



2021/0419(COD)

24.5.2022

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## **DRAFT REPORT**

on the proposal for a directive of the European Parliament and of the Council Amending Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport  
(COM(2021)0813 – C9-0471/2021 – 2021/0419(COD))

Committee on Transport and Tourism

Rapporteur: Rovana Plumb

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

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

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

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

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

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

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

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

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

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

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## DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**on the proposal for a directive of the European Parliament and of the Council  
Amending Directive 2010/40/EU on the framework for the deployment of Intelligent  
Transport Systems in the field of road transport and for interfaces with other modes of  
transport**

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

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

*The European Parliament,*

- having regard to the Commission proposal to Parliament and the Council (COM(2021)0813),
- having regard to Article 294(2) and Article 91 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0471/2021),
- having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
- having regard to Rule 59 of its Rules of Procedure,
- having regard to the report of the Committee on Transport and Tourism (A9-0000/2022),

1. Adopts its position at first reading hereinafter set out;

### **Amendment 1**

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

#### **Recital 6**

*Text proposed by the Commission*

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

*Amendment*

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

*needs of suburban, rural and peripheral areas, by ensuring social and economic inclusion.*

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

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

Or. en

### *Justification*

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

## **Amendment 2**

### **Proposal for a directive**

#### **Recital 7**

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

(7) In the context of the implementation of Commission Delegated Regulations<sup>39</sup> supplementing Directive 2010/40/EU, Member States have established national access points<sup>40</sup> (NAPs). The NAPs organise the access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users. These NAPs are an important component of the common European mobility data space under the European strategy for data<sup>41</sup> and should be relied upon in particular as regards the accessibility of data.

##### *Amendment*

(7) In the context of the implementation of Commission Delegated Regulations<sup>39</sup> supplementing Directive 2010/40/EU, Member States have established national access points<sup>40</sup> (NAPs). The NAPs organise the access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users. These NAPs are an important component of the common European mobility data space under the European strategy for data<sup>41</sup> and should be relied upon in particular as regards the accessibility of data. ***NAPs should make it possible to interpret and understand data via the provision of an appropriate user interface, addressed to end users, in particular commercial road transport operators, enabling them to benefit efficiently from accessing data.***

<sup>39</sup> Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1); Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6); Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21); and Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services (OJ L 272, 21.10.2017, p. 1).

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

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

<sup>39</sup> Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1); Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6); Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21); and Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services (OJ L 272, 21.10.2017, p. 1).

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

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

Or. en

### *Justification*

*Currently, the Member States are providing data on NAPs in a variety of formats. This includes interactive maps, spreadsheets and textual information. The NAPs should go a step further and exploit the data, which is collected by providing a suitable interface to end users, such as transport operators and drivers, to make use of.*

### Amendment 3

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

*Justification*

*The establishment and adequate functioning of a common European mobility space depends on NAPs. Member States should take necessary steps to adhere to the obligations set out in the ITS Proposal, and where possible, speed up the fulfilment of their commitments as this will encourage and stimulate data sharing across the EU. The functioning of a common European mobility space would also largely depend on implementing a harmonised data exchange mechanism, certified and operated by multiple players, including but not limited to governmental agencies and private entities in different Member States.*

### Amendment 4

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

*Text proposed by the Commission*

*Amendment*

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

Or. en

*Justification*

*Considering the relevant link with the AFIR, data focused on alternative fuels infrastructure should be made available on NAPs. Further improving the list of data types by including information on alternative fuels infrastructure will facilitate business operations for road transport operators and for all the drivers participating in traffic by allowing them to plan the recharging/refueling of their alternatively fueled vehicle.*



## Amendment 5

### Proposal for a directive Recital 9

#### *Text proposed by the Commission*

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

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

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

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

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

#### *Amendment*

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

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

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

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

**<sup>44a</sup> Code E03280 in the Register of Commission Expert Groups and Other Similar Entities**

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

Or. en

#### *Justification*

*The European Commission's Digital Transport and Logistics Forum (DTLF) should be included due to the work it is carrying out in implementing the digital transformation of the transport and logistics sector. The DTLF is working towards establishing and defining delegated acts under Regulation (EU) 2020/1056 on electronic freight transport, which*

*establishes the legal framework for electronic information exchanges between the economic operators and the Member States authorities on the movement of cargo in the EU.*

## **Amendment 6**

### **Proposal for a directive**

#### **Recital 14**

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

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

##### *Amendment*

(14) The increased integration of ITS and advanced driver assistance systems, or vehicle and infrastructure systems in general, implies that such systems will rely more and more on the information they supply to each other. That is particularly the case for C-ITS. Such reliance will increase with higher levels of automation. These higher levels of automation are expected to make use of ***secure*** communication between vehicles and infrastructure to orchestrate manoeuvres and smoothen traffic flows, contributing also to more sustainable transport. ***Secure communication between vehicles and infrastructure should ensure the reliability, accuracy and availability of data.*** 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. ***The implementing powers conferred to the Commission should only be used in emergency situations when other forms of remediation by other authorities have not been successful. It is expected that***

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.

***appropriate local and system-wide authorities will have emergency management plans in place to address a range of possible system failures and will be capable of acting on those plans if necessary.*** Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>48</sup>. In consideration of the need to ensure continuity of transport, it is appropriate to apply the prolongation of the validity of such measure beyond six months making use of the possibility provided under Article 8(2) of Regulation (EU) No 182/2011. Such countermeasures should end as soon as an alternative solution is implemented or the emergency situation has been resolved.

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

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

Or. en

### *Justification*

*Vehicles will be more connected to one another and able to communicate with each other (vehicle-to-vehicle), the infrastructure (vehicle-to-infrastructure) and the overall environment (vehicle-to-everything). For this reason, it is imperative that this communication is exchanged securely to avoid compromising the road safety. A lack of reliability, accuracy or availability of data may also lead to the same safety risks. It is expected that operators closer to the ground have the responsibility, and are expected, to plan for emergencies, with the European Commission more positioned as a remedy of last resort.*

## **Amendment 7**

### **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. 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. ***In particular, when technologies, such as mobility patterns of vehicle data or facial recognition are used, all forms of discriminations should be avoided.***

Or. en

*Justification*

*It is necessary to highlight the importance of effective privacy and data protection in the context of the deployment of Intelligent Transport Systems. 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. This is particularly important to strengthen trust in the system and acceptance in society. In all circumstances, consumers must be at the centre and have their data protected, in full compliance with the GDPR.*

**Amendment 8**

**Proposal for a directive  
Recital 16 a (new)**

*Text proposed by the Commission*

*Amendment*

***(16a) When the deployment and use of ITS applications and services entail the sharing of business-generated data, collected and owned by commercial road transport operators, the sharing of such data should be voluntary and the data concerned should be used only for specific purposes. Business data***

*generators should be made aware that the sharing of data is conditional upon it being used only for the specific purposes, and should guarantee that this will be the case. The recipient of the business-generated data should make itself aware of the identity of the business-data generator and the nature of the consent agreement, as well as the means of verification.*

Or. en

#### *Justification*

*A vast amount of business data is continuously generated by commercial road transport operators and the vehicles they use. Owning business-generated data is an important asset to remain competitive in the market. For this reason, when the deployment of and use of ITS applications and services foresee the sharing of any type of data, it should be made voluntary for owners of this data to share it. This will promote trust among business partners. In addition, in cases where business-generated data is needed to be shared, it should be collected for a specific purpose only.*

### **Amendment 9**

#### **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 compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks, ***and also use other mechanisms to ensure the reliability of information concerning position and time. Such mechanisms may include plausibility checking and the use of GNSS services.***

Or. en

### *Justification*

*The current proposal focuses only on authentication; however, authentication only partially addresses threats to GNSS and, although its use should be encouraged, from the perspective of overall robustness of the system, it is appropriate for the language to address robustness mechanisms more broadly.*

#### **Amendment 10**

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

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

Directive 2010/40/EU

Article 4 – point 2

#### *Present text*

“interoperability” means the capacity of systems and the underlying business processes to exchange data and share information and knowledge;

#### *Amendment*

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

“interoperability” means the capacity of systems and the underlying business processes to exchange data and share information and knowledge ***at service-level to guarantee the continuity of ITS services;***

Or. en

### *Justification*

*The proposed ITS Directive interoperability definition could be improved by stressing the importance of service-level interoperability to guarantee continuity of services without discriminating between the various alternatives for a given service to achieve service-level interoperability, when and if appropriate (some services may not require interoperability).*

#### **Amendment 11**

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

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

Directive 2010/40/EU

Article 4 – paragraph 1 – point 19

#### *Text proposed by the Commission*

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

#### *Amendment*

(19) “cooperative intelligent transport systems” or “C-ITS” means intelligent transport systems that enable ITS users to ***interact*** by exchanging secured and trusted ***data or information between vehicles and***

*other elements of the transport ecosystem, including vehicles, infrastructure and vulnerable road users, via communication technologies;*

Or. en

*Justification*

*The proposed C-ITS definition should be explicitly inclusive of all technologies, otherwise this will lead to parallel yet split streams of C-ITS deployments whilst the services aim at the same objective (e.g. direct short-range communications vs network-based communications).*

**Amendment 12**

**Proposal for a directive**

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

Directive 2010/40/EU

Article 4 – paragraph 1 – point 23 a (new)

*Text proposed by the Commission*

*Amendment*

***(23a) ``Business-generated data`` means commercially sensitive data that is generated by a legal entity for the purpose of carrying out of a particular economic activity.***

Or. en

*Justification*

*Business data needs to be differentiated from other types of data since it is generated by businesses such as transport operators/companies. This type of data helps transport companies remain competitive on the market. The owner of the data should be able to choose to whom the data is exchanged, who has access to it, what data are available for whom and who is entitled to eventually modify it.*

**Amendment 13**

**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, **and share best practices**, 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, **accessibility of data** and common data exchange conditions, as well as common training and outreach activities.;

Or. en

*Justification*

*Member States should take necessary steps to adhere to the obligations set out in the ITS Proposal, and where possible, speed up their commitments as this will encourage and stimulate data sharing across the EU. Several Member States still have not set up NAPs with reference to the EC Delegated Regulations under the current Directive, or have simply bundled the requirements contained in each EC Delegated Regulation into one, without specifically addressing their distinct requirements. Member States should therefore share best practices with one another as well as facilitating accessibility of data on NAPs.*

**Amendment 14**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 6**

Directive 2010/40/EU

Article 6a

*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 shall ensure that for each data type listed in Annex III, **up-to-date and complete** 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



### *Justification*

*Member States should take necessary steps to adhere to the obligations set out in the ITS Proposal, and where possible, speed up their commitments as this will encourage and stimulate data sharing across the EU.*

#### **Amendment 15**

##### **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 end users, such as transport operators and drivers, to interpret and understand data on National Access Points by providing an appropriate user interface.***

Or. en

### *Justification*

*Member States should take necessary steps to adhere to the obligations set out in the ITS Proposal, and where possible, speed up their commitments as this will encourage and stimulate data sharing across the EU. Currently, Member States are providing data on NAPs in a variety of formats. This includes interactive maps, spreadsheets and textual information. The NAPs should go a step further and exploit the data, which is collected by providing a suitable interface to end users, such as transport operators and drivers, to make use of.*

#### **Amendment 16**

##### **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

##### *Amendment*

Member States shall ensure that the ITS services specified in Annex IV are deployed for the geographical coverage ***no***

out in that Annex *by the date specified therein*;

*later than the respective date* set out in that Annex;

Or. en

*Justification*

*Member States should take necessary steps to adhere to the obligations set out in the ITS Proposal, and where possible, speed up their commitments as this will encourage and stimulate data sharing across the EU.*

**Amendment 17**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 6**

Directive 2010/40/EU

Article 6b – paragraph 1 a (new)

*Text proposed by the Commission*

*Amendment*

***Member States shall harmonise the rules for data exchange at cross-border level to enhance the efficiency of ITS services along cross-border transport corridors.***

Or. en

*Justification*

*Member States should take necessary steps to adhere to the obligations set out in the ITS Proposal, and where possible, speed up their commitments as this will encourage and stimulate data sharing across the EU. Regarding ITS services, Member States should seek the harmonisation of the definition for data exchange and rules (for instance frequencies, storage, availability and security) especially when looking at cross-border information needed to enhance efficiency of cross-border transport corridors.*

**Amendment 18**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 10a (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**

***Rules on business-generated data owned by commercial road transport operators***

- 1. The protection of commercial data, as well as, the impact of data sharing on business models shall be safeguarded.***
- 2. When the deployment and use of ITS applications and services entail the sharing of business-generated data collected and owned by commercial road transport operators, the sharing of that data shall be voluntary and the data concerned shall be used only for specific purposes.***
- 3. Business-data generators shall be made aware that the sharing of data is conditional upon it being used only for the specific purposes, and shall guarantee that this will be the case.***
- 4. The recipient of the business-generated data shall make itself aware of the identity of the business-data generator, the nature of the consent agreement as well as the means of verification.***
- 5. Paragraphs (1) to (4) of this Article shall apply to the specifications outlined in Annex I as well as the data types listed in Annex III.***

Or. en

*Justification*

*A vast amount of business data is continuously generated by commercial road transport operators and the vehicles they use. Owning business-generated data is an important asset to remain competitive in the market. For this reason, when the deployment of and use of ITS applications and services foresee the sharing of any type of data, it should be made voluntary for owners of this data to share it. This will promote trust among business partners. In addition, in cases where business-generated data is needed to be shared, it should be collected for a specific purpose only.*

## Amendment 19

### 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

#### *Justification*

*As Directive 2010/40/EU is a key instrument for achieving the realisation of a common European mobility space, also due to the importance of NAPs, Member States must report on the progress made in the implementation of this Directive and of all the delegated acts supplementing this Directive every two years instead of three. Efforts should be made to not slow down continuous developments taking place in the digital domain.*

## Amendment 20

### Proposal for a directive

#### Annex I – point 2 – point 2.4 – introductory part

Directive 2010/40/EU

Annex I – point 2.4

#### *Text proposed by the Commission*

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:

#### *Amendment*

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

Or. en

#### *Justification*

*The possibility of having digitalised data related to the vehicle, the driver and the trailer*

*should be further considered. On the vehicle side, the vehicle's registration documents, as well as certificates of roadworthiness and reports related to roadside testing could be digitalised. On the driver's side, information on the True Certified Copy of the Community Licence could also be digitalised.*

## **Amendment 21**

### **Proposal for a directive**

#### **Annex I – point 2 – point 2.4 – point 2.4.2**

Directive 2010/40/EU

Annex I – point 2.4.2

#### *Text proposed by the Commission*

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

#### *Amendment*

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

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

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

Or. en

#### *Justification*

*Regulation (EU) 2020/1056 on electronic freight transport, which establishes the legal framework for electronic information exchanges between the economic operators and the Member States authorities on the movement of cargo in the EU should ensure that the various existing solutions for eCMR are interoperable. This means that the transfer of responsibilities between the stakeholders for all events occurring during the transport operation can be done with any solution used.*

## **Amendment 22**

### **Proposal for a directive**

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

Directive 2010/40/EU

Annex I – point 3.2.3 a (new)

#### *Text proposed by the Commission*

#### *Amendment*

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

Or. en

### *Justification*

*Users, such as commercial road transport operators, will need to receive information related to alternative fuels infrastructure availability at safe and secure parking areas. This is in line with the AFIR proposal, which sets specific targets for electric recharging stations in safe and secure parking areas.*

### **Amendment 23**

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

#### **Annex I – point 4 – point 4.1 – point 4.1.4**

Directive 2010/40/EU

Annex I – point 4.1.4

#### *Text proposed by the Commission*

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

#### *Amendment*

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

Or. en

### *Justification*

*Vehicles will be more connected to one another and able to communicate with each other (vehicle-to-vehicle), the infrastructure (vehicle-to-infrastructure) and the overall environment (vehicle-to-everything). For this reason, it is imperative that this communication is exchanged securely to avoid compromising the road safety. A lack of reliability, accuracy or availability of data may also lead to the same safety risks.*

### **Amendment 24**

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

#### **Annex II – table 1 – point e a (new)**

Directive 2010/40/EU

Annex II – point e a (new)

#### *Text proposed by the Commission*

#### *Amendment*

***(e a) ensure that systems and the underlying business processes have the capacity to exchange the necessary business-generated data collected and owned by commercial road transport operators, and provided on a voluntary***

**basis, to enable effective ITS service delivery;**

Or. en

*Justification*

*A vast amount of business data is continuously generated by commercial road transport operators and the vehicles they use. Owning business-generated data is an important asset to remain competitive in the market. For this reason, when the deployment of and use of ITS applications and services foresee the sharing of any type of data, it should be made voluntary for owners of this data to share it. This will promote trust among business partners. In addition, in cases where business-generated data is needed to be shared, it should be collected for a specific purpose only.*

**Amendment 25**

**Proposal for a directive**

Annex II – table 1 – point h

Directive 2010/40/EU

Annex II – point h

*Text proposed by the Commission*

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

*Amendment*

(h) do not impede or discriminate against access to ITS applications and services by **any** road user. **Where relevant, and specifically for vulnerable road users, ITS applications and services** 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;

Or. en

*Justification*

*The ITS sector will have to continue keeping users in the commercial road transport sector in mind when developing new applications and new services. This is why, in general terms, any road user, including commercial road transport operators, should be able to access ITS applications and services.*

## Amendment 26

### Proposal for a directive

#### Annex II – table 1 – point m a (new)

Directive 2010/40/EU

Annex II – point m 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

### *Justification*

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

## Amendment 27

### Proposal for a directive

#### Annex III – table 1 – row 1 a (new)

Directive 2010/40/EU

Annex III – table 1 – row 1 a (new)

*Text proposed by the Commission*

### *Amendment*

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

***Alternative fuels***

***The trans-European network for roads, other***

***31 December 2025***

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



*infrastructure*

*motorways not included  
in that network and  
primary roads*

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

*- dynamic data on  
availability of alternative  
fuels infrastructure*

Or. en

#### *Justification*

*Data focused on alternative fuels infrastructure should be made available in both a static and dynamic form on NAPs. Further improving the list of data types in Annex III by including information on alternative fuels infrastructure will facilitate business operations for commercial road transport operators. The deadline for providing data should be end of 2025, in line with the targets in the AFIR proposal.*

#### **Amendment 28**

**Proposal for a directive**

**Annex III – table 1 – row 1 b (new)**

Directive 2010/40/EU

Annex III – table 1 – row 1 b (new)

*Text proposed by the Commission*

#### *Amendment*

*Types of data on regulations and restrictions (as referred to in Regulation (EU) [..././] of the European Parliament and of the Council<sup>2</sup> on the deployment of alternative fuels infrastructure):*

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

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

*31 December 2025*

*- static data on  
number of electric  
recharging and hydrogen  
refueling stations at each  
safe and secure parking*

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<sup>2</sup> [please insert full OJ reference]

*places for trucks and commercial vehicles;*

*- dynamic data on availability of alternative fuels infrastructure;*

Or. en

*Justification*

*Data focused on alternative fuels infrastructure should be made available in both a static and dynamic form on NAPs, specifically for safe and secure parking places for trucks and commercial vehicles. This is in line with the provisions in the AFIR proposal which sets targets for alternative fuels infrastructure in such parking areas.*

**Amendment 29**

**Proposal for a directive**

**Annex III – table 1 – List of data types**

Directive 2010/40/EU

Annex III – table 1-

*Text proposed by the Commission*

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

## *Amendment*

<b>Data type</b>	<b>Geographical coverage</b>	<b>Date</b>
<p>Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/9626 ):</p> <p><i>Static and dynamic traffic regulations, where applicable, concerning the following data types:</i></p> <ul style="list-style-type: none"><li>- <i>access conditions for tunnels</i></li><li>- <i>access conditions for bridges</i></li><li>- <i>speed limits</i></li><li>- <i>freight delivery regulations</i></li><li>- <i>overtaking bans on heavy goods vehicles</i></li><li>- <i>direction of travel on reversible lanes</i></li><li>- <b><i>weight/length/width/height restrictions</i></b></li><li>- <b><i>one-way streets</i></b></li></ul>	<p>The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads</p>	<p>31 December <b>2030</b></p>
		Or. en

## *Justification*

*It is necessary to be in line with the Annex from the Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 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. It is important to give the possibility to the Member States to implement the entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads.*

### **Amendment 30**

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

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

*Text proposed by the Commission*

*Amendment*

- ***permanent*** access ***restrictions***

- ***urban vehicle*** access ***regulations***

- ***boundaries of restrictions,***

***prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones***

The entire road network that is publicly accessible to motorised traffic.

31 December 2025

The entire road network that is publicly accessible to motorised traffic.

31 December 2025

Or. en

*Justification*

*It is necessary to be in line with the Annex from the Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 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.*

**Amendment 31**

**Proposal for a directive**

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

*Text proposed by the Commission*

*Amendment*

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

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

Geographical coverage

Geographical coverage

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

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

Date

Date

31 December **2028**

31 December **2030**

Or. en

*Justification*

*It is important to give the possibility to the Member States by postponing with 2 years to implement the entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads.*

**Amendment 32**  
**Proposal for a directive**  
**Annex III – Types of multimodal static travel data (as referred to in Commission Delegated Regulation (EU) 2017/1926)**

*Text proposed by the Commission*

*Amendment*

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)

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

The entire transport network of the EU

Date

Date

31 December **2026**

31 December **2028**

Or. en

*Justification*

*It is important to give the possibility to the Member States by postponing with 2 years to implement the entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads.*

## EXPLANATORY STATEMENT

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

### **Introduction**

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

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

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

The revision includes an extension in the Directive’s scope to better encompass emerging services, such as multimodal information, booking and ticketing services (such as apps to find and book journeys that combine public transport, shared car, or bike services), communication between vehicles and infrastructure (to increase safety) and automated mobility. It also mandates the collection of crucial data and the provision of essential services such as real-time information services informing the driver about accidents or obstacles on the road.

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

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

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

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

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

The rapporteur specifically calls for the following:

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

## **Conclusions**

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

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

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

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