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WORKING PAPER

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WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Delegations
N° prev. doc.:	ST 6167/23
N° Cion doc.:	ST 15114/21 + ADD1
Subject:	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport - Second Presidency discussion paper - Comments from Estonia

Delegations will find in the annex, comments from Estonia on the above-mentioned subject (ST 6167/23).



Council of the
European Union

Brussels, 10 February 2023
(OR. en)

6167/23

LIMITE

TRANS 45
TELECOM 31
IND 40
CODEC 140
DATAPROTECT 31
DIGIT 18

Interinstitutional File:
2021/0419(COD)

NOTE

From:	Presidency
To:	Delegations
No. prev. doc.:	ST 5686/23
Subject:	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport - Second Presidency discussion paper

In view of the meeting of the Working Group on Transport - Intermodal Questions and Networks on 17 February 2023, delegations will find in the annex, a second Presidency discussion paper containing a summary assessment of data types and services contained in Annexes III and IV, in order to prepare the discussion of the appropriate geographical scope and timelines. This issue was first addressed under 2. a) of the first Presidency discussion paper (ST 5686/23).

Revision of the Directive on the framework for deploying Intelligent Transport Systems

Presidency discussion paper on data types and services (Annexes III and IV)

The outcome of the meeting of the Working Group on Transport – Intermodal Questions and Networks on 3 February 2023 has shown, despite several scrutiny reservations still pending, that further work on the alternative approach for the geographical scope and timelines should be pursued, namely, to describe them directly in the Annexes.

The Presidency is aware of the risk involved in deepening the technical discussion. A balance must be found between the need for confidence about the feasibility and proportionality of the obligation to make data and services available, and the objective of avoiding delays in the legislative procedure.

With a view to facilitating the deliberations on timelines and geographical scope, the Presidency would like to put for discussion in the Working Party a classification of data types in a “traffic light order”, as can be seen in the annex. The first part, after an introductory explanation, shows the assessment as part of the draft Annexes (the colours are provided for discussion, not as part of the legislative drafting). The second part (appendix) summarises the underlying considerations for each data type and for the services. The classification is based on Presidency-internal work and should be seen as evolving.

In respect of the geographical scope for the data types and services, the Presidency would like to suggest the relevant minimum network coverage (“at least”) based on the work undertaken under the Czech Presidency. This minimum network coverage is presented for two timelines, namely one for the start of the obligation to make new or updated information available in machine-readable format, and one for making all existing information available.

As regards the timelines themselves, the Presidency considers a rather speedy timeline for the start of the obligation where the assessment of the data types suggests feasibility and high relevance (majority of “green” data types). For the other categories, it might be advisable to set a later date.

Delegations are invited to share their views on this assessment and about geographical scope and timelines.

Categorisation

The categorisation could be made with respect to

- level of complexity in the definition, specifications, implementation and collection of datatypes and services,
- estimated negative impact (for exemple costs, administrative burdens), and positive impact on road safety, traffic efficiency, environmental and emissions impacts, and added value (for exemple that this data is not already provided by different services and could therefore serve as a boost for the market etc.) Impact could be difficult to estimate, especially environmental impact and efficiency.

The categorisation could serve as a guide for timelines as well as geographical scope.

Green : Datatype which could be seen as clearly defined, data likely to be available without great effort and an obvious connection to beneficial impacts and or/added value.

Yellow : Uncertainties in one or several aspects mentioned above. Seems to be more complex than the green categorization and may need further analysis to be further defined.

Red: Subject for further work from one or several aspects. Difficult implementation due to complex definition and several decision-levels/actors, costs and administrative burdens.

ANNEX III

List of data types

Data type	Geographical coverage	Start date for making data on new information available in machine-readable format	Date for making all data available in machine-readable format
1. <u>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)):</u>			
1.1 Static and dynamic traffic regulations, where applicable,	The trans-European core network for roads	31 December 2025	

concerning the following data types: <u>Data types:</u> - 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 - weight/length/width/height restrictions - One-way street	The comprehensive trans-European network for roads, other motorways and sections of primary roads, as defined in Article 2(1a) and (1b) of Directive (EU) 2008/96, where the total annual average daily traffic is more than 2 000 vehicles, and road infrastructure in Urban Nodes as defined in Article 3, point (f), of the TEN-T Regulation	31 December 2026	
- traffic circulations plans	The trans-European core network for roads	31 December 2026¹	
	The comprehensive trans-European network for roads, other motorways and sections of primary roads, as defined in Article 2(1a) and (1b) of Directive (EU) 2008/96, where the total annual average daily traffic is more than 2 000 vehicles, and road infrastructure in Urban Nodes as defined in	31 December 2027²	

¹ A condition concerning availability of standards might need to be added.

² A condition concerning availability of standards might need to be added.

	Article 3, point (f), of the TEN-T Regulation		
- permanent access restrictions - boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones	The comprehensive trans-European network for roads, other motorways and sections of primary roads, as defined in Article 2(1a) and (1b) of Directive (EU) 2008/96, where the total annual average daily traffic is more than 2 000 vehicles, and road infrastructure in Urban Nodes as defined in Article 3, point (f), of the TEN-T Regulation	31 December 2026	
1.2 Data on the state of the network			
<u>Data types:</u> - road closures - lane closures - roadworks - temporary traffic management measures	The trans-European core network for roads	31 December 2025	
	The comprehensive trans-European network for roads, other motorways and sections of primary roads, as defined in Article 2(1a) and (1b) of Directive (EU) 2008/96, where the total annual average daily traffic is more than 2 000 vehicles, and road infrastructure in Urban Nodes as defined in	31 December 2026	

	Article 3, point (f), of the TEN-T Regulation		
2. <u>Data relating to information and reservation services for safe and secure parking places for trucks and commercial vehicles (as referred to in Annex I, Priority area III, paragraph 3.2):</u>			
<u>Data types:</u> - 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.	The trans-European core network for roads The comprehensive trans-European network for roads	[a later date than 31 December 2025] [a later date than 31 December 2025]	
3. <u>Data on detected road safety-related events or conditions relating to road-safety-related minimum universal traffic information (as referred to in Annex I, Priority area III, paragraph 3.3):</u>			
<u>Data types:</u> - temporary slippery road - 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	The core and comprehensive trans-European network for roads	31 December 2025	
4. <u>Static multimodal traffic data for EU-wide multimodal travel information services (as referred to in Annex I, Priority area I, paragraphs 1.1 and 1.3):</u>			
<u>Data types:</u> Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an	The trans-European core network for roads and infrastructure in Urban Nodes as defined in Article 3, point (f), of the TEN-T Regulation	31 December 2025	

interchange (such as existence of lifts, escalators)	The comprehensive trans-European network for roads and infrastructure in Urban Nodes as defined in Article 3, point (f), of the TEN-T Regulation	31 December 2026	
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2.

ANNEX IV

List of ITS services

Service	Geographical coverage	Date
Road safety-related minimum universal traffic information (SRTI) service (as referred to in Commission Delegated Regulation (EU) No 886/2013)	The core and comprehensive trans-European network for roads	

Estimation based eg. on First Report on NAP data availability/NAPCORE, input from national ITS experts and Commission staff working document Impact assessment report

Assessment and estimation of impacts (low, medium or high) are based on the following parameters:

- Availability: Datatypes available via NAP from eg. public authorities and content/service providers
- Costs: Total costs for collection, storage and provision of data
- Complexity: Level of complexity in the definition and how difficult to collect
- Traffic safety: Estimated impacts on traffic safety
- Traffic efficiency: Estimated impacts on traffic efficiency
- Environment: Estimated impacts on environment.

ANNEX III

List of data types

Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/962):

- Access conditions for tunnels

Impact: High

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** Medium **Traffic efficiency:** medium **Environmental:** Low

- Access conditions for bridges

Impact: High

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** Low **Traffic efficiency:** Low **Environmental:** Low

- Speed limits

Impact: High

Availability: Medium **Costs:** High **Complexity:** Medium **Traffic safety:** High **Traffic efficiency:** medium **Environmental:** Medium

- Freight delivery regulations

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** Low **Traffic efficiency:** medium **Environmental:** Medium

- Overtaking bans on heavy goods vehicles

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** High **Traffic efficiency:** low **Environmental:** Low

- Direction of travel on reversible lanes

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** Low **Traffic safety:** Low **Traffic efficiency:** medium **Environmental:** Low

- Weight/length/width/height restrictions

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** Low **Traffic efficiency:** medium **Environmental:** Low

- One-way street

Impact: High

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** High **Traffic efficiency:** medium **Environmental:** Low

- Traffic circulations plans

Impact: Medium

Availability: Low **Costs:** Medium **Complexity:** High **Traffic safety:** Medium **Traffic efficiency:** High **Environmental:** Medium

- Permanent access restrictions

Impact: Low

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** Low **Traffic efficiency:** medium **Environmental:** Low

- Boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones.

Impact: Medium

Availability: Low **Costs:** Medium **Complexity:** High **Traffic safety:** low **Traffic efficiency:** low **Environmental:** Medium

Types of data on the state of the network (as referred to in Commission Delegated Regulation (EU) 2015/962)

• Road closures

Impact: Medium

Availability: High **Costs:** Medium **Complexity:** Medium **Traffic safety:** Medium **Traffic efficiency:** medium **Environmental:** Medium

• Lane closures

Impact: Low

Availability: High **Costs:** Medium **Complexity:** Medium **Traffic safety:** Low **Traffic efficiency:** Low **Environmental:** Low

• Roadworks

Impact: High

Availability: High **Costs:** High **Complexity:** High **Traffic safety:** High **Traffic efficiency:** High **Environmental:** Medium

• Temporary traffic management measures

Impact: Medium

Availability: Medium **Costs:** High **Complexity:** High **Traffic safety:** Low **Traffic efficiency:** High **Environmental:** Low

Types of data on safe and secure parking places for trucks and commercial vehicles (as referred to in Commission Delegated Regulation (EU) No 885/2013³):

- Static data related to the parking areas

Impact: Medium

Availability: High **Costs:** Medium **Complexity:** Medium **Traffic safety:** Low **Traffic efficiency:** Low **Environmental:** Low

- Information on safety and equipment of the parking area

Impact: Low

Availability: Medium **Costs:** High **Complexity:** High **Traffic safety:** Low **Traffic efficiency:** Low **Environmental:** Low

- dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available.

Impact: Low

Availability: Low **Costs:** High **Complexity:** High **Traffic safety:** Low **Traffic efficiency:** Low **Environmental:** Low

³ 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).

Data on detected road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013⁴):

- **Temporary slippery road**

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** High **Traffic safety:** High **Traffic efficiency:** Low **Environmental:** Low

- **Animal, people, obstacles, debris on the road**

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** High **Traffic efficiency:** Medium **Environmental:** Low

- **Unprotected accident area**

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** High **Traffic efficiency:** Low **Environmental:** Low

- **Short-term road works**

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** High **Traffic efficiency:** Medium **Environmental:** Low

⁴ 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).

- Reduced visibility

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** High **Traffic efficiency:** Low **Environmental:** Low

- Wrong-way driver

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** High **Traffic safety:** High **Traffic efficiency:** Low **Environmental:** Low

- Unmanaged blockage of a road

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** High **Traffic efficiency:** Medium **Environmental:** Low

- Exceptional weather conditions

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** Medium **Traffic safety:** High **Traffic efficiency:** Medium **Environmental:** Low

Types of multimodal static travel data (as referred to in Commission Delegated Regulation (EU) 2017/1926)

- 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)

Impact: Medium

Availability: Medium **Costs:** Medium **Complexity:** High **Traffic safety:** Low **Traffic efficiency:** Medium **Environmental:** Medium

ANNEX IV

List of ITS services

Service

- Road safety-related minimum universal traffic information (SRTI) service (as referred to in Commission Delegated Regulation (EU) No 886/2013)

Impact: Medium

Availability: Medium **Costs:** Low **Complexity:** Low **Traffic safety:** High **Traffic efficiency:** Medium **Environmental:** Low