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NOTE

from:	General Secretariat
to:	Permanent Representatives Committee/Council
Subject:	Proposal for a Directive of the European Parliament and of the Council laying down the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other transport modes - Outcome of the European Parliament's first reading (Strasbourg, 21 to 24 April 2009)

I. INTRODUCTION

In the context of a joint debate on Intelligent Transport Systems (ITS), the rapporteur Ms Anne E. JENSEN (ALDE - DK) presented a report on behalf of the Committee on Transport and Tourism consisting of 56 amendments (amendments 1-56) to the proposal for a Directive. The PES political group tabled one amendment (amendment 57) and the Greens/EFA political group tabled three amendments (amendments 58-60).

In addition, the rapporteur presented a resolution on *The Intelligent Transport Systems Action Plan*.

II. DEBATE

The Rapporteur Ms Anne E. JENSEN (ALDE - DK) opened the debate, which took place on 22 April 2009, and:

- pointed out the need to further use available technology;

- stated that action was needed to promote ITS and inter-modality;
- stated that the action plan and the directive are interlinked;
- emphasised the importance of the adoption of common standards by a European ITS Committee; and
- expressed her hope that the Commission proposal will be acceptable for the Council.

Speaking on behalf of the European Commission, Commissioner for Transport Mr Antonio TAJANI:

- expressed his satisfaction by the fact that the Parliament had recognised the importance of the EGNOS Galileo system;
- stated that the moment has come to move from recommendations to concrete acts;
- stressed that more and better coordination was needed in the field; and
- pointed out his hope of an agreement between Parliament and Council at the informal transport Council in Litomerice.

Speaking on behalf of the Committee on Regional Development, Mr Giovanni ROBUSTI (UEN-IT) expressed the importance of coordinated action on the field.

Speaking on behalf of the EPP/ED political group, Ms Etelka BARSÍ-PATAKY (EPP/ED - HU):

- expressed the importance of ITS to promote efficiency, safety and environmental protection;
- pointed out the need of having the Directive to effectively implement ITS; and
- asked the Commission to make proposals on financing.

Speaking on behalf of the PES political group, Ms Silvia-Adriana ȚICĂU (PES - RO):

- noted that ITS systems should apply to all modes of transport;
- pointed out that ITS systems could reduce fuel consumption; and
- stated that the proposal should ensure adequate protection of personal data.

Speaking on behalf of the Greens/EFA political group, Mr Sepp KUSSTATSCHER (Greens/EFA - DE):

- expressed support for the basic aims of the Directive; and
- stated nevertheless three concerns, namely that by using ITS people could avoid responsibility, the protection of personal data and the fact that the proposal was too car-oriented.

Mr Dieter-Lebrecht KOCH (EPP-ED - DE):

- stressed that ITS will enhance competitiveness and safety;
- noted that action is only viable by the Community at EU-wide level; and
- expressed his concerns about the costs of ITS.

Mr Gilles SAVARY (PES - FR) stated the need to enhance inter-modality in order to avoid attributing too much importance to car transport and expressed his concerns regarding the treatment of personal data.

Ms Zita GURMAI (PES - HU) noted that ITS will be vital to the European car industry.

Mr Den DOVER (EPP-ED - UK) stated the importance of the matter as it is an important growth area.

Commissioner Antonio TAJANI once more took the floor and:

- stated his optimism as regards the possibility of reaching an agreement under the Czech or Swedish presidencies of the Council; and
- stressed that all transport modes had already benefited from ITS except road transport, which explains the emphasis made on this mode of transport while ensuring intermodality.

The Rapporteur, Ms Anne E. JENSEN (ALDE - DK), again took the floor and:

- stated that drivers should get information in their own languages;
- expressed her hope to come closer to an agreement in the meeting with transport ministers on 29/04/09; and
- expressed her support for amendments 57 and 69 and her rejection of the other two.

III. VOTE

When it voted on 23 April 2009, the plenary adopted the 56 amendments tabled by the committee (amendments 1-56). In addition, the plenary adopted one amendment tabled by the PES political group (amendment 57). No other amendments were adopted. The resolution on *The Intelligent Transport Systems Action Plan* was also adopted.

The text of the legislative resolution is annexed to this note.

Intelligent Transport Systems in the field of road transport and interfaces with other transport modes *I**

European Parliament legislative resolution of 23 April 2009 on the proposal for a directive of the European Parliament and of the Council laying down the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other transport modes (COM(2008)0887 – C6-0512/2008 – 2008/0263(COD))

(Codecision procedure - first reading)

The European Parliament,

- having regard to the Commission proposal to the European Parliament and the Council (COM(2008)0887),
 - having regard to Article 251(2) and Article 71(1) of the EC Treaty, pursuant to which the Commission submitted the proposal to Parliament (C6-0512/2008),
 - having regard to Rule 51 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism (A6-0226/2009),
1. Approves the Commission proposal as amended;
 2. Calls on the Commission to refer the matter to Parliament again if it intends to amend the proposal substantially or replace it with another text;
 3. Instructs its President to forward its position to the Council and to the Commission.

Amendment 1

Proposal for a directive
Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) Intelligent Transport Systems (ITS) are advanced applications that without embodying intelligence as such aim to provide innovative services on transport modes and traffic management and enable various users to be better informed and make safer, more coordinated and “smarter” use of transport networks.

Amendment 2

Proposal for a directive
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) Several advanced applications and Community mechanisms have been developed for different transport modes such as for railway transport (ERTMS and TAF-TSI), open sea and inland waterways (LRITS, SafeSeaNet, VTMIS, RIS), air transport (SESAR) and land transport, for example, livestock transport.

Amendment 3

Proposal for a directive
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) Vehicles which are operated mainly for their historical interest and were originally registered and/or type-approved and/or put into service before the entry into force of this Directive and of its implementing measures should not be affected by the rules and procedures laid down in this Directive.

Amendment 4

Proposal for a directive
Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) It is necessary to ensure in future the interoperability of applications and services provided by ITS deployment and covering, where appropriate, the backward compatibility of ITS applications and services.

Amendment 5

Proposal for a directive
Recital 12

Text proposed by the Commission

(12) 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.

Amendment

(12) 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, ***such as Dedicated Short Range Communication (DSRC)*** should be used.

Amendment 6

**Proposal for a directive
Article 1 – subparagraph 1**

Text proposed by the Commission

This Directive establishes a framework for the coordinated deployment and use of intelligent transport systems within the Community and the development of the specifications necessary for that purpose.

Amendment

This Directive establishes a framework for the coordinated ***and coherent*** deployment and use of intelligent transport systems, ***including interoperable ITS***, within the Community and the development of the specifications necessary for that purpose.

Amendment 7

**Proposal for a directive
Article 1 – subparagraph 2**

Text proposed by the Commission

It shall apply to all intelligent transport systems in the field of road transport and interfaces with other transport modes.

Amendment

It shall apply to all intelligent transport systems ***for travellers, vehicles and infrastructure and their interaction*** in the field of road transport, ***including urban transport***, and interfaces with other transport modes.

Amendment 8

**Proposal for a directive
Article 1 – subparagraph 2 a (new)**

Text proposed by the Commission

Amendment

The application of this Directive and of the measures referred to in Article 4 shall be without prejudice to the requirements of the Member States relating to public

order and public security.

Amendment 9

Proposal for a directive Article 2 – point a

Text proposed by the Commission

(a) "Intelligent Transport Systems (ITS)" means systems, in which information and communication technologies are applied, in support of road transport (including infrastructure, vehicles and users) and for the interfaces to other transport modes;

Amendment

(a) "Intelligent Transport Systems (ITS)" means systems, in which information and communication technologies are applied, in support of road transport (including infrastructure, vehicles and users) **and, traffic and mobility management** and for the interfaces to other transport modes, **including the provision of multimodal interoperable ticketing**;

Amendment 10

Proposal for a directive Article 2 – point f

Text proposed by the Commission

(f) "ITS user" means any user of ITS applications or services including travellers, road transport infrastructure users and operators, fleet managers and operators of emergency services;

Amendment

(f) "ITS user" means any user of ITS applications or services including travellers, **vulnerable transport users**, road transport infrastructure users and operators, fleet managers and operators of emergency services;

Amendments 11 and 59

Proposal for a directive Article 2 – point h a (new)

Text proposed by the Commission

Amendment

(ha) “vulnerable transport users” means non-motorised transport users, such as pedestrians and cyclists as well as motorcyclists and persons with disabilities or limited mobility.

Amendment 12

Proposal for a directive Article 2 – point h b (new)

Text proposed by the Commission

Amendment

(hb) “the minimum level of ITS applications and services” means the basic level of ITS applications and services, which are indispensable elements of the TEN-T;

Amendment 13

Proposal for a directive

Article 3 – paragraph 1

Text proposed by the Commission

Amendment

1. Member States shall take the necessary measures to ensure the coordinated deployment and use of interoperable ITS applications and services within the Community.

1. Member States shall take the necessary measures to ensure the coordinated deployment and use of ***effective*** interoperable ITS applications and services within the Community.

Amendment 14

Proposal for a directive

Article 3 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Where possible, Member States shall ensure the backward compatibility of ITS applications and services within the Community.

Amendment 57

Proposal for a directive

Article 3 - paragraph 2 - point b a (new)

Text proposed by the Commission

Amendment

(ba) apply ITS to all modes of transport and to the interfaces between them, ensuring a high level of integration between all transport modes;

Amendment 15

Proposal for a directive

Article 3 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(da) avoid creating geographical fragmentation and discontinuity.

Amendment 16

Proposal for a directive

Article 3 – paragraph 3

Text proposed by the Commission

Amendment

3. For the purpose of ITS applications and services that require global, continuous, accurate and guaranteed timing and positioning services, satellite-based infrastructures, or any technology providing equivalent levels of precisions shall be used.

3. For the purpose of ITS applications and services that require global, continuous, accurate and guaranteed timing and positioning services, satellite-based infrastructures, or any technology providing equivalent levels of precisions, ***such as DSRC***, shall be used.

Amendment 17

Proposal for a directive

Article 3 – paragraph 4

Text proposed by the Commission

Amendment

4. When adopting the measures provided for in paragraphs 1 and 2 Member States shall ***take into account*** the principles set out in Annex I

4. When adopting the measures provided for in paragraphs 1 and 2 Member States shall ***require compliance with*** the principles set out in Annex I.

Amendment 18

Proposal for a directive

Article 3 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. The Member States shall take account of the morphological particularities of geographically isolated regions and the distances that have to be covered to reach them, making an exception if need be to the cost-efficiency ratio principle referred to in Annex I;

Amendment 19

Proposal for a directive

Article 4 – paragraph 1, introductory wording

Text proposed by the Commission

1. The Commission shall define specifications for the deployment and use of ITS, ***in particular*** in the following priority areas:

Amendment

1. The Commission shall define specifications for the deployment and use of ITS in the following priority areas:

Amendment 20

Proposal for a directive

Article 4 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

(1a) The Commission shall define specifications for the obligatory deployment and use of the minimum level of ITS applications and services, in particular in the following areas:

(a) the provision of EU-wide real-time traffic and travel information services,

(b) data and procedures for the provision of free minimum universal traffic information services,

(c) the harmonised introduction of eCall throughout Europe,

(d) appropriate measures on secure parking places for trucks and commercial vehicles and on telematics-controlled parking and reservation systems.

Those measures designed to amend non-essential elements of this Directive by supplementing it shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 8(2).

Amendment 21

Proposal for a directive

Article 4 – paragraph 1 b (new)

1b. The Commission shall define specifications for the necessary deployment and use of ITS beyond the minimum level of ITS applications and services in the case of Community co-financed TERN construction or maintenance.

Amendment 22

Proposal for a directive Article 4 – paragraph 2

Text proposed by the Commission

Amendment

2. The specifications shall ***be based on*** the principles set out in Annex I and shall comprise at least the core elements set out in Annex II.

2. The specifications shall ***comply with*** the principles set out in Annex I and shall comprise at least the core elements set out in Annex II.

Amendment 23

Proposal for a directive Article 4 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. In order to ensure interoperability and the apportionment of liabilities, the Commission shall complement, where necessary, the core elements set out in Annex II with specifications for the planning, implementation and operational use of ITS services and shall stipulate the content of the services and service providers' obligations.

Amendment 24

Proposal for a directive Article 4 - paragraph 2 b (new)

Text proposed by the Commission

Amendment

2b. The specifications shall also determine the conditions under which Member States may, in conjunction with the Commission, impose additional rules for the provision of such services throughout or in part of their territory.

Amendment 25

Proposal for a directive Article 4 – paragraph 2 c (new)

Text proposed by the Commission

Amendment

2c. Additional principles and/or core elements of specifications not provided for in this Directive shall be added to Annex I and/or II in accordance with the procedure referred to in Article 251 of the Treaty.

Amendment 26

Proposal for a directive Article 4 – paragraph 2 d (new)

Text proposed by the Commission

Amendment

2d. The Commission shall conduct a suitable impact assessment prior to the adoption of the specifications referred to in paragraphs 2a and 2b.

Amendment 27

Proposal for a directive Article 5 – paragraph 1a (new)

Text proposed by the Commission

Amendment

1a. For ITS equipment and software applications referred to in paragraph 1, the relevant specifications on liability shall be communicated to the national bodies responsible for the type-approval of ITS equipment and software applications covered by this Directive.

Amendment 28

Proposal for a directive
Article 5 – paragraph 2

Text proposed by the Commission

2. Member States shall notify to the Commission the national bodies responsible for the type-approval of ITS equipment and software applications covered by this Directive. The Commission shall communicate such information to the other Member States.

Amendment

2. Member States shall notify to the Commission the national bodies responsible for the type-approval of ITS equipment and software applications, ***including for the accreditation of ITS software application suppliers***, covered by this Directive. The Commission shall communicate such information to the other Member States.

Amendment 29

Proposal for a directive
Article 5 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. ITS equipment and software may be placed on the market and put into service only if, when properly installed and maintained and used for their intended purpose, they do not endanger the health and safety of persons and the environment, in accordance with relevant Community legislation, and, where appropriate, property.

Amendment 30

Proposal for a directive
Article 5 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3b. ITS equipment and software shall be presumed to meet the adopted specifications as provided for by Article 4 if they conform to, where available, the relevant national or European standards in accordance with Directive 98/34/EC of the European Parliament and of the Council of 22 June 1998 laying down a procedure for the provision of information in the field of technical standards and regulations and rules on

Amendment 31

Proposal for a directive

Article 5 a (new)

Text proposed by the Commission

Amendment

Article 5a

Committee on technical standards and regulations

Where a Member State or the Commission considers that the standards referred to in Article 5 (3b) do not entirely meet the adopted specifications as provided for by Article 4, the Member State concerned or the Commission shall inform the Standing Committee set up by Article 5 of Directive 98/34/EC giving the reasons therefor. The Committee shall issue an opinion as a matter of urgency.

Taking into account the Committee's opinion, the Commission shall notify the Member States as to whether or not those standards should be withdrawn from the communications referred to in Article 5 of this Directive.

Amendment 32

Proposal for a directive

Article 6 – paragraph 1

Text proposed by the Commission

Amendment

1. Member States shall ensure that the processing of personal data in the context of the operation of ITS is carried out in accordance with the Community rules protecting the freedoms and fundamental rights of individuals, in particular Directives 95/46/EC and 2002/58/EC.

1. Member States shall ensure that the **collection, storage and** processing of personal data in the context of the operation of ITS is carried out in accordance with the Community rules protecting the freedoms and fundamental rights of individuals, in particular Directives 95/46/EC and 2002/58/EC.

Amendment 33

Proposal for a directive Article 6 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. In order to ensure privacy, the use of anonymous data shall be encouraged, where appropriate, for the performance of the ITS application and/or service :

Amendment 34

Proposal for a directive Article 6 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. Personal data shall only be processed insofar as processing is necessary for the performance of the ITS application and/or service.

Amendment 35

Proposal for a directive Article 6 – paragraph 1 c (new)

Text proposed by the Commission

Amendment

1c. Where special categories of data referred to under Article 8 of Directive 95/46/EC are involved, such data shall only be processed where the data subject has given his or her explicit consent to the processing of those data on an informed basis.

Amendment 36

Proposal for a directive Article 6 – paragraph 2

Text proposed by the Commission

Amendment

2. *In particular*, Member States shall ensure that ITS data and records are protected against misuse, including unlawful access, alteration or loss.

2. Member States shall ensure that ITS data and records are protected against misuse, including unlawful access, alteration or loss ***and may not be used for purposes other than those referred to in this***

Amendment 37

Proposal for a directive

Article 7

Text proposed by the Commission

Amendment

Article 7

deleted

Amendment procedure

The Commission may amend the Annexes in order to reflect the experience gained from the application of this Directive and may further adapt the Annexes to technical progress.

Those measures designed to amend non-essential elements of this Directive, inter alia by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 8(2).

Amendment 38

Proposal for a directive

Article 7 a (new) – paragraph 1 (new)

Text proposed by the Commission

Amendment

Article 7a

1. The Commission shall prepare an annual work programme on the basis of the core elements set out in Annex II to this Directive and for the first time three months at the latest after the entry into force of this Directive.

Amendment 39

Proposal for a directive

Article 7 a (new) – paragraph 2 (new)

Text proposed by the Commission

Amendment

2. The Commission shall take into account the results of the work conducted by committees established in accordance with other Community acts, relating to the

different areas of ITS, including the European ITS Advisory Group referred to in Article 9.

Amendment 40

Proposal for a directive

Article 7 a (new) – paragraph 3 (new)

Text proposed by the Commission

Amendment

3. The Commission shall, in close cooperation with the Member States, ensure general consistency and complementarity of ITS deployment with other relevant Community policies, programmes and actions.

Amendment 41

Proposal for a directive

Article 7 a (new) – paragraph 4 (new)

Text proposed by the Commission

Amendment

4. The Commission shall cooperate actively with European and international standardisation bodies on the provisions set out in Annexes I and II.

Amendment 42

Proposal for a directive

Article 7 a (new) – paragraph 5 (new)

Text proposed by the Commission

Amendment

5. The Commission shall act in accordance with the procedure referred to in Article 8(1a) for the purposes of:

(a) adopting and amending the annual work programme;

(b) determining the priority areas for international cooperation.

The annual work programme and the priority areas for international cooperation shall be published in the Official Journal of the European Union.

Amendment 43

Proposal for a directive

Article 7 a (new) – paragraph 6 (new)

Text proposed by the Commission

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Amendment

6. In accordance with the regulatory procedure with scrutiny referred to in Article 8(2), the Commission shall, no later than six months following the entry into force of this Directive, adopt a working programme with targets and deadlines for implementing Annex II.

Amendment 44

Proposal for a directive

Article 8 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

Amendment 45

Proposal for a directive

Article 9 – paragraph 1a (new)

Text proposed by the Commission

Amendment

1a. The Commission shall ensure that the representatives of the European ITS Advisory Group are competent and that the Group includes adequate representation from those sectors of industry and of those users affected by measures which might be proposed by the Commission under this Directive.

Amendment 46

Proposal for a directive Article 9 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. The European ITS Advisory Group shall be called upon to provide a technical opinion on the drafting of the specifications referred to in Article 4.

Amendment 47

Proposal for a directive Article 9 – paragraph 1 c (new)

Text proposed by the Commission

Amendment

1c. The work of the European ITS Advisory Group shall be carried out in a transparent manner.

Amendment 48

Proposal for a directive Article 10 – paragraph 4

Text proposed by the Commission

Amendment

4. The Commission shall report bi-annually to the European Parliament and to the Council.

4. The Commission shall report bi-annually to the European Parliament and to the Council ***on the progress made for the implementation of this Directive accompanied by an analysis on the functioning of the rules set out in Annexes I and II and shall assess the need to amend this Directive.***

In particular the Commission shall report bi-annually to the European Parliament and to the Council on the status of funding, and if necessary the Commission shall make a proposal for the financial basis of the implementation of the minimum level of ITS applications and services

Amendment 49

Proposal for a directive Article 11 – paragraph 1

Text proposed by the Commission

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [**24 months** after entry into force of this Directive] at the latest. They shall forthwith communicate to the Commission the text of those provisions and a correlation table between those provisions and this Directive.

Amendment

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [**12 months** after entry into force of this Directive] at the latest. They shall forthwith communicate to the Commission the text of those provisions and a correlation table between those provisions and this Directive.

Amendment 50

Proposal for a directive Annex I - point a

Text proposed by the Commission

(a) Effectiveness – the ability to 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);

Amendment

(a) Effectiveness – the ability to 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, **addressing issues related to vulnerable transport users**);

Amendment 51

Proposal for a directive Annex I – point c

Text proposed by the Commission

(c) Geographical continuity – the ability to ensure seamless services across the Community, in particular on the trans-European transport network;

Amendment

(c) Geographical continuity – the ability to ensure seamless services across the Community **and at its external borders**, in particular on the trans-European transport network;

Amendment 52

Proposal for a directive Annex I – point e a (new)

(ea) Intermodality – shifting freight from road to short sea shipping, rail, inland waterways or a combination of modes of transport in which road journeys are as efficient as possible.

Amendment 53

Proposal for a directive Annex II – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) The definition of the necessary measures to use innovative ITS technologies (RFID or Galileo/EGNOS) in the realisation of ITS applications (notably the tracking and tracing of freight along its journey and across modes) for freight transport logistics (eFreight), in particular:

- The availability of relevant ITS technologies to and their use by ITS application developers
- The integration of localisation results (through e.g. RFID and/or Galileo/EGNOS) in the traffic management tools and centres

(b) The definition of the necessary measures to use innovative ITS technologies (RFID, ***DSRC*** or Galileo/EGNOS) in the realisation of ITS applications (notably the tracking and tracing of freight along its journey and across modes) for freight transport logistics (eFreight), in particular:

- The availability of relevant ITS technologies to and their use by ITS application developers
- The integration of localisation results (through e.g. RFID, ***DSRC*** and/or Galileo/EGNOS) in the traffic management tools and centres

Amendment 54

Proposal for a directive Annex II – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(ca) The definition of the necessary measures to ensure seamless ITS services within the Community and at its external borders.

Amendment 55

Proposal for a directive Annex II – paragraph 3 – point b a (new)

Text proposed by the Commission

Amendment

(ba) The definition of measures to guarantee the safety of vulnerable transport users, through the use of mobility management systems for service providers and users with respect to Advanced Driving Assistance Systems (ADAS) deployment and (HMI).

Amendment 56

Proposal for a directive

Annex II – part 4 – point b – indent 4 a (new)

Text proposed by the Commission

Amendment

– The definition of a regulatory framework on the HMI to address the liability issues and provide a more reliable adjustment of ITS functional safety features to human behaviour