

## **PRESORT**

### **ImPRoving thE uSe Of third-paRTy data by NRAs**

#### **CEDR Call 2022 Data**

##### **Background**

NRAs are seeing increasing levels of digitalisation open potential opportunities for the utilisation of 3rd party data to support them in the delivery of their core business services in traffic management, asset management and construction. Past experience and research have raised and answered questions about the value and use of 3rd party data; from complementing existing traffic data for faster traffic management and incident response resolution, through to aiding better planning and construction to supporting NRAs becoming CO2 neutral quicker. However, barriers remain for many NRAs to confidently and at scale exploit these 3rd party data opportunities.

The three main data eco-systems in the transport system, i.e. Cooperative ITS, data for road safety and road user charging, see little if any data flow between them. A perceived and to extent real, inhibiting factor to data sharing between them is General Data Protection Regulation (GDPR) as well as other factors such as business model, legal and commercial aspects in data sharing. To facilitate data usage across the eco-systems both legal frameworks and best practices to guide data sharing are needed.

Our experience recognises these, and other factors faced by NRAs, and that they differ from country to country. An agile but structured approach is being adopted to the research such that the specific needs and wants of individual countries are captured. We will utilise evidenced experience to underpin our findings.

Industry, academia, and road operators have been developing and evaluating traffic and transport data as they have evolved over recent years. Some nations, such as the Netherlands, Austria and Germany, have more mature solutions and thinking and as a result a huge knowledge resource. This is of obvious interest to those who are seeking to understand and develop solutions to meet their own and cross-border collaborative solutions.

##### **Aim and Objectives**

The main objective of PRESORT is to deliver practical and implementable guidance. This will cover evidence-based use cases that can support NRAs understand the challenges for acquiring and utilising 3rd party data. We will also provide NRAs with associated measures and approaches that others have used to overcome these challenges.

This includes looking at challenges and approaches to.

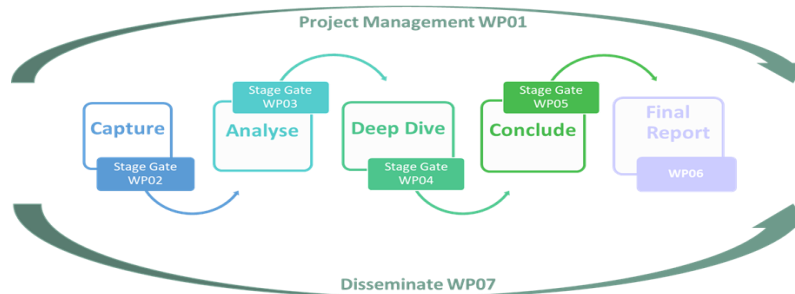
- GDPR solutions.
- How NRAs can identify and evaluate sources of 3rd party data?
- How NRAs can enable 3rd party service providers to generate crucially useful data for sharing?
- Measures and approaches for handling trust and security concerning the maintenance, sharing and use of 3rd party data.
- Use cases most likely to benefit from 3rd party data.

## Value in delivery

Our consortium will deliver a practical and implementable guidance that enables NRAs to make better decisions regarding HOW? and WHEN? to acquire and USE 3rd party data. Working collaboratively and bound by a common charter underpinned through an agreed contractual relationship, our approach to project delivery:

- Embeds the objectives within each of the work plans.
- Managed through AECOM's previous and successful experience setting common and consistent process and procedures across the consortium partners to meet the DoRN requirements.
- Directly engage 3rd Party data suppliers and NRAs through our stakeholder advisory group to help refine and validate the work plan deliverables.
- Complete regular technical and quality reviews to ensure that outcomes meet objectives

## Project Phases



## Expected outcomes and benefits to CEDR and others

The European Commission found that European transport is costing society over 1 trillion euros per year. This includes air pollution, carbon emissions, congestion, accidents, and other external costs. Congestion alone has been shown to cost more than 250 billion euros per year to the EU economy. Given the size of these figures the PRESORT project will be able to contribute significant economic benefits through better informed decision making and exploiting 3<sup>rd</sup> party data.

The PRESORT project partners are focused on producing tangible outputs that are accessible and can be immediately used by NRAs. Primarily this will be embodied within guidance, evidenced by technical reports, background research and other referenced evidence.

Both national and transnational agencies will be able to make use of the project outputs, as the guide will support users to consider solutions based on their own national circumstances.

## Delivery

The project started in June 2023 and due to complete in May 2025.

## The Team

AECOM will lead the consortium, providing the overall project management and coordination with our experts from across Europe, Royal HaskoningDHV, Traficon, MAPtm, White Willow Consulting and the Université Polytechnique Hauts de France each contributing their extensive knowledge and experience within the data ecosystems.