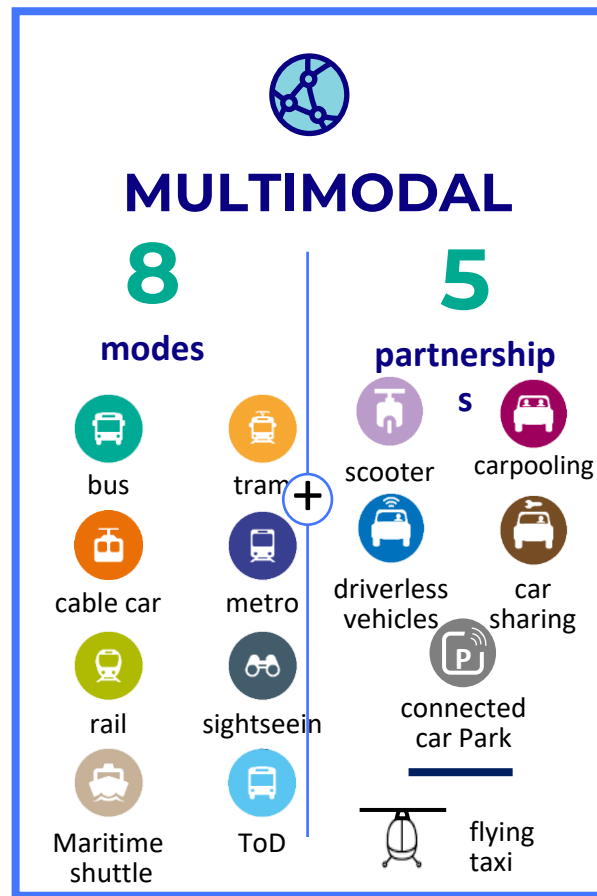
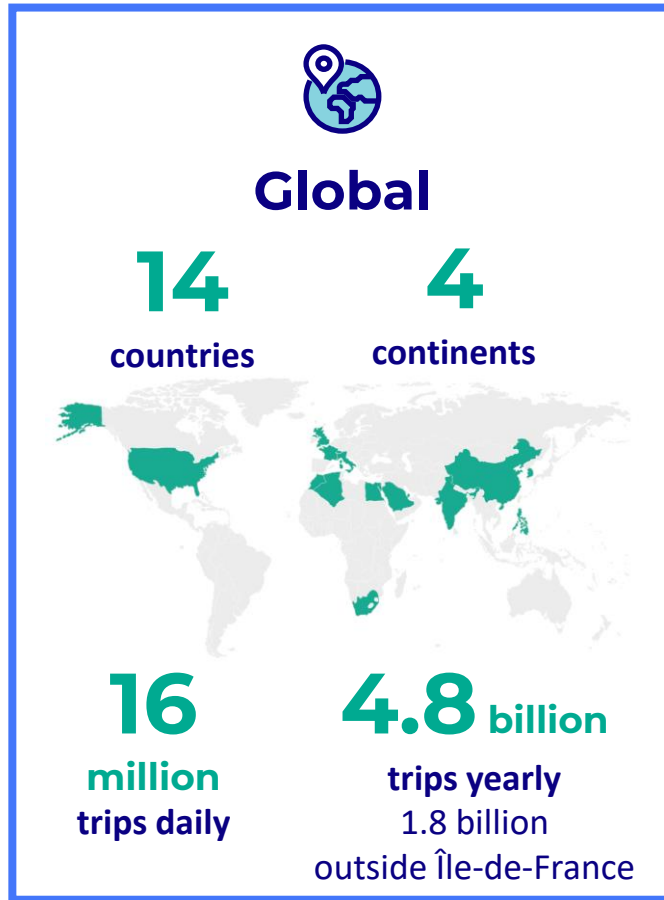


RATP

one of the largest multimodal networks in the world



Wearing several hats as producer of data, digital service provider...

THE FRENCH CONTEXT

French Legal framework

- **LOM** (Loi d'Orientation des Mobilités) Loi Climat
- **Loi pour une République Numérique**
- ...

Some characteristics

- Data-sharing is a core principle
- Stakeholders involved in reviewing the law (+decrees)
- LOM, Article 25: makes dynamic data provision mandatory, **when available**
- LOM, Article 27 (data) makes data provision **AND** creation for **accessibility data** mandatory

It is early days...

Ultimate goals: Sustainable mobility, modal shift to support Green Deal



WHAT ARE THE DATA-SHARING OBLIGATIONS?

Obligations derived from EC regulations

Data made available by PTOs for **free** or virtually free when data exist

For mobility data : list is defined as an annex of 2017 regulation (data to enable MaaS services)

LOM : Case of ticket distribution



GDPR

How to ensure that data shared with the public authorities is in compliance with the GDPR?

- **By design** → by ensuring that the national legal framework is GDPR-compliant
- **By enforcement** → audits (all member states implement it and enforce it through a regulatory authority)

All stakeholders, whether public or private must comply

Purpose of data exchange between limited to **need to know** (only mobility-related)

- Decree on LOM article 28 specifies the need to know

Relationship between entity responsible for processing and entity responsible for operating

GDPR → Increases credibility and acceptability of services



HOW TO AVOID MISAPPROPRIATION OF COMMERCIALY SENSITIVE DATA (INTERMEDIARIES)?

IT CAN BE A CHALLENGE

Governance must limit the reuse of data

Can include information that may reveal **trade secrets**

- Need to identify beforehand data that can include trade secrets

Limit reuse for one's own advantage

Forbid competition against one of the stakeholders whose data you gather

Difficult to enforce



ISSUES

Need to ensure open interfaces allow for **best integration** possible (Use APIs if available)

Business models

Costs of providing data (sensors, generation, process).

Can charge for supplying data but not for generating it, providing it, maintaining it and ensuring availability of quality data

We want to encourage “green-deal compliant” MaaS services, fuelled mostly by local public transport

Low-margin business sensitive to overheads

Business models are difficult to find and fragile.



THANK YOU

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The logo for RATP GROUP is displayed on a white rectangular background. The word "RATP" is in a large, bold, blue sans-serif font. Below it, the word "GROUP" is in a smaller, bold, blue sans-serif font. The letter "O" in "GROUP" is replaced by a green circular icon containing a white silhouette of a hand holding a stylized object, possibly a train or a person.