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Objet:	Proposition de directive du Parlement européen et du Conseil modifiant la directive 2010/40/UE concernant le cadre pour le déploiement de systèmes de transport intelligents dans le domaine du transport routier et d'interfaces avec d'autres modes de transport - Orientation générale

I. INTRODUCTION

1. Le 15 décembre 2021, la Commission a soumis au Parlement européen et au Conseil une proposition modifiant la directive 2010/40/UE concernant le cadre pour le déploiement de systèmes de transport intelligents dans le domaine du transport routier et d'interfaces avec d'autres modes de transport ("directive STI"), qui fait partie d'un ensemble de quatre initiatives visant à moderniser le système de transport de l'Union et à soutenir la transition vers une mobilité plus propre, plus verte et plus intelligente.
2. Les objectifs principaux de cette proposition, qui est fondée sur l'article 91 du TFUE, sont de: (a) prendre en compte le progrès technologique, tel que la mobilité connectée et automatisée ou les applications de mobilité à la demande, et (b) renforcer la disponibilité, la réutilisation et l'interopérabilité des données.

3. La proposition fait suite à l'évaluation de la directive en vigueur, réalisée en 2019, qui a mis en évidence les problèmes suivants: i) le manque d'interopérabilité et de continuité des applications; ii) le manque de concertation et de coopération effective entre les parties prenantes; et iii) la disponibilité insuffisante de données et la réticence à leur partage.
4. Pour combler ces lacunes, la Commission propose, entre autres, d'élargir le champ d'application de la directive et de rendre obligatoire, sur le réseau RTE-T¹, puis sur l'ensemble du réseau routier, la numérisation de certaines informations routières liées à la sécurité routière, à la circulation et aux déplacements multimodaux. En parallèle, le déploiement de certains services STI essentiels serait également rendu obligatoire.
5. La proposition fait partie d'un ensemble d'initiatives législatives visant à contribuer aux objectifs de décarbonation, de numérisation et de renforcement de la résilience des infrastructures de transport.
6. En ce qui concerne la numérisation, elle s'inscrit dans la stratégie européenne pour les données de février 2020², qui annonçait la création de neuf espaces européens communs des données dans des secteurs économiques stratégiques et des domaines d'intérêt public, parmi lesquels figure l'espace européen commun des données relatives à la mobilité. Dans ses conclusions du 22 octobre 2021³, le Conseil européen a demandé un avancement rapide dans la mise en œuvre des mesures nécessaires pour créer ces espaces de données sectoriels.
7. La révision de la directive STI, en tant qu'élément de cet espace européen commun des données, contribue à l'alimentation des systèmes avancés d'assistance aux conducteurs, tels que les nouveaux systèmes de véhicule au sens du règlement (UE) 2019/2144 sur la sécurité générale⁴. En outre, la proposition complète celle pour un nouveau règlement sur le déploiement d'une infrastructure pour carburants alternatifs du 14 juillet 2021 ("règlement AFIR")⁵ en ce qui concerne les données relatives aux points de recharge et de ravitaillement. Le règlement AFIR permettra l'établissement de spécifications plus détaillées par rapport à celles adoptées en vertu de la directive, qui se concentreraient sur les modalités techniques.

¹ Réseau transeuropéen de transport, pour lequel des lignes directrices ont été fixées par le Règlement (UE) n° 1315/2013. La révision de ce règlement représente l'initiative principale du "paquet mobilité efficace et verte".

² COM(2020) 66 final.

³ EUCO 17/21.

⁴ JO L 325 du 16.12.2019, p. 1.

⁵ ST 10877/21 + ADD1.

II. EXAMEN PAR LES AUTRES INSTITUTIONS

8. Le Parlement européen a désigné la commission des transports et du tourisme (TRAN) comme commission compétente au fond pour la proposition, et M^{me} Rovana Plumb (RO, S&D) en a été nommée rapporteur. Le Parlement européen devrait adopter sa position en session plénière vers octobre 2022.
9. Le Comité économique et social européen a adopté son avis sur la proposition susmentionnée le 23 mars 2022, tandis que le Comité européen des régions a renoncé à rendre son avis.

III. ÉTAT DES TRAVAUX AU SEIN DU CONSEIL

10. Le groupe de travail "Transports – Questions intermodales et de réseaux" a commencé ses travaux sur la proposition le 10 janvier 2022, et les a poursuivis les 17 et 24 janvier, les 2 et 16 février, les 7, 14 et 28 mars, les 4, 11 et 28 avril, et les 5 et 11 mai 2022. L'analyse d'impact réalisée par la Commission a été examinée en groupe le 17 janvier 2022. Plusieurs délégations ont exprimé leurs doutes concernant la proportionnalité de la démarche envisagée par la Commission et concernant certaines estimations des coûts en découlant. Les délégations ayant émis une réserve d'examen parlementaire (DK, PL, SK, SE), l'ont levée entretemps. Plusieurs délégations maintiennent une réserve générale d'examen.
11. De manière générale, les délégations ont salué la proposition et souhaitent que le déploiement d'applications et de services dans le cadre de la directive STI soit davantage développé et renforcé au moyen d'une meilleure coopération et coordination. Les points principaux de discussion ont concerné : la nouvelle obligation de rendre certaines données disponibles au format numérique lisible en machine ; le processus décisionnel pour déterminer les types de données dont la fourniture serait obligatoire ainsi que la couverture géographique et le calendrier associés ; la description des éléments à intégrer dans les spécifications au niveau de l'Union ; l'habilitation de la Commission à adopter des mesures provisoires dans des situations d'urgence ; les règles relatives à la protection des données personnelles et à la vie privée ; les principes applicables aux spécifications et au déploiement des STI ; et le délai de transposition de la directive.

12. Sur la base des discussions, des clarifications par la Commission et des commentaires écrits des délégations, la Présidence a développé un projet de compromis en vue d'une orientation générale au Conseil "Transports, télécommunications et énergie" (transports) du 2 juin 2022. Les principaux changements apportés au texte par rapport à la proposition initiale de la Commission sont les suivants:

Disponibilité des données et déploiement des services STI obligatoires (article 1, paragraphe 2 *bis*, article 6 *bis*, article 7⁶; annexes III et IV)

13. Le compromis accepte le principe que les États membres doivent veiller à ce que la disponibilité de certains types de données, dans un format numérique lisible par machine, et que le déploiement de certains services STI soient assurés (article 1, paragraphe 2 *bis*, article 6 *bis*, annexes III et IV).

14. Cependant, étant donné les impacts potentiellement élevés sur les ressources nationales, les délégations ont fortement insisté pour un meilleur contrôle et une plus grande implication des États membres dans le processus décisionnel, aussi bien pour l'établissement du champ initial des obligations que pour son évolution dans le temps. De ce fait, le texte de compromis de la Présidence fixe, dans la directive, les types de données ainsi que les services couverts par l'obligation de disponibilité et de déploiement. Les listes des données et services concernés seront susceptibles d'amendements par voie d'acte délégué (article 1, paragraphe 2 *bis*, article 7, annexes III et IV). En même temps, le texte de compromis renvoie à des actes d'exécution le soin de définir le champ géographique (réseaux à couvrir) et le calendrier de mise en œuvre (article 6 *bis*, considérant 12 *bis*). Le texte renforce aussi l'encadrement des délégations de pouvoir conférées à la Commission pour l'adoption de ces actes délégués et d'exécution (article 6 *bis*, paragraphe 3, et article 7). Il préserve ainsi l'ambition de rendre obligatoire la disponibilité de certains types de données et la possibilité de mettre à jour cette liste par acte délégué, tout en renforçant l'implication des États membres pour les aspects relatifs à la mise en œuvre de cette ambition, c'est-à-dire la définition de la couverture géographique et du calendrier.

⁶ Les références aux articles sont numérotées selon la directive amendée par les dispositions de la proposition.

15. Par ailleurs, le compromis précise que l'obligation de rendre disponibles certaines données dans un format numérique lisible par machine se réfère uniquement à des données pour lesquelles l'information sous-jacente correspondante existe déjà quel que soit son format de présentation.
16. La grande majorité des délégations a trouvé le compromis suffisamment équilibré s'agissant de cette structure décisionnelle. Certaines délégations ont toutefois exprimé des doutes, s'interrogeant sur l'enceinte optimale pour décider des champs et délais, tout en soulignant l'importance de ne pas réduire l'ambition pour l'avancement des services STI. Le représentant de la Commission a insisté sur la structure de la proposition, tout en démontrant une certaine ouverture vers un renforcement du pilotage par les États membres dans le cadre du programme de travail que la Commission adopte tous les cinq ans. Deux délégations regrettent que la directive STI ne soit plus basée entièrement sur le principe d'engagement volontaire en ce qui concerne la disponibilité des données et le déploiement des services STI.
17. Indépendamment de cette solution concernant la structure décisionnelle, il est à noter que de nombreuses délégations ont jugé que les délais indiqués aux annexes III et IV de la proposition de la Commission, ou les champs géographiques liés, étaient trop ambitieux.
18. En ce qui concerne les types de données concernés, le texte de compromis en élargit la liste (annexe III) en ajoutant certains types de données mentionnées dans le règlement délégué récemment adopté sur les spécifications de services d'informations en temps réel sur la circulation⁷. Concernant la présentation des types de données et services dans les annexes III et IV, le texte de compromis se base sur la proposition de la Commission, mais évite, en raison de la hiérarchie des normes et dans la mesure où cela n'est pas strictement nécessaire, de faire une référence directe aux actes délégués dans lesquels se trouvent davantage de détails.

Définitions (article 4)

19. Le texte de compromis apporte des ajustements mineurs à quelques définitions ("service STI", "systèmes de transport intelligents coopératifs", "accessibilité des données").

⁷ JO L 122 du 25.4.2022, p. 1.

Programme de travail (article 4 bis)

20. Étant donnée la place importante accordée à l'adoption et au contenu du programme de travail dans la proposition (article 17, paragraphe 5) et à la séquence chronologique des différentes activités, le texte de compromis place cet outil de planning pluriannuel au début des règles encadrant le déploiement des applications et services STI (nouvel article 4 bis) et souligne les liens forts entre cet outil et le développement des spécifications au niveau de l'Union.

Application des spécifications et coopération entre États membres (article 5)

21. Le compromis reprend largement les dispositions de la proposition qui visent à renforcer la coopération des États membres dans le déploiement des applications et services STI, y compris sur les aspects opérationnels (article 5). Le texte de compromis clarifie certains de ces éléments.

Spécifications par acte délégué (article 6)

22. Le compromis intègre aussi les modifications que la proposition apporte au contenu des spécifications (article 6). Il ajoute qu'il est nécessaire d'établir des paramètres pour évaluer la qualité des données et que les États membres peuvent désigner un ou plusieurs organismes pour faire évaluer le respect des exigences (paragraphe 6 et considérant 18). Il établit également que chacun des actes délégués devra porter sur un domaine prioritaire distinct.

Mesures provisoires (article 7 bis)

23. L'habilitation de la Commission à adopter des actes d'exécution immédiatement applicables en cas de situation d'urgence qui est mentionnée dans la proposition (article 7 bis et considérant 14) a suscité des doutes parmi les délégations. Tout en maintenant le principe, le texte de compromis développe et encadre davantage ces dispositions, en mettant l'accent sur la procédure, les conditions à réunir et la communication entre la Commission et les États membres. Tout en saluant ces efforts, plusieurs délégations ne sont pas convaincues de la nécessité de cette habilitation et demandent donc sa suppression.

Protection des données personnelles (article 10)

24. Dans le texte de compromis, l'article relatif à la protection des données personnelles (article 10) est complété par une disposition sur l'objectif du traitement des données à caractère personnel au titre de la directive (article 10, paragraphe 1). En outre, cet article est complété par une référence à l'étude d'impact à effectuer lors de la préparation d'un acte délégué qui conduirait au traitement de telles données (paragraphe 2), et par une référence à la technique de pseudonymisation (paragraphe 3; voir aussi considérant 15).

Rapports (article 17) et dispositions finales

25. L'article sur les rapports des États membres et de la Commission (article 17) est maintenu par le compromis. Néanmoins, la date du premier rapport des États membres (article 17, paragraphe 1) a été reportée à 18 mois après l'entrée en vigueur (en ligne avec le délai de transposition), le pouvoir de la Commission d'établir des indicateurs de performance a été modifié et soumis à une procédure d'examen (article 17, paragraphe 2), et l'objectif de simplification en matière de rapportage est souligné (article 17, paragraphe 3, et considérant 22 *bis*).

26. Un certain nombre de délégations ont mis en évidence les difficultés administratives liées à la transposition des dispositions de la directive au niveau national, demandant un délai plus long (au moins 24 mois, au lieu de 18).

Annexe I

27. L'annexe I de la proposition décrit les éléments à couvrir par les spécifications en ce qui concerne les domaines prioritaires d'action au niveau de l'Union. Les modifications que le compromis apporte à cette annexe se limitent à quelques précisions.

Annexe II

28. À l'annexe II, qui dresse la liste des principes applicables aux spécifications et au déploiement des STI, le texte de compromis est principalement en accord avec les amendements proposés par la Commission (concernant les points f), h), j) et m)). Il apporte quelques clarifications concernant les points h) "promouvoir l'égalité d'accès", j) "apporter

la qualité de la datation et du positionnement", et m) "garantir la transparence et la confiance", et modifie le point l) "respecter la cohérence" pour rappeler, parmi les normes de l'Union à respecter, le principe de neutralité technologique tel qu'encadré par directive (UE) 2018/1972 établissant le code des communications électroniques européen, auquel fait référence également le considérant 8 *bis* modifié. La question de l'opportunité d'ajouter une référence au principe de "neutralité technologique" a prêté à controverse au sein du groupe de travail. Le texte de compromis essaie de trouver un équilibre en se basant sur la proposition, mais en mettant explicitement en exergue l'importance, lors de l'élaboration des spécifications, de ce principe tel qu'encadré par le code des communications électroniques européen.

IV. CONCLUSION

29. Au vu de ce qui précède, le Comité des représentants permanents est invité à:

- examiner et approuver le texte figurant à l'annexe de la présente note, en vue d'une orientation générale;
- recommander au Conseil de dégager, lors de la session du Conseil TTE (transports) du 2 juin 2022, une orientation générale sur la proposition de directive du Parlement européen et du Conseil modifiant la directive 2010/40/UE concernant le cadre pour le déploiement de systèmes de transport intelligents dans le domaine du transport routier et d'interfaces avec d'autres modes de transport qui figure à l'annexe de la présente note.

Amendments to the ITS Directive

[...]

Whereas:

- (1) The Commission's *Communication on a Sustainable and Smart Mobility Strategy*⁸ 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 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.
- (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 Council⁹ contribute to the safety of road users, such as eCall, road safety-related traffic information services and safe and secure parking areas¹⁰.

⁸ COM(2020)789 final.

⁹ Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the 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).

¹⁰ As certified in accordance with Commission Delegated Regulation (EU) .../.... of ~~XXX~~ **7 April 2022 supplementing Regulation (EC) No 561/2006 of the European Parliament and of the Council with regard to the establishment of** ~~on~~ EU standards detailing the level of service and security of EU safe and secure parking areas and procedures for their certification **(C(2022) 2055 (final))**.

- (3) The European Green Deal¹¹ 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 and pollution, especially in urban areas.
- (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 mobility, transport and logistics sectors with a multimodal perspective¹².
- (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.
- (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/EU¹³ found persistent shortcomings leading to remaining fragmented and uncoordinated deployment and lack of geographical continuity of ITS services throughout the Union and at its external borders.

¹¹ Communication from the Commission – The European Green Deal, COM(2019) 640 final.

¹² 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).

¹³ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive_en

- (7) In the context of the implementation of Commission Delegated Regulations¹⁴ supplementing Directive 2010/40/EU, Member States have established national access points¹⁵ (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 space under the European strategy for data¹⁶ and should be relied upon in particular as regards the accessibility of data.
- (8) To ensure a coordinated and effective deployment of ITS within the Union as a whole, specifications including, where 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.

¹⁴ 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 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 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).

¹⁵ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en

¹⁶ COM(2020) 66 final.

- (8a)** ~~If appropriate, it~~ **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 **in line with the principle of technological neutrality as laid down in Directive (EU) 2018/1972¹⁷. If complementary, reliable and real-life tested C-ITS technologies can be used, coexistent applications should be enabled.**
- (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, connected and automated mobility (CCAM), notably in the context of the C-ITS¹⁸ and CCAM platforms¹⁹, the European Forum for Multimodal Passenger Mobility²⁰ and the European eCall Implementation Platform²¹.
- (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 multimodal mobility services.
- (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 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

¹⁷ **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)**

¹⁸ Code E03188 in the Register of Commission Expert Groups and Other Similar Entities

¹⁹ Code E03657 in the Register of Commission Expert Groups and Other Similar Entities

²⁰ Code E03826 in the Register of Commission Expert Groups and Other Similar Entities

²¹ Code E02481 in the Register of Commission Expert Groups and Other Similar Entities

between all C-ITS stations, regardless of communication technologies used. That trust model should be implemented by the 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) 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) 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.**

- (12) Most actions under Directive 2010/40/EU, with the exception of eCall, have focused on **the adoption of specifications to ensure** 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 **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 ~~essential~~ **within other 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 Council²². The mandatory provision of

²² Regulation (EU) 2019/2144 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 (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,

such ~~essential~~ **certain** ITS services and ~~crucial~~ **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 presented.** Data types and services, the provision of which should be made mandatory **under this Directive**, should be identified **on the basis of** ~~based on the~~ specifications **adopted by the Commission by means of** ~~set out in~~ delegated acts supplementing Directive 2010/40/EU, **in particular Commission Delegated Regulations (EU) No 2022/670²³, (EU) 885/2013, (EU) 886/2013 and (EU) 2017/1926,** and reflect the data types and services set therein.

(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 gradual and proportionate approach should be followed, based on the experience and results already obtained and being obtained during the expansion.

- (13) The 2020 study “Mapping accessible transport for persons with reduced mobility”²⁴ 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 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.
- (14) The increased integration of ITS and advanced driver assistance systems, or vehicle and 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 to orchestrate

(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).

²³ **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).**

²⁴ <https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1>

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~~ **an intentionally false information on a non-existing danger induces vehicles into manoeuvres 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 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 Council²⁵. 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.

²⁵ 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).

- (15) ~~When the deployment and use of ITS applications and services entail the processing of personal data, such~~ **Any processing of personal data under this Directive, such as the processing of location data when it allows to identify, directly or indirectly a person, should be carried out in accordance with** ~~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 Council²⁶ and in Directive 2002/58/EC of the European Parliament and of the Council²⁷. **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 Directive.**
- (16) ~~Where they involve the processing of personal data, the specifications to be developed under this Directive should take into account~~ **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 ~~using anonymous instead of personal data,~~ **anonymisation or pseudonymisation** as one of the 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.**
- (17) Directive 2001/95/EC of the European Parliament and of the Council on general product safety²⁸ 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

²⁶ 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).

²⁷ 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).

²⁸ 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).

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”).

- (18) Where it is necessary to carry out a conformity assessment, the specifications should include 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 Council²⁹, in particular concerning the modules for the various phases of the conformity assessment and market surveillance procedures. Regulation (EU) 2018/858 of the European Parliament and of the Council³⁰ lays down a framework for the type approval and market surveillance of motor vehicles and their parts or related equipment, and Regulations (EU) No 167/2013³¹ and (EU) No 168/2013³² 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 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

²⁹ 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).

³⁰ 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).

³¹ 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).

³² 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).

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-border applications and services.**

- (19) When the deployment and use of ITS equipment and software include artificial intelligence systems, the relevant provisions of the forthcoming Artificial Intelligence Act³³ should be taken into account.
- (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 Council³⁴ 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.
- (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.
- (22) Member States and other relevant stakeholders, including other Commission expert groups 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.

(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

³³ 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).

³⁴ 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).

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.

- (23) To ensure uniform conditions 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 by Member States of mandatory data types and ITS services, and** 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 Council³⁵.
- (24) 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 during its preparatory work, including at expert level and 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-Making³⁶. 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.

³⁵ 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).

³⁶ 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).

- (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 165/2014³⁷, (EU) 2019/1239³⁸, (EU) 2020/1056³⁹ and (EU) 2018/858 of the European Parliament and of the Council, and by Directives 2007/2/EC⁴⁰ and Directive (EU) 2019/520 of the European Parliament and of the Council⁴¹.
- (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 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.
- (27) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents⁴², 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.

³⁷ Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport (OJ L 60, 28.2.2014, p. 1).

³⁸ 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).

³⁹ 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).

⁴⁰ 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).

⁴¹ 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).

⁴² OJ C 369, 17.12.2011, p. 14.

- (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 Council⁴³ and delivered an opinion on ~~XX XX~~ **2 March** 2022,

HAVE ADOPTED THIS DIRECTIVE:

Article 1

Amendments to Directive 2010/40/EU

Directive 2010/40/EU is amended as follows:

- (1) in Article 1, the following paragraph 2a is inserted:

‘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.~~’;

- (2) in Article 2, paragraph 1 is replaced by the following:

‘1. For the purposes of this Directive, the following shall constitute priority areas for the development and use of specifications and standards:

(a) I. Information and mobility ITS services;

(b) II. Travel, transport and traffic management ITS services;

(c) III. Road safety and security ITS services;

(d) IV. **ITS services for €**cooperative, connected and automated mobility services.’;

⁴³ 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).

(3) Article 4 is amended as follows:

(-a) point 4 is replaced by the 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;’

(a) point 18 is replaced by the following:

‘(18) “standard” means standard as defined in Article 2(1) of Regulation (EU) No 1025/2012 of the European Parliament and of the Council*;

* 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 No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).’;

(b) the following points (19) to (24) are added:

‘(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**;

(20) “C-ITS service” means an ITS service provided through C- ITS;

(21) “availability of the data” means the existence of data in a digital machine-readable format;

(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;

(23) “accessibility of the data” means a possibility to request and obtain data in a digital machine-readable format ~~via National Access Points~~;

(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 reservations, bookings or payments or the issuing of tickets.’;

(3a) the following Article is inserted:

‘Article 4a

Working programme⁴⁴

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:**

a) objectives and dates for its implementation every year, **indicating for which work items specifications should be developed in accordance with Article 6;**

b) ~~as well as~~ **the data types and ITS services** ~~the list of data categories and ITS services~~, for which the Commission may adopt delegated acts pursuant to Article 7(**1**) **and (2)** ~~(1a) and (1b)~~.

2. 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 **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).

⁴⁴ Text not highlighted is shifted from Article 17(5) of the proposal.

(4) Article 5 is replaced by the following:

Article 5

Application of specifications to the deployment of ITS

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. 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 Article ~~6a s 6a and 6b~~. ~~Where relevant, Member States shall also cooperate on the enforcement of those specifications.~~
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.
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 the Commission, such as standards and EU harmonised profiles, common definitions, common metadata, common quality requirements and aspects related to the interoperability of ~~NAPs~~ 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.** ';

(5) Article 6 is amended as follows:

(a) paragraph 5 is replaced by the following:

‘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.’;

(b) paragraph 6 is replaced by the following:

‘6. The specifications shall, where appropriate, be based on any standards referred to in Article 8.

The specifications shall **include rules for setting parameters related to quality and suitability 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.

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.

The specifications shall comply with the principles set out in Annex II.’;

(c) the following paragraph 8 is inserted:

'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.'⁴⁵

* 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).';

(6) The following Articles ~~6a and 6b~~ are **is** inserted:

Article 6a

Availability of data and deployment of ITS services

1. Member States shall ensure that for each data type listed in Annex III, **where the underlying information already exists, such** 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.**

Member States shall ensure the accessibility of that data on the **NAPs** ~~National Access Points~~ by the same date.

Article 6b

Deployment of ITS services

2. 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 there **and no later than the respective date set out in the implementing acts referred to in paragraph 3.**

⁴⁵ Note: This paragraph 8 partly contains the substance of Article 7(1) and (2) of the current Directive.

3. The Commission shall, by means of implementing acts adopted in accordance with Article 15(4), specify:

a) the geographical coverage relative to the data types listed in Annex III, and implementation deadlines;

b) the geographical coverage relative to the ITS services listed in Annex IV, and implementation deadlines.

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 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.;

(7) Article 7 is amended as follows **replaced by the following**:

Article 7

Amendments to Annexes III and IV

~~(a) the following paragraphs 1a and 1b are inserted:~~

~~‘1.⁴⁶ 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 **in view of market and technological development throughout the Union, in order** to amend the list of data types in Annex III, **by including**

(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 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.

~~the date of implementation and the geographical coverage for each data type. **Each delegated act** Those amendments shall be consistent with the data **types** categories set out in the latest working programme adopted in accordance with Article ~~4a~~17(5) **and shall not cover more than one priority area.**~~

⁴⁶ **Note: current paragraph 1 incorporated into Article 6, new paragraph 8.**

~~2. 4b.~~ 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 **in view of market and technological development throughout the Union, in order** to amend the list of ITS services in Annex IV ~~by, including~~

(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

(b) where clearly justified, deleting services included in Annex IV.

the date of implementation and the geographical coverage for each ITS service.

Each delegated act ~~Those amendments shall be consistent with the list of ITS services set out in the latest working programme adopted in accordance with Article 4a17(5) and shall not cover more than one priority area.~~

3. When adopting delegated acts pursuant to this Article, the 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 particular those incurred by public authorities, are kept to a minimum. The Commission shall also consider the costs and administrative burden on private operators which may be required to provide the data and services.

~~(b) paragraph 3 is replaced by the following:~~

~~‘3. For the delegated acts referred to in this Article, the procedure set out in Article 12 shall apply.’⁴⁷~~

⁴⁷ **Note: References to Article 12 made in Article 6(8) and Article 7(1) and (2).**

(8) The following Article 7a is inserted:

Article 7a

Interim measures

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 possible when it considers that an emergency situation has occurred.

2. The Commission may adopt implementing acts in accordance 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 having a severe direct impact on road safety, cyber security or the availability and integrity of ITS services, and which is likely to may 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, 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.

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 national security or defence which affect ITS applications and services deployed on their territory.

4. These implementing acts **referred to in paragraph 1** shall be adopted in accordance with 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** the emergency-situation has ended or the Commission has amended the relevant specifications in order to remedy the situation, whichever comes first.⁴⁸ ~~They shall be strictly limited to addressing the causes and consequences of such emergency situations⁴⁹.~~;

***Directive (EU) 2016/1148 of the European Parliament and of the 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))**

- (9) in Article 8(1), the reference to ‘Directive 98/34/EC’ is replaced by the reference to ‘Directive (EU) 2015/1535’;
- (10) Article 10 is replaced by the following:

‘Article 10

Rules on data protection and privacy

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.

⁴⁸ This sentence is shifted from Article 15(3).

⁴⁹ Thi sentence is shifted to Article 7a(2).

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 referred to in Article 6(7)⁵⁰ 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.

* 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).’;

(11) The following Article 10a is inserted:

‘Article 10a

EU C-ITS security credential management system

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 management system referred to in point 4.3 of Annex I. **The following roles of T**that system shall **be specified** ~~comprise the following roles:~~

- (a) C-ITS certificate policy authority;
- (b) C-ITS trust list manager;
- (c) C-ITS point of contact.

The Commission shall be responsible for ensuring ~~the execution of~~ **that** those roles **are executed**.’ ;

⁵⁰ **Note: Article 6(7) reads: ‘The Commission shall conduct an impact assessment including a cost-benefit analysis prior to the adoption of the specifications.’**

(12) in Article 12(2), ‘27 August 2017’ is replaced by ‘[Publication Office: please insert the date of entry into force of this Directive]’;

(13) Article 15 is replaced by the following:

‘Article 15

Committee procedure

1. The Commission shall be 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*.

2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.

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 amended to remedy the situation, whichever comes first.~~⁵¹

⁵¹ Last sentence reformulated and shifted to Article 7a(4).

4. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

~~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.⁵²~~

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.

* 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).';

(14) Article 17 is replaced by the following:

Article 17

Reporting and working programme⁵³

1. Member States shall submit to the Commission by [Date of entry into force + ~~12~~**18** months] a report on the implementation of this Directive and of ~~the all~~ delegated acts **adopted on the basis thereof, supplementing this Directive, as well as** on their **main** national activities and projects regarding the priority areas **and regarding the availability of data and services listed in Annexes III and IV** ~~and on the implementation of Articles 6a and 6b.~~

⁵² **Note: Thus no derogation from Art. 3(5) of Regulation (EU) No 182/2011 (one committee member can oppose written procedure)**

⁵³ **Note: The terms of the working programme are shifted to new Article 4a.**

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~~ **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 proportionality and on the basis of best practices, distinguish between mandatory key performance indicators to be included 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 advisory examination procedure referred to in Article 15(42).

3. Following the initial report, Member States shall report every 3 years on the progress made in the implementation of this Directive and of ~~the all~~ **delegated and implementing acts adopted on the basis thereof** ~~supplementing this Directive, as referred to in paragraph 1.~~ **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.**

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 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.

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 (1b).~~

~~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).;~~

- (15) Annexes I and II are replaced by the text in Annexes I and II to this Directive;
- (16) Annexes III and IV are added as set out in Annexes III and IV to this Directive.

Article 2

Transposition

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.

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.

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.

Article 3

Entry into force

This Directive shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Article 4

Addressees

This Directive is addressed to the Member States.

[...]

ANNEX I

PRIORITY AREAS

(as referred to in Article 2)

1. Priority area I: Information and mobility ITS services

The specifications and standards for information and mobility ITS services for passengers shall include the following:

1.1. Specifications for EU-wide multimodal digital mobility services (including EU-wide multimodal travel information services)

The definition of the necessary requirements to make EU-wide multimodal digital mobility services and similar services providing information, booking or purchasing features for more than one transport operator within the same mode of transport accurate and available across borders to ITS users, based on:

- 1.1.1. the availability and accessibility of existing and accurate multimodal traffic and travel data, used for multimodal digital mobility services to ITS service providers without prejudice to safety and transport management constraints;
 - 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;
 - 1.1.3. the timely updating by the relevant public authorities and stakeholders of available multimodal traffic and travel data, used for multimodal digital mobility services;
 - 1.1.4. the timely updating of multimodal travel information, including information related to booking and purchasing **where relevant** of transport services, by the ITS service providers.
- 1.2. Specifications for EU-wide road traffic information and navigation services (including EU-wide real-time traffic information services)

The definition of the necessary requirements to make EU-wide road traffic information and navigation services accurate and available across borders to ITS users, based on:

- 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 relevant stakeholders, and for use in digital maps, without prejudice to safety and transport management constraints;
- 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 data;
- 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;
- 1.2.4. the timely updating of real-time traffic information to road users and other relevant stakeholders by the ITS service providers.
- 1.3. Specifications for EU-wide multimodal digital mobility services and road traffic information and navigation services
 - 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 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:
 - 1.3.1.1. the availability, to ITS service providers, of existing road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes) collected by the relevant public authorities and/or the private sector;
 - 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;
 - 1.3.1.3. 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);
 - 1.3.1.4. the timely updating, by the ITS service providers, of the ITS services and applications using these road and traffic data.
 - 1.3.2. The definition of the necessary requirements to make road, traffic and relevant travel and multimodal infrastructure data used for digital maps accurate and available, where possible, to digital map producers and service providers, based on:
 - 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 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;

1.3.2.3. the timely updating of road and traffic data for digital maps by the relevant public authorities and stakeholders;

1.3.2.4. the timely updating of the digital maps by the digital map producers and service providers.

2. Priority area II: Travel, transport and traffic management ITS services

The specifications and standards for travel, transport and traffic management ITS services shall include the following:

2.1. Specifications for enhanced traffic and incident management services

The definition of the necessary requirements to support and harmonise enhanced traffic and incident management services, based on:

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;

2.1.2. 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;

2.1.3. 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;

2.1.4. the availability of data and synergies with other initiatives aimed at ~~harmonising and facilitating data sharing⁵⁴, as well as supporting multimodality, integration of modes and optimising the modal balance~~ **the facilitation of modal shift** on the European transport network **towards the most sustainable modes of transport, through the harmonisation and facilitation of data sharing⁵⁵**.

2.2. Specifications for mobility management services

The definition of the necessary requirements to support the development of accurate mobility management services by public transport authorities, based on:

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;

⁵⁴ 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).

⁵⁵ 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).

- 2.2.2. the facilitation of electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders;
- 2.2.3. the timely updating of available road and multimodal travel and traffic data needed for mobility management by the relevant public authorities and stakeholders.

2.3. **EU framework for ITS framework architectures**

The definition of the necessary measures to develop an EU ITS framework architecture, addressing 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.

2.4. ITS applications and freight transport logistics

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:

- 2.4.1. the availability of relevant ITS technologies to and their use by ITS application developers;
- 2.4.2. the availability of cargo related data, accessible through other specific data sharing frameworks⁵⁶;
- 2.4.3. the integration of positioning results in the traffic management tools and centres.

3. Priority area III: Road safety and security ITS services

The specifications and standards for road safety and security ITS services shall include the following:

3.1. Specifications for the interoperable EU-wide eCall

The definition of the necessary measures for the harmonised provision of an interoperable EU-wide eCall, including:

- 3.1.1. the availability of the required in-vehicle ITS data to be exchanged;
- 3.1.2. the availability of the necessary equipment in the emergency call response centres receiving the data emitted from the vehicles;

⁵⁶ Such as Regulation (EU) 2020/1056.

- 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.**

***Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note**

- 3.2. Specifications for information and reservation services for safe and secure parking places for trucks and commercial vehicles

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:

- 3.2.1. the availability of the road parking information to users;
- 3.2.2. the facilitation of the electronic data exchange between road parking sites and spaces, centres and vehicles;
- 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.
- 3.3. Specifications for road safety related minimum universal traffic information

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:

- 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;
- 3.3.2. the deployment or use of the means to detect or identify safety-related **events and conditions**;
- 3.3.3. the identification and use of a standardised list of safety related traffic events (‘universal traffic messages’) which should be communicated to ITS users free of charge;
- 3.3.4. the compatibility and the integration of ‘universal traffic messages’ into ITS services for real-time traffic and multimodal travel information.
- 3.4. Specifications for other actions

- 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 Council⁵⁷, Regulation (EU) No 167/2013 of the European Parliament and of the Council⁵⁸ and Regulation (EU) No 168/2013 of the European Parliament and of the Council⁵⁹.
- 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.
- 3.4.3. 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.
- 3.4.4. 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 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.

⁵⁷ 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).

⁵⁸ 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).

⁵⁹ 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).

4. Priority area IV: **ITS services for C**ooperative, connected and automated mobility services

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 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:

- 4.1. The definition of necessary measures to further progress the development and implementation of cooperative (vehicle-vehicle, vehicle-infrastructure, infrastructure-infrastructure) intelligent transport systems, **in particular to support CCAM**, based on:
- 4.1.1. the facilitation of the exchange of data or information between vehicles, between infrastructures and between vehicles and infrastructures **and between other road users and vehicles and infrastructures**;
 - 4.1.2. the availability of the relevant data or information to be exchanged to the respective vehicle or road infrastructure parties;
 - 4.1.3. the use of a standardised message format for the exchange of data or information between the vehicle and the infrastructure;
 - 4.1.4. the definition of a communication infrastructure for data or information exchange between vehicles, between infrastructures and between vehicles and infrastructures;
 - 4.1.5. the use of standardisation processes to adopt the respective architectures.
- 4.2. Specifications for services
- 4.2.1. C-ITS information and warning services based on status data that increase the awareness of transport users of upcoming traffic situations;
 - 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;
 - 4.2.3. C-ITS services based on intentions that allow vehicles to deal with complex traffic scenarios and enable highly automated driving;
 - 4.2.4. C-ITS infrastructure services to support automated driving.
- 4.3. Specifications for the EU C-ITS security credential management system
- 4.3.1. certificate policy for the management of public key certificates for C-ITS services;
 - 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;
 - 4.3.3. security policy for the management of information security in C-ITS.?’.

ANNEX II

PRINCIPLES FOR SPECIFICATIONS AND DEPLOYMENT OF ITS

(as referred to in Articles 5, 6, 7 and 8)

The adoption of specifications, the issuing of mandates for standards and the selection and deployment of ITS applications and services shall be based upon an evaluation of needs involving all relevant stakeholders, and shall comply with the following principles. These measures shall:

(a)	be effective	–	make a tangible contribution towards solving the key challenges affecting road transportation in Europe (e.g. reducing congestion, lowering of emissions, improving energy efficiency, attaining higher levels of safety and security including vulnerable road users);
(b)	be cost-efficient	–	optimise the ratio of costs in relation to output with regard to meeting objectives;
(c)	be proportionate	–	provide, where appropriate, for different levels of achievable service quality and deployment, taking into account the local, regional, national and European specificities;
(d)	support continuity of services	–	ensure seamless services across the Union, in particular on the trans-European network, and where possible at its external borders, when ITS services are deployed. Continuity of services should be ensured at a level adapted to the characteristics of the transport networks linking countries with countries, and where appropriate, regions with regions and cities with rural areas;
(e)	deliver interoperability	–	ensure that systems and the underlying business processes have the capacity to exchange data and to share information and knowledge to enable effective ITS service delivery;
(f)	support backward compatibility	–	ensure, where appropriate, the capability for ITS systems to work with existing systems that share a common purpose,

			without hindering the development of new technologies and while supporting, where relevant, the complementarity with or transition to new technologies;
(g)	respect existing national infrastructure and network characteristics	–	take into account the inherent differences in the transport network characteristics, in particular in the sizes of the traffic volumes and in road weather conditions;
(h)	promote equality of access	–	do not impede or discriminate against access to ITS applications and services by vulnerable road users. Where relevant, be accessible for persons with disabilities in line with the accessibility requirements of Annex I of Directive 2019/882 when the ITS applications and services are meant to interface or provide information to ITS users with disabilities; <u>be user-friendly towards persons with limited digital knowledge;</u>
(i)	support maturity	–	demonstrate, after appropriate risk assessment, the robustness of innovative ITS systems, through a sufficient level of technical development and operational exploitation;
(j)	deliver quality of timing and positioning	–	ensure the compatibility of ITS applications and services, which rely on timing or positioning, with at least the navigation services provided by the Galileo, including Open Service navigation Message Authentication and <u>other Galileo services such as High Accuracy Service, when such service becomes available,</u> and the European Geostationary Navigation Overlay Service (‘EGNOS’) systems. Where appropriate, ensure that ITS applications and services relying on Earth observation data use Copernicus data, information or services. Other data and services may

			additionally be used in addition to Copernicus data;
(k)	facilitate inter-modality	–	take into account the coordination of various modes of transport, where appropriate, when deploying ITS;
(l)	respect coherence	–	take into account existing Union rules, policies and activities which are relevant in the field of ITS, in particular in the field of standardisation <u>and, for specifications, the principle of technological neutrality as laid down in Directive 2018/1972;</u>
(m)	deliver transparency and trust	–	<u>deliver transparency, for instance by ensuring</u> ensure transparency of ranking when proposing mobility options to the customers.

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ANNEX III

List of data types

Data types	Geographical coverage	Date
<p><u>1. Types of 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) on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/962) :</u></p>		
<p><u>1.1. Static and dynamic traffic regulations, where applicable, including concerning the following data types:</u></p> <p><u>Data types:</u></p> <ul style="list-style-type: none"> -access conditions for tunnels -access conditions for bridges -speed limits -freight delivery regulations -overtaking bans on heavy goods vehicles -direction of travel on reversible lanes - <u>weight/length/width/height restrictions</u>⁶⁰ - <u>one-way streets</u>⁶¹ 	<p>The trans-European network for roads, other motorways not included in that network and primary roads</p>	<p>31 December 2025</p>
	<p>The entire road network of the EU that is publicly accessible to</p>	<p>31 December 2028</p>

⁶⁰ **Note: Addition resulting from Commission Delegated Regulation (EU) 2022/670 (EU-wide real-time traffic information services).**

⁶¹ **See previous footnote.**

	motorised traffic, with the exception of private roads	
-traffic circulations plans	The entire road network that is publicly accessible to motorised traffic	31 December 2025
-permanent access restrictions <u>- boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones⁶²</u>	The entire road network that is publicly accessible to motorised traffic	31 December 2025
<u>1.2. Data Types of data</u> on the state of the network (as referred to in Commission Delegated Regulation (EU) 2015/962):		
<u>Data types:</u> -road closures -lane closures -roadworks -temporary traffic management measures	The trans-European network for roads, other motorways not included in that network and primary roads	31 December 2025
	The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads	31 December 2028

<u>2. Data relating to information and</u>		
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⁶² **See previous footnote.**

<p><u>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) Types of data on safe and secure parking places for trucks and commercial vehicles (as referred to in Commission Delegated Regulation (EU) No 885/2013⁶³):</u></p>		
<p><u>Data types:</u></p> <ul style="list-style-type: none"> -static data related to the parking areas -information on safety and equipment of the parking area -dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available. 	<p>The trans-European network for roads and other motorways not included in that network</p>	<p>31 December 2025</p>
<p><u>3. 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) Data on detected road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013⁶⁴):</u></p>		
<p><u>Data types:</u></p> <ul style="list-style-type: none"> -temporary slippery road 	<p>The trans-European network for roads and</p>	<p>31 December 2026</p>

⁶³ 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).

⁶⁴ Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6).

<ul style="list-style-type: none"> -animal, people, obstacles, debris on the road -unprotected accident area -short-term road works -reduced visibility -wrong-way driver -unmanaged blockage of a road -exceptional weather conditions 	<p>other motorways not included in that network</p>	
<p><u>4. Data relating to multimodal static travel for EU-wide multimodal travel information services (as referred to in Annex I, Priority area I, paragraphs 1.1 and 1.3) Types of multimodal static travel data (as referred to in Commission Delegated Regulation (EU) 2017/1926⁶⁵):</u></p>		
<p><u>Data types:</u></p> <p>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)</p>	<p>The entire transport network of the EU</p>	<p>31 December 2026</p>

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⁶⁵ ~~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).~~

ANNEX IV

List of ITS services

Service	Geographical coverage	Date
Road safety-related minimum universal traffic information (SRTI) service as referred to in <u>Annex I, priority area III, paragraph 3.3</u> (as referred to in Commission Delegated Regulation (EU) No 886/2013)	The trans-European network for roads and other motorways not included in that network	31 December 2026

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