**Follow-up to the European Parliament non-legislative resolution of 13 March 2018 on a European strategy on Cooperative Intelligent Transport Systems**

**2017/2067 (INI)**

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**2. EP reference number:** A8-0036/2018 / P8\_TA-PROV(2018)0063

**3. Date of adoption of the resolution:** 13 March 2018

**4. Subject:** European strategy on Cooperative Intelligent Transport Systems

**5. Competent Parliamentary Committee:** Committee on Transport and Tourism (TRAN)

**6. Brief analysis/ assessment of the resolution and requests made in it:**

The resolution welcomes the Commission Communication on a European strategy on Cooperative Intelligent Transport Systems and recognises the need to make transport safer, cleaner, more efficient, sustainable, multimodal and accessible for all road users, including the most vulnerable and those with reduced mobility.

Cooperative Intelligent Transport Systems are part of the solution, as they will allow road users and traffic managers to share and use information and to coordinate their actions more effectively. This cooperative element will significantly improve road safety and traffic efficiency whereas at the same time it will generate huge economic potential and is fundamental to the development of autonomous vehicles and driving systems.

The resolution:

* urges the Commission to prioritise the deployment of Day 1 services by 2019 (and all Member States to join the C-Roads Platform) using a technology-neutral hybrid communication approach that ensures interoperability and backward compatibility and combines complementary communication technologies to cater for all transport users, use cases and services;
* urges the Commission to present a specific timetable with clear targets for what the EU needs to achieve between 2019 and 2029;
* highlights the necessity of incorporating safeguard systems during the transition phase of co-existence between connected and automated vehicles and traditional non-connected vehicles, so as not to jeopardise road safety, and points out that certain driver assistance systems should be further developed and installed on a compulsory basis;
* draws attention to the importance of applying the EU legislation on privacy and data protection and the application of high standards of cybersecurity in preventing hacking and cyber-attacks in all Member States;
* calls on the Commission to publish a legislative proposal on access to in-vehicle data and resources by the end of the year, and recommends that this proposal should enable the entire automotive value chain and end users to benefit from digitalisation and guarantee a level playing field and maximum security with regard to storage of in-vehicle data and access thereto for all third-parties, which should be fair, timely and unrestricted in order to protect consumer rights, promote innovation and ensure fair, non-discriminatory competition on this market in line with the principle of technological neutrality.

**7. Response to requests and overview of action taken, or intended to be taken, by the Commission:**

Deployment of Day 1 services is well underway, EU-wide harmonisation of services is now on full speed through collaboration between the C-ROADS platform (Vehicle-to-Infrastructure services) and Car2Car (for Vehicle-to-Vehicle services). To date, 16 Member States (and four third countries) have joined this instrumental initiative for the coordination of Cooperative Intelligent Transport Systems deployment, and a large automotive group has already committed to fitting Cooperative Intelligent Transport Systems as standard from 2019 onwards. The Commission continues to support these efforts through the Connecting Europe Facility, and will adopt a delegated act on the matter under the Intelligent Transport Systems (ITS) Directive (on the basis of on Article 6(3)) by the end of 2018. The latter will cover security and trust, as well as privacy and data protection, both of which are required in order to make Cooperative Intelligent Transport Systems reliable, safe and secure.

Day 1 services must hit the mass market in 2019 and therefore existing and mature technologies must be used. Of course, new technologies – such as 5G and satellite – will become part of the hybrid communication mix as they become available. All vehicles using technologies to provide the Day 1 services must be interoperable. Otherwise, these services would not work properly and – most importantly –the objective of making the transport system safer would not be reached. This is also very important to give investment security to early adopters.

Building on the conclusions of the High Level Group for the automotive industry (GEAR 2030) and results from EU funded research and innovation projects, the Commission has now started discussions with Member States and industry experts on developing a roadmap for large-scale testing of automation use cases. This work will exploit synergies with the Day 1 services and intents to repeat their success by starting with a definition of the most promising use cases. As a next step, all major enablers for automation and needs for alignment across the EU will be prioritised and translated into objectives for the coming years.

On 16 May 2018, the Commission adopted a Communication – as part of the third mobility package – that proposes a comprehensive EU approach towards connected and automated mobility. The Communication sets out a clear, forward looking and ambitious European agenda to provide a common vision and define supporting actions for the development and deployment of key technologies, services and infrastructure. It will help EU legal and policy frameworks to be ready to foster the market deployment of safe connected and automated mobility, whilst fully taking into account their related societal concerns, which will be decisive for public acceptance.

As part of the same package, the Commission made a new legislative proposal on vehicle general safety for motor vehicles, which will make inter alia certain driver assistance systems compulsory in order to prevent accidents.

On the access to vehicle data, the new framework Regulation on type approval has been endorsed by the European Parliament on 18 April 2018. This new Regulation will soon be published and includes the amendments proposed by the Parliament to further enhance access to in vehicle data for repair and maintenance activities, in particular by wireless network. For other type of data, the Communication "Towards a common European data space" published on 25 April 2018 provides further guidance on the business-to-business and business-to-government exchange of data in addition to the Communication on Building a European Data Economy on data location and the guiding principles laid down in the Cooperative Intelligent Transport Systems platform report. The proposed Regulation on the free flow of non-personal data will take away unjustified data localisation restrictions, enhancing the freedom of businesses to store or process their non-personal data anywhere they want within the EU. However, a Commission study gave indications that centralisation of in-vehicle data on so-called "extended vehicle data platform servers", currently implemented by several vehicle manufacturers, might in itself not be sufficient to ensure fair and undistorted competition between service providers. The Commission therefore intends to improve access and reuse of mobility and vehicle data for commercial and non-commercial purposes as part of a forthcoming Recommendation, in line with the initiatives of the 2018 Data Package and with data protection and privacy legislation. The Recommendation will also cover the use of pioneer spectrum for 5G large scale testing and cybersecurity.