

Basic information	
<b>2023/3009(DEA)</b> DEA - Delegated acts procedure Provision of EU-wide multimodal travel information services Supplementing <a href="#">2008/0263(COD)</a> <b>Subject</b> 3.20.05 Road transport: passengers and freight 3.20.07 Combined transport, multimodal transport	Procedure completed - delegated act enters into force

Key players				
European Parliament	Committee responsible		Rapporteur	Appointed
	<b>TRAN</b>	Transport and Tourism		

Key events			
Date	Event	Reference	Summary
29/11/2023	Non-legislative basic document published	<a href="#">C(2023)08105</a>	
29/11/2023	Initial period for examining delegated act 2 month(s)		
13/12/2023	Committee referral announced in Parliament		
19/02/2024	Delegated act not objected by Parliament		

Technical information	
<b>Procedure reference</b>	2023/3009(DEA)
<b>Procedure type</b>	DEA - Delegated acts procedure
<b>Procedure subtype</b>	Examination of delegated act
<b>Amendments and repeals</b>	Supplementing <a href="#">2008/0263(COD)</a>
<b>Stage reached in procedure</b>	Procedure completed - delegated act enters into force
<b>Committee dossier</b>	TRAN/9/13782

Documentation gateway			
European Commission			
Document type	Reference	Date	Summary
Non-legislative basic document	<a href="#">C(2023)08105</a>	29/11/2023	

Document attached to the procedure	C(2023)9277	22/12/2023	
Document attached to the procedure	C(2024)0530	24/01/2024	
Document attached to the procedure	C(2025)0931	07/02/2025	
Document attached to the procedure	C(2026)1664	06/03/2026	

Additional information		
Source	Document	Date
European Commission	EUR-Lex	

## Provision of EU-wide multimodal travel information services

2023/3009(DEA) - 17/12/2009

The Council took note of the state of play regarding a proposal for a directive on the deployment of Intelligent Transport Systems (ITS) in the field of road transport.

The Commission proposal, presented in December 2008, has been considerably modified during its examination by the Council preparatory bodies, which also took into account the European Parliament's first-reading opinion of April 2009. Moreover, changes have been introduced following several informal talks with the European Parliament in recent weeks in order to prepare the ground for an early agreement between Council and Parliament.

The objective of the proposed directive is to accelerate and to coordinate deployment of interoperable ITS in road transport, including interfaces with other transport modes, by creating the necessary conditions and mechanisms through a coherent EU-wide framework.

**The text as it stands is, in substance, acceptable for the Member States.** On the eve of the Council meeting, **the European Parliament also signalled its readiness to accept the substance of the text.** Consequently, the Council now invited the competent bodies to finalise the agreement with the Parliament so that the directive can swiftly be adopted by both institutions once the Council has adopted its first-reading position at a forthcoming meeting.

However, there remains a more technical legal issue to be discussed with the Parliament, namely the provisions on "delegated acts", newly introduced following the entry into force of the Lisbon treaty. "Delegated acts" are decisions taken by the Commission in implementing legislative acts adopted by the Parliament and the Council.

**Compromise reached:** the key question where opinions diverged until recently was if, or to what extent, the deployment of ITS applications and services should be mandatory. Many Member States think, notably in view of the financial and administrative implications, that any decision to deploy ITS services should be taken at national level. Other Member States initially favoured making at least some ITS services mandatory, but were not unanimous as to which services should be chosen.

The European Parliament, in its first-reading opinion, advocated mandatory introduction of certain ITS services.

The compromise solution which has now been found includes, on the one hand, **an assurance to Member States that they will have the final say on the deployment of ITS on their territory**, and on the other hand, **a two-stage procedure for introducing ITS through EU legislation:** (i) first, the Commission adopts the necessary specifications for the action concerned; (ii) then, within 12 months and, where appropriate, after an impact assessment, the Commission presents a proposal for deployment of this action to the European Parliament and the Council, which will jointly decide upon it.

Some Member States, however, still fear that the non-mandatory character of the deployment provisions might not be clear enough and intend to make a statement on this issue when the directive is being adopted.

## Provision of EU-wide multimodal travel information services

2023/3009(DEA) - 11/06/2009

In a public deliberation, the Council took note of the **Presidency progress report** on a draft Directive establishing the framework for the deployment of intelligent transport systems (ITS) in the field of road transport. The Commission presented its proposal in December 2008. The European Parliament adopted its first-reading opinion in April 2009.

The Council invited the competent bodies to pursue the examination of this proposal in order to reach a political agreement by the end of 2009.

The objective of this proposal is to create the conditions and to put in place the mechanisms to foster the uptake of ITS services and applications for road transport and their interfaces with other modes of transport in order to support a more efficient and environmentally friendly, safer and more secure freight and passenger mobility in the EU. To that end the proposal provides for the comitology procedure (regulatory procedure with scrutiny) to be applied to common and legally binding specifications defining detailed provisions and procedures for the deployment of ITS across the EU.

The Council working party examined this proposal and the accompanying action plan at several meetings.

A majority of delegations share the general aim of this proposal to accelerate and coordinate the deployment and use of Intelligent Transport Systems applied to road transport, including the interfaces with other transport modes. Although agreeing to the objective, Member States expressed concerns on the:

- a) competence for the different priority areas proposed i.e. Community vs. Member States,
- b) scope of the comitology procedure and obligations resulting thereof,
- c) priorities of the different actions envisaged,
- d) impact of the draft Directive on already existing ITS and national policies,
- e) financial and administrative implications for the Member States.

A number of delegations could in principle follow the Commission's approach to apply the comitology procedure for establishing specifications and procedures for a coordinated and accelerated use of ITS across the EU. These delegations nonetheless express the wish to clearly define the areas to which the comitology procedure should be applied.

Member States express different views on the best ways and means to deploy ITS across the EU.