## PRESS RELEASE

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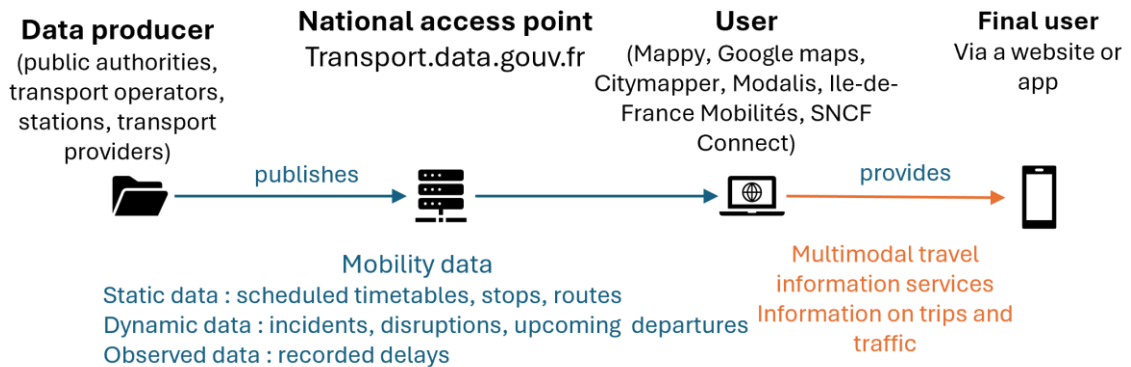
# Monitoring the opening and use of mobility data: significant progress but persistent challenges to ensure complete and transparent information for travelers

The French Transport Regulatory Authority (ART) today publishes its third report on monitoring the opening and use of mobility data. While noting significant progress in the publication, quality of mobility data and traveler information, the use of regulatory formats by the relevant stakeholders and the information provided still need improvement. To speed up the opening of mobility data and contribute to more complete and transparent information for travelers, ART will launch an even more ambitious monitoring campaign in 2025.

## SIGNIFICANT PROGRESS IN THE PUBLICATION, QUALITY OF MOBILITY DATA AND TRAVELER INFORMATION

The publication of mobility data on the National Access Point (NAP) and its quality have significantly improved since 2022, thanks to the regulator's monitoring efforts. A total of 965 resources are now available.

## From mobility data to travel information

**Data producer**
(public authorities, transport operators, stations, transport providers)

**National access point**
Transport.data.gouv.fr

**User**
(Mappy, Google maps, Citymapper, Modalis, Ile-de-France Mobilités, SNCF Connect)

**Final user**
Via a website or app

*publishes* → *provides* →

**Mobility data**
Static data : scheduled timetables, stops, routes
Dynamic data : incidents, disruptions, upcoming departures
Observed data : recorded delays

**Multimodal travel information services**
Information on trips and traffic

Based on these resources, ART notices:

- **Nearly complete coverage of static public transport data.** In 2025, 79 % of these resources are usable, with an average increase of + 2 percentage points since 2023.
- **A significant increase in published dynamic data**, now representing 69 % of usable resources (+ 8 percentage points in one year).
- **Growing use of data**: 72 % of datasets published following ART's monitoring have been reused at least once and more than 50 % have been downloaded over 2,000 times.
- **Notable advances in traveler information** due to better publication of disruption data in an interoperable format, particularly during the Paris 2024 Olympic Games.

## USE OF REGULATORY FORMATS AND TRAVELER INFORMATION STILL NEED IMPROVEMENT

Despite these advances, several challenges remain, hindering optimal use of published data and, consequently, the improving traveler information.

ART has identified the following issues:

- **Regulatory formats, in which data must be published, are still underutilized**, with only 20 % of published data complying with the prescribed formats, even though they are designed to pay out more data categories and with greater precision than the standard formats more commonly used by the sector;
- **Insufficient transparency in route calculators**, despite commitments from identified stakeholders to clarify their ranking criteria;
- The way some booking platforms **present rail service options** prevents travelers from accessing and comparing all available offers;
- **Environmental criteria are not sufficiently considered**: while data on the ecological impact of travel is accessible, it remains marginally integrated into route calculators.

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## LAUNCH OF AN AMBITIOUS 2025 CAMPAIGN TO ACCELERATE DATA OPENING AND RELIABILITY

**Based on these findings and the effectiveness of preventive monitoring actions**, 95 % of monitored data holders have published and/or corrected their data or have committed to doing so, enriching the NAP with 36 % new or updated data compared to 2023.

**In 2025, ART will launch a new monitoring campaign aimed at strengthening**:

- **The publication and accessibility of data**: ART will ensure the integration of data related to disruptions, shared vehicles, pricing, and infrastructure accessibility. Investigations and enforcement actions may be initiated against data holders failing to meet their obligations.
- **The quality and interoperability of data**: enhanced monitoring will be implemented to ensure compliance with regulatory formats and verification of compliance declarations, ensuring better data reuse by mobility services.
- **The reliability and transparency of route calculators**: ART will analyze route ranking criteria and assess whether available offers are properly presented to travelers in a fair and neutral manner.

Additionally, in line with the Climate and Resilience Law of August 22, 2021, ART will continue its efforts to improve the dissemination and integration of environmental impacts into user decision-making tools.

Through these measures, the regulator aims to accelerate the opening of mobility data and contribute to more complete and transparent information for travelers, taking part in a smoother, more transparent, and sustainable mobility experience.

### Consult (in French):

- [Infographic](#)
- [Report: "Assessment of the Monitoring of Mobility Data Opening and Use" - February 2025](#)
- [Guidelines for Data Holders and Users](#)
- [Datavisualisation portal](#)

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## 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 29 December 2023 by Thierry Guimbaud.

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