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## **REPORT**

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From:	General Secretariat of the Council
To:	Permanent Representatives Committee
No. prev. doc.:	ST 14554/22 ADD1 REV2
No. Cion doc.:	COM(2021) 813 final
Subject:	Proposal for a Directive of the European Parliament and of the Council amending Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport <ul style="list-style-type: none"><li>– Preparation for the trilogue</li><li>– Annexes II to IV</li></ul>

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This addendum covers the four-column document in respect of Annexes II to IV of the proposal.

Changes to the fourth column after the working group on 2 December 2022 are in lines 19 to 21 and 24.

**Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport - 2021/0419(COD)-**

**ANNEXES II TO IV**

<b>Commission Proposal</b>				
1	<b>PRINCIPLES FOR SPECIFICATIONS AND DEPLOYMENT OF ITS</b>			
2	<b>(as referred to in Articles 5, 6, 7 and 8)</b>			
3	The adoption of specifications, the issuing of mandates for standards and the selection and deployment of ITS applications and services shall be based upon an evaluation of needs involving all relevant stakeholders, and shall comply with the following principles. These measures shall:			
4	(a)	be effective	–	make a tangible contribution towards solving the key challenges affecting road transportation in Europe (e.g. reducing congestion, lowering of emissions, improving energy efficiency, attaining higher levels of safety and security including vulnerable road users);
5	(b)	be cost-efficient	–	optimise the ratio of costs in relation to output with regard to meeting objectives;

6	(c)	be proportionate	–	provide, where appropriate, for different levels of achievable service quality and deployment, taking into account the local, regional, national and European specificities;
7	(d)	support continuity of services	–	ensure seamless services across the Union, in particular on the trans-European network, and where possible at its external borders, when ITS services are deployed. Continuity of services should be ensured at a level adapted to the characteristics of the transport networks linking countries with countries, and where appropriate, regions with regions and cities with rural areas;
8	(e)	deliver interoperability	–	ensure that systems and the underlying business processes have the capacity to exchange data and to share information and knowledge to enable effective ITS service delivery;
9	(f)	support backward compatibility	–	ensure, where appropriate, the capability for ITS systems to work with existing systems that share a common purpose, without hindering the development of new technologies and while supporting, where relevant, the complementarity with or transition to new technologies;
10	(g)	respect existing national infrastructure and network characteristics	–	take into account the inherent differences in the transport network characteristics, in particular in the sizes of the traffic volumes and in road weather conditions;
11	(h)	promote	–	do not impede or discriminate against access to ITS applications and services by vulnerable road users. Where relevant, be

		equality of access		accessible for persons with disabilities in line with the accessibility requirements of Annex I of Directive 2019/882 when the ITS applications and services are meant to interface or provide information to ITS users with disabilities;
12	(i)	support maturity	–	demonstrate, after appropriate risk assessment, the robustness of innovative ITS systems, through a sufficient level of technical development and operational exploitation;
13	(j)	deliver quality of timing and positioning	–	ensure the compatibility of ITS applications and services, which rely on timing or positioning, with at least the navigation services provided by the Galileo, including Open Service navigation Message Authentication, when such service becomes available, and the European Geostationary Navigation Overlay Service (‘EGNOS’) systems.  Where appropriate, ensure that ITS applications and services relying on Earth observation data use Copernicus data, information or services. Other data and services may additionally be used in addition to Copernicus data;
14	(k)	facilitate inter-modality	–	take into account the coordination of various modes of transport, where appropriate, when deploying ITS;
15	(l)	respect coherence	–	take into account existing Union rules, policies and activities which are relevant in the field of ITS, in particular in the field of standardisation;
16	(m)	deliver transparency and trust	–	ensure transparency of ranking when proposing mobility options to the customers.

			EP Mandate	Council Mandate	Agreement or compromise suggestion
4	(a)	be effective	make a tangible contribution towards solving the key challenges affecting road transportation in Europe (e.g. reducing congestion, <i>anticipating emergency situations, weather phenomena</i> , lowering of emissions, improving energy efficiency, attaining higher levels of safety and security including vulnerable road users);	make a tangible contribution towards solving the key challenges affecting road transportation in Europe (e.g. reducing congestion, lowering of emissions, improving energy efficiency, attaining higher levels of safety and security including vulnerable road users);	B  make a tangible contribution towards solving the key challenges affecting road transportation in Europe (e.g. reducing congestion, <i>addressing emergency situations, weather phenomena</i> , lowering of emissions, improving energy efficiency, attaining higher levels of safety and security including vulnerable road users);
5	(b)	be cost-efficient	optimise the ratio of costs in relation to output with regard to meeting objectives;	optimise the ratio of costs in relation to output with regard to meeting objectives;	optimise the ratio of costs in relation to output with regard to meeting objectives;
6	(c)	be proportionate	provide, where appropriate, for different levels of achievable service quality and deployment, taking into account the local, regional, national and European specificities;	provide, where appropriate, for different levels of achievable service quality and deployment, taking into account the local, regional, national and European specificities;	provide, where appropriate, for different levels of achievable service quality and deployment, taking into account the local, regional, national and European specificities;
7	(d)	support continuity	ensure seamless services across the Union, in particular on the trans-	ensure seamless services across the Union, in particular on the trans-European	ensure seamless services across the Union, in particular on the trans-European

		of services	European network, and where possible at its external borders, when ITS services are deployed. Continuity of services should be ensured at a level adapted to the characteristics of the transport networks linking countries with countries, and where appropriate, regions with regions and cities with rural areas;	network, and where possible at its external borders, when ITS services are deployed. Continuity of services should be ensured at a level adapted to the characteristics of the transport networks linking countries with countries, and where appropriate, regions with regions and cities with rural areas;	network, and where possible at its external borders, when ITS services are deployed. Continuity of services should be ensured at a level adapted to the characteristics of the transport networks linking countries with countries, and where appropriate, regions with regions and cities with rural areas;
8	(e)	deliver interoperability	ensure that systems <i>applications, services</i> , and the underlying business processes have the capacity to exchange data and to share information and knowledge <i>in a secure and trusted environment</i> and <i>in a standardised format</i> to enable effective ITS service delivery;	ensure that systems and the underlying business processes have the capacity to exchange data and to share information and knowledge to enable effective ITS service delivery;	B  ensure that systems <i>applications, services</i> , and the underlying business processes have the capacity to exchange data and to share information and knowledge <i>in a standardised format</i> to enable effective ITS service delivery;
9	(f)	support backward compatibility	ensure, where appropriate, the capability for ITS systems to work with existing systems that share a common purpose, without hindering the development of new technologies and while supporting,	ensure, where <del>appropriate</del> <b>justified</b> , the capability for ITS systems to work with existing systems that share a common purpose, without hindering the development of new technologies and	C  ( <i>provisionally agreed for political trilogue:</i> )  ensure, where <del>appropriate</del> <b>justified</b> , the

			where relevant, the complementarity with or transition to new technologies;	while supporting, where relevant, the complementarity with or transition to new technologies;	capability for ITS systems to work with existing systems that share a common purpose, without hindering the development of new technologies and while supporting, where relevant, the complementarity with or transition to new technologies;
10	(g)	respect existing national infrastructure and network characteristics	take into account the inherent differences in the transport network characteristics, in particular in the sizes of the traffic volumes and in road weather conditions <b>and the automation of infrastructures;</b>	take into account the inherent differences in the transport network characteristics, in particular in the sizes of the traffic volumes and in road weather conditions;	B  take into account the inherent differences in the transport network characteristics, in particular in the sizes of the traffic volumes and in road weather conditions <b>and the specificities of infrastructures;</b>
11	(h)	promote equality of access	do not impede or discriminate against access to ITS applications and services by <b>any</b> road user. <b>Specifically for vulnerable road users, ITS applications and services</b> be accessible for persons with disabilities in line with the accessibility requirements of Annex I of	do not impede or discriminate against access to ITS applications and services by vulnerable road users. Where relevant, be accessible for persons with disabilities in line with the accessibility requirements of	B  do not impede or discriminate against access to ITS applications and services by vulnerable road users. Where relevant, be accessible for persons with disabilities in

			Directive 2019/882 when the ITS applications and services are meant to interface or provide information to ITS users with disabilities;	Annex I of Directive 2019/882 when the ITS applications and services are meant to interface or provide information to ITS users with disabilities; <b>be user-friendly towards persons with limited digital knowledge;</b>	line with the accessibility requirements of Annex I of Directive 2019/882 when the ITS applications and services are meant to interface or provide information to ITS users with disabilities; <b>be user-friendly towards persons with limited digital knowledge;</b>
12	(i)	support maturity	demonstrate, after appropriate risk assessment, <i>including tests under real life conditions, across vehicle manufacturers and infrastructure providers</i> , the robustness of innovative ITS systems, through a sufficient level of technical development and operational exploitation, <i>as a basis for compliance assessment schemes</i>	demonstrate, after appropriate risk assessment, the robustness of innovative ITS systems, through a sufficient level of technical development and operational exploitation;	B  demonstrate, after appropriate risk assessment, <i>including where appropriate tests under real life conditions, across vehicle and device manufacturers and infrastructure providers</i> , the robustness of innovative ITS systems, through a sufficient level of technical development and operational exploitation
13	(j)	deliver quality of timing and positioning	ensure the compatibility of ITS applications and services, which rely on timing or positioning, with at least the navigation services provided by the Galileo, including Open Service	ensure the compatibility of ITS applications and services, which rely on timing or positioning, with at least the navigation services provided by the Galileo, including Open Service navigation	B  ensure the compatibility of ITS applications and services, which rely on timing or positioning, with at least the navigation services provided by the

			<p>navigation Message Authentication, when such service becomes available, and the European Geostationary Navigation Overlay Service ('EGNOS') systems.</p> <p>Where appropriate, ensure that ITS applications and services relying on Earth observation data use Copernicus data, information or services. Other data and services may additionally be used in addition to Copernicus data;</p>	<p>Message Authentication <b>and other Galileo services such as High Accuracy Service</b>, when such service becomes available, and the European Geostationary Navigation Overlay Service ('EGNOS') systems.</p> <p>Where appropriate, ensure that ITS applications and services relying on Earth observation data use Copernicus data, information or services. Other data and services may additionally be used in addition to Copernicus data;</p>	<p>Galileo, including Open Service navigation Message Authentication <b>and other Galileo services such as High Accuracy Service</b>, when such service becomes available, and the European Geostationary Navigation Overlay Service ('EGNOS') systems.</p> <p>Where appropriate, ensure that ITS applications and services relying on Earth observation data use Copernicus data, information or services. Other data and services may additionally be used in addition to Copernicus data;</p>
14	(k)	facilitate inter-modality	<p>take into account the coordination of all modes of transport relevant to this Directive, and in particular cycling and walking, when deploying ITS <i>by ensuring, although not limited to, interoperability of systems, data exchange and applications across modes</i>;</p>	<p>take into account the coordination of various modes of transport, where appropriate, when deploying ITS;</p>	<p>B</p> <p>take into account the coordination of various modes of transport, where appropriate, when deploying ITS;</p>
15	(l)	respect coherence	<p>take into account existing Union rules, policies and activities which are relevant in</p>	<p>take into account existing Union rules, policies and activities which are relevant in</p>	<p>B</p> <p>take into account existing Union rules,</p>

			the field of ITS, in particular in the field of standardisation <i>and, for specifications, the principle of technological neutrality as laid down in Directive 2018/1972</i>	the field of ITS, in particular in the field of standardisation <b>and, for specifications, the principle of technological neutrality as laid down in Directive 2018/1972;</b>	policies and activities which are relevant in the field of ITS, in particular in the field of standardisation <b>and, for specifications, the principle of technological neutrality as laid down in Directive 2018/1972;</b>
16	(m)	deliver transparency and trust	ensure transparency of ranking, <i>including on environmental effects</i> , when proposing mobility options to the customers	<del>ensure</del> <b>deliver transparency, for instance by ensuring</b> transparency of ranking when proposing mobility options to the customers.	C <i>(provisionally agreed for political trilogue:)</i>  <b>ensure</b> <b>deliver transparency, for instance by ensuring</b> transparency of ranking, <i>including on environmental effects</i> , when proposing mobility options to the customers.

<b>Commission proposal</b>			
<b>Data type</b>	<b>Geographical coverage</b>	<b>Date</b>	
17	<b>Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/962<sup>1</sup>):</b>		
18	Static and dynamic traffic regulations, where applicable, including: <ul style="list-style-type: none"> <li>- access conditions for tunnels</li> <li>- access conditions for bridges</li> <li>- speed limits</li> <li>- freight delivery regulations</li> </ul>	The trans-European network for roads, other motorways not included in that network and primary roads	31 December 2025
19	<ul style="list-style-type: none"> <li>- overtaking bans on heavy goods vehicles</li> <li>- direction of travel on reversible lanes</li> </ul>	The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads	31 December 2028
20	<ul style="list-style-type: none"> <li>- traffic circulations plans</li> </ul>	The entire road network that is publicly accessible to motorised traffic	31 December 2025

<sup>1</sup> Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).

21	- permanent access restrictions	The entire road network that is publicly accessible to motorised traffic	31 December 2025
22	<b>Types of data on the state of the network (as referred to in Commission Delegated Regulation (EU) 2015/962):</b>		
23	- road closures - lane closures - roadworks - temporary traffic management measures	The trans-European network for roads, other motorways not included in that network and primary roads	31 December 2025
24		The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads	31 December 2028

25	<b>Types of data on safe and secure parking places for trucks and commercial vehicles (as referred to in Commission Delegated Regulation (EU) No 885/2013<sup>2</sup>):</b>		
26	<ul style="list-style-type: none"> <li>- static data related to the parking areas</li> <li>- information on safety and equipment of the parking area</li> <li>- dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available.</li> </ul>	The trans-European network for roads and other motorways not included in that network	31 December 2025
27	<b>Data on detected road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013<sup>3</sup>):</b>		
28	<ul style="list-style-type: none"> <li>- temporary slippery road</li> <li>- animal, people, obstacles, debris on the road</li> <li>- unprotected accident area</li> <li>- short-term road works</li> <li>- reduced visibility</li> <li>- wrong-way driver</li> <li>- unmanaged blockage of a road</li> <li>- exceptional weather conditions</li> </ul>	The trans-European network for roads and other motorways not included in that network	31 December 2026

<sup>2</sup> Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1).

<sup>3</sup> Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6).

29	<b>Types of multimodal static travel data (as referred to in Commission Delegated Regulation (EU) 2017/1926<sup>4</sup>):</b>		
30	Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators)	The entire transport network of the EU	31 December 2026

<sup>4</sup> Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services (OJ L 272, 21.10.2017, p. 1).

EP Mandate			Council Mandate	Agreement or compromise suggestion	
Data type	Geographical coverage	Date			
17	<u>Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/962<sup>5</sup>):</u>			<i>1. Data relating to the provision of EU-wide road traffic information and navigation services (as referred to in Annex I, Priority area I, paragraphs 1.2, 1.3):</i>	C
18	Static and dynamic traffic regulations, where applicable, <b>concerning the following data types:</b>  - access conditions for tunnels	The trans-European network for roads, other motorways not included in that network and primary roads	31 December 2025	<i>1.1. Static and dynamic traffic regulations, where applicable, concerning the following data types:</i>  <i>Data types:</i>	C

<sup>5</sup> Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).

19	<ul style="list-style-type: none"> <li>- access conditions for bridges</li> <li>- speed limits</li> <li>- freight delivery regulations</li> <li>- overtaking bans on heavy goods vehicles</li> <li>- direction of travel on reversible lanes</li> <li>- <b>weight/length/width/height restrictions</b></li> <li>- <b>one-way street</b></li> </ul>	The entire road network of the EU that is publicly accessible to motorised traffic, <b>as well as cycling infrastructure alongside this network</b> , with the exception of private roads	31 December 2028	<ul style="list-style-type: none"> <li>- access conditions for tunnels</li> <li>- access conditions for bridges</li> <li>- speed limits</li> <li>- freight delivery regulations</li> <li>- overtaking bans on heavy goods vehicles</li> <li>- direction of travel on reversible lanes</li> <li>- <b>weight/length/width/height restrictions<sup>6</sup></b></li> <li>- <b>one-way streets<sup>7</sup></b></li> </ul>	C  <b>Council: cannot accept extension to cycling infrastructure</b>
20	<ul style="list-style-type: none"> <li>- traffic circulations plans</li> </ul>	The entire road network that is publicly accessible to motorised traffic, <b>as well as cycling infrastructure alongside this network</b>	31 December 2025	<ul style="list-style-type: none"> <li>- traffic circulations plans</li> </ul>	C  <b>Council: cannot accept extension to cycling infrastructure</b>
21	<ul style="list-style-type: none"> <li>- <b>urban vehicle access regulations</b></li> <li>- <b>boundaries of restrictions, prohibitions or obligations</b></li> </ul>	The entire road network that is publicly accessible to motorised traffic, <b>as</b>	31 December 2025	<ul style="list-style-type: none"> <li>- permanent access restrictions</li> <li>- <b>boundaries of restrictions, prohibitions or</b></li> </ul>	C

<sup>6</sup> Note: Addition resulting from Commission Delegated Regulation (EU) 2022/670 (EU-wide real-time traffic information services).

<sup>7</sup> See previous footnote.

	<i>with zonal validity, current access status and conditions for circulation in regulated traffic zones</i>	<i>well as cycling infrastructure alongside this network</i>		<i>obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones<sup>8</sup></i>	<i>Council: cannot accept extension to cycling infrastructure</i>
22	<u>Types of data on the state of the network (as referred to in Commission Delegated Regulation (EU) 2015/962):</u>			<i>1.2. <u>Data on the state of the network [...]:</u></i>	C
23	<ul style="list-style-type: none"> <li>- road closures</li> <li>- lane closures</li> <li>- roadworks</li> <li>- temporary traffic management measures</li> <li>- <i>poor road conditions</i></li> <li>- <i>accidents and incidents including VRUs</i></li> </ul>	The trans-European network for roads, other motorways not included in that network and primary roads	31 December 2025	<i>Data types:</i> <ul style="list-style-type: none"> <li>- road closures</li> <li>- lane closures</li> <li>- roadworks</li> <li>- temporary traffic management measures</li> </ul>	C
24		The entire road network of the EU that is publicly	31 December		C

<sup>8</sup> See previous footnote.

		accessible to motorised traffic, <i>as well as cycling infrastructure alongside this network</i> with the exception of private roads	2028		<i>Council: cannot accept extension to cycling infrastructure</i>
25	<u>Types of data on safe and secure parking places for trucks and commercial vehicles (as referred to in Commission Delegated Regulation (EU) No 885/2013<sup>9</sup>):</u>			<b>2. Data relating to information and reservation services for safe and secure parking places for trucks and commercial vehicles (as referred to in Annex I, Priority area III, paragraph 3.2):</b>	C
26	<ul style="list-style-type: none"> <li>- static data related to the parking areas</li> <li>- information on safety and equipment of the parking area <b><i>including information about</i></b></li> </ul>	The trans-European network for roads and other motorways not	31 December 2025	<ul style="list-style-type: none"> <li>- static data related to the parking areas</li> <li>- information on safety and equipment of the parking area</li> </ul>	C

<sup>9</sup> Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1).

	<p><b><i>security measures existent and relevant to all drivers, including vulnerable persons, and truck drivers</i></b></p> <ul style="list-style-type: none"> <li>- dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available.</li> </ul>	included in that network		<ul style="list-style-type: none"> <li>- dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available.</li> </ul>	
27	<p><u>Data on detected road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013<sup>10</sup>):</u></p>			<p><b>3. <u>Data on detected road safety-related events or conditions relating to road safety-related minimum universal traffic information (as referred to in Annex I, Priority area III, paragraph 3.3) :</u></b></p>	C
28	<ul style="list-style-type: none"> <li>- temporary slippery road</li> <li>- animal, people, obstacles, debris on the road</li> <li>- unprotected accident area</li> <li>- short-term road works</li> <li>- reduced visibility</li> </ul>	The trans-European network for roads and other motorways not included in that network	31 December 2026	<p><b>Data types:</b></p> <ul style="list-style-type: none"> <li>- temporary slippery road</li> <li>- animal, people, obstacles, debris on the road</li> <li>- unprotected accident area</li> <li>- short-term road works</li> </ul>	C

<sup>10</sup> Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6).

	<ul style="list-style-type: none"> <li>- wrong-way driver</li> <li>- unmanaged blockage of a road</li> <li>- exceptional weather conditions</li> <li>- <b>high risk accidents such as accidents with toxic emissions, resulting in road closure</b></li> </ul>			<ul style="list-style-type: none"> <li>- reduced visibility</li> <li>- wrong-way driver</li> <li>- unmanaged blockage of a road</li> <li>- exceptional weather conditions</li> </ul>	
29	<b>Types of multimodal static travel data (as referred to in Commission Delegated Regulation (EU) 2017/1926<sup>11</sup>):</b>			<b>4. <i>Static multimodal traffic data for EU-wide multimodal travel information services (as referred to in Annex I, Priority area I, paragraphs 1.1 and 1.3) :</i></b>	C
30	Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators)	The entire transport network of the EU <b>as well as cycling infrastructure alongside this network,</b>	31 December 2026	<b>Data types:</b> Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators)	C  <i>Council: should be replaced by a recital referring to ITS-related data to be provided under AFIR (see main document line 17b)</i>

<sup>11</sup> Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services (OJ L 272, 21.10.2017, p. 1).

31	<b>Types of data on regulations and restrictions (as referred to in Regulation (EU) [.../..] of the European Parliament and of the Council on the deployment of alternative fuels infrastructure):</b>			Council: should be replaced by a recital referring to ITS-related data to be provided under AFIR	C <i>Council: should be replaced by a recital referring to ITS-related data to be provided under AFIR (see main document line 17b)</i>
32	<b>Alternative fuels infrastructure</b> - <i>static data on number of electric recharging and hydrogen refueling stations</i> - <i>dynamic data on availability of alternative fuels infrastructure</i>	<b>The trans-European network for roads, other motorways not included in that network and primary roads</b>	<b>31 December 2025</b>	Council: should be replaced by a recital referring to ITS-related data to be provided under AFIR	C <i>Council: should be replaced by a recital referring to ITS-related data to be provided under AFIR (see main document line 17b)</i>
33	<b>Alternative fuels infrastructure for safe and secure parking places for trucks and commercial vehicles</b> - <i>static data on number of electric recharging and hydrogen refueling stations at each safe and secure parking places for trucks</i>	<b>The trans-European network for roads, other motorways not included in that network and primary roads</b>	<b>31 December 2025</b>	Council: should be replaced by a recital referring to ITS-related data to be provided under AFIR	C <i>Council: should be replaced by a recital referring to ITS-related data to be provided under AFIR (see main document line 17b)</i>

	<i>and commercial vehicles; - dynamic data on availability of alternative fuels infrastructure;</i>				
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PUBLIC

EP Mandate = Commission Proposal				Council Mandate	Classification “A,B,C”
List of ITS services				List of ITS services	
34	Service	Geographical coverage	Date	Road safety-related minimum universal traffic information (SRTI) service <b>as referred to in Annex I, priority area III, paragraph 3.3</b>	C
	Road safety-related minimum universal traffic information (SRTI) service (as referred to in Commission Delegated Regulation (EU) No 886/2013)	The trans-European network for roads and other motorways not included in that network	31 December 2026		