



Public workshop

ITS Working Programme 2024-2028

19 March 2024

European Commission
DG MOVE B4

Agenda

1. Introduction
2. Amendment ITS Directive
3. Content and process for adopting the Working Programme 2024-2028
4. Discussion on the draft Working Programme 2024-2028
5. Any other business



Directive (EU) 2023/2661 amending the ITS Directive

ITS Directive 2010/40/EU amended in 2023

- Framework for the **deployment of Intelligent Transport Systems** in the field of road transport and for interfaces with other modes of transport in the EU.
- Amended by [Directive \(EU\) 2023/2661](#) of 22 November 2023
- Provides for the **availability of data** and the **deployment of ITS services** within four priority areas:
 - I - Information and mobility ITS services;
 - II - Travel, transport and traffic management ITS services;
 - III - Road safety and security ITS services;
 - IV - ITS services for cooperative, connected and automated mobility

Overview of the amendment of the ITS Directive 2010/40/EU

Update the scope of the ITS Directive and its priority areas & actions

- Highlight emerging services, particularly MaaS and CCAM

Mandate deployment of ITS data and services

- Extension of the scope of the Directive to the availability of data and deployment of services
- New articles mandating the availability of the data types listed in (new) Annex III and deployment of ITS services (SRTI) listed in (new) Annex IV, in a stepwise approach (geographical coverage + update/stock)
- Extension of the right for the Commission to adopt delegated acts to update Annex III (data types and dates), following a (positive) CBA
- Review clause – end of 2028

ITS Directive 2010/40/EU amended in 2023

What

Availability of data

- Digitalise processes and digitise data *should over time affect all levels of public authority*

Accessibility of data

- Creation of NAPs
- Making data discoverable in specific standards
- Allowing requests to obtain the data

Mandatory deployment of ITS services

How

ITS Directive amended

- New obligations in article 6a
- Data types, dates and relevant geographical scope in Annex III

Delegated acts

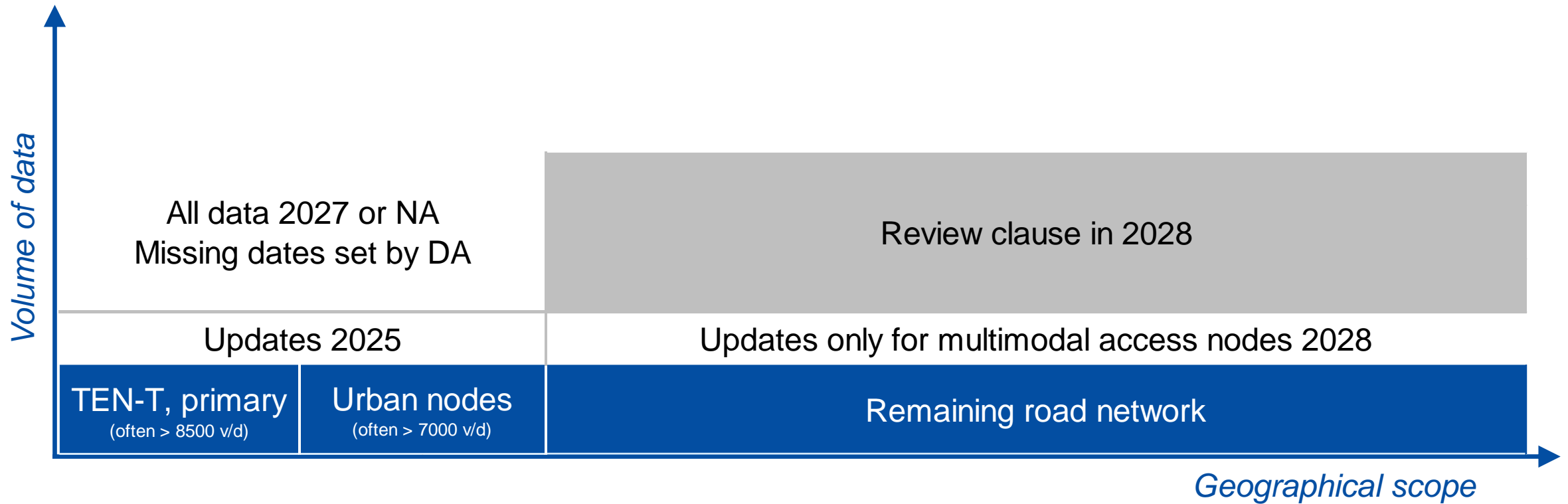
- on SRTI, RTTI, MMTIS and SSP
- Re-use of data may be through a licence agreement but no unnecessary restrictions

ITS Directive amended

- Services listed in Annex IV

ITS Directive 2010/40/EU amended in 2023

Annex III – data availability



Next steps?

- 24 months for MS to transpose in national law.
- New Working Programme: 12 months after entry into force.
- Renewal of the ITS Advisory Group.
- Template and KPIs for Member State reporting.
- 1st Member State reports: 15 months after entry into force.
- Different deadlines for digitalization.



Content and process for the adoption of the Working Programme 2024-2028

Content

Art 4a of the revised ITS Directive – Working programme

The working programme shall include at least the following elements:

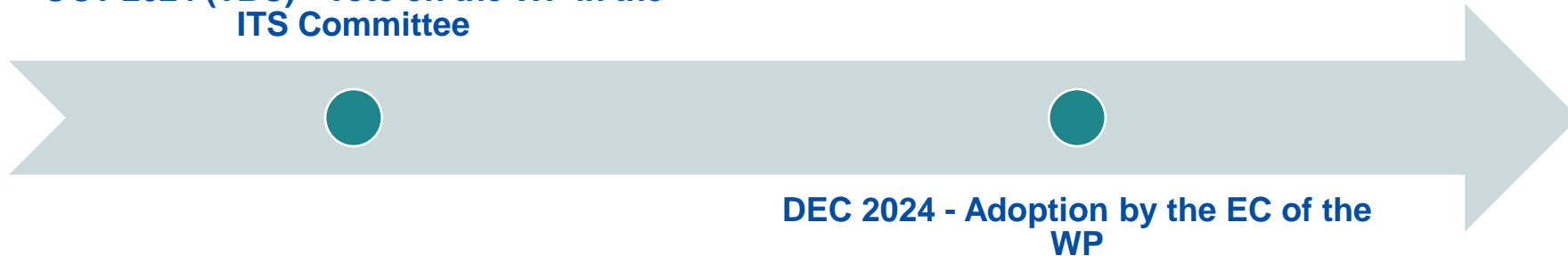
- (a) objectives and dates for its implementation every year, indicating for which work items specifications are to be developed in accordance with Article 6;
- (b) the data types which the Commission is considering adding to, or removing from, Annex III by the delegated acts referred to in Article 7(1a);
- (c) preparatory work to be carried out by the Commission in cooperation with stakeholders and Member States pursuant to Article 7(1).

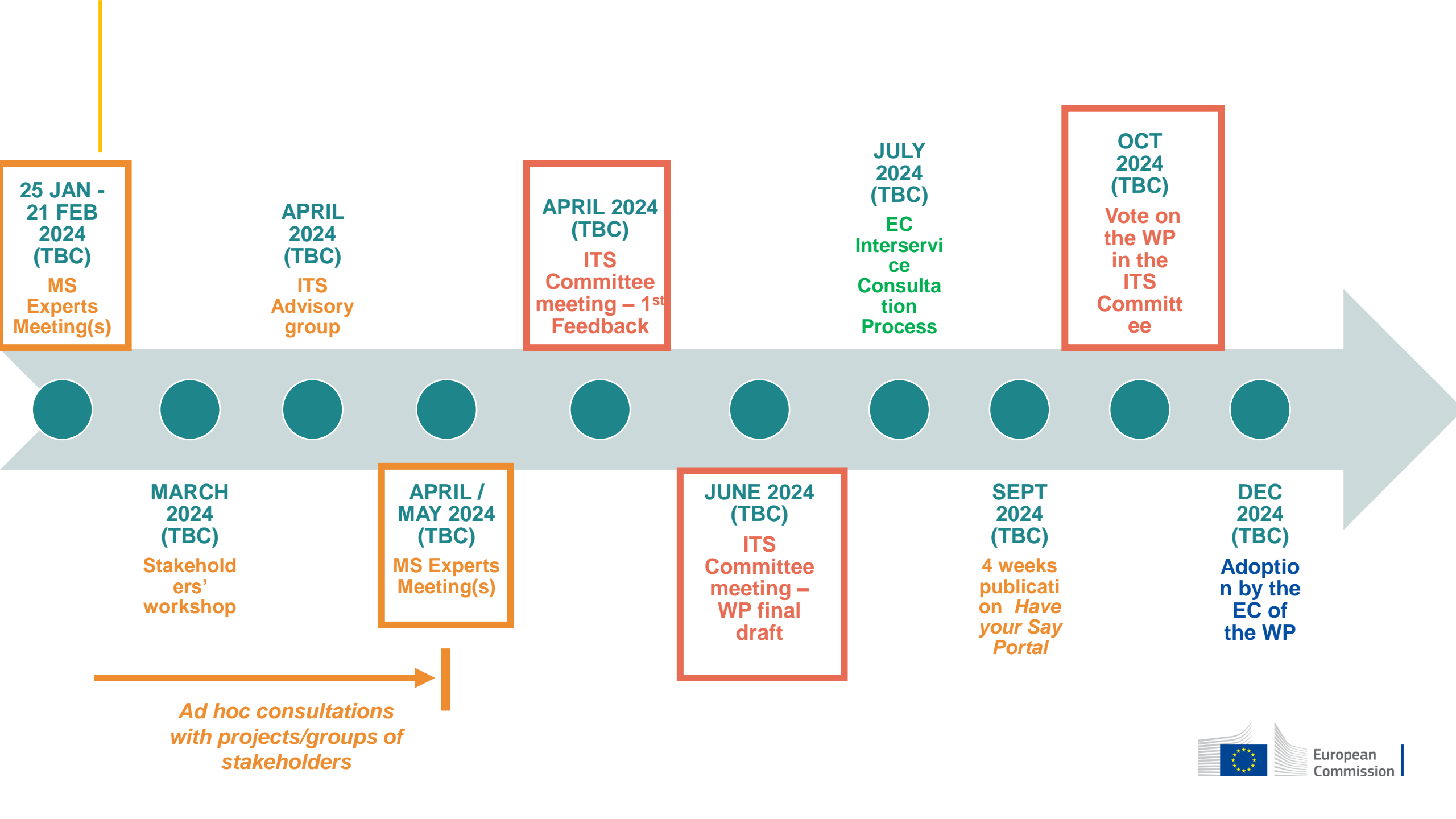
Adoption process

Art 4a of the revised ITS Directive – Working programme

- 12 months after the date of entry into force of the Directive, the Commission shall adopt an **implementing act establishing a working programme** (replacing the current WP).
- The implementing act shall be adopted in accordance with the examination procedure, i.e. **vote in the ITS Committee in accordance with Article 5 of Regulation (EU) No 182/2011**.

OCT 2024 (TBC) - Vote on the WP in the
ITS Committee







Discussion on draft Working programme 2024-2028

Reminder – Existing Working programme 2022-2027

1. Cooperative intelligent transport systems (C-ITS) – *priority area IV*
2. eCall – Adaptation of the eCall legal framework to new electronic communication technologies and possible extension to other vehicle categories – *priority area III*
3. Revision of current specifications for EU-wide multimodal travel information services – *priority area I*
4. Continuity of traffic and freight management services – *priority area II*

Done

Commission tasks linked to the revision of ITS Directive

- Adoption of the ITS Working Programme 2024-2028
- Common template for Member State reporting and KPIs
- Renewal of the European ITS Advisory Group (EIAG)
- Commission reports to the European Parliament and to the Council
- Review of the ITS Directive

Priority area I - Information and mobility ITS services

Existing Delegated acts/EU specifications:

[Commission Delegated Regulation \(EU\) No 2015/962](#) 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

Will be **repealed in 2025 and replaced** by [Delegated Regulation \(EU\) 2022/670](#)

[Commission Delegated Regulation \(EU\) 2017/1926](#) 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

Amended by [Delegated Regulation \(EU\) 2024/490](#)

Priority area I - Information and mobility ITS services

Envisaged initiative:

- **Development of multimodal access nodes identifiers**

This activity aims to support the creation of unique EU identifiers (IDs) for access nodes (for scheduled modes). Developing unique EU identifiers would support the development of multimodal services and facilitate the implementation of the Delegated Regulation on Multimodal Travel Information Services (MMTIS) under the ITS Directive as well as the development of ticketing services.

The activity includes in a first step a mapping of existing tools in place to identify access nodes (for scheduled modes) and explore how to further develop unique EU identifiers. More specifically the exploratory work would review the availability of access nodes identifiers in EU Member States today and propose a way to define unique EU identifiers for these access nodes as a second step.

Preparatory work should be conducted in the context of a CEF technical assistance project to identify current practices and propose a common methodology to define EU identifiers. Additional actions should be discussed with Member States experts based on this project's recommendations.

- **Timeline: 2026-2028?**

Priority area I - Information and mobility ITS services

Questions ?

Additional ideas for priority area I ?

Priority area II - Travel, transport and traffic management ITS services

Existing Delegated acts/EU specifications: None

Envisaged initiative:

- Continuity of traffic and freight management services - **Enhanced traffic management**

This activity will consider the need for further developments in priority area II of the ITS Directive. Several initiatives are already underway in this area and **the objective is to assess the need for complementary actions**, in particular those supporting standardised information flows or interfaces between traffic information/control centres and various ITS stakeholders. Looking ahead in the context of C-ITS and automation and following the recommendations from the second phase of the C-ITS Platform, several actions could be required on data, standards and procedures. This activity will start with a Commission study launched in 2024 to explore, identify, analyse, and evaluate the need for further actions in the field of enhanced traffic and freight management services, considering the recommendations and work of the C-ITS platform and of European initiatives such as the Digital Transport and Logistics Forum and national projects, in particular those relating to enhanced traffic management, such as the Socrates 2.0 CEF project. Further steps such as standardisation measures, supporting actions or common specifications will be discussed with Member States experts based on the study's recommendations.

Timeline: 2024-2026?

Priority area II - Travel, transport and traffic management ITS services

Questions ?

Additional ideas for priority area II ?

Priority area III - Road safety and security ITS services

Existing Delegated act/EU specification:

[Commission Delegated Regulation \(EU\) No 305/2013](#) supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision for an interoperable EU-wide eCall

amended in February 2024 to support packet-switched communications (4G/5G)

Envisaged initiative:

- **Extension of eCall to other categories of vehicles**

This activity will consider how eCall public safety answering points (PSAPs) are affected by the possible extension of eCall to other vehicle categories (such as heavy goods vehicles, buses and coaches, powered two-wheelers and agricultural tractors). In particular, it will consider revising the specifications for PSAPs under the ITS Directive.

- Timeline: 2025-2028?

Priority area III - Road safety and security ITS services

Questions on eCall?

Priority area III - Road safety and security ITS services

Existing Delegated act/EU specification:

[Commission Delegated Regulation \(EU\) No 886/2013](#) 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 (SRTI).

Envisaged initiative: **Revision of the SRTI Delegated Regulation**

- Simplify / align reporting obligation with the revised ITS Directive
- Possible update of definitions, possible integration of outcome from NAPCORE (on compliance and inspection procedures, metadata, Datex etc)
- Possible addition of event types (e.g. end of queue)
- Possible extension of the geographical scope (motorways, more?)
- Check the up-to-dateness of the specifications taking into account developments such as the ones of DFRS, NAPCORE, GSR, UNECE, RISM Directive.

- Timeline: 2025-2026?

Priority area III - Road safety and security ITS services

Questions on SRTI?

Priority area III - Road safety and security ITS services

Existing Delegated act/EU specification:

[Commission Delegated Regulation \(EU\) No 885/2013](#) supplementing 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 (SSTP)

Envisaged initiative: **Revision of the SSTP Delegated Regulation**

- Simplify / align reporting obligation with the revised ITS Directive
 - Possible integration of outcome from NAPCORE (on compliance and inspection procedures, metadata, Datex etc)
 - Possible extension of the geographical coverage?
 - Check the up-to-dateness of the specifications taking into account recent developments such as the ones of Delegated Regulation (EU) 2022/1012 and the revision of the TEN-T Regulation.
- Timeline: 2026-2027?

Priority area III - Road safety and security ITS services

Questions on SSTP?

Priority area III - Road safety and security ITS services

Priority action f: Specifications for reservation services for safe and secure parking places for trucks and commercial vehicles

No envisaged initiative for the moment.

Comments?

Priority area III - Road safety and security ITS services

Questions ?

Additional ideas for priority area III ?

Priority area IV - ITS services for cooperative, connected and automated mobility

Revision of the ITS Directive:

- ‘cooperative intelligent transport systems’ or ‘C-ITS’ means intelligent transport systems that enable ITS users to interact and cooperate by exchanging secured and trusted messages, without any prior knowledge of each other and in a non-discriminatory manner.
- New article 10a on the EU C-ITS security credential management system, noting three central roles of this system and stating that the Commission shall be responsible for ensuring that the duties of those roles are executed.
- Priority area IV dedicated to ITS services for CCAM, containing three subchapters.

Priority area IV - ITS services for cooperative, connected and automated mobility

Existing Delegated acts/EU specifications:

COM adopted EU specifications for C-ITS in 2019: supported by the European Parliament but rejected by the Council

Envisaged initiative:

1. Specifications for the EU C-ITS security credential management system
2. Specifications for harmonised C-ITS services
3. Specifications to foster the development and implementation of C-ITS

Timeline: 2024 - 2025/26 ?

Priority area IV - ITS services for cooperative, connected and automated mobility

Specifications for the EU C-ITS security credential management system

Work started in 2014 with the first phase of the C-ITS platform and has continued uninterrupted until today, since April 2020 in a sub-group on C-ITS of the commission expert group on intelligent transport systems

DG JRC manages the central elements of the system, see <https://cpoc.jrc.ec.europa.eu/index.html>

Specifications for harmonised C-ITS services

The 2019 Delegated Regulation already contained 31 V2V and V2I services. Since, work has continued, particularly in the C-ROADS platform, expanding the number of services and looking into delivery of those services using a hybrid communication strategy

Specifications to foster the development and implementation of C-ITS

Interoperability is a key enabler to fostering deployment but connecting everybody with everybody leads to making choices. Work however can start on specifications that ensure interoperability between C-ITS stations using a specific communication technology (family), without making regulatory choices on the uptake of that technology

Priority area IV - ITS services for cooperative, connected and automated mobility

Questions on C-ITS ?

Additional ideas for priority area IV ?

Amendment of Annex III – dates for column 4

Data type	Date referred to in Art. 6a(1), 2 nd subparagraph (<i>updates only</i>)	Date referred to in Art. 6a(1), 3 ^d subparagraph (<i>all data</i>)
Freight delivery regulations	31/12/2026	DA to be adopted pursuant to Art. 7(1a)
Direction of travel on reversable lanes	31/12/2026	DA to be adopted pursuant to Art. 7(1a)
Traffic circulation plans	31/12/2028	DA to be adopted pursuant to Art. 7(1a)
Permanent access restrictions	31/12/2026	DA to be adopted pursuant to Art. 7(1a)
Boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones	31/12/2026	DA to be adopted pursuant to Art. 7(1a)
Location of identified access nodes for all scheduled modes	For urban nodes: 31/12/2026 For the entire network: 31/12/2028	DA to be adopted pursuant to Art. 7(1a)

Envisaged initiative:

CBA + delegated act to set the date in the 4th column for the 5 data types with 2026 in 3rd column.

Timeline: 2026-2027

The two remaining data types should be included in the review of the ITS Directive

Comments?

Amendment of Annex III - Add/remove data types

No envisaged initiative for the moment.

Comments?

NEXT STEPS

Written feedback/contributions by 2 April 2024

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Thank you !

Directorate-General for Mobility and Transport:

http://ec.europa.eu/transport/index_en.htm

ITS Action Plan and Directive

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

Sustainable & Smart Mobility Strategy

https://transport.ec.europa.eu/transport-themes/mobility-strategy_en