

# PRESS RELEASE

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## **The publication of mobility data accelerated in 2025, enhancing the quality of traveller information available on route calculators**

The French Transport Regulatory Authority (ART) today publishes [its report on mobility data in 2025](#). The report highlights the positive momentum in the publication and use of such data, supported by the effectiveness of the monitoring and enforcement actions carried out by ART. However, certain types of data – such as price and accessibility data, which are nonetheless essential for travellers – are still insufficiently published. These findings shape ART's priorities for 2026, as it will continue and broaden the scope of its oversight activities.

### **ART TAKES EFFECTIVE ACTION IN SUPPORT OF TRAVELLERS**

Mobility data, such as public transport timetables or disruption alerts, must be published by their holders on a National Access Point [\[1\]](#). They can be freely reused by providers such as route calculators (Google Maps, Citymapper, Oûra, etc.) in order to offer travellers reliable information.

**Alongside the French Directorate-General for Infrastructure, Transport and mobility (DGITM), ART helps to promote the publication and use of mobility data.** In 2025, 104 regulatory reminder to the law were issued to mobility stakeholders, 99% of which resulted in immediate or very short-term compliance.

**The publication of mobility data on the National Access Point remains dynamic with:**

- a diversification of the datasets and modes of transport published;
- a doubling in the publication of shared mobility data (bicycles, e-scooters and car-sharing services); and
- the nearly complete availability of scheduled public transport data (timetables and stops).

**The use of this data is increasing significantly, demonstrating the value of these publications, with:**

- a doubling of total downloads of published data (nearly 12 million downloads per month); and
- a marked improvement in the quality of route calculators developed by the regions for use within their territories, based on this data.

## A 2026 MONITORING CAMPAIGN WITH AN EXTENDED SCOPE

Mobility data covers a broad range, within which **certain data categories remain insufficiently represented on the National Point of Access. Addressing these gaps** will be one of ART's priorities as part of its 2026 monitoring campaign.

- Fare data accounts for only 9% of the datasets available on the National Access Point, despite being systematically reused.
- Accessibility data – such as the presence of lifts in stations or pedestrian access routes around stops – is scarcely referenced.

In addition, ART will continue its monitoring activities aimed at:

- ensuring the publication of public transport and shared mobility data still absent from the National Access Point;
- securing the submission of a compliance declaration from each data holder listed on the National Access Point; and
- improving the quality and regulatory format of the data made available.

The third edition of the "Mobility Data Conference", chaired by Sophie Auconie, Vice-President of ART, will be held in June 2026. It will bring together stakeholders from the mobility data sector to recall the legal framework governing mobility data, present ART's priorities, and share feedback from sector participants.

Through these actions, ART aims to promote more seamless, more transparent and more sustainable mobility for all travellers.

### Consult:

- [The report "Publication and use of mobility data" – February 2026 \(in French\)](#)
- ["Publication and use of mobility data in France" – 4<sup>th</sup> report \(in English\)](#)
- [Datavisualisation \(in French\)](#)

[1] [www.transport.data.gouv.fr](http://www.transport.data.gouv.fr)

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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 29th December 2023 by Thierry Guimbaud.