



2021/0419(COD)

24.6.2022

AMENDMENTS

33 - 181

Draft report
Rovana Plumb
(PE732.629v01-00)

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

Proposal for a directive
(COM(2021)0813 – C9 0471/2021 – 2021/0419(COD)) – C9-0471/2021 – 2021/0419(COD))

Amendment 33

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

Recital 1

Text proposed by the Commission

(1) The Commission's Communication on a Sustainable and Smart Mobility Strategy³³ 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.

³³ COM(2020)789 final.

Amendment

(1) The Commission's Communication on a Sustainable and Smart Mobility Strategy³³ 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. ***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, while avoiding increased use of private car travel due to improved efficiency and accessibility. Data from all modes should be available, accessible, interoperable and in machine-readable format.***

³³ COM(2020)0789.

Or. en

Amendment 34
István Ujhelyi, Rovana Plumb

Proposal for a directive
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) The 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 in its recital 49. At the same time it recognises the need for additional technical screening criteria for transport. To ease investment in ITS and to reflect its importance for sustainable mobility, a technical screening criteria for ITS should be considered.

Or. en

Justification

The taxonomy regulation 2020/852 establishes technical screening criteria that define ‘environmentally sustainable economic activity’. These screening criteria will have an impact on investor reporting, Connecting Europe Facility funding as well as public procurement. There is no screening criterion for ITS so far. This despite the fact that the Smart and Sustainable Mobility Strategy of the EU (COM (2020) 789) sees a significant role for digitisation in decarbonising transport and the Eurovignette Directive 1999/62/EC sees road charging as a key instrument to internalise the external costs of transport.

Amendment 35
Mario Furore

Proposal for a directive
Recital 4

Text proposed by the Commission

Amendment

(4) The growing need to make better use of data in making transport chains

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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 perspective³⁷.

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 perspective³⁷. ***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.***

³⁷ 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).

³⁷ 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).

Or. it

Amendment 36 **Johan Van Overtveldt**

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 perspective³⁷.

Amendment

(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 perspective³⁷, ***while taking into consideration rules on data protection and privacy.***

³⁷ Such as the Common European Mobility

³⁷ 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).

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).

Or. en

Amendment 37
Kateřina Konečná

Proposal for a directive
Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) The deployment of ITS must be undertaken in a broad societal context, considering elements well beyond mere technical aspects, and that failure to do so may have adverse effects, in both sustainability and resource efficiency aspects. In this context, the importance of devoting sufficient attention and resources to the needs of public transport, including public service aspects and alternative means of mobility such as walking and cycling, is key to sustainable mobility and EU climate targets.

Or. en

Amendment 38
Izaskun Bilbao Barandica, Jan-Christoph Oetjen, Dominique Riquet

Proposal for a directive
Recital 5 a (new)

Text proposed by the Commission

Amendment

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

in the industry;

Or. en

Amendment 39

Alviina Alametsä

on behalf of the Verts/ALE Group

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/EU³⁸ 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.

³⁸ 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/EU³⁸ 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, by ensuring social and economic inclusion, as life in such areas largely depends on the availability of quality public 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.***

³⁸ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive_en

Or. en

Amendment 40

Izaskun Bilbao Barandica, Jan-Christoph Oetjen, Dominique Riquet

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/EU³⁸ 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.

³⁸ 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/EU³⁸ 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 the ITS should cover suburban, rural and peripheral areas as well as islands and outermost regions, ensuring social and economic inclusion.***

³⁸ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive_en

Or. en

Amendment 41
Alviina Alametsä
on behalf of the Verts/ALE Group

Proposal for a directive
Recital 7

Text proposed by the Commission

(7) In the context of the implementation of Commission Delegated Regulations³⁹ supplementing Directive 2010/40/EU, Member States have established national access points⁴⁰ (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 data⁴¹ and should be relied upon in particular as regards the accessibility of data.

component of the common European mobility data space under the European strategy for data⁴¹ and should be relied upon in particular as regards the accessibility of data. ***Data on NAPs should be provided at no cost, as open data, including through open and standardised interfaces for the benefit of end users and commercial entities. Member States should ensure full compliance with the obligations set out in Directive 2010/40/EU and no later than 2024.***

³⁹ 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).

⁴⁰ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en

³⁹ 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).

⁴⁰ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en

Amendment 42

Izaskun Bilbao Barandica, Dominique Riquet

Proposal for a directive

Recital 7

Text proposed by the Commission

(7) In the context of the implementation of Commission Delegated Regulations³⁹ supplementing Directive 2010/40/EU, Member States have established national access points⁴⁰ (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 data⁴¹ and should be relied upon in particular as regards the accessibility of data.

³⁹ 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

Amendment

(7) In the context of the implementation of Commission Delegated Regulations³⁹ supplementing Directive 2010/40/EU, Member States have established national access points⁴⁰ (NAPs) ***and regional and local access points may be established.*** The NAPs ***as well as regional and local ones*** 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 ***as well as regional and local ones*** are an important component of the common European mobility data space under the European strategy for data⁴¹ and should be relied upon in particular as regards the accessibility of data ***to facilitate their safe and efficient use by freight transport operators, passengers and drivers.***

³⁹ 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).

⁴⁰ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en

⁴¹ *COM(2020) 66 final*.

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).

⁴⁰ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en

⁴¹ *COM(2020)0066*.

Or. en

Amendment 43 **Johan Van Overtveldt**

Proposal for a directive **Recital 7**

Text proposed by the Commission

(7) In the context of the implementation of Commission Delegated Regulations³⁹ supplementing Directive 2010/40/EU, Member States have established national access points⁴⁰ (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 data⁴¹ and should be relied

Amendment

(7) In the context of the implementation of Commission Delegated Regulations³⁹ supplementing Directive 2010/40/EU, Member States have established national access points⁴⁰ (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. ***This transport related data should be available in machine-readable format, where possible.*** These NAPs are an important component of the common

upon in particular as regards the accessibility of data.

European mobility data space under the European strategy for data⁴¹ and should be relied upon in particular as regards the accessibility of data.

³⁹ 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).

⁴⁰ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en

⁴¹ *COM(2020) 66 final*.

³⁹ 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).

⁴⁰ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en

⁴¹ *COM(2020)0066*.

Or. en

Amendment 44
Jens Gieseke

Proposal for a directive

Recital 7

Text proposed by the Commission

(7) In the context of the implementation of Commission Delegated Regulations³⁹ supplementing Directive 2010/40/EU, Member States have established national access points⁴⁰ (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 data⁴¹ and should be relied upon in particular as regards the accessibility of data.

³⁹ 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

Amendment

(7) In the context of the implementation of Commission Delegated Regulations³⁹ supplementing Directive 2010/40/EU, Member States have established national access points⁴⁰ (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 data⁴¹ and should be relied upon in particular as regards the accessibility of **metadata and** data.

³⁹ 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).

⁴⁰ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en

⁴¹ *COM(2020) 66 final.*

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).

⁴⁰ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en

⁴¹ *COM(2020)0066.*

Or. en

Justification

The harmonisation of the format of metadata used by NAPs is essential in order to ensure consistency of the data held by NAPs. Furthermore, data spaces, such as the Mobility Data Space, also transfer metadata. Their harmonisation in that respect would promote further consistency in metadata formats. By increasing the availability of data on the NAPs, and by simplifying the re-use of this data by standardizing the data exchange and harmonizing access conditions, the revised ITS Directive can further contribute to the common European mobility data space.

Amendment 45

Rovana Plumb, Petar Vitanov, Maria Grapini, István Ujhelyi, Isabel García Muñoz, Josianne Cutajar

Proposal for a directive

Recital 7

Text proposed by the Commission

(7) In the context of the implementation of Commission Delegated Regulations³⁹ supplementing Directive 2010/40/EU, Member States have established national access points⁴⁰ (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 data⁴¹ and should be relied upon in particular as regards the accessibility of data.

Amendment

(7) In the context of the implementation of Commission Delegated Regulations³⁹ supplementing Directive 2010/40/EU, Member States have established national access points⁴⁰ (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 data⁴¹ and should be relied upon in particular as regards the accessibility of *metadata and* data.

³⁹ 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).

⁴⁰ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en

⁴¹ **COM(2020) 66 final.**

³⁹ 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).

⁴⁰ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en

⁴¹ **COM(2020)0066.**

Or. en

Justification

The harmonisation of the format of metadata used by NAPs is essential in order to ensure consistency of the data held by NAPs. Furthermore, data spaces, such as the Mobility Data Space, also transfer metadata. Their harmonisation in that respect would promote further consistency in metadata formats. By increasing the availability of data on the NAPs, and by simplifying the re-use of this data by standardizing the data exchange and harmonizing access conditions, the ITS Directive would further contribute to the common European

mobility data space.

Amendment 46

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) The Commission should establish a common European access point for the access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users and commercial entities. This common European access point should connect all National Access Points and offer access to all data covered by this Directive and the Delegated Regulation 2010/40/EU. The Commission should 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 opened and standardised interfaces. Member States should ensure that their National Access Points allow for an automated and uniform data exchange with the common European access point.

Or. en

Amendment 47

Jens Gieseke

Proposal for a directive

Recital 8

Text proposed by the Commission

Amendment

(8) To ensure a coordinated **and** effective deployment of ITS within the

(8) To ensure a coordinated, effective **and interoperable** deployment of ITS

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.***

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.

Or. en

Justification

Interoperability assures that information exchanged can be understood by all users. It is key to integrate different vehicle brands and road operators into a single trusted communication environment facilitating road safety applications for the benefit of all road users. The technological neutrality reference moved to a new recital 8a.

Amendment 48 **Kateřina Konečná**

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

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

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.

specifications, the Commission should assess *its 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. 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.

Or. en

Amendment 49

Izaskun Bilbao Barandica, Jan-Christoph Oetjen, Dominique Riquet

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*

Amendment

(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. It

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.

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 ***but ensure the compatibility, interoperability and harmonisation of data.***

Or. en

Amendment 50

Rovana Plumb, Petar Vitanov, Maria Grapini, István Ujhelyi, Isabel García Muñoz, Josianne Cutajar

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

(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 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.

Or. en

Justification

Interoperability assures that C-ITS information exchanged can be understood by all users. It

is key to integrate different vehicle brands and road operators into a single trusted communication environment facilitating road safety applications for the benefit of all road users.

Amendment 51

Johan Van Overtveldt

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

(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. 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.

Or. en

Amendment 52

István Ujhelyi, Rovana Plumb

Proposal for a directive

Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) Directive (EU) 2018/1972 in its recital 114 clarifies that technology neutrality has to be seen as an efficient means to achieve a goal, it does not constitute a goal in itself. In the context of this Directive it has to be seen as contributing to the goal of road safety: in the context of the ongoing C-ITS deployment; other radio systems on Europe's roads such as road charging or the smart tachograph and the principles in Annex II.

Or. en

Justification

Technology neutrality is an important concept for the ITS Directive, since ITS, C-ITS in particular, will follow an evolutionary path. It has to be open to new technological developments, whilst at the same time maintaining continuity and respecting the EU regulatory environment and investments made by EU Member States.

Amendment 53

Jens Gieseke

Proposal for a directive

Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) 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 in line with the principle of technological neutrality as laid down in recital 114 of the European Electronic Communications Code^{1a}.

^{1a} Directive (EU) 2018/1972 of the European Parliament and of the Council of 11 December 2019 establishing the European Electronic Communications

Justification

Technological neutrality is an important concept for the ITS Directive, since ITS, in particular C-ITS, will follow an evolutionary path. It has to be open to new technological developments, whilst at the same time maintaining continuity and respecting the EU regulatory environment and investments made by EU Member States.

Amendment 54
István Ujhelyi, Rovana Plumb

Proposal for a directive
Recital 8 b (new)

Text proposed by the Commission

Amendment

(8b) Be technology neutral – restrictions to the principle of technology neutrality should be appropriate and justified by the need to avoid harmful interference, for example by imposing emission masks and power levels, to ensure the protection of public health by limiting public exposure to electromagnetic fields, 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, to ensure proper sharing of radio spectrum, in particular where its use is subject only to general authorisations, to safeguard the efficient use of radio spectrum, or to fulfil a general interest objective in accordance with Union law.

Justification

This amendment connects the interpretation of technology neutrality in the European Electronic Communications Code 2018/1972 with the ITS Directive, where technological developments are also expected to serve the public good. The European Electronic

Communications Code 2018/1972 frames technology neutrality and clarifies that technological development has to happen in the framework of EU law and radio regulation and the efficient use of radio spectrum. It establishes a relationship between the public good and the concept of technology neutrality, which serves the public good and is hence limited by the rules governing it.

Amendment 55
Jens Gieseke

Proposal for a directive
Recital 8 b (new)

Text proposed by the Commission

Amendment

(8b) 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.

Or. en

Justification

EU funding for deployment creates 'legitimate expectation' of the co-funding EU Member State, as well as the participating industries. TEN-T 'projects of common interest' on C-ITS and eCall have received more than EUR 500 Million in funding under the Connecting Europe Facility. This recital strengthens the position of those leading in ITS deployment and shall encourage investments in ITS.

Amendment 56
Johan Van Overtveldt

Proposal for a directive
Recital 10

Text proposed by the Commission

Amendment

(10) The specifications should foster innovation. The increased availability of data should for example lead to the

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

development of new ITS services, and vice-versa innovation should identify the needs for future specifications. ***The Commission should take into account the risk of interference with personal data as well as the costs and human resources required to make this data available, especially in a machine-readable format. It should also deploy these services with a sufficient level of quality in order to ensure that these costs and resources, both incurred by public and private actors, are kept to a minimum.*** 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.

Or. en

Amendment 57
Jens Gieseke

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

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. ***New technologies, in particular C-ITS, should always be tested under real world conditions in order to ensure reliability prior to deployment.*** 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.

Or. en

Amendment 58
Kateřina Konečná

Proposal for a directive
Recital 11 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 59
Alviina Alametsä
on behalf of the Verts/ALE Group

Proposal for a directive
Recital 13

Text proposed by the Commission

Amendment

(13) The 2020 study “Mapping accessible transport for persons with reduced mobility”⁴⁷ 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”⁴⁷ shows that the lack of sufficient data concerning accessibility features currently prevents reliable journey planning when using accessibility aspects as search variables ***and that setting minimum requirements and standards for information for persons with disabilities and reduced mobility should be considered as a priority 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 require the availability of data on access nodes and their accessibility

features.

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

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

Or. en

Amendment 60

Izaskun Bilbao Barandica, Jan-Christoph Oetjen, Dominique Riquet

Proposal for a directive

Recital 13

Text proposed by the Commission

(13) The 2020 study “Mapping accessible transport for persons with reduced mobility”⁴⁷ 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.

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

Amendment

(13) The 2020 study “Mapping accessible transport for persons with reduced mobility”⁴⁷ 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 **need to have** data on access nodes and their accessibility features **in accessible formats**.

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

Or. en

Amendment 61

Johan Van Overtveldt

Proposal for a directive

Recital 14

(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 Council⁴⁸. 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.

(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 *an unforeseen emergency situation arising from the availability or integrity of ITS services being* compromised, *where such a situation is likely to compromise the safe and proper functioning of the Union transport system or has an adverse effect on road safety, and only where it cannot be expected that applying incident response mechanism or modifying specifications will ensure a timely and effective response, having a severe and immediate direct impact on road safety, cyber security or the availability and integrity of ITS services*, 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 Council⁴⁸. 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 ***and no later than 6 months after the start of the unforeseen emergency situation.***

⁴⁸ 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).

⁴⁸ 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).

Or. en

Amendment 62

Alviina Alametsä

on behalf of the Verts/ALE Group

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

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 communication between vehicles and infrastructure to orchestrate manoeuvres and smoothen traffic flows, contributing also to more sustainable transport. ***Secure communication between vehicles and***

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 Council⁴⁸. 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.

⁴⁸ 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).

other entities in the transport system is an essential requirement and 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, 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 Council⁴⁸. 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.

⁴⁸ 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).

Or. en

Justification

It is important to recognise that there should be no compromise between security vis a vis fair access to data.

Amendment 63

Alviina Alametsä

on behalf of the Verts/ALE Group

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 Council⁴⁸. In consideration 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 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 ***in one or more Member States or where the integrity of the ITS services in one or more Member States has cross-border implications. The Commission should thus*** adopt countermeasures to address the causes and the consequences of ***those situations***. Those measures should be taken as quickly as possible and be immediately

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.

applicable. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁴⁸. 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.

⁴⁸ 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).

⁴⁸ 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).

Or. en

Justification

Important to recognise that as issues surrounding ITS integrity are likely to have cross border effects, and that here the Commission will be best placed to adopt countermeasures.

Amendment 64

Izaskun Bilbao Barandica, Dominique Riquet

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

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 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 Council⁴⁸. 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.

⁴⁸ 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,

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 **at European level**, to adopt countermeasures to address the causes and the consequences of that situation. **Where emergencies occur at local or regional level 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. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁴⁸. 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.

⁴⁸ 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).

p. 13).

Or. en

Amendment 65
Markus Ferber

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 Council⁴⁸. 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 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 - **as a last resort** - 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 Council⁴⁸. In consideration of the need to ensure continuity of transport, it is appropriate to

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.

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.

⁴⁸ 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).

⁴⁸ 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).

Or. en

Amendment 66

Jens Gieseke

Proposal for a directive

Recital 15

Text proposed by the Commission

(15) When the deployment and use of 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 Council⁴⁹ and in Directive 2002/58/EC of the European Parliament and of the Council⁵⁰.

⁴⁹ 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

Amendment

(15) When the deployment and use of 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 Council⁴⁹ and in Directive 2002/58/EC of the European Parliament and of the Council⁵⁰.

⁴⁹ 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).

⁵⁰ 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).

such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).

⁵⁰ 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).

Or. en

Amendment 67 **Kateřina Konečná**

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 the principle of data protection by design.

Amendment

(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. ***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.*** 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 ***has to be applied***, in line with the principle of data protection by design. ***When it comes to the use of personal data in the workplace, workers, their representatives and trade unions need a say and a veto.***

Amendment 68
Jens Gieseke

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 the principle of data protection by design.

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 anonymization or pseudonymization is technically possible**, anonymisation **or pseudonymization** as one of the techniques for enhancing individuals' privacy should **take place**, in line with the principle of data protection by design.

Or. en

Justification

A person's privacy is an asset particularly worthy of protection. Therefore, anonymised or pseudo-anonymised data should be used wherever possible.

Amendment 69
Johan Van Overtveldt

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

Amendment

(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 the principle of data protection by design.

account. In particular, whenever it is possible to equally achieve the purposes pursued using anonymous *and pseudonymous* instead of personal data, anonymisation *and pseudonymisation* as techniques for enhancing individuals' privacy should be encouraged, in line with the principle of data protection by design.

Or. en

Amendment 70

Alviina Alametsä

on behalf of the Verts/ALE Group

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 the principle of data protection by design.

Amendment

(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. 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 *used*, in line with the principle of data protection by design.

Or. en

Justification

Where anonymisation can be undertaken, it should be undertaken.

Amendment 71

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) Where the deployment and use of ITS applications and services entail the sharing of data held by commercial entities with other entities including public sector bodies, under obligations arising from Union or national law, such sharing arrangements shall, to the extent possible and unless further specified in Union or national law, respect the commercial interests of data holders; Such provisions should apply without prejudice to all other relevant Union law, including Regulation (EU) 2016/679 and Directive 2002/58/EC, including the powers and competences of supervisory authorities;

Or. en

Amendment 72
Kateřina Konečná

Proposal for a directive
Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) The European Commission shall carry out a data protection impact assessment before enabling the deployment of ITS services that are likely to result in a risk to the rights and freedoms of natural persons.

Or. en

Amendment 73
Johan Van Overtveldt

Proposal for a directive
Recital 20

Text proposed by the Commission

(20) For ITS applications and services for which accurate and guaranteed timing and positioning services are required, satellite-based infrastructures or any technology providing an equivalent level of precisions should be used. Synergies between the Union transport and space sectors should be exploited to foster the broader use of new technologies, which respond to the need of accurate and guaranteed timing and positioning services. The Union Space Programme established under Regulation (EU) 2021/696 of the European Parliament and of the Council⁵⁷ provides high-quality, up-to-date and secure space-related data, information and services *through the Galileo, the European Geostationary Navigation Overlay Service (EGNOS), and Copernicus systems.*

⁵⁷ Regulation (EU) 2021/696 of the European Parliament and of the Council of 28 April 2021 establishing the Union Space Programme and the European Union Agency for the Space Programme (OJ L 170, 12.5.2021, p. 69).

Amendment

(20) For ITS applications and services for which accurate and guaranteed timing and positioning services are required, satellite-based infrastructures or any technology providing an equivalent level of precisions should be used. Synergies between the Union transport and space sectors should be exploited to foster the broader use of new technologies, which respond to the need of accurate and guaranteed timing and positioning services. The Union Space Programme established under Regulation (EU) 2021/696 of the European Parliament and of the Council⁵⁷ provides high-quality, up-to-date and secure space-related data, information and services.

⁵⁷ Regulation (EU) 2021/696 of the European Parliament and of the Council of 28 April 2021 establishing the Union Space Programme and the European Union Agency for the Space Programme (OJ L 170, 12.5.2021, p. 69).

Or. en

Amendment 74
Mario Furore

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

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

compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks.

compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks. ***The GNSS system for tracking heavy goods transport should also be monitored through the creation of an EU-GNSS portal integrated with ITS systems through appropriate software. The GNSS-based monitoring system is an effective tool for monitoring lorries and goods traceability in real time, on an ongoing basis as such a portal would serve as a reference for the costs of carrying out roadside checks, providing greater safeguards in terms of road safety while ensuring the processing of data in real time, such as the remote weighing of lorries; moreover, the GNSS system could be a means of restoring legality, ensuring law enforcement and preventing illegal operations from the outset, as well as enabling monitoring to combat social dumping and unfair market conditions;***

Or. it

Amendment 75
Johan Van Overtveldt

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.

Amendment 76
István Ujhelyi, Rovana Plumb

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.

Amendment 77
Jens Gieseke

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 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 78
Izaskun Bilbao Barandica, Dominique Riquet

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, ***the local or regional authorities with legislative powers*** 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.

Or. en

Amendment 79
Alviina Alametsä
on behalf of the Verts/ALE Group

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, ***the European Parliament*** 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.

Or. en

Amendment 80
Jens Gieseke

Proposal for a directive
Recital 22 a (new)

Text proposed by the Commission

Amendment

(22a) 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 European Commission should also foster the cooperation on the international level.

Or. en

Justification

Mobility does not stop at borders. In order to allow for a seamless deployment of ITS systems, a good cooperation with third-countries, especially candidate countries and transit-countries, is needed. Thus, strengthening the seamless travel throughout Europe.

Amendment 81

Alviina Alametsä

on behalf of the Verts/ALE Group

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

(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 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-Making⁵⁹. 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.

⁵⁹ 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).

Council oppose such an extension. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and with stakeholders **representing all types of road users and other parties concerned in an equal manner**, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making⁵⁹. 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.

⁵⁹ 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).

Or. en

Amendment 82

Izaskun Bilbao Barandica, Dominique Riquet

Proposal for a directive

Recital 24

Text proposed by the Commission

(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

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, **the local or regional authorities with legislative powers** are to ensure the availability of data and to amend the list of ITS services for which Member

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 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-Making⁵⁹. 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.

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 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-Making⁵⁹. 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.

⁵⁹ 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).

⁵⁹ 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).

Or. en

Amendment 83 **Johan Van Overtveldt**

Proposal for a directive **Article 1 – paragraph 1 – point 1** Directive 2010/40/EU Article 1

Text proposed by the Commission

2a. This Directive provides for the availability of data and deployment of ITS services within the priority areas referred to in Article 2 ***with a specific geographical***

Amendment

2a. This Directive provides for the availability of data and deployment of ITS services within the priority areas referred to in Article 2 as specified in Annexes III

coverage as specified in Annexes III and IV. and IV.
IV.;

Or. en

Amendment 84

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 2010/40/EU

Article 2 – paragraph 1 – subparagraph 1 – introductory part

Text proposed by the Commission

1. For the purposes of this Directive, the following shall constitute priority areas for the development and use of specifications and standards:

Amendment

1. For the purposes of this Directive, the following shall constitute priority areas for the development and use of specifications and standards, ***to be fulfilled by 2025 at the latest.***

Or. en

Justification

Due to the areas being of a priority status there should be a short deadline to ensure the required specifications and standards are developed as soon as possible.

Amendment 85

Izaskun Bilbao Barandica, Dominique Riquet

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 2010/40/EU

Article 2 – paragraph 1 – point d

Text proposed by the Commission

(d) IV. Cooperative, connected and automated mobility services.

Amendment

(d) IV. Cooperative, ***autonomous***, connected and automated mobility services.

Or. en

Amendment 86
Alviina Alametsä
on behalf of the Verts/ALE Group

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 2010/40/EU
Article 2 – paragraph 1a (new)

Text proposed by the Commission

Amendment

1a. *Without prejudice to paragraph 1, should it be considered crucial for the deployment of services, in particular those related to improving road safety, reducing environmental and health impacts or for developing efficient multimodal transport systems, mandates for collecting and making available data should be developed in order to achieve the objectives set out through the priority areas.*

Or. en

Justification

Should the development of specification and standards not be deemed adequate enough in order to develop the relevant services or to achieve societal goals, then the Commission, as indicated in the Impact Assessment should have the right to bring forward legislation mandating the collection and availability of data in the priority areas.

Amendment 87
Kateřina Konečná

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

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

‘(g) the adoption of specifications for Cooperative Intelligent Transport Services’;

Or. en

Justification

C-ITS are technically mature but their deployment is being delayed due to several barriers and uncertainties, and Europe risks seriously falling behind other regions in the world if it fails to act soon. Without a clear legal framework, C-ITS deployment is expected to remain slow and fragmented, resulting in interoperability issues hindering continuity of services. This in turn will hinder the deployment and uptake of C-ITS and the realisation of their full benefits, in particular for road safety and traffic efficiency. Despite recent attempts, the Commission has yet to adopt the specifications necessary to ensure the deployment and operational use of C-ITS. The adoption of these specifications should be a priority action for the Commission.

Amendment 88
Jens Gieseke

Proposal for a directive
Article 1 – paragraph 1 – point 2 a (new)
Directive 2010/40/EU
Article 3

Present text

Amendment

Article 3

Priority actions

Within the priority areas the following shall constitute priority actions for the development and use of specifications and standards, as set out in Annex I:

- (a) the provision of EU-wide multimodal travel information services;
- (b) the provision of EU-wide real-time traffic information services;
- (c) data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users;
- (d) the harmonised provision for an

(2a) Article 3 is amended as follows:

‘Article 3

Priority actions

Within the priority areas the following shall constitute priority actions for the development and use of specifications and standards, as set out in Annex I:

- (a) the provision of EU-wide multimodal travel information services;
- (b) the provision of EU-wide real-time traffic information services;
- (c) data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users;
- (d) the harmonised provision for an

interoperable EU-wide eCall;

(e) the provision of information services for safe and secure parking places for trucks and commercial vehicles;

(f) the provision of reservation services for safe and secure parking places for trucks and commercial vehicles;

interoperable EU-wide eCall;

(e) the provision of information services for safe and secure parking places for trucks and commercial vehicles;

(f) the provision of reservation services for safe and secure parking places for trucks and commercial vehicles;

(g) *the adoption of specifications for Cooperative Intelligent Transport Services.*’;

Or. en

(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02010L0040-20180109>)

Justification

Without a clear legal framework, C-ITS deployment is expected to remain slow and fragmented, thus resulting in interoperability issues that could hinder the continuity of services. This in turn will limit the realisation of the full benefits of C-ITS, in particular for road safety and traffic efficiency. Despite recent attempts, the Commission has yet to adopt the specifications necessary to ensure the deployment and operational use of C-ITS. The adoption of these specifications should be a priority action for the Commission.

Amendment 89

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

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

Directive 2010/40/EU

Article 4 – paragraph 1 – point 2

Text proposed by the Commission

Amendment

(-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 at all levels to guarantee the continuity of ITS services;*’;

Or. en

Amendment 90
István Ujhelyi, Rovana Plumb

Proposal for a directive
Article 1 – paragraph 1 – point 3 – point -a (new)
Directive 2010/40/EU
Article 4 – paragraph 1 – point 2

Text proposed by the Commission

Amendment

(-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 not only at service-level but at technical level too, to guarantee the continuity of ITS services;’;

Or. en

Justification

The proposed ITS Directive interoperability definition could be improved by stressing not only the importance of service-level interoperability to guarantee continuity of services but the existing interoperability of technical level as well. Service level comes mainly from the maintaining of vehicles concept, which not covers the infrastructure.

Amendment 91
Markus Ferber

Proposal for a directive
Article 1 – paragraph 1 – point 3 – point -a a (new)
Directive 2010/40/EU
Article 4 – paragraph 1 – point 14

Text proposed by the Commission

Amendment

(-aa) 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 92

Izaskun Bilbao Barandica, Jan-Christoph Oetjen, Dominique Riquet

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 93

Izaskun Bilbao Barandica, Dominique Riquet

Proposal for a directive

Article 1 – paragraph 1 – point 3 – point b

Directive 2010/40/EU

Article 4 – point 22 a (new)

Text proposed by the Commission

Amendment

(22a) "Regional or Local Access Point" means a digital interface set up by a competent local or regional authority which constitutes a single access point to the data as defined in the specifications adopted pursuant to Article 6;

Amendment 94

Izaskun Bilbao Barandica, Dominique Riquet

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 **or Regional or Local ones**;

Or. en

Amendment 95
Johan Van Overtveldt

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 machine-readable format via National Access Points **when available**;

Or. en

Amendment 96
Kateřina Konečná

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 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

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.

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 harmonisation of National Access Points' architecture as part of its working program referred to in Article 17(5).***

Or. en

Justification

Several Member States have not yet set up NAPs for data related to several ITS services. Clearly, discrepancies and delays still exist regarding the implantation of NAPs, leading to a serious risk of fragmentation in the implementation of the new obligations with which Member States will be expected to comply under the ITS Directive. Addressing these discrepancies should be a priority. Therefore, the Commission shall define a clear plan for the incremental harmonisation of NAPs. This harmonisation plan should be implemented with the cooperation of Member States.

Amendment 97

Rovana Plumb, Petar Vitanov, Maria Grapini, István Ujhelyi, Isabel García Muñoz, Josianne Cutajar

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2010/40/EC

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 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

Amendment

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 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 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 harmonisation of National Access Points' architecture as part of its working program referred to in Article 17(5).***

Or. en

Justification

Several Member States have not yet set up NAPs for data related to several ITS services. Clearly, discrepancies and delays still exist regarding the implantation of NAPs, leading to a serious risk of fragmentation in the implementation of the new obligations with which Member States will be expected to comply under the ITS Directive. Addressing these discrepancies should be a priority. Therefore, the Commission shall define a clear plan for the incremental harmonisation of NAPs. This harmonisation plan should be implemented with the cooperation of Member States.

Amendment 98

Izaskun Bilbao Barandica, Dominique Riquet

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 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.

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 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 on the enforcement of those

specifications.

Or. en

Amendment 99
Kateřina Konečná

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 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.

Or. en

Amendment 100
Rovana Plumb, Petar Vitanov, Maria Grapini, István Ujhelyi, Isabel García Muñoz, Josianne Cutajar

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 2010/40/EC
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 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.

Or. en

Justification

Several Member States have not yet set up NAPs for data related to several ITS services. Clearly, discrepancies and delays still exist regarding the implantation of NAPs, leading to a

serious risk of fragmentation in the implementation of the new obligations with which Member States will be expected to comply under the ITS Directive. Addressing these discrepancies should be a priority. Therefore, the Commission shall define a clear plan for the incremental harmonisation of NAPs. This harmonisation plan should be implemented with the cooperation of Member States

Amendment 101

Izaskun Bilbao Barandica, Dominique Riquet

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 in respect of the priority areas, insofar as no specifications have been adopted with regard to those priority areas.

Or. en

Amendment 102

Izaskun Bilbao Barandica, Dominique Riquet

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 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

Amendment

3. Member States ***and/or competent authorities*** shall also cooperate with relevant stakeholders, on operational aspects of the implementation of and 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, ***regional or local*** Access Points' architectures,

as common training and outreach activities.’;

common data exchange conditions, *secure access* as well as common training and outreach activities. *To this end, they will share best practices and develop joint projects, especially in cross-border areas.*’;

Or. en

Amendment 103

Rovana Plumb, Petar Vitanov, Maria Grapini, István Ujhelyi, Isabel García Muñoz

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2010/40/EC

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 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.’;

Amendment

3. Member States shall also cooperate, where necessary, *including* with relevant stakeholders, on operational aspects of the implementation of and 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, common data exchange conditions, as well as common training and outreach activities.’;

Or. en

Justification

Several Member States have not yet set up NAPs for data related to several ITS services. Clearly, discrepancies and delays still exist regarding the implantation of NAPs, leading to a serious risk of fragmentation in the implementation of the new obligations with which Members States will be expected to comply under the ITS Directive. Addressing these discrepancies should be a priority. Therefore, the Commission shall define a clear plan for the incremental harmonisation of NAPs. This harmonisation plan should be implemented with the cooperation of Member States

Amendment 104
Kateřina Konečná

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 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.';

Amendment

3. Member States shall also cooperate, **including** with relevant stakeholders, on operational aspects of the implementation of and 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, common data exchange conditions, as well as common training and outreach activities.';

Or. en

Amendment 105
Izaskun Bilbao Barandica, Jan-Christoph Oetjen, Dominique Riquet

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.';

Or. en

Amendment 106
Johan Van Overtveldt

Proposal for a directive
Article 1 – paragraph 1 – point 6
Directive 2010/40/EU
Article 6a – title

Text proposed by the Commission

Availability of data

Amendment

Availability of data **and deployment of ITS services**

Or. en

Amendment 107
Johan Van Overtveldt

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 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**.

Amendment

1. Member States shall ensure that for each data type listed in Annex III, **where the underlying information already exists**, data is available for the geographical coverage relative to such data type as early as possible and no later than the respective date set out in **the implementing acts referred to in paragraph 3. Member States shall ensure the accessibility of that data on the NAPs by the same date.**

Or. en

Amendment 108
Izaskun Bilbao Barandica, Dominique Riquet

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 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.

Amendment

Member States **and/or competent authorities** shall ensure that for each data type listed in Annex III, data is 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.

Or. en

Amendment 109
Alviina Alametsä
on behalf of the Verts/ALE Group

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 shall ensure the accessibility of that data on the National Access Points by the same date. **Member States shall make it possible for the general public, end users, including transport operators and persons using different modes of transport, to interpret and understand data on National Access Points by providing an appropriate, free, open and standardised user interface, that is machine-readable and without prejudice to all relevant Union law.**

Or. en

Amendment 110
Johan Van Overtveldt

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

2. Member States shall ensure *that the ITS services specified in Annex IV are deployed for the geographical coverage and no later than the respective date set out in the implementing acts referred to in paragraph 3.*

Or. en

Amendment 111
Izaskun Bilbao Barandica, Dominique Riquet

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, *Regional or Local* Access Points by the same date.

Or. en

Amendment 112
Johan Van Overtveldt

Proposal for a directive
Article 1 – paragraph 1 – point 6
Directive 2010/40/EU
Article 6a – paragraph 3 (new)

Text proposed by the Commission

Amendment

3. The Commission shall, by means of implementing acts adopted in accordance with Article 15(4), specify:

a) the geographical coverage relative to the data types listed in Annex III, and implementation deadlines;

b) the geographical coverage relative to the ITS services listed in Annex IV, and implementation deadlines.

When adopting such implementing acts, the Commission shall take into account the risk of interference with personal data as well as the costs and human resources needed to make the relevant data available and to deploy the relevant services with a sufficient level of quality in order to ensure that those costs and resources, in particular those incurred by public authorities, are kept to a minimum. The Commission shall also consider the costs and administrative burden on private operators which may be required to provide the data and services.

Or. en

Amendment 113

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

Article 1 – paragraph 1 – point 6

Directive 2010/40/EU

Article 6a – paragraph 3 (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.

Or. en

Amendment 114
Johan Van Overtveldt

Proposal for a directive
Article 1 – paragraph 1 – point 6
Directive 2010/40/EU
Article 6b

Text proposed by the Commission

Amendment

Article 6b

deleted

Deployment of ITS services

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.

Or. en

Amendment 115
Izaskun Bilbao Barandica, Dominique Riquet

Proposal for a directive
Article 1 – paragraph 1 – point 6

Directive 2010/40/EU
Article 6b – paragraph 1 (new)

Text proposed by the Commission

Amendment

1. New Member States shall harmonise the rules for data exchange at cross-border level in order to increase the efficiency of ITS services along cross-border transport corridors.

Or. en

Amendment 116
Johan Van Overtveldt

Proposal for a directive
Article 1 – paragraph 1 – point 6
Directive 2010/40/EU
Article 6b – title

Text proposed by the Commission

Amendment

Deployment of ITS services

deleted

Or. en

Amendment 117
Johan Van Overtveldt

Proposal for a directive
Article 1 – paragraph 1 – point 6
Directive 2010/40/EU
Article 6b – paragraph 1

Text proposed by the Commission

Amendment

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.;

deleted

Or. en

Amendment 118

Alviina Alametsä

on behalf of the Verts/ALE Group

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 set out in that Annex by the date specified therein ***and without prejudice to relevant Union law;***

Or. en

Amendment 119

Alviina Alametsä

on behalf of the Verts/ALE Group

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 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). ***Consultations should be inclusive of representatives of all road users and other groups concerned in an***

equal manner.

Or. en

Amendment 120

Jens Gieseke

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***, 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).

Or. en

Justification

Annex III lays down data provision requirements. Any extension of these regulations should be preceded by a comprehensive impact assessment. A special focus should be on SMEs, which could be particularly affected by such an extension.

Amendment 121

Alviina Alametsä

on behalf of the Verts/ALE Group

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 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). ***Consultations should be inclusive of representatives of all road users and other groups concerned in an equal manner.;***

Or. en

Amendment 122

Johan Van Overtveldt

Proposal for a directive

Article 1 – paragraph 1 – point 7 – point a

Directive 2010/40/EU

Article 7 — paragraph 1 b

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

Amendment

1b. Following a cost-benefit analysis ***and an impact assessment including appropriate consultations,*** 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

adopted in accordance with Article 17(5).’;

out in the latest working programme
adopted in accordance with Article 17(5).’;

Or. en

Amendment 123

Jens Gieseke

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 ***may submit a legislative proposal*** 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).’;

Or. en

Justification

Annex IV lays down ITS services that must be deployed in a Member State. With the amendment of the Annex IV, the roll-out of an ITS technology becomes mandatory. Such changes therefore have far-reaching implications for ITS service providers, operators and citizens. Therefore, such changes should be made through the ordinary legislative process and not through a delegated act. Any extension of Annex IV should be preceded by a comprehensive impact assessment. A special focus should be on SMEs, which could be particularly affected by such an extension.

Amendment 124

Jens Gieseke

Proposal for a directive
Article 1 – paragraph 1 – point 8
Directive 2010/40/EU
Article 7a – paragraph 1

Text proposed by the Commission

In the event of an emergency situation having a severe direct impact on road safety, cyber security or the availability and integrity of ITS services, and which may compromise the safe and proper functioning of the Union transport system, ***in order to remedy that situation*** the Commission may adopt immediately applicable implementing acts suspending or establishing obligations within the scope of the priority areas set under Article 2. ***Those*** implementing acts ***shall be*** adopted in accordance ***with*** the procedure referred to in Article 15(3). They shall be strictly limited to addressing the causes and consequences of such emergency situations.;

Amendment

1. In the event of an emergency situation having a severe direct impact on road safety, cyber security or the availability and integrity of ITS services, and which may compromise the safe and proper functioning of the Union transport system, the Commission may, ***at the request of a Member State, the European Parliament or on its own initiative,*** adopt immediately applicable implementing acts suspending or establishing obligations within the scope of the priority areas set under Article 2.

2. Implementing acts adopted in accordance ***with paragraph 1 shall be adopted through*** the procedure referred to in Article 15(3). They shall be strictly limited to addressing the causes and consequences of such emergency situations. ***The Commission shall repeal those implementing acts once it deems that the emergency situation has ended or the relevant specifications have been amended. Implementing acts adopted pursuant to this Article shall be valid for a maximum period of six months. A prolongation of emergency implementing acts shall be possible.***

3. ***The Commission shall inform the European Parliament and the Member States as soon as it considers that an emergency situation has occurred. Likewise, the Commission shall inform the European Parliament and the Member States once it considers that the emergency situation has ended.***

Throughout this process, the Commission shall be in constant consultation with national experts, the European Parliament, the ITS Advisory Group and other relevant stakeholders as referred to in recital 22.’;

Or. en

Justification

The proposal of the Commission grants far-reaching emergency powers to the Commission itself. Certain checks and balances should be introduced. Measures adopted pursuant to this Article should only be temporary. Regulation 182/2011 "laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers" lays down a six months' time-limit for immediately applicable implementing acts.

Amendment 125

Johan Van Overtveldt

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 2010/40/EU

Article 7a – paragraph 1

Text proposed by the Commission

In the event of an emergency situation having a severe direct impact on road safety, cyber security or the availability and integrity of ITS services, and which may compromise the safe and proper functioning of the Union transport system, in order to remedy that situation the Commission may adopt ***immediately*** applicable implementing acts suspending or establishing obligations within the scope of the priority areas set under Article 2. Those implementing acts shall be adopted in accordance with the procedure referred to in Article 15(3). ***They*** shall be strictly limited to addressing the causes and consequences of such emergency ***situations.***’;

Amendment

In the event of an ***unforeseen*** emergency situation ***arising from the availability or integrity of ITS services, which are the subject of specifications adopted in accordance with Article 6, being compromised, where such a situation is likely to compromise the safe and proper functioning of the Union transport system or has an adverse effect on road safety, and only where it cannot be expected that applying incident response mechanism or modifying specifications, in accordance with Article 6, will ensure a timely and effective response,*** having a severe ***and immediate*** direct impact on road safety, cyber security or the availability and integrity of ITS services, and which may compromise the safe and proper functioning of the Union transport system,

in order to remedy that situation the Commission may adopt, ***in consultation with ITS service providers***, applicable implementing acts, suspending or establishing obligations within the scope of the priority areas set under Article 2. Those implementing acts shall be adopted in accordance with the procedure referred to in Article 15(3). ***Such countermeasures shall be strictly limited to addressing the causes and direct consequences of such an emergency situation and shall end as soon as an alternative solution is implemented or the emergency situation has been resolved, no later than 6 months after the start of the unforeseen emergency situation.***’;

Or. en

Amendment 126
Markus Ferber

Proposal for a directive
Article 1 – paragraph 1 – point 8
Directive 2010/40/EU
Article 7a – paragraph 1

Text proposed by the Commission

In the event of an emergency situation having a severe direct impact on road safety, cyber security or the availability and integrity of ITS services, and which may compromise the safe and proper functioning of the Union transport system, in order to remedy that situation the Commission may adopt immediately applicable ***implementing*** acts suspending or establishing obligations within the scope of the priority areas set under Article 2. ***Those implementing acts shall be adopted in accordance with the procedure referred to in Article 15(3).*** They shall be strictly limited to addressing the causes and consequences of such emergency

Amendment

In the event of an emergency situation having a severe direct impact on road safety, cyber security or the availability and integrity of ITS services, and which may compromise the safe and proper functioning of the Union transport system, in order to remedy that situation the Commission may adopt immediately applicable ***delegated*** acts suspending or establishing obligations within the scope of the priority areas set under Article 2. They shall be strictly limited to addressing the causes and consequences of such emergency situations.’;

situations.’;

Or. en

Amendment 127
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 9 a (new)
Directive 2010/40/EU
Article 9

Present text

Amendment

Article 9

Non-binding measures

The Commission may adopt guidelines and other non-binding measures to facilitate Member States' cooperation relating to the priority areas in accordance with the advisory procedure referred to in Article 15(2).

(9a) 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 relating to the priority areas in accordance with the advisory procedure referred to in Article 15(2). ***These guidelines shall define and establish a process by which Member States will share the data types listed in Annex III, which have been made available by ITS service providers, between each other through their NAPs in a centralised and cooperative manner.’;***

Or. en

Amendment 128
Rovana Plumb, Petar Vitanov, Maria Grapini, István Ujhelyi, Isabel García Muñoz

Proposal for a directive
Article 1 – paragraph 1 – point 9 a (new)
Directive 2010/40/EC
Article 9

Present text

Amendment

Article 9

Non-binding measures

The Commission *may* adopt guidelines and other non-binding measures to facilitate Member States' cooperation relating to the priority areas in accordance with the advisory procedure referred to in Article 15(2).

(9a) 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 relating to the priority areas in accordance with the advisory procedure referred to in Article 15(2). ***These guidelines shall define and establish a process by which Member States will share the data types listed in Annex III, which have been made available by ITS service providers, between each other through their NAPs in a centralised and cooperative manner.***’;

Or. en

(Directive 2010/40/EC)

Justification

A well-functioning and efficient ITS system for the European Union requires the coordination of National Access Points into a truly EU-wide system where ITS service providers will be able to share data with a single NAP of their choice, which will then pass-on the relevant data to other NAPs through a centralised gateway. Within this process, the Commission or a competent Union body or agency shall be entrusted to act as the central gateway, acting as a conduit and ensuring interoperability, and the sharing of relevant data between NAPs.

Amendment 129
Kateřina Konečn

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

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. *Where appropriate*, the use of anonymous data *shall be encouraged*.

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. *In line with the principle of data protection by design*, the use of anonymous data *has to be applied*. *When it comes to the use of personal data in the workplace, workers, their representatives and trade unions need a say and a veto*.

Or. en

Amendment 130
Jens Gieseke

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*.

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 anonymization or pseudonymization is technically feasible*, the use of anonymous *or pseudonomized* data shall *take place*.

Or. en

Justification

Data should always be anonymized or pseudonomized as soon as the purpose of the processing can also be achieved without reference to a person and anonymization or

pseudonymization is technically feasible.

Amendment 131
Johan Van Overtveldt

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.

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. Where appropriate, the use of anonymous data *or the pseudonymisation* shall be encouraged.

Or. en

Amendment 132
Alviina Alametsä
on behalf of the Verts/ALE Group

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

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. Where *appropriate, the use of anonymous* data shall be *encouraged*.

protection safeguards pursuant to Regulation (EU) 2016/679 and Directive 2002/58/EC. Where data *can be anonymised*, it shall be *anonymised*.

Or. en

Amendment 133

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

Article 1 – paragraph 1 – point 10 a (new)

Directive 2010/40/EU

Article 10 –a (new)

Text proposed by the Commission

Amendment

(10a) The following Article 10-a is inserted:

‘Article 10-a

Sharing of ITS-generated data by commercial entities

Where the deployment and use of ITS applications and services entail the sharing of data held by commercial entities with other entities including public sector bodies, under obligations arising from Union or national law, such sharing arrangements shall, to the extent possible and unless further specified in Union or national law, respect the commercial interests of data holders; Such provisions shall apply without prejudice to all other relevant Union law, including Regulation (EU) 2016/679 and Directive 2002/58/EC, and including the powers and competences of supervisory authorities.’;

Or. en

Amendment 134
Jens Gieseke

Proposal for a directive
Article 1 – paragraph 1 – point 12 a (new)
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 as referred to in Recital 22 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.’;

Or. en

(2010/40/EU)

Justification

Close cooperation between the Commission, the Member States and ITS service providers and other stakeholders is essential to ensure effective deployment and continuity of ITS services and the availability of data types relevant to the provision of these services. The ITS Advisory Group was specifically created by this Directive for the purpose of close cooperation.

Amendment 135
Alviina Alametsä
on behalf of the Verts/ALE Group

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

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.

implementation of this Directive and of all delegated acts supplementing this Directive, as referred to in paragraph 1.

Or. en

Amendment 136

Izaskun Bilbao Barandica, Jan-Christoph Oetjen, Dominique Riquet

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.

Or. en

Amendment 137

Izaskun Bilbao Barandica, Jan-Christoph Oetjen, Dominique Riquet

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** 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

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.

assess the need to amend this Directive, where appropriate.

Or. en

Amendment 138

Jens Gieseke

Proposal for a directive

Article 1 – paragraph 1 – point 14

Directive 2010/40/EU

Article 17 – paragraph 5

Text proposed by the Commission

5. 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

5. By [Date of entry into force + 12 months], the Commission shall, after consulting **the European ITS Advisory Group and** relevant stakeholders **as referred to in recital 22**, 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**.

Or. en

Justification

Changes necessary to ensure consistency with other AMs.

Amendment 139

Johan Van Overtveldt

Proposal for a directive

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

Directive 2010/40/EU

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

Amendment

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

Or. en

Amendment 140

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

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

Directive 2010/40/EU

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 sharing⁶⁷, as well as supporting multimodality, integration of modes ***and*** optimising the modal balance on the European transport network.

Amendment

2.1.4. the availability of data and synergies with other initiatives aimed at harmonising and facilitating data sharing⁶⁷, as well as supporting multimodality, integration of modes, optimising the modal balance on the European transport network ***and maximising the use of the most sustainable transport modes available.***

⁶⁷ 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).

⁶⁷ 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).

Or. en

Amendment 141

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

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

Directive 2010/40/EU

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

Text proposed by the Commission

Amendment

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;

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

Or. en

Amendment 142

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

Annex I – point 2 – paragraph 1 – point 2.4 – paragraph 1 – introductory part

Directive 2010/40/EU

Annex I – point 2 – paragraph 1 – point 2.4 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

The definition of the necessary requirements to support the realisation of ITS applications for freight transport logistics, in particular the tracking and tracing of freight and other visibility services along its journey and across modes of transport, based on:

The definition of the necessary requirements to support the realisation of ITS applications for freight transport logistics, in particular the tracking and tracing of freight and other visibility services along its journey and across modes of transport, **and without prejudice to all relevant Union law**, based on:

Or. en

Justification

Specifications should respect existing Union law, such as the need to be in compliance with Union law.

Amendment 143
Mario Furore

Proposal for a directive

Annex I – point 2 – paragraph 1 – point 2.4 – paragraph 1 – point 2.4.3 a (new)

Directive 2010/40/EU

Annex I – point 2 – paragraph 1 – point 2.4 – paragraph 1 – point 2.4.3 a (new)

Text proposed by the Commission

Amendment

***2.4.3a. of data available via their
collection through the GNSS system;***

Or. it

Amendment 144
Jens Gieseke

Proposal for a directive

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

Directive 2010/40/EU

Annex I – point 2 – paragraph 1 – point 2.4 – paragraph 1 – point 3.1.3 a (new)

Text proposed by the Commission

Amendment

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

Or. en

Justification

The Type Approval Regulation (EU) 2018/858 should be updated as soon as possible in order to replace the obligation for a Circuit Switched (CS) eCall by that of a Next Generation (NG) eCall technology. Therefore, the priority area should be extended accordingly.

Amendment 145

Rovana Plumb, Petar Vitanov, Maria Grapini, István Ujhelyi, Isabel García Muñoz

Proposal for a directive

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

Directive 2010/40/EC

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

Text proposed by the Commission

Amendment

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

Or. en

Justification

The Type Approval Regulation (EU) 2018/858 must be updated as soon as possible to replace the obligation for a Circuit Switched (CS) eCall by that of a Next Generation (NG) eCall technologies. It is important that the corresponding priority area in the ITS Directive is amended to reflect the need to adapt the type approval regulation and to ensure that the relevant standards in ETSI and CEN/CENELEC are ready as soon as possible.

Amendment 146
Kateřina Konečná

Proposal for a directive

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

Directive 2010/40/EC

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

Text proposed by the Commission

Amendment

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

Or. en

Justification

The Type Approval Regulation (EU) 2018/858 must be updated as soon as possible to replace the obligation for a Circuit Switched (CS) eCall by that of a Next Generation (NG) eCall technologies. To that end, it is important that the corresponding priority area in the ITS Directive is amended to reflect the need to adapt the type approval regulation and to ensure that the relevant standards in ETSI and CEN/CENELEC are ready as soon as possible. It is also important to clarify the technology licensing question, since CS eCall is being offered free of license fees, this would also need to be the case with NG eCall technologies.

Amendment 147
Jens Gieseke

Proposal for a directive

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

Directive 2010/40/EC

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

Text proposed by the Commission

Amendment

3.1.3b. 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 at least be ensured for the duration of the expected life-cycle of the last vehicles placed on the market with such a system.

Or. en

Justification

The European Commission should ensure that at least one 2G/3G network remains up and running to guarantee that the eCall system currently deployed will still function for the legacy fleet of cars. Such vehicles will be placed on the market until the switch to Next Generation eCall has been made in the relevant legislation. To that end, the European Commission and the Member States need to work with Mobile Network Operators and other stakeholders in order to find an acceptable solution, ensuring that cars with CS eCall will still be able to function in emergency situations

Amendment 148

Kateřina Konečná

Proposal for a directive

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

Directive 2010/40/EC

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

Text proposed by the Commission

Amendment

3.1.3b. The European Commission should work with Mobile Network Operators to find a solution for the vehicles coming on

the market before the Next Generation eCall standard has been approved and inserted in the EU type approval regulation, for the duration of the life-cycle of the vehicle(e.g. average of 20 years after the placement on the market of the last car with CS eCall).

Or. en

Justification

The European Commission needs to make sure that at least one 2G/3G network remains up and running to ensure that the eCall system still functions for the legacy fleet of cars, which will continue to be placed on the market until the legislation mentioned above has been adapted. To that end, the European Commission needs to work with Mobile Network Operators in order to find an acceptable solution, without jeopardizing the existing service, and the safety and lives on the roads that depend on it.

Amendment 149

Johan Van Overtveldt

Proposal for a directive

Annex I – point 3 – paragraph 1 – point 3.2 – paragraph 1 – introductory part

Directive 2010/40/EU

Annex I – point 3 – paragraph 1 – point 3.2 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

The definition of the necessary measures to provide ITS based information and reservation services for safe and secure parking places for trucks and commercial vehicles, in particular in service and rest areas on roads, based on:

The definition of the necessary measures to provide ITS based information and, **where relevant**, reservation services for safe and secure parking places for trucks and commercial vehicles, in particular in service and rest areas on roads, based on:

Or. en

Amendment 150

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

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

Text proposed by the Commission

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 Council⁶⁹, Regulation (EU) No 167/2013 of the European Parliament and of the Council⁷⁰ and Regulation (EU) No 168/2013 of the European Parliament and of the Council⁷¹.

⁶⁹ 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).

⁷⁰ 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).

⁷¹ 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

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, ***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 Council⁶⁹, Regulation (EU) No 167/2013 of the European Parliament and of the Council⁷⁰ and Regulation (EU) No 168/2013 of the European Parliament and of the Council⁷¹. ***The definitions of the necessary measures shall also recognise the need to ensure mutual acceptance of ITS messages exchanged between modes of transport, whose ITS devices and attached sensors have been developed based on different functional safety standards.***

⁶⁹ 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).

⁷⁰ 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).

⁷¹ 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).

vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).

Or. en

Justification

There will be a need for regulation related to the mutual acceptance of ITS messages exchanged between different traffic participants whose ITS devices and attached sensors were developed based on different functional safety standards than those covered by this Directive i.e. there are different standards that have been developed relevant to certain modes of transport (e.g. Electrically assisted pedal cycles) but not others.

Amendment 151

Izaskun Bilbao Barandica, Jan-Christoph Oetjen, Dominique Riquet

Proposal for a directive

Annex 2 – table 1 – column 4 – row 1

Directive 2010/40/EU

Annex 2 –table 1 –column 4 – row 1

Text proposed by the Commission

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

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

Or. en

Amendment 152

Kateřina Konečn

Proposal for a directive

Annex 2 – table 1 – column 4 – row 5

Directive 2010/40/EU

Annex 2 – table 1 – column 4 – row 5

Text proposed by the Commission

ensure that systems and the underlying business processes have the capacity to exchange data and to share information and

Amendment

ensure that systems, ***applications, services***, and the underlying business processes have the capacity to exchange data and to share

knowledge to enable effective ITS service delivery;

information and knowledge *in a standardised format, between C-ITS service providers, including the infrastructure*;

Or. en

Justification

Interoperability assures that C-ITS information exchanged can be understood by all users. It is key to integrate different vehicle brands and road operators into a single trusted communication environment facilitating road safety applications for the benefit of all road users.

Amendment 153
Markus Ferber

Proposal for a directive
Annex II – table 1 – column 4 – row 5
Directive 2010/40/EU
Annex II – table 1 – column 4 – row 5

Text proposed by the Commission

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

ensure that systems and the underlying business processes have the capacity to exchange data and to share information and knowledge *in a secure and trusted environment* to enable effective ITS service delivery;

Or. en

Amendment 154
Jens Gieseke

Proposal for a directive
Annex 2 – table 1 – column 4 – row 5
Directive 2010/40/EU
Annex 2 – table 1 – column 4 – row 5

Text proposed by the Commission

ensure that systems and the underlying business processes have the capacity to exchange data and to share information *and knowledge to enable effective ITS*

Amendment

ensure that systems, *applications, services*, and the underlying business processes have the capacity to exchange data and to share information and knowledge to share *in a*

service delivery;'

standardised format, between C-ITS service providers, including the infrastructure;'

Or. en

Justification

Interoperability assures that C-ITS information exchanged can be understood by all users. It is key to integrate different vehicle brands and road operators into a single trusted communication environment facilitating road safety applications for the benefit of all road users.

Amendment 155

Johan Van Overtveldt

Proposal for a directive

Annex II – table I – column 4 – row 6

Directive 2010/40/EU

Annex II – table 1 – column 4 – row 6

Text proposed by the Commission

ensure, where appropriate, the capability for ITS systems to **work** with existing systems that **share** a common purpose, without hindering the development of new technologies and **while supporting**, where relevant, the **complementarity with or** transition to new technologies;

Amendment

ensure, where appropriate, the capability for ITS systems to **be interoperable at service-level** with existing systems that **deliver** a common purpose, without hindering the development of new technologies and where relevant, the transition to new technologies;

Or. en

Amendment 156

Johan Van Overtveldt

Proposal for a directive

Annex II – table 1 – column 4 – row 6

Directive 2010/40/EU

Annex II – table 1 – column 4 – row 6

Text proposed by the Commission

ensure, where appropriate, the capability for ITS systems to **work** with existing systems that **share** a common purpose, without hindering the development of new

Amendment

ensure, where appropriate, the capability for ITS systems to **be interoperable at service-level** with existing systems that **deliver** a common purpose, without

technologies and **while supporting**, where relevant, the **complementarity with or** transition to new technologies;

hindering the development of new technologies and where relevant, the transition to new technologies;

Or. en

Amendment 157

Izaskun Bilbao Barandica, Jan-Christoph Oetjen, Dominique Riquet

Proposal for a directive

Annex 2 – table 1 – column 4 – row 7

Directive 2010/40/EU

Annex 2 – table 1 – column 4 – row 7

Text proposed by the Commission

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;

Amendment

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 infrastructures**;

Or. en

Amendment 158

Izaskun Bilbao Barandica, Jan-Christoph Oetjen, Dominique Riquet

Proposal for a directive

Annex 2 – table 1 – column 4 – row 8

Directive 2010/40/EU

Annex 2 – table 1 – column 4 – row 8

Text proposed by the Commission

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

do not impede or discriminate against access to ITS applications and services by vulnerable road users **and eliminate any barrier that might exist for the aforementioned users**. 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 159
Jens Gieseke

Proposal for a directive
Annex 2 – table 1 – column 4 – row 9
Directive 2010/40/EU
Annex 2 - table 1 – column 4 – row 9

Text proposed by the Commission

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

Amendment

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***;’

Justification

Maturity of ITS systems, as well as the ability to work across brands, infrastructure providers and EU Member States is a pre-requisite to the interoperable and compatible technologies, applications and services across the EU. In addition, it is important that placement on the market schemes are being put in place, to ensure highest quality and performance of these ITS systems, as well as to guarantee a uniform conformity assessment and type approval process.

Amendment 160
Johan Van Overtveldt

Proposal for a directive
Annex II – table 1 – column 4 – row 10
Directive 2010/40/EU
Annex II – column 4 – row 10

Text proposed by the Commission

ensure the compatibility of ITS applications and services, which rely on

Amendment

ensure the compatibility of ITS applications and services, which rely on

timing or positioning, ***with at least the navigation services provided by the Galileo, including Open Service navigation Message Authentication, when such service becomes available, and the European Geostationary Navigation Overlay Service ('EGNOS') systems.***

Where appropriate, ensure that ITS applications and services relying on Earth observation data use Copernicus data, information or services. Other data and services may additionally be used in addition to Copernicus data;

timing or positioning ***of*** navigation services. Where appropriate, ensure that ITS applications and services relying on Earth observation data use Copernicus data, information or services. Other data and services may additionally be used in addition to Copernicus data;

Or. en

Amendment 161

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

Annex II – table 1 column 4 – row 11

Directive 2010/40/EU

Annex II – table 1 – column 4 – row 11

Text proposed by the Commission

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

Amendment

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, interoperability of systems, data exchange and applications across modes;***

Or. en

Justification

Important that all modes of transport relevant to this Directive are incorporated, and in particular cycling and walking.

Amendment 162

Rowana Plumb

Proposal for a directive

Annex II – table 1 – column 4 – row 12

Directive 2010/40/EU

Annex 2 – column 4 – row 12

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 (EU) 2018/1972;**

Or. en

Amendment 163

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

Annex II – table 1 – column 4 – row 13

Directive 2010/40/EU

Annex II – table 1 – column 4 – row 13

Text proposed by the Commission

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

Amendment

ensure transparency of ranking when proposing mobility options to the customers. **Always include information on environmental effects of each mobility option in the proposal to the customer in a form that is clear and easy to understand.**

Or. en

Justification

Important to include information about the environmental footprint of different mobility options and to align with the objectives of the Green Deal.

Amendment 164

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive
Annex II – table 1 – column 4 – row 13
Directive 2010/40/EU
Annex II – table 1 – column 4 – row 13

Text proposed by the Commission

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

Amendment

ensure transparency of ranking when proposing mobility options to the customers. ***Always include information on environmental effects of each mobility option in the proposal to the customer in a form that is clear and easy to understand;***

Or. en

Justification

Important to include information about the environmental footprint of different mobility options and to align with the objectives of the Green Deal.

Amendment 165
Alviina Alametsä
on behalf of the Verts/ALE Group

Proposal for a directive
Annex II – table 1 – row 13 a (new)
Directive 2010/40/EU
Annex II – table 1 – row 13 a (new)

Text proposed by the Commission

Amendment

(ma) ***technology neutral*** – ***specifications should describe the result to be achieved, but not impose, or discriminate in favour of, the use of a particular type of technology to achieve the result, unless it is appropriate, justified or has the purpose of fulfilling a general interest objective in accordance with Union law including Directive (EU) 2018/1972*.***

Or. en

Justification

Important to recognise that, in accordance with Union law, and in particular with Directive 2018/1972, that technology neutrality should be respected unless it is appropriate, justified or has the purpose of fulfilling a general interest objective in accordance with Union law.

** Directive (EU) 2018/1972 of the European Parliament and of the Council of 11 December 2018 establishing the European Electronic Communications Code.*

Amendment 166

Johan Van Overtveldt

Proposal for a directive

Annex II – row 13 a (new)

Directive 2010/40/EU

Annex II – row 13 a (new)

Text proposed by the Commission

Amendment

(ma) technology neutral – specifications should describe the result to be achieved, but not impose, or discriminate in favour of, the use of a particular type of technology to achieve the result

Or. en

Amendment 167

Johan Van Overtveldt

Proposal for a directive

Annex II – Table I – point n (new)

Directive 2010/40/EU

Annex II – point n (new)

Text proposed by the Commission

Amendment

n) specifications should describe the result to be achieved, but not impose, or discriminate in favour of, the use of a particular type of technology to achieve the result;

Or. en

Amendment 168
Jens Gieseke

Proposal for a directive
Annex 2 – table 1 – row 13 a (new)
Directive 2010/40/EU
Annex 2 - row 13 a (new)

Text proposed by the Commission

Amendment

(ma)

Ensure that specifications adopted are technology neutral, especially specifications on C-ITS, which should adhere to the restriction outlined in the European Electronic Communications Code 2018/1972. Restrictions to the principle of technology neutrality should be appropriate and justified by the need to avoid harmful interference, for example by imposing emission masks and power level; to ensure the protection of public health by limiting public exposure to electromagnetic fields; 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, 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.

Or. en

Justification

This principle connects the interpretation of technology neutrality in the European Electronic Communications Code (EECC) 2018/1972 with the ITS Directive, where technological developments are also expected to serve the public good. The European Electronic Communications Code 2018/1972 frames technology neutrality and clarifies that technological development has to happen in the framework of EU law and radio regulation and the efficient

use of radio spectrum. It establishes a relationship between the public good and the concept of technology neutrality, which serves the public good and is hence limited by the rules governing it.

Recital 114 of the EECC (DIRECTIVE (EU) 2018/1972) presents certain limitations to the principle of technology neutrality. While this principle represents a key element of EU spectrum regulation and ensure openness to technology evolution, it is important to bear in mind that C-ITS systems generally co-exist with other applications, such as digital tachograph, toll collect systems, etc. in the EU ITS spectrum, or adjacent frequency bands. In addition, given the importance of service continuity and systems interoperability for achieving a harmonized C-ITS framework across the EU, where road infrastructure and road users cooperate through C-ITS services, it is important to weight this principle against the other key principles in the ITS Directive, so that to achieve a proportionate and forward-looking approach, while ensuring sustainability of existing deployments and investments.

Amendment 169
Rowana Plumb

Proposal for a directive
Annex III – table 1 – rows 1 to 5
Directive 2010/40/EU
Annex III – table 1 – rows 1 to 5

Text proposed by the Commission

Data type	Geographical coverage	Date
Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/9626):		
Static and dynamic traffic regulations, where applicable, including:	The trans-European network for roads, other motorways not included in that network and primary roads	31 December 2025
- access conditions for tunnels	The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads	31 December 2028
- access conditions for bridges		
- speed limits		
- freight delivery regulations		
- overtaking bans on heavy goods vehicles		
- direction of travel on reversible lanes		

- traffic circulations plans	The entire road network that is publicly accessible to motorised traffic	31 December 2025
- permanent access restrictions	The entire road network that is publicly accessible to motorised traffic	31 December 2025

Amendment

Data type	Geographical coverage	Date
Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/9626):	The trans-European network for roads, other motorways not included in that network and primary roads	31 December 2025
Static and dynamic traffic regulations, where applicable, concerning the following data types:	The entire road network of the EU that is publicly accessible to motorised traffic as well as cycling infrastructure , with the exception of private roads	31 December 2030
- 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		
- traffic circulations plans	The entire road network that is publicly accessible to motorised traffic as well as cycling infrastructure	31 December 2025
- permanent access restrictions	The entire road network that is publicly accessible to motorised traffic as well as cycling infrastructure	31 December 2025

Or. en

Justification

The data to be collected on regulations and restrictions in Annex III only covers areas with access to motorized traffic; cycling and pedestrian infrastructure is not included. The future of ITS and CCAM must take cyclists and pedestrians into account – it is necessary to have

sufficient knowledge about VRU dedicated infrastructure as well as infrastructural interfaces between spaces for motorized traffic and bicycle lanes. VRU needs should be analysed and assessed, so that they can be addressed from a road safety perspective.

Amendment 170

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

Annex III – table 1 – rows 1 to 5

Directive 2010/40/EU

Annex III – table 1 – rows 1 to 5

Text proposed by the Commission

Data type	Geographical coverage	Date
Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/9626): Static and dynamic traffic regulations, where applicable, including: - 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	The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads	31 December 2028

Amendment

Data type	Geographical coverage	Date
Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/9626): Static and dynamic traffic regulations, where applicable, concerning the following data types:	The entire road network of the EU that is publicly accessible to motorised traffic and includes cycling infrastructure , with the	31 December 2026

- 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

exception of private roads.

*Note : This amendment applies throughout the text - inclusion of **'including cycling infrastructure'***

Or. en

Justification

Important to include roads that have cycling infrastructure to avoid any unintended exemptions where motorised traffic is not allowed or is limited (This amendment applies throughout the text - inclusion of 'including cycling infrastructure'). Important to bring forward the dates to make sure the data can be utilised in order to save lives and improve road conditions as soon as possible.

Amendment 171

Alviina Alametsä

on behalf of the Verts/ALE Group

Proposal for a directive

Annex III – table 1 – rows 1 to 5

Directive 2010/40/EU

Annex III – table 1 – rows 1 to 5

Text proposed by the Commission

Data type

Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/9626):

Static and dynamic traffic regulations, where applicable, including:

Geographical coverage

The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads

Date

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
- traffic circulation plans

The entire road network that is publicly accessible to motorised traffic

31 December
2025

- permanent access restrictions

The entire road network that is publicly accessible to motorised traffic

31 December
2025

Amendment

Data type

Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/9626):

Static and dynamic traffic regulations, where applicable, concerning the following data types:

- 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
- permanent access restrictions

Geographical coverage

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

Date

31 December
2026

The entire road network that is publicly accessible to motorised traffic **and including cycling infrastructure**

31 December
2024

Or. en

Justification

Important to bring forward the dates to make sure the data can be utilised in order to improve road conditions and better inform road users as soon as possible.

Amendment 172 **Alviina Alametsä**

Proposal for a directive
Annex III – table 1 – rows 1 to 5
Directive 2010/40/EU
Annex III – table 1 – rows 1 to 5

Text proposed by the Commission

Data type	Geographical coverage	Date
Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/962):	The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads.	31 December 2028
- road closures		
- lane closures		
- roadworks		
- temporary traffic management measures		

Amendment

Data type	Geographical coverage	Date
Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/962):	The entire road network of the EU that is publicly accessible to motorised traffic, and includes cycling infrastructure , with the exception of private roads.	31 December 2025
- location and length of traffic queues		
- traffic volume		
- speed		
- travel times		

Justification

Important to include mandatory datasets, as detailed in 2015/962, on information that could help protect against loss of life or injury to VRUs and make travel easier and more efficient.

Amendment 173
Rowana Plumb

Proposal for a directive
Annex III – table 1 – rows 6 to 8
 Directive 2010/40/EU
 Annex III – table 1 – rows 6 to 8

Text proposed by the Commission

Data type	Geographical coverage	Date
Types of data on the state of the network (as referred to in Commission Delegated Regulation (EU) 2015/962):		
- road closures	The trans-European network for roads, other motorways not included in that network and primary roads	31 December 2025
- lane closures		
- roadworks		
- temporary traffic management measures		
	The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads	31 December 2028

Amendment

Data type	Geographical coverage	Date
Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/9626):		
- road closures	The trans-European network for roads, other motorways not included in that network and	31 December 2030

- lane closures
 - roadworks
 - temporary traffic management measures
 - *accidents and incidents including VRUs*
- Types of the traffic data (as referred to in Commission Delegated Regulation (EU) 2015/9626):*
- *traffic volume*
 - *speed*
 - *location and length of traffic issues*
 - *travel times*

primary roads

The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads

31 December
2028

Or. en

Justification

Going beyond the requirements currently listed in Annex III, it would be desirable to include mandatory datasets on VRU dynamics and accidents. The world of mobility is changing fast and dynamic data collection is a crucial prerequisite for the new mobility services and planning. The successful deployment of future networks and multimodal solutions including sharing systems will heavily depend on high-quality and widely available connected and online data.

Amendment 174

Alviina Alametsä

Proposal for a directive

Annex III – table 1 – rows 6 to 8

Directive 2010/40/EU

Annex III – table 1 – rows 6 to 8

Text proposed by the Commission

Data type

Types of data on the state of

Geographical coverage

The trans-European network for

Date

31 December

the network (as referred to in Commission Delegated Regulation (EU) 2015/962):

- road closures
- lane closures
- roadworks
- temporary traffic management measures

roads, other motorways not included in that network and primary roads.

2025

Amendment

Data type

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
- **road conditions**
- **accidents and incidents including VRUs**

Geographical coverage

The trans-European network for roads, other motorways not included in that network and primary roads, **including all roads with cycling infrastructure.**

Date

31 December
2024

Or. en

Justification

Important to bring forward the dates to make sure the data can be utilised in order to improve road conditions, better inform road users and save lives as soon as possible.

Amendment 175

Alviina Alametsä

Proposal for a directive

Annex III – table 1 – rows 6 to 8

Directive 2010/40/EU

Annex III – table 1 – rows 6 to 8

Text proposed by the Commission

Data type	Geographical coverage	Date
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	The entire road network that is publicly accessible to motorised traffic, with the exception of private roads.	31 December 2028

Amendment

Data type	Geographical coverage	Date
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 - road conditions - accidents and incidents including VRUs	The entire road network of the EU that is publicly accessible to motorised traffic, and includes cycling infrastructure , with the exception of private roads	31 December 2027

Or. en

Justification

Important to bring forward the dates to make sure the data can be utilised in order to improve road conditions, better inform road users and save lives as soon as possible.

Amendment 176
, Dominique Riquet, Jan-Christoph Oetjen

Proposal for a directive
Annex III – table 1 – rows 9 and 10

Text proposed by the Commission

Data type	Geographical coverage	Date
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): - static data related to the parking areas - information on safety and equipment of the parking area - 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

Amendment

Data type	Geographical coverage	Date
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): - static data related to the parking areas - information on safety and equipment of the parking area <i>including information on services available to women drivers</i> - 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

Amendment 177
Alviina Alametsä

Proposal for a directive
Annex III – table 1 – rows 11 and 12
 Directive 2010/40/EU
 Annex III – table 1 – rows 11 and 12

Text proposed by the Commission

Data type	Geographical coverage	Date
Data on detected road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013):		
- temporary slippery road	The trans-European network for roads, other motorways not included in that network and primary roads.	31 December 2026
- animal, people, obstacles, debris on the road		
- unprotected accident area		
- short-term road works		
- reduced visibility		
- wrong-way driver		
- unmanaged blockage of a road		
- exceptional weather conditions		

Amendment

Data type	Geographical coverage	Date
Data on detected road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013):		

- temporary slippery road
- animal, people, obstacles, debris on the road
- unprotected accident area
- short-term road works
- reduced visibility
- wrong-way driver
- unmanaged blockage of a road
- exceptional weather conditions

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

31 December
2025

Or. en

Justification

It is important to extend the requirement to more roads so as to have the biggest impact on improve road safety and bring forward the date.

Amendment 178
, Dominique Riquet, Jan-Christoph Oetjen

Proposal for a directive
Annex III – table 1 – rows 11 and 12
Directive 2010/40/EU
Annex III – table 1 – rows 11 and 12

Text proposed by the Commission

Data type	Geographical coverage	Date
Data on detected road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013):		
<ul style="list-style-type: none"> - temporary slippery road - animal, people, obstacles, debris on the road - unprotected accident area - short-term road works - reduced visibility - wrong-way driver 	The trans-European network for roads and other motorways not included in that network	31 December 2026

- unmanaged blockage of a road
- exceptional weather conditions.

Amendment

Data type	Geographical coverage	Date
Data on detected road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013):		
<ul style="list-style-type: none"> - temporary slippery road - animal, people, obstacles, debris on the road - unprotected accident area - short-term road works - reduced visibility - wrong-way driver - unmanaged blockage of a road - exceptional weather conditions - <i>road closure due to toxic emissions.</i> 	The trans-European network for roads and other motorways not included in that network	31 December 2026

Or. en

Amendment 179

Alviina Alametsä

Proposal for a directive

Annex III – table 1 – rows 13 and 14

Directive 2010/40/EU

Annex III – table 1 – rows 13 and 14

Text proposed by the Commission

Data type	Geographical coverage	Date
Types of multimodal static travel data (as referred to in Commission Delegated Regulation (EU) 2017/1926):		

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)	The entire transport network of the EU.	31 December 2026
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Amendment

Data type	Geographical coverage	Date
Types of multimodal static travel data (as referred to in Commission Delegated Regulation (EU) 2017/1926):		

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)	The entire transport network of the EU.	31 December 2025
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Or. en

Justification

It is important to bring forward the date to ensure that information about accessibility is improved as soon as possible to support VRUs.

Amendment 180
Alviina Alametsä

Proposal for a directive
Annex 3 – Table 1 – Types of dynamic travel and traffic data (new)
Directive 2010/40/EU
Annex III – table 1 – Types of dynamic travel and traffic data (new)

Text proposed by the Commission

Data type	Geographical coverage	Date
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Amendment

Data type	Geographical coverage	Date
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Types of the dynamic travel and traffic data (as referred to in Commission Delegated Regulation (EU) 2017/1926):

Passing times, trip plans and auxiliary information:

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

**31 December
2025**

- Disruptions
- Real-time status information
— delays, cancellations, guaranteed connections monitoring (all modes)
- Status of access node features (including dynamic platform information, operational lifts/escalators, closed entrances and exit locations — all scheduled modes)
Passing times, trip plans and auxiliary information (all modes):

- Estimated departure and arrival times of services
- Current road link travel times
- Cycling network closures/diversions
Information service:

- Availability of publicly accessible charging stations for electric vehicles and refuelling points for CNG/LNG, hydrogen, petrol and diesel powered vehicles
Availability check:

- Car-sharing availability, bike sharing availability
- Car parking spaces available

*(on and off-street), parking tariffs, road toll tariffs
Trip plans:*

- Future predicted road link travel times

Or. en

Justification

It is important to include such data as will help to improve mobility on roads, reduce emissions, and encourage the use of clean mobility solutions.

Amendment 181
Johan Van Overtveldt

Proposal for a directive
Annex III – table 1
Directive 2010/40/EU
Annex III – table 1

Text proposed by the Commission

Data type	Geographical coverage	Date
Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/962):		
Static and dynamic traffic regulations, where applicable, including: - 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 - traffic circulations plans	<i>The trans-European network for roads, other motorways not included in that network and primary roads.</i> <i>The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads.</i>	<i>31 December 2025</i> <i>31 December 2028</i>
	<i>The entire road network that is publicly accessible to motorised traffic</i>	<i>31 December 2025</i>

- permanent access restrictions *The entire road network that is publicly accessible to motorised traffic* *31 December 2025*

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

- road closures *The trans-European network for roads, other motorways not included in that network and primary roads.* *31 December 2025*

- lane closures

- roadworks

- temporary traffic management measures *The entire road network of the EU that is publicly accessible to motorised traffic, 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):

- static data related to the parking areas *The trans-European network for roads and other motorways not included in that network* *31 December 2025*

- information on safety and equipment of the parking area

- dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available.

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

- temporary slippery road *The trans-European network for roads and other motorways not included in that network* *31 December 2026*

- animal, people, obstacles, debris on the road

- unprotected accident area

- short-term road works

- reduced visibility

- wrong-way driver

- unmanaged blockage of

a road
- exceptional weather
conditions

Amendment

Data type

Geographical coverage

Date

Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/962):

Deleted

Deleted

Static and dynamic traffic regulations, where applicable, including:

- 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
- traffic circulations plans
- permanent access restrictions

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

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):

- static data related to the parking areas

- information on safety and equipment of the parking area
- dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available.

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

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)

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

- temporary slippery road
- animal, people, obstacles, debris on the road
- unprotected accident area
- short-term road works
- reduced visibility
- wrong-way driver
- unmanaged blockage of a road
- exceptional weather conditions

Or. en