and the content of published datasets ;
- **ensure the reliability of journey planners**, by checking the transparency of ranking criteria for public transport routes, and by studying the parameters for ranking route proposals for other modes of transport.

*According to Philippe Richert, Acting President of ART: "In line with the objectives of the "Climate and Resilience" law concerning the use of data published by journey planners, ART is planning specific*

---

<sup>3</sup> Via Navigo, Citymapper, Modalis, Mappy, Rome2Rio.

*actions to increase the publication and reuse of data relating to the environmental impacts of transport, to better inform travellers".*

**For further details (in French):**

- [Rapport « Ouverture et utilisation des données de mobilité » – Juin 2023](#)

**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 ART'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 five 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.