Autorité de régulation des transports

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RÉPUBLIQUE FRANÇAISE

# PUBLICATION AND USE OF MOBILITY DATA IN FRANCE




transport.data.gouv.fr

**> February 2026**

## Overview and assessment of the 2025 inspections
## Recommendations and actions for 2026

# INTRODUCTION

This report on the publication and use of mobility data is the 4th published by the French Transport regulatory Body (ART). It gives an account of the missions and supervisory powers entrusted to the ART pursuant to Article L. 1115-5 of the French Transport Code. It is also called upon to feed into the progress report submitted by France's stakeholders to the European Commission, as provided for in Article 17 of Directive 2010/40/EU.

The publication and use of mobility data are regulated more broadly at the European level by the amended Delegated Regulation (EU) 2017/1926, known as MMTIS*, which aims to develop multimodal information services for passengers at European level.

Structured in six parts, this report begins with an overview of the publication and use of data in 2025. It is followed by the assessment of the controls related to the publication of the data, and an analysis of the quality of the published data. Then a practical case of the publication and reuse of data illustrates the overall interest of this approach. Finally, two sections concludes this report : the first is dedicated to the reuse of data and the second is dedicated to the environmental impact of the publication of mobility data.

In this report, ART also provides recommendations and requests for stakeholders to promote the publication and use of mobility data made available at the national access point.

## About the data used for this report

The results presented are based on statistical analysis of publicly available data on multimodal information services and route planners, on data from the national access point, as well as on the findings made during the 2025 control campaign.

A glossary explains the technical terms, followed by an asterisk, at the end of the report.

## Chronology

**2019** : The French Mobility Orientation Act entrusts the ART with the control of the publication and use of mobility data.

**2022** : 1st ART report presenting an overview of the publication and use of mobility data

**2023** : 1st control campaign and 2nd report of the ART

**2024** : Revision of the MMTIS Regulation

**2025** : 3rd report of the ART; the French DDADUE 2025 law entrusts the ART with the control of road data.

## Contents

# SUMMARY

**The publication of mobility data on the national access point (NAP) is developing mainly for public transport and shared mobility, and has reached a satisfactory level, both in terms of their completeness and their quality.** The range of mobility data covered by the law and useful to travellers is, however, broader and requires continued monitoring. For example, the review of the publication of accessibility and fare data for compliance, initiated in 2025, reveals significant remaining potential for publication and therefore for reuse. The launch of self declaration checks, the submission of which is mandatory for all data holders, will enable the Transport Regulatory Body (ART) to improve the communication with stakeholders and thereby accelerate compliance during its controls.

**The distribution and reuse of mobility data is the objective of the publication of mobility data.** The ART has therefore focused on the conditions under which data is reused, particularly through a comparison of journey planners implemented by the regions. Lastly, the publication of shared mobility data – whose carbon footprint is significantly lower than that of a private car – helps make the available services more visible and can thus promote the development of these lower-carbon mobility options.

Based on these findings, the ART has established the following priorities for its 2026 control campaign:

1. **Self declaration of compliance:** Continue enforcement actions and regulatory reminders to ensure mobility data holders fulfil this obligation;
2. **Static and dynamic data:** Deepen control actions regarding the publication of static and dynamic public transport and shared mobility data on the national access point (NAP), which are essential for traveller information;
3. **Fare data:** Initiate regulatory reminders concerning the publication of fare data on the NAP;
4. **Accessibility data:** Strengthen control actions on the publication of accessibility-related data on the NAP (availability and condition of equipment in stations, pedestrian pathways, etc.);
5. **Data quality:** Continue enforcement actions related to the quality of data published on the NAP.

**1. Overview: publication and use of mobility data**

The datasets and transport modes published on the NAP continued to diversify in 2025. The available public transport services, a historical priority for ART's controls, are almost fully published on the French NAP. In contrast, the publication of fare and accessibility data remains more limited. The use of mobility data is significantly increasing, demonstrating the value of this publication, which reaches its main targets: digital service providers offering traveller information.

**2. Control of data publication**

Thus, the scope of the 2025 control campaign was expanded to explicitly target the publication of accessibility data and the self declarations of compliance for the biggest actors. The 104 regulatory reminders resulted, in many cases, in either prompt compliance or a firm commitment to achieve compliance within a set deadline.

**3. Data quality**

The ART observes that the static datasets available on the NAP are of very high quality. However, resources in the regulatory NeTEx format show lower quality – particularly regarding updates – which discourages reuse. As for dynamic data, those related to public transport are of higher quality than those concerning shared mobility.

**4. Information dissemination**

Fare data for public transport, which is mandatory to publish, is rarely available on the NAP. When it is though, data users – particularly journey planners – effectively make it available to travellers and sometimes even partially supplement it with third-party sources, demonstrating a clear interest in its reuse.

**5. Use of mobility data**

The regions, which play a key role in providing information to local travellers, offer an overall effective travel information service, although there are areas for improvement. Some data – particularly fare or mode information – is missing, and their ability to consistently provide intraregional routes varies. Furthermore, the strictly regional scope of most of these journey planners rarely allows for route calculations between regions.

**6. Environmental impact and mobility data**

Public transport plays a key role in decarbonizing the transport sector and can be complemented by shared mobility services fit for local needs. In 2025, the publication of shared mobility data on the NAP increased significantly (such as bike-sharing and car-sharing), although carpooling services remain largely absent. While these publications help improve the visibility and adoption of such services by data users, shared mobility data is still only partially integrated into journey planners and comparison tools, even though such integration would allow for more intermodal route options.

## OBLIGATIONS RELATING TO THE PUBLICATION AND USE OF DATA, IN BRIEF

# The publication of mobility data in four key questions

## Why?

Why to publish mobility data is important?

The publication of mobility data has several advantages:

- **For travellers:** gain a comprehensive view of mobility options and make informed travel choices;
- **For journey planners and route comparison tools:** facilitate the identification of reliable, high-quality, and low-cost sources;
- **For transport authority:** strengthen the monitoring of operational performance and support decision-making related to mobility policies;
- **For research:** for the mobility sector.

## Who?

Who are the **stakeholders concerned** by the regulatory obligations related to mobility data?

**Data holders:**

- Transport authorities
- Transport operators
- Infrastructure managers
- Transport on demand service providers
- Providers of vehicle, bicycle, and personal mobility device sharing services
- Matching services facilitating carpooling

**Data users:**
(Providing passenger information)

- Journey planners
- Route comparison tools
- Digital traveller information services

## What?

What data should be published?

For **scheduled**, **on-demand**, and **private transport** services (air transport, rail transport, maritime transport, metros, trams, buses, car-sharing*, carpooling, bike-sharing, etc.)

- **Static data** (network description, operating timetables, service calendars, network accessibility, fare data, etc.)
- **Dynamic data** (disruptions, real-time status information, occupancy rates, etc.)
- **Historical and observed data** (delay durations, cancellations, etc.)

(more on the following page)

## How?

What **format** should this data be in?
Where should they be published?

This data must be made available on the national access point (NAP), **transport.data.gouv.fr.** For the categories of data mentioned above, the publication formats are as follows:

- **Static Data:** NeTEx(1), DATEX II, IATA SSIM (or GTFS(2) as a first step)
- **Dynamic Data:** SIRI or SIRI-Lite (or GTFS-RT(2) or GBFS(2) as a first step)
- **Historical and observed data:** OpRA

Once this data has been published, it must be referenced in the **self declaration of compliance**.

(1) The NeTEx format is available in sub-profiles covering different functional perimeters. These are detailed on the next page.
(2) The GTFS, GTFS-RT and GBFS formats are not mentioned by the regulations but can be accepted initially (existence of converters to the regulatory formats).

## OBLIGATIONS RELATING TO THE PUBLICATION AND USE OF DATA, IN BRIEF

# The main mobility data published on the national access point

### Scheduled Public Transport Services

**For static data exchange for public transit networks:**

- Stops, locations, ...
- Lines and routes, connections, ...
- Theoretical schedules, days of service, ....
- Scheduled disruptions

Regulatory format: NeTEx (FR) – Common elements, description of stops and networks, timetables
Standard Format: GTFS - Documentation

### Real-time Public Transport Information

**For dynamic data exchange for public transit systems:**

- Next arrivals
- Position of vehicles
- Unplanned disruptions
- [...]

Regulatory format: SIRI - Documentation
Standard Format: GTFS-RT - Documentation

### Fares

**For the exchange of tariff data:**

- Fare identification
- Types of tariffs
- Conditions of application
- Validity period
- Tariff zone
- Payment methods
- [...]

Regulatory format: NeTEx – Tarifs
Standard Format: GTFS - Fares ( version 2 )

### Accessibility

**For the exchange of accessibility data on public transit networks:**

- Identification of accessibility equipment
- Types of equipment
- Location
- Terms of use
- Vehicle accessibility
- [...]

Regulatory format: NeTEx (FR) – Accessibility

### Shared mobility

**For static data exchange of shared modes (car-sharing, bike-sharing, carpooling, VTC, etc.):**

- Real-time availability
- Location of the stations
- Characteristics of bicycles, scooters, e-scooters and other vehicles (e.g. range, mode of propulsion, etc.)

Regulatory Format: NeTEx (FR) (coming soon) – Working version is available at this link
Standard Format: GBFS

### Parking

**For the exchange of data on car parks:**


- Identification of parking lots
- Location
- Capacity
- Pricing
- Opening hours
- Accessibility
- Security
- [...]

Regulatory format: NeTEx (FR) – Parking

# 01

# OVERVIEW: PUBLICATION AND USE OF MOBILITY DATA (1/4)

**To ensure comprehensive information and enable travellers to make informed choices, the Delegated Regulation (EU) 2017/1926 (known as the MMTIS Regulation for Multi-Modal Travel Information Services) established several obligations regarding the publication and use of mobility data.** Specified at the national level by the 2019 Mobility Orientation Act (LOM), these obligations cover a wide range of transport modes. This includes rail, road, air, and maritime public transport, pedestrian routes, and shared mobility services (bikes, scooters, e-scooters, cars). Beyond the initial controls carried out by the ART on scheduled and real-time public transport services, the MMTIS Regulation aims to provide comprehensive traveller information, including fare and accessibility data, as well as cancellation and delay data following the 2024 revision of the MMTIS Regulation. **This section presents the progress in the publication and use of mobility data in France, based on observations and analyses carried out in 2025.**

**Table 1 – Indicators on the evolution of mobility data publication and use between 2025 and 2026**

| | January 2026 | January 2025 |
|---|---|---|
| **Datasets**(1) published on the NAP (number) | 713 ( + 16 %) | 616 |
| including public transport (2) (PT) | 458 (+ 6 %) | 432 |
| **Resources**(1) published on the NAP (number) | 1867 (+ 22 %) | 1533 |
| including public transport | 1090 (+ 13 %) | 965 |
| **Volume of resources published for dynamic data** for public transport (as a % of published public transport resources) | 36 % (+ 4 pp) | 32 % |
| **Data** holders publishing a transport offer on the NAP (3) (number) | 321 (+ 32 %) | 244 |
| **Traveller information services reporting the use of NAP mobility data** (as number observed on the national access point) | 273 (+ 18 %) | 232 |

(1) A dataset consists of multiple resources. These may include resources dedicated to scheduled or real-time information, published in one or more formats.
(2) Corresponds to the "Public Transport" category on the NAP.
(3) Corresponds to the "public-transit," "bike-scooter-sharing," "car-motorbike-sharing," "air-transport," and "vehicles-sharing" categories on the NAP. Road infrastructure data is not included.

*Source: ART, January 2026 – based on data from the NAP (transport.data.gouv.fr)*

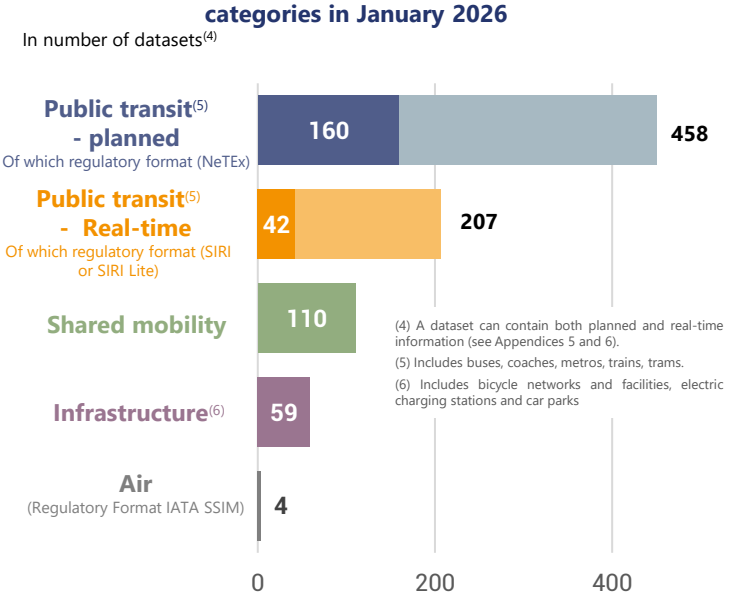
## Datasets published on the national access point (NAP) continue to diversify in 2025

**In 2025, most of the data published on the NAP relates to public transport modes.** This larger share can be explained both by a longer-standing practice of publishing data for public transport, by the diversity and large number of data holders, and using well-known exchange formats (GTFS for scheduled data and GTFS-RT for real-time data) (see Figure 1).

**Shared mobility data releases have almost doubled in one year**, increasing from 64 publications in January 2025 to 110 publications in January 2026. These data cover self-service bikes, scooters, and cars. Complementary data related to the traveller journey (e.g. fares) also saw an increase in the number of publications for these modes. Data related to infrastructure, such as networks and cycling facilities, also increased over 2025.

**Walking is a mode of transport that is still under-represented on the national access point.** At the end of 2025, the national access point listed 5 datasets for pedestrian routes (Lorient, certain municipalities in Val-de-Marne, Paris, La Rochelle, and Aix-Marseille). Regardless of whether the traveller sees walking as an alternative, a complement, or a constraint, information about it is always useful to promote.

**Figure 1 – Distribution of national access point dataset categories in January 2026**




*Source: ART, January 2026 – based on NAP data (transport.data.gouv.fr)*

Note: Some datasets are considered "consolidated." Since they cover multiple territories, the number of datasets differs from the number of territories.

# OVERVIEW: PUBLICATION AND USE OF MOBILITY DATA (2/4)

## PUBLISHING PRACTICES IN 2025

### The available public transport services, a historical priority for ART controls, are almost entirely published on the national access point (NAP)…

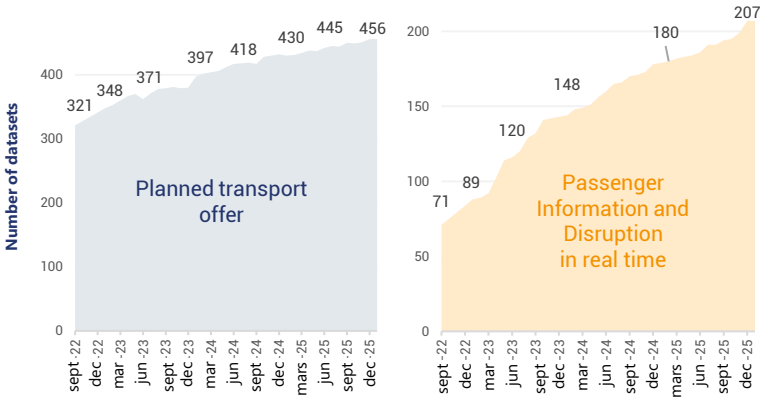
**Data describing planned and real-time public transit offer continues to grow in 2025.** This category of data is the most represented on the NAP, accounting for 64 % of all published datasets. For this category, 458 datasets were recorded at the beginning of 2026, representing an increase of 29 % over three years (+ 104 datasets) and 6 % over one year (+ 26 datasets).

**97 % of transport authorities (AOM) which organised public transport before the enactment of the LOM (Mobility Orientation Act) now publish their planned transport offers on the NAP[1].** While ART's information and control actions have helped achieve near-complete publication of these data, it should be noted that these data holders had a long-standing experience with transport data, which contributed to the initial momentum.

**For AOM that assumed transport responsibilities after the LOM, the publication of mobility data on the NAP is more gradual.** In practice, these publications depend on several factors, including the actual implementation of an organized mobility service and the existence of data in operational systems. The ART will thus monitor the progressive publication of data by these holders over the coming years[2].

**Figure 2 – Evolution of the number of public transport datasets[1] published on the NAP since September 2022**

[1]Containing at least one static (left) or dynamic (right) resource

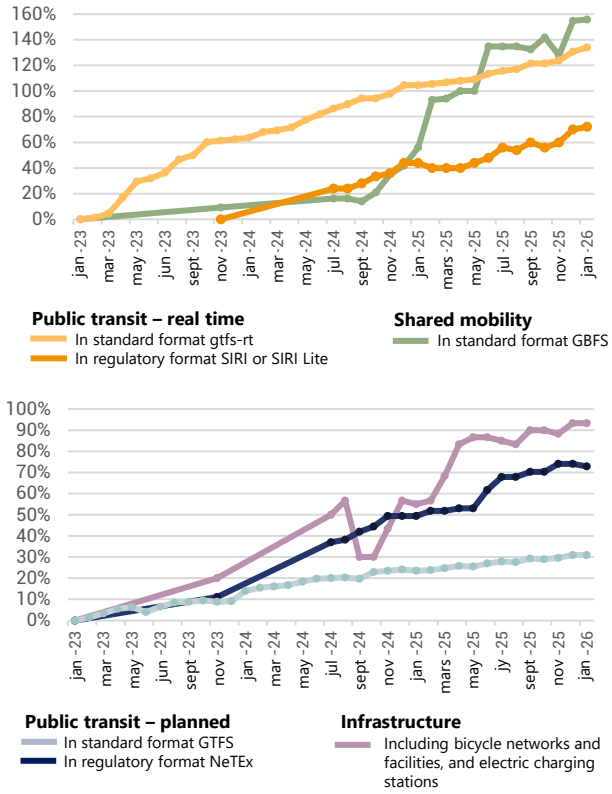



*Source: ART, January 2026 – based on NAP data (transport.data.gouv.fr)*

**For public transport, real-time information represents the second major category of data to be published.** 35 % of actors with static data also publish real-time data. Although creating and publishing these data is more complex, a continuous increase in real-time data publication is observed: + 135 % over three years and + 16 % (+ 28 datasets) over one year. New publications for this data category are expected in 2026.

**Figure 3 – Evolution of the number of datasets published on the NAP by category**

Percentage of datasets compared to January 2023.




*Source: ART, November 2025 – based on NAP data (transport.data.gouv.fr)*

### …the data published on the NAP still does not cover the full scope required by the regulations

**Information on the accessibility of public transport is only partially provided.** Targeted by the MMTIS Regulation, these data must be made available on the NAP just like transport service data. The low level of publication for this data category is partly due to a lack of awareness of regulatory obligations, both regarding the scope covered and the format to use. To facilitate the work of data holders, several tools are now available to reduce the investment required for data collection and conversion (e.g. Accesslibre Mobilités). This should encourage holders to collect and publish accessibility data more quickly.

**Digitized tariff data exists in most operating systems but remains poorly published on the NAP in interoperable formats**, even though they are already partially available on proprietary open data platforms. The regulatory (NeTEx Tariffs) and standard (GTFS-Fares) formats, however, allow this information to be described in a structured way. As a result, the presentation of this information by journey planners and route comparison tools remains very limited (more details in Part 4).

**Historical and observed data on cancellations and delays are still missing from the NAP due to the lack of an available exchange format.** Although publication has been mandatory since the 2024 revision of the MMTIS delegated regulation, making these mobility data available will only be possible once the regulatory OpRa format becomes available for this data category.

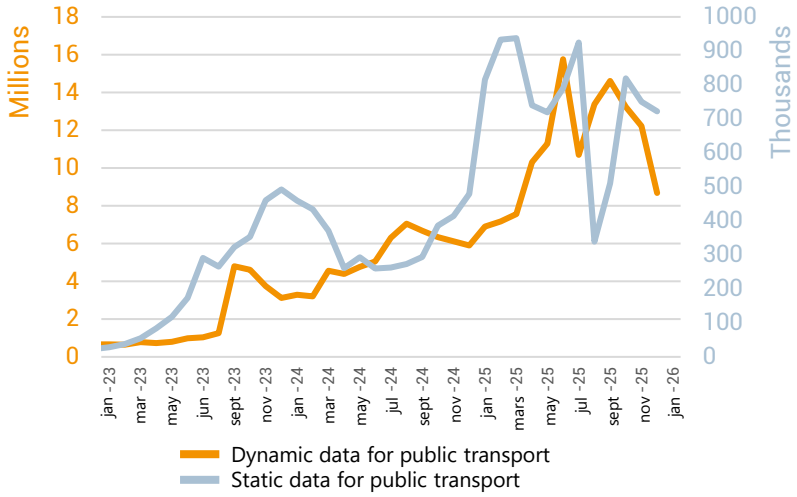
(1) 100% of regions, metropolitan areas, urban communities, and joint inter-municipal unions have published their scheduled public transport services on the NAP.
(2) While most urban communities (95 %) and joint unions (open) (85 %) have published their scheduled public transport services on the NAP, few territorial and rural balance centers and communities of municipalities have done so.

# OVERVIEW: PUBLICATION AND USE OF MOBILITY DATA (3/4)

## REUSES OBSERVED ON THE NATIONAL ACCESS POINT

**Figure 4 – Evolution of the use of public transport data available on the NAP**

In number of monthly downloads




*Source: ART, January 2026 – based on data provided by the National Access Point team*

**Table 2 – One-year progression of three reuse indicators**

| | Cumulative views | Cumulative downloads | Reported traffic between datasets and their uses(*) |
|---|---|---|---|
| January 2025 | 2.4 millions | 109 millions | 644 |
| January 2026 | 4.3 millions | 257 millions | 967 |

(*) "Reuse" refers to a project declared on data.gouv.fr that uses mobility data available on the national access point, transport.data.gouv.fr.

*Source: ART, January 2026 – based on data from data.gouv.fr and transport.data.gouv.fr*

### The use of mobility data is increasing significantly, demonstrating the value of their publication

**Mobility data published on the national access point are being increasingly viewed and downloaded.** In 2025, mobility data available on the NAP in interoperable formats(1) generated 1.9 millions views and 148 millions downloads. It should be noted that these figures represent only a portion of reuse, specifically those using data available on the NAP.

The increase in the total number of views and downloads (Table 2) highlights the importance of the NAP for the visibility and identification of mobility data that can be used by digital traveller information services. The rise in monthly downloads (Figure 4) reflects the growing interest in more frequent data collection, particularly for dynamic data.

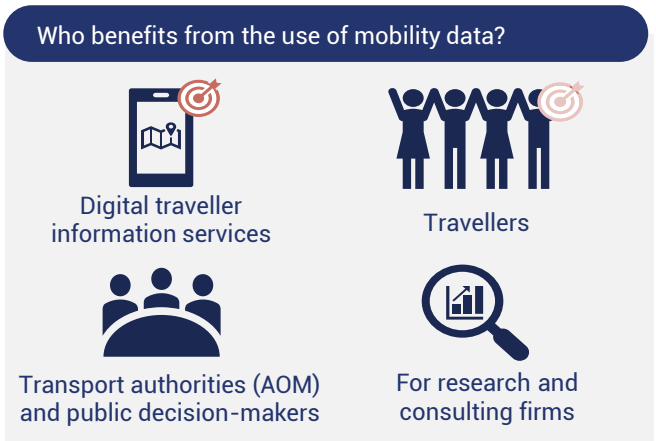
**This data is used to feed digital passenger information services.** The total traffic generated by users – that is, the number of reported download instances between a dataset and a digital information service – increased by 50 % in 2025. Among the 967 uses identified on the NAP, **more than half are linked to web or mobile digital traveller information services**, while one-third of the reported traffic supports other types of use, such as data visualizations and studies

### Mobility data published on the NAP reach their main targets: digital service providers offering traveller information

**Digital traveller information services primarily use scheduled and real-time public transport data.** Thus, scheduled and real-time data in standard formats (GTFS and GTFS-RT) are the most used by digital traveller information service providers, representing 85 % of projects and services using public transport data. These users include both public organizations (e.g. Breizh Transit, liO Occitanie, etc.) and international private actors (e.g. Google Maps, Apple Maps, etc.).

**The publication of mobility data on the NAP also benefits other types of use.** Studies and data visualizations account for 40 % of reported uses for infrastructure data (15 % for public transport data). While these uses are not directly referenced in the MMTIS Regulation, they enhance the understanding of mobility and facilitate the planning or operation of transport services.

**Who benefits from the use of mobility data?**




**Did you know**

In addition to improving traveller information, the publication and use of mobility data made available on the NAP allows transport authorities (AOM) to clarify data governance and facilitates the management of their mobility policies, notably through real-time and historical information.

(1) This includes formats such as GTFS, GTFS-RT, NeTEx, SIRI, SIRI-Lite, and GBFS. The standardized GeoJSON format for infrastructure data is also included.
(2) Also including data on charging stations, parking facilities, etc.

# OVERVIEW: PUBLICATION AND USE OF MOBILITY DATA (4/4)

## ART RESULTS AND PLANNED ACTIONS

### The strong dynamic of publication and use of mobility data is reinforced by the actions of the ART

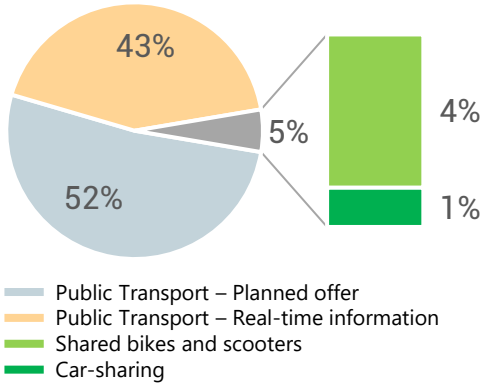
**ART's control contributes directly to the use of resources** (new or enhanced). Control campaigns improve the visibility and use of data on scheduled and real-time public transport services, as well as data on the real-time availability of shared mobility services.

**The observable impact of controls extends beyond the scope of regulatory reminders.** When a new category of control is launched, the number of observed compliance actions often exceeds the number of regulatory reminders issued. For instance, in 2022, 41 regulatory reminders were sent regarding the real-time publication of public transport data. While 23 new publications were recorded that year, 52 were recorded in 2023. The impact of these actions is therefore observed over the long term and beyond the regulatory reminders.

**France is among the leading European countries in the publication and use of mobility data.** To standardize the provision of traveller information across Europe and facilitate the use of mobility data by transnational journey planners, the Napcore project continues to support and strengthen member states. A European control strategy is being developed, which includes the coordination and cooperation of member states' oversight bodies. France is an active contributor of this project.

**Figure 5 – Distribution of downloads induced by ART reminders**

Based on one million downloads directly enabled by regulatory reminders from the 2023–2024 annual control campaign.




*Source: ART, January 2026 – based on the results of the 2023-2024 control campaign and data from data.gouv.fr*

**To ensure the reliability of observed publication impacts, NAP users are encouraged to declare the datasets they use in the « reuse space ».**
https://transport.data.gouv.fr/infos_reutilisateurs

### Key figures of the controls

The data published following the 2023-2024 control campaign made it possible:

**+ 13 New uses**
reported on the NAP

**45 uses enriched**
with real-time data

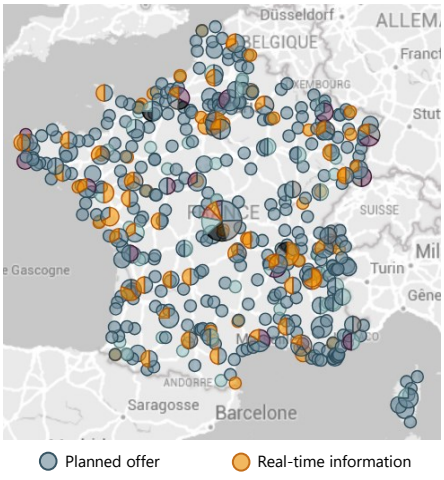
A use corresponds to the declaration on the NAP of a regular collection of a dataset to feed a digital traveller information service.

(Observation made in January 2026)

### To go further

The ART provides a mobility data observatory. It helps to improve the understanding of the resources currently available on the NAP and enables targeted searches.

https://opendata.autorite-transports.fr/rapports/donnees-de-mobilite-a-venir/




### Conclusion and next steps

Mobility data cover many modes, but public transport data still represent most of the published information. They are approaching the level of completeness required for the planned schedules of public transport, while real-time data still hold significant potential for publication.

Progress has been made, notably for shared mobility data, which have nearly doubled in just one year. However, further efforts are needed for the publication of fare data and accessibility information. Making these data available should enable travellers to make informed choices about the journeys that best suit their needs.

This publication effort is bearing fruit: the data is actively reused by a wide range of stakeholders – individuals, local authorities, and companies – and are effectively helping to disseminate high-quality mobility information in France.

The work of the ART, made possible by the LOM, contributes to this progress: through targeted inspections and regular information sessions, new datasets are made available each year via the national access point.

**The ART will continue its targeted actions to achieve completeness for planned public transport data. It will also support the ongoing publication of real-time data. Finally, fare and accessibility data will be subject to specific checks, with the relevant stakeholders invited to prepare a publication plan.**

# 02
# CONTROL OF DATA PUBLICATION (1/3)

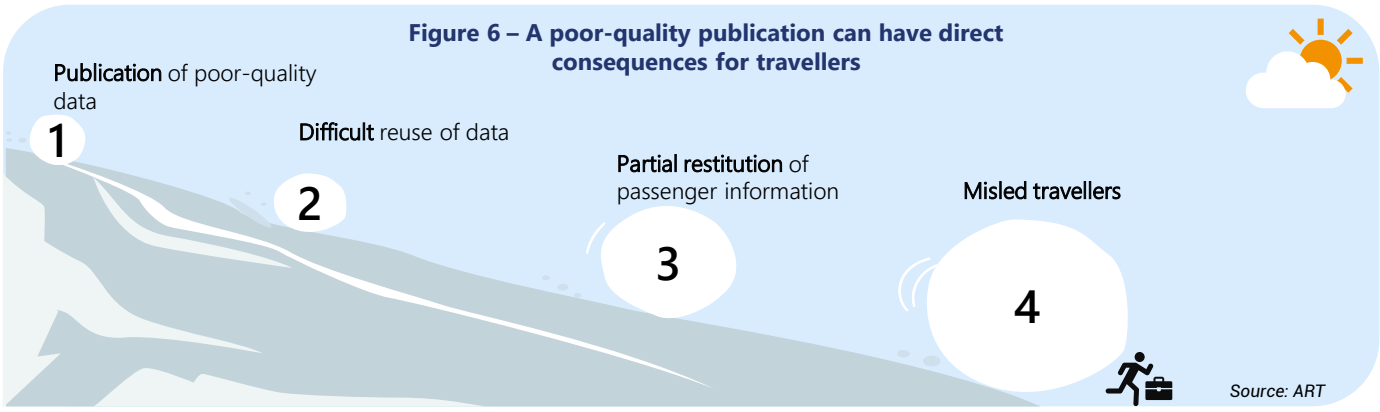
**For travellers to be properly informed about possible travel solutions, it is crucial to check that the upstream data is published and of high quality**: Poor-quality publication can quickly mislead travellers (Figure 6). **In this section, ART reports on its actions to remind mobility data holders of their regulatory obligations to publish such data.**

**Table 3 – Summary of the number of ART regulatory reminder notices by type of inspection**

| | Campaign 2025 | Campaign 2023-2024 |
|---|---|---|
| Publication of static public transport (PT) data | 10 | 29 |
| Publication of station accessibility data: availability of equipment such as escalators and elevators | 2 | / |
| Publication of dynamic public transport data | 11 | 18 |
| Publication of data relating to shared mobility services: e-scooters and bike-sharing schemes, car-sharing | 5 | 30 |
| Data update | 18 | 13 |
| Data accessibility and validity: URL link issues, format, etc. | 23 | 4 |
| Data accuracy | 3 | 12 |
| Self declaration of compliance | 32 | / |
| **Total number of regulatory reminder notices** | **104** | **106** |
| **Total number of exchanges with controlled stakeholders** | **647** | **660** |

Based on the 2025 control objectives, ART first focused on the publication of new public transport datasets (21 regulatory reminder notices – see Table 3) and shared mobility datasets (5), as well as on data quality (44). It then issued two initial regulatory reminder notices concerning the publication of station accessibility data to the relevant stakeholders. Finally, ART initiated a series of reminder notices regarding obligations related to self declarations of compliance (32), the submission of which is mandatory for data holders (and data users).

**Figure 6 – A poor-quality publication can have direct consequences for travellers**




Source: ART

## Did you know

**During the 2025 control campaign, ART is dedicating a day to mobility data.**

Chaired by **Sophie Auconie**, Vice-President of ART, the "Mobility Data Meetings" aim to bring together stakeholders involved in the mobility data sector to review the **legal framework** and progress in **standardizing mobility data**, and to share **feedback** from data holders and users.

This webinar also provides an opportunity for ART to remind stakeholders of the priorities of the ongoing control campaign.

2nd edition of the "Mobility Data Meetings"


Replay and presentation materials « Mobility Data Meetings »

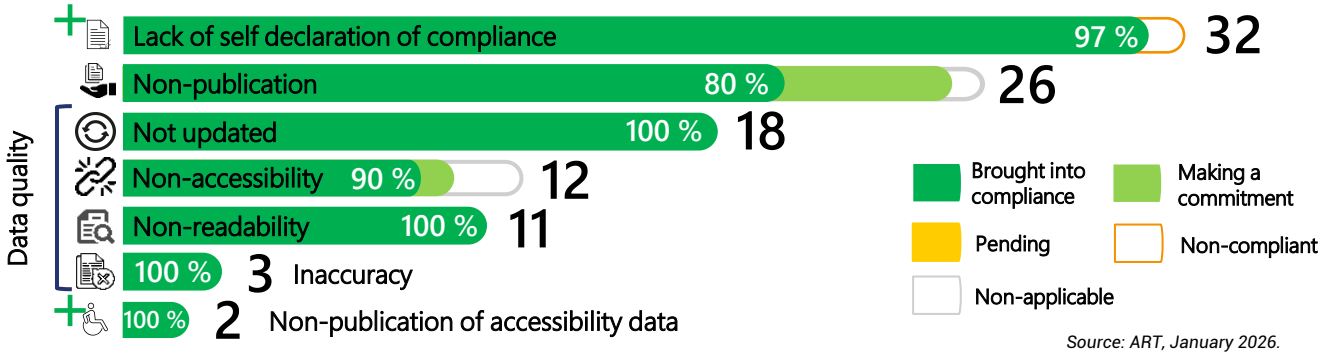
**18** speakers

**150** participants

# CONTROL OF DATA PUBLICATION (2/3)

## REGULATORY REMINDER NOTICES

**Figure 7 – Compliance status and number of regulatory reminder notices by type of control**




*Source: ART, January 2026.*

### A control campaign that diversifies its actions and enables the publication of more numerous and higher-quality data…

**More than a hundred regulatory reminder notices have enabled 99 % of the data holders concerned to comply** or to commit to doing so within a set deadline. For its 2025 control campaign, ART continued controls related to (i) the publication of static and dynamic public transport and shared mobility data, and (ii) the quality of data already available on the national access point (NAP). For these quality checks, ART verifies the accessibility (functional URL, real-time data availability), readability, updating, and accuracy (compliance with basic technical specifications) of static and dynamic data across all transport modes. In total, 26 publication requests were issued, and 44 regulatory reminder notices concerning data quality (Figure 7) were sent, the majority of which were addressed to local transport authorities (54 notices).

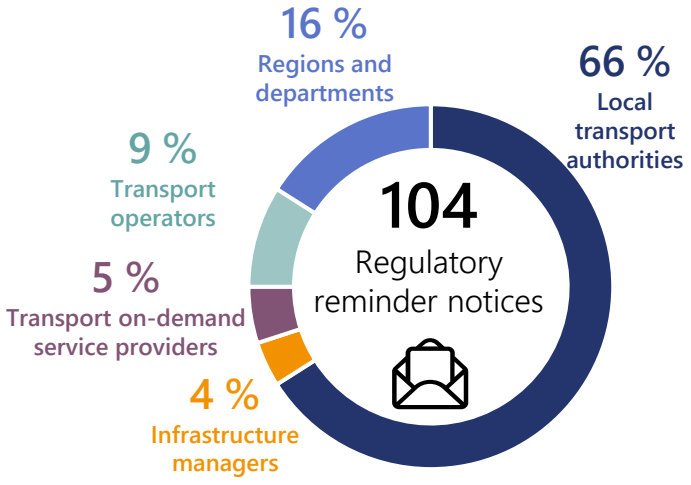
The ART has also initiated a new control axis related to accessibility data, particularly those concerning station equipment: escalators, elevators, etc. **Two major national stakeholders, SNCF Gares & Connexions and Île-de-France Mobilités, were issued regulatory reminder notices.**

Due to the complexity of rapidly publishing these data in the required formats, ART requested that, if immediate publication was not possible, these stakeholders provide a publication action plan for their data on the NAP. As a result, all these stakeholders brought themselves into compliance by specifying their actions and a timeline covering data collection through to actual publication.

### …and a rapid increase of self declarations of compliance

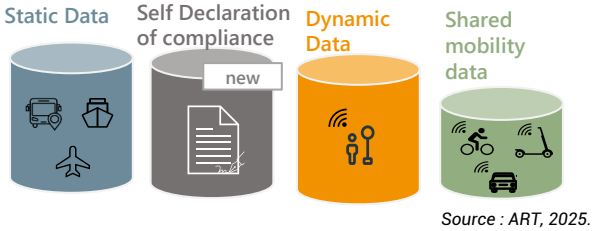
**Finally, although 415 data holders had already published datasets on the NAP before the control campaign, only 5 holders had submitted a valid self declaration of compliance as of January 1, 2025**. As of January 1, 2026, ART recorded 60 submitted and valid declarations. This increase is the result of regulatory reminder actions carried out by ART during its control campaign: 32 reminders were sent (Figure 7) to data holders, 97 % of which led to compliance through the completion and submission of their declarations.

**Figure 8 – Types of controlled actors**




*Source : ART, 2025.*

**Figure 9 – Types of data controlled**




*Source : ART, 2025.*

**Did you know**

**The NAP discussion tool is a useful resource and an effective means for rapidly ensuring data quality compliance.**
For its 2025 control campaign, ART relied on this tool and opened 32 discussions concerning 31 datasets on the NAP, resulting in **97 % effective compliance by the end of the campaign.** These regulatory reminders via discussions addressed issues of outdated data (15 of the 18 reminders shown in Figure 7), inaccessibility (11), unreadability (4), and inaccuracy (2).

# CONTROL OF DATA PUBLICATION (3/3)

## SELF DECLARATION OF COMPLIANCE

### The self declaration of compliance is addressed to data holders

**The self declaration of compliance is mandatory for all data holders on the NAP and must be updated at least once a year.** From the first publication of a dataset on the NAP, the data holder, as defined by Delegated Regulation (EU) 2017/1926, has a period of three months to submit their self declarations. If no initial publication occurs, the declaration must be submitted no later than January 1 of the following year. Additionally, "*in the event of a change in circumstances affecting the self declaration*", the holder must submit a new self declaration within three months.

### Why does the ART control this declaration?

**The self declaration of compliance serves as an information basis that enables ART to carry out effective and proportionate monitoring actions.** Indeed, this declaration allows (i) specifying responsibilities related to the organization of the transport service and the designated contact for exchanges with ART, (ii) certifying the mobility data (categories, types, formats, data licenses) associated with all services offered, and (iii) providing information on the timelines the holder plans to follow to address issues reported regarding their data. In addition, by completing the self declaration, the holder formalizes and acknowledges their obligations.

**Did you know**

The self declaration of compliance is available at demarche.numerique.gouv.fr

### Who must complete the self declaration?

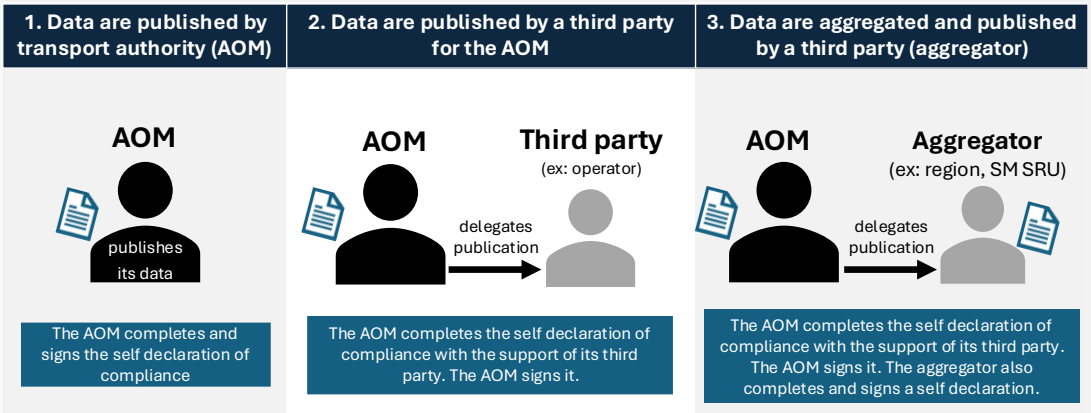
ART has identified three situations that transport authorities (AOM) may encounter when preparing their self declaration of compliance (Figure 10).

**When the local or regional transport authority publishes mobility data for the services it organizes, either directly or through a service provider on the NAP (cases 1 and 2),** It completes a single self declaration listing all the data it holds.

The transport authority may be assisted by a service provider to provide technical information, but it remains the signatory of the self declaration of compliance.

**In the third case, for the publication of aggregated data, the aggregator completes a self declaration for the aggregated dataset it publishes on the NAP.** However, transport authority responsible for making their data available must also complete a self declaration, specifying that their data is included in the same aggregated dataset.

**Figure 10 – Diagram of responsibilities for the self declaration of compliance**




*Reading note: in each of the specified cases, the transport authority (AOM) remains responsible for organizing the transport service, even if it delegates this task or the data publication to a third party. As such, it must complete and sign its own self declaration of compliance.*

*Source : ART, 2025.*

## ART's control priorities for the 2026 campaign

The 2025 control campaign provides two key insights. First, compliance regarding the quality of data already available on the NAP is achieved more quickly than other types of control; the NAP discussion tool facilitates exchanges and speeds up the compliance process. Second, new types of data (infrastructure accessibility, etc.) contain traveller information potential that is currently underutilized by data holders.

Therefore, for the 2026 control campaign, the ART will prioritize the following actions:

- **the publication of dynamic public transport and shared mobility data in the regulatory formats;**
- **the publication of data related to infrastructure accessibility (rail and bus stations, parking facilities, airports);**
- **the submission of more self declarations of compliance by data holders;**
- **the continued efforts to ensure the quality of data already available on the NAP.**

# 03
# DATA QUALITY (1/2)

Once mobility data (resources) has been published on the NAP, it is reused… provided it is usable. The ART therefore checks the availability, format, updating and accuracy of the resources. **This section presents an analysis of the mobility data published on the NAP to ensure that it is of sufficient quality for effective reuse.**

**Tableau 4 – Evolution of proportion of good-quality resources between 2025 and 2026**

| | 2026 | 2025 |
|---|---|---|
| Proportion of exploitable static public transport resources | 84 % (+ 0 pp) | 84 % |
| Proportion of exploitable dynamic public transport resources | 92 % (+ 4 pp) | 88 % |
| Proportion of exploitable dynamic | 81 % (- 9 pp) | 90 % |

*Source : ART, Janvier 2026 – based on observations made on 06/01/2025 and 06/01/2026. In pp: percentage points.*

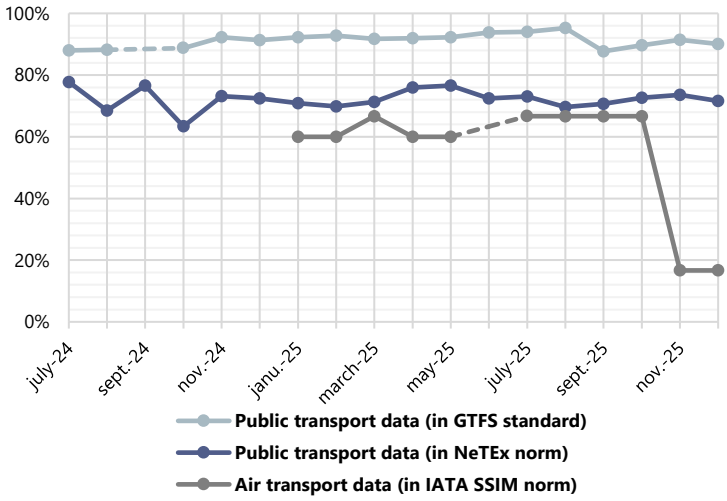
**The quality of data on the NAP is generally stable.** Regarding public transport, compared to the beginning of 2025, the proportion of exploitable dynamic resources has increased by 4 points at the beginning of 2026; that of shared mobility (bike-sharing, e-scooters schemes, car-sharing) has fallen by 9 points.

## The usable proportion of static public transport data increased by an average of 7 percentage points in 2025

**In 2025, 87 % of static public transport resources published on the NAP are usable, and the quality of GTFS resources exceeded 95 % during 2025.** A static resource is considered usable or of good quality when: (i) it is accessible or downloadable, (ii) its data is readable, and (iii) it is up to date or has not expired. Conversely, a resource is considered unusable when it does not meet these essential requirements.

Based on this definition, the ART observes that the proportion of usable GTFS resources, the most widely used format for publishing public transport data, is increasing (Figure 11). While the proportion of good-quality resources averaged below 90 % in the second half of 2024, this proportion approached 100 % in 2025 despite a decline in September. This reflects the data holders' good command of this format.

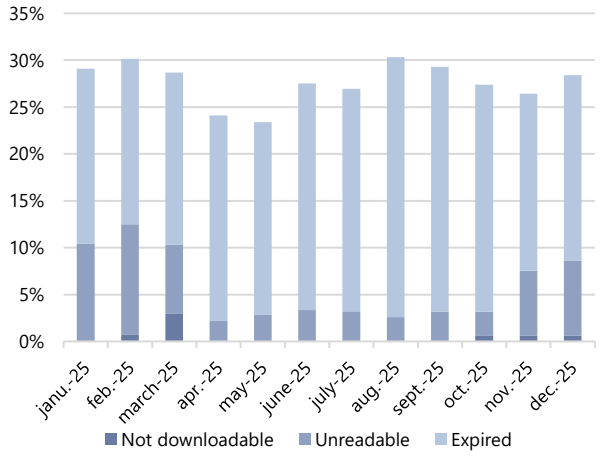
**Figure 11 – Evolution of proportion of exploitable static resources by data format**




*Methodological note: ART collects and analyses GTFS, NeTEx et IATA SSIM resources from the datasets available on the NAP monthly.*

*Source: ART, December 2025 – based on analysis of datasets published on the NAP and collected monthly.*

**Figure 12 – Evolution of proportion of unusable NeTEx resources according to the errors detected**




*Source: ART, December 2025 – based on analysis of datasets published on the NAP and collected monthly*

## However, resources in regulatory formats are not sufficiently updated

**On average, nearly 28 % of NeTEx resources and 45 % of IATA SSIM resources (airline data) will be unusable in 2025: this rate is largely due to a lack of updates to these resources.** Among the poor-quality NeTEx resources, nearly 22 % on average are expired (Figure 12), although there was a decrease at the end of 2025. While few resources are unreadable (5 % on average), this remains a point of concern as this proportion increased at the end of the year (8 % in December 2025).

The NeTEx format, which complies with regulations, allows for the description of a greater number of data types (the publication of which is mandatory) than the GTFS format. However, the poor quality of data in the NeTEx format could hinder its reuse and adoption by data users.

# DATA QUALITY (2/2)

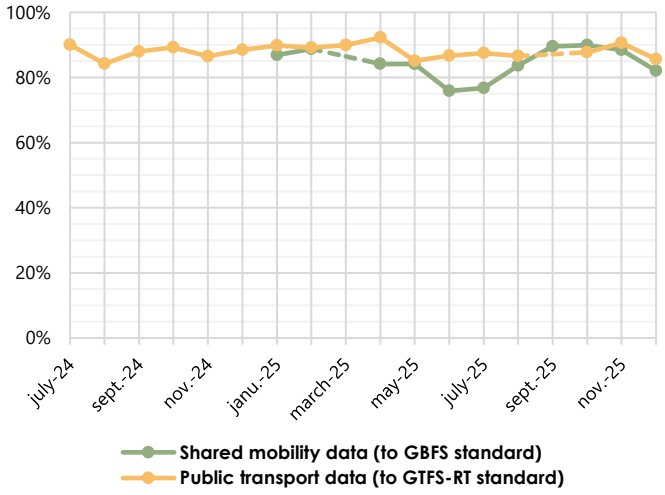
## The quality of dynamic resources related to public transport has significantly increased

**While at the beginning of 2025, 69 % of the resources (data feeds) published in GTFS-RT format were usable, the average usability over the entire year reached 88 % (Figure 13).** A usable data feed is one that is (i) downloadable at any time, (ii) readable or decodable, and (iii) accompanied by accurate metadata.

**In December 2025, the 262 data feeds published on the NAP provided real-time public transport information that was easily reusable.** These data feeds thus provide trip updates – delayed, cancelled trips, etc. – (46 %), vehicle positions – vehicles approaching – (36 %), and alerts – ongoing incidents, upcoming works – (18 %).

**However, the quality of shared mobility data has dropped significantly by nearly 7 percentage points compared to early 2025, reaching 85 %.** This is due to the sharp increase in the publication of new datasets in 2025, with these initial releases often being of lower quality.

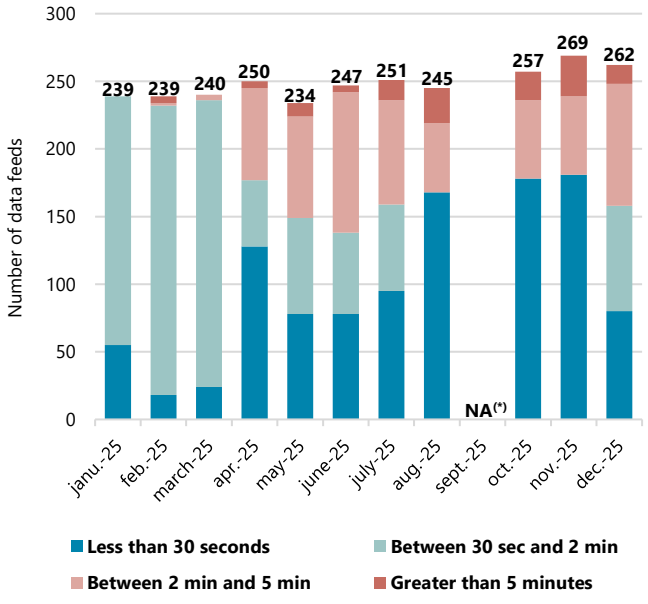
**Figure 13 – Evolution of proportion of usable dynamic resources by data format**




*Methodological note: ART collects monthly and analyses GBFS and GTFS-RT resources from datasets on the NAP.*

*Source: ART, December 2025 – based on analysis of datasets published on the NAP and collected monthly.*

**Figure 14 – Evolution of distribution of public transport dynamic data feeds by refresh rate**




*Note: the refresh of the feed corresponds to updating the timestamp of the entity associated with the metadata.*
*(*) NA : Values not available (data collection was not completed in September).*

*Source: ART, December 2025 – based on analysis of datasets published on the NAP and collected monthly.*

## On average, 74 % of usable dynamic public transport data feeds are refreshed within an adequate timeframe of two minutes or less

**A total of 183 GTFS-RT resources provide real-time information refreshed in under two minutes (Figure 14), which constitutes a sufficient timeframe to ensure good service quality.** However, the share of usable data feeds refreshed at intervals longer than two minutes continues to increase. For certain types of data – particularly those related to the real-time positioning of vehicles (such as buses) – excessive delays significantly reduce the relevance of the information: beyond two minutes, the vehicle position may no longer reflect its actual position, thereby impairing passengers' ability to anticipate their journey (for example, the arrival of the next buses at a stop).

### Did you know

Article R. 1115-3 of the Transport Code specifies the maximum thresholds for the free provision of real-time data for each service category. Beyond these thresholds, the data holder may request financial compensation from the data user. In the case of real-time public transport data, **the threshold is set at 30 requests per hour, or on average 1 request every 2 minutes** (as mentioned above).

## ART's control priorities for the 2026 campaign

ART observes a very high quality of static datasets available on the NAP. However, resources in the regulatory NeTEx format show update delays that make their reuse difficult. Regarding dynamic data, those related to public transport are of higher quality than those for shared mobility.

For its upcoming control campaign, ART plans to **continue issuing reminders about regulations concerning the quality of static data (notably in NeTEx format) and dynamic public transport data, as well as data feeds related to shared mobility (in GBFS format).**

# 04

# INFORMATION DISSEMINATION (1/2)

## PUBLICATION AND USE OF MOBILITY FARE DATA

**Travel fares vary depending on numerous parameters**: mode of transport, route, passenger category, discounted fares, travel options, promotions, etc. Having tools that make it easy to access this information enables travellers to compare different modes of transport (particularly between a public transport trip and a car journey) based on relevant criteria (price, travel time, number of transfers or modal changes, etc.) and to choose the most suitable option.

Fare data are among the datasets whose publication on the NAP is mandatory under the requirements of Delegated Regulation (EU) 2017/1926. **As part of its mandate to monitor compliance with this Regulation, the ART therefore examined how this data – specifically for public transport services – were published and subsequently reused, particularly since the regulatory-compliant publication format is now available.**

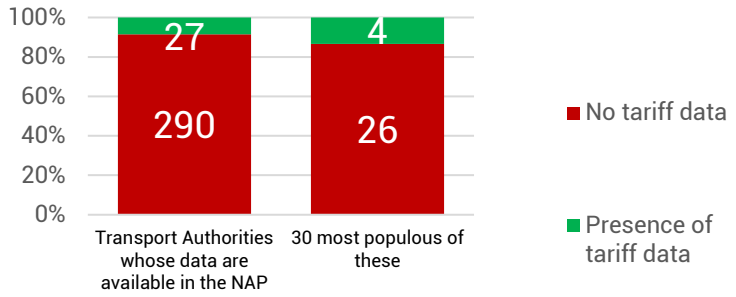
*Source: ART*

### Fare data for public transport are rarely published

**Public transport fare data are almost entirely absent from the datasets available on the national access point.** Of the 447 public transport datasets published, only 39 contain fare information, representing 9 % of these datasets. Most of the actors publishing such data are local transport authorities (AOM), but their overall share remains low, as only 27 of the 317 AOM that have already published data on the NAP have provided fare information (i.e. 9 %; see Figure 15). In addition, only two open-access transport operators – the Andemu operator in Corsica and the maritime shuttle Sailcoop – also publish fare data.

Regarding the formats used, the NeTEx Fares profile was adopted by only one experimental dataset published at the end of 2025; all other data use the GTFS-Fares format. The publication of fare files in spreadsheet format was not counted, as this does not meet interoperability requirements (see the box opposite).

**Figure 15 – Publication rate of public transport fare data by local transport authorities (AOM)**




*Source: ART, November 2025 – using NAP data.*

**Most fare files already published contain only basic tariff information.** Two-thirds of these files contain fewer than six rows of data, even though there are on average 18 different fares for these networks. However, for very simple fare structures, such as free transport networks, fare information can be represented with a simple data structure: a single file with a single row in GTFS format.

### European obligations regarding the publication of tariff data

Delegated Regulation (EU) 2017/1926, the compliance with which is monitored in France by the ART, requires that fare data be published on a single national access point (NAP – transport.data.gouv.fr in France) for all modes of transport.

These data cover a wide range, including the description of all transport fares, refund conditions, booking procedures for on-demand transport, as well as parking fees (see Annex of Delegated Regulation (EU) 2017/1926).

Data published on the NAP must be in an interoperable format, either using the NeTEx 'Fares' profile or the GTFS format. The latter, more widely used, includes a 'GTFS-Fares' extension that describes fare data: specific fare files are added, allowing for fine-grained fare details. The NeTEx format, for its part, allows a comprehensive description of the necessary data.

It should be noted that spreadsheet formats such as CSV and Excel, although frequently used to describe fare offers, are neither compliant with the regulation nor interoperable.

# INFORMATION DISSEMINATION (2/2)

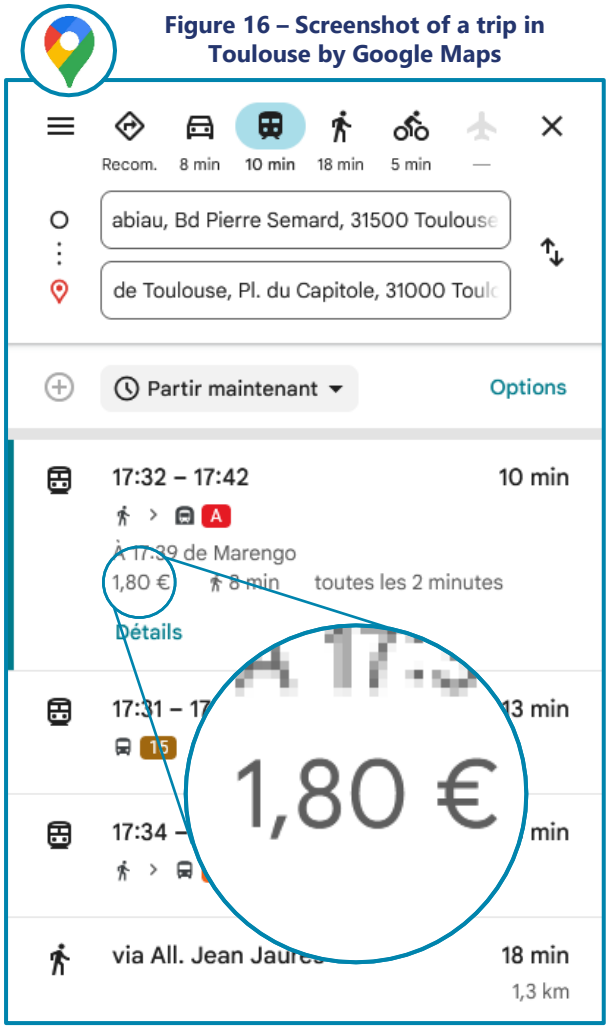
## Fare data available on the NAP are, however, heavily used by route planners, which sometimes supplement missing data with third-party sources

**Typically, only the single-ride fare is used by route planners.** Despite the richness of the fare information described in some fare files – such as subscriptions or passenger categories – route planners most often display only a standard single-ride fare, and providing an approximate fare appears to be preferred over giving the exact fare.

**Regardless of the size of the transport network, journey planners correctly display the fare data published on the national access point (NAP).** For example, the single fare for the five bus lines in the city of Vierzon is correctly displayed on the Google Maps journey planner, as is the fare in effect in the city of Nantes. Based on the cases reviewed by the ART, no discrimination appears related to the size of the area covered.

**The Google Maps journey planner also displays the occasional fare for major metropolitan areas such as Paris, Aix-Marseille, Lille, and Bordeaux, even though this data is not published on the NAP.** (See the example opposite in Toulouse – Figure 16). Google Maps therefore relies on third-party sources. While the ART noted the interest of journey planners in this data from third-party sources, particularly the direct holders of the data concerned, this additional collection effort appears in practice to be carried out only for major metropolitan areas (Figure 17). This stopgap solution is therefore not intended to replace the proper publication of fare data on the national access point.

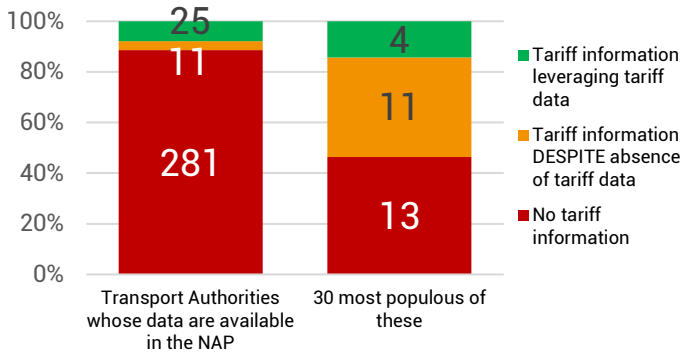
**Figure 16 – Screenshot of a trip in Toulouse by Google Maps**




*The standard fare is displayed even though no fare data is present in Tisseo's dataset, which manages the Toulouse transport network, on the NAP.*

*Source: ART November 2025, based on Google Maps*

**Figure 17 – Rate of reuse of public transport fare data, including third-party sources, by Google Maps.**




*Source: ART November 2025*

## ART's conclusion and recommendations

Fare data for public transport is among the data whose publication on the national access point is mandatory. In practice, very few datasets are available, even though the data exists and a publication format compliant with the regulations now also exists. When the data is properly published, data users – particularly journey planners – disseminate it effectively to travellers. In some cases, they display fare information, even when it is not published on the NAP, using third-party sources. Beyond the regulatory obligation, publishing fare data therefore has a clear value for reuse.

In this regard, **the ART recommends that data holders aim to publish fare data in both GTFS-Fares and NeTEx formats**:

- by first publishing a simple GTFS-Fares file, describing only the single-trip fares for the lines. This file can be easily reused by journey planners and will allow travellers to be informed with minimal effort;
- and subsequently investing in the NeTEx format to describe the complete fare structure and comply with the requirements of the MMTIS regulation.

The national access point documentation provides a practical guide for implementing this publication.
https://doc.transport.data.gouv.fr/type-donnees/operateurs-de-transport-regulier-de-personnes/donnees-tarifaires-en-gtfs

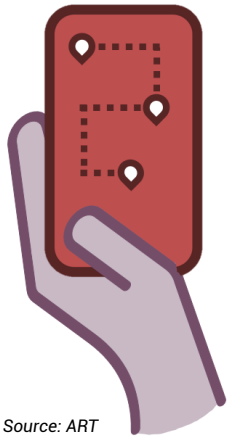
# 05
# USE OF MOBILITY DATA (1/4)

## COMPARATIVE STUDY OF REGIONAL ROUTE PLANNERS

**Digital applications are now an essential component of mobility**: according to a 2024 study by the transport operator Keolis[1], 75 % of French people aged 12+ have searched for a route in the past 12 months using digital applications such as Citymapper, Moovit, Google Maps, ViaMichelin, Waze, Mappy, or Apple Maps. Yet their internal workings remain largely opaque: data sources are rarely disclosed, and the algorithmic mechanisms are seldom documented[2].

Furthermore, route planning is an essential feature of these services; generally free of charge, it allows users to determine an optimal route for a given trip. It is therefore important to understand how it works.

**In this section, the ART aims to provide insights into how route planning works**, through a new method for evaluating these journey planners and, building on the study conducted in 2024, by applying this method to a comparable subset, namely regional journey planners.



*Source: ART*

**The quality of journey planners is mainly characterized by the completeness of their data, the efficiency of the calculated routes, and the user-friendliness of their interfaces**

Few studies evaluating and comparing journey planners have been identified, so the ART has developed a new methodology for this purpose. Starting from the general functioning of a journey planner (Figure 18), three components can be distinguished, each with its own challenges:

1. **Obtaining comprehensive and high-quality data.** The data used by the planner is most often held by third-party entities. It is therefore necessary to collect this data and ensure its quality. This task is facilitated by the existence of the national access point, which inventories these transport datasets.

2. **Designing an efficient route calculation engine.** Depending on the user's query, the engine selects the relevant data and connects it, applying advanced algorithmic techniques to ultimately generate information about an optimal route.

3. **Creating an intuitive and user-friendly interface.** Users must be able to access the information provided intuitively. This requires dedicated interfaces (website, mobile app), interactive features, and ergonomics adapted to the user's needs.

The ART has developed an evaluation framework covering these three components, associating measurable criteria with each. The calculation used for each criterion is described in Annex 7 of the report.

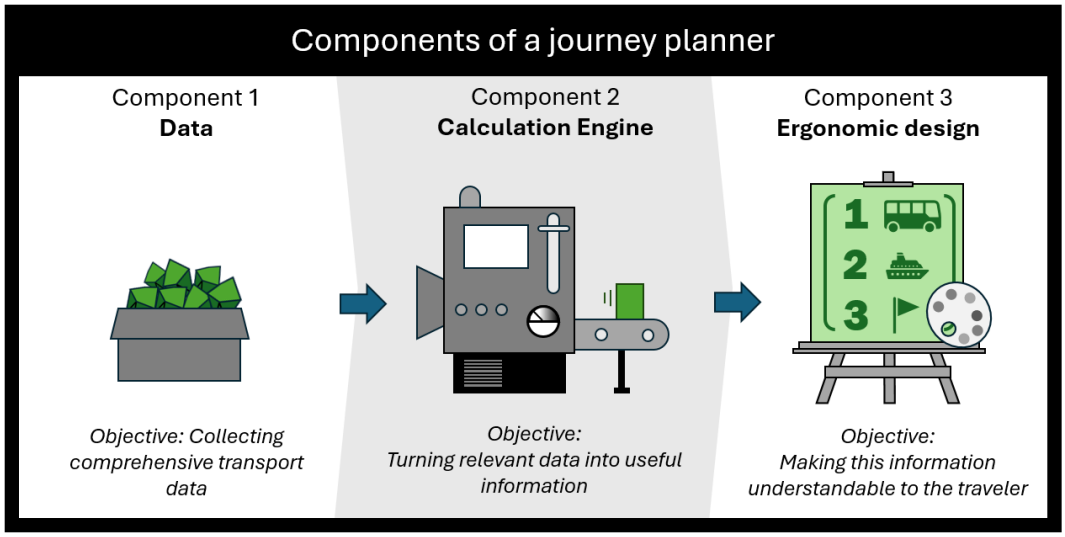



**Figure 18 – Diagram of how journey planners operate**

*Source : ART, 2025*

[1] *Keoscopie, Keolis, 2024, available on https://www.datocms-assets.com/46688/1749217730-dla-4-des-apps-et-des-hommes.pdf*
[2] *A letter from the ART to Google Maps has made it possible to obtain some details related to the route recommendation of its calculator. Available here: https://support.google.com/product-documentation/answer/9987960*

# USE OF MOBILITY DATA (2/4)
## COMPARATIVE STUDY OF REGIONAL ROUTE PLANNERS

### Regional journey planners have a specific role in providing local travel information

**184 journey planners are available in France** (source: CEREMA's PASSIM database). Given their diversity – geographic coverage, business model, and possible integration of ticketing services – the ART selected the 11 journey planners implemented at the regional level, excluding the Île-de-France region (see Figure 19). According to Article L. 1115-8 of the French Transport Code, **each region must "*ensure the existence of an information service for users* covering all modes of travel within its territorial jurisdiction". Each region has thus developed, or entrusted to a joint authority, the development of a journey planner.

**The study,** conducted between July 2025 and October 2025 in collaboration with the French center of expertise for digital platform regulation (PEReN), **was based on the results from the web versions of the journey planners.** For each region and therefore each planner, 200 intra-regional trips were randomly defined and tested. Only trips using public transport (bus, coach, metro, ferry, train, tram, cable transport, walking) were considered.

**Figure 19 – The 11 metropolitan regional journey planners evaluated, excluding Île-de-France**


### The data on transport services is relatively complete, although information on certain modes, fares, or disruptions is sometimes missing

The first comparison framework (Table 5) focuses on the completeness of the data presented by the journey planners.

❶ This criterion measures whether the planners consider all the transport modes available in the region. **Bus, coach, train, and tram services are consistently well covered, which is not the case for cable transport or maritime/inland waterway services**: for example, such services are well organized by the Normandy region (see Annex 7) but are not visible in the associated planner, Atoumod.

❷ Displaying disruption data is useful for travellers both before and during their journey. This criterion highlights how easily a traveller can access all disruptions on the network via the planner. **In the Hauts-de-France region, this data is fragmented across multiple departmental websites, making the information difficult to access. Atoumod (Normandy) does not provide a page aggregating disruption data**, although it is available on the regional website..

❸ The display of a trip cost, including estimated or partial fares, in route proposals was measured by this criterion. **While a fare estimate is generally provided, the liO planner in Occitanie and the Oùra planner in Auvergne-Rhône-Alpes currently do not display fare estimates**; work is nevertheless underway to include this information for both planners.

❹ Knowledge of postal addresses is a prerequisite for users to specify their starting point or destination, although other methods exist (GPS position, stop or point of interest name, geographic coordinates). **On average, 91 % of addresses are well recognized by the planners**. Despite the gap observed for KorriGo, the Brittany region, contacted on this matter, reports never having received negative feedback from users regarding this issue.

❺ **The estimation of $CO_2$ emissions – often compared to those of a car for the same trip –** provided for the proposed routes highlights the environmental impact of transport. All planners display numerical information on this.

**Table 5 – Results of journey planners regarding data completeness**

| Region (Journey Planner) | ❶ Transport | ❷ Disruptions | ❸ Estimated cost | ❹ Addresses | ❺ $CO_2$ |
|---|---|---|---|---|---|
| Auvergne-Rhône-Alpes (Oùra) | 100 | 100 | 0 | 99 | 100 |
| Bourgogne-Franche-Comté (Mobigo) | 100 | 100 | 100 | 93 | 100 |
| Bretagne (KorriGo) | 100 | 100 | 100 | 65 | 100 |
| Centre-Val de Loire (Rémi) | 100 | 100 | 100 | 99 | 100 |
| Grand Est (Fluo) | 80 | 100 | 50 | 98 | 100 |
| Hauts-de-France (Pass Pass) | 100 | 0 | 100 | 86 | 100 |
| Normandie (Atoumod) | 67 | 50 | 100 | 93 | 100 |
| Nouvelle-Aquitaine (Modalis) | 83 | 100 | 100 | 96 | 100 |
| Occitanie (liO) | 83 | 100 | 0 | 90 | 100 |
| Pays de la Loire (Aléop) | 100 | 100 | 100 | 99 | 100 |
| Sud-PACA (Zou!) | 80 | 100 | 100 | 80 | 100 |

*Source: ART, 2025* 0-25 25-50 50-75 75-100

# USE OF MOBILITY DATA (3/4)

## COMPARATIVE STUDY OF REGIONAL ROUTE PLANNERS

**Heterogeneous capabilities for finding intra-regional routes, dependent on the quality of the data collected upstream and the specific settings of each planner**

In this second part, the performance of the calculation engine in providing relevant information from the data it holds is evaluated (Table 6).

❶ The ability of a regional planner to find a given public transport route is one of its core functions and is among the most important criteria of this study. Each planner, as well as Google Maps, was tested on intra-regional trips for which at least one public transport solution exists. **Overall, 83 % of these trips resulted in a proposal from regional planners, compared to 69 % for Google Maps**. The strong performance of Modalis can be explained by the absence of a pedestrian travel time restriction, a filter applied in Google Maps. Conversely, trips proposed by Pass Pass and Atoumod often require a bike or a car during the journey, which are not counted. The non-inclusion of existing modes (freely organized coaches, TGV, on-demand transport, etc.) mainly explains the other variations.

**Tableau 6 – Route planner results on criteria related to calculation engine performance**

| Region (Journey Planner) | ❶ Route-finding ability | ❷ Minimal duration | ❸ Future journey | ❹ Frontier management | ❺ Accessible route |
|---|---|---|---|---|---|
| Auvergne-Rhône-Alpes (Oùra) | 84 [72] | 75 [81] | 100 | 100 | 100 |
| Bourgogne-Franche-Comté (Mobigo) | 90 [67] | 71 [58] | 100 | 100 | 100 |
| Bretagne (KorriGo) | 92 [47] | 56 [85] | 100 | 100 | 100 |
| Centre-Val de Loire (Rémi) | 76 [56] | 68 [77] | 100 | 100 | 100 |
| Grand Est (Fluo) | 89 [62] | 63 [94] | 100 | 100 | 100 |
| Hauts-de-France (Pass Pass) | 67 [50] | 81 [53] | 100 | 100 | 0 |
| Normandie (Atoumod) | 63 [100] | 77 [89] | 100 | 100 | 100 |
| Nouvelle-Aquitaine (Modalis) | 96 [40] | 70 [66] | 100 | 100 | 0 |
| Occitanie (liO) | 93 [49] | 76 [82] | 100 | 100 | 100 |
| Pays de la Loire (Aléop) | 85 [96] | 95 [50] | 100 | 100 | 100 |
| Sud-PACA (Zou!) | 83 [99] | 70 [84] | 100 | 100 | 100 |

*Source: ART, 2025* 0-25 25-50 50-75 75-100 In brackets: Google Maps score for the same routes

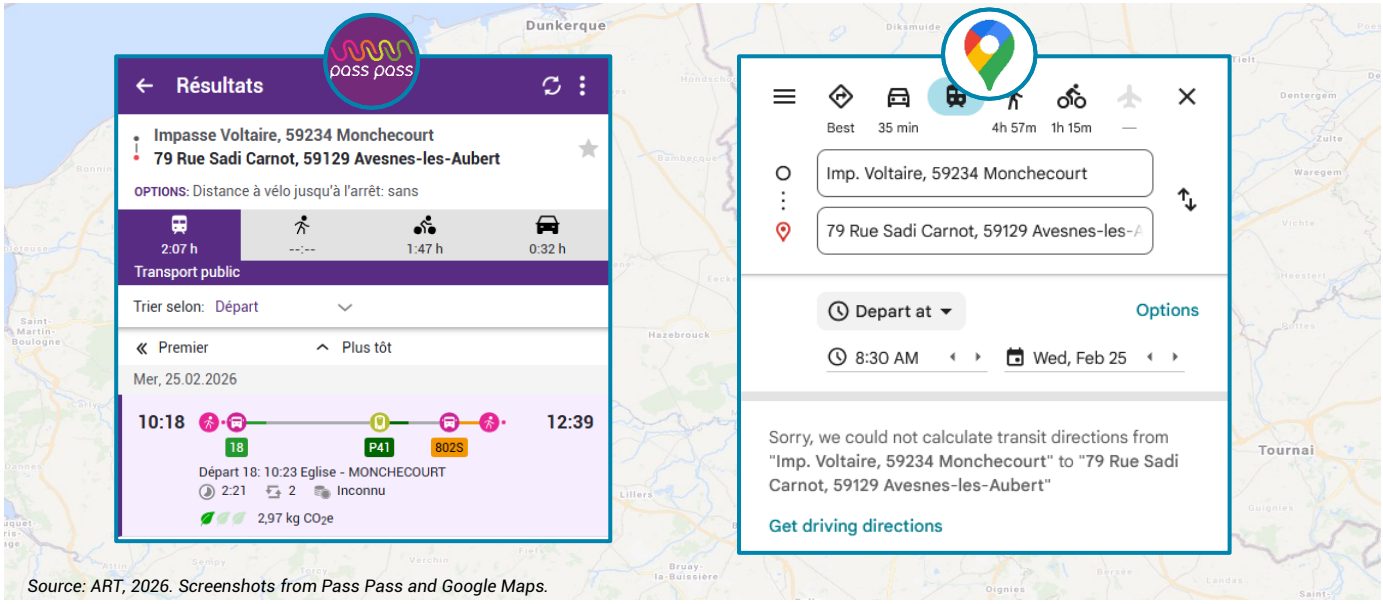
❷ Beyond the ability to provide a public transport solution, the ART verified whether the travel time for this solution was close to a minimal duration. This is generally the case once a solution is identified (see above). **Overall, the proposed results are all close to a satisfactory solution.**

❸ **The ability to plan a future journey by selecting a future departure date and time was confirmed for all planners.**

❹ These planners are designed for a specific region. If a traveller requests a trip outside the region, the planner should not provide misleading information. **No planner misleads the traveller for an inter-regional trip**, either by preventing the entry of an address outside the region or by clearly indicating that the trip is not supported. Moreover, some services, such as Modalis and KorriGo, even propose a route when the destination is in a neighbouring region..

❺ The final criterion assesses the availability of trips accessible to persons with reduced mobility (PRM) on the planners' websites. **Except for Pass Pass and Modalis (for which an issue is currently being resolved), all planners offer an 'accessible' option**. It should be noted that these observations do not consider features available on mobile devices.

**Figure 20 – Comparison of a route calculation for the same trip on Pass Pass (Hauts-de-France region) and Google Maps**




*Source: ART, 2026. Screenshots from Pass Pass and Google Maps.*

## The planners provide overall comprehensive user features

The final focus of this study concerns ergonomics, that is, how easily a traveler can obtain the precise information they are seeking. The criteria below, along with Table 7, provide concrete elements for evaluating this area.

❶ Displaying the route on a map is a useful aid for travelers to visually understand the planned journey. **A map is consistently present in the web versions of all journey planners.**

❷ **The functionality allowing the exclusion of certain transport modes when searching for a route is available in all the planners examined.**

❸ The ART checked for the presence of the most common route-ranking criteria, such as minimizing travel time, walking time, and the number of transfers. **For the Rémi, liO, Aléop, and Zou! planners, these options do not exist: routes are by default sorted by arrival time**. In contrast, the Atoumod planner goes further by offering a 'less polluting' sorting option in addition to the three aforementioned criteria (Figure 21).

❹ Route-ranking criteria must be understandable so as not to mislead the user. **For all planners, it is possible to understand how the results were ranked.**

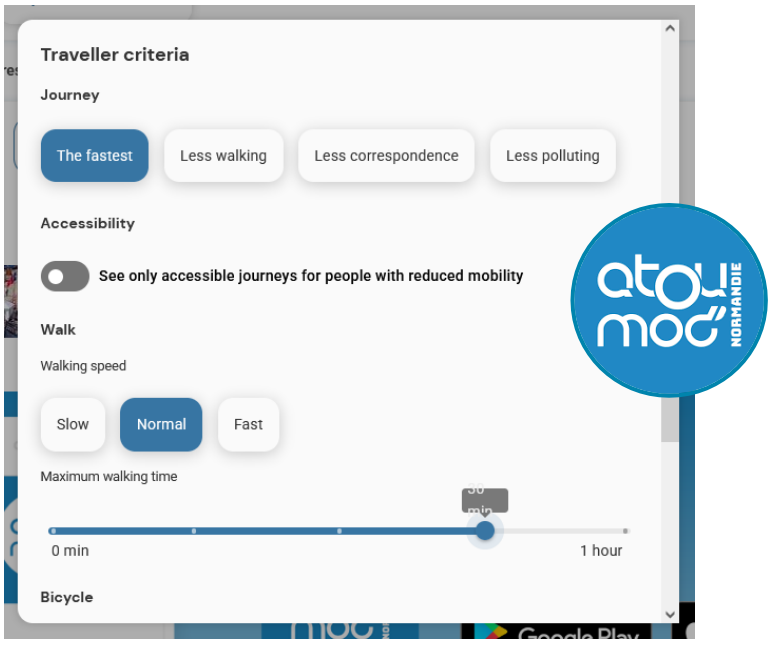
❺ When a user enters an address in the search field, **auto-completion – which prevents the need to type the entire address and improves the user experience – is available for all planners.**

**Table 7 – Evaluation of ergonomic criteria for regional journey planners, excluding Île-de-France**

| Region (Journey planner) | ❷ Transport modes filter | ❸ Ranking criterias | ❹ Understandable ranking | ❺ Autocompletion | ❼ Map |
|---|---|---|---|---|---|
| Auvergne-Rhône-Alpes (Oùra) | 100 | 100 | 100 | 100 | 100 |
| Bourgogne-Franche-Comté (Mobigo) | 100 | 100 | 100 | 100 | 100 |
| Bretagne (KorriGo) | 100 | 100 | 100 | 100 | 100 |
| Centre-Val de Loire (Rémi) | 100 | 100 | 0 | 100 | 100 |
| Grand Est (Fluo) | 100 | 100 | 100 | 100 | 100 |
| Hauts-de-France (Pass Pass) | 100 | 100 | 100 | 100 | 100 |
| Normandie (Atoumod) | 100 | 100 | 100 | 100 | 100 |
| Nouvelle-Aquitaine (Modalis) | 100 | 100 | 100 | 100 | 100 |
| Occitanie (liO) | 100 | 100 | 0 | 100 | 100 |
| Pays de la Loire (Aléop) | 100 | 100 | 0 | 100 | 100 |
| Sud-PACA (Zou!) | 100 | 100 | 0 | 100 | 100 |

*Source: ART, 2025* 0-25 25-50 50-75 75-100

**Figure 21 – Screenshot showing the travel options provided by the Atoumod journey planner**




*Source: Screenshot from Atoumod's journey planner, 2026.*

## ART's conclusion

Each region has made an effective travel information service available, as evidenced by the positive results of this study. Certain areas still require further attention, such as the inclusion of all transport modes – particularly waterway and cable transport – and the recognition of all postal addresses to improve performance.

This study focused on intra-regional trips. However, the few inter-regional trips tested show that only a minority of planners have taken steps to provide information beyond the regional scope. Yet the data are freely available on the national access point, and they should be used to expand coverage and enhance the relevance of these applications for travelers.

# 06

# ENVIRONMENTAL IMPACT AND MOBILITY DATA (1/4)

Shared mobility services (such as bike-sharing) are a means to reduce carbon emissions. They can serve either as an alternative to private vehicles in urban areas or to compensate for the lack of public transport in sparsely populated regions. Indeed, the characteristics of the road and cycling networks (fine coverage and freedom of movement) make individual vehicles an essential mode of transport in areas poorly served by public transit. To promote active mobility in urban areas and to reduce the environmental and financial costs associated with owning a private car, shared mobility services must be visible, understandable, and reliable. **This final section provides an overview of the publication and use of shared mobility data, as well as their reuse in route planning tools.**

| **Table 8 – Indicators related to the publication and use of mobility data concerning environmental impact issues** | January 2026 | January 2025 |
|---|---|---|
| Number of datasets dedicated to shared mobility available on NAP | 110 | 51 |
| Share of bike-sharing data (excluding free-floating) among shared mobility datasets available on the NAP (by number of datasets) | 62 % (+10 pp) | 52 % |
| Low-emission zones whose restriction characteristics are available on the NAP (by number of datasets) | 18 (+ 6) | 12 |

*Source: ART, January 2026 – based on NAP data (transport.data.gouv.fr)*

The term 'shared mobility' encompasses several categories of services, including:

➔ Docked bike-sharing (station-based)

Bike-sharing services requiring bikes to be unlocked and locked at a station for each use. These services are mainly organized by mobility authorities and operated under public contracts.

➔ Free-floating vehicles (bikes, scooters, and e-scooters)

This service includes vehicles that do not require stations. Local authorities typically regulate parking zones. Operations and data provision are usually managed by the operator.

➔ Car-sharing (self-service vehicles)

Closed-loop car-sharing service. This service is generally organized or overseen by the transport authority but operated by a car-sharing provider, notably through public contracts or project-based initiatives.

➔ Peer-to-peer vehicle sharing

This is a digital service that allows a traveller to use a private individual's car for a trip. The service can be provided by a private operator or the mobility authority and generally offers a wider territorial coverage than closed-loop car-sharing services.

➔ Carpooling

This mobility service is not covered by publications in the standard GBFS format but will be included in the regulatory 'NeTEx New Modes' format.

## Did you know

**'Experimental' mobility data are published on the national access point to promote the adoption of regulatory formats.**

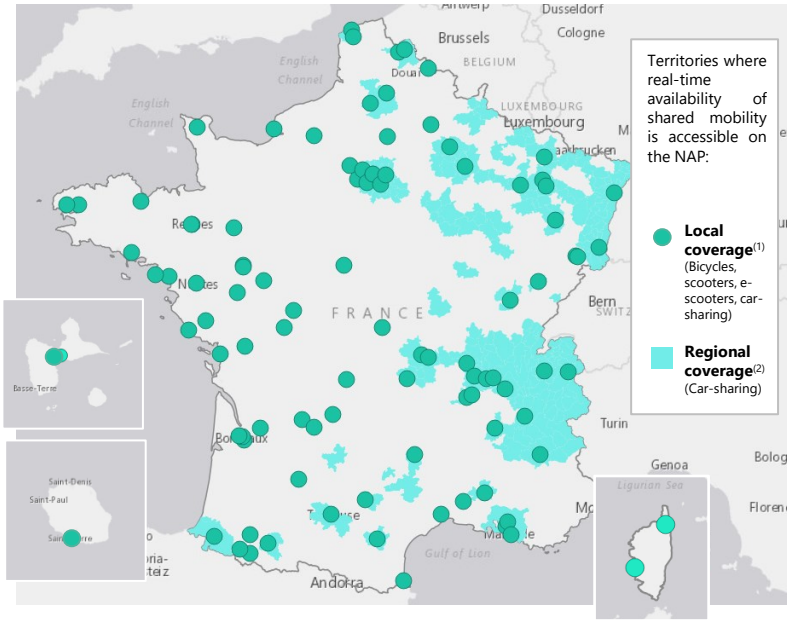
The national access point (NAP) lists **five shared e-scooter datasets in NeTEx format** (Grenoble, Marseille, Le Havre, Saint-Quentin-en-Yvelines, and Paris). All of these are published by the private shared bike operator VOI. While these datasets have several limitations, they offer the advantage of allowing data holders and users to become familiar with the structure of this data. These examples provide an initial entry point to the regulatory 'NeTEx New Mobility' format ahead of the forthcoming official publication.

## The territorial coverage of shared mobility data has greatly expanded in 2025

**The real-time information offering on shared mobility available through the national access point expanded in 2025..** As a result, the number of datasets available at the beginning of 2026 exceeded one hundred, doubling over the course of a year. This significant increase was made possible by the support actions of the national access point on one hand, and the oversight activities of the ART on the other.

**The shared mobility data published on the national access point primarily cover urban areas of varying sizes.** Indeed, 57 % of the published datasets cover only small and medium-sized cities, while 40 % cover metropolitan urban areas, often served by operators active in multiple metropolitan regions. Although most shared bike services are organized by local transport authorities (AOM), data publication is mostly carried out by shared mobility operators acting as delegates or service providers. Private open-loop bike operators limit their services to the main metropolitan areas of the country. Regarding car-sharing, some private operators offer services primarily focused on urban areas (e.g. Citiz), **while others, connecting private individuals (e.g. Getaround), are available across the entire territory, including sparsely populated areas.**

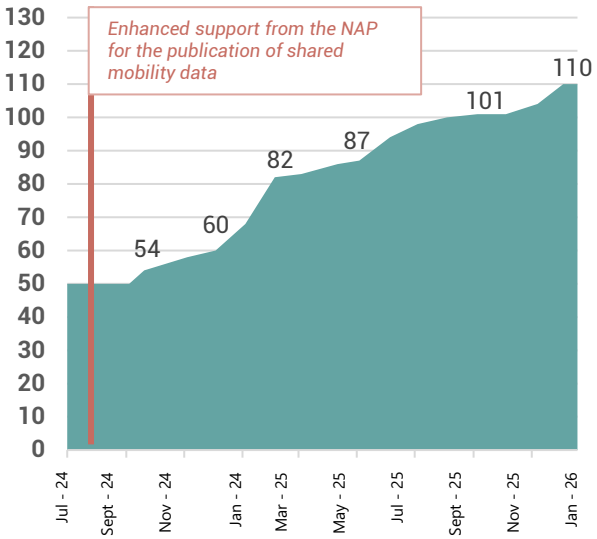
**Figure 22 – Map of shared mobility data published on the national access point**




*(1)**Regional publication:** shared mobility services organized by the Île-de-France region and by Citiz (Grand Est, Occitanie, Auvergne-Rhône-Alpes, and Hauts-de-France) are published at the regional level.*
*(2)**Local publication:** notably, Tiers Dott (Bordeaux, Bourgoin-Jallieu, Grenoble, Saint-Quentin-en-Yvelines, Paris) and Citiz (La Rochelle, Tours, Blois, Orléans, Chartres, Paris, Caen)*

*Source: ART, January 2026 – based on data from transport.data.gouv.fr*

**Figure 23 – Evolution of the number of shared mobility data publications on the national access point (GBFS format only)**




*Source: ART, January 2026 – based on NAP data*

## The shared mobility offer is available in an interoperable format

All datasets available on the NAP contain resources in the standard GBFS format. This format allows, in particular, for 'vehicles' (bikes, scooters, e-scooters, cars):

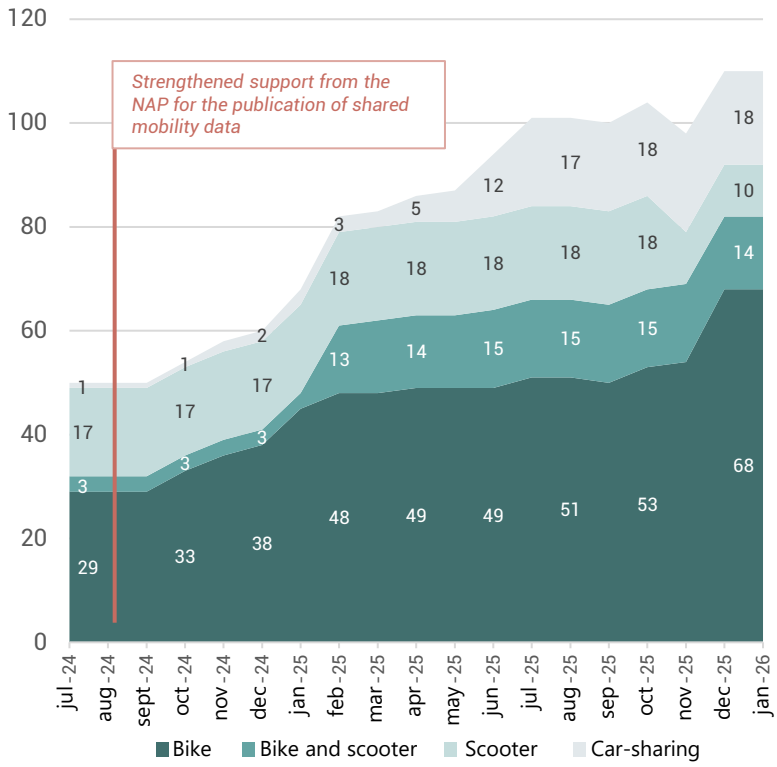
- **Their real-time availability,**
- **Their real-time location,**
- **The associated usage fees,**
- **Their characteristics (e.g. electric, range, etc.).**

Among this information, the availability and location of vehicles are always provided in the datasets. In contrast, the presence of pricing data and the characteristics associated with vehicle types varies depending on the data holder.

**Additional information is needed by travellers to choose the mode of transport best suited to their situation.** Information on cycling networks and infrastructure is particularly essential for cyclists to plan and carry out their trips safely. While the NAP lists 27 datasets for these two categories, all information related to bike parking and infrastructure is consolidated in a national database.

# ENVIRONMENTAL IMPACT AND MOBILITY DATA (3/4)

**Figure 24 – Modal distribution of shared mobility data published on the National Access Point**




*Source: ART, January 2026 – based on NAP data (transport.data.gouv.fr)*

## The publication of shared mobility data primarily covers low-emission modes of transport

**The mobility data made available on the NAP primarily cover closed-loop bike services organized by local transport authorities (AOM).** The types of shared mobility for which data are available changed significantly over 2025. While bikes were as widely represented as e-scooters on the NAP in mid-2024, the situation had shifted by the end of 2025. Indeed, by December 2025, the majority of accessible data covered shared bike services, whereas data for free-floating e-scooter services increased less in terms of the number of datasets (see Figure 24).

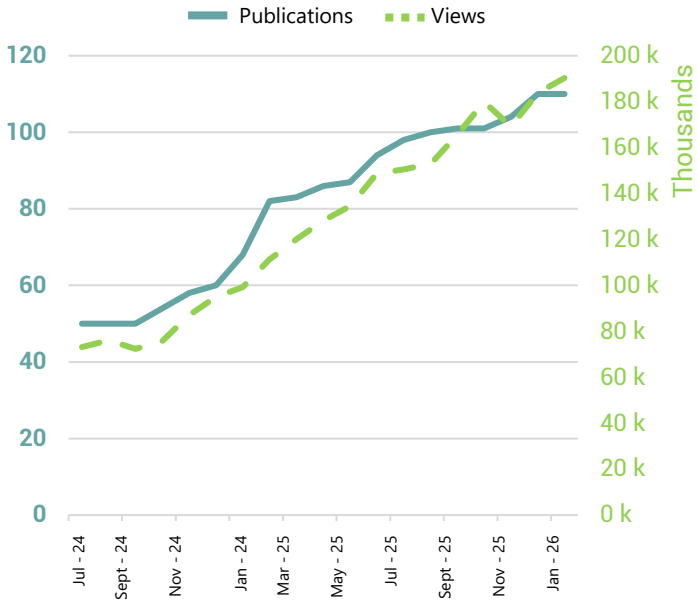
**Car-sharing services, absent from the NAP until autumn 2024, saw a significant increase in data publication throughout 2025,** reaching 18 datasets by November 2025. It is important to note, however, that analysing data on a per-dataset basis has several observational limitations. For example, a single dataset can actually cover multiple territories (e.g. the dataset from the specialized platform GetAround covers both metropolitan areas and intercommunal communities).

## Shared mobility data are still underutilized but are generating growing interest

**The publication of shared mobility data on the national access point directly affects their visibility.** The actions carried out by the NAP initially helped increase the number of these data publications. These publications improved the visibility of traveller information for this mode of transport, which subsequently led to an increase in reuse. The short time interval between publication and reuse (autumn 2024 in Figure 25) reflects the strong interest in these data.

**The availability of closed-loop bikes is the most frequently used data category.** Bikes account for nearly 55 % of the shared bike datasets consulted on the NAP (by number of views). This mode of transport is also the most used by route planners as well as by multimodal digital services (such as Bonjour RATP). Furthermore, car-sharing data experienced a strong increase in both publication and reuse. However, this mobility service remains less used than shared bikes.

**Figure 25 – Evolution of the number of publications and views on the NAP for shared mobility data**




**Publications:** number of shared mobility datasets published on the NAP.
**Views:** number of views recorded on the NAP for all shared mobility datasets available on the NAP.

*Source: ART, January 2026 – based on data from the NAP (transport.data.gouv.fr) and data.gouv.fr*

# ENVIRONMENTAL IMPACT AND MOBILITY DATA (4/4)

## Shared mobility datasets are rarely combined with public transport data to offer multimodal journey options

**Few multimodal routes including shared mobility are offered by route planners.** Whether for short urban trips or medium, and long-distance intercity journeys, few route planners include travel options combining public transport and shared mobility in their results. While these routes are generally less suited for mass transit, they nevertheless offer relevant choices for travellers depending on the territory, usage patterns, or travel contexts, particularly for the first or last segments of trips in areas less served by public transport.

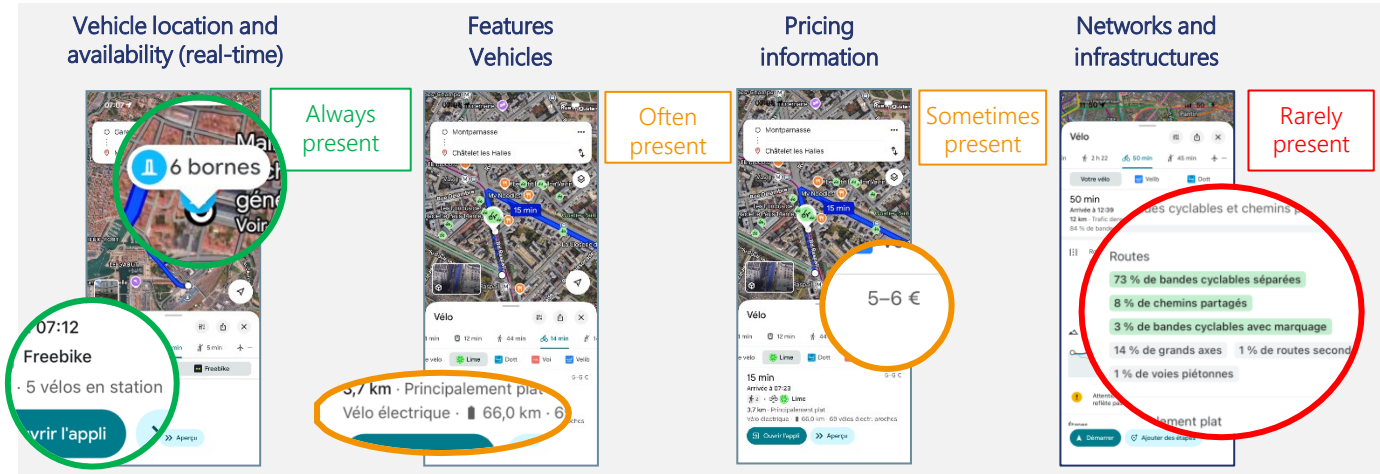
**12**
Reuses reported on the NAP*

Including notably MobiLille (Lille), Bike Chéri (Lille, Rennes, Paris, and Lyon), and Breizht Transit (Rennes car-sharing and VLS, Pays de Landerneau-Daoulas, Auray Quiberon Terre Atlantique, Saint-Brieuc).

* Few usages are actually reported on the NAP

**Car-sharing and carpooling are rarely offered by route planners.** Yet these mobility services represent a relevant alternative to owning a private car. This category of mobility service can be adopted in dense areas (ride-sharing organized by local transport authorities) and for occasional use in sparsely populated areas (peer-to-peer car rental).

**Figure 26 – Reuse of shared mobility data by route planners (e.g. bikes)**




The real-time location and availability of 'vehicles' constitute the main traveller information for shared mobility.

Vehicle characteristics, such as propulsion type or remaining range, allow travellers to make a choice suited to their situation and preferences.

Primarily represents the usage-based price (for occasional trips). Subscription-based offers are still scarcely visible on route planners.

Information on the cycling network and infrastructure enables travellers to make informed choices about their travel conditions.

*Source: ART, November 2025 – screenshots taken on Google Maps mobile apps in November 2025*

## Conclusion and recommendations for the 2026 campaign

Although the publication of shared mobility data increased significantly in 2025, the ART has identified several service operators that have not yet come into compliance.

**In 2026, the ART will continue its oversight of shared mobility data publication for the next control campaign.**

# RECOMMENDATIONS, REQUESTS, ACTIONS, AND 2026 CONTROL PRIORITIES.

Building on the actions and control priorities of the 2025 campaign, the ART aims, on the one hand, to encourage data holders to publish their static and dynamic mobility data, including accessibility and fares. On the other hand, for data users, it seeks to monitor the transparency and integration of information regarding the environmental impact of travel in digital mobility services.

## RECOMMENDATIONS AND REQUESTS* TO DATA HOLDERS AND USERS

### Ensure smooth mobility

- **1°:** Begin collecting accessibility-related data and publish it in the regulatory formats.
- **2°:** Continue publishing fare data, notably the fares for full-price single tickets.
- **3°:** Clearly explain to travellers the criteria used to rank the travel options proposed by journey planners.

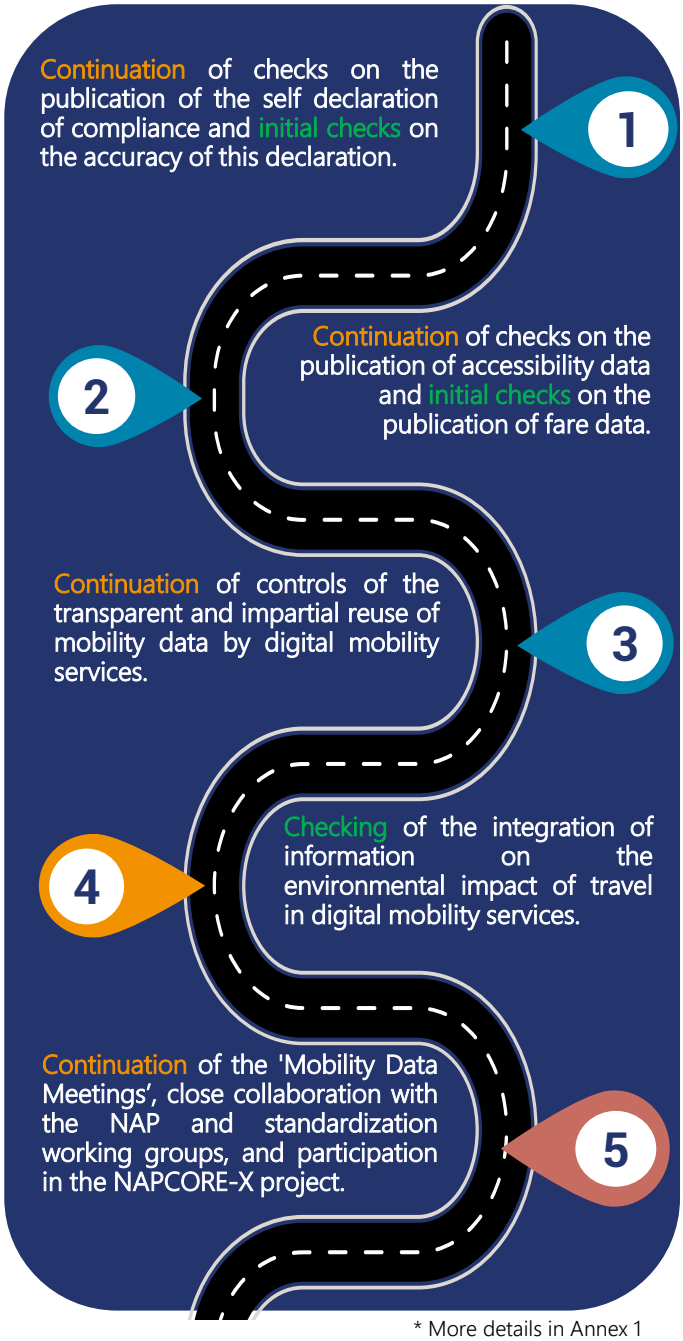
### Promoting sustainable mobility

- **4°:** Ensure the high-quality publication of mobility data.
- **5°:** Enable travellers to rank their travel options in real time – that is, at the moment of choice – according to their environmental impact.

### Fostering a culture of dialogue

- **6°**: Prioritize communication and dialogue, and keep the ART informed of your progress regarding data publication and accuracy.
- **7°**: Follow up on any reports concerning inaccuracies in the published data.

## CONTROL ACTIONS AND PRIORITIES 2026*




* More details in Annex 1

The 2026 actions fall within the framework of the ART's 2024–2029 strategic orientations, aimed at 'contributing to the development of sustainable mobility'.

ART strategic project 2024-2029

# ANNEX

## Annex 1 – Control actions and priorities for 2026

| Publication | Reuse |
|---|---|
| Applies to all data holders and users as defined in Article L.1115-1 of the Transport Code and Article 2 of Delegated Regulation (EU) 2017/1926 | |
| **ART recommendations for data holders and users** | |
| ➢ Begin, for those who have not yet done so, collecting accessibility data.<br>➢ For complex fare structures, adopt a phased approach:<br>❑ First, prioritize the publication of single-trip or free fares in GTFS or NeTEx format.<br>❑ Next, complete all required fare data in a NeTEx-Fares file.<br>➢ Monitor and address comments from NAP users.<br>➢ Unfinalized publication projects on the NAP must be reported in Part 6 of the self declaration of compliance.<br>➢ Inform the ART and NAP teams of progress and actions taken to achieve compliance. | ➢ Declare in the NAP user portal any reuse of mobility data intended for traveller information.<br>➢ For data not covered by standard formats, pay attention to the reuse of data published in NeTEx format.<br>➢ For journey planners, comply with the provisions of Article L.1115-8-1 of the Transport Code regarding the visibility of emission factors and the environmental impacts of the proposed travel modes. |
| **ART requests to data holders and users** | |
| ➢ Complete and submit the self declaration of compliance. Ensure that the information provided is updated annually.<br>➢ Enhance static public transport data by publishing fare data.<br>➢ Publish accessibility data for stations and stops in the NeTEx 'Accessibility' profile.<br>➢ Publish planned and real-time public transport services on the NAP.<br>➢ Publish information on the availability of shared mobility services on the NAP.<br>➢ Ensure the high quality of published data. Correct any inaccuracies reported by the ART, the NAP, or users.<br>➢ Publish static parking data in the regulatory NeTEx format.<br>➢ Produce data in the regulatory formats (NeTEx / SIRI) for datasets already published in standard formats (or convert them where necessary). | ➢ Complete and submit the data user self declaration of compliance. Ensure that the information provided is updated annually.<br>➢ Clearly explain and inform travellers about the criteria used to rank the proposed routes.<br>➢ Specify the sources of the data used for route calculations.<br>➢ Report on the National Access Point any issues related to data access or data quality. |
| **ART control actions and priorities** | |
| ➢ Continue enforcement actions and regulatory reminders regarding self declarations of compliance.<br>➢ Initiate initial regulatory reminders concerning the publication of fare data on the NAP.<br>➢ Continue controlling the publication on the NAP of accessibility data (availability and status of equipment in stations, pedestrian pathways, etc.).<br>➢ Continue controlling the publication on the NAP of static and dynamic public transport and shared mobility data.<br>➢ Continue controlling the quality of data published on the NAP.<br>➢ Initiate procedures for the investigation and establishment of breaches (PRCM) against data holders who fail to achieve compliance. | ➢ Continue controlling compliance with the obligation of transparency regarding route-ranking criteria.<br>➢ Initiate procedures for the investigation and establishment of breaches (PRCM) against digital mobility services that fail to achieve compliance. |

➢ Renew the 'Mobility Data Meetings' bringing together data holders, users, and experts.

## Annex 2 – European and national legal framework

In order to enable the deployment of intelligent transport systems promoting a more coordinated and safer use of the various transport modes, Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 (the 'ITS Directive') identifies several priority actions, including the development of 'multimodal information services' (MIS) for transport users. These services aim to provide information, in particular on routes made possible by the different modes of transport (rail, air, coach, etc.) and on traffic conditions that transport users may encounter during their journey.

As access to mobility data (such as served stops, public transport timetables, or completed journeys) is one of the prerequisites for the successful deployment of MIS, the European Commission, through Delegated Regulation (EU) 2017/1926 of 31 May 2017 (as amended by Delegated Regulation (EU) 2024/490), has specified the data concerned as well as the conditions for making and accessing such data available. This text provides for:

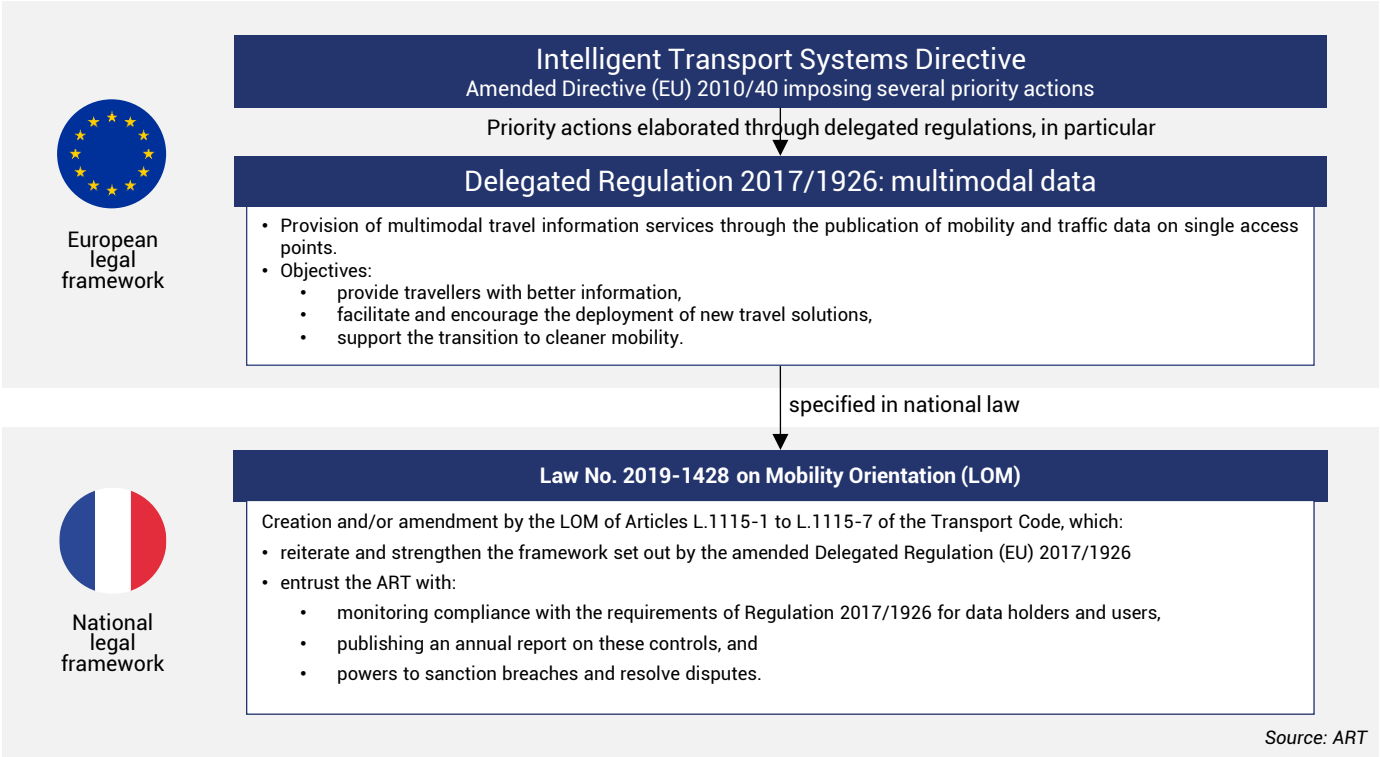
- for mobility data holders, the obligation to make the data they hold available through a single access point, in specified formats and under conditions of use that are as non-restrictive as possible;
- for users of such data, the obligation to comply with various conditions of use.

These obligations aim, on the one hand, to ensure that MIS providers have effective access to mobility data, which constitutes an essential resource for the development of MIS, and, on the other hand, to ensure that travellers are provided with clear, comprehensive, and reliable information.

Within this framework, the ART was entrusted by Law No. 2019-1428 of 24 December 2019 on Mobility Orientation ('LOM') with the mission to:

- control the compliance of data publications carried out by actors subject to this obligation;
- oversee how these data are reused by actors operating in downstream markets;
- publish a biennial report on these controls.

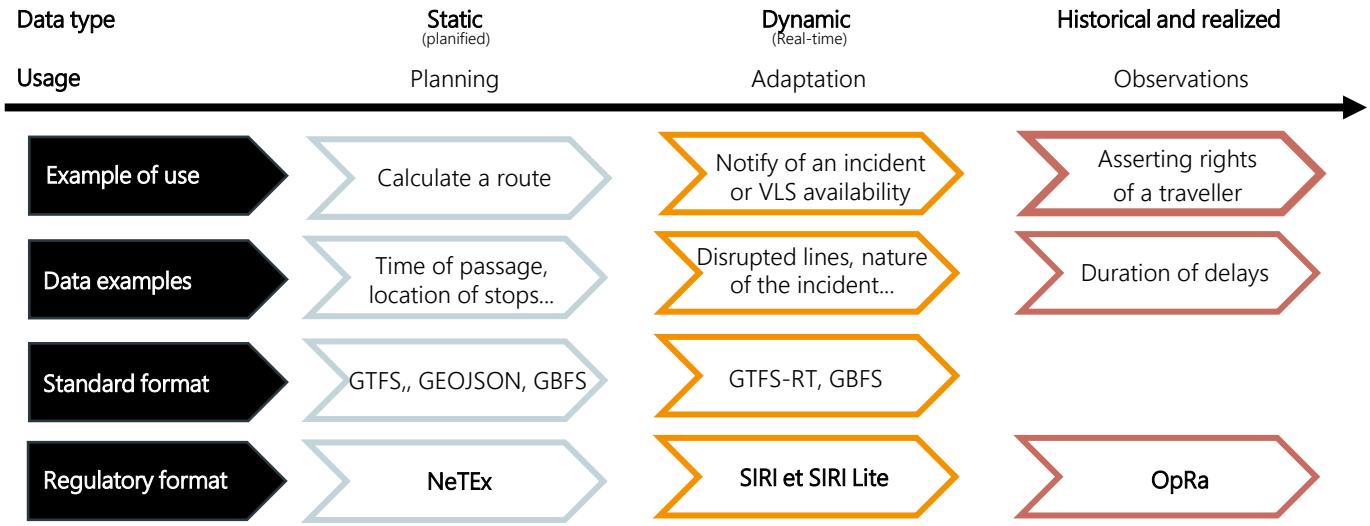
It also has the power to sanction breaches and resolve disputes.




*Source: ART*

# ANNEX

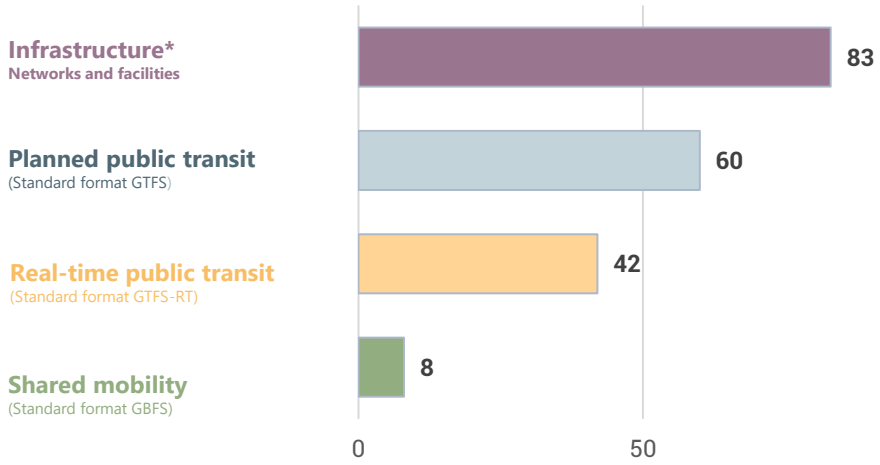
## Annex 3 – Understand the different formats and their functional scopes




*Source: ART inspired by the ITxPT Report – État des lieux du niveau d'adoption et de déploiement des standards européens NeTEx et SIRI en France*

## Annexe 4 – Number of mobility services reporting the use of datasets on the NAP, by data category

(on the NAP only)

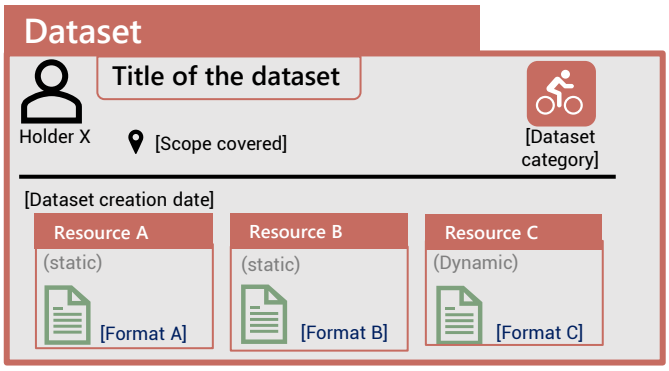



*Source: ART, November 2025 – based on data from data.gouv.fr*

*Note:*
*Only usage declarations visible on the NAP are counted. These figures therefore provide an underestimation of the overall use of NAP data. Indeed, a user collecting data from the NAP without declaring it cannot be accounted for. Only public transport data in GTFS and NeTEx formats (for static data) and GTFS-RT, SIRI, and SIRI Lite formats (for dynamic data) are included here.*

# ANNEX

## Annex 5 – Illustration of the difference between a dataset and a resource

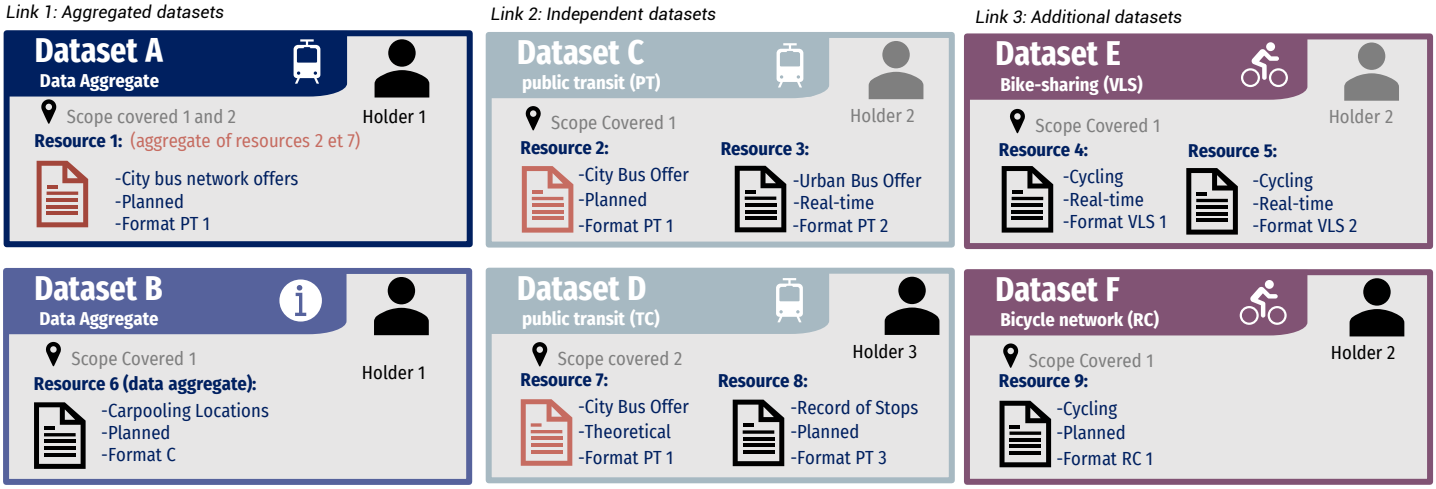



*Source: ART*

A dataset is a collection of resources describing the same transport network, mobility service, or infrastructure. These resources are characterized both by the timeliness of the information they contain (static or dynamic) and by the format in which they are published (standards or norms).

## Annex 6 – Examples of datasets and resources

Examples of datasets:
**A:** Theoretical data aggregate combining resources 2 and 7 from datasets C and D.
**B:** Data aggregate sourced from a national database.
**C:** Public transport datasets including a static (planned) resource and a dynamic (real-time) resource.
**D:** Public transport datasets comprising static resources – one describing the complete transport service and the other limited to the description of network stops.
**E:** Dataset describing the availability of shared bikes in two formats.
**F:** Dataset describing a cycling network.




*Source: ART*

- This example thus presents 6 datasets and 9 resources.
- Although the information from resources 2 and 7 is also included in resource 1 of dataset A, three resources are counted here.
- For certain modes of transport, such as bicycles, the entire information chain can be segmented according to data usage or the entities that hold it. This results in multiple dataset publications for the same mode of transport (see E and F).

A data holder publishes one or more datasets on the NAP. Each dataset may correspond to a transport network, a mode of transport, a transport service, or a category of infrastructure. It contains one or more resources, each in a specific format. When the service is organized by a mobility organizing authority (AOM), the coverage of the dataset corresponds to the territory of the data-holding AOM or to a set of territories in the case of a resource aggregating data from multiple AOM or operators present in those territories.

Reading note: The full set of dataset categories can be found on the NAP website https://transport.data.gouv.fr/.

# ANNEX

## Annex 7 – Definitions of criteria used for the evaluation of journey planners

| DATA |
|---|
| **1.1 Transport**<br>The score corresponds to the ratio of the number of transport modes offered by the planner to the number of transport modes offered by the region. The cable transport modes evaluated were limited to the Le Havre funicular (Normandy), the Brest cable car (Brittany), the Pau funicular (Nouvelle-Aquitaine), the Lyon funicular (Auvergne-Rhône-Alpes), and the Téléo cable car (Occitanie). The maritime transport modes evaluated were limited to the Majest'in river shuttle in Calais (Hauts-de-France), the Calypso shuttle in Rouen (Normandy), the Izilo maritime line (Brittany), the Navibus network (Pays de la Loire), the Metz'o river shuttle (Grand Est), the Bato de Bordeaux (Nouvelle-Aquitaine), the Navigône in Lyon (Auvergne-Rhône-Alpes), line 8M of the Mistral network (South), and the water buses of Sète (Occitanie). |
| **1.2 Perturbation**<br>The score corresponds to the existence of a page centralizing traffic/disruption information for the region on the regional planner's website (100), such a page on the regional website (50), or the absence of centralized information (0). |
| **1.3 Estimated costs**<br>The score corresponds to the presence of an estimate, even partial, of the cost for two regional trips (town hall of the prefecture → prefecture station and town hall of the prefecture → town hall of a sub-prefecture) (100), an estimate for only one of the two trips (50), or for neither trip (0). |
| **1.4 Addresses**<br>The score corresponds to the recognition rate of 400 randomly selected regional addresses from the national address database (adresse.data.gouv.fr). An address differing only in the street number is counted as correct. |
| **1.5 $CO_2$**<br>The score checks whether numerical information related to carbon emissions is included in the route details. |

| CALCULATION ENGINE |
|---|
| **2.1 Calculation ability**<br>The score is calculated by dividing the number of public transport trips proposed by the number of trips actually feasible by public transport. The notion of 'actually feasible' is approximated by the ability of either the planner or Google Maps to propose such a solution. Public transport modes include: train, bus, coach, tram, maritime transport, and cable transport. Walking is included as a default mode of transport. Trips for which the addresses are not recognized by the planner are excluded from the tested sample. |
| **2.2 Minimum duration**<br>The score is calculated by dividing the number of efficient trips by the number of trips feasible according to the planner and Google Maps. A trip is considered efficient if the duration of the planner's best proposed route is less than 110 % of the minimal trip duration, approximated by the shortest duration proposed by the planner and Google Maps. |
| **2.3 Future itinerary**<br>The score assesses whether there is an option to schedule a departure two weeks in advance (100) or not (0). |
| **2.4 Border management**<br>Regarding the existence or absence of a public transport route when the user enters a destination located outside the relevant geographic area (here: the prefecture address of a neighbouring region), the score evaluates whether the user is misled (0, e.g. 'No public transport routes exist between these two destinations') or not (100, e.g. 'This route is not managed by the planner'). |
| **2.5 Accessible route**<br>The score assesses the presence (100) or absence (0) of an 'accessible' route option. |

| ERGONOMICS |
|---|
| **3.1 Map display**<br>The score assesses the presence of a map displaying the proposed route on the planner's website (100), or its absence (0). |
| **3.2 Modal filter**<br>The score assesses the ability to exclude certain modes of transport when calculating a route (100) or the inability to do so (0). |
| **3.3 Ranking criteria**<br>The score assesses the presence of at least three route ranking or numerical constraint criteria: minimized travel time, minimized number of transfers, and minimized walking time. If all three are present: score 100; subtract 33 points for each missing criterion. |
| **3.4 Understandable classification**<br>The score assesses the user's ability to explicitly or implicitly understand how the results have been sorted. |
| **3.5 Autocomplete**<br>The score assesses the presence of autocomplete when searching for an address. |

# GLOSSARY

**AOM**: Transport Authority. A public authority responsible for managing traffic or planning, controlling, or managing a transport network or modes of transport within its territorial competence. Entities covered by this definition include mobility authorities as per the Transport Code, such as the State, regions, departments, municipalities, public intermunicipal cooperation establishments, designated authorities under Article L. 1811-2 of the Transport Code, mixed syndicates, Île-de-France Mobilités, and the Lyon metropolitan area.

**Car sharing**: Shared, self-service cars, whether free-floating or within a closed loop.

**CEN**: European Committee for Standardization

**CEREMA**: Centre for Studies and Expertise on Risks, the Environment, Mobility, and Planning.

**Data holders**: *"Any legal entity, public or private, such as transport authorities, operators, infrastructure managers, or demand-responsive transport service providers, that has the right to grant access to or share the data it controls, in accordance with EU or applicable national law."* Definition 11 of Delegated Regulation (EU) 2017/1926, as amended.

*"The authorities responsible for transport under this regulation include "mobility authorities [...], the State, regions, departments, municipalities, public intermunicipal cooperation establishments, mixed syndicates, Île-de-France Mobilités, designated authorities under Article L. 1811-2, and the Lyon metropolitan area."* Paragraph 1° of Article L.1115-1 of the Transport Code.

**Data users**: "Any public or private entity, such as transport authorities, transport operators, mobility information service providers, digital map manufacturers, on-demand transport service providers, and infrastructure managers, or any other entity using the data to create multimodal travel information, or, where conditions set by the data holder allow, using the data for other purposes." Definition 7 of Delegated Regulation (EU) 2017/1926, revised.

**Dataset**: A digital element containing a set of data associated with a holder (or entity responsible for publication on the NAP). The information is provided in one or more resources.

**DDADUE**: Law on Various Provisions for Adapting to European Union Law

**Dynamic Data (or Real-Time Data)**: "Data related to various modes of transport that change often or regularly." The data concerned are listed in the annex of the MMTIS regulation. Definition 3 of the Delegated Regulation (EU) 2017/1926, as amended.

**End users (or Final users)**: "Travelers using mobility data through a digital service that allows them to plan or inform themselves about a trip." Definition 13 of Delegated Regulation (EU) 2017/1926, amended.

**EU**: European Union.

**Freefloating (or Open Loop)**: A self-service mobility service that does not require infrastructure (or charging stations) to park the "vehicles".

**GBFS**: "General Bike Share Feed Specification." A data exchange format for shared vehicles developed by MobilityData (a North American data producers' association).

**GeoJSON**: Geographic JSON. A data exchange format for geographic information based on the technical specifications of the JSON format.

**GTFS**: "General Transit Feed Specification." A data exchange format for public transport initially developed by Google and later adopted by MobilityData (a North American data producers' association).

**GTFS-RT**: "General Transit Feed Specification – Realtime." A real-time data exchange format for public transport developed as a complement to the GTFS format.

**Historical Data**: "Data related to traffic characteristics used to calculate average delays based on time, day, and season, based on previous measurements, including congestion rates, average speeds, and average travel times." (Definition 5 of the Delegated Regulation (EU) 2017/1926, as amended).

**JSON**: JavaScript Object Notation. A hierarchical data exchange format in "objects," described by "attributes," which are themselves organized within each object.

**LOM**: Mobility Orientation Law.

**Metadata**: "A structured description of the content of data that helps to locate and use it," according to Definition 14 of the Delegated Regulation (EU) 2017/1926. Metadata is a set of information that helps understand the content of a resource without fully reading it. In the case of mobility data, this includes, for example, validity periods, the relevant transport mode, covered geographic areas, or the format it complies with.

**MMTIS**: Multimodal Travel Information Services. A regulation on the availability of multimodal travel information services across the EU. The first version was published in 2017 (Delegated Regulation (EU) 2017/1926) and amended by a second version in 2024 (Delegated Regulation (EU) 2024/490).

**N.C**: Not known.

**NAP**: National access point. A digital interface published by the Ministry in charge of transport, providing access to a set of mobility data, as well as the corresponding sources and metadata, in order to allow reuse by data users (definition 17 of Delegated Regulation (EU) 2024/490).

**NAPCORE** : National Access Point Coordination for Europe. A European organization aimed at coordinating and harmonizing the actions of national access points in member states. (napcore.eu)

**National Profile**: To ensure optimal use and full interoperability of the aforementioned standards between Member States, a common minimal profile must be defined and applied within the national access points, indicating key elements of the standard. According to Recital 17 of Delegated Regulation 2017/1926, as amended by Delegated Regulation 2024/490, Member States' national profiles must be based, when available, on a common European minimal profile.

**NeTEx** : «NEtwork Timetable EXchange." A European standard (NeTEx CEN/TS 16614) defining the data exchange format for static, theoretical, planned, or scheduled transport data. NeTEx is based on XML (eXtended Markup Language) and follows the Transmodel data model (https://www.transmodel-cen.eu).

**Observed Data**: "Operational data related to travel and traffic, such as the duration and reason for delays and cancellations, resulting from service operations and collected during them." Definition 6 of the Delegated Regulation (EU) 2017/1926, as amended.

**Regulatory framework**: A set of texts, actors, and processes aiming to enforce obligations related to the publication and use of mobility data. This includes the controls carried out by the ART, the PAN's support in publishing mobility data, and the standardization work by the Bureau of Standards for Transport, Roads, and Infrastructure Planning (BNTRA).

**Shared Mobility**: A practice of providing vehicles for free use or connecting individuals to share vehicle usage.

# GLOSSARY

**Open Data**: Digital data whose access and use are freely available to users.

**OpRA**: "Operating Raw Data and statistics exchange". European standard (OpRA CEN/TR 17370) defining the data exchange format for historical and observed data related to public transport. (https://www.transmodel-cen.eu/).

**PEReN**: Center of expertise for digital platform regulation, is a national service of the Directorate General for Enterprises (Ministry of Economy and Finance) providing support and expertise to public authorities or ministerial services in charge of sector-specific digital regulation (media, personal data, consumer protection, telecommunications, transport, etc.).

**PMR**: Persons with Reduced Mobility.

**pp**: Percentage points.

**PRCM**: Procedure for researching and establishing violations, which may be initiated by ART (French Transport Regulatory Authority), governed by articles L. 1264-1 and following of the Transport Code. This procedure may, if necessary, lead to a sanction process under the conditions outlined in articles L. 1264-7 and following of the same code.

**Proxy**: A relay server that stores data on the internet to facilitate access.

**PT**: Public transport.

**Resource (of a dataset)**: A set containing mobility data. This set may be represented by a file if the data is planned (static) or a stream if the data is real-time (dynamic).

**Shared Vehicles**: Vehicles, cycles, and personal transport devices (shared cars, carpooling, car rentals, shared bikes, bike-sharing, scooter rentals).

**SIRI**: "Service Interface for Real-Time Information". European standard (SIRI CEN/TS 15531) defining the data exchange format for dynamic or real-time data in public transport. SIRI is based on XML (eXtended Markup Language) and follows the Transmodel data model (https://www.transmodel-cen.eu).

**SIRI Lite**: An extension of the SIRI standard adapted for specific uses, making the format easier to use in web mode.

**Standard**: A framework designed to provide guidelines, technical or qualitative specifications for the design, production, provision, and use of products, services, or practices. It is the result of a consensual co-production between professionals and users who contributed to its development. Any organization can choose to use or refer to it, which is why the standard is considered "voluntary." Market actors propose its creation, develop it by consensus within a dedicated working group (standardization committees), validate, and apply it (FAQ AFNOR). Standardization committees operate within national organizations like AFNOR (French Association for Standardization) and collaborate internationally through bodies like the European Committee for Standardization (CEN) or the International Organization for Standardization (ISO). The regulatory authority may decide, for public interest reasons (e.g., consumer protection), to make a standard mandatory.

**Static Data (or Theoretical, Planned, Programmed Data)**: "Data related to various transport modes that do not change or change rarely, or that change regularly." The data concerned are listed in the annex of the MMTIS regulation. Definition 4 of the Delegated Regulation (EU) 2017/1926, as amended.

**SNCF Group**: French National Railway Corporation. A public group bringing together various historical railway companies, including the passenger transport operator (SNCF Voyageurs) and the manager of the national rail network (SNCF Réseau).

**SSIM**: "Standard Schedules Information Manual". Data exchange format for flight schedules, developed under the International Air Transport Association (IATA).

**UPT**: Urban public transport.

**URL**: Uniform Resource Locator. The address of a website, page, or content on the internet.

**VLS**: Self-service bike.

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