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Stockholm - Detailed Implementation Plan Part A



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Project executive summary

The establishment of a common European mobility data space (EMDS) aims to accelerate the digital and green transformation of the European mobility and transport sector. The deployEMDS project contributes to the further development of the common European mobility data space as announced in the European Strategy for Data and the Sustainable and Smart Mobility Strategy. It builds on PrepDSpace4Mobility, a Coordination and Support Action funded under the Digital Europe Programme and is the first deployment action foreseen under the EMDS initiative.

The deployEMDS project advances EU policy priorities by developing a technical infrastructure for an operational data space in the mobility sector. It aligns with the European Data Strategy's goal to facilitate data access, pooling, and sharing. The project supports the European Green Deal's aim to accelerate sustainable and smart mobility, thereby contributing to a reduction in transport emissions. Additionally, it aligns with the Sustainable and Smart Mobility Strategy, ITS Directive, and the NAPCORE project. The diverse consortium of partners implements 16 use cases across nine European cities and regions, aiming to create and deploy an operational data space with a common technical infrastructure. The project aims to make data available in machine-readable format, while facilitating innovative services and applications and contributing to the development of a European mobility data sharing ecosystem.

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Deliverable executive summary

Key words

Use case, implementation approach, implementation plan

Stockholm, zero emission zone, car traffic reduction, monitoring

Executive summary

This deliverable comprises the first of two iterations.

This document details the approach of the deployEMDS local use case in Stockholm, Sweden use case STO_01, which is titled “Implementing and monitoring zero emission zones and reduction of car traffic” is implemented under the lead of Tohid Ardeshiri, Senior Researcher at RISE, together with the City of Stockholm and Trafikverket.

The City of Stockholm has set ambitious environmental and accessibility objectives, and this use case plays a pivotal role in achieving these goals by facilitating the implementation and monitoring of zero-emission zones and aiming for a 30% reduction in car traffic by 2030.

Stockholm’s zero emission zone only allows fully electric vehicles and gas vehicles with minimum Euro VI standard for heavy duty vehicles such as buses. The zero-emission zone is situated at the heart of downtown Stockholm, encircled by four main roads. Vehicle license plates will be monitored with automatic number plate recognition cameras (ANPR-cameras). Furthermore, air quality data will be collected by monitoring stations and sensors.

The Stockholm Mobility Data Space (SMDS) will serve as a platform for sharing and visualising data, forming the foundation for data-driven decision-making. This use case encompasses activities such as harmonisation, standardisation, data sharing, and incorporating new data.

The status quo in Stockholm indicates that data is segregated in silos, highlighting the pressing need for improved data management. In January 2023, the City of Stockholm shared a total of 108 datasets related to mobility and environment, such as air quality, through its public data portal. Furthermore, the datasets related to public transport and the environment are shared through other portals, some of which do not belong to the City of Stockholm. Moreover, the datasets relevant to Stockholm’s mobility and the environment are continuously increasing, resulting in a greater number of datasets than previously reported. However, the extent of adoption of governance models and standardisation of data formats varies greatly between these datasets. Moreover, none of these data sets are currently being provided through a data space.

The motivation behind this use case stems from the necessity for an evidence-based approach to policy follow-up and the desire to contribute to the innovation community. The use case is considered a success for Stockholm if relevant datasets (both existing as well as up to 8 new datasets) are shared through the Stockholm Mobility Data Space and if the shared data contributes to an evidence-based analysis of the low emission zone and target reduction of car traffic in Stockholm. The KPIs further operationalise indicators of success. The choice of relevant datasets from the entire portfolio will be based on their relevance to the objective of the local implementation project and the transversal use cases, which will be defined later in the project.



List of abbreviations and acronyms

Acronym	Meaning
EMDS	Common European mobility data space
KPI	Key performance indicator
WP	Work package
MVP	Minimal viable product
NAP	National Access Point
SMDS	Stockholm mobility data space
IDSA	International Data Spaces Association



1 Purpose of the deliverable

This document is one of nine deliverables produced in deployEMDS detailing the local use cases proposed and to be implemented by the nine local implementation sites of the action. These Detailed Implementation Plans are developed in two waves: This first wave of reports, titled Detailed Implementation Plan Part A, are published in Month 6 of the project (April 2024). They focus on refining the overall use case objectives, scope and context as well as providing a detailed description of the approach to be taken in the local implementation project.

In combination with the efforts of WP2 ("Development of an operational data space across borders"), in particular the ongoing analysis of technical requirements for the use cases, this report will lay the foundation for the Detailed Implementation Plan Part B. In Part B, the overall steps, responsibilities, and timelines of the local implementation projects relative to the overall development of the EMDS technical and governance building blocks will be defined in detail. Part B will be published in autumn of 2024.

1.1 Intended audience

The detailed elaboration of the objectives, context, scope, and approach of the use cases proposed and implemented by the local implementation sites in deployEMDS aims to establish a common and clear understanding of these local projects across the sites and inform horizontal actions in deployEMDS. Part A of the Detailed Implementation Plan allows for this understanding by providing necessary contextual information regarding the technical characteristics and requirements of the use cases analysed in WP2 and addressing governance-related aspects elaborated in WP3 ("Development of common governance mechanisms across borders").

For interested stakeholders outside the consortium, this series of reports offers an initial understanding of the real-world challenges and objectives in the field of urban mobility data sharing, that the EMDS may address.

1.2 Structure of the deliverable and links with other work packages/deliverables

This first set of reports, titled Detailed Implementation Plan – Part A, summarise the use case ideation and refines the overall approach considerations of the use cases proposed by the local implementation sites in deployEMDS. For each use case, the reports provide general information, an analysis of the use case context, the definition of the use case objective, and a delineation of pathways to the use case implementation. Based on these analyses, the primary implementation product, or minimum viable product (MVP) of the use case, as well as potential subsequent implementation products, is defined. Each local implementation site chooses an approach: either "cascading" with a more comprehensive MVP or more agile iterations with a simpler MVP to start with. The report also provides a preliminary reflection on the subsequently elaborated Part B of the Detailed Implementation Plan.

This deliverable describes the Use Case STO_01 developed in Stockholm.

The Detailed Implementation Plan – Part A, along with the use case ideation outlined in this document, draws from the technical analysis of local use cases conducted in WP2 and the insights outlined in Deliverable D2.1, which specifies the technical infrastructure requirements for deployEMDS. D2.1 is accessible on the deployEMDS project website and outlines essential technical, functional, and operational capabilities



necessary to establish a data space to support the various mobility use cases, aiming to standardise mobility data and facilitate interoperability.

The Implementation Plan builds on this foundation, directly referencing information from D2.1, particularly in defining the implementation products for the use cases.



2 Implementation approach for use case STO_01

2.1 General information

The following sections provide general information about the use case and introduce the consortium partners forming the local implementation project consortium.

Use case title

Implementing and monitoring zero emission zones and reduction of car traffic

Mobility themes addressed in the use case

Zero emission zone, car traffic reduction, monitoring of mobility measures, data-driven decision making

Use case cluster

Data for mobility planning

Roles

Use case implementation lead

Tohid Ardeshiri, Senior Researcher, RISE

Consortium partners involved in the use case implementation

RISE Research Institutes of Sweden AB (RISE) is a Swedish state-owned research institute that collaborates with universities, industry and the public sector. RISE performs industry research and innovation, as well as testing and certification.

City of Stockholm (Stockholm) is the capital and most populous city of Sweden, as well as the largest urban area in the Nordic countries. Approximately 1 million people live in the municipality, with 1.6 million in the urban area, and 2.4 million in the metropolitan area. The city stretches across fourteen islands where Lake Mälaren flows into the Baltic Sea. Participating departments are the Transport Department and the Environmental and Health Department.

The Swedish Transport Administration (Trafikverket) is responsible for the long-term planning of the transport system for road, rail, maritime and air traffic, and functions as NAP.

2.2 Analysis of the use case context

The following seeks to summarize the overall use case context by reflecting on the current situation in the implementation site and the challenges or opportunities for value creation related to the use case.

2.2.1 Overall context and geographical scope

The use case takes place within the jurisdiction of the City of Stockholm, in particular the zero-emission zone in the centre of the city. The regulation of the zero-emission zone comes into effect on December 31, 2024. Within this area, only vehicles adhering to strict environmental standards may be operated. It is expected that the implementation of this regulation will lead to a safer and more pleasant environment for pedestrians and cyclists while remaining a lively and active area. The introduction of the zero-emission zone is also expected to contribute to an expedited transition towards adoption of electric vehicles, reduction of noise and emissions.



Figure 1 – Map of the initial Zero Emission Zone in central Stockholm

The City of Stockholm has established ambitious environmental and accessibility objectives, aiming to achieve an emission-free inner city and an 80% reduction in total emissions by the year 2030. This use case primarily centres around the implementation of zero emission zones and a 30% reduction in car traffic by 2030 as measures to attain these goals. A significant level of digitization and data sharing is necessary to implement and assess the impacts of these measures effectively as the assessment needs to consider many factors ranging from air quality and noise measurements to potential changes in travel patterns and to which degree the regulations are adhered to by vehicles passing through the zone.



2.2.2 Current situation

In January 2023, the City of Stockholm shared a total of 108 datasets related to mobility and environment, such as air quality, through its public data portal¹. Furthermore, the datasets related to public transport and environment are shared through Trafiklab² an open platform for innovation in Swedish public transport.

Moreover, the datasets relevant to Stockholm's mobility and environment are continuously increasing, resulting in a greater number of datasets than previously reported. However, the extent of adoption of governance models and standardisation of data formats varies greatly between these datasets. Currently, none of these datasets are being provided through a data space.

Some data that is expected to be necessary to reach the project goals is also not being collected at this time or is not accessible in a format usable for the proposed evaluation. The project therefore also involves conducting an inventory of available datasets, forming a basis for decisions regarding the collection of new data and possibly improving the usability of existing datasets.

2.2.3 Current challenges or opportunities for value creation

The two main challenges stemming from the current situation are ensuring the usability and availability of existing data sources and the collection of new data required to evaluate the introduction of the zero-emission zone. The project will also need to handle issues related to the interoperability of existing systems and mechanisms for data collection and sharing currently in place and those that will be created within the scope of the project. Therefore, collaboration between the project and providers of existing solutions, both within and outside the City of Stockholm will be of high priority. Tackling of these challenges will not only be required for success of the project itself but will also aid other citywide initiatives consuming high-quality data.

Data that will be collected and shared as a part of the project should prove valuable for others, not only within the City of Stockholm. Experiences gained from the project may also provide a stepping stone for future projects in this domain within the City of Stockholm and elsewhere.

2.3 Objective of the use case

2.3.1 Objective statement

The objective of the use case is to provide access to high quality data to support an evaluation of the zero-emission zone. This is achieved by combining and improving many existing data sets, the collection of new data, and their integrating into the Stockholm Mobility Data Space, and subsequently further sharing to the EMDS.

2.3.2 Overall use case narrative

The Stockholm Mobility Data Space (SMDS) will serve as a marketplace for data sharing based on EU data space definitions, forming the foundation for data-driven and evidence-based decision-making. Data producers and consumers, both within the City of Stockholm and external participants, will share and access data in well-documented machine-readable formats using the technical infrastructure provided by the data space. This data will then be aggregated and analysed as part of the evaluation of the zero-emission zone and may aid in shaping future environmental policy decisions within the City of Stockholm. Adopting data

¹ Data portal (<https://dataportalen.stockholm.se/dataportalen/>)

² Trafiklab (<https://www.trafiklab.se/>)



space design principles is also expected to improve discoverability of published data. The project also involves publishing data to the EMDS.

2.4 Elaboration of implementation pathways

The following sections explore the actions and interactions required for successful implementation of the use case.

The pathway elaboration begins with the exploration of the most ideal implementation in an idealised, fictional scenario where all circumstances for implementation are favourable. Subsequently, the idealised pathway is adjusted to real-world circumstances at the implementation site by identifying potential barriers induced by this context and requiring alternate actions to address them. This chapter also explores how specific, realistic aspects, initially outside the scope of the use case, may influence its design or serve as subsequent development steps. This ensures the use case's longevity by considering potential additions during the initial implementation.

2.4.1 Ideal implementation pathway

Providers of mobility and environmental data, such as traffic count data, air quality, and noise data, both internal and external to the City of Stockholm, will share their data through the Stockholm Mobility Data Space (SMDS). The shared data is aggregated and provides the basis of an evidence-based analysis of the zero-emission zone. The aggregation and analysis are supported by tools and methods developed within the project. In the context of SMDS, the City of Stockholm will act as both a data provider and consumer.

At the beginning, the architecture of SMDS will be based on the IDSA Reference Architecture Model³, as well as the IDSA rulebook⁴, meaning interactions between participants in the data space will follow rules and protocols laid out in these specifications.

The design of the data space will begin by following the Minimum Viable Dataspace design⁵, but expands it by adding a data catalogue as well as involving multiple connectors operated both by different departments within the City of Stockholm and external organizations providing data.

The data space will make use of existing identity services already present within the City of Stockholm but extend these with interfaces compatible with data space protocols. This will leverage already established and well-functioning trust and security mechanisms, reducing the cost and risk associated with developing such infrastructure while providing compatibility with data space connectors and services.

The SMDS is expected to deploy a centralised data catalogue to facilitate data asset discovery. The centralised approach is favoured here over a distributed approach since the SMDS is a regional data space with a manageable number of participants. Also, providing a centralised data catalogue is expected to reduce the barrier of entry to participants, facilitating the initial growth of the data space. Ease of entry is a design choice as some potential participants may lack the resources to deploy the technical infrastructure required for data space participation. As described in the section on alternate flows of the use case, additional measures may also be taken to reduce the barrier of entry for participants lacking resources to deploy their own connector to the SMDS.

³ <https://docs.internationaldataspaces.org/ids-knowledgebase/v/ids-ram-4/>

⁴ <https://docs.internationaldataspaces.org/ids-knowledgebase/v/idsa-rulebook/front-matter/readme>

⁵ <https://docs.internationaldataspaces.org/ids-knowledgebase/v/ids-reference-testbed/minimum-viable-data-space/mvds>

Several of the data assets that are going to be provided through the SMDS (and by extension to the EMDS) are already public data shared in the form of APIs through various initiatives such as the City of Stockholm data portal⁶ and Trafiklab⁷. In most cases, the technical infrastructure for transfer of this data will remain the same. The main work here is to ensure that suitable governance models and metadata for operating within a data space is in place. For data assets not currently being shared, suitable data transfer methods will be investigated, but the main strategy for data sharing so far has been through providing APIs, and this is likely to remain the case in the future as well.

A subset of data assets shared within the SMDS will also be made available through the EMDS, likely by deployment of a separate connector rather than direct federation. The motivation behind this design decision is elaborated in more detail in following sections. To preserve space and improve readability the diagram below only depicts the City of Stockholm as a single entity together with a single other participant (a data provider or consumer) and omits any details regarding the EMDS infrastructure.

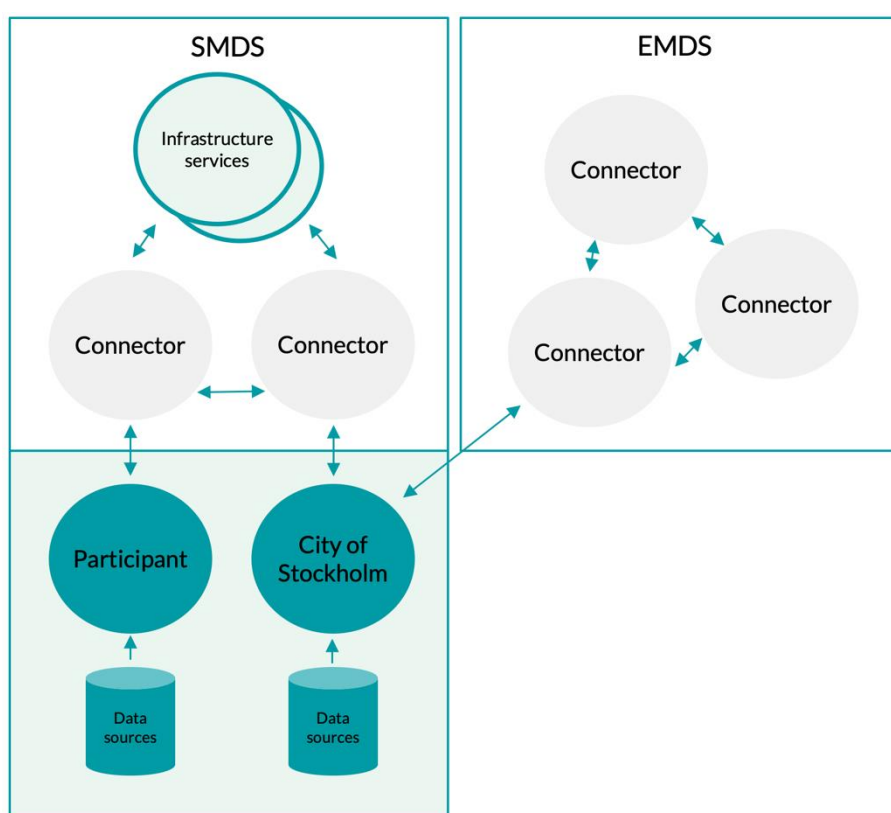


Figure 2 – Representation of the situation after achievement of the ideal pathway scenario

2.4.2 Alternate pathways to implementation

In some cases, potential participants in the SMDS may be unable to deploy a connector for direct interaction with the data space. Possible reasons for this may include commercial constraints. In such cases the City of

⁶ <https://dataportalen.stockholm.se/dataportalen/>

⁷ <https://www.trafiklab.se>

Stockholm may act as an intermediary, providing the required technical infrastructure to integrate existing data-sharing patterns into the data space through a connector managed by them.

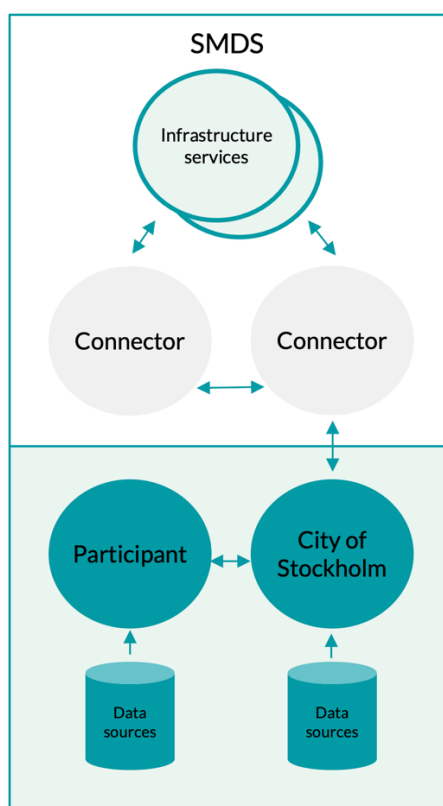


Figure 3 – Representation of the situation in case of alternate pathway scenario

2.4.3 Additional pathways to amend the use case implementation

Some implementation details of the EMDS are currently unknown. Therefore, the technical design of both SMDS and the interaction with EMDS may need to change. The currently envisioned approach to not directly federate the data spaces may be reconsidered.

2.5 Primary use case implementation products

The following concerns the definition of the primary use case product or the minimal viable product design of the use case that is to be implemented in the first iteration of the implementation project.

2.5.1 Description of the primary use case product (MVP)

The primary use case product of the STO_01 use case entails the development of Stockholm's Mobility Data Space, a thorough analysis of existing and missing data sets, as well as the preparation of data for successful onboarding into the SMDS. It involves on-boarding participants to the SMDS, including different departments of the City of Stockholm, RISE, and additional parties, as well as the federation/interlinkage of SMDS with EMDS.



2.5.2 Steps of the primary use case implementation

Here, the main phases of the implementation are described in a linear manner. Several of the processes, however, may be partially or fully performed in parallel.

In the first stage of the project, the currently available and future datasets relevant to project objectives, were inventoried. Findings from this inventory have provided input on the design of the technical infrastructure as well as any future work required to prepare these datasets for inclusion in the SMDS and, by extension, when appropriate, the EMDS.

The second stage is the implementation of the technical infrastructure forming the platform of the SMDS, in conjunction with any required preparatory work on the data sources such as the adoption of suitable data- and metadata formats, as well as ensuring suitable governance models. The preparatory work will also include the collection of new datasets required to reach project objectives.

The participants holding the data that will make up the initial data offerings within the data space will then be connected to the technical infrastructure developed in the previous phase.

Following the connection of participants, the analysis phase aims to develop required tools and methods such as reports, dashboards etc., required to perform the proposed analysis as well as continuously monitor performance indicators related to the zero-emission zone.

Finally, data assets deemed suitable for further sharing with the EMDS will be published there.

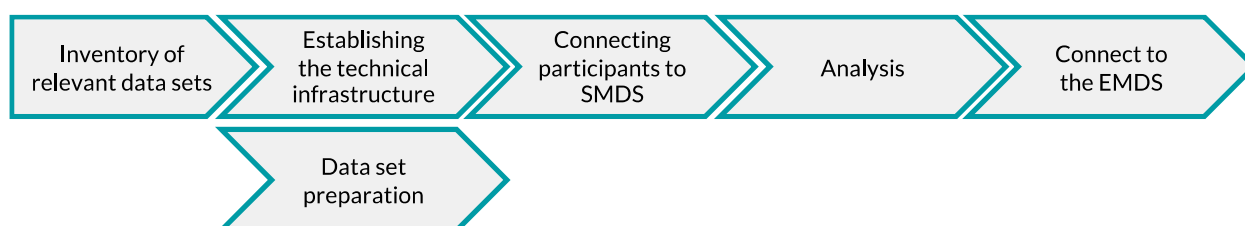


Figure 4 – Visualisation of the steps required to implement the preliminary use case product

2.5.3 Participants in the primary use case product

2.5.3.1 Data providers

Data provider 1 **City of Stockholm**

Type of organisation: Local authority

Project partner: Yes

Data product 1A **St.DPO.01.01 – Static toad and traffic regulation data**

Data type: Static

Access: Open data

Conditions: No specific conditions, potential limitation of number of requests

Components: Data sources/ data points
Static road data

Data model/specification
WMS/WFS



Traffic regulation data WMS/WFS

Data product 1B St.DPO.01.02 – Environmental data low emission zone

Data type: Dynamic
Access: Open data
Conditions: No specific conditions, potential limitation of number of requests

Components:	<u>Data sources/ data points</u>	<u>Data model/specification</u>
	Goods data	unknown
	Traffic count data	unknown
	Air quality & weather data	unknown
	Noise data	unknown

Data product 1C St.DPO.01.03 – Micro mobility and car sharing data

Data type: Static
Access: Not yet defined
Conditions: No specific conditions, potential limitation of number of requests

Components:	<u>Data sources/ data points</u>	<u>Data model/specification</u>
	Micro mobility data	unknown
	Car sharing data	unknown
	Charging infrastructure data	unknown
	Overall shared mob. statistics	unknown

Data provider 2 Samtrafik

Type of organisation: Public transport authority association
Project partner: No

Data product 2A St.DPO.01.04 – Public transport data

Data type: Static
Access: Open data
Conditions: No specific conditions, potential limitation of number of requests

Components:	<u>Data sources/ data points</u>	<u>Data model/specification</u>
	Static network and timetable data	NeTEx

2.5.3.2 Data intermediaries

The STO_01 use case does not initially include data intermediaries within its implementation project.



2.5.3.3 Data consumers

The City of Stockholm will act as a data consumer in the use case implementation with interest in all data products. It is not yet clear whether the City of Stockholm will provide back augmented data in relation to its data consumer role (prosumer status).

RISE will act as a data consumer in the use case implementation with interest in all data products. It is not yet clear whether RISE will provide back augmented data in relation to its data consumer role (prosumer status).

2.6 Subsequent implementation products

The following reflects on (potential) subsequent implementation products that may be implemented in subsequent iterations of the local implementation project.

The establishment of the SMDS as well as the integration with EMDS may provide a blueprint for further data sharing initiatives related to mobility data within the private and public sector in Sweden. This could lead to the founding of other regional data space initiatives following the same model and their integration both within Sweden and on a European level through connection or federation with the EMDS. Experiences gained through this project will provide an important stepping stone for other cities on their journey toward integrating with the data market in the EU.

3 Initial reflections on Detailed Implementation Plan Part B for use case STO_01

The project plan is expected to be finalised during the upcoming months, taking into consideration both the results of the initial inventory of datasets and developments made in other work packages. Preliminary considerations include the following distribution of responsibilities.

Step 1: Inventory of datasets (RISE, City of Stockholm)

Performing a thorough inventory of available and potential datasets relevant for conducting the analysis and evaluation that constitutes the main objective of the project and, when relevant, for further sharing through SMDS and EMDS.

Step 2: Establishing the technical infrastructure (RISE)

Step 3: Dataset preparation (City of Stockholm)

Data preparations include purchasing of and setting up sensors, as well as relevant infrastructure for monitoring, data collection, and processing, as well as assuring data integrity and quality in regard to diverse requirements.

Step 4: Connecting participants to SMDS (RISE, City of Stockholm, Participants)

Step 5: Analysis (City of Stockholm, RISE)

The monitoring and assessment schemes of the zero-emission zone are still being planned and are under development. It is intended to enable benchmarking of the zone ahead of its implementation. Therefore, there will be an observation area within and close to the zone, as well as a control area for benchmarking purposes.

Step 6: Connect to EMDS (RISE)



4 Conclusions

This report provides a detailed understanding of the local context of Stockholm and summarises the objective, scope and preliminary implementation approach of use case STO_01, as envisioned and proposed by the local project consortium of the Stockholm implementation site.

The contextual information outlined in Part A of the Detailed Implementation Plan for each of the nine implementation sites offers a comprehensive understanding of the local projects for all consortium members and interested external parties. In combination with the ideation and elaboration process carried out by the respective local project consortia leading up to this refined summary of the use cases, these reports establish a clear agenda for deployEMDS to address in the upcoming months.

To pave the way for the Detailed Implementation Plan – Part B series, which will outline in detail the project plans for the EMDS deployment within (local use cases) and across (transversal use cases) the nine implementation sites, the following factors have been identified as particularly challenging and will be addressed by autumn 2024:

- **The lack of clarity in conceptualising the common EMDS**

The prevailing heterogeneity among the Implementation Plans – Part A largely stems from the lack of clarity surrounding the EMDS concept and the technical possibilities offered by the European data sharing framework. While some implementation sites, experienced in decentralised data sharing within mobility or other locally significant sectors, view their use cases as facilitated by this common data sharing framework, others see the EMDS as an auxiliary tool. In these instances, the relevant data sets for the use cases are made available but without an immediate need for data space components. This question closely relates to the missing European or cross-border harmonisation dimensions in the deployEMDS use cases, as outlined in Deliverable D2.1 describing the technical requirements. This will be addressed during the development of the transversal use case frameworks in WP4 and in the project's strategic alignment process. Alignment with SIMPL, the Data Spaces Support Centre (DSSC) and other sectorial data space deployment actions will support this process.

- **The challenge of sustaining the common EMDS beyond project lifespan**

The use case products proposed by local implementation sites do not merely pilot actions but rather address real-world mobility challenges in a sustainable manner. This underscores the need to ensure the sustainability of the implemented data exchange solutions beyond project end. However, implementation sites may hesitate to fully embrace the EMDS as the facilitating data sharing framework for their use case products due to uncertainties regarding its long-term viability and pathway. This is exacerbated by the overall ambiguity surrounding the EMDS conceptualisation. To tackle this issue, the strategic alignment process and WP3 on governance will define development scenarios for the EMDS beyond project end, taking into account initiatives such as the EMDS technical support study funded under CEF.

- **The missing or unclear link between the EMDS and existing common mobility data frameworks**

The greatly varying levels of awareness for European (mobility) data legislation among local and regional stakeholders lead to a missing or unclear link between deployEMDS use cases and existing frameworks like the National Access Points (NAPs) mandated under the ITS Directive. Several data sets required for the use cases are already published in the NAPs by mandate of the MMTIS and RTTI delegated regulations. However, uncertainty surrounding the connection to the NAPs exists and is reinforced by the overall lack of clarity in conceptualising the common EMDS. The collaboration effort with NAPCORE (the National Access Point coordination effort), coordinated



within WP3 of the action, will identify how these missing links can be established to ensure complementarity.

- **The lack of understanding regarding capabilities of data space components and technical governance to tackle data sharing challenges**

The use cases proposed by the nine implementation sites tackle real-world mobility challenges that can be addressed with data-driven solutions or data-enriched products. Many data sharing challenges for these use cases could be resolved with technologies less powerful than a data space but the scaling of these solutions cross-border is potentially limited without a truly European framework. The question of technological choice and refining local use cases for EMDS deployment, while ensuring their real-world relevance to the co-funding cities, regions, and project partners will be addressed through the strategic alignment process within WP4, WP2 on technical infrastructure, and WP3 on governance. Further workshops and trainings will provide a better understanding of data space components and their concrete application in specific future-oriented use cases, especially for scalable data sharing ecosystems and sharing of non-public data where trust and compliance by design may play an important role.

In summary, both the reports and the elaboration process of the Detailed Implementation Plans – Part A have yielded valuable insights for strategic alignment in deployEMDS. Specifically, this report offers a clear and comprehensive initial description of the approach for the local implementation project in Stockholm and the eight other sites across Europe. By autumn 2024, the Detailed Implementation Plan - Part B series will detail the final use case definitions and the detailed steps for their implementation, marking the first step toward deploying common infrastructure, governance and use cases as part of the common European mobility data space.