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*Plenary sitting*

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**A9-0265/2022**

28.10.2022

**\*\*\*I**

## **REPORT**

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  
(COM(2021)0813 – C9-0471/2021 – 2021/0419(COD))

Committee on Transport and Tourism

Rapporteur: Rovana Plumb

### ***Symbols for procedures***

- \* Consultation procedure
- \*\*\* Consent procedure
- \*\*\*I Ordinary legislative procedure (first reading)
- \*\*\*II Ordinary legislative procedure (second reading)
- \*\*\*III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

### ***Amendments to a draft act***

#### **Amendments by Parliament set out in two columns**

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

#### **Amendments by Parliament in the form of a consolidated text**

New text is highlighted in ***bold italics***. Deletions are indicated using either the ***■*** symbol or strikeout. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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## DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**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**

**(COM(2021)0813 – C9-0471/2021 – 2021/0419(COD))**

**(Ordinary legislative procedure: first reading)**

*The European Parliament,*

- having regard to the Commission proposal to Parliament and the Council (COM(2021)0813),
  - having regard to Article 294(2) and Article 91 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0471/2021),
  - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
  - having regard to Rule 59 of its Rules of Procedure,
  - having regard to the report of the Committee on Transport and Tourism (A9-0265/2022),
1. Adopts its position at first reading hereinafter set out;
  2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
  3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

### **Amendment 1**

#### **Proposal for a directive**

##### **Recital 1**

*Text proposed by the Commission*

(1) The Commission's Communication on a Sustainable and Smart Mobility Strategy<sup>33</sup> identifies the deployment of Intelligent Transport Systems ('ITS') as a key action in achieving connected and

*Amendment*

(1) The Commission's Communication on a Sustainable and Smart Mobility Strategy<sup>33</sup> identifies the deployment of Intelligent Transport Systems ('ITS') as a key action in achieving connected and

automated multimodal mobility, and therefore contributing to the transformation of the European transport system to reach the objective of efficient, safe, sustainable, smart and resilient mobility. This complements the actions announced under the flagship on greening of freight transport to foster multimodal logistics. The strategy also announced for 2022 a revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services to include mandatory accessibility of dynamic datasets, as well as an assessment of the need for regulatory action on rights and duties of multimodal digital service providers together with an initiative on ticketing, including rail ticketing.

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<sup>33</sup> COM(2020)789 final.

## Amendment 2

### Proposal for a directive Recital 3 a (new)

*Text proposed by the Commission*

automated multimodal mobility, and therefore contributing to the transformation of the European transport system to reach the objective of efficient, safe, sustainable, smart and resilient mobility. This complements the actions announced under the flagship on greening of freight transport to foster multimodal logistics. The strategy also announced for 2022 a revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services to include mandatory accessibility of dynamic datasets, as well as an assessment of the need for regulatory action on rights and duties of multimodal digital service providers together with an initiative on ticketing, including rail ticketing. ***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 whenever possible, to improve efficiency and accessibility.***

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<sup>33</sup> COM(2020)789 final.

*Amendment*

***(3 a) Regulation (EU) 2020/852 on the establishment of a framework to facilitate sustainable investment, or taxonomy regulation, expresses the ambition to facilitate more investment for sustainable mobility, for example to increase electrification or to support the transition to cleaner modes of transport by promoting modal shift and better traffic management. At the same time, it recognises the need for additional technical screening criteria for transport. To facilitate investment in ITS and to***

*reflect its importance for sustainable mobility a technical screening criteria for ITS should be considered.*

### Amendment 3

#### Proposal for a directive

##### Recital 4

*Text proposed by the Commission*

(4) The growing need to make better use of data in making transport chains more sustainable, efficient and resilient, calls for enhanced coordination of the ITS framework with other initiatives aimed at harmonising and facilitating data sharing in the mobility, transport and logistics sectors with a multimodal perspective<sup>37</sup>.

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<sup>37</sup> Such as the Common European Mobility data space and its components, Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).

*Amendment*

(4) The growing need to make better use of data in making transport chains more sustainable, **secure**, efficient and resilient, calls for enhanced coordination of the ITS framework with other initiatives aimed at harmonising and facilitating data sharing in the mobility, transport and logistics sectors with a multimodal perspective<sup>37</sup>, **while taking into consideration rules on data protection and privacy. There is a particular need to enhance interoperability and communication as regards ITS-based information and reservation services for safe and secure parking places for trucks and commercial vehicles such as service and rest areas on roads.**

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<sup>37</sup> Such as the Common European Mobility data space and its components, Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).

### Amendment 4

#### Proposal for a directive

##### Recital 5 a (new)

***(5 a) Digitalisation and innovation in road transport create employment opportunities by developing new projects in the industry;***

## **Amendment 5**

### **Proposal for a directive Recital 6**

*Text proposed by the Commission*

(6) In many Member States national applications of those systems and services are already being deployed in the road transport sector. However, despite improvements since its adoption in 2010, the evaluation of Directive 2010/40/EU<sup>38</sup> found persistent shortcomings leading to remaining fragmented and uncoordinated deployment and lack of geographical continuity of ITS services throughout the Union and at its external borders.

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<sup>38</sup> [https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive\\_en](https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive_en)

*Amendment*

(6) In many Member States national applications of those systems and services are already being deployed in the road transport sector. However, despite improvements since its adoption in 2010, the evaluation of Directive 2010/40/EU<sup>38</sup> found persistent shortcomings leading to remaining fragmented and uncoordinated deployment and lack of geographical continuity of ITS services throughout the Union and at its external borders. ***The development of ITS should cover the needs of suburban, rural and peripheral areas, as well as islands and outermost regions, by ensuring social and economic inclusion, as life in such areas largely depends on the availability of quality services and infrastructure and as large gains can be expected from the development of these services and infrastructure in these areas through the deployment of ITS.***

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<sup>38</sup> [https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive\\_en](https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive_en)

## **Amendment 6**



## Proposal for a directive

### Recital 7

#### *Text proposed by the Commission*

(7) In the context of the implementation of Commission Delegated Regulations<sup>39</sup> supplementing **Directive 2010/40/EU**, Member States have established national access points<sup>40</sup> (NAPs). The NAPs organise 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. These NAPs are an important component of the common European mobility data space under the European strategy for data<sup>41</sup> and should be relied upon in particular as regards the accessibility of data.

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<sup>39</sup> Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1); Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6); Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015,

#### *Amendment*

(7) In the context of the implementation of Commission Delegated Regulations<sup>39</sup> supplementing **Directive 2010/40/EU**, Member States have established national access points<sup>40</sup> (NAPs) **and regional and local access points may be established**. The NAPs organise 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 transport related data should be available in machine-readable format.*** These NAPs are an important component of the common European mobility data space under the European strategy for data<sup>41</sup> and should be relied upon in particular as regards the accessibility of data ***to facilitate their safe and efficient use, as appropriate.***

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<sup>39</sup> Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1); Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6); Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015,

p. 21); and Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services (OJ L 272, 21.10.2017, p. 1).

<sup>40</sup> [https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points\\_en](https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en)

<sup>41</sup> COM(2020) 66 final.

p. 21); and Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services (OJ L 272, 21.10.2017, p. 1).

<sup>40</sup> [https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points\\_en](https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en)

<sup>41</sup> COM(2020) 66 final.

## **Amendment 7**

### **Proposal for a directive Recital 7 a (new)**

*Text proposed by the Commission*

*Amendment*

***(7 a) Considering the significant dependence on NAPs for the establishment of a common European mobility space, Member States should take necessary steps to comply with the obligations set out in Directive 2010/40/EU, and where possible, speed up the fulfilment of their commitments.***

## **Amendment 8**

### **Proposal for a directive Recital 7 b (new)**

*Text proposed by the Commission*

*Amendment*

***(7 b) Data related to the location and availability of alternative fuels infrastructure should be accessible on the NAPs.***

## **Amendment 9**

**Proposal for a directive**  
**Recital 8**

*Text proposed by the Commission*

(8) To ensure a coordinated **and** effective deployment of ITS within the Union as a whole, specifications including, where appropriate, standards, laying down further detailed provisions and procedures should be introduced, in addition to already adopted specifications. Before adopting any additional or revised specifications, the Commission should assess their compliance with certain defined principles set out in Annex II. Priority should be given in the first instance to the four main areas of ITS development and deployment. During further implementation of ITS the existing ITS infrastructure deployed by a particular Member State should be taken into account in terms of technological progress and financial efforts made. ***If appropriate, it should be ensured, in particular for C-ITS, that requirements for ITS systems neither impose nor discriminate in favour of the use of a particular type of technology.***

**Amendment 10**

**Proposal for a directive**  
**Recital 8 a (new)**

*Text proposed by the Commission*

*Amendment*

(8) To ensure a coordinated, effective **and interoperable** deployment of ITS within the Union as a whole, specifications including, where appropriate, standards, laying down further detailed provisions and procedures should be introduced, in addition to already adopted specifications. Before adopting any additional or revised specifications, the Commission should assess ***their complementarity with public transport systems as parts of services of general (economic) interests*** and their compliance with certain defined principles set out in Annex II. Priority should be given in the first instance to the four main areas of ITS development and deployment. During further implementation of ITS the existing ITS infrastructure deployed by a particular Member State should be taken into account in terms of technological progress and financial efforts made.

***(8 a) In order to guarantee that ITS systems are compatible and interoperable, it is necessary to ensure that, in particular for C-ITS, requirements for ITS systems neither impose nor discriminate in favour of the use of a particular type of technology, in line with the principle of technological neutrality as laid down in Directive (EU) 2018/1972<sup>1a</sup>. Restrictions to the principle of technology neutrality should be appropriate and justified by the need to avoid harmful interference. Such***

*restrictions can, for example take the form of the imposition of emission masks and power levels to ensure the protection of public health by limiting public exposure to electromagnetic fields. They can be designed to ensure the proper functioning of services through an adequate level of technical quality of service, while not necessarily precluding the possibility of using more than one service in the same radio spectrum band. They can also be designed to ensure proper sharing of radio spectrum, in particular where its use is subject only to general authorisations, to safeguard efficient use of radio spectrum, or to fulfil a general interest objective in accordance with Union law.*

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*<sup>1a</sup> The European Electronic Communications Code*

## **Amendment 11**

### **Proposal for a directive Recital 8 b (new)**

*Text proposed by the Commission*

*Amendment*

*(8 b) The ongoing ITS deployment creates legitimate expectations among stakeholders and their investments. In order to encourage investments in ITS and provide legal certainty, the legitimate expectations of stakeholders should always be considered when discussing future technological developments in the field of ITS.*

## **Amendment 12**

### **Proposal for a directive Recital 9**

*Text proposed by the Commission*

(9) The specifications should take into account and build upon the experience and results already obtained in the field of ITS, cooperative intelligent transport systems (C-ITS) and cooperative, connected and automated mobility (CCAM), notably in the context of the C-ITS<sup>42</sup> and CCAM platforms<sup>43</sup>, the European Forum for Multimodal Passenger Mobility<sup>44</sup> and the European eCall Implementation Platform<sup>45</sup>

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<sup>42</sup> Code E03188 in the Register of Commission Expert Groups and Other Similar Entities

<sup>43</sup> Code E03657 in the Register of Commission Expert Groups and Other Similar Entities

<sup>44</sup> Code E03826 in the Register of Commission Expert Groups and Other Similar Entities

<sup>45</sup> Code E02481 in the Register of Commission Expert Groups and Other Similar Entities

### **Amendment 13**

#### **Proposal for a directive Recital 10**

*Text proposed by the Commission*

(10) The specifications should foster innovation. The increased availability of data should for example lead to the development of new ITS services, and vice-versa innovation should identify the needs for future specifications. The European Partnership on cooperative, connected and automated mobility under Horizon Europe should support the

*Amendment*

(9) The specifications should take into account and build upon the experience and results already obtained in the field of ITS, cooperative intelligent transport systems (C-ITS) and cooperative, connected and automated mobility (CCAM), notably in the context of the C-ITS<sup>42</sup> and CCAM platforms<sup>43</sup>, the European Forum for Multimodal Passenger Mobility<sup>44</sup>, ***the Digital Transport and Logistics Forum<sup>44a</sup>*** and the European eCall Implementation Platform<sup>45</sup> ..

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<sup>42</sup> Code E03188 in the Register of Commission Expert Groups and Other Similar Entities

<sup>43</sup> Code E03657 in the Register of Commission Expert Groups and Other Similar Entities

<sup>44</sup> Code E03826 in the Register of Commission Expert Groups and Other Similar Entities

<sup>45</sup> Code E02481 in the Register of Commission Expert Groups and Other Similar Entities

*Amendment*

(10) The specifications should foster innovation. The increased availability of data should for example lead to the development of new ITS services, and vice-versa innovation should identify the needs for future specifications. ***Prior to deployment, new technologies, in particular C-ITS, should always be tested under real world conditions in order to***

development and testing of the next wave of C-ITS services, helping the integration of highly automated vehicles in new multimodal mobility services.

**ensure reliability.** The European Partnership on cooperative, connected and automated mobility under Horizon Europe should support the development and testing of the next wave of C-ITS services, helping the integration of highly automated vehicles in new multimodal mobility services.

## Amendment 14

### Proposal for a directive Recital 11 a (new)

*Text proposed by the Commission*

*Amendment*

**(11 a) The European Commission should come forward with specifications on C-ITS without delay.**

## Amendment 15

### Proposal for a directive Recital 13

*Text proposed by the Commission*

*Amendment*

(13) The 2020 study “Mapping accessible transport for persons with reduced mobility”<sup>47</sup> shows that the lack of sufficient data concerning accessibility features currently prevents reliable journey planning when using accessibility aspects as search variables. To further enhance the accessibility of the transport system and facilitate travel for people with disabilities and people with reduced mobility, multimodal digital mobility services **require the availability of** data on access nodes and their accessibility features.

(13) The 2020 study “Mapping accessible transport for persons with reduced mobility”<sup>47</sup> shows that the lack of sufficient data concerning accessibility features currently prevents reliable journey planning when using accessibility aspects as search variables. It also shows **that setting minimum requirements and standards for information for persons with disabilities and reduced mobility should be considered as highly important at the European and Member State level.** To further enhance the accessibility of the transport system and facilitate travel for people with disabilities and people with reduced mobility, multimodal digital mobility services **need to have** data on access nodes and their accessibility features **in accessible formats.**

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<sup>47</sup> <https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1>

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<sup>47</sup> <https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1>

## Amendment 16

### Proposal for a directive Recital 14

#### *Text proposed by the Commission*

(14) The increased integration of ITS and advanced driver assistance systems, or vehicle and infrastructure systems in general, implies that such systems will rely more and more on the information they supply to each other. That is particularly the case for C-ITS. Such reliance will increase with higher levels of automation. These higher levels of automation are expected to make use of communication between vehicles and infrastructure to orchestrate manoeuvres and smoothen traffic flows, contributing also to more sustainable transport. Compromising the integrity of ITS services could thus have a severe impact on road safety, for example when the wrong speed limit is communicated or a vehicle makes an emergency stop due to a non-existing danger. In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission in emergency situations where the integrity of ITS services is compromised, ***to adopt countermeasures to address the causes and the consequences of that situation.*** Those measures should be taken as quickly as possible and be immediately applicable. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>48</sup>. In consideration of the need to ensure continuity of transport, it is appropriate to apply the prolongation of the

#### *Amendment*

(14) The increased integration of ITS and advanced driver assistance systems, or vehicle and infrastructure systems in general, implies that such systems will rely more and more on the information they supply to each other. That is particularly the case for C-ITS. Such reliance will increase with higher levels of automation. These higher levels of automation are expected to make use of ***secure*** communication between vehicles and infrastructure to orchestrate manoeuvres and smoothen traffic flows, contributing also to more sustainable transport. ***Secure communication between vehicles and infrastructure should ensure the reliability, accuracy and availability of data, without compromising the need for fair access to data by different stakeholders and end users.*** Compromising the integrity of ITS services could thus have a severe impact on road safety, for example when the wrong speed limit is communicated or a vehicle makes an emergency stop due to a non-existing danger. In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission in emergency situations where the integrity of ITS services is compromised ***in one or more Member States or where the integrity of the ITS services in one or more Member States has cross-border implications. Where ITS services is***



validity of such measure beyond six months making use of the possibility provided under Article 8(2) of Regulation (EU) No 182/2011. Such countermeasures should end as soon as an alternative solution is implemented or the emergency situation has been resolved.

***compromised and emergency plans are in place, the competent authorities should take immediate action.*** Those measures should be taken as quickly as possible and be immediately applicable. ***The implementing powers conferred to the Commission should only be used in emergency situations when other forms of remediation by other authorities have not been successful. It is expected that competent local and system-wide authorities will have emergency management plans in place to address a range of possible system failures and will be capable of acting on those plans if necessary.*** Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>48</sup>. In consideration of the need to ensure continuity of transport, it is appropriate to apply the prolongation of the validity of such measure beyond six months making use of the possibility provided under Article 8(2) of Regulation (EU) No 182/2011. Such countermeasures should end as soon as an alternative solution is implemented or the emergency situation has been resolved.

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<sup>48</sup> Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

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<sup>48</sup> Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

## Amendment 17

### Proposal for a directive Recital 15

*Text proposed by the Commission*

(15) When the deployment and use of

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*Amendment*

(15) When the deployment and use of

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ITS applications and services entail the processing of personal data, such processing should be carried out according to Union law on the protection of personal data and privacy, as set out, in particular, in Regulation (EU) 2016/679 of the European Parliament and of the Council<sup>49</sup> and in Directive 2002/58/EC of the European Parliament and of the Council<sup>50</sup> .

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<sup>49</sup> Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).

<sup>50</sup> Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications) (OJ L 201, 31.7.2002, p. 37).

ITS applications and services entail the processing of personal data, such processing should be **strictly** carried out according to Union law on the protection of personal data and privacy, as set out, in particular, in Regulation (EU) 2016/679 of the European Parliament and of the Council<sup>49</sup> and in Directive 2002/58/EC of the European Parliament and of the Council<sup>50</sup> .

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<sup>49</sup> Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).

<sup>50</sup> Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications) (OJ L 201, 31.7.2002, p. 37).

## Amendment 18

### Proposal for a directive Recital 16

#### *Text proposed by the Commission*

(16) Where they involve the processing of personal data, the specifications to be developed under this Directive should **take** the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC **into account**. In particular, **whenever it is possible to equally achieve the purposes pursued using anonymous instead of personal data**, anonymisation as one of the techniques for enhancing individuals' privacy should **be encouraged**, in line with

#### *Amendment*

(16) Where they involve the processing of personal data, the specifications to be developed under this Directive should **adhere to** the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC. In particular, **as soon as the purpose of the processing can also be achieved without reference to a person and anonymisation is technically possible**, anonymisation as one of the techniques for enhancing individuals' privacy should **take place**, in

the principle of data protection by design.

line with the principle of data protection by design. ***In particular, when technologies, such as mobility patterns of vehicle data or facial recognition are used, all forms of discriminations should be avoided.***

## Amendment 19

### Proposal for a directive Recital 21

#### *Text proposed by the Commission*

(21) The provision of secured and reliable timing and positioning services is an essential element of the effective operation of ITS applications and services. Therefore, it is appropriate to ensure their compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks.

#### *Amendment*

(21) The provision of secured and reliable timing and positioning services is an essential element of the effective operation of ITS applications and services. Therefore, it is appropriate to ensure their ***backward*** compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks, ***and also where appropriate, use other proven mechanisms to ensure the reliability of information concerning position and time. Such mechanisms may include plausibility checking and the use of GNSS services.***

## Amendment 20

### Proposal for a directive Recital 22

#### *Text proposed by the Commission*

(22) Member States and other relevant stakeholders, including other Commission expert groups and committees dealing with digital aspects of transport, should be consulted in the drawing up of the working programmes adopted by the Commission under Directive 2010/40/EU.

#### *Amendment*

(22) Member States ***or other competent authorities, where appropriate*** and other relevant stakeholders, including other Commission expert groups and committees dealing with digital aspects of transport, ***ITS service providers, associations of ITS users, transport and facilities operators and representatives of the manufacturing industry,*** should be consulted in the

drawing up of the working programmes adopted by the Commission under Directive 2010/40/EU.

## Amendment 21

### Proposal for a directive Recital 22 a (new)

*Text proposed by the Commission*

*Amendment*

***(22 a) The Commission and the Member States should take the necessary measures to ensure the cooperation with third-countries, especially candidates for membership in the EU and those third countries, in which transit corridors connecting Member States are situated. The Commission should also foster cooperation on the international level.***

## Amendment 22

### Proposal for a directive Recital 24

*Text proposed by the Commission*

*Amendment*

(24) In order to achieve the objectives of this Directive, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to amend the list of data types for which Member States are to ensure the availability of data and to amend the list of ITS services for which Member States are to ensure deployment, for a period of five years starting from the entry into force of this Directive. This period should be tacitly extended for periods of the same duration, unless the European Parliament or the Council oppose such an extension. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert

(24) In order to achieve the objectives of this Directive, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to amend the list of data types for which Member States, ***or other competent authorities, where appropriate,*** are to ensure the availability of data and to amend the list of ITS services for which Member States are to ensure deployment, for a period of five years starting from the entry into force of this Directive. This period should be tacitly extended for periods of the same duration, unless the European Parliament or the Council oppose such an extension. It is of particular importance that the Commission carry out appropriate

level and with stakeholders, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making<sup>59</sup>. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

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<sup>59</sup> Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making (OJ L 123, 12.5.2016, p. 1).

consultations during its preparatory work, including at expert level and with stakeholders ***representing all types of road users and other parties concerned***, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making<sup>59</sup>. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

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<sup>59</sup> Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making (OJ L 123, 12.5.2016, p. 1).

## **Amendment 23**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 2 a (new)**

Directive 2010/40/EU

#### **Article 3 – paragraph 1 – point g (new)**

*Text proposed by the Commission*

*Amendment*

***(2 a) in Article 3 the following point is added:***

***"(g) the adoption of specifications for Cooperative Intelligent Transport Services"***

## **Amendment 24**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 3 – point a a (new)**

Directive 2010/40/EU

#### **Article 4 – point 2**

*Present text*

*Amendment*

(2) ‘interoperability’ means the capacity of systems and the underlying business processes to exchange data and **to** share information and knowledge;

***(a a) point (2) is replaced by the following:***

***"(2) “interoperability” means the capacity of systems and the underlying business processes to exchange data and share information and knowledge **to guarantee the continuity of ITS services**;***

**Amendment 25**

**Proposal for a directive**

Article 1 – paragraph 1 – point 3 – point a a (new)

Directive 2010/40/EU

Article 4 – point 14

*Text proposed by the Commission*

*Amendment*

***(a a) point (14) is replaced by the following:***

***“(14) “road data” means data on road infrastructure characteristics, including but not limited to fixed traffic signs and their regulatory safety attributes as well as charging infrastructure***

**Amendment 26**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 3 – point b**

Directive 2010/40/EU

Article 4 – point 19

*Text proposed by the Commission*

*Amendment*

(19) “cooperative intelligent transport systems” or “C-ITS” means intelligent transport systems that enable ITS users to cooperate by exchanging secured and trusted messages;

(19) “cooperative intelligent transport systems” or “C-ITS” means intelligent transport systems that enable ITS users to ***interact and*** cooperate by exchanging secured and trusted messages, ***in a non-discriminatory manner, between vehicles and other elements of the transport ecosystem, including vehicles, infrastructure and vulnerable road users,***

*via communication technologies, without any prior knowledge of each other;*

## **Amendment 27**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 3 – point b**

Directive 2010/40/EU

Article 4 – point 21

#### *Text proposed by the Commission*

(21) “availability of the data” means the existence of data in a digital machine-readable format;

#### *Amendment*

(21) “availability of the data” means the existence of data in a digital ***accessible*** machine-readable format;

## **Amendment 28**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 3 – point b**

Directive 2010/40/EU

Article 4 – point 23

#### *Text proposed by the Commission*

(23) “accessibility of the data” means a possibility to request and obtain data in a digital machine-readable format via National Access Points;

#### *Amendment*

(23) “accessibility of the data” 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***;

## **Amendment 29**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 4**

Directive 2010/40/EU

Article 5 – paragraph 1

#### *Text proposed by the Commission*

1. Member States shall take the necessary measures to ensure that the specifications adopted by the Commission in accordance with Article 6 are applied to ITS applications and services, where those

#### *Amendment*

1. Member States ***and/or competent authorities*** shall take the necessary measures to ensure that the specifications adopted by the Commission in accordance with Article 6 are applied to ITS

are deployed, in accordance with the principles in Annex II. This is without prejudice to the right of each Member State to decide on its deployment of such applications and services on its territory. This right is without prejudice to Articles 6a **and 6b**. Where relevant, Member States shall also cooperate on the enforcement of those specifications.

applications and services, where those are deployed, in accordance with the principles in Annex II. This is without prejudice to the right of each Member State to decide on its deployment of such applications and services on its territory. This right is without prejudice to Articles 6a **and 6b**. Where relevant, Member States shall also cooperate, ***including with relevant stakeholders***, on the enforcement of those specifications. ***The Commission shall adopt a methodology for the interoperability of data in the National Access Points' architecture as part of its working programme referred to in Article 17(5).***

## Amendment 30

### Proposal for a directive

#### Article 1 – paragraph 1 – point 4

Directive 2010/40/EU

Article 5 – paragraph 2

#### *Text proposed by the Commission*

2. Member States shall also cooperate in respect of the priority areas, insofar as no specifications have been adopted with regard to those priority areas.

#### *Amendment*

2. Member States ***and/or competent authorities*** shall also cooperate, ***including with relevant stakeholders***, in respect of the priority areas, insofar as no specifications have been adopted with regard to those priority areas.

## Amendment 31

### Proposal for a directive

#### Article 1 – paragraph 1 – point 4

Directive 2010/40/EU

Article 5 – paragraph 3

#### *Text proposed by the Commission*

3. Member States shall also cooperate, ***where necessary*** with relevant stakeholders, on operational aspects of the implementation of and compliance with the

#### *Amendment*

3. Member States ***and/or competent authorities*** shall also cooperate, ***including*** with relevant stakeholders, on operational aspects of the implementation of and

specifications adopted by the Commission, such as standards and EU harmonised profiles, common definitions, common metadata, common quality requirements and aspects related to the interoperability of National Access Points' architectures, common data exchange conditions, as well as common training and outreach activities.;

compliance with the specifications adopted by the Commission, such as standards and EU harmonised profiles, common definitions, common metadata, common quality requirements and aspects related to the interoperability of National Access Points' architectures, ***accessibility of data and secure access*** as well as common training and outreach activities. ***To this end, they shall share best practices and develop joint projects, especially in cross-border areas;***

## Amendment 32

### Proposal for a directive

#### Article 1 – paragraph 1 – point 5 – point a

Directive 2010/40/EU

Article 6 – paragraph 5

#### *Text proposed by the Commission*

5. Without prejudice to the procedures set out by Directive (EU) 2015/1535 of the European Parliament and of the Council\*, the specifications shall, where appropriate, stipulate the conditions in which Member States may, after notification to the Commission, establish additional rules for the provision of ITS services on all or part of their territory, ***provided that those rules do not*** hinder interoperability.;

#### *Amendment*

5. Without prejudice to the procedures set out by Directive (EU) 2015/1535 of the European Parliament and of the Council\*, the specifications shall, where appropriate, stipulate the conditions in which Member States may, after notification to the Commission, establish additional rules for the provision of ITS services on all or part of their territory. ***Such rules may not be proposed or authorised if they would*** hinder interoperability;

## Amendment 33

### Proposal for a directive

#### Article 1 – paragraph 1 – point 6

Directive 2010/40/EU

Article 6a – paragraph 1

#### *Text proposed by the Commission*

Member States shall ensure that for each data type listed in Annex III, data is

#### *Amendment*

Member States ***and/or competent authorities*** shall ensure that for each data



available for the geographical coverage relative to such data type as early as possible and no later than the respective date set out in that Annex.

type listed in Annex III, data is available for the geographical coverage relative to such data type, ***making their best effort*** as early as possible and no later than the respective date set out in that Annex.

## **Amendment 34**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 6**

Directive 2010/40/EU

Article 6a – paragraph 2

#### *Text proposed by the Commission*

Member States shall ensure the accessibility of that data on the National Access Points by the same date.

#### *Amendment*

Member States ***and/or competent authorities*** shall ensure the accessibility of that data on the National Access Points by the same date. ***For this purpose the Member States and/or competent authorities shall provide an appropriate user interface.***

## **Amendment 35**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 6**

Directive 2010/40/EU

Article 6a – paragraph 3 a (new)

#### *Text proposed by the Commission*

#### *Amendment*

***By 31 December 2026, the Commission shall 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 shall connect all National Access Points and offer access to all data covered by Directive 2010/40/EU. The Commission shall ensure that the common European access point is made available to the public and is easily accessible by way of providing open data, at no cost, and***

*through open and standardised interfaces. Member States shall ensure that their National Access Points allow for an automated and uniform data exchange with the common European access and without prejudice to all relevant Union law.*

## Amendment 36

### Proposal for a directive

#### Article 1 – paragraph 1 – point 6

Directive 2010/40/EU

Article 6b – paragraph 1

#### *Text proposed by the Commission*

Member States shall ensure that the ITS services specified in Annex IV are deployed for the geographical coverage set out in that Annex ***by the date specified therein.***;

#### *Amendment*

Member States shall ensure that the ITS services specified in Annex IV are deployed for the geographical coverage ***no later than the respective date*** set out in that Annex;

## Amendment 37

### Proposal for a directive

#### Article 1 – paragraph 1 – point 7 – point a

Directive 2010/40/EU

Article 7 – paragraph 1a

#### *Text proposed by the Commission*

1a. Following a cost-benefit analysis and an impact assessment including ***appropriate consultations***, the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of data types in Annex III, including the date of implementation and the geographical coverage for each data type. Those amendments shall be consistent with the data categories set out in the latest working programme adopted in accordance with Article 17(5).

#### *Amendment*

1a. Following a cost-benefit analysis and an impact assessment ***with a special focus on the impact on SMEs and accompanied by a consultation among stakeholders, including representatives of all road users and other groups concerned in an equal manner***, the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of data types in Annex III, including the date of implementation and the geographical coverage for each data type. Those amendments shall be consistent with the data categories set out in the latest

working programme adopted in accordance with Article 17(5).

## Amendment 38

### Proposal for a directive

#### Article 1 – paragraph 1 – point 7 – point a

Directive 2010/40/EU

Article 7 – paragraph 1b

#### *Text proposed by the Commission*

1b. Following a cost-benefit analysis taking due account of market developments and technology evolution and an impact assessment ***including appropriate consultations***, the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of ITS services in Annex IV, including the date of implementation and the geographical coverage for each ITS service. ***Those amendments*** shall be consistent with the list of ITS services set out in the latest working programme adopted in accordance with Article 17(5).

#### *Amendment*

1b. Following a cost-benefit analysis taking due account of market developments and technology evolution and an impact assessment ***with a special focus on the impact on SMEs and accompanied by a consultation among stakeholders***, the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of ITS services in Annex IV, including the date of implementation and the geographical coverage for each ITS service. ***Such proposals*** shall be consistent with the list of ITS services set out in the latest working programme adopted in accordance with Article 17(5).

## Amendment 39

### Proposal for a directive

#### Article 1 – paragraph 1 – point 9 a (new)

Directive 2010/40/EU

Article 9

#### *Present text*

#### Article 9

#### Non-binding measures

The Commission ***may*** adopt guidelines and other non-binding measures to facilitate Member States' cooperation relating to the

#### *Amendment*

***(9 a) Article 9 is replaced by the following :***

#### "Article 9

#### Non-binding measures

The Commission ***shall*** adopt guidelines and other non-binding measures to facilitate Member States' cooperation

priority areas in accordance with the advisory procedure referred to in Article 15(2).

relating to the priority areas in accordance with the advisory procedure referred to in Article 15(2). The aim of *those guidelines shall be to help define a process by which Member States share the data types listed in Annex III, which have been made available by ITS service providers with one another through their NAPs in a centralised and cooperative manner.*

## Amendment 40

### Proposal for a directive

#### Article 1 – paragraph 1 – point 10

Directive 2010/40/EU

Article 10 – paragraph 1

#### *Text proposed by the Commission*

Where specifications adopted pursuant to Article 6 concern the processing of traffic, travel or road data that are personal data as defined in Article 4, point (1) of Regulation (EU) 2016/679\*, they shall **lay down** the categories of those data and provide for appropriate personal data protection safeguards pursuant to Regulation (EU) 2016/679 and Directive 2002/58/EC. *Where appropriate*, the use of anonymous data shall **be encouraged**.

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\* Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).’;

#### *Amendment*

Where specifications adopted pursuant to Article 6 concern the processing of traffic, travel or road data that are personal data as defined in Article 4, point (1) of Regulation (EU) 2016/679\*, they shall **lay down** the categories of those data and provide for appropriate personal data protection safeguards pursuant to Regulation (EU) 2016/679 and Directive 2002/58/EC. *As soon as the purpose of the processing can also be achieved without reference to a person and anonymisation is technically feasible*, all data used shall be anonymous data.

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\* Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).’;

## Amendment 41

**Proposal for a directive**

**Article 1 – paragraph 1 – point 12 a (new)**

Directive 2010/40/EU

Article 12 – paragraph 4

*Present text*

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.

*Amendment*

**(12a) Article 12 (4) is amended as follows:**

""4. Before adopting a delegated act, the Commission shall consult **the European ITS Advisory Group, other relevant stakeholders and** experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.

*(Directive 2010/40/EU)*

**Amendment 42**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 14**

Directive 2010/40/EU

Article 17 – paragraph 3

*Text proposed by the Commission*

3. Following the initial report, Member States shall report every **3** years on the progress made in the implementation of this Directive and of all delegated acts supplementing this Directive, as referred to in paragraph 1.

*Amendment*

3. Following the initial report, Member States shall report every **2** years on the progress made in the implementation of this Directive and of all delegated acts supplementing this Directive, as referred to in paragraph 1.

**Amendment 43**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 14**

Directive 2010/40/EU

Article 17 – paragraph 4

*Text proposed by the Commission*

4. The Commission shall submit, **18**

*Amendment*

4. The Commission shall submit, **12**

months after each deadline for Member State reports, a report to the European Parliament and to the Council on the progress made in the implementation of this Directive. The report shall be accompanied by an analysis on the functioning and implementation, including the financial resources used and needed, of Articles 5 to 11 and Article 16, and shall assess the need to amend this Directive, where appropriate.

months after each deadline for Member State reports, a report to the European Parliament and to the Council on the progress made in the implementation of this Directive. The report shall be accompanied by an analysis on the functioning and implementation, including the financial resources used and needed, of Articles 5 to 11 and Article 16, and shall assess the need to amend this Directive, where appropriate.

#### **Amendment 44**

##### **Proposal for a directive**

##### **Article 1 – paragraph 1 – point 14**

Directive 2010/40/EU

Article 17 – paragraph 5 – subparagraph 1

##### *Text proposed by the Commission*

By [Date of entry into force + 12 months], the Commission shall, after consulting relevant stakeholders **and** by means of an implementing act, adopt a working programme. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(4). The working programme shall include objectives and dates for its implementation every year, as well as the list of data categories and ITS services for which the Commission may adopt delegated acts pursuant to Article 7(1a) **and (1b)**.

##### *Amendment*

By [Date of entry into force + 12 months], the Commission shall, after consulting **the European ITS Advisory Group and** relevant stakeholders, by means of an implementing act, adopt a working programme. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(4). The working programme shall include objectives and dates for its implementation every year, as well as the list of data categories and ITS services for which the Commission may adopt delegated acts pursuant to Article 7(1a) **or present a new legislative proposal**.

#### **Amendment 45**

##### **Proposal for a directive**

##### **Annex I – point 1 – paragraph 1 – point 1.1 – paragraph 1 – point 1.1.4**

##### *Text proposed by the Commission*

1.1.4. the timely updating of multimodal

##### *Amendment*

1.1.4. the timely updating of multimodal

travel information, including information related to booking and purchasing of transport services, by the ITS service providers.

travel information, including information related to booking and, **where relevant**, purchasing of transport services, by the ITS service providers.

## Amendment 46

### Proposal for a directive

#### Annex I – point 2 – paragraph 1 – point 2.1 – paragraph 1 – point 2.1.4

##### *Text proposed by the Commission*

2.1.4. the availability of data and synergies with other initiatives aimed at harmonising and facilitating data sharing<sup>67</sup>, as well as supporting multimodality, integration of modes **and** optimising the modal balance on the European transport network.

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<sup>67</sup> Such as Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).

##### *Amendment*

2.1.4. the availability of data and synergies with other initiatives aimed at harmonising and facilitating data sharing<sup>67</sup>, as well as supporting multimodality, integration of modes, optimising the modal balance on the European transport network.

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<sup>67</sup> Such as Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).

## Amendment 47

### Proposal for a directive

#### Annex I – point 2 – paragraph 1 – point 2.2 – paragraph 1 – point 2.2.1

##### *Text proposed by the Commission*

2.2.1. the availability and accessibility of existing **and** accurate road and multimodal travel and traffic data needed for mobility management, to the relevant public authorities without prejudice to data protection requirements;

##### *Amendment*

2.2.1. the availability and accessibility, **in a standardised format**, of existing, accurate road and multimodal travel and traffic data needed for mobility management, to the relevant public authorities without prejudice to data protection requirements;

## Amendment 48

### Proposal for a directive

#### Annex I – point 2 – paragraph 1 – point 2.4 – paragraph 1 – point 2.4.2

*Text proposed by the Commission*

2.4.2. the availability of cargo related data, accessible through other specific data sharing frameworks<sup>68</sup> ;

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<sup>68</sup> Such as Regulation (EU) 2020/1056.

*Amendment*

2.4.2. the availability of cargo related data, accessible through other specific data sharing frameworks<sup>68</sup> ***fostering the interoperability of eCMR solutions;***

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<sup>68</sup> Such as Regulation (EU) 2020/1056.

## Amendment 49

### Proposal for a directive

#### Annex I – point 3 – paragraph 1 – point 3.1 – paragraph 1 – point 3.1.3 a (new)

*Text proposed by the Commission*

*Amendment*

***3.1.3 a. Ensure the rapid adaptation of Regulation (EU) 2018/858 in order to include Next Generation eCall technologies.***

## Amendment 50

### Proposal for a directive

#### Annex I – point 3 – paragraph 1 – point 3.1 – paragraph 1 – point 3.1.3 b (new)

*Text proposed by the Commission*

*Amendment*

***3.1.3 b. 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. The functioning of CS eCall systems shall be ensured at least***



*for the duration of the expected life-cycle of the last vehicles placed on the market with such a system.*

## Amendment 51

### Proposal for a directive

#### Annex I – point 3 – paragraph 1 – point 3.2 – paragraph 1 – point 3.2.3 a (new)

*Text proposed by the Commission*

*Amendment*

**3.2.3 a.** *the availability to users of an alternative fuels infrastructure.*

## Amendment 52

### Proposal for a directive

#### Annex I – point 3 – paragraph 1 – point 3.4 – point 3.4.1

*Text proposed by the Commission*

*Amendment*

3.4.1. The definition of the necessary measures to support the safety of road users with respect to their on-board Human-Machine-Interface and the use of nomadic devices to support the driving task and/or the transport operation, as well as the security of the in-vehicle communications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council<sup>69</sup>, Regulation (EU) No 167/2013 of the European Parliament and of the Council<sup>70</sup> and Regulation (EU) No 168/2013 of the European Parliament and of the Council<sup>71</sup>.

3.4.1. The definition of the necessary measures to support the safety of road users with respect to their on-board Human-Machine-Interface and the use of nomadic devices, ***including cell phones***, to support the driving task and/or the transport operation, as well as the security of the in-vehicle communications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council<sup>69</sup>, Regulation (EU) No 167/2013 of the European Parliament and of the Council<sup>70</sup> and Regulation (EU) No 168/2013 of the European Parliament and of the Council<sup>71</sup>. ***The definitions of the necessary measures shall also recognise the need to ensure mutual acceptance of ITS messages exchanged between modes of transport, the ITS devices and attached sensors of which have been developed based on different functional safety standards.***

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<sup>69</sup> Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).

<sup>70</sup> Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).

<sup>71</sup> Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).

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<sup>69</sup> Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).

<sup>70</sup> Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).

<sup>71</sup> Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).

## Amendment 53

### Proposal for a directive

#### Annex I – point 4 – paragraph 1 – point 4.1.4

##### *Text proposed by the Commission*

4.1.4. the definition of a communication infrastructure for data or information exchange between vehicles, between infrastructures and between vehicles and infrastructures;

##### *Amendment*

4.1.4. the definition of a **secure, accurate and reliable** communication infrastructure for data or information exchange between vehicles, between infrastructures and between vehicles and infrastructures;

## Amendment 54

### Proposal for a directive

**Annex 2 – Table 1 – point a**  
Directive 2010/40/EU  
Annex 2 – point a

*Text proposed by the Commission*

a) make a tangible contribution towards solving the key challenges affecting road transportation in Europe (e.g. reducing congestion, lowering *of* emissions, improving energy efficiency, attaining higher levels of safety and security including vulnerable road users);

*Amendment*

(a) make a tangible contribution towards solving the key challenges affecting road transportation in Europe (e.g. reducing congestion, ***anticipating emergency situations and weather phenomena,*** lowering emissions, improving energy efficiency, attaining higher levels of safety and security including vulnerable road users);

**Amendment 55**

**Proposal for a directive**  
**Annex 2 – Table 1 – point e**  
Directive 2010/40/EU  
Annex 2 – point e

*Text proposed by the Commission*

e) ensure that systems and the underlying business processes have the capacity to exchange data and to share information and knowledge to enable effective ITS service delivery;

*Amendment*

(e) ensure that systems ***applications, services,*** and the underlying business processes have the capacity to exchange data and to share information and knowledge ***in a secure and trusted environment and in a standardised format*** to enable effective ITS service delivery;

**Amendment 56**

**Proposal for a directive**  
**Annex 2 – Table 1 – point g**  
Directive 2010/40/EU  
Annex 2 – point g

*Text proposed by the Commission*

g) take into account the inherent differences in the transport network characteristics, in particular in the sizes of the traffic volumes and in road weather

*Amendment*

(g) take into account the inherent differences in the transport network characteristics, in particular in the sizes of the traffic volumes and in road weather conditions ***and the automation of***

conditions;

*infrastructures;*

## Amendment 57

### Proposal for a directive

#### Annex 2 – Table 1 – point h

Directive 2010/40/EU

Annex 2 – point h

#### *Text proposed by the Commission*

(h) do not impede or discriminate against access to ITS applications and services by **vulnerable** road users. Where relevant, be accessible for persons with disabilities in line with the accessibility requirements of Annex I of Directive 2019/882 when the ITS applications and services are meant to interface or provide information to ITS users with disabilities;

#### *Amendment*

(h) do not impede or discriminate against access to ITS applications and services by **any** road user. ***Specifically for vulnerable road users, ITS applications and services*** need to be accessible for persons with disabilities in line with the accessibility requirements of Annex I of Directive 2019/882 when the ITS applications and services are meant to interface or provide information to ITS users with disabilities;

## Amendment 58

### Proposal for a directive

#### Annex 2 – Table 1 – point i

Directive 2010/40/EU

Annex 2 – point i

#### *Text proposed by the Commission*

(i) demonstrate, after appropriate risk assessment, the robustness of innovative ITS systems, through a sufficient level of technical development and operational exploitation;'

#### *Amendment*

(i) demonstrate, after appropriate risk assessment, ***including tests under real life conditions, across vehicle manufacturers and infrastructure providers,*** the robustness of innovative ITS systems, through a sufficient level of technical development and operational exploitation, ***as a basis for compliance assessment schemes;***'

## Amendment 59

### Proposal for a directive

**Annex 2 – Table 1 – point k**  
Directive 2010/40/EU  
Annex 2 – point k

*Text proposed by the Commission*

k) take into account the coordination of **various** modes of transport, **where appropriate**, when deploying ITS;

*Amendment*

(k) take into account the coordination of all modes of transport relevant to this Directive, and in particular cycling and walking, when deploying ITS **by ensuring, although not limited to, the interoperability of systems, data exchange and applications across modes**;

**Amendment 60**

**Proposal for a directive**  
**Annex 2 – Table 1 – point l**  
Directive 2010/40/EU  
Annex 2 – point l

*Text proposed by the Commission*

(l) take into account existing Union rules, policies and activities which are relevant in the field of ITS, in particular in the field of standardisation;

*Amendment*

(l) take into account existing Union rules, policies and activities which are relevant in the field of ITS, in particular in the field of standardisation **and, for specifications, the principle of technological neutrality as laid down in Directive 2018/1972**;

**Amendment 61**

**Proposal for a directive**  
**Annex 2 – Table 1 – point m**

*Text proposed by the Commission*

m) ensure transparency of ranking when proposing mobility options to the customers.

*Amendment*

(m) ensure transparency of ranking, **including on environmental effects**, when proposing mobility options to the customers.

**Amendment 62**

**Proposal for a directive**

## Annex III – Table

*Text proposed by the Commission*

### *Amendment*

#### List of data types

| Data type   | Geographical coverage   | Date             |
|---|---|------------------|
| Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/962 <sup>6</sup> ):  |   |                  |
| Static and dynamic traffic regulations, where applicable, <b>concerning the following data types:</b>   | The trans-European network for roads, other motorways not included in that network and primary roads  | 31 December 2025 |
| - 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   |   |                  |
| - <b>weight/length/width/height restrictions</b>  |   |                  |
| - <b>one-way streets</b>  |   |                  |
|   | The entire road network of the EU that is publicly accessible to motorised traffic, <b>as well as cycling infrastructure alongside this network</b> , with the exception of private roads | 31 December 2028 |
| -traffic circulations plans   | The entire road network that is publicly accessible to motorised traffic, <b>as well as cycling infrastructure alongside this network</b> ,   | 31 December 2025 |
| - <b>urban vehicle access regulations</b>   | The entire road network that is publicly accessible to motorised traffic, <b>as well as cycling infrastructure alongside this network</b> ,   | 31 December 2025 |
| - <b>boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones</b> |   |                  |

Types of data on the state of the network (as referred to in Commission Delegated Regulation (EU) 2015/962):

- road closures
- lane closures
- roadworks
- temporary traffic management measures
- **poor road conditions**
- **accidents and incidents including VRUs**

The trans-European network for roads, other motorways not included in that network and primary roads

31 December 2025

The entire road network of the EU that is publicly accessible to motorised traffic, **and includes cycling infrastructure alongside this network** with the exception of private roads

31 December 2028

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 <sup>7</sup>):

- static data related to the parking areas
- information on safety and equipment of the parking area **including information about security measures existent and relevant to all drivers, including vulnerable persons, and truck drivers**
- dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available.

The trans-European network for roads and other motorways not included in that network

31 December 2025

Data on detected road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013 <sup>8</sup>):

- temporary slippery road
- animal, people, obstacles, debris on the road
- unprotected accident area
- short-term road works

The trans-European network for roads and other motorways not included in that network

31 December 2026

- reduced visibility
- wrong-way driver
- unmanaged blockage of a road
- exceptional weather conditions
- ***high risk accidents such as accidents with toxic emissions, resulting in road closure.***

Types of multimodal static travel data (as referred to in Commission Delegated Regulation (EU) 2017/1926 <sup>9</sup>):

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)

***Types of data on regulations and restrictions (as referred to in Regulation (EU) [.../..] of the European Parliament and of the Council<sup>1</sup> on the deployment of alternative fuels infrastructure):***

***Alternative fuels infrastructure***  
- static data on number of electric recharging and hydrogen refueling stations

- dynamic data on availability of alternative fuels infrastructure

***Alternative fuels infrastructure for safe and secure parking places for trucks and commercial vehicles***

- static data on number of electric recharging and hydrogen refueling stations at each safe and secure parking places for trucks and commercial vehicles;

- dynamic data on availability of alternative fuels infrastructure;

The entire transport network of the EU ***as well as cycling infrastructure alongside this network,***

31 December 2026

***The trans-European network for roads, other motorways not included in that network and primary roads***

31 December 2025

***The trans-European network for roads, other motorways not included in that network and primary roads***

31 December 2025

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<sup>1</sup> [please insert full OJ reference]



## EXPLANATORY STATEMENT

I dare to imagine one day in the future, highly-automated vehicles will share public space with various robots and drones. In the near future, when cars sold today could just still be in circulation: traffic consists of a mix of highly-automated vehicles and vehicles with low automation levels sold in the early 2020s. They all need to be aware of each other, where they are, where they intend to go and at what speed. They need to trust each other not to bump into each other - literally! This requires direct ad hoc communication between different actors, instantly and always. The first cars equipped for such a world are entering the market in Europe now and road operators are readying their roads and starting to equip them.

### Introduction

The European Commission is proposing to update the 2010 Intelligent Transport Systems (ITS) Directive, adapting to the emergence of new road mobility options, mobility apps and connected and automated mobility. The aim of this review is to stimulate the faster deployment of new, intelligent services, by proposing that certain crucial road, travel and traffic data is made available in digital format, such as speed limits, traffic circulation plans or roadworks.

ITS apply information and communication technologies such as journey planners, eCall, and automated driving in transport, making mobility safer, more efficient, and more sustainable. With ITS, citizens can receive better information through applications in the car, e.g., on traffic regulations and roadworks.

ITS applications consist of the use of “short range” communication technologies for establishing communication between vehicles (V2V) from same or different manufacturers, infrastructure (V2I) and pedestrian (V2P).

The revision includes an extension in the Directive’s scope 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.

The revision of the ITS Directive can be an opportunity to guarantee the digital sovereignty of local authorities in order to accelerate modal shift and the development of digital solutions that respect local ecological transition policies.

***The success of the ITS depends on an interference free environment, seamless***

*communications and its fast and broad availability to all road users. This is a safety related application that will save lives: to this extent technology neutrality, coexistence, interoperability and compatibility are the leading principles.*

**The main elements of the ITS Directive revision envisaged by the rapporteur**

The rapporteur is in favour of the efficient use of intelligent transport systems (ITS) applications. The ITS applications can provide significant measurable safety, security, environmental and economic benefits. The ITS sector will have to continue keeping users in the road transport sector in mind when developing new applications and new services. The Member States should facilitate the harmonised and interoperable deployment of ITS aiming to make information access and exchange between all users in traffic and authorities more efficient.

The rapporteur specifically calls for the following:

- ***Technology neutrality - specifications should describe the result to be achieved, but neither impose nor discriminate in favour of the use of a particular type of technology to achieve the result.***

The ITS regulatory framework should offer market certainty by enshrining the principle of technology neutrality in Annex II. There is a necessity of a regulatory approach where services and their related benefits are benchmarked according to their end-user and ecosystem value (regardless of the underlying technology). The focus should be on service delivery, and the regulatory framework should remain technology- neutral to foster market-led innovation. The current Recital 8 already recognises ‘‘that requirements for ITS systems neither impose nor discriminate in favour of the use of a particular type of technology’’. To strengthen this commitment, it is important to list it explicitly among the guiding principles in Annex II.

- ***The development of ITS should cover the needs of rural areas, as an issue apart from their development in urban areas, by ensuring social and economic inclusion.***

It is important at the EU level to pay special attention to extending ITS systems to rural areas, as life in such areas largely depends on the availability of quality public services and infrastructure. It should therefore be an EU-level concern that rural areas be able to profit from the solutions provided by ITS.

- ***Data in National Access Points (NAPs) should be available in both a static and dynamic format, where data on urban vehicle access regulations (UVARs) and alternative fuels infrastructure is also included. The data shared by NAPs needs to be easily readable and commonly understood by commercial transport operators.***

The obligation for Member States to provide data types, listed in Annex III and ITS services listed in Annex IV of the ITS Proposal, reinforces the importance of having interoperable and, to its largest extent, harmonised NAPs. An increased amount of shared data related to regulations and restrictions, state of the network, and detected road safety-related events or conditions, is an important step towards reducing fatalities on the road. Further improving the list of data types in Annex III by including information on UVARs and alternative fuels infrastructure will facilitate business operations for commercial road transport operators and for all the drivers participating in traffic by allowing them to plan the recharging/refuelling of their alternatively fuelled vehicle.

Challenges remain, as there is a lack of a harmonised approach in the implementation of NAPs across the EU. More specifically, the availability of data on safe and secure parking places for trucks and commercial vehicles on NAPs is still unsatisfactory. Currently, Member States are providing data on NAPs in a variety of formats. This includes interactive maps, spreadsheets and textual information. The NAPs should go a step further and exploit the data, which is collected by providing a suitable interface to end users, such as transport operators and drivers, to make use of. Considering the relevant link with the AFIR, data focused on alternative fuels infrastructure should be made available in both a static and dynamic form on NAPs.

- ***Ensure the use of electronic proof of compliance with European Union (EU) and national rules relating to the use of the vehicle and to the driver.***

Digitalisation represents an opportunity for the goods transport sector to modernise while, at the same time, allowing it to enforce transport rules more efficiently. For example, authorities should be in a position to accept electronic information with all relevant data related to the compliance of rules on road goods transport. The challenge is that not everything can be proven via electronic means and the use of paper continues to be the norm. For this reason, compatibility should be explored between the ITS rules and the provisions contained in Regulation (EU) 2020/1056 on electronic freight transport information (eFTI Regulation). The possibility of having digitalised data related to the vehicle, the driver and the trailer should be further considered. On the vehicle side, the vehicle's registration documents, as well as certificates of roadworthiness and reports related to roadside testing could be digitalised. On the driver's side, information on the True Certified Copy of the Community Licence could also be digitalised.

- ***Integrate the electronic consignment note (eCMR) within the emergency call (eCall) system to allow emergency responders to have all necessary information on***

***what goods are being carried inside the vehicle.***

Concerning the availability of cargo related data, linking eCMR to eCall would ensure that 112 operators have full visibility on the information of the cargo. This is especially important in case valuable or dangerous goods are transported. Despite the clear benefits, eCall in heavy-duty vehicles (HDVs) is still not available since it is only installed in new models of private passenger cars with no more than eight seats and light-duty vehicles (LDVs).

Regulation (EU) 2020/1056 on electronic freight transport, which establishes the legal framework for electronic information exchanges between the economic operators and the Member States authorities on the movement of cargo in the EU should ensure that the various existing solutions for eCMR are interoperable.

- ***Multimodal digital mobility services have to grant road transport operators the ability to choose and move seamlessly to other platforms, i.e. interoperability is key. Sharing business-generated data by commercial road transport operators should always be voluntary, and the data collected used for a specific purpose only. The consumers must have their data protected, in full compliance with the GDPR, and when they provide their personal information, when booking services or tickets, as well as the data their cars share with service providers or infrastructure.***

Providing users with a seamless mobility experience that includes collective and shared mobility will contribute to more sustainable mobility systems and reduced congestion. For passenger transport operators, especially operators in the Mobility as a Service (MaaS) system, will reap the benefits of digitalisation, provided the issues related to price transparency and pricing-related information are clarified.

Owning business-generated data is an important asset to remain competitive in the market. For this reason, when the deployment of and use of ITS applications and services foresee the sharing of any type of data, it should be made voluntary for owners of this data to share it. This will promote trust among business partners. In addition, in cases where business-generated data is needed to be shared, it should be collected for a specific purpose only. Forcing the provision of business data by making it mandatory would stifle innovation and could hamper the competitiveness of businesses. The owner of the data should be able to choose to whom the data is exchanged, who has access to it, what data are available for whom and who is entitled to eventually modify it.

It is necessary to highlight the importance of effective privacy and data protection in the context of the deployment of ITS. However, the General Data Protection Regulation does not provide

sufficient protection when technologies (e.g. mobility patterns of vehicle data, facial recognition, etc.) that allow conclusions to be drawn about individuals or even discriminate through algorithms are used when anonymising data. The consumers must be at the centre and have their data protected, in full compliance with the GDPR.

- ***Define the communication infrastructure and standardised message format to be used between connected and automated vehicles, the authorities, the infrastructure and the overall environment.***

Cooperative, connected and automated vehicles are expected to have certain advantages compared to conventional vehicles, such as improving road safety, increasing transport efficiency, decreasing transport costs and reducing emissions. Questions need to be answered on data security and data ownership, including data protection both for businesses owning valuable customer databases and customers themselves. As higher levels of vehicle autonomy are commercially introduced, the balance of liability shifts from the driver to the product, ultimately leading to the complete liability resting with vehicle manufacturers and technology providers. A seamless and reliable data sharing architecture will be essential to clearly determine the liability of a party.

- ***The risk of cyber-attacks should be minimised, data security needs to be ensured and privacy legislation must be respected. Ultimately, the ownership of data related to transport operations should stay with the transport operators.***

Vehicles will be more connected to one another and able to communicate with each other (vehicle-to-vehicle), the infrastructure (vehicle-to-infrastructure) and the overall environment (vehicle-to-everything). For this reason, it is imperative that this communication is exchanged securely to avoid compromising the road safety.

The treatment of customer data/privacy, the protection of commercial data, as well as, the impact of data sharing on business models of transport operators should be further considered. The deployment of EU-wide multimodal digital mobility services also means that transport companies will need to retrain their personnel to adapt to new technologies. The transport operators will need to remain competitive as the digital transition progresses.

## **Conclusions**

Intelligent Transport Systems (ITS) are essential to achieving the EU's vision of seamless transport for both passengers and freight. The availability of open and high quality transport data will provide substantial improvements in performance of transport networks, operations and services, whilst fostering their connectivity and facilitating collaboration.

In recent years, the ITS have been playing a crucial role to achieve the EU objectives for transport safety and sustainability. The ITS services are now widely used across Europe and they drive transport efficiency at both local and international levels.

The ITS increase safety and capacity through higher interoperability and better use of the existing infrastructure, with subsequent financial and environmental benefits.

Through the harmonisation and continuity of pan-European services across Member States, the ITS will contribute substantially to the creation of the single European Transport Area.

## PROCEDURE – COMMITTEE RESPONSIBLE

|   |  |
|---|--|
| <b>Title</b>  | 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   |
| <b>References</b>   | COM(2021)0813 – C9-0471/2021 – 2021/0419(COD)  |
| <b>Date submitted to Parliament</b>                             | 15.12.2021   |
| <b>Committee responsible</b><br>Date announced in plenary       | TRAN<br>27.1.2022  |
| <b>Rapporteurs</b><br>Date appointed                            | Rovana Plumb<br>17.2.2022  |
| <b>Discussed in committee</b>                                   | 16.6.2022                      26.9.2022   |
| <b>Date adopted</b>   | 26.10.2022   |
| <b>Result of final vote</b>                                     | +:                      39<br>–:                      0<br>0:                      8   |
| <b>Members present for the final vote</b>                       | Andris Ameriks, Erik Bergkvist, Izaskun Bilbao Barandica, Paolo Borchia, Marco Campomenosi, Ciarán Cuffe, Jakop G. Dalunde, Karima Delli, Anna Deparnay-Grunenberg, Ismail Ertug, Gheorghe Falcă, Carlo Fidanza, Isabel García Muñoz, Jens Gieseke, Elsi Katainen, Kateřina Konečná, Elena Kountoura, Peter Lundgren, Benoît Lutgen, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Tilly Metz, Caroline Nagtegaal, Jan-Christoph Oetjen, Philippe Olivier, Rovana Plumb, Dominique Riquet, Massimiliano Salini, Vera Tax, Barbara Thaler, István Ujhelyi, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Kosma Złotowski |
| <b>Substitutes present for the final vote</b>                   | Vlad Gheorghe, Ondřej Kovařík, Dorien Rookmaker, Andreas Schieder, Annalisa Tardino  |
| <b>Substitutes under Rule 209(7) present for the final vote</b> | José Manuel Fernandes, Peter Jahr, Dan-Ștefan Motreanu, Theresa Muigg, Luisa Regimenti   |
| <b>Date tabled</b>  | 29.10.2022   |

## FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE

| 39        | +  |
|-----------|--|
| NI        | Mario Furore   |
| PPE       | Gheorghe Falcă, José Manuel Fernandes, Jens Gieseke, Peter Jahr, Elzbieta Katarzyna Łukacijewska, Benoît Lutgen, Marian-Jean Marinescu, Dan-Ștefan Motreanu, Luisa Regimenti, Massimiliano Salini, Barbara Thaler, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Jörgen Warborn |
| RENEW     | Izaskun Bilbao Barandica, Vlad Gheorghe, Elsi Katainen, Ondřej Kovařík, Caroline Nagtegaal, Jan-Christoph Oetjen, Dominique Riquet   |
| S&D       | Andris Ameriks, Erik Bergkvist, Ismail Ertug, Isabel García Muñoz, Theresa Muigg, Rovana Plumb, Andreas Schieder, Vera Tax, István Ujhelyi   |
| THE LEFT  | José Gusmão, Kateřina Konečná, Elena Kountoura   |
| VERTS/ALE | Ciarán Cuffe, Jakop G. Dalunde, Karima Delli, Anna Deparnay-Grunenberg, Tilly Metz   |

| 0 | - |
|---|---|
|   |   |

| 8   | 0  |
|-----|--|
| ECR | Carlo Fidanza, Peter Lundgren, Dorien Rookmaker, Kosma Złotowski     |
| ID  | Paolo Borchia, Marco Campomenosi, Philippe Olivier, Annalisa Tardino |

Key to symbols:

+ : in favour

- : against

0 : abstention