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REPORT

From:	General Secretariat of the Council
To:	Permanent Representatives Committee
No. prev. doc.:	ST 14554/2/22 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 – Preparation for the trilogue

I. INTRODUCTION

1. On 15 December 2021, the Commission submitted to the European Parliament and the Council a proposal 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 ('ITS Directive').
2. The main objectives of the proposal, which is based on Article 91 TFEU, are: (a) to take into account technological progress, such as connected and automated mobility or mobility-as-a-service apps; and (b) to enhance the availability, reuse and interoperability of data.
3. The proposal follows on from the assessment of the existing Directive carried out in 2019, which identified the following shortcomings: (i) the lack of interoperability and continuity of

applications; (ii) the lack of consultation and effective cooperation among stakeholders; and (iii) the insufficient availability of, and reluctance to share, data.

4. To address these shortcomings, the Commission proposes, *inter alia*, extending the scope of the ITS Directive and making it mandatory to digitalise information linked to road safety, traffic, infrastructure and multimodal travel on the TEN-T network¹, and subsequently on the entire road network. At the same time, the deployment of certain essential ITS services would also be made mandatory.
5. The proposal is part of a package of legislative initiatives aimed at contributing to the goals of decarbonisation, digitalisation and greater resilience in transport infrastructure.

II. WORK WITHIN THE COUNCIL

6. The Working Party on Transport – Intermodal Questions and Networks examined the proposal between 10 January 2022 and 11 May 2022. The Council reached a general approach on 2 June 2022.²

III. STATE OF PLAY

7. In the Committee on Transport and Tourism (TRAN) of the European Parliament, Ms Rovana Plumb (RO, S&D) was appointed as rapporteur. Her report was voted on 26 October 2022 (39 in favour, 8 abstentions). The Parliament opened the negotiation process on 21 November 2022.
8. The Working Party on Transport – Intermodal Questions and Networks examined the Parliament's amendments on 18, 25 and 30 November as well as on 2 December 2022. The Presidency prepared compromise proposals for technical and political issues, and circulated a discussion paper for the main political topic.
9. Delegations flagged problems mainly with regard to the following amendments of the Parliament:

¹ Trans-European transport network, for which guidelines have been laid down in Regulation (EU) No 1315/2013. Revising this Regulation is the main initiative of the 'efficient and green mobility' package.

² ST 9376/22.

- Reference to regional or local access points (lines 17 and 60) and to authorities within Member States (lines 32, 34, 65, 66, 67, 80, 81);
- Establishment of a single EU access point to combine all national data and make it available free of charge (line 81 f);
- References which seem to make certain technological choices, although the principle of technological neutrality applies to ITS specifications (recital line 18b, Annex I line 199c);
- Interim emergency measures (recital line 24, linked to lines 91 to 94f);
- Particular emphasis on safe and secure parking areas (line 33 of Annex III and recital line 14);
- The acknowledgement of legitimate expectations of investing stakeholders (recital line 18c).

As regards the main political issue, namely the geographical scope and deadlines for the availability of key ITS data and services (lines 78 to 90, Articles 6a to 7, and addendum lines 17 to 34, Annexes III and IV), delegations called for a careful balance between implementing acts and delegated acts and insisted on the need to have control on decisions which require important budgetary commitments at Member State level. Most delegations showed openness to discussing the geographical coverage and deadlines within the Directive, but consider the Commission proposal, supported by the Parliament, much too ambitious in this respect, in particular as regards the geographical scope beyond the TEN-T network, motorways and primary roads.

10. A first technical meeting took place on 28 November 2022, making progress on several compromise formulations and exchanging views on the political issues in preparation of the trilogue.
11. After the working group on 2 December 2022, the Presidency made changes to the compromises to reflect delegations' comments. These changes concern lines 17, 17b, 24, 25, 32, 49a, 67, 81b (main political issue), 81f, 95b, 99 in this document, and lines 19 to 21, 24 in the addendum.

IV. THE PROPOSED MANDATE

12. Most of the technical points were already solved in the first technical meeting. Two issues need to be further examined, on which the Parliament is expected to make compromise

proposals: One concerns references to regional or local access points (lines 17 and 60) and to Member State authorities (lines 32, 34, 65, 66, 67, 80, 81). The Council should only accept a compromise which is limited to a factual description in this regard, to avoid the confusion of responsibilities and intervention into matters of national competence. The other open technical issue concerns priority activities in road safety and security which relate to messages between different road users (line 212).

13. For the main political issue (geographical scope and deadlines for the availability of key ITS data and services (lines 78 to 90, Articles 6a to 7, and addendum lines 17 to 34, Annexes III and IV, compromise in line 81b), the Presidency suggests making a step towards the Parliament by describing boundaries for the implementing acts which should establish the geographical scope and deadlines (Article 6a (3), lines 81b to 81d): A fall-back position is also provided, and the possibility of adding a review clause.
14. The general approach, in Article 6a (3), foresees Commission implementing acts, using the examination procedure, to establish the geographical coverage and deadlines for the availability of ITS data types and services identified in the Directive. The compromise proposal adds a maximum geographical scope per data and service category, as well as earliest deadlines, which the implementing acts would have to respect. Generally, the maximum scope would be limited to main roads, partly going beyond the TEN-T network, and stepwise timelines, starting end of 2026.
15. This would allow the co-legislators to make important choices concerning the expected geographical coverage and deadlines for the first phase of the obligatory building-up of the data, while still leaving the individual decisions to implementing acts. The Parliament is expected to welcome this opening, but may require a more ambitious geographical coverage for some of the data types, and also the setting of latest dates for deployment. The Commission has expressed reservations to this approach.
16. As regards secondary political issues, the Presidency suggests the following outline for negotiating compromises:
 - a) C-ITS as a priority area (Art 3 new (g), line 49a and recital line 21a): Acknowledge the need to develop C-ITS specifications, which should be expressed in a recital.
 - b) Working programme (Council new Art 4a lines 61a to g, EP Art 17(5) lines 129 and 130): The EP amendment could be incorporated into the structure preferred by the Council.

c) Common European data access point (Art 6a last paragraph, EP amendment line 81f): Such a new focus would not advance the deployment of ITS and should therefore be refused. However, an additional recital could be envisaged calling for more Member State cooperation in improving their national access points.

d) Interim measures (Article 7a, lines 91 to 94f): Some elements of the EP's recital (line 24), where they are coherent with the Council's text on the Article, could be accepted.

e) Non-binding measures (Article 9b, line 95b): Instead of making non-binding measures of the Commission mandatory, a recital on Member State cooperation and the Commission's role in it could be offered. In case that the Parliament insists on the mandatory non-binding measures, Council should be prepared to concede this in a second step.

f) Rules on data protection and privacy (Art 10, lines 97 to 110): The Parliament has provided a compromise text which in most parts appears acceptable.

g) Next-generation eCall (Annex I lines 199b and 199c): The concern can be acknowledged, but it should be addressed in a recital in a more general way, because Annex I does not have the function to tie the Commission's hands concerning details of future specifications.

h) Information on alternative fuels infrastructure (Annex I line 204a, Annex III lines 31 to 33): A repetition of the obligations, which will be established in the AFIR Regulation currently in negotiation, should be avoided. A recital (line 17b) could make a reference to how AFIR feeds into the ITS.

V. **CONCLUSION**

17. The Permanent Representatives Committee is invited to:

- examine the open political issues summarised under part IV above, and indicate views on the suggested way forward for compromises;
- agree to the mandate for the forthcoming first trilogue as set out in the Annex (the four-column table) to this note as well as its addendum 1 (Annexes II to IV of the proposal).

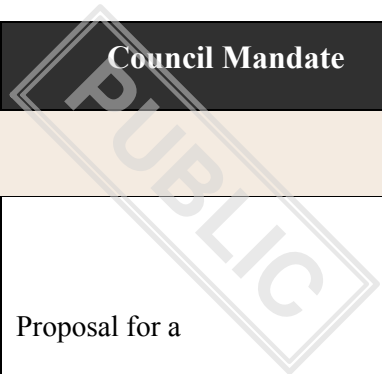
18. The first trilogue is scheduled for 15 December 2022 (Parliament premises in Strasbourg).

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 (Text with EEA relevance)

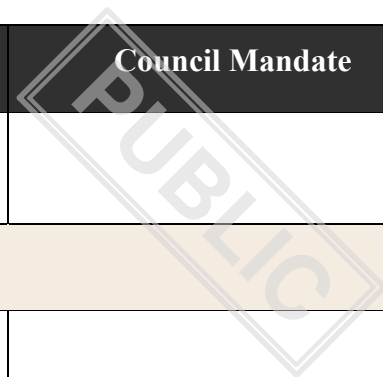
2021/0419(COD)

Main text and Annex I

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Formula				
1	2021/0419 (COD)	2021/0419 (COD)	2021/0419 (COD)	2021/0419 (COD) Text Origin: Commission Proposal

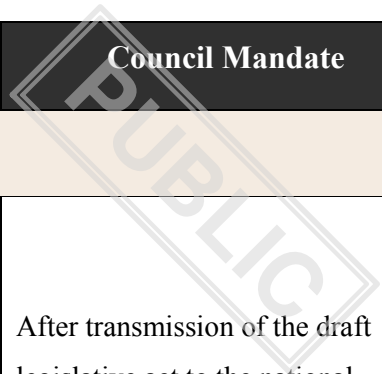


	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Proposal Title				
2	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (Text with EEA relevance)	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 (Text with EEA relevance)	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 (Text with EEA relevance)	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 (Text with EEA relevance) Text Origin: Commission Proposal

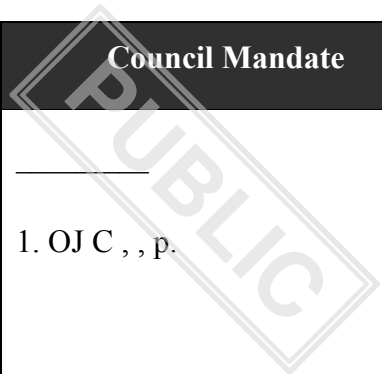


	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Formula				
3	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION, Text Origin: Commission Proposal
Citation 1				
4	Having regard to the Treaty on the Functioning of the European	Having regard to the Treaty on the Functioning of the European	Having regard to the Treaty on the Functioning of the European	Having regard to the Treaty on the Functioning of the European

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Union, and in particular Article 91 thereof,	Union, and in particular Article 91 thereof,	Union, and in particular Article 91 thereof,	Union, and in particular Article 91 thereof, Text Origin: Commission Proposal
Citation 2				
5	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission, Text Origin: Commission Proposal



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Citation 3				
6	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments, Text Origin: Commission Proposal
Citation 4				
7	Having regard to the opinion of the European Economic and Social Committee ¹ ,	Having regard to the opinion of the European Economic and Social Committee ¹ ,	Having regard to the opinion of the European Economic and Social Committee ¹ ,	Having regard to the opinion of the European Economic and Social Committee ¹ ,



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. OJ C , , p.	1. OJ C , , p.	1. OJ C , , p.	1. OJ C , , p. Text Origin: Commission Proposal
Citation 5				
8	Having regard to the opinion of the Committee of the Regions¹, 1. OJ C , , p.	Having regard to the opinion of the Committee of the Regions¹, 1. OJ C , , p.	Having regard to the opinion of the Committee of the Regions¹, 1. OJ C , , p.	Having regard to the opinion of the Committee of the Regions¹, 1. OJ C , , p.



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Citation 6				
9	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure, Text Origin: Commission Proposal
Formula				
10				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Whereas:	Whereas:	Whereas:	Whereas: Text Origin: Commission Proposal
Recital 1				
11	(1) The Commission's Communication on a Sustainable and Smart Mobility Strategy ¹ identifies the deployment of Intelligent Transport Systems ('ITS') as a key action in achieving connected and automated multimodal mobility, and therefore contributing to the transformation	(1) The Commission's Communication on a Sustainable and Smart Mobility Strategy ¹ identifies the deployment of Intelligent Transport Systems ('ITS') as a key action in achieving connected and automated multimodal mobility, and therefore contributing to the transformation	(1) The Commission's Communication on a Sustainable and Smart Mobility Strategy ¹ identifies the deployment of Intelligent Transport Systems ('ITS') as a key action in achieving connected and automated multimodal mobility, and therefore contributing to the transformation	(1) The Commission's Communication on a Sustainable and Smart Mobility Strategy ¹ identifies the deployment of Intelligent Transport Systems ('ITS') as a key action in achieving connected and automated multimodal mobility, and therefore contributing to the transformation

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	of the European transport system to reach the objective of efficient, safe, sustainable, smart and resilient mobility. This complements the actions announced under the flagship on greening of freight transport to foster multimodal logistics. The strategy also announced for 2022 a revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services to include mandatory accessibility of dynamic datasets, as well as an assessment of the need for regulatory action on rights and duties of multimodal digital service providers together with an initiative on ticketing, including rail ticketing.	of the European transport system to reach the objective of efficient, safe, sustainable, smart and resilient mobility. This complements the actions announced under the flagship on greening of freight transport to foster multimodal logistics. The strategy also announced for 2022 a revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services to include mandatory accessibility of dynamic datasets, as well as an assessment of the need for regulatory action on rights and duties of multimodal digital service providers together with an initiative on ticketing, including rail ticketing. <u>This directive should ensure that ITS applications in</u>	of the European transport system to reach the objective of efficient, safe, sustainable, smart and resilient mobility. This complements the actions announced under the flagship on greening of freight transport to foster multimodal logistics. The strategy also announced for 2022 a revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services to include mandatory accessibility of dynamic datasets, as well as an assessment of the need for regulatory action on rights and duties of multimodal digital service providers together with an initiative on ticketing, including rail ticketing.	of the European transport system to reach the objective of efficient, safe, sustainable, smart and resilient mobility. This complements the actions announced under the flagship on greening of freight transport to foster multimodal logistics. The strategy also announced for 2022 a revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services to include mandatory accessibility of dynamic datasets, as well as an assessment of the need for regulatory action on rights and duties of multimodal digital service providers together with an initiative on ticketing, including rail ticketing. <u>This directive should ensure that ITS applications in</u>

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	_____ 1. COM(2020)789 final.	<u>the field of road transport enable seamless integration with other modes of transport, such as rail or active mobility, thus facilitating a shift to those modes whenever possible, to improve efficiency and accessibility.</u> _____ 1. COM(2020)789 final.	_____ 1. COM(2020)789 final.	<u>the field of road transport enable seamless integration with other modes of transport, such as rail or active mobility, thus facilitating a shift to those modes whenever possible, to improve efficiency and accessibility.</u> _____ 1. COM(2020)789 final. B Text Origin: EP Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 2				
12	(2) The Sustainable and Smart Mobility Strategy confirms the objective to bring the death toll for all modes of transport in the Union close to zero by 2050. Several actions in the scope of Directive 2010/40/EU of the European Parliament and of the Council¹ contribute to the safety of road users, such as eCall, road safety-related traffic information services and safe and secure parking areas². _____ 1. Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the	(2) The Sustainable and Smart Mobility Strategy confirms the objective to bring the death toll for all modes of transport in the Union close to zero by 2050. Several actions in the scope of Directive 2010/40/EU of the European Parliament and of the Council¹ contribute to the safety of road users, such as eCall, road safety-related traffic information services and safe and secure parking areas². _____ 1. Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the	(2) The Sustainable and Smart Mobility Strategy confirms the objective to bring the death toll for all modes of transport in the Union close to zero by 2050. Several actions in the scope of Directive 2010/40/EU of the European Parliament and of the Council¹ contribute to the safety of road users, such as eCall, road safety-related traffic information services and safe and secure parking areas². _____ 1. Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the	(2) The Sustainable and Smart Mobility Strategy confirms the objective to bring the death toll for all modes of transport in the Union close to zero by 2050. Several actions in the scope of Directive 2010/40/EU of the European Parliament and of the Council¹ contribute to the safety of road users, such as eCall, road safety-related traffic information services and safe and secure parking areas². _____ 1. Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1). 2. As certified in accordance with Commission Delegated Regulation (EU) .../... of XXX on EU standards detailing the level of service and security of EU safe and secure parking areas and procedures for their certification.	framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1). 2. As certified in accordance with Commission Delegated Regulation (EU) .../... of XXX on EU standards detailing the level of service and security of EU safe and secure parking areas and procedures for their certification.	framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1). 2. As certified in accordance with Commission Delegated Regulation (EU) .../... of XXX on EU 2022/1012 of 7 April 2022 supplementing Regulation (EC) No 561/2006 of the European Parliament and of the Council with regard to the establishment of standards detailing the level of service and security of EU safe and secure parking areas and procedures for their certification	framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1). 2. As certified in accordance with Commission Delegated Regulation (EU) .../... of XXX on EU <u>2022/1012 of 7 April 2022 supplementing Regulation (EC) No 561/2006 of the European Parliament and of the Council with regard to the establishment of</u> standards detailing the level of service and security of EU safe and secure parking areas and procedures for their certification

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			(OJ L 170, 28.6.2022, p. 27).	<u>(OJ L 170, 28.6.2022, p. 27).</u> Text Origin: Council Mandate
Recital 3				
13	(3) The European Green Deal ¹ highlights the increasing role of automated and connected multimodal mobility, together with smart traffic management systems enabled by digitalisation, and the objective of supporting new sustainable transport and mobility services that can reduce congestion	(3) The European Green Deal ¹ highlights the increasing role of automated and connected multimodal mobility, together with smart traffic management systems enabled by digitalisation, and the objective of supporting new sustainable transport and mobility services that can reduce congestion	(3) The European Green Deal ¹ highlights the increasing role of automated and connected multimodal mobility, together with smart traffic management systems enabled by digitalisation, and the objective of supporting new sustainable transport and mobility services that can reduce congestion	(3) The European Green Deal ¹ highlights the increasing role of automated and connected multimodal mobility, together with smart traffic management systems enabled by digitalisation, and the objective of supporting new sustainable transport and mobility services that can reduce congestion

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	and pollution, especially in urban areas. _____ 1. Communication from the Commission – The European Green Deal, COM(2019) 640 final.	and pollution, especially in urban areas. _____ 1. Communication from the Commission – The European Green Deal, COM(2019) 640 final.	and pollution, especially in urban areas. _____ 1. Communication from the Commission – The European Green Deal, COM(2019) 640 final.	and pollution, especially in urban areas, <u>as well as the transition to cleaner modes of transport by promoting modal shift and better traffic management.</u> _____ 1. Communication from the Commission – The European Green Deal, COM(2019) 640 final. B text shifted from EP amendment line 13a Text Origin: EP

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Mandate
Recital 3a				
13a		<u>(3a) Regulation (EU) 2020/852 on the establishment of a framework to facilitate sustainable investment, or taxonomy regulation, expresses the ambition to facilitate more investment for sustainable mobility, for example to increase electrification or to support the transition to cleaner modes of transport by promoting modal shift and better traffic management. At the same time, it recognises the need for additional</u>		B covered by Recital before

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u><i>technical screening criteria for transport. To facilitate investment in ITS and to reflect its importance for sustainable mobility a technical screening criteria for ITS should be considered.</i></u>		
Recital 4				
14	(4) The growing need to make better use of data in making transport chains more sustainable, efficient and resilient, calls for enhanced coordination of the ITS framework with other initiatives aimed at harmonising and facilitating data sharing in the	(4) The growing need to make better use of data in making transport chains more sustainable, <u>secure</u> , efficient and resilient, calls for enhanced coordination of the ITS framework with other initiatives aimed at harmonising and facilitating data sharing in the	(4) The growing need to make better use of data in making transport chains more sustainable, efficient and resilient, calls for enhanced coordination of the ITS framework with other initiatives aimed at harmonising and facilitating data sharing in the	(4) The growing need to make better use of data in making transport chains more sustainable, <u>secure</u> , efficient and resilient, calls for enhanced coordination of the ITS framework with other initiatives aimed at harmonising and facilitating data sharing in the

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	mobility, transport and logistics sectors with a multimodal perspective¹. _____ 1. Such as the Common European Mobility data space and its components, Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).	mobility, transport and logistics sectors with a multimodal perspective¹, <u>while taking into consideration rules on data protection and privacy. There is a particular need to enhance interoperability and communication as regards ITS-based information and reservation services for safe and secure parking places for trucks and commercial vehicles such as service and rest areas on roads.</u> _____ 1. Such as the Common European Mobility data space and its components, Regulation (EU) 2020/1056 of the European Parliament and of the	mobility, transport and logistics sectors with a multimodal perspective¹. _____ 1. Such as the Common European Mobility data space and its components, Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).	mobility, transport and logistics sectors with a multimodal perspective¹, <u>while taking into consideration rules on data protection and privacy.</u> _____ 1. Such as the Common European Mobility data space and its components, Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).		B Text Origin: EP Mandate
Recital 5				
15	(5) In view of the need to digitalise road transport, to increase road safety and reduce congestion, the deployment and use of intelligent transport systems and services on roads should be further developed on the trans-European transport network.	(5) In view of the need to digitalise road transport, to increase road safety and reduce congestion, the deployment and use of intelligent transport systems and services on roads should be further developed on the trans-European transport network.	(5) In view of the need to digitalise road transport, to increase road safety and reduce congestion, the deployment and use of intelligent transport systems and services on roads should be further developed on the trans-European transport network.	(5) In view of the need to digitalise road transport, to increase road safety and reduce congestion, the deployment and use of intelligent transport systems and services on roads should be further developed on the trans-European transport network.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: EP Mandate
Recital 5a				
15a		<u>(5a) Digitalisation and innovation in road transport create employment opportunities by developing new projects in the industry;</u>		<u>(5a) Digitalisation and innovation in road transport create employment opportunities by developing new projects in the industry;</u> B

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: EP Mandate
Recital 6				
16	(6) In many Member States national applications of those systems and services are already being deployed in the road transport sector. However, despite improvements since its adoption in 2010, the evaluation of Directive 2010/40/EU ¹ found persistent shortcomings leading to remaining fragmented and uncoordinated deployment and lack of geographical continuity of ITS services throughout the Union and	(6) In many Member States national applications of those systems and services are already being deployed in the road transport sector. However, despite improvements since its adoption in 2010, the evaluation of Directive 2010/40/EU ¹ found persistent shortcomings leading to remaining fragmented and uncoordinated deployment and lack of geographical continuity of ITS services throughout the Union and	(6) In many Member States national applications of those systems and services are already being deployed in the road transport sector. However, despite improvements since its adoption in 2010, the evaluation of Directive 2010/40/EU ¹ found persistent shortcomings leading to remaining fragmented and uncoordinated deployment and lack of geographical continuity of ITS services throughout the Union and	<u>Keep GA</u> (6) In many Member States national applications of those systems and services are already being deployed in the road transport sector. However, despite improvements since its adoption in 2010, the evaluation of Directive 2010/40/EU ¹ found persistent shortcomings leading to remaining fragmented and uncoordinated deployment and lack of geographical continuity of ITS services throughout the Union and

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	at its external borders. _____ 1. https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive_en	at its external borders. <u>The development of ITS should cover the needs of suburban, rural and peripheral areas, as well as islands and outermost regions, by ensuring social and economic inclusion, as life in such areas largely depends on the availability of quality services and infrastructure and as large gains can be expected from the development of these services and infrastructure in these areas through the deployment of ITS.</u> _____ 1. https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-	at its external borders. _____ 1. https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive_en	at its external borders. _____ 1. https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive_en c Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		plan-and-directive_en		
Recital 7				
17	(7) In the context of the implementation of Commission Delegated Regulations¹ supplementing Directive 2010/40/EU, Member States have established national access points² (NAPs). The NAPs organise the access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users. These NAPs are an important component of the common European mobility data	(7) In the context of the implementation of Commission Delegated Regulations¹ supplementing Directive 2010/40/EU, Member States have established national access points² (NAPs) <u>and regional and local access points may be established</u>. The NAPs organise the access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users. <u>This transport related data should</u>	(7) In the context of the implementation of Commission Delegated Regulations¹ supplementing Directive 2010/40/EU, Member States have established national access points² (NAPs). The NAPs organise the access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users. These NAPs are an important component of the common European mobility data	(7) <u>compromise proposal:</u> In the context of the implementation of Commission Delegated Regulations¹ supplementing Directive 2010/40/EU, Member States have established national access points² (NAPs). The NAPs organise the access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users. These NAPs <u>This</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	space under the European strategy for data³ and should be relied upon in particular as regards the accessibility of data. 1. 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); Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive	<u>be available in machine-readable format.</u> These NAPs are an important component of the common European mobility data space under the European strategy for data³ and should be relied upon in particular as regards the accessibility of data <u>to facilitate their safe and efficient use, as appropriate.</u> 1. 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	space under the European strategy for data³ and should be relied upon in particular as regards the accessibility of data. 1. 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);– Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing	<u>transport related data should be available in machine-readable format to the extent provided by this Directive. The NAPs, together with regional and local access points that might exist in the Member States,</u> are an important component of the common European mobility data space under the European strategy for data³ and should be relied upon in particular as regards the accessibility of data. 1. Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	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); 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); and Commission Delegated	parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1); 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); Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European	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);— 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);— and Commission Delegated	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); 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); Commission Delegated Regulation (EU)

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	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). 2. https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en 3. COM(2020) 66 final.	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); and 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). 2. https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-	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). 2. https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en 3. COM(2020) 66 final.	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); and 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). 2.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		plan-and-directive/national-access-points_en 3. COM(2020) 66 final.		https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en 3. COM(2020) 66 final. c Text Origin: EP Mandate
Recital 7a				
17a				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>(7a) Considering the significant dependence on NAPs for the establishment of a common European mobility space, Member States should take necessary steps to comply with the obligations set out in Directive 2010/40/EU, and where possible, speed up the fulfilment of their commitments.</u>		<u>Council proposal: the need for improving the NAPs, in particular their access, will be addressed through enlarging recital 7 line 17 (see text proposal line 81f)</u> C
Recital 7b				
17b		<u>(7b) Data related to the location and availability of alternative fuels infrastructure should be accessible on the NAPs.</u>		<u>Council proposal: Replace this recital, line 204a and lines 31-33 of Annex III by the following recital:</u> <u>(7b) The proposed Alternative Fuels Infrastructure Regulation</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u>should define a new legal framework to provide for the accessibility via the NAPs of relevant alternative fuels infrastructure data, which is currently covered by Commission Delegated Regulation (EU) 2022/670¹, on the whole territory of the Union, supporting the development of enhanced information services to the end users.</u> <u>1 Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u>traffic information services (OJ L 122, 25.4.2022, p. 1)</u> c Text Origin: EP Mandate
Recital 8				
18	(8) To ensure a coordinated and effective deployment of ITS within the Union as a whole, specifications including, where appropriate, standards, laying	(8) To ensure a coordinated, <u>effective and interoperable</u> and effective deployment of ITS within the Union as a whole, specifications including, where	(8) To ensure a coordinated and effective deployment of ITS within the Union as a whole, specifications including, where appropriate, standards, laying down	(8) To ensure a coordinated, <u>effective and interoperable</u> and effective deployment of ITS within the Union as a whole, specifications including, where

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	down further detailed provisions and procedures should be introduced, in addition to already adopted specifications. Before adopting any additional or revised specifications, the Commission should assess their compliance with certain defined principles set out in Annex II. Priority should be given in the first instance to the four main areas of ITS development and deployment. During further implementation of ITS the existing ITS infrastructure deployed by a particular Member State should be taken into account in terms of technological progress and financial efforts made. If appropriate, it should be ensured, in particular for C-ITS, that requirements for ITS systems	appropriate, standards, laying down further detailed provisions and procedures should be introduced, in addition to already adopted specifications. Before adopting any additional or revised specifications, the Commission should assess their <u>complementarity with public transport systems as parts of services of general (economic) interests and their</u> compliance with certain defined principles set out in Annex II. Priority should be given in the first instance to the four main areas of ITS development and deployment. During further implementation of ITS the existing ITS infrastructure deployed by a particular Member State should be taken into account	further detailed provisions and procedures should be introduced, in addition to already adopted specifications. Before adopting any additional or revised specifications, the Commission should assess their compliance with certain defined principles set out in Annex II. Priority should be given in the first instance to the four main areas of ITS development and deployment. During further implementation of ITS the existing ITS infrastructure deployed by a particular Member State should be taken into account in terms of technological progress and financial efforts made. If appropriate, it should be ensured, in particular for C-ITS, that requirements for ITS systems neither impose nor discriminate in	appropriate, standards, laying down further detailed provisions and procedures should be introduced, in addition to already adopted specifications. Before adopting any additional or revised specifications, the Commission should assess their compliance with certain defined principles set out in Annex II. Priority should be given in the first instance to the four main areas of ITS development and deployment. During further implementation of ITS the existing ITS infrastructure deployed by a particular Member State should be taken into account in terms of technological progress and financial efforts made. If appropriate, it should be ensured, in particular for C-ITS, that requirements for ITS systems

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	neither impose nor discriminate in favour of the use of a particular type of technology.	in terms of technological progress and financial efforts made. <i>If appropriate, it should be ensured, in particular for C-ITS, that requirements for ITS systems neither impose nor discriminate in favour of the use of a particular type of technology.</i>	favour of the use of a particular type of technology.	<i>neither impose nor discriminate in favour of the use of a particular type of technology.</i> B Text Origin: EP Mandate
Recital 8a				
18a			(8a) It should be ensured, in particular for C-ITS, that requirements for ITS systems neither impose nor discriminate	<u><i>Keep GA:</i></u> <u><i>(8a) It should be ensured, in particular for C-ITS, that requirements for ITS systems neither impose nor discriminate in</i></u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			in favour of the use of a particular type of technology in line with the principle of technological neutrality as laid down in Directive (EU) 2018/1972¹. If complementary, reliable and real-life tested C-ITS technologies can be used, coexistent applications should be enabled. _____ 1. Directive (EU) 2018/1972 of the European Parliament and of the Council of 11 December 2018 establishing the European Electronic Communications Code (OJ L 321, 17.12.2018, p. 36)	<u><i>favour of the use of a particular type of technology in line with the principle of technological neutrality as laid down in Directive (EU) 2018/1972¹. If complementary, reliable and real-life tested C-ITS technologies can be used, coexistent applications should be enabled.</i></u> _____ <u><i>1. Directive (EU) 2018/1972 of the European Parliament and of the Council of 11 December 2018 establishing the European Electronic Communications Code (OJ L 321, 17.12.2018, p. 36)</i></u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				c linked to identical text EP/Council in line 9 of Annex II Text Origin: Council Mandate
Recital 8a				
18b		<u>(8a) In order to guarantee that ITS systems are compatible and interoperable, it is necessary to ensure that, in particular for C-ITS, requirements for ITS systems neither impose nor discriminate in favour of the use of a particular</u>		<u>(is sufficiently covered by previous line)</u> c

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>type of technology, in line with the principle of technological neutrality as laid down in Directive (EU) 2018/1972^{1a}. Restrictions to the principle of technology neutrality should be appropriate and justified by the need to avoid harmful interference. Such restrictions can, for example take the form of the imposition of emission masks and power levels to ensure the protection of public health by limiting public exposure to electromagnetic fields. They can be designed to ensure the proper functioning of services through an adequate level of technical quality of service, while not necessarily precluding the possibility of using more than one service in the same</u>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>radio spectrum band. They can also be designed to ensure proper sharing of radio spectrum, in particular where its use is subject only to general authorisations, to safeguard efficient use of radio spectrum, or to fulfil a general interest objective in accordance with Union law.</u> <u></u> <u>^{1a} The European Electronic Communications Code</u>		
Recital 8b				
18c		<u>(8b) The ongoing ITS deployment creates legitimate expectations</u>		<u>Council: delete</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>among stakeholders and their investments. In order to encourage investments in ITS and provide legal certainty, the legitimate expectations of stakeholders should always be considered when discussing future technological developments in the field of ITS.</u>		
Recital 9				
19	(9) The specifications should take into account and build upon the experience and results already obtained in the field of ITS, cooperative intelligent transport systems (C-ITS) and cooperative,	(9) The specifications should take into account and build upon the experience and results already obtained in the field of ITS, cooperative intelligent transport systems (C-ITS) and cooperative,	(9) The specifications should take into account and build upon the experience and results already obtained in the field of ITS, cooperative intelligent transport systems (C-ITS) and cooperative,	(9) The specifications should take into account and build upon the experience and results already obtained in the field of ITS, cooperative intelligent transport systems (C-ITS) and cooperative,

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	connected and automated mobility (CCAM), notably in the context of the C-ITS¹ and CCAM platforms², the European Forum for Multimodal Passenger Mobility³ and the European eCall Implementation Platform⁴. _____ 1. Code E03188 in the Register of Commission Expert Groups and Other Similar Entities 2. Code E03657 in the Register of Commission Expert Groups and Other Similar Entities 3. Code E03826 in the Register of Commission Expert Groups and Other Similar Entities	connected and automated mobility (CCAM), notably in the context of the C-ITS¹ and CCAM platforms², the European Forum for Multimodal Passenger Mobility³, <u>the Digital Transport and Logistics Forum⁴ and</u> and the European eCall Implementation Platform^{4,5}. _____ 1. Code E03188 in the Register of Commission Expert Groups and Other Similar Entities 2. Code E03657 in the Register of Commission Expert Groups and Other Similar Entities 3. Code E03826 in the Register of Commission Expert Groups	connected and automated mobility (CCAM), notably in the context of the C-ITS¹ and CCAM platforms², the European Forum for Multimodal Passenger Mobility³ and the European eCall Implementation Platform⁴. _____ 1. Code E03188 in the Register of Commission Expert Groups and Other Similar Entities 2. Code E03657 in the Register of Commission Expert Groups and Other Similar Entities 3. Code E03826 in the Register of Commission Expert Groups and Other Similar Entities	connected and automated mobility (CCAM), notably in the context of the C-ITS¹ and CCAM platforms², the European Forum for Multimodal Passenger Mobility³, <u>the Digital Transport and Logistics Forum⁴ and</u> and the European eCall Implementation Platform^{4,5}. _____ 1. Code E03188 in the Register of Commission Expert Groups and Other Similar Entities 2. Code E03657 in the Register of Commission Expert Groups and Other Similar Entities 3. Code E03826 in the Register of Commission Expert Groups

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	4. Code E02481 in the Register of Commission Expert Groups and Other Similar Entities	and Other Similar Entities 4. Code E02481<u>E03280</u> in the Register of Commission Expert Groups and Other Similar Entities <u>5. Code E02481 in the Register of Commission Expert Groups and Other Similar Entities</u>	4. Code E02481 in the Register of Commission Expert Groups and Other Similar Entities	and Other Similar Entities 4. Code E02481<u>E03280</u> in the Register of Commission Expert Groups and Other Similar Entities <u>5. Code E02481 in the Register of Commission Expert Groups and Other Similar Entities</u> B Text Origin: EP Mandate
Recital 10				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
20	(10) The specifications should foster innovation. The increased availability of data should for example lead to the development of new ITS services, and vice-versa innovation should identify the needs for future specifications. The European Partnership on cooperative, connected and automated mobility under Horizon Europe should support the development and testing of the next wave of C-ITS services, helping the integration of highly automated vehicles in new multimodal mobility services.	(10) The specifications should foster innovation. The increased availability of data should for example lead to the development of new ITS services, and vice-versa innovation should identify the needs for future specifications. <u>Prior to deployment, new technologies, in particular C-ITS, should always be tested under real world conditions in order to ensure reliability.</u> The European Partnership on cooperative, connected and automated mobility under Horizon Europe should support the development and testing of the next wave of C-ITS services, helping the integration of highly automated vehicles in new	(10) The specifications should foster innovation. The increased availability of data should for example lead to the development of new ITS services, and vice-versa innovation should identify the needs for future specifications. New technologies, in particular for C-ITS, need to be tested in real road traffic conditions as a reliable service prior to deployment. The European Partnership on cooperative, connected and automated mobility under Horizon Europe should support the development and testing of the next wave of C-ITS services, helping the integration of highly automated vehicles in new	(10) The specifications should foster innovation. The increased availability of data should for example lead to the development of new ITS services, and vice-versa innovation should identify the needs for future specifications. <u>New technologies, in particular for C-ITS, need to be tested in real road traffic conditions as a reliable service prior to deployment.</u> The European Partnership on cooperative, connected and automated mobility under Horizon Europe should support the development and testing of the next wave of C-ITS services, helping the integration of highly automated vehicles in new

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		multimodal mobility services.	multimodal mobility services.	multimodal mobility services. A Text Origin: Council Mandate
Recital 11				
21	(11) C-ITS use technologies that enable road vehicles to communicate with each other and with roadside infrastructure including traffic signals. C-ITS services are a category of ITS	(11) C-ITS use technologies that enable road vehicles to communicate with each other and with roadside infrastructure including traffic signals. C-ITS services are a category of ITS	(11) C-ITS use technologies that enable road vehicles to communicate with each other and with roadside infrastructure including traffic signals. C-ITS services are a category of ITS	<u>Keep GA:</u> (11) C-ITS use technologies that enable road vehicles to communicate with each other and with roadside infrastructure including traffic signals. C-ITS services are a category of ITS

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	services based on an open architecture that enables a many-to-many or peer-to-peer relationship between C-ITS stations. This means all C-ITS stations should securely exchange messages with each other, and should not be limited to exchanging messages with pre-defined stations. Most services require ensuring the authenticity and integrity of C-ITS messages containing information such as position, velocity and heading. Therefore, one common European C-ITS trust model should be created to establish a relation of trust between all C-ITS stations, regardless of communication technologies used. That trust model should be implemented by the	services based on an open architecture that enables a many-to-many or peer-to-peer relationship between C-ITS stations. This means all C-ITS stations should securely exchange messages with each other, and should not be limited to exchanging messages with pre-defined stations. Most services require ensuring the authenticity and integrity of C-ITS messages containing information such as position, velocity and heading. Therefore, one common European C-ITS trust model should be created to establish a relation of trust between all C-ITS stations, regardless of communication technologies used. That trust model should be implemented by the	services based on an open architecture that enables a many-to-many or peer-to-peer relationship between C-ITS stations. This means all C-ITS stations should securely exchange messages with each other, and should not be limited to exchanging messages with pre-defined stations. Most services require ensuring the authenticity and integrity of C-ITS messages containing information such as position, velocity and heading. Therefore, one common European C-ITS trust model should be created to establish a relation of trust between all C-ITS stations, regardless of communication technologies used. That trust model should be implemented by the	services based on an open architecture that enables a many-to-many or peer-to-peer relationship between C-ITS stations. This means all C-ITS stations should securely exchange messages with each other, and should not be limited to exchanging messages with pre-defined stations. Most services require ensuring the authenticity and integrity of C-ITS messages containing information such as position, velocity and heading. Therefore, one common European C-ITS trust model should be created to establish a relation of trust between all C-ITS stations, regardless of communication technologies used. That trust model should be implemented by the

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	adoption of a policy on the use of a Public Key Infrastructure (PKI). The highest level of that PKI should be the European certificate trust list, consisting of entries of all trusted root certification authorities in Europe. To ensure the smooth functioning of that C-ITS trust model, certain tasks should be carried out at a central level. The Commission should ensure that those essential tasks are carried out, in particular as concerns the roles of the C-ITS certificate policy authority, the trust list manager, and the C-ITS point of contact.	adoption of a policy on the use of a Public Key Infrastructure (PKI). The highest level of that PKI should be the European certificate trust list, consisting of entries of all trusted root certification authorities in Europe. To ensure the smooth functioning of that C-ITS trust model, certain tasks should be carried out at a central level. The Commission should ensure that those essential tasks are carried out, in particular as concerns the roles of the C-ITS certificate policy authority, the trust list manager, and the C-ITS point of contact.	adoption of a policy on the use of a Public Key Infrastructure (PKI). The highest level of that PKI should be the European certificate trust list, consisting of entries of all trusted root certification authorities in Europe. To ensure the smooth functioning of that C-ITS trust model, certain tasks should be carried out at a central level. The Commission should ensure that those essential tasks are carried out, in particular as concerns the roles of (i) the C-ITS certificate policy authority in managing the certificate policy and the public keys infrastructure authorisation, (ii) the trust list manager in generating and updating the European Certificate Trust List (ECTL)	adoption of a policy on the use of a Public Key Infrastructure (PKI). The highest level of that PKI should be the European certificate trust list, consisting of entries of all trusted root certification authorities in Europe. To ensure the smooth functioning of that C-ITS trust model, certain tasks should be carried out at a central level. The Commission should ensure that those essential tasks are carried out, in particular as concerns the roles of <u>(i)</u> the C-ITS certificate policy authority <u>in managing the certificate policy and the public keys infrastructure authorisation</u>, <u>(ii)</u> the trust list manager <u>in generating and updating the European Certificate Trust List (ECTL) and, for regular activity,</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			and, for regular activity, in reporting to the C-ITS certificate policy authority as regards the overall secure operation of the C-ITS trust model, and (iii) and the C-ITS point of contact in handling all communication with root certification authority managers and publishing the public key certificate of the trust list manager and the ECTL. The Commission currently also ensures the role of a European root certification authority, which may be maintained if appropriate, for example, to support migration plans in case another root certification authority is compromised.	<u>in reporting to the C-ITS certificate policy authority as regards the overall secure operation of the C-ITS trust model, and (iii) and the C-ITS point of contact in handling all communication with root certification authority managers and publishing the public key certificate of the trust list manager and the ECTL. The Commission currently also ensures the role of a European root certification authority, which may be maintained if appropriate, for example, to support migration plans in case another root certification authority is compromised.</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				B Text Origin: Council Mandate
Recital 11a				
21a		<u>(11a) The European Commission should come forward with specifications on C-ITS without delay.</u>		<u>Council proposal: see line 49a</u> C
Recital 12				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
22	(12) Most actions under Directive 2010/40/EU, with the exception of eCall, have focused on ensuring the interoperability and accessibility of data that is already available in digital machine-readable format and on the deployment of ITS services, but prescribed no obligations to relevant stakeholders for making that data available or for deploying specific services. The use of a number of essential ITS services has become widespread: for instance incident detection enabling road safety-related traffic information services, or crucial data, for instance traffic regulations, that support important services such as speed limits to	(12) Most actions under Directive 2010/40/EU, with the exception of eCall, have focused on ensuring the interoperability and accessibility of data that is already available in digital machine-readable format and on the deployment of ITS services, but prescribed no obligations to relevant stakeholders for making that data available or for deploying specific services. The use of a number of essential ITS services has become widespread: for instance incident detection enabling road safety-related traffic information services, or crucial data, for instance traffic regulations, that support important services such as speed limits to	(12) Most actions under Directive 2010/40/EU, with the exception of eCall, have focused on ensuringthe adoption of specifications to ensure the interoperability and accessibility of data that is already available in digital machine-readable format and on the deployment of ITS services, but prescribed no obligations to relevant stakeholders for making that data available in such format or for deploying specific services. The use of a number of essential ITS services has become widespread: for instance incident detection enabling road safety-related traffic information services, or crucial data within other	(12) Most actions under Directive 2010/40/EU, with the exception of eCall, have focused on ensuringthe adoption of specifications to ensure the interoperability and accessibility of data that is already available in digital machine-readable format and on the deployment of ITS services, but prescribed no obligations to relevant stakeholders for making that data available in such format or for deploying specific services. The use of a number of essential ITS services has become widespread: for instance incident detection enabling road safety-related traffic information services, or crucial data within other priority

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	support vehicles equipped with intelligent speed assistance under Regulation (EU) 2019/2144 of the European Parliament and of the Council¹. The mandatory provision of such essential ITS services and crucial data is considered necessary to ensure both continued availability of such data and continued delivery of such services across the Union. Data types and services, the provision of which should be made mandatory, should be identified based on the specifications set out in delegated acts supplementing Directive 2010/40/EU and reflect the data types and services set therein. _____ 1. Regulation (EU) 2019/2144	support vehicles equipped with intelligent speed assistance under Regulation (EU) 2019/2144 of the European Parliament and of the Council¹. The mandatory provision of such essential ITS services and crucial data is considered necessary to ensure both continued availability of such data and continued delivery of such services across the Union. Data types and services, the provision of which should be made mandatory, should be identified based on the specifications set out in delegated acts supplementing Directive 2010/40/EU and reflect the data types and services set therein. _____ 1. Regulation (EU) 2019/2144	priority areas identified in this Directive, for instance traffic regulations, that support important services such as speed limits to support vehicles equipped with intelligent speed assistance under Regulation (EU) 2019/2144 of the European Parliament and of the Council¹. The mandatory provision of such essential certain ITS services and crucial data of certain data in machine-readable format is considered necessary to ensure both continued availability of such data and continued delivery of such services across the Union. It implies that the underlying information to be reflected in the machine-readable data already exists, irrespective of the format or medium in which it is	<u>areas identified in this Directive</u>, for instance traffic regulations, that support important services such as speed limits to support vehicles equipped with intelligent speed assistance under Regulation (EU) 2019/2144 of the European Parliament and of the Council¹. The mandatory provision of such <u>certain</u> essential ITS services and crucial data <u>in machine-readable format</u> is considered necessary to ensure both continued availability of such data and continued delivery of such services across the Union. <u>It implies that the underlying information to be reflected in the machine-readable data already exists, irrespective of the format or medium in which it is presented.</u> Data types and

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations	of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations	presented. Data types and services, the provision of which should be made mandatory under this Directive, should be identified based on the basis of the specifications set out in adopted by the Commission by means of delegated acts supplementing Directive 2010/40/EU, in particular Commission Delegated Regulations (EU) No 2022/670², (EU) 885/2013, (EU) 886/2013 and (EU) 2017/1926, and reflect the data types and services set therein. 1. Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval	services, the provision of which should be made mandatory <u>under this Directive</u>, should be identified based on the <u>basis of the</u> specifications set out in <u>adopted by the Commission by means of</u> delegated acts supplementing Directive 2010/40/EU, <u>in particular Commission Delegated Regulations (EU) No 2022/670², (EU) 885/2013, (EU) 886/2013 and (EU) 2017/1926,</u> and reflect the data types and services set therein. 1. Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1).	(EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1).	requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No	requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1). 2. Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 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 122, 25.4.2022,	1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1). <u>2. Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 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 122, 25.4.2022, p. 1).</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			p. 1).	B Text Origin: Council Mandate
Recital 12a				
22a			(12a) In the interest of continuity, data types and services the provision of which should be made mandatory under this Directive will require their availability within a concrete geographical scope. For determining that scope, a	<u>Council proposal: keep GA; open to adapt it to final agreement on establishing the geographical scope and deadlines</u> C

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			gradual and proportionate approach should be followed, based on the experience and results already obtained and being obtained during the expansion.	
Recital 13				
23	(13) The 2020 study “Mapping accessible transport for persons with reduced mobility” ¹ shows that the lack of sufficient data concerning accessibility features currently prevents reliable journey planning when using accessibility aspects as search variables. To further enhance the accessibility of	(13) The 2020 study "Mapping accessible transport for persons with reduced mobility" ¹ shows that the lack of sufficient data concerning accessibility features currently prevents reliable journey planning when using accessibility aspects as search variables. <u>It also shows that setting minimum</u>	(13) The 2020 study "Mapping accessible transport for persons with reduced mobility" ¹ shows that the lack of sufficient data concerning accessibility features currently prevents reliable journey planning when using accessibility aspects as search variables. To further enhance the accessibility of	(13) The 2020 study "Mapping accessible transport for persons with reduced mobility" ¹ shows that the lack of sufficient data concerning accessibility features currently prevents reliable journey planning when using accessibility aspects as search variables. <u>It also shows that setting minimum</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	the transport system and facilitate travel for people with disabilities and people with reduced mobility, multimodal digital mobility services require the availability of data on access nodes and their accessibility features. _____ 1. https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1	<u>requirements and standards for information for persons with disabilities and reduced mobility should be considered as highly important at the European and Member State level.</u> To further enhance the accessibility of the transport system and facilitate travel for people with disabilities and people with reduced mobility, multimodal digital mobility services require the availability of <u>need to have</u> data on access nodes and their accessibility features <u>in accessible formats.</u> _____ 1. https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1	the transport system and facilitate travel for people with disabilities and people with reduced mobility, multimodal digital mobility services require the availability of data on access nodes and their accessibility features. _____ 1. https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1	<u>requirements and standards for information for persons with disabilities and reduced mobility should be considered as highly important at the European and Member State level.</u> To further enhance the accessibility of the transport system and facilitate travel for people with disabilities and people with reduced mobility, multimodal digital mobility services require the availability of <u>need to have</u> data on access nodes and their accessibility features <u>in accessible formats.</u> _____ 1. https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		11eb-b27b-01aa75ed71a1	PUBLIC	11eb-b27b-01aa75ed71a1 B Reference still to be checked Text Origin: EP Mandate
Recital 14				
24	(14) The increased integration of ITS and advanced driver assistance systems, or vehicle and infrastructure systems in general, implies that such systems will rely	(14) The increased integration of ITS and advanced driver assistance systems, or vehicle and infrastructure systems in general, implies that such systems will rely	(14) The increased integration of ITS and advanced driver assistance systems, or vehicle and infrastructure systems in general, implies that such systems will rely	(14) <u><i>(compromise proposal:)</i></u> The increased integration of ITS and advanced driver assistance systems, or vehicle and

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	more and more on the information they supply to each other. That is particularly the case for C-ITS. Such reliance will increase with higher levels of automation. These higher levels of automation are expected to make use of communication between vehicles and infrastructure to orchestrate manoeuvres and smoothen traffic flows, contributing also to more sustainable transport. Compromising the integrity of ITS services could thus have a severe impact on road safety, for example when the wrong speed limit is communicated or a vehicle makes an emergency stop due to a non-existing danger. In order to ensure uniform conditions for the implementation of this Directive,	more and more on the information they supply to each other. That is particularly the case for C-ITS. Such reliance will increase with higher levels of automation. These higher levels of automation are expected to make use of <u>secure</u> communication between vehicles and infrastructure to orchestrate manoeuvres and smoothen traffic flows, contributing also to more sustainable transport. <u>Secure communication between vehicles and infrastructure should ensure the reliability, accuracy and availability of data, without compromising the need for fair access to data by different stakeholders and end users.</u> Compromising the integrity of ITS services could thus have a severe	more and more on the information they supply to each other. That is particularly the case for C-ITS. Such reliance will increase with higher levels of automation. These higher levels of automation are expected to make use of communication between vehicles and infrastructure to orchestrate manoeuvres and smoothen traffic flows, contributing also to more sustainable transport. Compromising the integrity of ITS services could thus have a severe impact on road safety, for example when the wrong speed limit is communicated or a vehicle makes an emergency stop due to a non-existing danger false information on danger induces vehicles into manoeuvres	infrastructure systems in general, implies that such systems will rely more and more on the information they supply to each other. That is particularly the case for C-ITS. Such reliance will increase with higher levels of automation. These higher levels of automation are expected to make use of communication between vehicles and infrastructure <u>in a secure manner</u> to orchestrate manoeuvres and smoothen traffic flows, contributing also to more sustainable transport. <u>That communication between vehicles and infrastructure should support the reliability, accuracy and availability of data.</u> Compromising the integrity of ITS services could thus have a severe impact on road

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	implementing powers should be conferred on the Commission in emergency situations where the integrity of ITS services is compromised, to adopt countermeasures to address the causes and the consequences of that situation. Those measures should be taken as quickly as possible and be immediately applicable. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹. In consideration of the need to ensure continuity of transport, it is appropriate to apply the prolongation of the validity of such measure beyond six months making use of the possibility provided under Article 8(2) of	impact on road safety, for example when the wrong speed limit is communicated or a vehicle makes an emergency stop due to a non-existing danger. In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission in emergency situations where the integrity of ITS services is compromised, to adopt countermeasures to address the causes and the consequences of that situation <u>in one or more Member States or where the integrity of the ITS services in one or more Member States has cross-border implications. Where ITS services is compromised and emergency plans are in place, the</u>	that put road users at risk, and could have a knock-on effect on the Union transport system. In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission in emergency situations where the integrity of ITS services is compromised and an intervention at Union level is urgently needed to ensure a safe and proper functioning of the Union transport system or road safety, to adopt countermeasures to address the causes and the consequences of that situation. Those measures should be taken as quickly as possible and be immediately applicable. Nevertheless, when preparing	safety, for example when the wrong speed limit is communicated or a vehicle makes an emergency stop due to a non-existing danger <u>an intentionally false information induces vehicles into manoeuvres that put road users at risk, and could have a knock-on effect on the Union transport system</u>. In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission in emergency situations where the integrity of ITS services is compromised <u>and an intervention at Union level is urgently needed to ensure a safe and proper functioning of the Union transport system or road safety</u>, to adopt countermeasures to

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Regulation (EU) No 182/2011. Such countermeasures should end as soon as an alternative solution is implemented or the emergency situation has been resolved. _____ 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).	<u>competent authorities should take immediate action.</u> Those measures should be taken as quickly as possible and be immediately applicable. <u>The implementing powers conferred to the Commission should only be used in emergency situations when other forms of remediation by other authorities have not been successful. It is expected that competent local and system-wide authorities will have emergency management plans in place to address a range of possible system failures and will be capable of acting on those plans if necessary.</u> Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹. In	such countermeasures, the Commission should make all possible efforts to consult experts of Member States. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹. In consideration of the need to ensure continuity of transport, it is appropriate to apply the prolongation of the validity of such measure beyond six months making use of the possibility provided under Article 8(2) of Regulation (EU) No 182/2011. Such countermeasures should end as soon as an alternative solution is implemented or the emergency situation has been resolved. _____	address the causes and the consequences of that situation. Those measures should be taken as quickly as possible and be immediately applicable. <u>Nevertheless, before adopting such countermeasures, the Commission should make all possible efforts to consult experts of Member States. Moreover, considering that emergency management plans at various intervention levels may exist to address a range of possible system failures, the Commission should only adopt such measures in emergency situations when remedial measures taken by competent national authorities will not ensure a timely and effective response.</u> Those powers

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		consideration of the need to ensure continuity of transport, it is appropriate to apply the prolongation of the validity of such measure beyond six months making use of the possibility provided under Article 8(2) of Regulation (EU) No 182/2011. Such countermeasures should end as soon as an alternative solution is implemented or the emergency situation has been resolved. 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for	1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).	should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹. In consideration of the need to ensure continuity of transport, it is appropriate to apply the prolongation of the validity of such measure beyond six months making use of the possibility provided under Article 8(2) of Regulation (EU) No 182/2011. Such countermeasures should end as soon as an alternative solution is implemented or the emergency situation has been resolved. 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).		the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13). c Text Origin: Council Mandate
Recital 15				
25	(15) When the deployment and use	(15) When the deployment and use	(15) When the deployment and use	<u>Compromise:</u> (15) When the deployment and use

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	of ITS applications and services entail the processing of personal data, such processing should be carried out according to Union law on the protection of personal data and privacy, as set out, in particular, in Regulation (EU) 2016/679 of the European Parliament and of the Council¹ and in Directive 2002/58/EC of the European Parliament and of the Council². _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free	of ITS applications and services entail the processing of personal data, such processing should be <u>strictly</u> carried out according to Union law on the protection of personal data and privacy, as set out, in particular, in Regulation (EU) 2016/679 of the European Parliament and of the Council¹ and in Directive 2002/58/EC of the European Parliament and of the Council². _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free	of ITS applications and services entail Any processing of personal data under this Directive, such as the processing of personal data, such processing location data when it allows to identify, directly or indirectly a person, should be carried out according to in accordance with Union law on the protection of personal data and privacy, as set out, in particular, in Regulation (EU) 2016/679 of the European Parliament and of the Council¹ and in Directive 2002/58/EC of the European Parliament and of the Council². In accordance with Article 6 of Regulation (EU) 2016/679, this Directive should specify the purpose for which personal data may be processed	of ITS applications and services entail <u>Any processing of personal data under this Directive, such as</u> the processing of personal data, such processing <u>location data when it allows to identify, directly or indirectly a person,</u> should be carried out according to <u>in accordance with</u> Union law on the protection of personal data and privacy, as set out, in particular, in Regulation (EU) 2016/679 of the European Parliament and of the Council¹ and in Directive 2002/58/EC of the European Parliament and of the Council². <u>In accordance with Article 6 of Regulation (EU) 2016/679, this Directive should specify the purpose for which personal data may be processed under this</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1). 2. Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications) (OJ L 201, 31.7.2002, p. 37).	movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1). 2. Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications) (OJ L 201, 31.7.2002, p. 37).	under this Directive. Where they involve the processing of personal data, the specifications to be developed under this Directive should provide for adequate and appropriate personal data protection safeguards in line with the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC, including with respect to the maximum duration of data storage, the anonymisation or the pseudonymisation of data. In particular, without prejudice to any specific requirement laid down in Union law regarding the use of anonymous or pseudonymised data, whenever it is possible to equally achieve the	<u>Directive.</u> <u>Where they involve the processing of personal data, the specifications to be developed under this Directive should provide for adequate and appropriate personal data protection safeguards in line with the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC, including with respect to the maximum duration of data storage, the anonymisation or the pseudonymisation of data. In particular, without prejudice to any specific requirement laid down in Union law regarding the use of anonymous or pseudonymised data, whenever it is possible to equally achieve the purposes pursued and where</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			purposes pursued, anonymisation or pseudonymisation as techniques for enhancing individuals' privacy should be encouraged, in line with the principle of data protection by design. Moreover, safeguards in particular against misuse, including unlawful access, alteration or loss should be laid down in those specifications or in national law, as appropriate, in accordance with the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC. _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on	<u>technically feasible, anonymised data should be used. In other cases, pseudonymised data should be encouraged with a view to enhance individuals' privacy, in line with the principle of data protection by design. The use of personal data resulting from mobility patterns or facial recognition may not lead to any form of social discrimination. Moreover, safeguards in particular against misuse, including unlawful access, alteration or loss should be laid down in those specifications or in national law, as appropriate, in accordance with the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC.</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1). 2. Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications) (OJ L 201, 31.7.2002, p. 37).	1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1). 2. Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				communications sector (Directive on privacy and electronic communications) (OJ L 201, 31.7.2002, p. 37). c Text Origin: Council Mandate
Recital 16				
26	(16) Where they involve the processing of personal data, the specifications to be developed	(16) Where they involve the processing of personal data, the specifications to be developed	<i>deleted</i>	c

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	under this Directive should take the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC into account. In particular, whenever it is possible to equally achieve the purposes pursued using anonymous instead of personal data, anonymisation as one of the techniques for enhancing individuals' privacy should be encouraged, in line with the principle of data protection by design.	under this Directive should take<u>adhere to</u> the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC into account. In particular, whenever it is possible to equally achieve the purposes pursued using anonymous instead of personal data<u>as soon as the purpose of the processing can also be achieved without reference to a person and anonymisation is technically possible</u>, anonymisation as one of the techniques for enhancing individuals' privacy should be encouraged<u>take place</u>, in line with the principle of data protection by design. <u>In particular, when technologies, such as mobility patterns of vehicle data or facial recognition are used, all forms of</u>	<i>Content merged (with recital 15) and enlarged</i>	<i>Proposal: sentence, slightly reformulated, added to recital line 25</i>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>discriminations should be avoided.</u>		
Recital 17				
27	(17) Directive 2001/95/EC of the European Parliament and of the Council on general product safety ¹ applies to products for which sectorial legislation does not provide more specific provisions with the same safety objective, as well as where the safety requirements imposed by a sectorial legislation do not cover the aspects and risks or category of risks covered by the said Directive (the so called “safety net”).	(17) Directive 2001/95/EC of the European Parliament and of the Council on general product safety ¹ applies to products for which sectorial legislation does not provide more specific provisions with the same safety objective, as well as where the safety requirements imposed by a sectorial legislation do not cover the aspects and risks or category of risks covered by the said Directive (the so called “safety net”).	(17) Directive 2001/95/EC of the European Parliament and of the Council on general product safety ¹ applies to products for which sectorial legislation does not provide more specific provisions with the same safety objective, as well as where the safety requirements imposed by a sectorial legislation do not cover the aspects and risks or category of risks covered by the said Directive (the so called "safety net").	(17) Directive 2001/95/EC of the European Parliament and of the Council on general product safety ¹ applies to products for which sectorial legislation does not provide more specific provisions with the same safety objective, as well as where the safety requirements imposed by a sectorial legislation do not cover the aspects and risks or category of risks covered by the said Directive (the so called “safety net”).

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. Directive 2001/95/EC of the European Parliament and of the Council of 3 December 2001, on general product safety (OJ L 11, 15.1.2002, p. 4).	1. Directive 2001/95/EC of the European Parliament and of the Council of 3 December 2001, on general product safety (OJ L 11, 15.1.2002, p. 4).	1. Directive 2001/95/EC of the European Parliament and of the Council of 3 December 2001, on general product safety (OJ L 11, 15.1.2002, p. 4).	1. Directive 2001/95/EC of the European Parliament and of the Council of 3 December 2001, on general product safety (OJ L 11, 15.1.2002, p. 4). Text Origin: EP Mandate
Recital 18				
28	(18) Where it is necessary to carry out a conformity assessment, the specifications should include	(18) Where it is necessary to carry out a conformity assessment, the specifications should include	(18) Where it is necessary to carry out a conformity assessment, the specifications should include	<u>Keep GA:</u> (18) Where it is necessary to carry out a conformity assessment, the specifications should include

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	detailed provisions laying down the procedure governing assessment of conformity or suitability for use of constituents. With respect to certain ITS services, and in particular with respect to C-ITS services, continuous compliance with certain requirements and interoperability are essential to ensure safety and proper functioning of the system. Therefore, where necessary, specifications that lay down requirements for products should also lay down procedures related to market surveillance, including a safeguard clause. Those provisions should be based on Decision No 768/2008/EC of the European Parliament and of the Council¹, in particular concerning the modules	detailed provisions laying down the procedure governing assessment of conformity or suitability for use of constituents. With respect to certain ITS services, and in particular with respect to C-ITS services, continuous compliance with certain requirements and interoperability are essential to ensure safety and proper functioning of the system. Therefore, where necessary, specifications that lay down requirements for products should also lay down procedures related to market surveillance, including a safeguard clause. Those provisions should be based on Decision No 768/2008/EC of the European Parliament and of the Council¹, in particular concerning the modules	detailed provisions laying down the procedure governing assessment of conformity or suitability for use of constituents. With respect to certain ITS services, and in particular with respect to C-ITS services, continuous compliance with certain requirements and interoperability are essential to ensure safety and proper functioning of the system. Therefore, where necessary, specifications that lay down requirements for products should also lay down procedures related to market surveillance, including a safeguard clause. Those provisions should be based on Decision No 768/2008/EC of the European Parliament and of the Council¹, in particular concerning the modules	detailed provisions laying down the procedure governing assessment of conformity or suitability for use of constituents. With respect to certain ITS services, and in particular with respect to C-ITS services, continuous compliance with certain requirements and interoperability are essential to ensure safety and proper functioning of the system. Therefore, where necessary, specifications that lay down requirements for products should also lay down procedures related to market surveillance, including a safeguard clause. Those provisions should be based on Decision No 768/2008/EC of the European Parliament and of the Council¹, in particular concerning the modules

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	for the various phases of the conformity assessment and market surveillance procedures. Regulation (EU) 2018/858 of the European Parliament and of the Council² lays down a framework for the type approval and market surveillance of motor vehicles and their parts or related equipment, and Regulations (EU) No 167/2013³ and (EU) No 168/2013⁴ of the European Parliament and of the Council lay down rules on the type approval of two- or three-wheel vehicles and quadricycles, and agricultural or forestry vehicles and their parts or related equipment. Therefore, it would be a duplication of work to provide for conformity assessment of equipment and applications falling	for the various phases of the conformity assessment and market surveillance procedures. Regulation (EU) 2018/858 of the European Parliament and of the Council² lays down a framework for the type approval and market surveillance of motor vehicles and their parts or related equipment, and Regulations (EU) No 167/2013³ and (EU) No 168/2013⁴ of the European Parliament and of the Council lay down rules on the type approval of two- or three-wheel vehicles and quadricycles, and agricultural or forestry vehicles and their parts or related equipment. Therefore, it would be a duplication of work to provide for conformity assessment of equipment and applications falling	for the various phases of the conformity assessment and market surveillance procedures. Regulation (EU) 2018/858 of the European Parliament and of the Council² lays down a framework for the type approval and market surveillance of motor vehicles and their parts or related equipment, and Regulations (EU) No 167/2013³ and (EU) No 168/2013⁴ of the European Parliament and of the Council lay down rules on the type approval of two- or three-wheel vehicles and quadricycles, and agricultural or forestry vehicles and their parts or related equipment. Therefore, it would be a duplication of work to provide for conformity assessment of equipment and applications falling	for the various phases of the conformity assessment and market surveillance procedures. Regulation (EU) 2018/858 of the European Parliament and of the Council² lays down a framework for the type approval and market surveillance of motor vehicles and their parts or related equipment, and Regulations (EU) No 167/2013³ and (EU) No 168/2013⁴ of the European Parliament and of the Council lay down rules on the type approval of two- or three-wheel vehicles and quadricycles, and agricultural or forestry vehicles and their parts or related equipment. Therefore, it would be a duplication of work to provide for conformity assessment of equipment and applications falling

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	within the scope of those legislative acts. However, those legislative acts on vehicle approval apply to ITS-related equipment installed in vehicles, but not to external road infrastructure ITS equipment and software which should fall under the remit of this Directive. In the latter case, the specifications could provide for conformity assessment and market surveillance procedures. Such procedures should be limited to what would be necessary in each separate case. 1. Decision No 768/2008/EC of the European Parliament and of the Council of 9 July 2008 on a common framework for the	within the scope of those legislative acts. However, those legislative acts on vehicle approval apply to ITS-related equipment installed in vehicles, but not to external road infrastructure ITS equipment and software which should fall under the remit of this Directive. In the latter case, the specifications could provide for conformity assessment and market surveillance procedures. Such procedures should be limited to what would be necessary in each separate case. 1. Decision No 768/2008/EC of the European Parliament and of the Council of 9 July 2008 on a common framework for the	within the scope of those legislative acts. However, those legislative acts on vehicle approval apply to ITS-related equipment installed in vehicles, but not to external road infrastructure ITS equipment and software which should fall under the remit of this Directive. In the latter case, the specifications could provide for conformity assessment and market surveillance procedures. Such procedures should be limited to what would be necessary in each separate case and aim, where appropriate, for a systematic approach to rules on the designation of conformity assessment bodies and the applicable procedures, in particular with regard to cross-	within the scope of those legislative acts. However, those legislative acts on vehicle approval apply to ITS-related equipment installed in vehicles, but not to external road infrastructure ITS equipment and software which should fall under the remit of this Directive. In the latter case, the specifications could provide for conformity assessment and market surveillance procedures. Such procedures should be limited to what would be necessary in each separate case <u>and aim, where appropriate, for a systematic approach to rules on the designation of conformity assessment bodies and the applicable procedures, in particular with regard to cross-</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	marketing of products, and repealing Council Decision 93/465/EEC (OJ L 218, 13.8.2008, p. 82). 2. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1). 3. Regulation (EU) No	marketing of products, and repealing Council Decision 93/465/EEC (OJ L 218, 13.8.2008, p. 82). 2. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1). 3. Regulation (EU) No	border applications and services. 1. Decision No 768/2008/EC of the European Parliament and of the Council of 9 July 2008 on a common framework for the marketing of products, and repealing Council Decision 93/465/EEC (OJ L 218, 13.8.2008, p. 82). 2. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended	<u>border applications and services.</u> 1. Decision No 768/2008/EC of the European Parliament and of the Council of 9 July 2008 on a common framework for the marketing of products, and repealing Council Decision 93/465/EEC (OJ L 218, 13.8.2008, p. 82). 2. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended

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	167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1). 4. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).	167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1). 4. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).	for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1). 3. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1). 4. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two-	for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1). 3. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1). 4. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two-

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).	or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52). B Text Origin: Council Mandate
Recital 19				
29	(19) When the deployment and use of ITS equipment and software include artificial intelligence systems, the relevant provisions of	(19) When the deployment and use of ITS equipment and software include artificial intelligence systems, the relevant provisions of	(19) When the deployment and use of ITS equipment and software include artificial intelligence systems, the relevant provisions of	(19) When the deployment and use of ITS equipment and software include artificial intelligence systems, the relevant provisions of

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	the forthcoming Artificial Intelligence Act¹ should be taken into account. _____ 1. Proposal for a Regulation of the European Parliament and of the Council laying down harmonised rules on artificial intelligence (artificial intelligence act) and amending certain Union legislative acts (COM(2021) 206 final).	the forthcoming Artificial Intelligence Act¹ should be taken into account. _____ 1. Proposal for a Regulation of the European Parliament and of the Council laying down harmonised rules on artificial intelligence (artificial intelligence act) and amending certain Union legislative acts (COM(2021) 206 final).	the forthcoming Artificial Intelligence Act¹ should be taken into account. _____ 1. Proposal for a Regulation of the European Parliament and of the Council laying down harmonised rules on artificial intelligence (artificial intelligence act) and amending certain Union legislative acts (COM(2021) 206 final).	the forthcoming Artificial Intelligence Act¹ should be taken into account. _____ 1. Proposal for a Regulation of the European Parliament and of the Council laying down harmonised rules on artificial intelligence (artificial intelligence act) and amending certain Union legislative acts (COM(2021) 206 final). Text Origin: EP Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 20				
30	(20) For ITS applications and services for which accurate and guaranteed timing and positioning services are required, satellite-based infrastructures or any technology providing an equivalent level of precisions should be used. Synergies between the Union transport and space sectors should be exploited to foster the broader use of new technologies, which respond to the need of accurate and guaranteed timing and positioning services. The Union Space Programme established under Regulation (EU) 2021/696 of the European Parliament and of the	(20) For ITS applications and services for which accurate and guaranteed timing and positioning services are required, satellite-based infrastructures or any technology providing an equivalent level of precisions should be used. Synergies between the Union transport and space sectors should be exploited to foster the broader use of new technologies, which respond to the need of accurate and guaranteed timing and positioning services. The Union Space Programme established under Regulation (EU) 2021/696 of the European Parliament and of the	(20) For ITS applications and services for which accurate and guaranteed timing and positioning services are required, satellite-based infrastructures or any technology providing an equivalent level of precisions should be used. Synergies between the Union transport and space sectors should be exploited to foster the broader use of new technologies, which respond to the need of accurate and guaranteed timing and positioning services. The Union Space Programme established under Regulation (EU) 2021/696 of the European Parliament and of the	(20) For ITS applications and services for which accurate and guaranteed timing and positioning services are required, satellite-based infrastructures or any technology providing an equivalent level of precisions should be used. Synergies between the Union transport and space sectors should be exploited to foster the broader use of new technologies, which respond to the need of accurate and guaranteed timing and positioning services. The Union Space Programme established under Regulation (EU) 2021/696 of the European Parliament and of the

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Council¹ provides high-quality, up-to-date and secure space-related data, information and services through the Galileo, the European Geostationary Navigation Overlay Service (EGNOS), and Copernicus systems. _____ 1. Regulation (EU) 2021/696 of the European Parliament and of the Council of 28 April 2021 establishing the Union Space Programme and the European Union Agency for the Space Programme (OJ L 170, 12.5.2021, p. 69).	Council¹ provides high-quality, up-to-date and secure space-related data, information and services through the Galileo, the European Geostationary Navigation Overlay Service (EGNOS), and Copernicus systems. _____ 1. Regulation (EU) 2021/696 of the European Parliament and of the Council of 28 April 2021 establishing the Union Space Programme and the European Union Agency for the Space Programme (OJ L 170, 12.5.2021, p. 69).	Council¹ provides high-quality, up-to-date and secure space-related data, information and services through the Galileo, the European Geostationary Navigation Overlay Service (EGNOS), and Copernicus systems. _____ 1. Regulation (EU) 2021/696 of the European Parliament and of the Council of 28 April 2021 establishing the Union Space Programme and the European Union Agency for the Space Programme (OJ L 170, 12.5.2021, p. 69).	Council¹ provides high-quality, up-to-date and secure space-related data, information and services through the Galileo, the European Geostationary Navigation Overlay Service (EGNOS), and Copernicus systems. _____ 1. Regulation (EU) 2021/696 of the European Parliament and of the Council of 28 April 2021 establishing the Union Space Programme and the European Union Agency for the Space Programme (OJ L 170, 12.5.2021, p. 69). Text Origin: EP

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Mandate
Recital 21				
31	(21) The provision of secured and reliable timing and positioning services is an essential element of the effective operation of ITS applications and services. Therefore, it is appropriate to ensure their compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks.	(21) The provision of secured and reliable timing and positioning services is an essential element of the effective operation of ITS applications and services. Therefore, it is appropriate to ensure their <u>backward</u> compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks, <u>and also where appropriate, use other proven</u>	(21) The provision of secured and reliable timing and positioning services is an essential element of the effective operation of ITS applications and services. Therefore, it is appropriate to ensure their compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks.	(21) <u>(compromise proposal:)</u> The provision of secured and reliable timing and positioning services is an essential element of the effective operation of ITS applications and services. Therefore, it is appropriate to ensure their compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks. <u>This does not exclude using other proven</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>mechanisms to ensure the reliability of information concerning position and time.</u> <u>Such mechanisms may include plausibility checking and the use of GNSS services.</u>		<u>mechanisms providing the same level of confidence to ensure the reliability of information concerning position and time.</u> C Text Origin: EP Mandate
Recital 22				
32	(22) Member States and other relevant stakeholders, including other Commission expert groups	(22) Member States <u>or other competent authorities, where appropriate</u> and other relevant	(22) Member States and other relevant stakeholders, including other Commission expert groups	<u>compromise proposal:</u> (22) Member States and other relevant stakeholders, including

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	and committees dealing with digital aspects of transport, should be consulted in the drawing up of the working programmes adopted by the Commission under Directive 2010/40/EU.	stakeholders, including other Commission expert groups and committees dealing with digital aspects of transport, <u>ITS service providers, associations of ITS users, transport and facilities operators and representatives of the manufacturing industry</u> , should be consulted in the drawing up of the working programmes adopted by the Commission under Directive 2010/40/EU.	and committees dealing with digital aspects of transport, should be consulted in the drawing up of the working programmes adopted by the Commission under Directive 2010/40/EU.	other Commission expert groups, <u>in particular the European ITS Advisory Group</u> , and committees dealing with digital aspects of transport, should be consulted in the drawing up of the working programmes adopted by the Commission under Directive 2010/40/EU. c Text Origin: EP Mandate
Recital 22a				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
32a			(22a) Rules on reporting should be simplified and better allow for a comparative analysis. Therefore, one Member State report every three years, covering the implementation of the Directive and of all delegated and implementing acts, should replace the various existing reporting obligations, and a common template including certain key performance indicators should be established. Based on experience with the use of voluntary key performance indicators in the reports, the Commission should be able to select certain of those indicators to be included in the harmonised	<u>Keep GA</u> <u>(22a) Rules on reporting should be simplified and better allow for a comparative analysis. Therefore, one Member State report every three years, covering the implementation of the Directive and of all delegated and implementing acts, should replace the various existing reporting obligations, and a common template including certain key performance indicators should be established. Based on experience with the use of voluntary key performance indicators in the reports, the Commission should be able to select certain of those indicators to be included in the harmonised template.</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			template.	c Text Origin: Council Mandate
Recital 22a				
32b		<u>(22a) The Commission and the Member States should take the necessary measures to ensure the cooperation with third-countries, especially candidates for membership in the EU and those third countries, in which transit corridors connecting Member</u>		<u>(22a) (compromise: accept reformulated:)</u> <u>The Commission and the Member States are encouraged to foster the cooperation with third-countries, especially candidates for membership in the EU and those</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>States are situated. The Commission should also foster cooperation on the international level.</u>		<u>third countries, in which transit corridors connecting Member States are situated. The Commission is encouraged to foster also cooperation on the international level.</u> c Text Origin: EP Mandate
Recital 23				
33	(23) To ensure uniform conditions	(23) To ensure uniform conditions	(23) To ensure uniform conditions	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	for the implementation of this Directive, implementing powers should be conferred on the Commission as regards the adoption of the template for the reports to be provided by Member States, and the adoption and updating of working programmes. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹. _____ 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for	for the implementation of this Directive, implementing powers should be conferred on the Commission as regards the adoption of the template for the reports to be provided by Member States, and the adoption and updating of working programmes. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹. _____ 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for	for the implementation of this Directive, implementing powers should be conferred on the Commission as regards the adoption and updating of working programmes, the fixing of geographical coverages and respective deadlines for the deployment of the template for the reports to be provided by Member States of mandatory data types and ITS services, and the adoption and updating of working programmes of the template for the reports to be provided by Member States. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹.	B to be revised, if necessary, after agreement on implementing acts

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).	control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).	1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).	
Recital 24				
34	(24) In order to achieve the objectives of this Directive, the	(24) In order to achieve the objectives of this Directive, the	(24) In order to achieve the objectives of this Directive, the	(24) <u>compromise proposal:</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to amend the list of data types for which Member States are to ensure the availability of data and to amend the list of ITS services for which Member States are to ensure deployment, for a period of five years starting from the entry into force of this Directive. This period should be tacitly extended for periods of the same duration, unless the European Parliament or the Council oppose such an extension. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and	power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to amend the list of data types for which Member States <u>or other competent authorities, where appropriate,</u> are to ensure the availability of data and to amend the list of ITS services for which Member States are to ensure deployment, for a period of five years starting from the entry into force of this Directive. This period should be tacitly extended for periods of the same duration, unless the European Parliament or the Council oppose such an extension. It is of particular importance that the Commission carry out appropriate	power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to amend the list of data types for which Member States are to ensure the availability of data and to amend the list of ITS services for which Member States are to ensure deployment, for a period of five years starting from the entry into force of this Directive. This period should be tacitly extended for periods of the same duration, unless the European Parliament or the Council oppose such an extension. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and with	In order to achieve the objectives of this Directive, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to amend the list of data types for which Member States are to ensure the availability of data and to amend the list of ITS services for which Member States are to ensure deployment, for a period of five years starting from the entry into force of this Directive. This period should be tacitly extended for periods of the same duration, unless the European Parliament or the Council oppose such an extension. It is of particular importance that the Commission carry out appropriate consultations

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	with stakeholders, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making¹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts. _____ 1. Interinstitutional Agreement between the European Parliament, the Council of the	consultations during its preparatory work, including at expert level and with stakeholders, <u>representing all types of road users and other parties concerned</u>, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making¹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.	stakeholders, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making¹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts. _____ 1. Interinstitutional Agreement between the European Parliament, the Council of the	during its preparatory work, including at expert level and with stakeholders, <u>representing all types of road users and other parties concerned</u>, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making¹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	European Union and the European Commission on Better Law-Making (OJ L 123, 12.5.2016, p. 1).	_____ 1. Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making (OJ L 123, 12.5.2016, p. 1).	European Union and the European Commission on Better Law-Making (OJ L 123, 12.5.2016, p. 1).	_____ 1. Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making (OJ L 123, 12.5.2016, p. 1). B Text Origin: EP Mandate
Recital 25				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
35	(25) In order to guarantee a coordinated approach, the Commission should ensure coherence between the activities of the Committee established by this Directive and of the Committees established by Regulations (EU) No 165/2014¹, (EU) 2019/1239², (EU) 2020/1056³ and (EU) 2018/858 of the European Parliament and of the Council, and by Directives 2007/2/EC⁴ and Directive (EU) 2019/520 of the European Parliament and of the Council⁵. 1. Regulation (EU) No 165/2014 of the European	(25) In order to guarantee a coordinated approach, the Commission should ensure coherence between the activities of the Committee established by this Directive and of the Committees established by Regulations (EU) No 165/2014¹, (EU) 2019/1239², (EU) 2020/1056³ and (EU) 2018/858 of the European Parliament and of the Council, and by Directives 2007/2/EC⁴ and Directive (EU) 2019/520 of the European Parliament and of the Council⁵. 1. Regulation (EU) No 165/2014 of the European	(25) In order to guarantee a coordinated approach, the Commission should ensure coherence between the activities of the Committee established by this Directive and of the Committees established by Regulations (EU) No 165/2014¹, (EU) 2019/1239², (EU) 2020/1056³ and (EU) 2018/858 of the European Parliament and of the Council, and by Directives 2007/2/EC⁴ and Directive (EU) 2019/520 of the European Parliament and of the Council⁵. 1. Regulation (EU) No 165/2014 of the European	(25) In order to guarantee a coordinated approach, the Commission should ensure coherence between the activities of the Committee established by this Directive and of the Committees established by Regulations (EU) No 165/2014¹, (EU) 2019/1239², (EU) 2020/1056³ and (EU) 2018/858 of the European Parliament and of the Council, and by Directives 2007/2/EC⁴ and Directive (EU) 2019/520 of the European Parliament and of the Council⁵. 1. Regulation (EU) No 165/2014 of the European

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Parliament and of the Council of 4 February 2014 on tachographs in road transport (OJ L 60, 28.2.2014, p. 1). 2. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64). 3. Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).	Parliament and of the Council of 4 February 2014 on tachographs in road transport (OJ L 60, 28.2.2014, p. 1). 2. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64). 3. Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).	Parliament and of the Council of 4 February 2014 on tachographs in road transport (OJ L 60, 28.2.2014, p. 1). 2. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64). 3. Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).	Parliament and of the Council of 4 February 2014 on tachographs in road transport (OJ L 60, 28.2.2014, p. 1). 2. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64). 3. Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	4. Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community (INSPIRE) (OJ L 108, 25.4.2007, p. 1). 5. Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).	4. Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community (INSPIRE) (OJ L 108, 25.4.2007, p. 1). 5. Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).	4. Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community (INSPIRE) (OJ L 108, 25.4.2007, p. 1). 5. Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).	4. Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community (INSPIRE) (OJ L 108, 25.4.2007, p. 1). 5. Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Recital 26				
36	(26) Since the objective of this Directive, namely to ensure the coordinated and coherent deployment of interoperable Intelligent Transport Systems throughout the Union, cannot be sufficiently achieved by the Member States and/or the private sector but can rather, by reason of its scale and effects, be better achieved at Union level, the Union	(26) Since the objective of this Directive, namely to ensure the coordinated and coherent deployment of interoperable Intelligent Transport Systems throughout the Union, cannot be sufficiently achieved by the Member States and/or the private sector but can rather, by reason of its scale and effects, be better achieved at Union level, the Union	(26) Since the objective of this Directive, namely to ensure the coordinated and coherent deployment of interoperable Intelligent Transport Systems throughout the Union, cannot be sufficiently achieved by the Member States and/or the private sector but can rather, by reason of its scale and effects, be better achieved at Union level, the Union	(26) Since the objective of this Directive, namely to ensure the coordinated and coherent deployment of interoperable Intelligent Transport Systems throughout the Union, cannot be sufficiently achieved by the Member States and/or the private sector but can rather, by reason of its scale and effects, be better achieved at Union level, the Union

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective.	may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective.	may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective.	may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective. Text Origin: Commission Proposal
Recital 27				
37	(27) In accordance with the Joint	(27) In accordance with the Joint	(27) In accordance with the Joint	(27) In accordance with the Joint

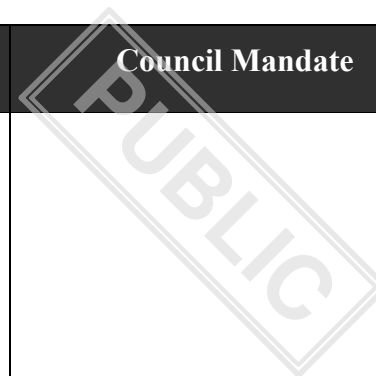
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents¹, Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. _____ 1. OJ C 369, 17.12.2011, p. 14.	Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents¹, Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. _____ 1. OJ C 369, 17.12.2011, p. 14.	Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents¹, Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. _____ 1. OJ C 369, 17.12.2011, p. 14.	Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents¹, Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. _____ 1. OJ C 369, 17.12.2011, p. 14.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Recital 28				
38	(28) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council ¹ and delivered an opinion on XX XX 2022, _____	(28) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council ¹ and delivered an opinion on XX XX 2022, _____	(28) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council ¹ and delivered an opinion on XX XX 2 March 2022, _____ 1. Regulation (EU) 2018/1725	(28) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council ¹ and delivered an opinion on XX XX 2 March 2022, _____ 1. Regulation (EU) 2018/1725

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).	1. Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).	of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).	of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39). Text Origin: Council Mandate
Formula				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
39	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE: Text Origin: Commission Proposal
Article 1				
40	Article 1 Amendments to Directive 2010/40/EU	Article 1 Amendments to Directive 2010/40/EU	Article 1 Amendments to Directive 2010/40/EU	Article 1 Amendments to Directive 2010/40/EU

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph				
40a	Moved reference text			
Article 1, first paragraph, introductory part				
41	Directive 2010/40/EU is amended as follows:	Directive 2010/40/EU is amended as follows:	Directive 2010/40/EU is amended as follows:	Directive 2010/40/EU is amended as follows:

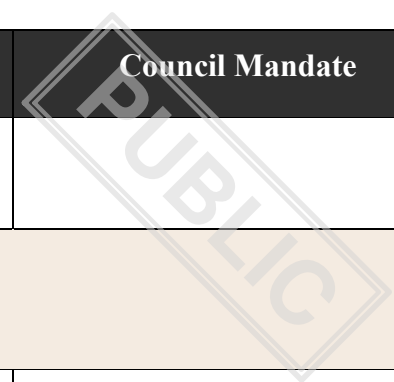


	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (1), introductory part				
42	(1) in Article 1, the following paragraph 2a is inserted:	(1) in Article 1, the following paragraph 2a is inserted:	(1) in Article 1, the following paragraph 2a is inserted:	(1) in Article 1, the following paragraph 2a is inserted: Text Origin: Commission Proposal
Article 1, first paragraph, point (1), amending provision, first paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
43	2a. This Directive provides for the availability of data and deployment of ITS services within the priority areas referred to in Article 2 with a specific geographical coverage as specified in Annexes III and IV.;	2a. This Directive provides for the availability of data and deployment of ITS services within the priority areas referred to in Article 2 with a specific geographical coverage as specified in Annexes III and IV.;	2a. This Directive provides for the availability of data and deployment of ITS services within the priority areas referred to in Article 2 with a specific geographical coverage as specified in Annexes III and IV.’;	<u>Keep GA:</u> 2a. This Directive provides for the availability of data and deployment of ITS services within the priority areas referred to in Article 2 with a specific geographical coverage as specified in Annexes III and IV.’; c Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (2), introductory part				
44	(2) in Article 2, paragraph 1 is replaced by the following:	(2) in Article 2, paragraph 1 is replaced by the following:	(2) in Article 2, paragraph 1 is replaced by the following:	(2) in Article 2, paragraph 1 is replaced by the following: Text Origin: Commission Proposal
Article 1, first paragraph, point (2), amending provision, numbered paragraph (1), introductory part				
45	1. For the purposes of this Directive, the following shall	1. For the purposes of this Directive, the following shall	1. For the purposes of this Directive, the following shall	1. For the purposes of this Directive, the following shall

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	constitute priority areas for the development and use of specifications and standards:	constitute priority areas for the development and use of specifications and standards:	constitute priority areas for the development and use of specifications and standards:	constitute priority areas for the development and use of specifications and standards: Text Origin: Commission Proposal
Article 1, first paragraph, point (2), amending provision, numbered paragraph (1)(a)				
46	(a) I. Information and mobility ITS services;	(a) I. Information and mobility ITS services;	(a) I.– Information and mobility ITS services;	(a) I. Information and mobility ITS services; Text Origin: Commission Proposal

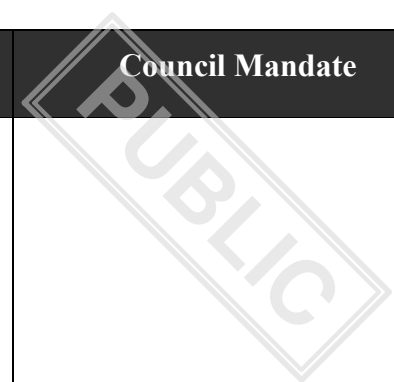


	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (2), amending provision, numbered paragraph (1)(b)				
47	(b) II. Travel, transport and traffic management ITS services;	(b) II. Travel, transport and traffic management ITS services;	(b) II.—— Travel, transport and traffic management ITS services;	(b) II. Travel, transport and traffic management ITS services; Text Origin: Commission Proposal
Article 1, first paragraph, point (2), amending provision, numbered paragraph (1)(c)				
48	(c) III. Road safety and	(c) III. Road safety and	(c) III.—— Road safety and	(c) III. Road safety and

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	security ITS services;	security ITS services;	security ITS services;	security ITS services; Text Origin: Commission Proposal
Article 1, first paragraph, point (2), amending provision, numbered paragraph (1)(d)				
49	(d) IV. Cooperative, connected and automated mobility services.;	(d) IV. Cooperative, connected and automated mobility services.;	(d) IV. — ITS services for cooperative, connected and automated mobility services.;	(d) IV. — <u>ITS services for</u> cooperative, connected and automated mobility services. ;



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Article 1, first paragraph, point (2a)				
49a		<u>(2a) in Article 3 the following point is added:</u> <u>"(g) the adoption of specifications for Cooperative Intelligent Transport Services"</u>		<u>Council: lines 21a and this line could be replaced by enlarging recital 10 line 20 as follows:</u> <u>"The specifications should foster innovation. The increased availability of data should for example lead to the development of new ITS services, and vice-versa innovation should identify</u>



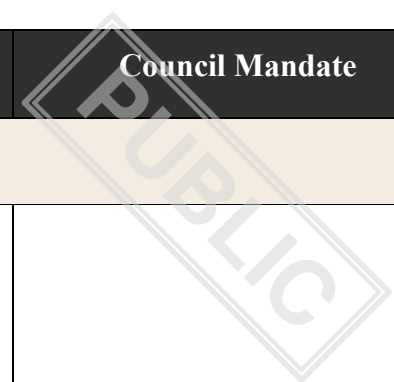
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u>the needs for future specifications.</u> <u>The European Partnership on</u> <u>cooperative, connected and</u> <u>automated mobility under Horizon</u> <u>Europe should support the</u> <u>development and testing of the</u> <u>next wave of C-ITS services,</u> <u>building on specifications to be</u> <u>adopted for C-ITS services and</u> <u>helping the integration of highly</u> <u>automated vehicles in new</u> <u>multimodal mobility services. New</u> <u>technologies, in particular for C-</u> <u>ITS, need to be tested in real road</u> <u>traffic conditions as a reliable</u> <u>service prior to deployment."</u>

C

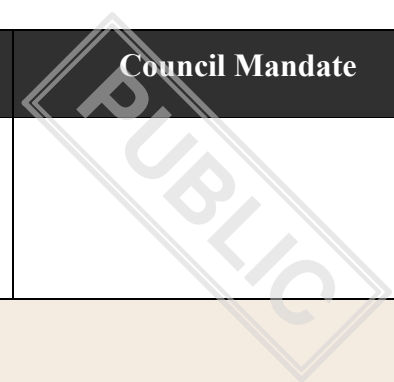
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3), introductory part				
50	(3) Article 4 is amended as follows:	(3) Article 4 is amended as follows:	(3) Article 4 is amended as follows:	(3) Article 4 is amended as follows: Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(-a)				
50a		<u>(-a)</u> <u>(-a) point 2 is replaced by the following:</u> <u>"(2) "interoperability" means</u>		<u>(-a) Technical meeting 28 Nov:</u> <u>(-a) point 2 is replaced by the following:</u> <u>"(2) "interoperability" means</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>the capacity of systems and the underlying business processes to exchange data and share information and knowledge to guarantee the continuity of ITS services;</u> This amendment adds into the current text the words "to guarantee the continuity of ITS services"		<u>the capacity of systems and the underlying business processes to exchange data and share information and knowledge allowing the continuity of ITS services;</u> B Text Origin: EP Mandate
Article 1, first paragraph, point (3)(-a)				
G 50b			(-b) point 4 is replaced by the	<u>Keep GA:</u> <u>(-b) point 4 is replaced by the</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			following: ‘(4) "ITS service" means the provision of an ITS application through a well-defined organisational and operational framework with the aim of contributing to user safety, efficiency, sustainable mobility, comfort and/or to facilitate or support transport and travel operations;’ This amendment adds into the current text the words "sustainable mobility"	<u>following:</u> <u>‘(4) "ITS service" means the provision of an ITS application through a well-defined organisational and operational framework with the aim of contributing to user safety, efficiency, sustainable mobility, comfort and/or to facilitate or support transport and travel operations;’</u> B Text Origin: Council Mandate



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3)(-b)				
50c		<u>(-b) point 14 is replaced by the following:</u> <u>"(14) "road data" means data on road infrastructure characteristics, including but not limited to fixed traffic signs and their regulatory safety attributes as well as charging infrastructure</u> The definition as currently in force reads: "(14) "road data" means data on road infrastructure characteristics, including fixed traffic signs or their regulatory safety attributes		<u>(-b) (accept as follows:)</u> <u>point 14 is replaced by the following:</u> <u>"(14) "road data" means data on road infrastructure characteristics, including fixed traffic signs and their regulatory safety attributes as well as infrastructure for recharging and for refuelling of alternative fuels</u> C Text Origin: EP



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Mandate
Article 1, first paragraph, point (3)(a), introductory part				
51	(a) point 18 is replaced by the following:	(a) point 18 is replaced by the following:	(a) point 18 is replaced by the following:	(a) point 18 is replaced by the following: Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(a), amending provision, numbered paragraph (18), introductory part				
52				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	‘ (18) “standard” means standard as defined in Article 2(1) of Regulation (EU) No 1025/2012 of the European Parliament and of the Council*;	‘ (18) “standard” means standard as defined in Article 2(1) of Regulation (EU) No 1025/2012 of the European Parliament and of the Council*;	‘ (18) “standard” means standard as defined in Article 2(1) of Regulation (EU) No 1025/2012 of the European Parliament and of the Council*;	‘ (18) “standard” means standard as defined in Article 2(1) of Regulation (EU) No 1025/2012 of the European Parliament and of the Council*; Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(a), amending provision, numbered paragraph (18), first paragraph				
53	_____		_____	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		Moved to row 40a		
Article 1, first paragraph, point (3)(a), amending provision, numbered paragraph (18), second paragraph				
54	* Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision	* Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision	* Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision	* Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).;	No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).;	No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).;	No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).;
				Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(b), introductory part				
55	(b) the following points (19) to (24) are added:	(b) the following points (19) to (24) are added:	(b) the following points (19) to (24) are added:	(b) the following points (19) to (24) are added: Text Origin:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Commission Proposal
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (19)				
56	(19) “cooperative intelligent transport systems” or “C-ITS” means intelligent transport systems that enable ITS users to cooperate by exchanging secured and trusted messages;	(19) "cooperative intelligent transport systems" or "C-ITS" means intelligent transport systems that enable ITS users to <u>interact</u> <u>and</u> cooperate by exchanging secured and trusted messages, <u>in a non-discriminatory manner, between vehicles and other elements of the transport ecosystem, including vehicles, infrastructure and vulnerable</u>	(19) "cooperative intelligent transport systems" or "C-ITS" means intelligent transport systems that enable ITS users to cooperate interact and coordinate by exchanging secured and trusted messages without any prior knowledge of each other;	(19) "cooperative intelligent transport systems" or "C-ITS" means intelligent transport systems that enable ITS users to <u>interact</u> <u>and</u> cooperate by exchanging secured and trusted messages <u>without any prior knowledge of each other</u>; B

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>road users, via communication technologies, without any prior knowledge of each other;</u>		Additional EP text is already contained in ITS user definition Text Origin: Council Mandate
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (20)				
57	(20) “C-ITS service” means an ITS service provided through C-ITS;	(20) “C-ITS service” means an ITS service provided through C-ITS;	(20) “C-ITS service” means an ITS service provided through C-ITS;	(20) “C-ITS service” means an ITS service provided through C-ITS;



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: EP Mandate
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (21)				
58	(21) “availability of the data” means the existence of data in a digital machine-readable format;	(21) "availability of the data" means the existence of data in a digital <u>accessible</u> machine-readable format;	(21) “availability of the data” means the existence of data in a digital machine-readable format;	(21) "availability of the data" means the existence of data in a digital machine-readable format; <u>Technical meeting on 28 Nov: EP to check if user access is sufficiently covered in Annex II</u> B

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (22)				
59	(22) “National Access Point” means a digital interface set up by a Member State that constitutes a single point of access to data, as defined in specifications adopted pursuant to Article 6;	(22) “National Access Point” means a digital interface set up by a Member State that constitutes a single point of access to data, as defined in specifications adopted pursuant to Article 6;	(22) "National Access Point (NAP) " means a digital interface set up by a Member State that constitutes a single point of access to data, as defined in specifications adopted pursuant to Article 6;	(22) "National Access Point <u>NAP</u> " means a digital interface set up by a Member State that constitutes a single point of access to data, as defined in specifications adopted pursuant to Article 6; A

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (23)				
60	(23) “accessibility of the data” means a possibility to request and obtain data in a digital machine-readable format via National Access Points;	(23) "accessibility of the data" means a possibility to request and obtain data in a digital <u>accessible</u> machine-readable format via National Access Points <u>and where appropriate regional and local ones</u> ;	(23) "accessibility of the data" means a possibility to request and obtain data in a digital machine-readable format via National Access Points;	<u>Keep GA</u> (23) "accessibility of the data" means a possibility to request and obtain data in a digital machine-readable format via National Access Points ; B regional and local access points

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				mentioned in recital 17 Text Origin: Council Mandate
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (24)				
61	(24) “multimodal digital mobility service” means a service providing information on traffic and travel data such as location of transport facilities, schedules, availability or fares for more than one transport mode, which may include features enabling the making of	(24) “multimodal digital mobility service” means a service providing information on traffic and travel data such as location of transport facilities, schedules, availability or fares for more than one transport mode, which may include features enabling the making of	(24) "multimodal digital mobility service" means a service providing information on traffic and travel data such as location of transport facilities, schedules, availability or fares for more than one transport mode, which may include features enabling the making of	(24) “multimodal digital mobility service” means a service providing information on traffic and travel data such as location of transport facilities, schedules, availability or fares for more than one transport mode, which may include features enabling the making of

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	reservations, bookings or payments or the issuing of tickets.;	reservations, bookings or payments or the issuing of tickets.;	reservations, bookings or payments or the issuing of tickets.;	reservations, bookings or payments or the issuing of tickets.;
				Text Origin: EP Mandate
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, introductory part				
61a			(3a) the following Article is inserted:	<u>Keep GA</u> c
Article 1, first paragraph, point (3a), amending provision, numbered paragraph,				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
title				
61b			‘Article 4a	<u>Keep GA</u> c
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, tile second line				
61c			Working programme ¹ 1. Text partly shifted from Article 17(5) of the proposal.	<u>Keep GA</u> c

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, para 1				
61d			1. By [Date of entry into force + 12 months], the Commission shall, after consulting relevant stakeholders and by means of an implementing act, adopt a working programme. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(4). The working programme shall include at least the following elements:	<u>Council proposal: incorporate EP line 129:</u> <u>1. By [Date of entry into force + 12 months], the Commission shall, after consulting the European ITS Advisory Group set up by Commission Decision of 4 May 2011 ¹ and relevant stakeholders and by means of an implementing act, adopt a working programme. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(4). The working</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u>programme shall include at least the following elements:</u> _____ <u>1. Commission Decision of 4 May 2011 on setting up the European ITS Advisory Group (2011/C 135/03), (OJ 5.5.2011, C 135/3).</u> <u>Technical meeting 28 Nov: EP considers that the link between impl act (work programme) and del act (specifications) is too strongly emphasized.</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, para 1 point a				
61e			a) objectives and dates for its implementation every year, indicating for which work items specifications should be developed in accordance with Article 6;	<u>Keep GA</u> c
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, para 1 point b				
61f			b) the data types and ITS	<u>Keep GA</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			services for which the Commission may adopt delegated acts pursuant to Article 7(1) and (2).	<u>Technical meeting 28 Nov: EP considers that the link between impl act (work programme) and del act (specifications) is too strongly emphasized.</u> c
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, para 2				
61g			2. Before each subsequent five-year extension of the power to adopt delegated acts in accordance with Article 12(2),	<u>Keep GA</u> ,

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			the Commission shall, by means of implementing acts, issue a new working programme including at least the elements referred to in paragraph 1, points (a) and (b). Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(4).	
Article 1, first paragraph, point (4), introductory part				
62	(4) Article 5 is replaced by the following:	(4) Article 5 is replaced by the following:	(4) Article 5 is replaced by the following:	(4) Article 5 is replaced by the following:



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (4), amending provision, first paragraph				
63	Article 5		Article 5	Article 5 Text Origin: Commission Proposal
Article 1, first paragraph, point (4), amending provision, second paragraph				
64				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Application of specifications to the deployment of ITS	‘ Application of specifications to the deployment of ITS	Application of specifications to the deployment of ITS	Application of specifications to the deployment of ITS Text Origin: Commission Proposal
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1)				
65	1. Member States shall take the necessary measures to ensure that the specifications adopted by the Commission in accordance with Article 6 are applied to ITS applications and services, where those are deployed, in accordance with the principles in Annex II.	1. Member States <u>and/or competent authorities</u> shall take the necessary measures to ensure that the specifications adopted by the Commission in accordance with Article 6 are applied to ITS applications and services, where those are deployed, in accordance	1. Member States shall take the necessary measures to ensure that the specifications adopted by the Commission in accordance with Article 6 are applied to ITS applications and services, where those are deployed, in accordance with the principles in Annex II.	1. Member States shall take the necessary measures to ensure that the specifications adopted by the Commission in accordance with Article 6 are applied to ITS applications and services, where those are deployed, in accordance with the principles in Annex II.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	This is without prejudice to the right of each Member State to decide on its deployment of such applications and services on its territory. This right is without prejudice to Articles 6a and 6b. Where relevant, Member States shall also cooperate on the enforcement of those specifications.	with the principles in Annex II. This is without prejudice to the right of each Member State to decide on its deployment of such applications and services on its territory. This right is without prejudice to Articles 6a and 6b. Where relevant, Member States shall also cooperate, <u>including with relevant stakeholders</u>, on the enforcement of those specifications. <u>The Commission shall adopt a methodology for the interoperability of data in the National Access Points' architecture as part of its working programme referred to in Article 17(5).</u>	This is without prejudice to the right of each Member State to decide on its deployment of such applications and services on its territory. This right is without prejudice to Articles 6a and 6b. Where relevant, Member States shall also cooperate on the enforcement of those specifications Article 6a.	This is without prejudice to the right of each Member State to decide on its deployment of such applications and services on its territory. This right is without prejudice to Articles 6a and 6b. Where relevant, Member States shall also cooperate on the enforcement of those specifications <u>[Article 6a - reference to be updated after agreement on Art 6a/6b]</u>. B EP middle part and last part sufficiently covered in Council text line 67

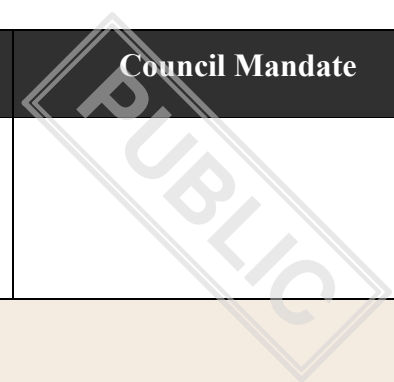
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Technical meeting 28 Nov: EP insists on referring to competent authorities (within MS) Text Origin: Council Mandate
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2)				
66	2. Member States shall also cooperate in respect of the priority areas, insofar as no specifications have been adopted with regard to those priority areas.	2. Member States <u>and/or competent authorities</u> shall also cooperate, <u>including with relevant stakeholders</u> , in respect of the priority areas, insofar as no specifications have been adopted with regard to those priority areas.	2. Where relevant , Member States shall also cooperate in respect of the priority areas, insofar as no specifications have been adopted with regard to those priority areas.	2. <u>Where relevant</u> , Member States shall also cooperate <u>cooperate, including with relevant stakeholders</u> , in respect of the priority areas, insofar as no specifications have been adopted with regard to those priority areas.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				B Text Origin: EP Mandate
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3)				
67	3. Member States shall also cooperate, where necessary with relevant stakeholders, on operational aspects of the implementation of and compliance with the specifications adopted by the Commission, such as standards and EU harmonised profiles,	3. Member States <u>and/or competent authorities</u> shall also cooperate, where necessary <u>including</u> with relevant stakeholders, on operational aspects of the implementation of and compliance with the specifications adopted by the	3. Member States shall also cooperate, for instance through EU-supported coordination projects and where necessary with relevant stakeholders, on operational aspects of the implementation of and compliance with the specifications adopted by	<u>Compromise proposal:</u> 3. Member States shall also cooperate, <u>for instance through EU-supported coordination projects and</u> where necessary with relevant stakeholders, on operational aspects of the implementation of and compliance with the specifications adopted by

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	common definitions, common metadata, common quality requirements and aspects related to the interoperability of National Access Points' architectures, common data exchange conditions, as well as common training and outreach activities.;	Commission, such as standards and EU harmonised profiles, common definitions, common metadata, common quality requirements and aspects related to the interoperability of National Access Points' architectures, <u>accessibility of data and</u> common data exchange conditions, <u>secure access</u>, as well as common training and outreach activities. <u>To this end, they shall share best practices and develop joint projects, especially in cross-border areas</u>;	the Commission, such as standards and EU harmonised profiles, common definitions, common metadata, common quality requirements and aspects related to the interoperability of National Access Points' architectures, common data exchange conditions, as well as common training and outreach activities. In respect of requirements for data providers, data users and ITS service providers set out in the specifications, Member States shall also cooperate, where relevant, on practices for assessing compliance with those requirements and on developing mechanisms for compliance enforcement.';	the Commission, such as standards and EU harmonised profiles, common definitions, common metadata, common quality requirements and aspects related to the interoperability of National Access Points <u>NAPs</u>' architectures, common data exchange conditions, <u>secure access</u>, as well as common training and outreach activities. <u>In respect of requirements for data providers, data users and ITS service providers set out in the specifications, Member States shall also cooperate, where relevant, on practices for assessing compliance with those requirements and on developing mechanisms for compliance enforcement.</u>';



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				B Text Origin: Council Mandate
Article 1, first paragraph, point (5), introductory part				
68	(5) Article 6 is amended as follows:	(5) Article 6 is amended as follows:	(5) Article 6 is amended as follows:	(5) Article 6 is amended as follows: Text Origin:



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Commission Proposal
Article 1, first paragraph, point (5)(a), introductory part				
69	(a) paragraph 5 is replaced by the following:	(a) paragraph 5 is replaced by the following:	(a) paragraph 5 is replaced by the following:	(a) paragraph 5 is replaced by the following: Text Origin: Commission Proposal
Article 1, first paragraph, point (5)(a), amending provision, numbered paragraph (5)				
70				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	5. Without prejudice to the procedures set out by Directive (EU) 2015/1535 of the European Parliament and of the Council*, the specifications shall, where appropriate, stipulate the conditions in which Member States may, after notification to the Commission, establish additional rules for the provision of ITS services on all or part of their territory, provided that those rules do not hinder interoperability.;	5. Without prejudice to the procedures set out by Directive (EU) 2015/1535 of the European Parliament and of the Council*, the specifications shall, where appropriate, stipulate the conditions in which Member States may, after notification to the Commission, establish additional rules for the provision of ITS services on all or part of their territory. provided that those rules do not. <u>Such rules may not be proposed or authorised if they would</u> hinder interoperability.;	5. Without prejudice to the procedures set out by Directive (EU) 2015/1535 of the European Parliament and of the Council*, the specifications shall, where appropriate, stipulate the conditions in which Member States may, after notification to the Commission, establish additional rules for the provision of ITS services on all or part of their territory, provided that those rules do not hinder interoperability.’;	<u>Slightly reformulate:‘</u> 5. Without prejudice to the procedures set out by Directive (EU) 2015/1535 of the European Parliament and of the Council*, the specifications shall, where appropriate, stipulate the conditions in which Member States may, after notification to the Commission, establish additional rules for the provision of ITS services on all or part of their territory. provided that. Those rules do <u>shall</u> not hinder interoperability.; B



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (5)(b), introductory part				
71	(b) paragraph 6 is replaced by the following:	(b) paragraph 6 is replaced by the following:	(b) paragraph 6 is replaced by the following:	(b) paragraph 6 is replaced by the following: Text Origin: Commission Proposal
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), introductory part				

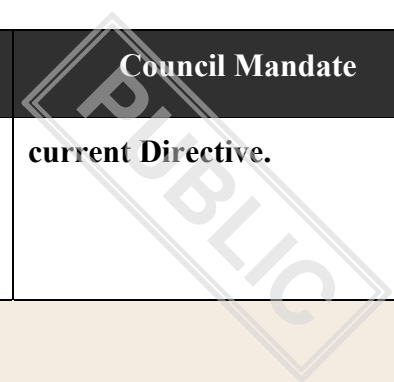
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
72	6. The specifications shall, where appropriate, be based on any standards referred to in Article 8.	6. The specifications shall, where appropriate, be based on any standards referred to in Article 8.	6. The specifications shall, where appropriate, be based on any standards referred to in Article 8.	6. The specifications shall, where appropriate, be based on any standards referred to in Article 8. Text Origin: Commission Proposal
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), first paragraph				
73	The specifications shall, as appropriate and in particular where justified in the interest of safety	The specifications shall, as appropriate and in particular where justified in the interest of safety	The specifications shall, include rules for setting parameters related to quality and suitability	The specifications shall, <u>include rules for setting parameters related to quality and suitability for use.</u> As appropriate and in

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	and interoperability, include rules on conformity assessment and market surveillance, including a safeguard clause, in accordance with Decision No 768/2008/EC.	and interoperability, include rules on conformity assessment and market surveillance, including a safeguard clause, in accordance with Decision No 768/2008/EC.	for use. As appropriate and in particular where justified in the interest of safety and interoperability, the specifications shall include rules on conformity assessment and market surveillance, including a safeguard clause, in accordance with Decision No 768/2008/EC.	particular where justified in the interest of safety and interoperability, <u>the specifications shall</u> include rules on conformity assessment and market surveillance, including a safeguard clause, in accordance with Decision No 768/2008/EC. B Text Origin: Council Mandate
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), first paragraph a				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
G	73a		The Member States may designate one or several bodies competent to carry out the assessment of compliance with the requirements set out in the specifications, subject to any specific rules on assessment that may be set therein.	<u>The Member States may designate one or several bodies competent to carry out the assessment of compliance with the requirements set out in the specifications, subject to any specific rules on assessment that may be set therein.</u> B Text Origin: Council Mandate
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
(6), second paragraph				
74	The specifications shall comply with the principles set out in Annex II.';	The specifications shall comply with the principles set out in Annex II.';	The specifications shall comply with the principles set out in Annex II.';	The specifications shall comply with the principles set out in Annex II.'; Text Origin: Commission Proposal
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), second paragraph a				
74a			(c) the following paragraph 8 is inserted:	<u>Keep GA</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), second paragraph b			
74b			‘8. The Commission shall adopt the specifications referred to in this Article by means of delegated acts in accordance with Article 12. A separate delegated act shall not cover more than one priority area and shall be adopted for each of the priority actions.’¹ _____ 1. Note: This paragraph 8 partly contains the substance of Article 7(1) and (2) of the	<u>Keep GA</u> C



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			current Directive.	
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), third paragraph				
75				Text Origin: Commission Proposal
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), fourth paragraph				
76				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	* Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17.9.2015, p. 1).;	* Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17.9.2015, p. 1).;	* Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17.9.2015, p. 1).’;	* Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17.9.2015, p. 1).; Text Origin: Commission Proposal
Article 1, first paragraph, point (6), introductory part				
77				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(6) The following Articles 6a and 6b are inserted:	(6) The following Articles 6a and 6b are inserted:	(6) The following Articles 6a and 6b are inserted:	
Article 1, first paragraph, point (6), amending provision, first paragraph				
78	Article 6a	Article 6a	Article 6a	Article 6a Text Origin: Commission Proposal
Article 1, first paragraph, point (6), amending provision, second paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
79	Availability of data	Availability of data	Availability of data and deployment of ITS services	c
Article 1, first paragraph, point (6), amending provision, third paragraph				
80	Member States shall ensure that for each data type listed in Annex III, data is available for the geographical coverage relative to such data type as early as possible and no later than the respective date set out in that Annex.	Member States <u>and/or competent authorities</u> shall ensure that for each data type listed in Annex III, data is available for the geographical coverage relative to such data type, <u>making their best effort</u> as early as possible and no later than the respective date set out in that Annex.	1. Member States shall ensure that for each data type listed in Annex III, where the underlying information already exists , data is available for the geographical coverage relative to such data type as early as possible and no later than the respective date set out in that Annex the implementing acts referred to in paragraph 3.	c

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (6), amending provision, fourth paragraph				
81	Member States shall ensure the accessibility of that data on the National Access Points by the same date.	Member States <u>and/or competent authorities</u> shall ensure the accessibility of that data on the National Access Points by the same date. <u>For this purpose the Member States and/or competent authorities shall provide an appropriate user interface.</u>	Member States shall ensure the accessibility of that data on the National Access Points NAPs by the same date.	<u>Keep GA:</u> Member States shall ensure the accessibility of that data on the National Access Points NAPs by the same date. c Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (6), amending provision, fourth paragraph a				
81a			2. Member States shall ensure that the ITS services specified in Annex IV are deployed for the geographical coverage and no later than the respective date set out in the implementing acts referred to in paragraph 3.	Keep GA C
Article 1, first paragraph, point (6), amending provision, fourth paragraph b				
81b			3. The Commission shall, by means of implementing acts adopted in accordance with	Compromise see next line C

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			Article 15(4), specify:	
81b	Compromise proposal lines 81b to 81d: 3. The Commission shall, by means of implementing acts adopted in accordance with Article 15(4), specify the geographical coverage relative to the data types listed in Annex III, and implementation deadlines. Those implementing acts shall <u>respect the following conditions:</u> <u>- (a) the geographical coverage of data types on static and dynamic traffic regulations, referred to in point 1.1 of Annex III, shall not go beyond the whole TEN-T road network, other motorways and sections of primary roads, as defined in Article 2(1a) and (1b) of Directive (EU) 2008/96, where the total annual average daily traffic is more than 2 000 vehicles. For those data types, the deadlines shall not be set before [31 December 2026];</u> <u>- (b) the geographical coverage of data types on the state of the network, referred to in point 1.2 of Annex III, shall not go beyond the whole TEN-T road network, other motorways and sections of primary roads, as defined in Article 2(1a) and (1b) of Directive 2008/96/EC, where the total annual average daily traffic is more than 2 000 vehicles. For those data types, the deadlines shall not be set before [31 December 2026];</u> <u>- (c) the geographical coverage of data types relating to information and reservation services for safe and secure parking places for trucks</u>			

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<u>and commercial vehicles, referred to in point 2 of Annex III, shall not go beyond the whole TEN-T road network. For those data types, the deadlines shall not be set before [31 December 2026];</u> <u>- (d) the geographical coverage of data types on detected road safety-related events or conditions, referred to in point 3 of Annex III, shall not go beyond the whole TEN-T road network. For those data types, the deadlines for the core network shall not be set before [31 December 2026], and for the extended core and comprehensive network not before [31 December 2031];</u> <u>- (e) the geographical coverage of data types on static multimodal traffic data for EU-wide multimodal travel information services, referred to in point 4 of Annex III, shall not go beyond the whole TEN-T network. For those data types, the deadlines shall not be set before [31 December 2028].</u> <u>Where the Commission adds new data to Annex III in accordance with Article 7(1) which fall within the scope of one of the data types referred to in points (a) to (e) of the first subparagraph of this paragraph, the geographical coverage shall be defined following the conditions laid down in those points for each data type.</u> <u>Where the Commission adds new data types to Annex III in accordance with Article 7(1), the geographical coverage shall be appropriate to the type of data concerned.</u> <u>For new data or new data types added to Annex III in accordance with Article 7(1), the applicable deadline shall provide for appropriate implementation time after the inclusion of such data or data types in Annex III.</u> <u>The deadlines set pursuant to this paragraph shall apply only to the existing infrastructure. In case a road section is completed at a later date,</u>			

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<u><i>the date of completion shall be the relevant deadline.</i></u> <u><i>Implementing acts adopted under this paragraph shall define specific geographical coverage and specific deadlines for each specific information encompassed by each data referred in Annex III.</i></u> <u><i>Implementing acts under this paragraph shall be adopted at least [two years] before the earliest deadline set out therein.</i></u> 4. The Commission shall, by means of implementing acts adopted in accordance with Article 15(4), specify the geographical coverage relative to the ITS services listed in Annex IV, and implementation deadlines. Those implementing acts shall <u><i>respect the following conditions: the geographical coverage of road safety-related minimum universal traffic information services, referred to in Annex IV, shall not go beyond the TEN-T road network. For such services, the deadline shall not be set before [31 December 2028].</i></u> <u><i>Where the Commission adds similar services to Annex IV in accordance with Article 7(2), the geographical coverage shall be defined following the conditions laid down in the second subparagraph of this paragraph.</i></u> <u><i>Where the Commission adds new types of ITS services to Annex IV in accordance with Article 7(2), the geographical coverage shall be appropriate to the type of services concerned.</i></u> <u><i>For new services or types of services added to Annex IV in accordance with Article 7(2), the deadlines shall provide for appropriate implementation time after the inclusion of such services or types of services in Annex IV.</i></u>			

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<u><i>The deadlines set pursuant to this paragraph shall apply only to the existing infrastructure on the TEN-T network. In the event that a road section of the TEN-T is completed at a later date, the date of completion shall be the relevant deadline.</i></u> <u><i>Implementing acts under this paragraph shall be adopted at least [two years] before the earliest deadline set out therein.</i></u> Fall-back offer A adding latest dates (<u><i>only changes to the compromise text above are highlighted</i></u>) Those implementing acts shall respect the following conditions: - (a) the geographical coverage of data types on static and dynamic traffic regulations, referred to in point 1.1 of Annex III, shall not go beyond the whole TEN-T road network, other motorways and sections of primary roads, as defined in Article 2(1a) and (1b) of Directive (EU) 2008/96, where the total annual average daily traffic is more than 2 000 vehicles. For those data types, the deadlines <u>shall be set between</u> [31 December 2026] <u>and [31 December 2028];</u> - (b) the geographical coverage of data types on the state of the network, referred to in point 1.2 of Annex III, shall not go beyond the whole TEN-T road network, other motorways and sections of primary roads, as defined in Article 2(1a) and (1b) of Directive 2008/96/EC, where the total annual average daily traffic is more than 2 000 vehicles. For those data types, the deadlines <u>shall be set between</u> [31 December 2026] <u>and [31 December 2028];</u> - (c) the geographical coverage of data types relating to information and reservation services for safe and secure parking			

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	places for trucks and commercial vehicles, referred to in point 2 of Annex III, shall not go beyond the whole TEN-T road network. For those data types, the deadlines <u>shall be set between</u> [31 December 2026] <u>and [31 December 2028]</u>; - (d) the geographical coverage of data types on detected road safety-related events or conditions, referred to in point 3 of Annex III, shall not go beyond the whole TEN-T road network. For those data types, the deadlines for the core network <u>shall be set between</u> [31 December 2026] <u>and [31 December 2028]</u>, and for the extended core and comprehensive network <u>between</u> [31 December 2031] <u>and [31 December 2033]</u>; - (e) the geographical coverage of data types on static multimodal traffic data for EU-wide multimodal travel information services, referred to in point 4 of Annex III, shall not go beyond the whole TEN-T network. For those data types, the deadlines <u>shall be set between</u> [31 December 2028] <u>and [31 December 2030]</u>. <u>Fall-back offer B adding a review clause (new Article 18)</u> <u>Article 18 Review</u> <u>By [31 December 2028], based on the latest Commission report prepared in accordance with Article 17(4), the Commission shall review Article 6a of this Directive on the mandatory availability of certain ITS data types and the mandatory deployment of certain ITS services within a geographical scope and deadlines. The Commission may, where appropriate, submit a proposal in particular broadening that geographical scope.</u>			

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	c			
Article 1, first paragraph, point (6), amending provision, fourth paragraph c				
81c			a) the geographical coverage relative to the data types listed in Annex III, and implementation deadlines;	<u>Compromise see line before</u> c
Article 1, first paragraph, point (6), amending provision, fourth paragraph d				
81d			b) the geographical coverage relative to the ITS services listed in Annex IV, and implementation deadlines.	<u>Compromise see line before</u> c

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (6), amending provision, fourth paragraph e				
81e			When adopting such implementing acts, the Commission shall take into account the risk of interference with personal data as well as the costs and human resources needed to make the relevant data available and to deploy the relevant services with a sufficient level of quality in order to ensure that those costs and resources, in particular those incurred by public authorities, are kept to a minimum. The Commission shall also consider the costs and	<u>(compromise proposal:)</u> <u>5. When adopting such implementing acts, the Commission shall take into account the risk of interference with personal data as well as the costs and human resources needed to make the relevant data available and to deploy the relevant services with a sufficient level of quality in order to ensure that those costs and resources, in particular those incurred by public authorities, are kept to a minimum. The Commission shall</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			administrative burden on private operators which may be required to provide the data and services. Where the addition of data types or services to Annexes III and IV has been the subject of a cost-benefit analysis and impact assessment in accordance with Article 7(1) or (2), the Commission may use also the results of those analysis and impact assessment for its considerations.’;	<u>also consider the relation between benefits resulting from the deployment of ITS data and services, on the one hand, and associated costs and administrative burden on private operators, on the other hand.</u> <u>Where the addition of data types or services to Annexes III and IV has been the subject of a cost-benefit analysis and impact assessment in accordance with Article 7(1) or (2), the Commission may use also the results of those analysis and impact assessment for its considerations.’;</u> C

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Article 1, first paragraph, point (6), amending provision, fourth paragraph a				
81f		<u>By 31 December 2026, the Commission shall establish a common European access point for the access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users. This common European access point shall connect all National Access Points and offer access to all data</u>		<u>Council proposal: Instead of lines 17a and this line, recital 7 in line 17 could be amended as follows:</u> <u>In the context of the implementation of Commission Delegated Regulations supplementing Directive 2010/40/EU, Member States have established national access points (NAPs). The NAPs organise the</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>covered by Directive 2010/40/EU.</u> <u>The Commission shall ensure that the common European access point is made available to the public and is easily accessible by way of providing open data, at no cost, and through open and standardised interfaces. Member States shall ensure that their National Access Points allow for an automated and uniform data exchange with the common European access and without prejudice to all relevant Union law.</u>		<u>access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users. These NAPs are an important component of the common European mobility data space under the European strategy for data and should be relied upon in particular as regards the accessibility of data. Through Member States' cooperation with a view to facilitate access to data via the NAPs, Member States shall strive to improve the NAPs' effectiveness, their interoperability and cooperation across the EU as well as facilitate the data users' access to them. Despite NAPs being operated in all Member</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u>States, there is still a need to improve availability of data concerning many data types that are deemed crucial to support the development of essential services providing the necessary information to the end users.</u>
Article 1, first paragraph, point (6), amending provision, fifth paragraph				
82	Article 6b	Article 6b	deleted	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (6), amending provision, sixth paragraph				
83	Deployment of ITS services	Deployment of ITS services	deleted	c
Article 1, first paragraph, point (6), amending provision, seventh paragraph				
84	Member States shall ensure that the ITS services specified in Annex IV are deployed for the geographical coverage set out in that Annex by the date specified therein.;	Member States shall ensure that the ITS services specified in Annex IV are deployed for the geographical coverage <u>no later than the respective date</u> set out in that Annex by the date specified	deleted	c

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		therein;		
Article 1, first paragraph, point (7), introductory part				
85	(7) Article 7 is amended as follows:	(7) Article 7 is amended as follows:	(7) Article 7 is amended as follows replaced by the following:	
Article 1, first paragraph, point (7) title				
85a			'Article 7	<u>Keep GA</u> <u>'Article 7</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				c Text Origin: Council Mandate
Article 1, first paragraph, point (7) title a				
85b			Amendments to Annexes III and IV	Keep GA Amendments to Annexes III and IV c
Article 1, first paragraph, point (7)(a), introductory part				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
86	(a) the following paragraphs 1a and 1b are inserted:	(a) the following paragraphs 1a and 1b are inserted:	(a) the following paragraphs 1a and 1b are inserted:	C
Article 1, first paragraph, point (7)(a), amending provision, first paragraph				
87	‘ 1a. Following a cost-benefit analysis and an impact assessment including appropriate consultations, the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of data types in Annex III, including the date of implementation and the	‘ 1a. Following a cost-benefit analysis and an impact assessment <u>with a special focus on the impact on SMEs and accompanied by a consultation among stakeholders,</u> including appropriate consultations <u>representatives of all road users and other groups concerned in an equal manner,</u>	‘ 1a. ‘1’. Following a cost-benefit analysis and an impact assessment including appropriate consultations, the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of data types in Annex III, including the date of implementation and the	<u>Keep GA:</u> ‘ 1a. <u>‘1’.</u> Following a cost-benefit analysis and an impact assessment including appropriate consultations, the Commission is empowered to adopt delegated acts in accordance with Article 12 to <u>amend the list of data types in Annex III, including the date of implementation and the</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	geographical coverage for each data type. Those amendments shall be consistent with the data categories set out in the latest working programme adopted in accordance with Article 17(5).	the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of data types in Annex III, including the date of implementation and the geographical coverage for each data type. Those amendments shall be consistent with the data categories set out in the latest working programme adopted in accordance with Article 17(5).	geographical coverage for each data type. Those amendments shall be consistent with the data categories set out in the latest working programme adopted in accordance with Article 17(5). in view of market and technological development throughout the Union, in order to amend the list of data types in Annex III, by 1. Note: paragraph 1 of Article in force is incorporated into Article 6, new paragraph 8.	geographical coverage for each data type. Those amendments shall be consistent with the data categories set out in the latest working programme adopted in accordance with Article 17(5). <u>in view of market and technological development throughout the Union, in order to amend the list of data types in Annex III, by</u> <u>1. Note: paragraph 1 of Article in force is incorporated into Article 6, new paragraph 8.</u> c

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				in TM on 28 Nov EP insisted on impact on SME assessment, consultation of all stakeholders including all road users. Council will not accept “in an equal manner Text Origin: Council Mandate
Article 1, first paragraph, point (7)(a), amending provision, first paragraph a				
87a			(a) adding or modifying data types which are inherently linked to the priority areas set out in Annex I and which are listed in the specifications established	<u>Keep GA:</u> <u>(a) adding or modifying data types which are inherently linked to the priority areas set out in Annex I and which are listed in the specifications established</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			pursuant to Article 6(8), where the availability of such data types brings, according to the cost-benefit analysis and impact assessment, important and clearly justified benefits and improvements in terms of transport sustainability, transport safety and security, or transport efficiency and management, or (b) where clearly justified, deleting data types included in Annex III.	<u>pursuant to Article 6(8), where the availability of such data types brings, according to the cost-benefit analysis and impact assessment, important and clearly justified benefits and improvements in terms of transport sustainability, transport safety and security, or transport efficiency and management, or</u> <u>(b) where clearly justified, deleting data types included in Annex III.</u> C Text Origin: Council

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Mandate
Article 1, first paragraph, point (7)(a), amending provision, first paragraph b				
87b			Each delegated act shall be consistent with the data types set out in the latest working programme adopted in accordance with Article 4a and shall not cover more than one priority area.	<u>Keep GA:</u> <u>Each delegated act shall be consistent with the data types set out in the latest working programme adopted in accordance with Article 4a and shall not cover more than one priority area.</u> c Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (7)(a), amending provision, second paragraph				
88	1b. Following a cost-benefit analysis taking due account of market developments and technology evolution and an impact assessment including appropriate consultations, the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of ITS services in Annex IV, including the date of implementation and the geographical coverage for each ITS service. Those amendments shall be consistent with the list of ITS	1b. Following a cost-benefit analysis taking due account of market developments and technology evolution and an impact assessment including appropriate consultations <u>with a special focus on the impact on SMEs and accompanied by a consultation among stakeholders</u> , the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of ITS services in Annex IV, including the date of implementation and the	1b. 2. Following a cost-benefit analysis taking due account of market developments and technology evolution and an impact assessment including appropriate consultations, the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of ITS services in Annex IV, including the date of implementation and the geographical coverage for each ITS service. Those amendments shall be consistent with in view of	1b. <u>Keep GA:</u> 2. Following a cost-benefit analysis taking due account of market developments and technology evolution and an impact assessment including appropriate consultations, the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of ITS services in Annex IV, including the date of implementation and the geographical coverage for each ITS service. Those amendments shall be consistent with <u>in view of</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	services set out in the latest working programme adopted in accordance with Article 17(5).;	geographical coverage for each ITS service. Those amendments <u>Such proposals</u> shall be consistent with the list of ITS services set out in the latest working programme adopted in accordance with Article 17(5).;	market and technological development throughout the Union, in order to amend the list of ITS services set out in the latest working programme adopted in accordance with Article 17(5).; in Annex IV by	<u>market and technological development throughout the Union, in order to amend</u> the list of ITS services set out in the latest working programme adopted in accordance with Article 17(5).; <u>in Annex IV by</u> C in TM on 28 Nov EP insisted on impact on SME assessment, consultation of all stakeholders Text Origin: Council Mandate

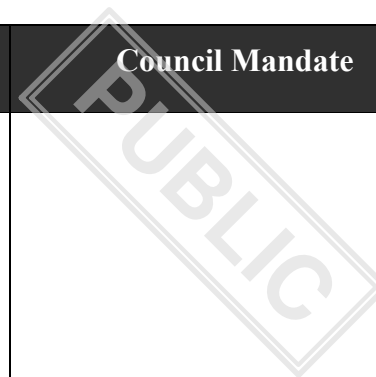
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (7)(a), amending provision, second paragraph a				
88a			(a) adding or modifying services within the scope of Annex I in respect of which specifications have been established pursuant to Article 6(8), where the provision of such services brings, according to the cost-benefit analysis and impact assessment, important and clearly justified benefits and improvements in terms of transport sustainability, transport safety and security, or transport efficiency and management, or	<u>Keep GA:</u> <u>(a) adding or modifying services within the scope of Annex I in respect of which specifications have been established pursuant to Article 6(8), where the provision of such services brings, according to the cost-benefit analysis and impact assessment, important and clearly justified benefits and improvements in terms of transport sustainability, transport safety and security, or transport efficiency and management, or</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			(b) where clearly justified, deleting services included in Annex IV.	<u>(b) where clearly justified, deleting services included in Annex IV.</u> c Text Origin: Council Mandate
Article 1, first paragraph, point (7)(a), amending provision, second paragraph b				
88b			Each delegated act shall be consistent with the list of ITS services set out in the latest working programme adopted in accordance with Article 4a and	<u>Keep GA:</u> <u>Each delegated act shall be consistent with the list of ITS services set out in the latest working programme adopted in accordance with Article 4a and</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			shall not cover more than one priority area.	<u>shall not cover more than one priority area.</u> c Text Origin: Council Mandate
Article 1, first paragraph, point (7)(b), introductory part				
89	(b) paragraph 3 is replaced by the following:	(b) paragraph 3 is replaced by the following:	(b) paragraph 3 is replaced by the following:	c

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (7)(b), amending provision, numbered paragraph (3)				
90	3. For the delegated acts referred to in this Article, the procedure set out in Article 12 shall apply.;	3. For the delegated acts referred to in this Article, the procedure set out in Article 12 shall apply.;	3. For the When adopting delegated acts referred to in pursuant to this Article, the procedure set out in Article 12 Commission shall take duly into account the risk of interference with personal data as well as the costs and human resources needed to make the relevant data available or to deploy the relevant services with a sufficient level of quality in order to ensure that those costs	<u>Compromise proposal:</u> 3. For the <u>When adopting</u> delegated acts referred to <u>in pursuant to</u> this Article, the procedure set out in Article 12 <u>Commission shall take duly into account the risk of interference with personal data as well as the costs and human resources needed to make the relevant data available or to deploy the relevant services with a sufficient level of quality in order to ensure that those costs and resources, in</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			and resources, in particular those incurred by public authorities, are kept to a minimum. The Commission shall apply also consider the costs and administrative burden on private operators which may be required to provide the data and services.’;	<u>particular those incurred by public authorities, are kept to a minimum. The Commission shall apply also consider the relation between benefits resulting from the deployment of ITS data and services, on the one hand, and associated costs and administrative burden for private operators which may be required to provide the data and services, on the other.’;</u> <u>Technical meeting 28 Nov: EP requests more positive formulation of the last sentence</u>



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				B Text Origin: Council Mandate
Article 1, first paragraph, point (8), introductory part				
91	(8) The following Article 7a is inserted:	(8) The following Article 7a is inserted:	(8) The following Article 7a is inserted:	(8) The following Article 7a is inserted: C

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (8), amending provision, first paragraph				
92	Article 7a	Article 7a	Article 7a	Article 7a Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (8), amending provision, second paragraph				
93	Interim measures	Interim measures	Interim measures	Interim measures Text Origin: Commission Proposal
Article 1, first paragraph, point (8), amending provision, third paragraph				
94	In the event of an emergency situation having a severe direct impact on road safety, cyber security or the availability and integrity of ITS services, and which may compromise the safe	In the event of an emergency situation having a severe direct impact on road safety, cyber security or the availability and integrity of ITS services, and which may compromise the safe	<i>deleted</i>	<u>Keep GA (text merged into paragraphs one and two lines 94a and 94b)</u> c

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	and proper functioning of the Union transport system, in order to remedy that situation the Commission may adopt immediately applicable implementing acts suspending or establishing obligations within the scope of the priority areas set under Article 2. Those implementing acts shall be adopted in accordance with the procedure referred to in Article 15(3). They shall be strictly limited to addressing the causes and consequences of such emergency situations.;	and proper functioning of the Union transport system, in order to remedy that situation the Commission may adopt immediately applicable implementing acts suspending or establishing obligations within the scope of the priority areas set under Article 2. Those implementing acts shall be adopted in accordance with the procedure referred to in Article 15(3). They shall be strictly limited to addressing the causes and consequences of such emergency situations.;		
Article 1, first paragraph, point (8), amending provision, third paragraph a				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
94a			1. Without prejudice to incident preparedness and response mechanisms, such as those established under Directive (EU) 2016/1148 of the European Parliament and of the Council*, the Commission may, at the request of a Member State or on its own initiative, in an emergency situation, adopt immediately applicable implementing acts laying down countermeasures to address the causes and consequences of that situation, such as the suspension of obligations within the scope of the priority areas set under Article 2. The Commission shall inform Member States as soon as	<u>Keep GA:</u> <u>1. Without prejudice to incident preparedness and response mechanisms, such as those established under Directive (EU) 2016/1148 of the European Parliament and of the Council*, the Commission may, at the request of a Member State or on its own initiative, in an emergency situation, adopt immediately applicable implementing acts laying down countermeasures to address the causes and consequences of that situation, such as the suspension of obligations within the scope of the priority areas set under Article 2. The Commission shall inform</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			possible when it considers that an emergency situation has occurred.	<u>Member States as soon as possible when it considers that an emergency situation has occurred.</u> c Text Origin: Council Mandate
Article 1, first paragraph, point (8), amending provision, third paragraph b				
94b			2. The Commission may adopt implementing acts in accordance with paragraph 1 only in the event of an unforeseen	<u>Keep GA, incorporate compatible parts of EP amendment in recital 24</u> <u>2. The Commission may adopt implementing acts in accordance</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			emergency situation arising from the availability or integrity of ITS services, which are the subject of specifications adopted in accordance with Article 6, being compromised, where such a situation is likely to compromise the safe and proper functioning of the Union transport system or has an adverse effect on road safety, and only where it cannot be expected that applying incident response mechanism or modifying specifications in accordance with Article 6 will ensure a timely and effective response. The measures adopted by the Commission shall be strictly limited to addressing the causes and consequences of such emergency situations.	<u>with paragraph 1 only in the event of an unforeseen emergency situation arising from the availability or integrity of ITS services, which are the subject of specifications adopted in accordance with Article 6, being compromised, where such a situation is likely to compromise the safe and proper functioning of the Union transport system or has an adverse effect on road safety, and only where it cannot be expected that applying incident response mechanism or modifying specifications in accordance with Article 6 will ensure a timely and effective response. The measures adopted by the Commission shall be strictly limited to addressing the causes and consequences of</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u>such emergency situations.</u> c Text Origin: Council Mandate
Article 1, first paragraph, point (8), amending provision, third paragraph c				
94c			3. The adoption of interim measures in accordance with this Article is without prejudice to the competence of Member States to take action in an emergency situation relating to	<u>Keep GA:</u> <u>3. The adoption of interim measures in accordance with this Article is without prejudice to the competence of Member States to take action in an emergency situation relating to matters of</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			matters of national security or defence which affect ITS applications and services deployed on their territory.	<u><i>national security or defence which affect ITS applications and services deployed on their territory.</i></u> C Text Origin: Council Mandate
Article 1, first paragraph, point (8), amending provision, third paragraph d				
94d			4. The implementing acts referred to in paragraph 1 shall be adopted in accordance with	<u><i>Keep GA:</i></u> <u><i>4. The implementing acts referred to in paragraph 1 shall be adopted in accordance with the procedure</i></u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			the procedure referred to in Article 15(3). Those implementing acts shall have a period of validity of no more than 8 months. The Commission shall inform Member States when it considers that the emergency situation has ended and repeal those acts once that situation has ended or the Commission has amended the relevant specifications in order to remedy the situation, whichever comes first¹.’; _____ 1. Note: last sentence is shifted from Article 15(3).	<u>referred to in Article 15(3). Those implementing acts shall have a period of validity of no more than 8 months. The Commission shall inform Member States when it considers that the emergency situation has ended and repeal those acts once that situation has ended or the Commission has amended the relevant specifications in order to remedy the situation, whichever comes first¹.’;</u> _____ <u>1. Note: last sentence is shifted from Article 15(3).</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				c Text Origin: Council Mandate
Article 1, first paragraph, point (8), amending provision, third paragraph e				
94e				
Article 1, first paragraph, point (8), amending provision, third paragraph f				
94f			*Directive (EU) 2016/1148 of the European Parliament and of the	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			Council of 6 July 2016 concerning measures for a high common level of security of network and information systems across the Union (OJ L 194/1, 19.7.2016 p. 1) NOTE: to be updated once NIS2 enters into force (Proposal for a Directive of the European Parliament and of the Council on measures for a high common level of cybersecurity across the Union, repealing Directive (EU) 2016/1148, 2020/0359(COD))	c
Article 1, first paragraph, point (9)				
95				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(9) in Article 8(1), the reference to 'Directive 98/34/EC' is replaced by the reference to 'Directive (EU) 2015/1535';	(9) in Article 8(1), the reference to 'Directive 98/34/EC' is replaced by the reference to 'Directive (EU) 2015/1535';	(9) in Article 8(1), the reference to 'Directive 98/34/EC' is replaced by the reference to 'Directive (EU) 2015/1535';	(9) in Article 8(1), the reference to 'Directive 98/34/EC' is replaced by the reference to 'Directive (EU) 2015/1535'; Text Origin: Commission Proposal
Article 1, first paragraph, point (9a)				
95a		<u>(9a) Article 9 is replaced by the following :</u>		c
Article 1, first paragraph, point (9b)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
95b		<u>(9b) "Article 9</u> <u>Non-binding measures</u> <u>The Commission shall adopt guidelines and other non-binding measures to facilitate Member States' cooperation relating to the priority areas in accordance with the advisory procedure referred to in Article 15(2). The aim of those guidelines shall be to help define a process by which Member States share the data types listed in Annex III, which have been made available by ITS service providers with one another through their NAPs in a centralised and</u>		<u>Council proposal:</u> <u>Instead of line 95b, add a recital after recital 7 line 17:</u> <u>Member State cooperation in the application of specifications on the deployment of ITS should be reinforced. The Commission should facilitate Member States' cooperation relating to the priority areas, for example by adopting guidelines to foster harmonised and timely deployment of ITS within the Union and to streamline sharing of data types listed in Annex III.</u> 

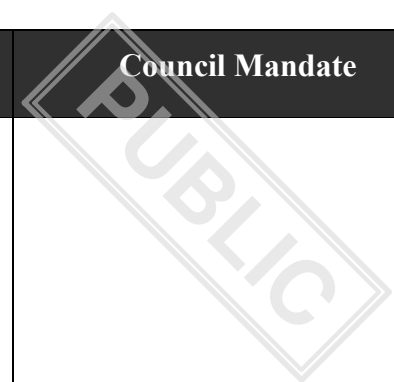
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>cooperative manner.</u>		
Article 1, first paragraph, point (10), introductory part				
96	(10) Article 10 is replaced by the following:	(10) Article 10 is replaced by the following:	(10) Article 10 is replaced by the following:	(10) Article 10 is replaced by the following: Text Origin: Commission Proposal
Article 1, first paragraph, point (10), amending provision, first paragraph				
97	,	,	,	,

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 10	Article 10	'Article 10	Article 10 Text Origin: Commission Proposal
Article 1, first paragraph, point (10), amending provision, second paragraph				
98	Rules on data protection and privacy	Rules on data protection and privacy	Rules on data protection and privacy	Rules on data protection and privacy Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (10), amending provision, second paragraph a				
98a			1. Data that constitute personal data within the meaning of Article 4, point (1), of Regulation (EU) 2016/679*, shall be processed pursuant to this Directive only insofar as such processing is necessary for the performance of ITS applications, services and actions identified in Annex I in view of ensuring road safety or security, and enhanced traffic, mobility or incident management.	<u>1. Data that constitute personal data within the meaning of Article 4, point (1), of Regulation (EU) 2016/679*, shall be processed pursuant to this Directive only insofar as such processing is necessary for the performance of ITS applications, services and actions identified in Annex I in view of ensuring road safety or security, and enhanced traffic, mobility or incident management.</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Article 1, first paragraph, point (10), amending provision, third paragraph				
99	Where specifications adopted pursuant to Article 6 concern the processing of traffic, travel or road data that are personal data as defined in Article 4, point (1) of Regulation (EU) 2016/679*, they shall lay down the categories of those data and provide for appropriate personal data protection safeguards pursuant to Regulation (EU) 2016/679 and Directive 2002/58/EC. Where appropriate, the use of anonymous	Where specifications adopted pursuant to Article 6 concern the processing of traffic, travel or road data that are personal data as defined in Article 4, point (1) of Regulation (EU) 2016/679*, they shall lay down the categories of those data and provide for appropriate personal data protection safeguards pursuant to Regulation (EU) 2016/679 and Directive 2002/58/EC. <u>As soon as the purpose of the processing can</u>	2. Where specifications adopted pursuant to Article 6 concern the processing of traffic, travel or road data that are personal data as defined in Article 4, point (1) of Regulation (EU) 2016/679*, they shall lay down the categories of those data and provide for appropriate personal data protection safeguards pursuant to Regulation (EU) 2016/679 and Directive 2002/58/EC. In that case, the impact assessment	<u>(compromise for trilogue:)</u> 2. Where specifications adopted pursuant to Article 6 concern the processing of traffic, travel or road data that are personal data as defined in Article 4, point (1) of Regulation (EU) 2016/679*, they shall lay down the categories of those data and provide for appropriate personal data protection safeguards pursuant to Regulation (EU) 2016/679 and Directive 2002/58/EC. Where appropriate, the use of

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	data shall be encouraged.	<u>also be achieved without reference to a person and anonymisation is technically feasible, all data used</u> Where appropriate, the use of anonymous data shall be encouraged <u>anonymous data</u>.	referred to in Article 6(7)¹ shall include an analysis of the impact of such processing on the protection of the personal data in question. 3. Where appropriate, the use of anonymous data or the pseudonymisation of data shall be encouraged. _____ 1. Note: Article 6(7) reads: ‘The Commission shall conduct an impact assessment including a cost-benefit analysis prior to the adoption of the specifications.’	anonymous <u>In that case, the impact assessment referred to in Article 6(7)¹ shall include an analysis of the impact of such processing on the protection of natural persons with regard to the processing of personal data.</u> <u>3. Where anonymisation is technical feasible and the purposes can be achieved with anonymised data, anonymised data shall be encouraged used.</u> <u>4. Where anonymisation is technically not feasible, or the purposes cannot be achieved with anonymised data, the data shall be pseudonymised</u> _____ <u>1. Note: Article 6(7) reads:</u>



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u><i>‘The Commission shall conduct an impact assessment including a cost-benefit analysis prior to the adoption of the specifications.’</i></u> C Technical meeting 28 Nov: EP against mentioning anonymisation and pseudomisation (which latter provides less protection) in the same sentence. Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (10), amending provision, fourth paragraph				
100	_____	_____	_____	Text Origin: Commission Proposal
Article 1, first paragraph, point (10), amending provision, fifth paragraph				
101	* Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free	* Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free	* Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of	* Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).;	movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).;	such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).’;	such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).;
Article 1, first paragraph, point (11), introductory part				
102	(11) The following Article 10a is inserted:		(11) The following Article 10a is inserted:	(11) The following Article 10a is inserted:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (11), amending provision, first paragraph				
103	Article 10a	Article 10a	Article 10a	Article 10a Text Origin: Commission Proposal
Article 1, first paragraph, point (11), amending provision, second paragraph				
104				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	EU C-ITS security credential management system	EU C-ITS security credential management system	EU C-ITS security credential management system	EU C-ITS security credential management system Text Origin: Commission Proposal
Article 1, first paragraph, point (11), amending provision, third paragraph, introductory part				
105	The specifications for the priority area referred to in Article 2(1), point (d), to be adopted by the Commission in the exercise of its powers pursuant to Article 7(1), shall lay down the EU C-ITS security credential management	The specifications for the priority area referred to in Article 2(1), point (d), to be adopted by the Commission in the exercise of its powers pursuant to Article 7(1), shall lay down the EU C-ITS security credential management	The specifications for the priority area referred to in Article 2(1), point (d), to be adopted by the Commission in the exercise of its powers pursuant to Article 7(1)6(8), shall lay down the EU C-ITS security credential	<u>Keep GA:</u> The specifications for the priority area referred to in Article 2(1), point (d), to be adopted by the Commission in the exercise of its powers pursuant to Article <u>6(8) - to be updated after agreement on Article 7(1)/6(8)</u> 7(1) , shall lay

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	system referred to in point 4.3 of Annex I. That system shall comprise the following roles:	system referred to in point 4.3 of Annex I. That system shall comprise the following roles:	management system referred to in point 4.3 of Annex I. The following roles of that system shall comprise the following roles be specified:	down the EU C-ITS security credential management system referred to in point 4.3 of Annex I. <u>The following roles of</u> that system shall comprise the following roles <u>be specified:</u> B Text Origin: Council Mandate
Article 1, first paragraph, point (11), amending provision, third paragraph(a)				
106	(a) C-ITS certificate policy	(a) C-ITS certificate policy	(a) C-ITS certificate policy	(a) C-ITS certificate policy

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	authority;	authority;	authority;	authority; Text Origin: Commission Proposal
Article 1, first paragraph, point (11), amending provision, third paragraph(b)				
107	(b) C-ITS trust list manager;	(b) C-ITS trust list manager;	(b) C-ITS trust list manager;	(b) C-ITS trust list manager; Text Origin: Commission Proposal
Article 1, first paragraph, point (11), amending provision, third paragraph(c)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
108	(c) C-ITS point of contact.	(c) C-ITS point of contact.	(c) C-ITS point of contact.	(c) C-ITS point of contact. Text Origin: Commission Proposal
Article 1, first paragraph, point (11), amending provision, fourth paragraph				
109	The Commission shall be responsible for ensuring the execution of those roles.;	The Commission shall be responsible for ensuring the execution of those roles.;	The Commission shall be responsible for ensuring the execution of the that those roles are executed. ;	The Commission shall be responsible for ensuring the execution of that those roles are executed. ;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				A Text Origin: Council Mandate
Article 1, first paragraph, point (12)				
110	(12) in Article 12(2), ‘27 August 2017’ is replaced by ‘[Publication Office: please insert the date of entry into force of this Directive]’;	(12) in Article 12(2), ‘27 August 2017’ is replaced by ‘[Publication Office: please insert the date of entry into force of this Directive]’;	(12) in Article 12(2), ‘27 August 2017’ is replaced by ‘[Publication Office: please insert the date of entry into force of this Directive]’;	(12) in Article 12(2), ‘27 August 2017’ is replaced by ‘[Publication Office: please insert the date of entry into force of this Directive]’; Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (12a)				
110a		<u>(12a) Article 12 (4) is amended as follows:</u> <u>""4. Before adopting a delegated act, the Commission shall consult the European ITS Advisory Group, other relevant stakeholders and experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.</u>		<u>Technical meeting 28 Nov: EP considers having this provision in a recital instead</u> C

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (13), introductory part				
111	(13) Article 15 is replaced by the following:	(13) Article 15 is replaced by the following:	(13) Article 15 is replaced by the following:	(13) Article 15 is replaced by the following: Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, first paragraph				
112	‘ Article 15	‘ Article 15	‘ Article 15	‘ Article 15

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, second paragraph				
113	Committee procedure	Committee procedure	Committee procedure	Committee procedure Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, numbered paragraph (1)				
114	1. The Commission shall be	1. The Commission shall be	1. The Commission shall be	1. The Commission shall be

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	assisted by the European ITS Committee (EIC). That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council*.	assisted by the European ITS Committee (EIC). That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council*.	assisted by the European ITS Committee (EIC). That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council*.	assisted by the European ITS Committee (EIC). That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council*. Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, numbered paragraph (2)				
115	2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, numbered paragraph (3)				
116	3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011, in conjunction with Article 5 thereof, shall apply. Implementing acts adopted pursuant to this paragraph shall remain in force until repealed. The Commission shall repeal those acts once the emergency situation has ended or the relevant delegated act supplementing this Directive is	3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011, in conjunction with Article 5 thereof, shall apply. Implementing acts adopted pursuant to this paragraph shall remain in force until repealed. The Commission shall repeal those acts once the emergency situation has ended or the relevant delegated act supplementing this Directive is	3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011, in conjunction with Article 5 thereof, shall apply. Implementing acts adopted pursuant to this paragraph shall remain in force until repealed. The Commission shall repeal those acts once the emergency situation has ended or the relevant delegated act supplementing this Directive is	B to be updated after agreement on Article 7a Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	amended to remedy the situation, whichever comes first.	amended to remedy the situation, whichever comes first.	amended to remedy the situation, whichever comes first. Content of second sentence shifted to Article 7a(4)	
Article 1, first paragraph, point (13), amending provision, numbered paragraph (4), introductory part				
117	4. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	4. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	4. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	4. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Text Origin:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Commission Proposal
Article 1, first paragraph, point (13), amending provision, numbered paragraph (4), first paragraph				
118	Where the opinion of the committee is to be obtained by a written procedure, that procedure shall be terminated without result when, within the time-limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.	Where the opinion of the committee is to be obtained by a written procedure, that procedure shall be terminated without result when, within the time-limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.	Where the opinion of the committee is to be obtained by a written procedure, that procedure shall be terminated without result when, within the time-limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.	Where the opinion of the committee is to be obtained by a written procedure, that procedure shall be terminated without result when, within the time-limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request. <u>Keep GA</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (13), amending provision, numbered paragraph (4), second paragraph				
119	Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply. Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, numbered paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
(4), third paragraph				
120	_____	_____	_____	Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, numbered paragraph (4), fourth paragraph				
121	* Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms	* Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms	* Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms	* Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).;	for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).;	for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).';	for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).;
				Text Origin: Commission Proposal
Article 1, first paragraph, point (14), introductory part				
122	(14) Article 17 is replaced by the following:	(14) Article 17 is replaced by the following:	(14) Article 17 is replaced by the following:	(14) Article 17 is replaced by the following:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (14), amending provision, first paragraph				
123	Article 17	Article 17	Article 17	Article 17 Text Origin: Commission Proposal
Article 1, first paragraph, point (14), amending provision, second paragraph				
124				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Reporting and working programme	Reporting and working programme	Reporting and working programme ¹ 1. Note: The terms of the working programme are shifted to new Article 4a.	Reporting and working programme ¹ <u>1. Note: The terms of the working programme are shifted to new Article 4a.</u> c Text Origin: Council Mandate
	Article 1, first paragraph, point (14), amending provision, numbered paragraph (1)			
Y	125			Y

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. Member States shall submit to the Commission by [Date of entry into force + 12 months] a report on the implementation of this Directive and of all delegated acts supplementing this Directive, on their national activities and projects regarding the priority areas and on the implementation of Articles 6a and 6b.	1. Member States shall submit to the Commission by [Date of entry into force + 12 months] a report on the implementation of this Directive and of all delegated acts supplementing this Directive, on their national activities and projects regarding the priority areas and on the implementation of Articles 6a and 6b.	1. Member States shall submit to the Commission by [Date of entry into force + 1218 months] a report on the implementation of this Directive and of all the delegated acts supplementing this Directive, adopted on the basis thereof, as well as on their main national activities and projects regarding the priority areas and on the implementation of Articles 6a and 6b regarding the availability of data and services listed in Annexes III and IV.	1. <u>(compromise for political trilogue, together with line 126:)</u> Member States shall submit to the Commission by [Date of entry into force + 1215 months] a report on the implementation of this Directive and of all the delegated acts supplementing this Directive, <u>adopted on the basis thereof, as well as</u> on their <u>main</u> national activities and projects regarding the priority areas and on the implementation of Articles 6a and 6b <u>regarding the availability of data and services listed in Annexes III and IV.</u> C

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Article 1, first paragraph, point (14), amending provision, numbered paragraph (2)				
126	2. The Commission shall, by means of implementing acts, lay down the template for the initial and progress reports including a list of key performance indicators to be provided in the reports. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 15(2).	2. The Commission shall, by means of implementing acts, lay down the template for the initial and progress reports including a list of key performance indicators to be provided in the reports. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 15(2).	2. The Commission shall, by means of implementing acts, lay down the template for the initial and progress reports including a list of key performance indicators for assessing the implementation of this Directive and of the delegated and implementing acts adopted on the basis thereof. Those implementing acts shall, in the light of the principle of	2. <u>(compromsie for political trilogue, together with line 125:)</u> The Commission shall, by means of implementing acts, lay down the template for the initial and progress reports including a list of key performance indicators <u>for assessing the implementation of this Directive and of the delegated and implementing acts adopted on</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			proportionality and on the basis of best practices, distinguish between mandatory key performance indicators to be providedincluded in the reports and additional indicators that may be included in such reports where appropriate. Those implementing acts shall be adopted in accordance with the advisoryexamination procedure referred to in Article 15(2)15(4).	<u>the basis thereof. Those implementing acts shall, in the light of the principle of proportionality and on the basis of best practices, distinguish between mandatory key performance indicators to be providedincluded in the reports <u>and additional indicators that may be included in such reports where appropriate.</u></u> Those implementing acts shall be adopted in accordance with the advisory<u>examination</u> procedure referred to in Article 15(2)<u>15(4)</u>. C Text Origin: Council

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Mandate
Article 1, first paragraph, point (14), amending provision, numbered paragraph (3)				
127	3. Following the initial report, Member States shall report every 3 years on the progress made in the implementation of this Directive and of all delegated acts supplementing this Directive, as referred to in paragraph 1.	3. Following the initial report, Member States shall report every 3 ² years on the progress made in the implementation of this Directive and of all delegated acts supplementing this Directive, as referred to in paragraph 1.	3. Following the initial report, Member States shall report every 3 years on the progress made in the implementation of this Directive and of all the delegated and implementing acts adopted on the basis thereof. The Commission shall ensure that the deadlines for reporting laid down in the delegated acts adopted on the basis of Article 6 are aligned with that frequency acts supplementing this Directive, as referred to in paragraph 1.	<u>Keep GA:</u> 3. Following the initial report, Member States shall report every 3 years on the progress made in the implementation of this Directive and of all the delegated <u>and implementing acts adopted on the basis thereof. The Commission shall ensure that the deadlines for reporting laid down in the delegated acts adopted on the basis of Article 6 are aligned with that frequency</u> acts supplementing this Directive, as referred to in paragraph 1.

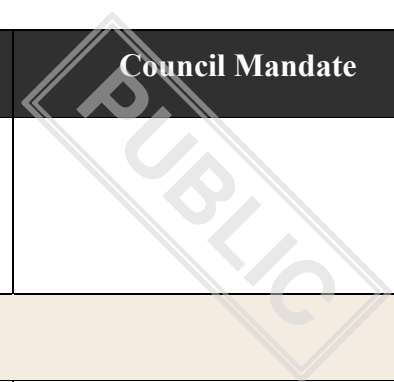
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				c Text Origin: Council Mandate
Article 1, first paragraph, point (14), amending provision, numbered paragraph (4)				
128	4. The Commission shall submit, 18 months after each deadline for Member State reports, a report to the European Parliament and to the Council on the progress made in the implementation of this Directive. The report shall be accompanied by an analysis on the	4. The Commission shall submit, 18 ¹² months after each deadline for Member State reports, a report to the European Parliament and to the Council on the progress made in the implementation of this Directive. The report shall be accompanied by an analysis on the	4. The Commission shall submit, no later than 18 months after each deadline for Member State reports, a report to the European Parliament and to the Council on the progress made in the implementation of this Directive and of the delegated and implementing acts adopted	4. The Commission shall submit, <u>no later than</u> 18 months after each deadline for Member State reports, a report to the European Parliament and to the Council on the progress made in the implementation of this Directive <u>and of the delegated acts implementing acts to be added</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	functioning and implementation, including the financial resources used and needed, of Articles 5 to 11 and Article 16, and shall assess the need to amend this Directive, where appropriate.	functioning and implementation, including the financial resources used and needed, of Articles 5 to 11 and Article 16, and shall assess the need to amend this Directive, where appropriate.	on the basis thereof. The report shall be accompanied by an analysis on the functioning and implementation, including the financial resources used and needed, of Articles 5 to 11 and Article 16, and shall assess the need to amend this Directive, where appropriate.	<u>depending on the outcome for the main political issue/ adopted on the basis thereof.</u> The report shall be accompanied by an analysis on the functioning and implementation, including the financial resources used and needed, of Articles 5 to 11 and Article 16, and shall assess the need to amend this Directive, where appropriate. B Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (14), amending provision, numbered paragraph (5), introductory part				
129	5. By [Date of entry into force + 12 months], the Commission shall, after consulting relevant stakeholders and by means of an implementing act, adopt a working programme. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(4). The working programme shall include objectives and dates for its implementation every year, as well as the list of data categories and ITS services for which the Commission may adopt delegated acts pursuant to Article 7(1a) and	5. By [Date of entry into force + 12 months], the Commission shall, after consulting <u>the European ITS Advisory Group and</u> relevant stakeholders and by means of an implementing act, adopt a working programme. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(4). The working programme shall include objectives and dates for its implementation every year, as well as the list of data categories and ITS services for which the Commission may adopt delegated acts pursuant to Article	deleted rules on working programme shifted to new Article 4a	5. By [Date of entry into force + 12 months], the Commission shall, after consulting relevant stakeholders and by means of an implementing act, adopt a working programme. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(4). The working programme shall include objectives and dates for its implementation every year, as well as the list of data categories and ITS services for which the Commission may adopt delegated acts pursuant to Article 7(1a) and

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(1b).	7(1a) and (1b).		(1b). <u>Compromise: incorporate EP amendment into Council text line 61d</u> C Technical meeting 28 Nov: EP prefers lines 129/130 over Council text as separate Article 4a Text Origin: EP Mandate
Article 1, first paragraph, point (14), amending provision, numbered paragraph (5), first paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
130	Before each subsequent five-year extension of the power to adopt delegated acts in accordance with Article 12(2), the Commission shall, by means of implementing acts, issue a new working programme. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(4). ;	Before each subsequent five-year extension of the power to adopt delegated acts in accordance with Article 12(2), the Commission shall, by means of implementing acts, issue a new working programme. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(4). ;	PUBLIC deleted rules on working programme shifted to new Article 4a	Before each subsequent five-year extension of the power to adopt delegated acts in accordance with Article 12(2), the Commission shall, by means of implementing acts, issue a new working programme. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(4). ; <u>Keep GA</u> C Technical meeting 28 Nov: EP prefers lines 129/130 over Council text as

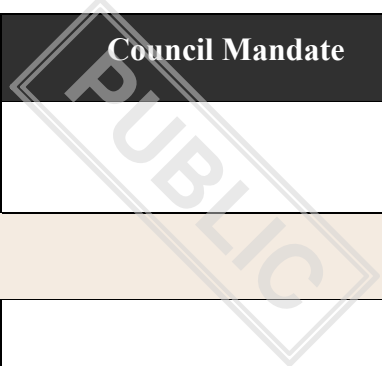


	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				separate Article 4a
Article 1, first paragraph, point (15)				
131	(15) Annexes I and II are replaced by the text in Annexes I and II to this Directive;	(15) Annexes I and II are replaced by the text in Annexes I and II to this Directive;	(15) Annexes I and II are replaced by the text in Annexes I and II to this Directive;	(15) Annexes I and II are replaced by the text in Annexes I and II to this Directive; Text Origin: Commission Proposal
Article 1, first paragraph, point (16)				
132				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(16) Annexes III and IV are added as set out in Annexes III and IV to this Directive.	(16) Annexes III and IV are added as set out in Annexes III and IV to this Directive.	(16) Annexes III and IV are added as set out in Annexes III and IV to this Directive.	(16) Annexes III and IV are added as set out in Annexes III and IV to this Directive. Text Origin: Commission Proposal
Article 2				
133	Article 2 Transposition	Article 2 Transposition	Article 2 Transposition	Article 2 Transposition Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 2(1), first subparagraph				
134	1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [Date of entry into force + 18 months] at the latest. They shall forthwith communicate to the Commission the text of those provisions.	1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [Date of entry into force + 18 months] at the latest. They shall forthwith communicate to the Commission the text of those provisions.	1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [Date of entry into force + 18²⁴ months] at the latest. They shall forthwith communicate to the Commission the text of those provisions-	<u>Keep GA:</u> 1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [Date of entry into force + 18²⁴ months] at the latest. They shall forthwith communicate to the Commission the text of those provisions- c Text Origin: Council

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Mandate
Article 2(1), second subparagraph				
135	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made. Text Origin: Commission Proposal



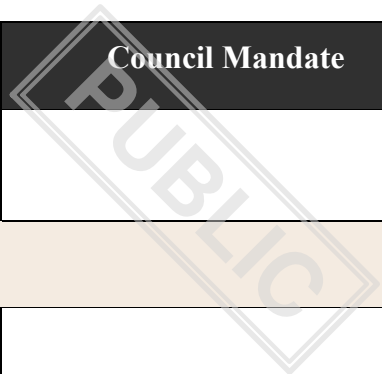
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 2(2)				
136	2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.	2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.	2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.	2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive. Text Origin: Commission Proposal
Article 3				
137				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 3 Entry into force	Article 3 Entry into force	Article 3 Entry into force	Article 3 Entry into force Text Origin: Commission Proposal
Article 3, first paragraph				
138	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the <i>Official Journal of the European Union</i> Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the <u>Official Journal of the European Union</u> Official Journal of the European Union.

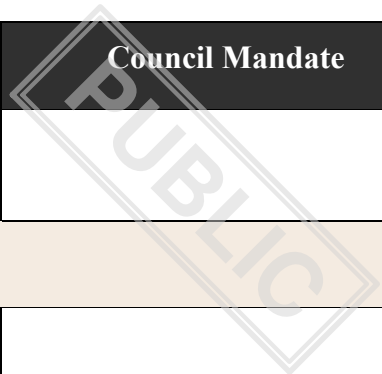


	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Article 4				
139	Article 4 Addressees	Article 4 Addressees	Article 4 Addressees	Article 4 Addressees Text Origin: Commission Proposal
Article 4, first paragraph				
140				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	This Directive is addressed to the Member States.	This Directive is addressed to the Member States.	This Directive is addressed to the Member States.	This Directive is addressed to the Member States. Text Origin: Commission Proposal
Article 4, first paragraph a				
140a			[...]	
Formula				
141	Done at Strasbourg,	Done at Strasbourg,		



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Formula				
G 142	For the European Parliament			G
Formula				
G 143	The President			G
Formula				
G 144	For the Council			G



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Formula				
145	The President			
Annex I, first heading				
146	PRIORITY AREAS	PRIORITY AREAS	PRIORITY AREAS	PRIORITY AREAS Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, second heading				
147	(as referred to in Article 2)	(as referred to in Article 2)	(as referred to in Article 2)	(as referred to in Article 2) Text Origin: Commission Proposal
Annex I, point (1), introductory part				
148	1. Priority area I: Information and mobility ITS services	1. Priority area I: Information and mobility ITS services	1. Priority area I: Information and mobility ITS services	1. Priority area I: Information and mobility ITS services Text Origin:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Commission Proposal
Annex I, point (1), first paragraph, introductory part				
149	The specifications and standards for information and mobility ITS services for passengers shall include the following:	The specifications and standards for information and mobility ITS services for passengers shall include the following:	The specifications and standards for information and mobility ITS services for passengers shall include the following:	The specifications and standards for information and mobility ITS services for passengers shall include the following: Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.1), introductory part				
150				

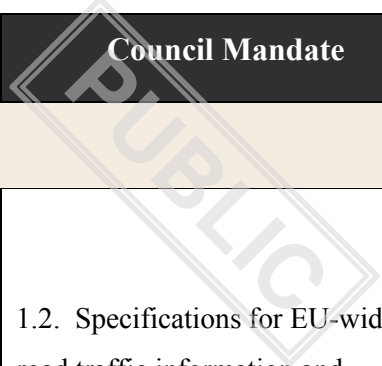
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1.1. Specifications for EU-wide multimodal digital mobility services (including EU-wide multimodal travel information services)	1.1. Specifications for EU-wide multimodal digital mobility services (including EU-wide multimodal travel information services)	1.1. Specifications for EU-wide multimodal digital mobility services (including EU-wide multimodal travel information services)	1.1. Specifications for EU-wide multimodal digital mobility services (including EU-wide multimodal travel information services) Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.1), first paragraph, introductory part				
151	The definition of the necessary requirements to make EU-wide multimodal digital mobility services and similar services providing information, booking or	The definition of the necessary requirements to make EU-wide multimodal digital mobility services and similar services providing information, booking or	The definition of the necessary requirements to make EU-wide multimodal digital mobility services and similar services providing information, booking or	The definition of the necessary requirements to make EU-wide multimodal digital mobility services and similar services providing information, booking or

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	purchasing features for more than one transport operator within the same mode of transport accurate and available across borders to ITS users, based on:	purchasing features for more than one transport operator within the same mode of transport accurate and available across borders to ITS users, based on:	purchasing features for more than one transport operator within the same mode of transport accurate and available across borders to ITS users, based on:	purchasing features for more than one transport operator within the same mode of transport accurate and available across borders to ITS users, based on: Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.1), first paragraph(1.1.1)				
152	1.1.1. the availability and accessibility of existing and accurate multimodal traffic and travel data, used for multimodal digital mobility services to ITS	1.1.1. the availability and accessibility of existing and accurate multimodal traffic and travel data, used for multimodal digital mobility services to ITS	1.1.1. the availability and accessibility of existing and accurate multimodal traffic and travel data, used for multimodal digital mobility services to ITS	1.1.1. the availability and accessibility of existing and accurate multimodal traffic and travel data, used for multimodal digital mobility services to ITS

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	service providers without prejudice to safety and transport management constraints;	service providers without prejudice to safety and transport management constraints;	service providers without prejudice to safety and transport management constraints;	service providers without prejudice to safety and transport management constraints; Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.1), first paragraph(1.1.2)				
153	1.1.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;	1.1.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;	1.1.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;	1.1.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.1), first paragraph(1.1.3)				
154	1.1.3. the timely updating by the relevant public authorities and stakeholders of available multimodal traffic and travel data, used for multimodal digital mobility services;	1.1.3. the timely updating by the relevant public authorities and stakeholders of available multimodal traffic and travel data, used for multimodal digital mobility services;	1.1.3. the timely updating by the relevant public authorities and stakeholders of available multimodal traffic and travel data, used for multimodal digital mobility services;	1.1.3. the timely updating by the relevant public authorities and stakeholders of available multimodal traffic and travel data, used for multimodal digital mobility services; Text Origin: Commission Proposal

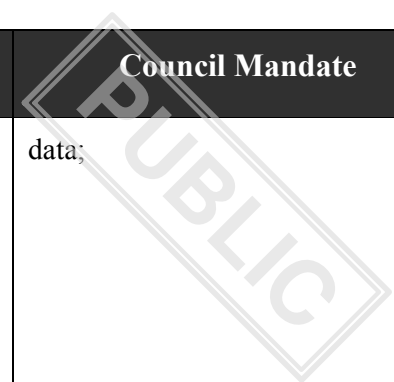
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (1), first paragraph(1.1), first paragraph(1.1.4)				
155	1.1.4. the timely updating of multimodal travel information, including information related to booking and purchasing of transport services, by the ITS service providers.	1.1.4. the timely updating of multimodal travel information, including information related to booking and <u>where relevant</u> , purchasing of transport services, by the ITS service providers.	1.1.4. the timely updating of multimodal travel information, including information related to booking and purchasing where relevant of transport services, by the ITS service providers.	1.1.4. the timely updating of multimodal travel information, including information related to booking and purchasing <u>where relevant</u> of transport services, by the ITS service providers. A Text Origin: Council Mandate



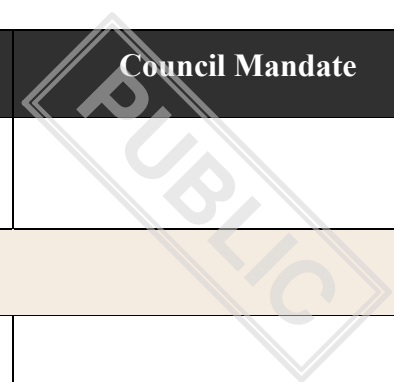
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (1), first paragraph(1.2), introductory part				
156	1.2. Specifications for EU-wide road traffic information and navigation services (including EU-wide real-time traffic information services)	1.2. Specifications for EU-wide road traffic information and navigation services (including EU-wide real-time traffic information services)	1.2. Specifications for EU-wide road traffic information and navigation services (including EU-wide real-time traffic information services)	1.2. Specifications for EU-wide road traffic information and navigation services (including EU-wide real-time traffic information services) Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.2), first paragraph, introductory part				
157	The definition of the necessary requirements to make EU-wide	The definition of the necessary requirements to make EU-wide	The definition of the necessary requirements to make EU-wide	The definition of the necessary requirements to make EU-wide

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	road traffic information and navigation services accurate and available across borders to ITS users, based on:	road traffic information and navigation services accurate and available across borders to ITS users, based on:	road traffic information and navigation services accurate and available across borders to ITS users, based on:	road traffic information and navigation services accurate and available across borders to ITS users, based on: Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.2), first paragraph(1.2.1)				
158	1.2.1. the availability and accessibility of existing and accurate road and traffic data, including real-time data, used for real-time traffic information to ITS service providers and other	1.2.1. the availability and accessibility of existing and accurate road and traffic data, including real-time data, used for real-time traffic information to ITS service providers and other	1.2.1. the availability and accessibility of existing and accurate road and traffic data, including real-time data, used for real-time traffic information to ITS service providers and other	1.2.1. the availability and accessibility of existing and accurate road and traffic data, including real-time data, used for real-time traffic information to ITS service providers and other

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	relevant stakeholders, and for use in digital maps, without prejudice to safety and transport management constraints;	relevant stakeholders, and for use in digital maps, without prejudice to safety and transport management constraints;	relevant stakeholders, and for use in digital maps, without prejudice to safety and transport management constraints;	relevant stakeholders, and for use in digital maps, without prejudice to safety and transport management constraints; Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.2), first paragraph(1.2.2)				
159	1.2.2. the facilitation of the electronic data exchange between the relevant public authorities, stakeholders and the relevant ITS service providers, across borders, including feedback on quality of	1.2.2. the facilitation of the electronic data exchange between the relevant public authorities, stakeholders and the relevant ITS service providers, across borders, including feedback on quality of	1.2.2. the facilitation of the electronic data exchange between the relevant public authorities, stakeholders and the relevant ITS service providers, across borders, including feedback on quality of	1.2.2. the facilitation of the electronic data exchange between the relevant public authorities, stakeholders and the relevant ITS service providers, across borders, including feedback on quality of



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	data;	data;	data;	data; Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.2), first paragraph(1.2.3)				
160	1.2.3. the timely updating of available road and traffic data used for real-time traffic information by the relevant public authorities and stakeholders;	1.2.3. the timely updating of available road and traffic data used for real-time traffic information by the relevant public authorities and stakeholders;	1.2.3. the timely updating of available road and traffic data used for real-time traffic information by the relevant public authorities and stakeholders;	1.2.3. the timely updating of available road and traffic data used for real-time traffic information by the relevant public authorities and stakeholders; Text Origin: Commission Proposal

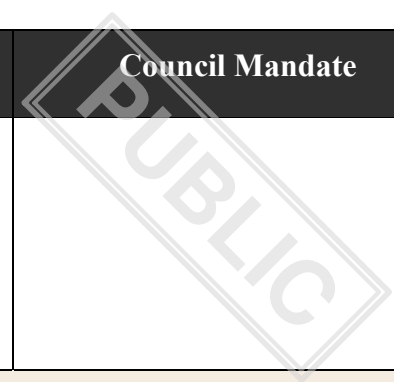


	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (1), first paragraph(1.2), first paragraph(1.2.4)				
161	1.2.4. the timely updating of real-time traffic information to road users and other relevant stakeholders by the ITS service providers.	1.2.4. the timely updating of real-time traffic information to road users and other relevant stakeholders by the ITS service providers.	1.2.4. the timely updating of real-time traffic information to road users and other relevant stakeholders by the ITS service providers.	1.2.4. the timely updating of real-time traffic information to road users and other relevant stakeholders by the ITS service providers. Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.3), introductory part				
162				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1.3. Specifications for EU-wide multimodal digital mobility services and road traffic information and navigation services	1.3. Specifications for EU-wide multimodal digital mobility services and road traffic information and navigation services	1.3. Specifications for EU-wide multimodal digital mobility services and road traffic information and navigation services	1.3. Specifications for EU-wide multimodal digital mobility services and road traffic information and navigation services Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.3)(1.3.1), introductory part				
163	1.3.1. The definition of the necessary requirements for the collection by relevant public authorities and/or, where relevant, by the private sector of road and	1.3.1. The definition of the necessary requirements for the collection by relevant public authorities and/or, where relevant, by the private sector of road and	1.3.1. The definition of the necessary requirements for the collection by relevant public authorities and/or, where relevant, by the private sector of road and	1.3.1. The definition of the necessary requirements for the collection by relevant public authorities and/or, where relevant, by the private sector of road and

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes, notably for heavy goods vehicles) and for their provisioning to ITS service providers, based on:	traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes, notably for heavy goods vehicles) and for their provisioning to ITS service providers, based on:	traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes, notably for heavy goods vehicles) and for their provisioning to ITS service providers, based on:	traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes, notably for heavy goods vehicles) and for their provisioning to ITS service providers, based on: Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.3)(1.3.1)(1.3.1.1)				
164	1.3.1.1. the availability, to ITS service providers, of existing road and traffic data (i.e. traffic circulation plans, traffic regulations	1.3.1.1. the availability, to ITS service providers, of existing road and traffic data (i.e. traffic circulation plans, traffic regulations	1.3.1.1. the availability, to ITS service providers, of existing road and traffic data (i.e. traffic circulation plans, traffic regulations	1.3.1.1. the availability, to ITS service providers, of existing road and traffic data (i.e. traffic circulation plans, traffic regulations

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	and recommended routes) collected by the relevant public authorities and/or the private sector;	and recommended routes) collected by the relevant public authorities and/or the private sector;	and recommended routes) collected by the relevant public authorities and/or the private sector;	and recommended routes) collected by the relevant public authorities and/or the private sector; Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.3)(1.3.1)(1.3.1.2)				
165	1.3.1.2. the facilitation of the electronic data exchange between the relevant public authorities and the ITS service providers and other relevant stakeholders;	1.3.1.2. the facilitation of the electronic data exchange between the relevant public authorities and the ITS service providers and other relevant stakeholders;	1.3.1.2. the facilitation of the electronic data exchange between the relevant public authorities and the ITS service providers and other relevant stakeholders;	1.3.1.2. the facilitation of the electronic data exchange between the relevant public authorities and the ITS service providers and other relevant stakeholders;

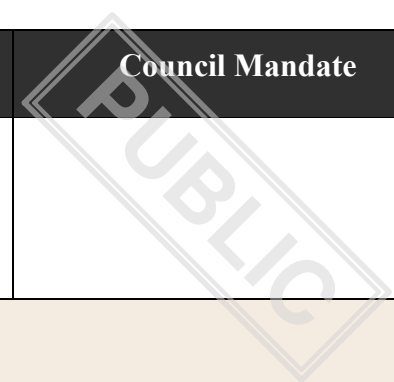


	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.3)(1.3.1)(1.3.1.3)				
166	1.3.1.3. the timely updating, by the relevant public authorities and/or, where relevant, the private sector, of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes);	1.3.1.3. the timely updating, by the relevant public authorities and/or, where relevant, the private sector, of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes);	1.3.1.3. the timely updating, by the relevant public authorities and/or, where relevant, the private sector, of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes);	1.3.1.3. the timely updating, by the relevant public authorities and/or, where relevant, the private sector, of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes); Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (1), first paragraph(1.3)(1.3.1)(1.3.1.4)				
167	1.3.1.4. the timely updating, by the ITS service providers, of the ITS services and applications using these road and traffic data.	1.3.1.4. the timely updating, by the ITS service providers, of the ITS services and applications using these road and traffic data.	1.3.1.4. the timely updating, by the ITS service providers, of the ITS services and applications using these road and traffic data.	1.3.1.4. the timely updating, by the ITS service providers, of the ITS services and applications using these road and traffic data. Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.3)(1.3.2), introductory part				
168	1.3.2. The definition of the necessary requirements to make road, traffic and relevant travel and	1.3.2. The definition of the necessary requirements to make road, traffic and relevant travel and	1.3.2. The definition of the necessary requirements to make road, traffic and relevant travel and	1.3.2. The definition of the necessary requirements to make road, traffic and relevant travel and

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	multimodal infrastructure data used for digital maps accurate and available, where possible, to digital map producers and service providers, based on:	multimodal infrastructure data used for digital maps accurate and available, where possible, to digital map producers and service providers, based on:	multimodal infrastructure data used for digital maps accurate and available, where possible, to digital map producers and service providers, based on:	multimodal infrastructure data used for digital maps accurate and available, where possible, to digital map producers and service providers, based on: Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.3)(1.3.2)(1.3.2.1)				
169	1.3.2.1. the availability of existing road, traffic and relevant travel and multimodal infrastructure data, including identified access nodes, used for digital maps to digital map	1.3.2.1. the availability of existing road, traffic and relevant travel and multimodal infrastructure data, including identified access nodes, used for digital maps to digital map	1.3.2.1. the availability of existing road, traffic and relevant travel and multimodal infrastructure data, including identified access nodes, used for digital maps to digital map	1.3.2.1. the availability of existing road, traffic and relevant travel and multimodal infrastructure data, including identified access nodes, used for digital maps to digital map

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	producers and service providers;	producers and service providers;	producers and service providers;	producers and service providers; Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.3)(1.3.2)(1.3.2.2)				
170	1.3.2.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the private digital map producers and service providers;	1.3.2.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the private digital map producers and service providers;	1.3.2.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the private digital map producers and service providers;	1.3.2.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the private digital map producers and service providers; Text Origin:

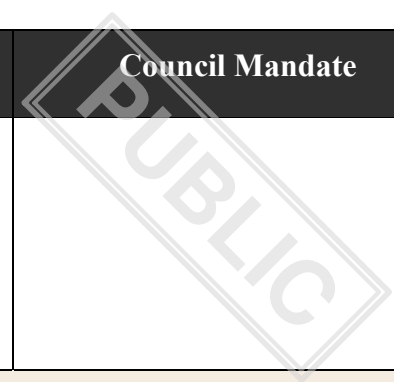


	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Commission Proposal
Annex I, point (1), first paragraph(1.3)(1.3.2)(1.3.2.3)				
171	1.3.2.3. the timely updating of road and traffic data for digital maps by the relevant public authorities and stakeholders;	1.3.2.3. the timely updating of road and traffic data for digital maps by the relevant public authorities and stakeholders;	1.3.2.3. the timely updating of road and traffic data for digital maps by the relevant public authorities and stakeholders;	1.3.2.3. the timely updating of road and traffic data for digital maps by the relevant public authorities and stakeholders; Text Origin: Commission Proposal
Annex I, point (1), first paragraph(1.3)(1.3.2)(1.3.2.4)				
172				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1.3.2.4. the timely updating of the digital maps by the digital map producers and service providers.	1.3.2.4. the timely updating of the digital maps by the digital map producers and service providers.	1.3.2.4. the timely updating of the digital maps by the digital map producers and service providers.	1.3.2.4. the timely updating of the digital maps by the digital map producers and service providers. Text Origin: Commission Proposal
Annex I, point (2), introductory part				
173	2. Priority area II: Travel, transport and traffic management ITS services	2. Priority area II: Travel, transport and traffic management ITS services	2. Priority area II: Travel, transport and traffic management ITS services	2. Priority area II: Travel, transport and traffic management ITS services Text Origin:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Commission Proposal
Annex I, point (2), first paragraph, introductory part				
174	The specifications and standards for travel, transport and traffic management ITS services shall include the following:	The specifications and standards for travel, transport and traffic management ITS services shall include the following:	The specifications and standards for travel, transport and traffic management ITS services shall include the following:	The specifications and standards for travel, transport and traffic management ITS services shall include the following: Text Origin: Commission Proposal
Annex I, point (2), first paragraph(2.1), introductory part				
175				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	2.1. Specifications for enhanced traffic and incident management services	2.1. Specifications for enhanced traffic and incident management services	2.1. Specifications for enhanced traffic and incident management services	2.1. Specifications for enhanced traffic and incident management services Text Origin: Commission Proposal
Annex I, point (2), first paragraph(2.1), first paragraph, introductory part				
176	The definition of the necessary requirements to support and harmonise enhanced traffic and incident management services, based on:	The definition of the necessary requirements to support and harmonise enhanced traffic and incident management services, based on:	The definition of the necessary requirements to support and harmonise enhanced traffic and incident management services, based on:	The definition of the necessary requirements to support and harmonise enhanced traffic and incident management services, based on:



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, point (2), first paragraph(2.1), first paragraph(2.1.1)				
177	2.1.1. the availability and accessibility of existing and accurate road and traffic data and data on accidents and incidents needed for traffic and incident management services;	2.1.1. the availability and accessibility of existing and accurate road and traffic data and data on accidents and incidents needed for traffic and incident management services;	2.1.1. the availability and accessibility of existing and accurate road and traffic data and data on accidents and incidents needed for traffic and incident management services;	2.1.1. the availability and accessibility of existing and accurate road and traffic data and data on accidents and incidents needed for traffic and incident management services; Text Origin: Commission Proposal

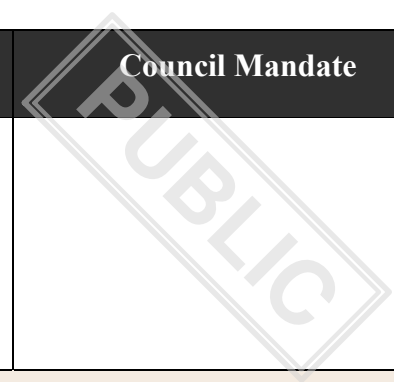
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (2), first paragraph(2.1), first paragraph(2.1.2)				
178	2.1.2. the facilitation of electronic data exchange, including freight data, between traffic management centres, traffic information centres, stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;	2.1.2. the facilitation of electronic data exchange, including freight data, between traffic management centres, traffic information centres, stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;	2.1.2. the facilitation of electronic data exchange, including freight data relevant for the traffic and incident management (e.g. carriage of dangerous goods, goods-related access restrictions, oversized carriages) , between traffic management centres, traffic information centres, stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;	2.1.2. the facilitation of electronic data exchange, including freight data <u>relevant for the traffic and incident management (e.g. carriage of dangerous goods, goods-related access restrictions, oversized carriages)</u> , between traffic management centres, traffic information centres, stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Annex I, point (2), first paragraph(2.1), first paragraph(2.1.3)				
179	2.1.3. the timely updating of available road and traffic data and data on accidents and incidents needed for enhanced traffic and incident management services by the relevant stakeholders;	2.1.3. the timely updating of available road and traffic data and data on accidents and incidents needed for enhanced traffic and incident management services by the relevant stakeholders;	2.1.3. the timely updating of available road and traffic data and data on accidents and incidents needed for enhanced traffic and incident management services by the relevant stakeholders;	2.1.3. the timely updating of available road and traffic data and data on accidents and incidents needed for enhanced traffic and incident management services by the relevant stakeholders; Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Annex I, point (2), first paragraph(2.1), first paragraph(2.1.4)			
180	2.1.4. the availability of data and synergies with other initiatives aimed at harmonising and facilitating data sharing¹, as well as supporting multimodality, integration of modes and optimising the modal balance on the European transport network. _____ 1. Such as Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information	2.1.4. the availability of data and synergies with other initiatives aimed at harmonising and facilitating data sharing¹, as well as supporting multimodality, integration of modes and optimising the modal balance on the European transport network. _____ 1. Such as Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information	2.1.4. the availability of data and synergies with other initiatives aimed at harmonising and facilitating data sharing¹, as well as supporting multimodality, integration of modes and optimising the the facilitation of modal balance shift on the European transport network towards the most sustainable modes of transport, through the harmonisation and facilitation of data sharing¹. _____	2.1.4. the availability of data and synergies with other initiatives aimed at harmonising and facilitating data sharing¹, as well as as supporting multimodality, integration of modes and optimising the the facilitation of modal balance shift on the European transport network <u>towards the most sustainable modes of transport, through the harmonisation and facilitation of data sharing¹.</u> _____

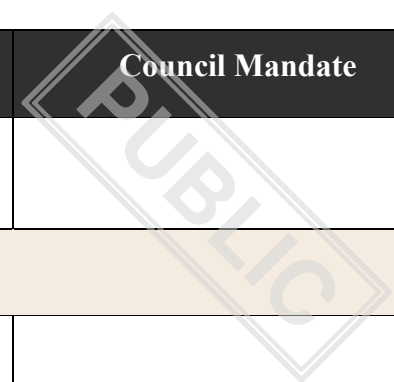
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).	(OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).	1. Such as Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).	1. Such as Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF). B Text Origin: Council Mandate
Annex I, point (2), first paragraph(2.2), introductory part				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
181	2.2. Specifications for mobility management services	2.2. Specifications for mobility management services	2.2. Specifications for mobility management services	2.2. Specifications for mobility management services Text Origin: Commission Proposal
Annex I, point (2), first paragraph(2.2), first paragraph, introductory part				
182	The definition of the necessary requirements to support the development of accurate mobility management services by public transport authorities, based on:	The definition of the necessary requirements to support the development of accurate mobility management services by public transport authorities, based on:	The definition of the necessary requirements to support the development of accurate mobility management services by public transport authorities, based on:	The definition of the necessary requirements to support the development of accurate mobility management services by public transport authorities, based on:



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, point (2), first paragraph(2.2), first paragraph(2.2.1)				
183	2.2.1. the availability and accessibility of existing and accurate road and multimodal travel and traffic data needed for mobility management, to the relevant public authorities without prejudice to data protection requirements;	2.2.1. the availability and accessibility, <u>in a standardised format</u> , of existing and , accurate road and multimodal travel and traffic data needed for mobility management, to the relevant public authorities without prejudice to data protection requirements;	2.2.1. the availability and accessibility of existing and accurate road and multimodal travel and traffic data needed for mobility management, to the relevant public authorities without prejudice to data protection requirements;	2.2.1. the availability and accessibility, <u>in a standardised format</u> , of existing and , accurate road and multimodal travel and traffic data needed for mobility management, to the relevant public authorities without prejudice to data protection requirements; B

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: EP Mandate
Annex I, point (2), first paragraph(2.2), first paragraph(2.2.2)				
184	2.2.2. the facilitation of electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders;	2.2.2. the facilitation of electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders;	2.2.2. the facilitation of electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders;	2.2.2. the facilitation of electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders; Text Origin: Commission Proposal

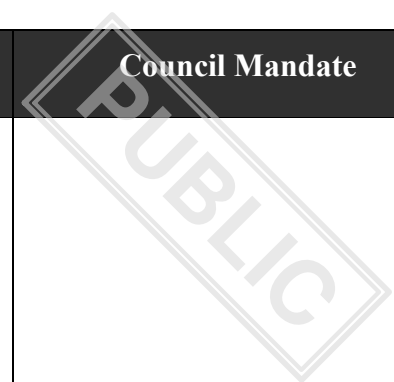


	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (2), first paragraph(2.2), first paragraph(2.2.3)				
185	2.2.3. the timely updating of available road and multimodal travel and traffic data needed for mobility management by the relevant public authorities and stakeholders.	2.2.3. the timely updating of available road and multimodal travel and traffic data needed for mobility management by the relevant public authorities and stakeholders.	2.2.3. the timely updating of available road and multimodal travel and traffic data needed for mobility management by the relevant public authorities and stakeholders.	2.2.3. the timely updating of available road and multimodal travel and traffic data needed for mobility management by the relevant public authorities and stakeholders. Text Origin: Commission Proposal
Annex I, point (2), first paragraph(2.3), introductory part				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
186	2.3. EU ITS framework architecture	2.3. EU ITS framework architecture	2.3. EU ITS-framework architecture for ITS architectures	2.3. EU ITS-framework <u>framework</u> for ITS architecture A Text Origin: EP Mandate
Annex I, point (2), first paragraph(2.3), first paragraph				
187	The definition of the necessary measures to develop an EU ITS framework architecture, addressing	The definition of the necessary measures to develop an EU ITS framework architecture, addressing	The definition of the necessary measures to develop an EU ITS framework architecture, addressing	The definition of the necessary measures to develop an EU ITS framework architecture, addressing

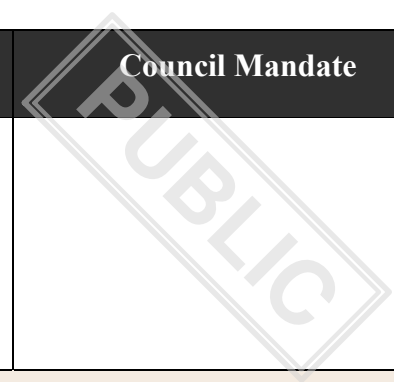
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	specifically ITS-related interoperability, continuity of services and multimodality aspects, within which Member States and their competent authorities in cooperation with the private sector can develop their own ITS architecture for mobility at national, regional or local level.	specifically ITS-related interoperability, continuity of services and multimodality aspects, within which Member States and their competent authorities in cooperation with the private sector can develop their own ITS architecture for mobility at national, regional or local level.	specifically ITS-related interoperability, continuity of services and multimodality aspects, within which Member States and their competent authorities in cooperation with the private sector can develop their own ITS architecture for mobility at national, regional or local level.	specifically ITS-related interoperability, continuity of services and multimodality aspects, within which Member States and their competent authorities in cooperation with the private sector can develop their own ITS architecture for mobility at national, regional or local level. Text Origin: Commission Proposal
Annex I, point (2), first paragraph(2.4), introductory part				
188	2.4. ITS applications and freight	2.4. ITS applications and freight	2.4. ITS applications and freight	2.4. ITS applications and freight

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	transport logistics	transport logistics	transport logistics	transport logistics Text Origin: Commission Proposal
Annex I, point (2), first paragraph(2.4), first paragraph, introductory part				
189	The definition of the necessary requirements to support the realisation of ITS applications for freight transport logistics, in particular the tracking and tracing of freight and other visibility services along its journey and across modes of transport, based on:	The definition of the necessary requirements to support the realisation of ITS applications for freight transport logistics, in particular the tracking and tracing of freight and other visibility services along its journey and across modes of transport, based on:	The definition of the necessary requirements to support the realisation of ITS applications for freight transport logistics, in particular the tracking and tracing of freight and other visibility services along its journey and across modes of transport, based on:	The definition of the necessary requirements to support the realisation of ITS applications for freight transport logistics, in particular the tracking and tracing of freight and other visibility services along its journey and across modes of transport, based on:



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, point (2), first paragraph(2.4), first paragraph(2.4.1)				
190	2.4.1. the availability of relevant ITS technologies to and their use by ITS application developers;	2.4.1. the availability of relevant ITS technologies to and their use by ITS application developers;	2.4.1. the availability of relevant ITS technologies to and their use by ITS application developers;	2.4.1. the availability of relevant ITS technologies to and their use by ITS application developers; Text Origin: Commission Proposal
Annex I, point (2), first paragraph(2.4), first paragraph(2.4.2)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
191	2.4.2. the availability of cargo related data, accessible through other specific data sharing frameworks¹; _____ 1. Such as Regulation (EU) 2020/1056.	2.4.2. the availability of cargo related data, accessible through other specific data sharing frameworks¹ <u>fostering the interoperability of eCMR solutions</u>; _____ 1. Such as Regulation (EU) 2020/1056.	2.4.2. the availability of cargo related data, accessible through other specific data sharing frameworks¹; _____ 1. Such as Regulation (EU) 2020/1056.	2.4.2. the availability of cargo related data, accessible through other specific data sharing frameworks¹; _____ 1. Such as Regulation (EU) 2020/1056. B partly covered in Council text line 199 Technical meeting 28 Nov: EP will confirm whether mentioning eFTI only in line 199 is sufficient



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, point (2), first paragraph(2.4), first paragraph(2.4.3)				
192	2.4.3. the integration of positioning results in the traffic management tools and centres.	2.4.3. the integration of positioning results in the traffic management tools and centres.	2.4.3. the integration of positioning results in the traffic management tools and centres.	2.4.3. the integration of positioning results in the traffic management tools and centres. Text Origin: Commission Proposal
Annex I, point (3), introductory part				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
193	3. Priority area III: Road safety and security ITS services	3. Priority area III: Road safety and security ITS services	3. Priority area III: Road safety and security ITS services	3. Priority area III: Road safety and security ITS services Text Origin: Commission Proposal
Annex I, point (3), first paragraph, introductory part				
194	The specifications and standards for road safety and security ITS services shall include the following:	The specifications and standards for road safety and security ITS services shall include the following:	The specifications and standards for road safety and security ITS services shall include the following:	The specifications and standards for road safety and security ITS services shall include the following:



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, point (3), first paragraph(3.1), introductory part				
195	3.1. Specifications for the interoperable EU-wide eCall	3.1. Specifications for the interoperable EU-wide eCall	3.1. Specifications for the interoperable EU-wide eCall	3.1. Specifications for the interoperable EU-wide eCall Text Origin: Commission Proposal
Annex I, point (3), first paragraph(3.1), first paragraph, introductory part				
196				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	The definition of the necessary measures for the harmonised provision of an interoperable EU-wide eCall, including:	The definition of the necessary measures for the harmonised provision of an interoperable EU-wide eCall, including:	The definition of the necessary measures for the harmonised provision of an interoperable EU-wide eCall, including:	The definition of the necessary measures for the harmonised provision of an interoperable EU-wide eCall, including: Text Origin: Commission Proposal
Annex I, point (3), first paragraph(3.1), first paragraph(3.1.1)				
197	3.1.1. the availability of the required in-vehicle ITS data to be exchanged;	3.1.1. the availability of the required in-vehicle ITS data to be exchanged;	3.1.1. the availability of the required in-vehicle ITS data to be exchanged;	3.1.1. the availability of the required in-vehicle ITS data to be exchanged; Text Origin:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Commission Proposal
Annex I, point (3), first paragraph(3.1), first paragraph(3.1.2)				
198	3.1.2. the availability of the necessary equipment in the emergency call response centres receiving the data emitted from the vehicles;	3.1.2. the availability of the necessary equipment in the emergency call response centres receiving the data emitted from the vehicles;	3.1.2. the availability of the necessary equipment in the emergency call response centres receiving the data emitted from the vehicles;	3.1.2. the availability of the necessary equipment in the emergency call response centres receiving the data emitted from the vehicles; Text Origin: Commission Proposal
Annex I, point (3), first paragraph(3.1), first paragraph(3.1.3)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
199	3.1.3. the facilitation of the electronic data exchange between the vehicles and the emergency call response centres.	3.1.3. the facilitation of the electronic data exchange between the vehicles and the emergency call response centres.	3.1.3. the facilitation of the electronic data exchange between the vehicles and the emergency call response centres, including possible interaction with data in the scope of Regulation (EU) 2020/1056 and with e-CMR* for instance in the case of dangerous goods.	3.1.3. the facilitation of the electronic data exchange between the vehicles and the emergency call response centres, <u>including possible interaction with data in the scope of Regulation (EU) 2020/1056 and with e-CMR* for instance in the case of dangerous goods.</u> B Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (3), first paragraph(3.1), first paragraph(3.1.3a)				
199a			_____ *Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note	_____ <u><i>*Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note</i></u> Text Origin: Council Mandate
Annex I, point (3), first paragraph(3.1a)				
199b				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>(3.13a) Ensure the rapid adaptation of Regulation (EU) 2018/858 in order to include Next Generation eCall technologies.</u>		<u>(Council position: Could be placed in a recital, with clearer focus on the ITS relevance)</u> B
Annex I, point (3), first paragraph(3.1b)				
199c		<u>3.1.3b) The European Commission and the Member States should work with Mobile Network Operators and other stakeholders to find a solution for the functioning of eCall systems in vehicles coming on the market before the Next Generation eCall</u>		<u>(3.1b) Council proposal: Instead of line 199c, new recital to be added:</u> <u>Following the related statement in the Communication of the Commission on the Sustainable and Smart Mobility Strategy, the Commission is invited to consider</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>standard has been approved and inserted in the EU type approval regulation. The functioning of CS eCall systems shall be ensured at least for the duration of the expected life-cycle of the last vehicles placed on the market with such a system.</u>		<u>what adjustments are needed to the current legal framework in response to new electronic communication technologies and how eCall public safety answering points (PSAPs) are affected by the possible extension of eCall to other vehicle categories such as heavy goods vehicles, buses and coaches, powered two-wheelers and agricultural tractors. In addition, beyond the framework of the ITS Directive, the Commission is invited to assess possible options for addressing the issue of the obsolescence of eCall systems in vehicles with equipment meeting current eCall specifications, once circuit-switched communication networks (2G and 3G) are switched off.</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (3), first paragraph(3.2), introductory part				
200	3.2. Specifications for information and reservation services for safe and secure parking places for trucks and commercial vehicles	3.2. Specifications for information and reservation services for safe and secure parking places for trucks and commercial vehicles	3.2. Specifications for information and reservation services for safe and secure parking places for trucks and commercial vehicles	3.2. Specifications for information and reservation services for safe and secure parking places for trucks and commercial vehicles Text Origin: Commission Proposal
Annex I, point (3), first paragraph(3.2), first paragraph, introductory part				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
201	The definition of the necessary measures to provide ITS based information and reservation services for safe and secure parking places for trucks and commercial vehicles, in particular in service and rest areas on roads, based on:	The definition of the necessary measures to provide ITS based information and reservation services for safe and secure parking places for trucks and commercial vehicles, in particular in service and rest areas on roads, based on:	The definition of the necessary measures to provide ITS based information and, where relevant , reservation services for safe and secure parking places for trucks and commercial vehicles, in particular in service and rest areas on roads, based on:	The definition of the necessary measures to provide ITS based information and, <u>where relevant</u> , reservation services for safe and secure parking places for trucks and commercial vehicles, in particular in service and rest areas on roads, based on: B Text Origin: Council Mandate
Annex I, point (3), first paragraph(3.2), first paragraph(3.2.1)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
202	3.2.1. the availability of the road parking information to users;	3.2.1. the availability of the road parking information to users;	3.2.1. the availability of the road parking information to users;	3.2.1. the availability of the road parking information to users; Text Origin: Commission Proposal
Annex I, point (3), first paragraph(3.2), first paragraph(3.2.2)				
203	3.2.2. the facilitation of the electronic data exchange between road parking sites and spaces, centres and vehicles;	3.2.2. the facilitation of the electronic data exchange between road parking sites and spaces, centres and vehicles;	3.2.2. the facilitation of the electronic data exchange between road parking sites and spaces, centres and vehicles;	3.2.2. the facilitation of the electronic data exchange between road parking sites and spaces, centres and vehicles;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, point (3), first paragraph(3.2), first paragraph(3.2.3)				
204	3.2.3. the integration of relevant ITS technologies in both vehicles and road parking facilities to update the information on available parking space for reservation purposes.	3.2.3. the integration of relevant ITS technologies in both vehicles and road parking facilities to update the information on available parking space for reservation purposes.	3.2.3. the integration of relevant ITS technologies in both vehicles and road parking facilities to update the information on available parking space for reservation purposes.	3.2.3. the integration of relevant ITS technologies in both vehicles and road parking facilities to update the information on available parking space for reservation purposes. Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (3), first paragraph(3.2), first paragraph(3.2.3a)				
204a		<u>(3.2.3a) the availability to users of an alternative fuels infrastructure.</u>		<u>compromise: transfer into recital referring to AFIR (see line 17b)</u> c
Annex I, point (3), first paragraph(3.3), introductory part				
205	3.3. Specifications for road safety related minimum universal traffic information	3.3. Specifications for road safety related minimum universal traffic information	3.3. Specifications for road safety related minimum universal traffic information	3.3. Specifications for road safety related minimum universal traffic information Text Origin:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Commission Proposal
Annex I, point (3), first paragraph(3.3), first paragraph, introductory part				
206	The definition of minimum requirements, for road safety related ‘universal traffic information’ provided, where possible, free of charge to all users, as well as their minimum content, based on:	The definition of minimum requirements, for road safety related ‘universal traffic information’ provided, where possible, free of charge to all users, as well as their minimum content, based on:	The definition of minimum requirements, for road safety related ‘universal traffic information’ provided, where possible, free of charge to all users, as well as their minimum content, based on:	The definition of minimum requirements, for road safety related ‘universal traffic information’ provided, where possible, free of charge to all users, as well as their minimum content, based on: Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (3), first paragraph(3.3), first paragraph(3.3.1)				
207	3.3.1. the availability and accessibility of accurate data on safety-related events needed for safety-related traffic information and incident management services;	3.3.1. the availability and accessibility of accurate data on safety-related events needed for safety-related traffic information and incident management services;	3.3.1. the availability and accessibility of accurate data on safety-related events and conditions needed for safety-related traffic information and incident management services;	3.3.1. the availability and accessibility of accurate data on safety-related events <u>and conditions</u> needed for safety-related traffic information and incident management services; B Text Origin: Council Mandate
Annex I, point (3), first paragraph(3.3), first paragraph(3.3.2)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
208	3.3.2. the deployment or use of the means to detect or identify safety-related conditions;	3.3.2. the deployment or use of the means to detect or identify safety-related conditions;	3.3.2. the deployment or use of the means to detect or identify safety-related events and conditions;	3.3.2. the deployment or use of the means to detect or identify safety-related <u>events and</u> conditions; B Text Origin: Council Mandate
Annex I, point (3), first paragraph(3.3), first paragraph(3.3.3)				
209	3.3.3. the identification and use of a standardised list of safety related	3.3.3. the identification and use of a standardised list of safety related	3.3.3. the identification and use of a standardised list of safety related	3.3.3. the identification and use of a standardised list of safety related

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	traffic events ('universal traffic messages') which should be communicated to ITS users free of charge;	traffic events ('universal traffic messages') which should be communicated to ITS users free of charge;	traffic events ('universal traffic messages') which should be communicated to ITS users free of charge;	traffic events ('universal traffic messages') which should be communicated to ITS users free of charge; Text Origin: Commission Proposal
Annex I, point (3), first paragraph(3.3), first paragraph(3.3.4)				
210	3.3.4. the compatibility and the integration of 'universal traffic messages' into ITS services for real-time traffic and multimodal travel information.	3.3.4. the compatibility and the integration of 'universal traffic messages' into ITS services for real-time traffic and multimodal travel information.	3.3.4. the compatibility and the integration of 'universal traffic messages' into ITS services for real-time traffic and multimodal travel information.	3.3.4. the compatibility and the integration of 'universal traffic messages' into ITS services for real-time traffic and multimodal travel information.



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, point (3), first paragraph(3.4), introductory part				
211	3.4. Specifications for other actions	3.4. Specifications for other actions	3.4. Specifications for other actions	3.4. Specifications for other actions Text Origin: Commission Proposal
Annex I, point (3), first paragraph(3.4)(3.4.1)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
212	3.4.1. The definition of the necessary measures to support the safety of road users with respect to their on-board Human-Machine-Interface and the use of nomadic devices to support the driving task and/or the transport operation, as well as the security of the in-vehicle communications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council¹, Regulation (EU) No 167/2013 of the European Parliament and of the Council² and Regulation (EU) No 168/2013 of the European Parliament and of the Council³. _____	3.4.1. The definition of the necessary measures to support the safety of road users with respect to their on-board Human-Machine-Interface and the use of nomadic devices <u>including cell phones</u>, to support the driving task and/or the transport operation, as well as the security of the in-vehicle communications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council¹, Regulation (EU) No 167/2013 of the European Parliament and of the Council² and Regulation (EU) No 168/2013 of the European Parliament and of the Council³. <u>The definitions of the necessary</u>	3.4.1. The definition of the necessary measures to support the safety of road users with respect to their on-board Human-Machine-Interface and the use of nomadic devices to support the driving task and/or the transport operation, as well as the security of the in-vehicle communications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council¹, Regulation (EU) No 167/2013 of the European Parliament and of the Council² and Regulation (EU) No 168/2013 of the European Parliament and of the Council³. _____	3.4.1. The definition of the necessary measures to support the safety of road users with respect to their on-board Human-Machine-Interface and the use of nomadic devices <u>including cell phones</u>, to support the driving task and/or the transport operation, as well as the security of the in-vehicle communications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council¹, Regulation (EU) No 167/2013 of the European Parliament and of the Council² and Regulation (EU) No 168/2013 of the European Parliament and of the Council³.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1). 2. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of	<u>measures shall also recognise the need to ensure mutual acceptance of ITS messages exchanged between modes of transport, the ITS devices and attached sensors of which have been developed based on different functional safety standards.</u> 1. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007	1. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1). 2. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of	<u>Technical meeting 28 Nov: As regards second part, EP explains that the concern was raised by Bicycle stakeholders. As Commission see problems in particular with "exchanges between modes of transport" and "ITS devices and attached sensors", the EP will consider offering an alternative formulation</u> 1. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1). 3. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).	and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1). 2. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1). 3. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).	agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1). 3. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).	surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1). 2. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1). 3. Regulation (EU) No

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		2.3.2013, p. 52).		168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52). B indicative Council position: first part acceptable, second part needs further assessment Text Origin: EP Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (3), first paragraph(3.4)(3.4.2)				
213	3.4.2. The definition of the necessary measures to improve the safety and comfort of vulnerable road users for all relevant ITS applications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	3.4.2. The definition of the necessary measures to improve the safety and comfort of vulnerable road users for all relevant ITS applications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	3.4.2. The definition of the necessary measures to improve the safety and comfort of vulnerable road users for all relevant ITS applications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	3.4.2. The definition of the necessary measures to improve the safety and comfort of vulnerable road users for all relevant ITS applications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council. Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (3), first paragraph(3.4)(3.4.3)				
214	3.4.3. The definition of necessary measures to integrate advanced driver support information systems into vehicles and road infrastructure which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	3.4.3. The definition of necessary measures to integrate advanced driver support information systems into vehicles and road infrastructure which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	3.4.3. The definition of necessary measures to integrate advanced driver support information systems into vehicles and road infrastructure which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	3.4.3. The definition of necessary measures to integrate advanced driver support information systems into vehicles and road infrastructure which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, point (3), first paragraph(3.4)(3.4.4)				
215	3.4.4. The definition of the necessary measures to facilitate the exchange of information between services providers of security ITS applications, such as support to recover stolen vehicles or goods, and relevant public authorities, taking due account of other existing and emerging frameworks aimed at facilitating data sharing in mobility and transport which fall outside the scope of Regulation (EU) 2018/858 of the European	3.4.4. The definition of the necessary measures to facilitate the exchange of information between services providers of security ITS applications, such as support to recover stolen vehicles or goods, and relevant public authorities, taking due account of other existing and emerging frameworks aimed at facilitating data sharing in mobility and transport which fall outside the scope of Regulation (EU) 2018/858 of the European	3.4.4. The definition of the necessary measures to facilitate the exchange of information between services providers of security ITS applications, such as support to recover stolen vehicles or goods, and relevant public authorities, taking due account of other existing and emerging frameworks aimed at facilitating data sharing in mobility and transport which fall outside the scope of Regulation (EU) 2018/858 of the European	3.4.4. The definition of the necessary measures to facilitate the exchange of information between services providers of security ITS applications, such as support to recover stolen vehicles or goods, and relevant public authorities, taking due account of other existing and emerging frameworks aimed at facilitating data sharing in mobility and transport which fall outside the scope of Regulation (EU) 2018/858 of the European

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council. Text Origin: Commission Proposal
Annex I, point (4), introductory part				
216	4. Priority area IV: Cooperative, connected and automated mobility services	4. Priority area IV: Cooperative, connected and automated mobility services	4. Priority area IV: ITS services for cooperative, connected and automated mobility services	4. Priority area IV: <u>ITS services</u> for cooperative, connected and automated mobility services

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				A Text Origin: Council Mandate
Annex I, point (4), first paragraph, introductory part				
217	The specifications and standards for linking vehicles with the transport infrastructure, raising awareness and enabling highly automated mobility services, shall include the following, without prejudice to specifications and standards in Regulation (EU) 2018/858 of the European	The specifications and standards for linking vehicles with the transport infrastructure, raising awareness and enabling highly automated mobility services, shall include the following, without prejudice to specifications and standards in Regulation (EU) 2018/858 of the European	The specifications and standards for linking vehicles with the transport infrastructure, raising awareness and enabling highly automated mobility services, shall include the following, without prejudice to specifications and standards in Regulation (EU) 2018/858 of the European	The specifications and standards for linking vehicles with the transport infrastructure, raising awareness and enabling highly automated mobility services, shall include the following, without prejudice to specifications and standards in Regulation (EU) 2018/858 of the European

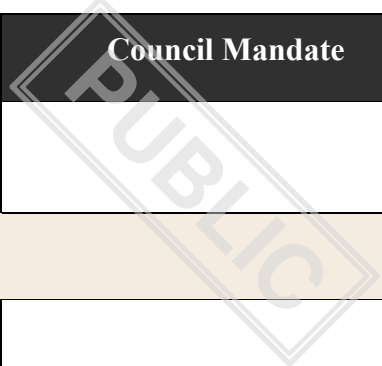
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council:	Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council:	Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council:	Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council: Text Origin: Commission Proposal
Annex I, point (4), first paragraph(4.1), introductory part				
218	4.1. The definition of necessary measures to further progress the development and implementation of cooperative (vehicle-vehicle,	4.1. The definition of necessary measures to further progress the development and implementation of cooperative (vehicle-vehicle,	4.1. The definition of necessary measures to further progress the development and implementation of cooperative (vehicle-vehicle,	4.1. The definition of necessary measures to further progress the development and implementation of cooperative (vehicle-vehicle,

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	vehicle-infrastructure, infrastructure-infrastructure) intelligent transport systems, based on:	vehicle-infrastructure, infrastructure-infrastructure) intelligent transport systems, based on:	vehicle-infrastructure, infrastructure-infrastructure) intelligent transport systems, in particular to support CCAM, based on:	vehicle-infrastructure, infrastructure-infrastructure) intelligent transport systems, <u>in particular to support CCAM,</u> based on: B Text Origin: Council Mandate
Annex I, point (4), first paragraph(4.1)(4.1.1)				
219	4.1.1. the facilitation of the exchange of data or information	4.1.1. the facilitation of the exchange of data or information	4.1.1. the facilitation of the exchange of data or information	4.1.1. the facilitation of the exchange of data or information

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	between vehicles, between infrastructures and between vehicles and infrastructures;	between vehicles, between infrastructures and between vehicles and infrastructures;	between vehicles, between infrastructures and between vehicles and infrastructures and between other road users and vehicles and infrastructures;	between vehicles, between infrastructures and between <u>vehicles and infrastructures and between other road users and</u> vehicles and infrastructures; B Text Origin: Council Mandate
Annex I, point (4), first paragraph(4.1)(4.1.2)				
220	4.1.2. the availability of the relevant data or information to be	4.1.2. the availability of the relevant data or information to be	4.1.2. the availability of the relevant data or information to be	4.1.2. the availability of the relevant data or information to be

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	exchanged to the respective vehicle or road infrastructure parties;	exchanged to the respective vehicle or road infrastructure parties;	exchanged to the respective vehicle or road infrastructure parties;	exchanged to the respective vehicle or road infrastructure parties; Text Origin: Commission Proposal
Annex I, point (4), first paragraph(4.1)(4.1.3)				
221	4.1.3. the use of a standardised message format for the exchange of data or information between the vehicle and the infrastructure;	4.1.3. the use of a standardised message format for the exchange of data or information between the vehicle and the infrastructure;	4.1.3. the use of a standardised message format for the exchange of data or information between the vehicle and the infrastructure;	4.1.3. the use of a standardised message format for the exchange of data or information between the vehicle and the infrastructure; Text Origin: Commission Proposal

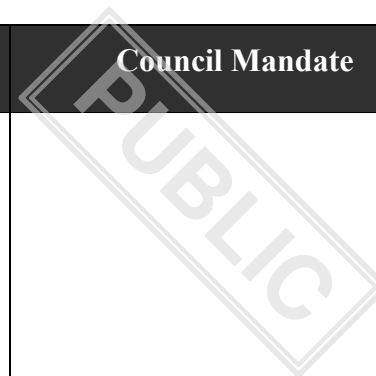
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (4), first paragraph(4.1)(4.1.4)				
222	4.1.4. the definition of a communication infrastructure for data or information exchange between vehicles, between infrastructures and between vehicles and infrastructures;	4.1.4. the definition of a <u>secure, accurate and reliable</u> communication infrastructure for data or information exchange between vehicles, between infrastructures and between vehicles and infrastructures;	4.1.4. the definition of a communication infrastructure for data or information exchange between vehicles, between infrastructures and between vehicles and infrastructures;	4.1.4. the definition of <u>an accurate and reliable</u> communication infrastructure for data or information exchange between vehicles, between infrastructures and between vehicles and infrastructures; B Text Origin: EP Mandate



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (4), first paragraph(4.1)(4.1.5)				
223	4.1.5. the use of standardisation processes to adopt the respective architectures.	4.1.5. the use of standardisation processes to adopt the respective architectures.	4.1.5. the use of standardisation processes to adopt the respective architectures.	4.1.5. the use of standardisation processes to adopt the respective architectures. Text Origin: Commission Proposal
Annex I, point (4), first paragraph(4.2), introductory part				
224	4.2. Specifications for services	4.2. Specifications for services	4.2. Specifications for services	4.2. Specifications for services

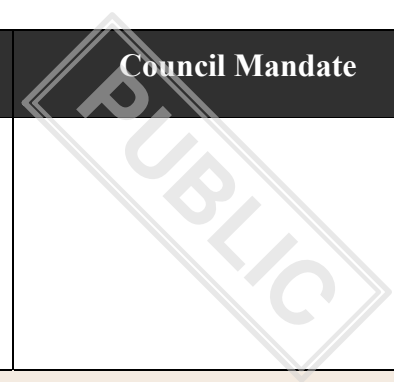
	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point (4), first paragraph(4.2)(4.2.2)				
226	4.2.2. C-ITS information and warning services based on observations that further increase the awareness of transport users on upcoming traffic situations, including non-connected transport users;	4.2.2. C-ITS information and warning services based on observations that further increase the awareness of transport users on upcoming traffic situations, including non-connected transport users;	4.2.2. C-ITS information and warning services based on observations that further increase the awareness of transport users on upcoming traffic situations, including non-connected transport users;	4.2.2. C-ITS information and warning services based on observations that further increase the awareness of transport users on upcoming traffic situations, including non-connected transport users; Text Origin: Commission Proposal
Annex I, point (4), first paragraph(4.2)(4.2.3)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
227	4.2.3. C-ITS services based on intentions that allow vehicles to deal with complex traffic scenarios and enable highly automated driving;	4.2.3. C-ITS services based on intentions that allow vehicles to deal with complex traffic scenarios and enable highly automated driving;	4.2.3. C-ITS services based on intentions that allow vehicles to deal with complex traffic scenarios and enable highly automated driving;	4.2.3. C-ITS services based on intentions that allow vehicles to deal with complex traffic scenarios and enable highly automated driving; Text Origin: Commission Proposal
Annex I, point (4), first paragraph(4.2)(4.2.4)				
228	4.2.4. C-ITS infrastructure services to support automated driving.	4.2.4. C-ITS infrastructure services to support automated driving.	4.2.4. C-ITS infrastructure services to support automated driving.	4.2.4. C-ITS infrastructure services to support automated driving.



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, point (4), first paragraph(4.3), introductory part				
229	4.3. Specifications for the EU C-ITS security credential management system	4.3. Specifications for the EU C-ITS security credential management system	4.3. Specifications for the EU C-ITS security credential management system	4.3. Specifications for the EU C-ITS security credential management system Text Origin: Commission Proposal
Annex I, point (4), first paragraph(4.3)(4.3.1)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
230	4.3.1. certificate policy for the management of public key certificates for C-ITS services;	4.3.1. certificate policy for the management of public key certificates for C-ITS services;	4.3.1. certificate policy for the management of public key certificates for C-ITS services;	4.3.1. certificate policy for the management of public key certificates for C-ITS services; Text Origin: Commission Proposal
Annex I, point (4), first paragraph(4.3)(4.3.2)				
231	4.3.2. laying down the role of the C-ITS certificate policy authority, the C-ITS trust list manager and the C-ITS point of contact;	4.3.2. laying down the role of the C-ITS certificate policy authority, the C-ITS trust list manager and the C-ITS point of contact;	4.3.2. laying down the role of the C-ITS certificate policy authority, the C-ITS trust list manager and the C-ITS point of contact;	4.3.2. laying down the role of the C-ITS certificate policy authority, the C-ITS trust list manager and the C-ITS point of contact;



	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, point (4), first paragraph(4.3)(4.3.3)				
232	4.3.3. security policy for the management of information security in C-ITS.‘.	4.3.3. security policy for the management of information security in C-ITS.‘.	4.3.3. security policy for the management of information security in C-ITS.‘.	4.3.3. security policy for the management of information security in C-ITS.‘. Text Origin: Commission Proposal
Annex II, first heading				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
233	PRINCIPLES FOR SPECIFICATIONS AND DEPLOYMENT OF ITS	PRINCIPLES FOR SPECIFICATIONS AND DEPLOYMENT OF ITS	PRINCIPLES FOR SPECIFICATIONS AND DEPLOYMENT OF ITS	PRINCIPLES FOR SPECIFICATIONS AND DEPLOYMENT OF ITS <u>ITS ANNEXES II to IV ARE SET OUT IN SEPARATE TABLE</u>