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**NOTE**

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| From: | General Secretariat of the Council |
| To: | Delegations |
| 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<br>- Commission non-paper - Annex III |

In view of the next meeting of the Working Group on Transport - Intermodal Questions and Networks on 31 March 2023, delegations will find in the annex, a Commission non-paper on data types in Annex III.

# NON-PAPER on the revision of the ITS Directive – Annex III

## 1. INTRODUCTION – MAKING AVAILABLE CRUCIAL DATA

The proposed revision of the ITS Directive is ambitious, but necessary. The proposal tackles the biggest remaining shortcoming since the creation of the Directive in 2010 – the availability of crucial data to enable ITS services. Providing ITS services to citizens and businesses, for transporting passengers and goods, is essential to meet the targets of the European Green Deal and the Sustainable and Smart Mobility Strategy.

The proposal includes a limited list of crucial data types, as well as their relevant geographical scope and the deadline by which the data needs to be available e.g. speed limits, one-way streets, and road works. Basic things, but fundamental to address our safety and congestion challenges. Also access nodes (airports, train stations, bus stops etc). Basic things, but fundamental to promote multimodality. And road safety related events. Again, basic things, but fundamental for reducing the number of fatalities.

## 2. WHICH DATA NEEDS TO BE MADE AVAILABLE?

The objective is to digitalise existing processes so data can be produced when new information is generated and to digitise existing information. That 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. In particular, the mandatory provision of certain ITS services, and of crucial data in a digital machine-readable format, does not require investments in the road-side equipment of the network to collect additional information.

In addition, underlying information refers to information in scope of the ITS Directive, for example, only when relevant authorities issue an adverse weather warning (e.g. on the radio or an overhead gantry) does the underlying information exist. The ITS Directive does not prescribe whether specific information needs to be created (for example, creating traffic circulation plans), which values it should take (for example, what the speed limit should be) or whether a safety related warning should be issued (for example, does snowfall trigger a warning for drivers). All of this remains entirely at the discretion of the competent authorities and (large) local differences can be expected (e.g. the same snowfall can trigger a decision to issue a warning in some regions and trigger nothing in others: the ITS Directive does not regulate the conditions/criteria for this decision).

Nevertheless, though the specifications already adopted by the Commission, including standards referred to therein, include definitions and all other elements needed for the digitisation of existing information, often choices can be made when implementing the specifications. Coordination of and cooperation between Member States on this so-called profiling of standards is thus important as it supports the effectiveness and continuity of ITS services. This is precisely why the NAPCORE project was launched. Where relevant, the mandatory provision of crucial data should take into account the maturity of this preparatory work by Member States, particularly when digitising all existing information (or the so-called stock of paper).

## 3. DETAILS ON DATATYPES

To make all datatypes proposed in Annex III available we need, at least, to make sure the standards support this. In addition, complementary definitions, reflecting better the purpose for which data is made available, are useful to support a harmonised implementation. The table below is copied from the Swedish Presidency 2nd discussion paper and adds the draft definitions proposed by MS experts in the NAPCORE project, as well as a summary of the preliminary analysis on the availability of standards.

**The availability of all these elements allows starting the process of digitalisation, in other words it allows setting dates in the (new) third column of Annex III. The table below shows this is the case for all datatypes.** This is independent from the effort associated with making all data available and setting dates in the (new) fourth column.

| Data type | Draft definition NAPCORE | Known limitations |
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| **1. Data relating to the provision of EU-wide road traffic information and navigation services (as referred to in Annex I, Priority area I, paragraphs 1.2, 1.3)):** | | |
| 1.1 Category: Static and dynamic traffic regulations, where applicable, concerning: | | |
| Subcategory:<br>- access conditions for tunnels<br>- access conditions for bridges<br>- speed limits<br>- overtaking bans on heavy goods vehicles<br>- weight/length/width/height restrictions | | None |
| Subcategory:<br>- one-way street | | None |
| Subcategory:<br>- freight delivery regulations | The minimum information required for disseminating regulations for delivering freight along restricted road links. | None, already implemented in 7 NAPs, propose to bundle with first subcategory |
| Subcategory:<br>- direction of travel on reversable lanes | The minimum information required for disseminating the active direction of travel on a reversible lane of a road segment. | Supported only as part of the description of the access to an area, and their current / planned directions of travel. Already implemented in 10 NAPs, propose to bundle with first subcategory |
| Subcategory:<br>- traffic circulations plans | The minimum information required for disseminating permanent traffic management measures that are designed by traffic managers to control and guide traffic flows in response to | None, DATEX II provides a comprehensive traffic management plan model. Already implemented in 7 NAPs. |

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| | permanent or recurring traffic disturbances. | |
| Subcategory:<br>- permanent access restrictions | | None, bundled with first subcategory in NAPCORE analysis, already implemented in 15 NAPs, propose to bundle with first subcategory |
| Subcategory:<br>- boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones | | None, this was already implemented for UVARs in 6 Member States (AT, BE, DE, IT, LU, NL) through the UVARbox project, propose to bundle with first subcategory. |
| 1.2 Data category: Data types on the state of the network | | |
| Subcategory:<br>- road closures<br>- lane closures<br>- roadworks | | None |
| Subcategory:<br>- temporary traffic management measures | The minimum information required for disseminating temporary/dynamic traffic management measures that are designed by traffic managers to control and guide traffic flows in response to unexpected / non-recurring traffic disturbances | None, already implemented in 16 NAPs, propose to bundle with first subcategory |
| **2. Data category: data relating to information and reservation services for safe and secure parking places for trucks and commercial vehicles (as referred to in Annex I, Priority area III, paragraph 3.2):** | | |
| Subcategory:<br>- static data related to the parking areas<br>- information on safety and equipment of the parking area | | None |

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| Subcategory:<br>- dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available. | Dynamic information reflecting the state and status of a truck parking area | None, already implemented in 11 NAPs |
| **3. Data category: data on detected road safety-related events or conditions relating to road-safety-related minimum universal traffic information (as referred to in Annex I, Priority area III, paragraph 3.3):** | | |
| Subcategory:<br>- temporary slippery road<br>- animal, people, obstacles, debris on the road<br>- unprotected accident area<br>- short-term road works<br>- unmanaged blockage of a road<br>- wrong-way driver | | None |
| Subcategory<br>- reduced visibility<br>- exceptional weather conditions | Visibility affected by any condition that reduces the sight range of drivers and which might affect safe driving<br><br>Unusual, severe, or unseasonal weather conditions which might affect safe driving | None, already implemented in 16 NAPs<br><br>None, already implemented in 17 NAPs |
| **4. Data category: Static multimodal traffic data for EU-wide multimodal travel information services (as referred to in Annex I, Priority area I, paragraphs 1.1 and 1.3):** | | |
| Subcategory:<br><br>Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators) | The minimum information required for identifying the location of specific places from which travellers can access scheduled transport modes, and the minimum information about the facilities of the access nodes | Covered by multiple standards (only for TAP-TSI unclear whether completely covered), already implemented in 10 NAPs (7 also include accessibility) |