







Procedure file

Basic information	
<p>COD - Ordinary legislative procedure (ex-codecision procedure) 2021/0419(COD) Directive</p>	Awaiting Parliament's position in 1st reading
<p>Intelligent Road Transport Systems Amending Directive 2010/40 2008/0263(COD)</p> <p>Subject 3.20.05 Road transport: passengers and freight 3.20.07 Combined transport, multimodal transport</p> <p>Legislative priorities Joint Declaration 2023-24 Joint Declaration 2022</p>	

Key players			
European Parliament	Committee responsible TRAN Transport and Tourism	Rapporteur  PLUMB Rovana Shadow rapporteur  GIESEKE Jens  BILBAO BARANDICA Izaskun  ALAMETSÄ Alviina  VAN OVERTVELDT Johan  KONEČNÁ Kateřina	Appointed 17/02/2022
Council of the European Union European Commission	Commission DG Mobility and Transport	Commissioner VĂLEAN Adina-Ioana	
European Economic and Social Committee European Committee of the Regions			

Key events			
14/12/2021	Legislative proposal published	COM(2021)0813	Summary

27/01/2022	Committee referral announced in Parliament, 1st reading		
26/10/2022	Vote in committee, 1st reading		
26/10/2022	Committee decision to open interinstitutional negotiations with report adopted in committee		
29/10/2022	Committee report tabled for plenary, 1st reading	A9-0265/2022	Summary
09/11/2022	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 71)		
21/11/2022	Committee decision to enter into interinstitutional negotiations confirmed by plenary (Rule 71)		
26/06/2023	Approval in committee of the text agreed at 1st reading interinstitutional negotiations	PE750.115 GEDA/A/(2023)004030	

Forecasts

02/10/2023	Debate in plenary scheduled
03/10/2023	Vote in plenary scheduled

Technical information

Procedure reference	2021/0419(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
	Amending Directive 2010/40 2008/0263(COD)
Legal basis	Treaty on the Functioning of the EU TFEU 091
Other legal basis	Rules of Procedure EP 159
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Awaiting Parliament's position in 1st reading
Committee dossier	TRAN/9/07999

Documentation gateway

Legislative proposal	COM(2021)0813	14/12/2021	EC	Summary
Document attached to the procedure	SEC(2021)0436	15/12/2021	EC	
Document attached to the procedure	SWD(2021)0474	15/12/2021	EC	
Document attached to the procedure	SWD(2021)0475	15/12/2021	EC	
Document attached to the procedure	N9-0017/2022 OJ C 157 11.04.2022, p. 0016	02/03/2022	EDPS	
Economic and Social Committee: opinion, report	CES6442/2021	23/03/2022	ESC	

Committee draft report	PE732.629	24/05/2022	EP	
Amendments tabled in committee	PE734.178	27/06/2022	EP	
Committee report tabled for plenary, 1st reading/single reading	A9-0265/2022	29/10/2022	EP	Summary
Coreper letter confirming interinstitutional agreement	GEDA/A/(2023)004030	21/06/2023	CSL	

Additional information

Research document	Briefing	19/05/2022
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Intelligent Road Transport Systems

PURPOSE: to amend 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.

PROPOSED ACT: Directive of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: Intelligent Transport Systems (ITS) apply information and communication technologies that make mobility safer, more efficient and more sustainable.

Several actions in the scope of Directive 2010/40/EU contribute to the safety of road users, such as eCall, road safety-related traffic information services and safe and secure parking areas. However, in order to be more effective, the 2010 ITS Directive should be adapted to the emergence of new road mobility options, mobility apps and connected and automated mobility.

CONTENT: the proposed Directive seeks to amend [Directive 2010/40/EU](#) of the European Parliament and of the Council on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport. It aims to: (i) ensure the coordinated and coherent deployment of interoperable Intelligent Transport Systems throughout the EU; (ii) update the Directive in line with new priorities on better multimodal and digital services.

More specifically, the proposal:

- extends scope of the Directive to better encompass emerging services, such as multimodal information, booking and ticketing services (such as apps to find and book journeys that combine public transport, shared car or bike services), communication between vehicles and infrastructure (to increase safety) and automated mobility. It also mandates the collection of crucial data and the provision of essential services such as real time information services informing the driver about accidents or obstacles on the road;
- provides for a new article authorising the Commission to adopt interim measures in the event of an emergency situation that has a severe direct impact on road safety, cyber security or the availability and integrity of ITS services;
- updates rules on data protection and privacy, streamlining the text by removing duplications of existing obligations under data protection rules, e.g. on the security of personal data processed and the need for controllers to comply with their other obligations under data protection rules;
- provides for a new article on the EU Cooperative ITS (C-ITS) security credential management system to ensure the continuous compliance with certain requirements and interoperability ensuring the safety and proper functioning of the system;
- updates rules on the reporting of Member States (common template, common key performance indicators) and of the Commission, as well as updated rules for the adoption of the working programmes of the ITS Directive;
- lists the data types for which availability and accessibility on national access points needs to be ensured by the date indicated for each data type and on the geographical coverage indicated for each data type.

Intelligent Road Transport Systems

The Committee on Transport and Tourism adopted the report by Rovana PLUMB (S&D, RO) on the 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.

As a reminder, the Commission proposes to update the 2010 directive on intelligent transport systems (ITS directive), to adapt it to the emergence of new road mobility options, mobility applications and connected and automated mobility.

The committee responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

Integration with other transport modes

This Directive should ensure that ITS applications in the field of road transport enable seamless integration with other modes of transport, such as rail or active mobility, thus facilitating a shift to those modes wherever possible, to improve efficiency and accessibility.

Priority actions

The adoption of specifications for Cooperative Intelligent Transport Services (C-ITS) should be one of the priority actions for the development and use of specifications and standards such as those in Annex I. The report states that ITS-C are intelligent transport systems that allow ITS users to interact and cooperate by exchanging, in a non-discriminatory manner and without any prior knowledge of each other, secure and trusted messages between vehicles and other elements of the transport ecosystem, including vehicles, infrastructure and vulnerable road users, via communication technologies.

Technological neutrality

To ensure the compatibility and interoperability of ITS systems, Members consider it necessary to ensure that, in particular for C-ITS, ITS requirements neither impose nor discriminate in favour of the use of a particular type of technology, in line with the principle of technological neutrality. Therefore, the ITS regulatory framework should provide certainty to the market by including the principle of technology neutrality in Annex II (Principles for the specification and deployment of ITS).

Needs of suburban, rural and peripheral areas

According to Members, the development of ITS should cover the needs of suburban, rural and peripheral areas, as well as islands and outermost regions, ensuring their social and economic inclusion.

Processing of personal data

When requiring the processing of personal data, the specifications to be developed under this Directive should comply with the requirements of Regulation (EU) 2016/679 (GDPR). Anonymisation as a technique to enhance the privacy of individuals should be used as soon as the purpose of the processing can also be achieved without reference to a person, and anonymisation is technically possible.

Accessibility of the data

This means a possibility to request and obtain data in a digital accessible machine-readable format via National Access Points and where appropriate regional and local ones.

National access points (NAP)

The NAPs will organise access to and re-use of transport data for the provision of interoperable EU-wide travel and traffic information services to end-users. Members believe that such transport data should be available in a machine-readable format. They also stress that data on the location and availability of alternative fuel infrastructure should be accessible through the NAPs.

Common European access points

By 31 December 2026, the Commission should establish a common European access point for 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. This common European access point should connect all National Access Points and offer access to all data covered by Directive 2010/40/EU. The common European access point should be made available to the public and is easily accessible by way of providing open data, at no cost, and through open and standardised interfaces.

National access points should allow for an automated and uniform data exchange with the common European access and without prejudice to all relevant Union law.

ITS applications and freight transport logistics

The requirements necessary to support the realisation of ITS applications in the field of freight transport logistics should be defined, inter alia, on the basis of the availability of freight transport data accessible through other specific data sharing frameworks supporting the interoperability of electronic solutions for international road freight transport (eCMR).

The European Commission and the Member States should work with Mobile Network Operators and other stakeholders to find a solution for the functioning of eCall systems in vehicles coming on the market before the Next Generation eCall standard has been approved and inserted in the EU type approval regulation.

Impact on SMEs and stakeholder consultation

Delegated acts adopted by the Commission to amend the list of data types in Annex III should be adopted following a cost-benefit analysis, an impact assessment with a particular focus on the impact on SMEs, and a consultation of stakeholders, including representatives of all road users and other relevant groups on an equal footing.

The Commission should adopt guidelines and other non-binding measures to facilitate Member States' cooperation in the priority areas.

Transparency					
BILBAO BARANDICA Izaskun	Shadow rapporteur	TRAN	26/04/2023	Ledesma and CO, Arquitectura jurídica	
KONE?NÁ Kate?ina	Shadow rapporteur	TRAN	09/03/2023	5G Automotive Association Association des Constructeurs Européens d'Automobiles European Association Automotive Suppliers TomTom International bv	
ALAMETSÄ Alviina	Shadow	TRAN	24/10/2022	Kapsch TrafficCom AG	

	rapporteur			
PLUMB Rovana	Rapporteur	TRAN	20/09/2022	Tom Tom
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PLUMB Rovana	Rapporteur	TRAN	20/06/2022	Mobility for Prosperity in Europe
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ALAMETSÄ Alviina	Shadow rapporteur	TRAN	13/06/2022	eu travel tech
ALAMETSÄ Alviina	Shadow rapporteur	TRAN	09/06/2022	Confederation of the European Bicycle Industry ASBL
ALAMETSÄ Alviina	Shadow rapporteur	TRAN	08/06/2022	5GAA - 5G Automotive Association e.V.