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DRAFT REPORT

on a European strategy on Cooperative Intelligent Transport Systems
(2017/2067(INI))

Committee on Transport and Tourism

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CONTENTS

Page

MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION 3

MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION

on a European strategy on Cooperative Intelligent Transport Systems (2017/2067(INI))

The European Parliament,

- having regard to the Commission Communication of 30 November 2016 on a European strategy on Cooperative Intelligent Transport Systems, a milestone towards cooperative, connected and automated mobility (COM(2016)0766),
 - having regard to the opinion of the European Economic and Social Committee of 31 May 2017 on Cooperative Intelligent Transport Systems¹,
 - having regard to Rule 52 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism (A8-0000/2017),
- A. whereas the European strategy on Cooperative Intelligent Transport Systems (C-ITS) is closely linked to the Commission's political priorities, notably its Agenda for Jobs, Growth and Investment, the digital single market and the Energy Union strategy;
- B. whereas Member States' authorities and the industrial sector must respond to the pressing need to make transport safer, more efficient and sustainable;
- C. whereas the positive trend in road safety that the EU has witnessed over the last decade has slowed down and road transport is still responsible for the bulk of transport emissions, in terms of greenhouse gases and air pollutants;
- D. whereas the system of C-ITS will allow road users and traffic managers to share and use information and to coordinate their actions;
- E. whereas the EU should encourage and further develop digital technologies to reduce human error;
- F. whereas this cooperative element, thanks to digital connectivity, will significantly improve road safety, traffic efficiency and multimodality;
- G. whereas several countries around the world (e.g. US, Australia, Japan, Korea and China) are moving rapidly towards deploying digital technologies and vehicles and C-ITS services are already available on the market;

General framework

1. Welcomes the Commission Communication on a European strategy on Cooperative Intelligent Transport Systems (the Strategy) and the intensive work it has done with experts from both the public and private sectors, which laid the groundwork for the

¹ OJ C 288, 31.8.2017, p. 85.

communication;

2. Highlights the potential of digital technologies and related business models in road transport and recognises the Strategy as an important milestone towards the development of C-ITS and, ultimately, automated mobility; notes that cooperative, connected and automated vehicles can boost the competitiveness of European industry as well as reduce energy consumption and emissions from transport;
3. Welcomes the results of the C-ITS Platform PHASE II and underlines the importance of the results¹;
4. Underlines that, while the communication constitutes an important milestone towards an EU strategy on cooperative, connected and automated vehicles, there should be no confusion between the different concepts;
5. Recalls that C-ITS are systems allowing different ITS stations (vehicles, roadside equipment, traffic control centres and nomadic devices) to communicate and share information using a standardised communication architecture;
6. Recalls that connected vehicles are vehicles using C-ITS technologies that allow road vehicles to communicate with other vehicles, traffic signals and roadside infrastructure as well as other road users;
7. Recalls that automated vehicles are vehicles capable of operating and manoeuvring independently in real traffic situations and where one or more of the primary driving controls (steering, acceleration, braking) are automated for a sustained period of time;
8. Highlights the necessity of incorporating safeguard systems during the transition phase of co-existence between connected and automated vehicles and vehicles with zero connectivity and zero automation;
9. Regrets the absence of clear time scheduling for Day 1.5 services and beyond, as well as the absence of a full impact assessment and precise information on the deployment initiatives in developing C-ITS services and potential service extensions;
10. Calls on the Commission to give priority to C-ITS services, to achieving the highest safety potential and to drawing up the definitions and requirements which are needed, to updating and including the Human-Machine Interface (HMI), as the interaction between the human driver and the machine is important²;
11. Urges all Member States to join the C-Roads Platform, as it is intended to play a significant role in implementing the Strategy;

Privacy and data protection

12. Draws attention to the importance of privacy and data protection of C-ITS data, which

¹ C-ITS platform final phase II: <https://ec.europa.eu/transport/sites/transport/files/2017-09-c-its-platform-final-report.pdf>

² The Commission's (2008) European Statement of Principles on Human Machine Interface for In-vehicle Information and Communication Systems: <https://goo.gl/zXSXHe>

should be used for C-ITS purposes only and not be retained or used for other ends; stresses that smart cars should comply fully with the General Data Protection Regulation (GDPR), and C-ITS service providers must offer clear terms and conditions to drivers, enabling them to give their freely informed consent to any processing of their personal data;

Cybersecurity

13. Points to the importance of high standards of security in preventing hacking and cyber-attacks, particularly in light of the critical nature of security of C-ITS communications; notes that cybersecurity is an essential challenge to be tackled as the transport system becomes more digitised and connected; urges the need to avoid any vulnerability or risk if a vehicle is hacked or subjected to a cyber-attack by means of the development of a common security and certificate policy for C-ITS deployment;
14. Underlines that equally high standards of security should be applied in all Member States and in any possible cooperation arrangements with third countries;

Communication technologies and frequencies

15. Believes that the hybrid communication approach, combining complementary communication technologies is the correct approach and that the most promising hybrid communication mix appears to be a combination of the European Telecommunications Standards Institute's ETSI ITS-G5 and existing cellular networks (C-V2X), which will ensure the best possible support for deployment of the basic C-ITS services;
16. Takes note of the mention of the link between connected cars and the European satellite navigation systems, EGNOS and GALILEO, and underlines that vehicles' capacity to communicate with 5G and satellite navigation systems can be included in the hybrid communication mix at a later stage;
17. Encourages telecom operators that support C-ITS services to manage the network load appropriately for road safety related C-ITS services;

Common European approach

18. Encourages the Member States and local authorities, vehicle manufacturers, road operators and the ITS industry to implement C-ITS, and calls on the Commission to support the Member States and industry in deploying C-ITS services, notably through the Connecting Europe Facility, European Structural and Investment Funds and the European Fund for Strategic Investments;
19. Stresses that a truly multimodal transport system should be created, integrating all modes of transport into a single mobility service, allowing people and freight to travel smoothly from door to door and enhancing overall transport efficiency;
20. Recommends that the Commission rapidly establish an adequate legal framework to achieve EU-wide interoperability on time; calls on the Commission to publish a legislative proposal on access to in-vehicle data and resources no later than September 2018; recommends that this proposal should guarantee a level playing field for non-

monetised access to in-vehicle data for all third-parties in order to protect consumer rights, promote innovation and ensure fair competition on this market, taking into account the conclusions of the Commission's study on access to in-vehicle data and resources;

21. Underlines the importance of opening a dialogue with the social partners at an early stage in order to establish an atmosphere of transparency and confidence and ensure that there will be no negative effects on social and employment conditions;

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22. Instructs its President to forward this resolution to the Council and the Commission.

EXPLANATORY STATEMENT

Introduction

The world is about to experience an extremely fast-moving industrial and digital revolution, to which the EU is also in some way a party but for which neither Europe's economy nor its society is properly prepared. There are major discrepancies in the level of development and preparedness of the Member States, but we must not allow digitalisation and technological advances to heighten this imbalance. Every European citizen must benefit equally from the modern industrial revolution and the benefits it brings. The transport sector is similarly on the cusp of dramatic change, and the EU must contribute with meaningful, long-term responses of its own. We must satisfy at once the requirements of safety, effectiveness and sustainability. Advances in digital technologies in the transport sector enable real-time data exchange among the various means of transport, thereby reducing, for example, the number of accidents, rationalising transport systems and lowering emissions of noxious substances. The new technologies, which include the Cooperative Intelligent Transport System (C-ITS) discussed in this report, represent both dramatic progress and a real task for European decision-makers, among other things in terms of harmonising legislation, which has hitherto been disorganised and constantly given rise to new problems. What is certain is that the Commission and the European institutions are lagging behind in this field and cannot keep up with the speed at which the technological revolution is advancing. The task of resolving this situation is a real and urgent one. Similarly, we must recognise that the EU needs parallel cooperation rather than isolated competition in the field of digital advances where these impact on the transport sector, as only in this way can it face up to the challenges of global development posed by the US and China, for example, who are ahead in terms of advances in C-ITS technology. The modern industrial revolution, then, is at once an outstanding opportunity for us to develop and ensure the safety of our transport systems but at the same time in need of continuous, responsible regulatory work.

Background

The Commission and Parliament have been working on the topic of intelligent transport systems and vehicles for nearly 10 years. The introduction of intelligent cars and the eCall system is an important part of this process. The rapporteur welcomes the legislative procedure as a result of which Parliament is giving its opinion on increasing car safety, driving licences and driver training, and the European low-emission mobility strategy. Amending Directive 2010/40/EU on extending the application of delegated acts is particularly important. These supplement the strategy set out in the Commission Communication on introducing intelligent transport systems (COM(2016)0766).

The rapporteur considers it important for a number of EU R&D programmes and community initiatives such as the C-Roads and GEAR 2030 programmes to be undertaken in parallel. Of particular significance are the results of the ITS Platform 2016-2017 programme, as part of which the results of the work done by eight working groups have recently been published by the Commission.

It is crucial for all industrial sectors to join forces – the telecommunication, car manufacturing, energy and transport sectors – so that the results of digital advances can be properly put in place and applied. Equally important is the cooperation of the European institutions and involvement of the Member States. The rapporteur welcomes the opinion

drawn up by the Committee of the Regions and the European Economic and Social Committee. Most vehicles in use in the EU are old and were constructed with technologies which preclude connecting them to the latest technologies and digital dialogue. The same is true of road systems which are not part of the Trans-European Networks and are not motorways. The question of how we should ensure the connectability of these vehicles and who would pay for this might justifiably be asked.

Who pays the ferryman?

Nearly EUR 3 billion a year will be needed to finance the introduction of ‘D1’ C services to enable some 30 million cars to be connected. CEF, ESIF and EFSI funding is available to finance the development of broadband networks and transport infrastructure. In addition, R&D projects are currently being undertaken under Horizon 2020. The rapporteur is convinced that development is happening much faster than is shown by the target dates of strategic planning. This is why the Member States must be involved and funding decided on. The biggest question is how we should take account of the role of digital technologies in the next round of financial planning.

Security and safety

The rapporteur agrees with the Commission proposal to introduce both the D1 and the D1.5-day protocols and also to introduce the first package in 2019, whilst welcoming the ambitious targets. At the same time **he regrets the lack of a precise timetable and a feasibility study** needed to achieve this. He supports the conclusion of the specialist working group dealing with security and safety in the second phase of the C-ITS platform that every vehicle must conform to a minimum set of requirements¹. He is convinced that this technology and automation will only be of value if **every single vehicle is connected** to the transport system. We must advance one step at a time. In the interim period until the whole C-ITS becomes accessible, it is vital to draw up a safety protocol which includes the human factor and gives sufficient time to ‘human-machine’² interaction.

Data security

Fast, real-time data exchange on a broad scale is making huge strides and becoming the norm, which raises the question of the use of **appropriate technology** and data security. It is vital that existing European regulations are extended to cover the field of automation. The Commission has recently submitted a proposal on cyber-security which includes the task of creating a **new European certification system** to ensure that digital products and services can be used safely. The rapporteur also believes that one of the most important tasks which await is the issue of precisely determining access to data generated by moving vehicles and access to ‘third-party’ data. We must ensure that the opinions and suggestions of all the parties involved are listened to and that we find the best common solutions.

Issues of communication technology and frequency

If we consider the whole of the EU and at the same time the programmes undertaken in recent

¹ C-ITS platform final phase II. <https://ec.europa.eu/transport/sites/transport/files/2017-09-c-its-platform-final-report.pdf>

² European Commission (2008) European Statement of Principles on Human Machine Interface. <https://goo.gl/zXSXHe>

months, we can see huge discrepancies in terms of their implementation. At one end of the number line is internet coverage with a value of 0 (no WiFi and no more than 2G overall coverage), whilst at the other we find trucks and lorries ‘platooning’ in convoys. We must take great care not to widen the digital divide. There is agreement on the ‘technology’ question in so far as there is no exclusivity, so that a hybrid application of existing technologies might be the answer. There is constant coordination on this between professional bodies and the Commission.

Other areas of importance / observations

The **future of urban mobility is another important part of automation**, and its advancement must be a key issue. Organising urban centres and surrounding regions into an intelligent transport network is a key part of regional development. We spend all the time talking only about connecting vehicles and the infrastructure. But what about the so-called ‘**actors at risk**’ – **pedestrians, cyclists and motorcyclists**? How can they be integrated into intelligent systems which work together? And let us not forget, as we aim for total automation, how the stipulations for obtaining driving licences will change and what skills must be imparted. How should driver training be supplemented?