



2017/2067(INI)

27.11.2017

AMENDMENTS

1 - 22

Draft opinion

Maria Grapini

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

Amendment 1
Eleftherios Synadinos

Draft opinion
Recital A

Draft opinion

A. whereas the EU is bound to respect the Charter of Fundamental Rights of the European Union, notably Articles 7 **and 8** on the right to privacy **and** the protection of personal data;

Amendment

A. whereas the EU is bound to respect the Charter of Fundamental Rights of the European Union, notably Articles 7, 8, **13 and 21** on the right to privacy, the protection of personal data, ***the freedom of the arts and sciences and non-discrimination, respectively;***

Or. el

Amendment 2
Eleftherios Synadinos

Draft opinion
Recital B

Draft opinion

B. whereas the data broadcast by Cooperative Intelligent Transport Systems (C-ITS) is personal data relating to an identified or identifiable person, and whereas the C-ITS messages will be transmitted **for** a wide range of services and between an array of actors;

Amendment

B. whereas the data broadcast by Cooperative Intelligent Transport Systems (C-ITS) is personal data relating to an identified or identifiable person, and whereas the C-ITS messages will be transmitted ***to system operators and users and, more generally, to*** a wide range of services and between an array of actors, ***provided mainly in real time;***

Or. el

Amendment 3
Eleftherios Synadinos

Draft opinion
Recital C

Draft opinion

C. whereas C-ITS are based on the collection, processing and exchange of a wide variety of data from public and private sources, vehicles, users and infrastructure, and whereas it is essential to choose ***the most optimal*** list of cooperative ITS services for consideration in early consultations with Member States, local authorities, ***vehicle manufacturers and road*** operators;

Amendment

C. whereas C-ITS are based on the collection, processing and exchange of a wide variety of data from public and private sources, vehicles, users and infrastructure, and whereas it is essential to choose ***a representative*** list of cooperative ITS services ***related to the intended objectives*** for consideration in early consultations with Member States, local ***or regional*** authorities, ***national management authorities, research institutes or bodies, the related manufacturing industries, and the respective transport*** operators;

Or. el

Amendment 4
Eleftherios Synadinos

Draft opinion
Recital D

Draft opinion

D. whereas the implementation of the systems ***will*** be based on geolocation technologies, such as satellite positioning, and non-contact technologies that will facilitate the provision of a wide range of public and/or ***commercial*** services, ***and whereas and*** they must comply with the EU acquis on privacy and data protection, have strict rules on confidentiality, ***and also work with*** the objectives ***and practices*** of the Space Strategy for Europe;

Amendment

D. whereas the implementation of the systems, ***in addition to the development and accessibility of the necessary technological and technical infrastructure, will also*** be based on geolocation technologies, such as satellite positioning, and non-contact technologies that will facilitate the provision of a wide range of public and/or ***private*** services, ***commercial or otherwise, and whereas*** they must comply with ***national rules in each case and*** the EU acquis ***as a whole and case-law*** on privacy and data protection, have strict rules on confidentiality ***and contribute to*** the objectives of the Space Strategy for Europe;

Or. el

Amendment 5
Eleftherios Synadinos

Draft opinion
Recital D a (new)

Draft opinion

Amendment

Da. whereas cooperative and intelligent transport systems (C-ITS) fall under a large number of underlying regulatory and regulatory provisions in so far as they concern road, rail, water (maritime or river) or air transport systems also by virtue of the fact that they constitute an innovative combination and application of already regulated sectors such as telematics, telecommunications and IT, which may need to be updated accordingly;

Or. el

Amendment 6
Eleftherios Synadinos

Draft opinion
Recital E

Draft opinion

Amendment

E. whereas cyber-security of the cooperative ITS is a key element of implementation, whereas fragmented security solutions would jeopardise the interoperability and safety of the end-users, and whereas there is therefore a clear need for ***an EU level action***;

E. whereas cyber-security of the cooperative ITS, ***and in particular the physical infrastructure, the IT information structure, the data, the interconnecting networks and the computer structures***, is a key element of implementation, ***in cyberspace***, whereas fragmented, ***post-hoc*** security solutions would ***possibly*** jeopardise the ***necessary*** interoperability and safety of the end-users, and whereas there is therefore a clear need for ***coordinated regulatory and other actions at Union level***;

Amendment 7
Jan Philipp Albrecht

Draft opinion
Recital E a (new)

Draft opinion

Amendment

Ea. Whereas algorithmic accountability and transparency means implementing technical and operational measures that ensure transparency and non-discrimination of automated decision-making and calculating of probabilities of individual behaviour; whereas transparency should give individuals meaningful information about the logic involved, the significance and the envisaged consequences; whereas this should include information about the data used for training the analytics and allow individuals to understand and monitor the decisions affecting them;

Or. en

Amendment 8
Angelika Mlinar

Draft opinion
Paragraph 1

Draft opinion

Amendment

1. Stresses that the General Data Protection Regulation (GDPR) and the e-Privacy legislation are fully applicable in all aspects of the processing of personal data for C-ITS, in particular as regards the principles of purpose limitation, data minimisation and the rights of data subjects;

1. Stresses that the General Data Protection Regulation (GDPR) and the e-Privacy legislation are fully applicable in all aspects of the processing of personal data for C-ITS, in particular as regards the principles of purpose limitation, data minimisation and the rights of data subjects ***since C-ITS messages can indirectly lead***

to the identification of users;

Or. en

Amendment 9
Jan Philipp Albrecht

Draft opinion
Paragraph 1

Draft opinion

1. Stresses that the General Data Protection Regulation (GDPR) and the e-Privacy **legislation** are fully applicable in all aspects of the processing of personal data for C-ITS, in particular as regards the principles of purpose limitation, data minimisation and the rights of data subjects;

Amendment

1. Stresses that ***the data protection and the e-Privacy directives, and as from May 2018*** the General Data Protection Regulation (GDPR) and the e-Privacy ***Regulation***, are fully applicable in all aspects of the processing of personal data for C-ITS, in particular as regards the principles of purpose limitation, data minimisation and the rights of data subjects;

Or. en

Amendment 10
Eleftherios Synadinos

Draft opinion
Paragraph 1

Draft opinion

1. Stresses that the General Data Protection Regulation (GDPR) and the e-Privacy legislation are fully applicable in all aspects of the processing of personal data for C-ITS, in particular as regards the principles of purpose limitation, data minimisation and the rights of data subjects;

Amendment

1. Stresses that the General Data Protection Regulation (GDPR) and the e-Privacy legislation are ***from the outset*** fully applicable in all aspects of the processing of personal data for C-ITS, in particular as regards the principles of purpose limitation, data minimisation and the rights of data subjects;

Or. el

Amendment 11
Jan Philipp Albrecht

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Stresses that, in the use of “smart cars”, the data must by default only be processed in the car or cars, and only insofar as this is technically strictly necessary for the functioning of the cooperative ITS, and must be deleted immediately thereafter; underlines that any further processing or transmission to other data controllers must be only possible based on the informed, freely given, clear and active consent of users and passengers to have their data collected and processed; underlines furthermore the need to prevent “driving walls”, which would mean that users cannot drive their own smart car if they refuse to give consent; calls for an “offline mode” option to be made available in smart cars, which allows the users to turn off transfers of personal data to other devices without hampering the ability to drive the car;

Or. en

Amendment 12
Angelika Mlinar

Draft opinion
Paragraph 2

Draft opinion

Amendment

2. Draws attention to the fact that if the service provided is based on location data, it must provide relevant information

2. Stresses the fact that the protection of privacy and personal data is critical to ensuring acceptance of the new services

to the user, who must be able to withdraw his/her consent;

by end-users. Draws attention to the fact that if the service provided is based on location data, it must provide relevant information to the user, who must be able to withdraw his/her consent;

Or. en

Amendment 13
Eleftherios Synadinos

Draft opinion
Paragraph 2

Draft opinion

2. Draws attention to the fact that if the service provided is based on location data, it must provide relevant information to the user, who must be able to withdraw his/her consent;

Amendment

2. Draws attention to the fact that if the service provided is based on location data, it must provide relevant *and comprehensible* information to the user, who must be able to withdraw his/her consent *at any time*;

Or. el

Amendment 14
Jan Philipp Albrecht

Draft opinion
Paragraph 2

Draft opinion

2. Draws attention to the fact that if the service provided is based on location data, it must provide *relevant* information to the user, who must be able to withdraw his/her consent;

Amendment

2. Draws attention to the fact that if the service provided is based on location data, it must provide *meaningful* information to the user, who must be able to withdraw his/her consent;

Or. en

Amendment 15

Jan Philipp Albrecht

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Emphasises the need for much greater transparency and for algorithmic accountability with regard to data processing and analytics by businesses; recalls that the GDPR already foresees a right to be informed about the logic involved in data processing;

Or. en

Amendment 16
Eleftherios Synadinos

Draft opinion
Paragraph 3

Draft opinion

Amendment

3. Stresses that safety issues should be taken into account not only during the C-ITS device operation itself, but also in **the databases** in which the data are processed **and / or stored**; stresses further that appropriate technical, administrative and organisational requirements must be defined for all stages of the processing, ensuring **an adequate** level of security;

3. Stresses that safety issues should be taken into account not only during the C-ITS device operation itself, but also in **databases or data banks or related data management systems** in which the data are processed, **such as collection, registration, organisation, preservation or storage, modification, export, use, transmission, dissemination, correlation or combination, interconnection, capture, erasure and destruction**; stresses further that appropriate technical, administrative and organisational requirements must be defined for all stages of the processing, ensuring **the most practicable** level of security, **while the processing of personal data is strictly permitted only where the person has consciously given his or her explicit consent**;

Or. el

Amendment 17
Jan Philipp Albrecht

Draft opinion
Paragraph 3

Draft opinion

3. Stresses that *safety* issues should be taken into account not only during the C-ITS device operation itself, but also in the databases in which the data are processed and / or stored; stresses further that appropriate technical, administrative and organisational requirements must be defined for all stages of the processing, ensuring an adequate level of security;

Amendment

3. Stresses that *data security* issues should be taken into account not only during the C-ITS device operation itself, but also in the databases in which the data are processed and / or stored; stresses further that appropriate technical, administrative and organisational requirements, *including mandatory end-to-end encryption*, must be defined for all stages of the processing, ensuring an adequate level of security;

Or. en

Amendment 18
Jan Philipp Albrecht

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. Reiterates that with respect to C-ITS, producers are the key starting point for tightening up liability regimes which will lead to a better quality of products and a more secure environment in terms of external access and the documented possibility for updates;

Or. en

Amendment 19
Jan Philipp Albrecht

Draft opinion
Paragraph 4

Draft opinion

4. Draws attention to the fact that data protection and confidentiality must be taken into account throughout the whole processing; stresses that the implementation of ‘privacy and data protection by design and default’ should be the starting point for the design of ITS applications and systems.

Amendment

4. Draws attention to the fact that data protection and confidentiality must be taken into account throughout the whole processing; stresses that the implementation of ‘privacy and data protection by design and default’ should be the starting point for the design of ITS applications and systems; ***recalls that anonymisation techniques may increase the trust of users in the services they are using.***

Or. en

Amendment 20
Eleftherios Synadinos

Draft opinion
Paragraph 4

Draft opinion

4. Draws attention to the fact that data protection and confidentiality must be taken into account throughout the whole processing; stresses that the implementation of ‘privacy and data protection by design and default’ should be the starting point ***for*** the design of ITS applications and systems.

Amendment

4. Draws attention to the fact that data protection and confidentiality must be taken into account throughout the whole processing; stresses that the implementation of ‘privacy and data protection by design and default’ should be the starting point ***in*** the design, ***development and evolution*** of ITS applications and systems.

Or. el

Amendment 21
Eleftherios Synadinos

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4a. Recognises the dynamic yield of practical results of the C-Roads platform over the medium term that will improve the safety and efficiency of road transport and the road network, but also points out that the implementation of Member States' participation in the C-Roads platform should be done in a technologically neutral way so that the future broadening of the use of these systems takes place without discrimination in terms of accessibility or compromises on the security of users' personal data;

Or. el

Amendment 22
Angelika Mlinar

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Notes that the Commission will set up a legal framework on data protection through adopting delegated acts under the ITS Directive (2010/40/EU), hence asks the Commission to ensure the highest level of protection in full compliance with the EU Charter of Fundamental Rights and the EU acquis;

Or. en