

Basic information	
2021/0419(COD)	Procedure completed
COD - Ordinary legislative procedure (ex-codecision procedure) Directive	
Intelligent Road Transport Systems	
Amending Directive 2010/40 2008/0263(COD)	
Subject	
3.20.05 Road transport: passengers and freight 3.20.07 Combined transport, multimodal transport	
Legislative priorities	
Joint Declaration 2022 Joint Declaration 2023-24	

Key players					
European Parliament	Committee responsible	Rapporteur	Appointed		
	TRAN Transport and Tourism	PLUMB Rovana (S&D)	17/02/2022		
		Shadow rapporteur GIESEKE Jens (EPP) BILBAO BARANDICA Izaskun (Renew) ALAMETSÄ Alviina (Greens /EFA) VAN OVERTVELDT Johan (ECR) KONEČNÁ Kateřina (The Left)			
Council of the European Union					
European Commission	Commission DG	Commissioner			
	Mobility and Transport	VĂLEAN Adina			
European Economic and Social Committee					
European Committee of the Regions					

Key events			
Date	Event	Reference	Summary

14/12/2021	Legislative proposal published	COM(2021)0813 	Summary
27/01/2022	Committee referral announced in Parliament, 1st reading		
26/10/2022	Vote in committee, 1st reading		
26/10/2022	Committee decision to open interinstitutional negotiations with report adopted in committee		
29/10/2022	Committee report tabled for plenary, 1st reading	A9-0265/2022	Summary
09/11/2022	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 71)		
21/11/2022	Committee decision to enter into interinstitutional negotiations confirmed by plenary (Rule 71)		
27/06/2023	Approval in committee of the text agreed at 1st reading interinstitutional negotiations	GEDA/A/(2023)004030	
02/10/2023	Debate in Parliament		
03/10/2023	Decision by Parliament, 1st reading	T9-0334/2023	Summary
03/10/2023	Results of vote in Parliament		
23/10/2023	Act adopted by Council after Parliament's 1st reading		
22/11/2023	Final act signed		
30/11/2023	Final act published in Official Journal		

Technical information	
Procedure reference	2021/0419(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Amendments and repeals	Amending Directive 2010/40 2008/0263(COD)
Legal basis	Treaty on the Functioning of the EU TFEU 091
Other legal basis	Rules of Procedure EP 165
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/9/07999

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee draft report		PE732.629	24/05/2022	
Amendments tabled in committee		PE734.178	27/06/2022	

Committee report tabled for plenary, 1st reading/single reading		A9-0265/2022	29/10/2022	Summary
Text adopted by Parliament, 1st reading/single reading		T9-0334/2023	03/10/2023	Summary

Council of the EU

Document type	Reference	Date	Summary
Coreper letter confirming interinstitutional agreement	GEDA/A/(2023)004030	21/06/2023	
Draft final act	00035/2023/LEX	22/11/2023	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2021)0813 	14/12/2021	Summary
Document attached to the procedure	SEC(2021)0436	15/12/2021	
Document attached to the procedure	SWD(2021)0474 	15/12/2021	
Document attached to the procedure	SWD(2021)0475 	15/12/2021	
Commission response to text adopted in plenary	SP(2023)557	19/12/2023	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EDPS	Document attached to the procedure	N9-0017/2022 OJ C 157 11.04.2022, p. 0016	02/03/2022	
EESC	Economic and Social Committee: opinion, report	CES6442/2021	23/03/2022	

Additional information			
Source	Document	Date	
EP Research Service	Briefing	19/05/2022	

Meetings with interest representatives published in line with the Rules of Procedure

Rapporteurs, Shadow Rapporteurs and Committee Chairs

Transparency				
Name	Role	Committee	Date	Interest representatives
BILBAO BARANDICA Izaskun	Shadow rapporteur	TRAN	26/04/2023	Ledesma and CO, Arquitectura jurídica
				5G Automotive Association

KONEČNÁ Katerina	Shadow rapporteur	TRAN	09/03/2023	Association des Constructeurs Européens d'Automobiles European Association Automotive Suppliers TomTom International bv
ALAMETSÄ Alviina	Shadow rapporteur	TRAN	24/10/2022	Kapsch TrafficCom AG
PLUMB Rovana	Rapporteur	TRAN	20/09/2022	Tom Tom
KONEČNÁ Katerina	Shadow rapporteur	TRAN	21/06/2022	Association des Constructeurs Européens d'Automobiles
PLUMB Rovana	Rapporteur	TRAN	20/06/2022	Mobility for Prosperity in Europe
KONEČNÁ Katerina	Shadow rapporteur	TRAN	14/06/2022	5G Automotive Association
ALAMETSÄ Alviina	Shadow rapporteur	TRAN	13/06/2022	eu travel tech
ALAMETSÄ Alviina	Shadow rapporteur	TRAN	09/06/2022	Confederation of the European Bicycle Industry ASBL
ALAMETSÄ Alviina	Shadow rapporteur	TRAN	08/06/2022	5GAA - 5G Automotive Association e.V.
PLUMB Rovana	Rapporteur	TRAN	07/06/2022	CONEBI – Confederation of the European Bicycle Industry
ERTUG Ismail	Rapporteur	TRAN	01/06/2022	BP Europa SE-BP Belgium
PLUMB Rovana	Rapporteur	TRAN	31/05/2022	eu travel tech
PLUMB Rovana	Rapporteur	TRAN	18/05/2022	ACEA - the European Automobile Manufacturers Association
PLUMB Rovana	Rapporteur	TRAN	11/05/2022	Transdev Group
GIESEKE Jens	Shadow rapporteur	TRAN	10/05/2022	5GAA - 5G Automotive Association e.V.
PLUMB Rovana	Rapporteur	TRAN	28/04/2022	Bitkom e.V.

Final act
Directive 2023/2661 OJ L 000 30.11.2023, p. 0000

Summary

Intelligent Road Transport Systems

2021/0419(COD) - 14/12/2021 - Legislative proposal

PURPOSE: to amend 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.

PROPOSED ACT: Directive of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: Intelligent Transport Systems (ITS) apply information and communication technologies that make mobility safer, more efficient and more sustainable.

Several actions in the scope of Directive 2010/40/EU contribute to the safety of road users, such as eCall, road safety-related traffic information services and safe and secure parking areas. However, in order to be more effective, the 2010 ITS Directive should be adapted to the emergence of new road mobility options, mobility apps and connected and automated mobility.

CONTENT: the proposed Directive seeks to amend [Directive 2010/40/EU](#) of the European Parliament and of the Council on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport. It aims to: (i) ensure the **coordinated and coherent deployment** of interoperable Intelligent Transport Systems throughout the EU; (ii) **update the Directive** in line with new priorities on better multimodal and digital services.

More specifically, the proposal:

- **extends scope of the Directive** 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;
- provides for a new article authorising the Commission to adopt **interim measures in the event of an emergency situation** that has a severe direct impact on road safety, cyber security or the availability and integrity of ITS services;
- updates rules on **data protection and privacy**, streamlining the text by removing duplications of existing obligations under data protection rules, e.g. on the security of personal data processed and the need for controllers to comply with their other obligations under data protection rules;
- provides for a new article on the **EU Cooperative ITS** (C-ITS) security credential management system to ensure the continuous compliance with certain requirements and interoperability ensuring the safety and proper functioning of the system;
- updates rules on the reporting of Member States (common template, common key performance indicators) and of the Commission, as well as updated rules for the adoption of the working programmes of the ITS Directive;
- lists the data types for which **availability and accessibility** on **national access points** needs to be ensured by the date indicated for each data type and on the geographical coverage indicated for each data type.

Intelligent Road Transport Systems

2021/0419(COD) - 29/10/2022 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted the report by Rovana PLUMB (S&D, RO) 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.

As a reminder, the Commission proposes to update the 2010 directive on intelligent transport systems (ITS directive), to adapt it to the emergence of new road mobility options, mobility applications and connected and automated mobility.

The committee responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

Integration with other transport modes

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 wherever possible, to improve efficiency and accessibility.

Priority actions

The adoption of specifications for **Cooperative Intelligent Transport Services** (C-ITS) should be one of the priority actions for the development and use of specifications and standards such as those in Annex I. The report states that ITS-C are intelligent transport systems that allow ITS users to interact and cooperate by exchanging, in a non-discriminatory manner and without any prior knowledge of each other, secure and trusted messages between vehicles and other elements of the transport ecosystem, including vehicles, infrastructure and vulnerable road users, via communication technologies.

Technological neutrality

To ensure the compatibility and interoperability of ITS systems, Members consider it necessary to ensure that, in particular for C-ITS, ITS requirements neither impose nor discriminate in favour of the use of a particular type of technology, in line with the principle of technological neutrality. Therefore, the ITS regulatory framework should provide certainty to the market by including the principle of technology neutrality in Annex II (Principles for the specification and deployment of ITS).

Needs of suburban, rural and peripheral areas

According to Members, the development of ITS should cover the needs of suburban, rural and peripheral areas, as well as islands and outermost regions, ensuring their social and economic inclusion.

Processing of personal data

When requiring the processing of personal data, the specifications to be developed under this Directive should comply with the requirements of Regulation (EU) 2016/679 (GDPR). Anonymisation as a technique to enhance the privacy of individuals should be used as soon as the purpose of the processing can also be achieved without reference to a person, and anonymisation is technically possible.

Accessibility of the data

This means a possibility to request and obtain data in a digital accessible machine-readable format via National Access Points and where appropriate regional and local ones.

National access points (NAP)

The NAPs will organise access to and re-use of transport data for the provision of interoperable EU-wide travel and traffic information services to end-users. Members believe that such transport data should be available in a machine-readable format. They also stress that data on the location and availability of alternative fuel infrastructure should be accessible through the NAPs.

Common European access points

By 31 December 2026, 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. This common European access point should connect all National Access Points and offer access to all data covered by Directive 2010/40/EU. The common European access point should be made available to the public and is easily accessible by way of providing open data, at no cost, and through open and standardised interfaces.

National access points should allow for an automated and uniform data exchange with the common European access and without prejudice to all relevant Union law.

ITS applications and freight transport logistics

The requirements necessary to support the realisation of ITS applications in the field of freight transport logistics should be defined, *inter alia*, on the basis of the availability of freight transport data accessible through other specific data sharing frameworks supporting the interoperability of electronic solutions for international road freight transport (eCMR).

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.

Impact on SMEs and stakeholder consultation

Delegated acts adopted by the Commission to amend the list of data types in Annex III should be adopted following a cost-benefit analysis, an impact assessment with a particular focus on the impact on SMEs, and a consultation of stakeholders, including representatives of all road users and other relevant groups on an equal footing.

The Commission should adopt guidelines and other non-binding measures to facilitate Member States' cooperation in the priority areas.

Intelligent Road Transport Systems

2021/0419(COD) - 30/11/2023 - Final act

PURPOSE: to ensure the coordinated and coherent deployment of interoperable Intelligent Transport Systems (ITS) in the Union in order to accelerate the digital transition and promote smarter mobility in the EU.

LEGISLATIVE ACT: Directive (EU) 2023/2661 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.

CONTENT: this Directive revises Directive 2010/40/EU with a view to adopting a new framework for the deployment of Intelligent Transport Systems (ITS) in the field of road transport.

Subject matter and scope

The revised directive aims to **take account of technological developments**, such as connected and automated mobility, on-demand mobility applications, and multimodal transport. It also aims to **accelerate the availability and enhance the interoperability of digital data** that feed services, such as multimodal journey planners and navigation services. This will allow vehicles and road infrastructure to communicate with one another, for example to warn about unexpected events, such as a traffic jam ahead.

This Directive provides for the availability of data and the deployment of ITS services within the **priority areas**, with, for data, the specific geographical coverage set out in Annex III and, for ITS services, the specific geographical coverage set out in Annex IV

The following will constitute priority areas for the development and use of specifications and standards:

- Priority area I: Information and mobility ITS services;
- Priority area II: Travel, transport and traffic management ITS services;
- Priority area III: Road safety and security ITS services;
- Priority area IV: ITS services for cooperative, connected and automated mobility.

The revised law **extends the scope of the previous directive to cover emerging services**, such as multimodal information, booking and ticketing services (for example, apps to find and book journeys that combine public transport, shared car, or bike services), communication between vehicles and infrastructure and automated mobility.

The new directive also **sets targets for the digitisation of crucial information**, such as that on speed limits, roadworks and multimodal access nodes, and the delivery of essential services, such as information on road safety.

The necessary **types of data**, including access conditions for tunnels and bridges, speed limits, traffic circulation plans, permanent access restrictions, road closures, roadworks, temporary traffic management measures, as well as the critical services, such as road safety-related traffic information services, to be made available across the Union, are set out in the annexes to the new directive.

The new law retains the framework character of the 2010 ITS directive and the various technical interventions by way of implementing and delegated acts.

Working programme

By 21 December 2024, the Commission will, after consulting the European ITS Advisory Group and relevant stakeholders, adopt an implementing act, establishing a working programme.

Before each subsequent **five-year extension** of the power to adopt delegated acts, the Commission will adopt implementing acts establishing a new working programme.

Application of the specifications to ITS deployment

Member States shall take the necessary measures to ensure that the specifications adopted by the Commission in accordance with the Directive are applied to ITS applications and services, when deployed, in accordance with the principles set out in **Annex II**.

The adoption of specifications, the issuing of mandates for standards and the selection and deployment of ITS applications and services will be based on a needs assessment involving all relevant stakeholders, in accordance with the **following principles**. These measures must: (i) be effective; (ii) be cost-efficient; (iii) be proportionate; (iv) support continuity of services; (v) deliver interoperability; (vi) respect existing national infrastructure and network characteristics; (viii) promote equality of access; (ix) support maturity; (x) provide quality of timing and positioning; (xi) facilitate intermodality; (xii) ensure transparency and trust.

Standards

The revised Directive stipulated that the necessary standards to provide for interoperability, compatibility and continuity for the deployment and operational use of ITS will be developed in the priority areas and for the priority actions. To that effect, the Commission, after consulting the ITS Committee, will request the relevant standardisation bodies to make every necessary effort to adopt these standards rapidly.

Data protection

Data that constitute personal data within the meaning of the General Data Protection Regulation (GDPR) will be processed under this Directive only insofar as processing is necessary for the performance of the ITS applications, services and actions listed in Annex I to the Directive, in order to ensure road safety or security and to improve traffic, mobility or incident management.

Reporting

Member States will submit to the Commission by 21 March 2025 a report on the implementation of this Directive and of the delegated acts adopted on the basis thereof, as well as on their main national activities and projects regarding the priority areas and regarding the availability of data and services listed in Annexes III and IV. No later than 31 December 2028, the Commission will review certain provisions and Annexes III and IV and may, if appropriate, submit a proposal for amendment.

ENTRY INTO FORCE: 20.12.2023.

TRANSPOSITION: 21.12.2025.

Intelligent Road Transport Systems

2021/0419(COD) - 03/10/2023 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 585 votes to 6, with 26 abstentions, a 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.

The European Parliament's position adopted at first reading under the ordinary legislative procedure amends the Commission proposal as follows:

Subject matter and scope

The 2010 directive on intelligent transport systems (ITS directive), as amended, aims to take account of technological advances such as connected and automated mobility, on-demand mobility applications and multimodal transport services. It also aims to accelerate the availability and enhance the

interoperability of digital data that feed these services. It preserves the ambition to move forward in the systematic and harmonised deployment of intelligent transport systems but in a gradual manner to take full account of the cost-benefit relation and of administrative capacity.

This Directive provides for the **availability of data and the deployment of ITS services within the priority areas**, with, for data, the specific geographical coverage set out in Annex III and, for ITS services, the specific geographical coverage set out in Annex I.

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

- Priority area I: Information and mobility ITS services;
- Priority area II: Travel, transport and traffic management ITS services;
- Priority area III: Road safety and security ITS services;
- Priority area IV: ITS services for cooperative, connected and automated mobility.

The necessary **types of data**, including access conditions for tunnels and bridges, speed limits, traffic circulation plans, permanent access restrictions, road closures, roadworks, temporary traffic management measures, as well as the critical services, such as road safety-related traffic information services, to be made available across the Union, are set out in the annexes to the directive.

Working programme

By 12 months after the date of entry into force of this Directive, the Commission will, after consulting the European ITS Advisory Group and relevant stakeholders, adopt an **implementing act**, establishing a working programme. The working programme will include at least the following elements:

- objectives and dates for its implementation every year, indicating for which work items specifications are to be developed;
- the data types which the Commission is considering adding to, or removing from, Annex III by the delegated acts;
- preparatory work to be carried out by the Commission in cooperation with stakeholders and Member States.

Before each subsequent five-year extension of the power to adopt delegated acts, the Commission will adopt implementing acts establishing a new working programme.

Interim measures

The Commission may, at the request of a Member State or on its own initiative, in an emergency situation, adopt immediately applicable **implementing acts** laying down countermeasures to address the causes and consequences of that situation, such as the suspension of obligations within the scope of the priority areas.

Standards

The amended text stipulated that the necessary standards to provide for interoperability, compatibility and continuity for the deployment and operational use of ITS will be developed in the priority areas and for the priority actions. To that effect, the Commission, after consulting the ITS Committee, will request the relevant standardisation bodies to make every necessary effort to adopt these standards rapidly.

Data protection

Data that constitute personal data within the meaning of the General Data Protection Regulation (GDPR) will be processed under this Directive only insofar as processing is necessary for the performance of the ITS applications, services and actions listed in Annex I to the Directive, in order to ensure road safety or security and to improve traffic, mobility or incident management.

Review

Member States will submit to the Commission by 15 months after the date of entry into force of this Directive, a report on the **implementation of this Directive and of the delegated acts** adopted on the basis thereof, as well as on their main national activities and projects regarding the priority areas and regarding the availability of data and services listed in Annexes III (List of data types) and IV (List of ITS services).

By 31 December 2028, the Commission will review certain measures and Annexes III and IV, and may, where appropriate, submit a proposal for amendment. In particular, the Commission may, on the basis of the progress made with regard to the availability and the accessibility of data and in the deployment of services, and taking into account their increased use through ITS applications, propose to adapt the geographical coverage of certain data types and services and add data types and services considered crucial for the further deployment of ITS.