



Council of the European Union  
General Secretariat

Brussels, 11 April 2022

WK 5393/2022 INIT

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### WORKING PAPER

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#### WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Delegations
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 - Elaboration on data types - Presentation by the Commission

Delegations will find in the annex, a presentation by the European Commission on the subject mentioned above (WP on 11 April 2022).



# Elaboration on data types

Proposal for the revision of the ITS Directive

*11 April 2022*

# Elaboration on data types

- The main expected economic, social and environmental impacts of increased availability of data have been outlined in the Impact Assessment;
- Increasing the use and improving the quality of information services has a positive impact on emissions, road safety and traffic congestion;
- Access to the data types arranged via the National Access Points of each Member State (working together in NAPCORE project).

# Elaboration on data types

## ITS Directive - Annex III

Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU)2.../...):

Static and dynamic traffic regulations, **where applicable**, including:

- 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 streets
- traffic circulation plans
- permanent access restrictions
- boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones

### Rationale for this list:

- Traffic regulations which could hinder journey continuity or have impact on chosen routes;
- Data defined as 'crucial' in the Expert Group working on the revision of Delegated Regulation 2015/962;
- Data which supports legislation (e.g. speed limits supporting Intelligent Speed Assistance under the General Safety Regulation);
- Data which supports automated mobility in the future;
- Data is (mostly) static in nature, meaning that after the initial digitalisation effort, the impact to keep the data updated is limited;
- Data which originates from public authorities, meaning a (at least paper-based) decision has been taken to enact these traffic regulations.

# Elaboration on data types

## ITS Directive - Annex III

Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU)2.../...):

Static and dynamic traffic regulations, **where applicable**, including:

- access conditions for tunnels
- access conditions for bridges
- speed limits
- freight delivery regulations
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- permanent access restrictions
- boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones

(revised) Delegated Regulation 2015/962 on real-time traffic information services (RTTI)

- Data category: “data on regulations and restrictions”
  - Data types in this category listed in **Annex**
    - Distinction between crucial and other data types
  - Requirements on accessibility, exchange and re-use of these data types in **Article 5**
    - **Applicable to road authorities, road operators and tolling operators;**
    - Shall be provided in DATEX II or TN-ITS formats;
    - Following minimum quality requirements that Member States shall agree upon in cooperation with relevant stakeholders;
    - Within a time-frame fitting to the reliable and effective use of the data to create real-time traffic information;
  - Requirements on updates of these data types in **Article 9**
    - Minimum parameters to update;
    - The relevant data holders shall ensure the update of data on regulations and restrictions within a timeframe fitting to the reliable and effective use of the data in real-time traffic information services;
    - Correction of inaccuracies detected in the data.

# Elaboration on data types

## ITS Directive - Annex III

Types of data on the state of the network (as referred to in Commission Delegated Regulation (EU)2.../...):

- road closures
- lane closures
- roadworks
- temporary traffic management measures

### Rationale for this list:

- Situations on the road which could hinder journey continuity or have impact on chosen routes;
- Data defined as 'crucial' in the Expert Group working on the revision of Delegated Regulation 2015/962;
- Data which supports automated mobility in the future;
- Data which originates from decisions by public authorities or public services, meaning a decision has been taken to change the state of the network (e.g. road authority, police, traffic management centre);
- Safety-related emergency situations (e.g. the road is physically blocked because of an accident) are covered by Delegated Regulation 886/2013.

# Elaboration on data types

## ITS Directive - Annex III

Types of data on the state of the network (as referred to in Commission Delegated Regulation (EU)2.../...):

- road closures
- lane closures
- roadworks
- temporary traffic management measures

(revised) Delegated Regulation 2015/962 on real-time traffic information services (RTTI)

- Data category: “data on the state of the network”
  - Data types in this category listed in **Annex**
    - Distinction between crucial and other data types
  - Requirements on accessibility, exchange and re-use of these data types in **Article 6**
    - **Applicable to road authorities, road operators, holders of in-vehicle generated data and service providers;**
    - Shall be provided in DATEX II format;
    - Following minimum quality requirements that Member States shall agree upon in cooperation with relevant stakeholders;
    - Within a time-frame fitting to the reliable and effective use of the data to create real-time traffic information;
  - Requirements on updates of these data types in **Article 10**
    - Minimum parameters to update;
    - The relevant data holders shall ensure the update of data on regulations and restrictions within a timeframe fitting to the reliable and effective use of the data in real-time traffic information services;
    - Correction of inaccuracies detected in the data.

# Elaboration on data types

What do public authorities get in return?

## *RTTI Article 5(3) & 6(3)*

Data users using the data referred to in paragraph 1 and data holders shall collaborate in order to ensure that any inaccuracies related to the data are signalled without delay to the data holder from which the data originates.



Data users (e.g. service providers) help to keep the data updated, detect errors and improve data quality

## *RTTI Article 5(4) & 6(4)*

Service providers shall process and include, in the relevant services they provide, without additional costs to the end-user, data on any traffic circulation plans and traffic regulations and restrictions / temporary traffic management measures developed by the competent authorities.



Better compliance to traffic regulations by road users (e.g. speed limits, access restrictions)

Possibility to ensure navigation routes do not interfere with public interests (e.g. school zones, through-routes, low-emission zones)



# Elaboration on data types

## ITS Directive - Annex III

Types of data on safe and secure parking places for trucks and commercial vehicles (as referred to in Commission Delegated Regulation (EU) No 885/2013):

- 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.

### Rationale for this list:

- Linked to the definition of safe and secure parking areas by Member States (also following Commission Delegated Regulation supplementing Regulation (EC) No 561/2006 on standards detailing the level of service and security of safe and secure parking areas);
- Data to facilitate compliance to rest times and journey planning for trucks and commercial vehicles;
- Only on TEN-T network and other motorways as safe and secure parking areas are mostly located along these networks.

# Elaboration on data types

## ITS Directive - Annex III

Types of data on safe and secure parking places for trucks and commercial vehicles (as referred to in Commission Delegated Regulation (EU) No 885/2013):

- 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.

## Delegated Regulation 885/2013 on information services for safe and secure parking places (SSTP)

- Requirements on data attributes to be collected in **Article 4**
  - **Shall be collected or supplied by public or private parking operators and service providers.**
- Requirements on the sharing and exchange of data in **Article 5**
  - Shall be provided in DATEX II format;
  - Charges for access to data to remain reasonable following PSI Directive
  - Updates of dynamic data no less than once every 15 minutes.
- Requirements on dissemination of information in **Article 6**
- Requirements on quality management in **Article 7**
- Requirements on the assessment of compliance in **Article 8**

# Elaboration on data types

What do public authorities get in return?

## *SSTP Article 6*

Service providers collecting information at a specific location shall display:

- at least the next two safe and secure parking places along a corridor within approximately 100 kilometres,
- the availability of parking places in a priority zone in at least the next two parking areas within approximately 100 kilometres.



Users of information services (e.g. truck drivers) are informed about parking availability & facilities and can plan their journey appropriately.  
Less illegal parking on hard shoulders.

# Elaboration on data types

## ITS Directive - Annex III

Data on **detected** road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013):

- 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

### Rationale for this list:

- List of events and conditions from Delegated Regulation 886/2013;
- Covers potentially life-threatening time-critical events and conditions of which road users should be informed;
- Data on road safety-related events or conditions that have already been detected (by public authorities or service providers), whereby further dissemination of information can improve road safety;
- Improvement of the means to detect these safety-related events or conditions on the comprehensive TEN-T network is included in the proposal for the TEN-T Regulation;
- Deployment of the SRTI-services included Annex IV.

# Elaboration on data types

## ITS Directive - Annex III

Data on detected road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013):

- 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

## Delegated Regulation 886/2013 on safety-related traffic information (SRTI)

- Requirements on the content of the information in **Article 4**
- Requirements on the provision of the information service in **Article 5**
- Requirements on the detection of events or conditions and collection of data in **Article 6**
  - **public and private road operators and/or service providers shall set up or use the means to detect events or identify conditions, and shall collect the relevant road safety-related traffic data.**
- Requirements on the availability, exchange and reuse of data in **Article 7**
  - Shall be provided in DATEX II format;
  - Within a timeframe that ensures the timely provision of the information service;
  - Timely renewal and quality of data shall be ensured.
- Requirements on dissemination of information in **Article 8**
- Requirements on the assessment of compliance in **Article 9**

# Elaboration on data types

What do public authorities get in return?

## *SRTI Article 8*

The information service shall fulfil the following conditions:

- it shall be provided in such a way as to ensure the widest reach of end users concerned by the given event or condition;
- it shall be made available by public and/or private road operators and/or service providers and/or broadcasters dedicated to traffic information, where possible free of charge to end users;



Information has the widest possible reach to support road safety goals

(Vehicle) data already being exchanged at no-cost between road authorities, vehicle manufacturers and service providers in the Data for Road Safety Ecosystem



Uptake of data already organised, stakeholders ready to receive more

# Elaboration on data types

## ITS Directive - Annex III

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)

### Rationale for this list:

- Existing data type in the Annex of Delegated Regulation 2017/1926
- Access nodes provide the interfaces between modes (e.g. bus stops, stations, hubs).
- Common identifier for access nodes to be defined.

# Elaboration on data types

## ITS Directive - Annex III

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)

## Delegated Regulation 2017/1926 on multimodal travel information services (MMTIS)

- Requirements on the availability, exchange and reuse of data in **Article 4**
  - **Transport authorities, transport operators, infrastructure managers or transport on demand service providers shall provide the static travel and traffic data and historic traffic data;**
  - Shall be provided in NeTEX format and INSPIRE;
- Requirements on data updates in **Article 6**
- Requirements for service provisions reuse of travel and traffic data and linking of travel information services in **Article 8**
- Assessment of compliance in **Article 9**



# Elaboration on data types

What do public authorities get in return?

## *MMTIS Article 6(2)*

When changes occur, the relevant static and dynamic travel and traffic data listed in the Annex shall be updated by transport authorities, transport operators, infrastructure managers or transport on demand service providers through the national access point in a timely manner. They shall in a timely manner correct any inaccuracies detected by them in their data or signalled to them by any user or end user.



Data users (e.g. service providers) help to keep the data updated, detect errors and improve data quality

More data on access nodes in travel information services



Improved information for multimodal journeys and interfaces between modes supporting modal shift

# Elaboration on data types

- NAPCORE (National Access Point Coordination Organisation for Europe) supports the further elaboration of the requirements of all the Delegated Regulations under the ITS Directive (€12M EU funding):
  - Standardisation (DATEX II, TN-ITS, Transmodel NeTEx and SIRI)
  - Data quality specifications
  - Common metadata
  - Harmonisation of National Access Points
  - Coordination of data collection initiatives
  - Collaboration with industry on data exchange conditions and synergies

