

# City Data Standard Mobility: a data standard for mobility

Informative two-pager CDS-M

## **Why do we need a uniform data standard for mobility (CDS-M)?**

Transport is becoming increasingly smart, and infrastructure, modes of transport and citizens are increasingly interconnected through technical applications. Data interchange has become an integral part of the mobility chain: municipal, provincial and central government authorities ask mobility providers for data in order to learn, to monitor, and to manage public spaces. But there is no uniform standard for data interchange: different public authorities set different requirements for mobility providers. This can be done more effectively and efficiently by developing a single data standard for mobility (CDS-M).

## **The aim of the CDS-M**

The CDS-M will set out how data interchange between mobility providers and public authorities should take place, and based on what standards. It will be used in partnerships between mobility providers and municipalities. The longer-term aim is to work towards a European data standard.

A single CDS-M will give public authorities more information and ways of planning the use of public spaces, and additional information for developing and improving policy.

- It will provide a better understanding of the use of shared mobility and the possible effects on public spaces (e.g. accessibility and quality of life).
- That information will make the CDS-M a tool for developing, adjusting and improving policy.
- The CDS-M will thus contribute to the optimum use of public spaces, for example through dynamic control of traffic flows and permit areas.
- It will also make it easier for public authorities to exchange information from data: for instance, they can learn from pilots in other municipalities and adjust their policies accordingly.

A single CDS-M will increase the effectiveness of collaboration between mobility providers and public authorities.

- A uniform standard will make it clear how the data should be processed so as to be GDPR-proof and what type of information should be supplied to which public authorities.
- It will make it easier for mobility providers to roll out their services in different areas.
- The public authorities and mobility providers can work together on the CDS-M design and agreement.

### How will the CDS-M work?

The most important element in the CDS-M is the Application Programming Interface (API), an application written in a coding language that any database can understand. The API thus acts as a 'plug' between two systems, enabling standardized data interchange at all times.



### Help us develop the CDS-M

The G5 cities have developed an initial version, which needs to be applied, tested and developed into the mature CDS-M. A CDS-M Working Group is being set up for this purpose.

The working group will test the initial version of the CDS-M on existing cases from the G5, namely shared cars and cross-city permits in Rotterdam, e-hubs and e-scooters in Eindhoven, shared carrier bikes in Utrecht and shared scooters in Amsterdam and The Hague.

The working group that will be developing the CDS-M needs various disciplines. If you are an academic lawyer, governance expert at a public authority, data analyst, transport manager, computer science expert, security expert, mobility provider, data broker or communication specialist and would like to take part in the working group, please contact Ross Curzon-Butler at [r.curzonbutler@amsterdam.nl](mailto:r.curzonbutler@amsterdam.nl).