



Brussels, 13.12.2022
C(2022) 9140 final

COMMISSION DECISION

of 13.12.2022

**updating the working programme in relation to the actions under Article 6(3) of
Directive 2010/40/EU for the period 2022-2027**

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THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport¹, and in particular Article 17(5) thereof,

After consulting the ITS Committee,

Whereas:

- (1) On 15 February 2011 the Commission adopted the working programme on the implementation of Directive 2010/40/EU². That programme included objectives and dates for the adoption of the necessary specifications for the priority actions required for an effective and coordinated deployment and use of intelligent transport systems (ITS).
- (2) Article 6(3) of Directive 2010/40/EU requires the Commission, once those necessary specifications for priority actions have been adopted, to adopt specifications ensuring compatibility, interoperability and continuity for the deployment and operational use of ITS for other actions in the priority areas.
- (3) Article 17(5) of the Directive, as amended by Decision (EU) 2017/2380 of the European Parliament and of the Council³, requires the Commission to update the working programme in relation to those other actions under Article 6(3) by 10 January 2019 and before each subsequent 5-year extension of the power to adopt delegated acts in accordance with Article 12(2) of the Directive.
- (4) On 11 December 2018, the Commission adopted a Decision updating the working programme in relation to the actions under Article 6(3) of Directive 2010/40/EU⁴ for 2018-2022. The updated working programme 2022-2027 is to provide a description and non-binding timeframe for the new activities envisaged by the Commission to implement the actions set out in the ITS Directive.
- (5) When conducting those activities, the Commission will carry out appropriate consultations, including at expert level, in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making⁵,

¹ OJ L 207, 6.8.2010, p. 1.

² C(2011)289 final.

³ Decision (EU) 2017/2380 of the European Parliament and of the Council of 12 December 2017 amending Directive 2010/40 as regards the period for adopting delegated acts (OJ L 340, 20.12.2017, p. 1).

⁴ C(2018)8264 final.

⁵ OJ L 123, 12.5.2016, p. 1.

HAS DECIDED AS FOLLOWS:

Sole article

The 2022-2027 working programme on the implementation of Directive 2010/40/EU, as set out in the Annex, is hereby adopted.

Done at Brussels, 13.12.2022

For the Commission
Adina-Ioana VĂLEAN
Member of the Commission



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ANNEX

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to the

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1. INTRODUCTION

Since the entry into force of Directive 2010/40/EU (the ITS Directive) in August 2010, the Commission has implemented the first working programme¹, which focused mainly on the adoption of specifications for the priority actions under the Directive.

Decision (EU) 2017/2380² extended the Commission's power to adopt delegated acts, as referred to in Article 7 of the Directive, to 27 August 2022, without changing the Directive's scope or objectives. It also required the Commission to update the working programme in relation to other actions in the four priority areas listed in Annex I to the Directive by 10 January 2019. The updated working programme, adopted on 11 December 2018³, included seven new actions under Article 6(3) of Directive 2010/40/EU for 2018-2022.

Article 17(5) of the Directive, as amended by Decision (EU) 2017/2380, requires the Commission to update this working programme before each subsequent 5-year extension of the power to adopt delegated acts, i.e. to adopt an updated working programme for 2022-2027.

This update should allow for the implementation of actions already in the scope of the working programme 2018-2022, mainly reflecting the work already achieved on the revision of Commission Delegated Regulation (EU) 2015/962⁴, with the adoption of Commission Delegated Regulation (EU) 2022/670⁵, and updating the activities related to eCall and multimodal travel information services. It is appropriate not to include further actions because, on 14 December 2021⁶, the Commission adopted a proposal for a Directive amending the ITS Directive and, as the amended version of the ITS Directive may enter into force relatively soon after the start of the updated working programme, the adoption of a new working programme would likely become necessary.

2. SCOPE AND TIMEFRAME OF THE WORKING PROGRAMME

By this Decision, the Commission updates the working programme for the second time to specify what new activities it envisages to undertake as regards implementation of the Directive. These activities include a mapping exercise with Member States experts, for a further clarification of their scope, taking into account existing sectoral rules and cross-sectoral data legislation and initiatives.

This updated working programme lists the topics that the Commission will investigate, in particular in view of the possible adoption of common specifications. It provides a description and non-binding timeline for each activity in the four priority areas under the Directive. Depending on needs, and if the level of maturity so allows, the activities may lead to standardisation measures, supporting actions or common specifications. Common

¹ C(2011) 289 final.

² Decision (EU) 2017/2380 of the European Parliament and of the Council of 12 December 2017 amending Directive 2010/40/EU as regards the period for adopting delegated acts (OJ L 340, 20.12.2017, p. 1).

³ C(2018)8264 final.

⁴ 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).

⁵ 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 (OJ L 122, 25.4.2022, p. 1).

⁶ 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) 813 final.

specifications could take the form of a new delegated act or an amendment to an existing delegated act. In addition, several activities may lead to specifications being adopted under a common delegated act.

Given that the Commission's power to adopt delegated acts has been extended until 27 August 2027 and in view of the ongoing activities, this new working programme will apply for the 5 years to 2027.

3. DESCRIPTION AND TIMEFRAME FOR PROPOSED ACTIVITIES

3.1. Cooperative intelligent transport systems (C-ITS)

Description:

The purpose of this activity is to adopt common EU specifications where necessary to ensure compatibility, interoperability and continuity for the deployment and operational use of EU-wide C-ITS services based on trusted and secure communication (*priority area IV of the ITS Directive*).

Timeframe:

2022-2027

3.2. eCall – Adaptation of the eCall legal framework to new electronic communication technologies and possible extension to other vehicle categories

Description:

As announced in the EU Sustainable and Smart Mobility Strategy⁷ (action No 75), this activity will consider what adjustments are needed to the current legal framework in response to new electronic communication technologies and 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.

To that end, the Commission launched a preparatory study in 2022, which addresses the adjustments for new electronic communication technologies and also assesses the impact of such an extension on the functioning of the PSAPs and on EU legislation. The study also assesses possible options for addressing the issue of the obsolescence of eCall systems in vehicles with equipment meeting current eCall specifications, once 2G and 3G networks are switched off⁸.

This activity is related to the existing legal framework for eCall PSAPs and eCall in-vehicle system⁹ (*priority area III of the ITS Directive*).

Timeframe:

2022-2024

3.3. Revision of current specifications for EU-wide multimodal travel information services

Description:

⁷ COM(2020) 789 final.

⁸ In the same context, the [study on the current and prospective use of the 900 MHz band by GSM as a technology of reference, considering present and future Union policies](#) analyses the use of GSM and other public mobile communications networks for the provision of eCall services.

⁹ https://ec.europa.eu/transport/themes/its/road/action_plan/ecall_en

Taking account of the study ‘Remaining challenges for EU-wide integrated ticketing and payment systems’¹⁰, this activity will consider revising Commission Delegated Regulation (EU) 2017/1926¹¹ to further facilitate the exchange and reuse of data needed to develop multimodal digital mobility services. Taking account of existing sectoral rules and cross-sectoral data legislation and initiatives, it will look specifically at:

- mandatory accessibility of dynamic data listed in the Annex to Delegated Regulation (EU) 2017/1926;
- updating the list of data to be made accessible (including new data types) under Delegated Regulation (EU) 2017/1926;
- extending the requirements on standards, including for payment and booking interfaces; supporting the extension of existing standards; facilitating the use of these standards, both for data owners and for data re-users.

This activity will also look at possible harmonisation of access nodes identifiers for passenger transport (*priority area I of the ITS Directive*).

Timeframe:

2022-2023

3.4. Continuity of traffic and freight management services

Description:

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 (such as the recommendations and work of the Digital Transport and Logistics Forum on enabling data-sharing in multimodal logistics and supply chains, covering paperless transport, corridor freight information systems and electronic freight transport information). 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, e.g. the standardised (and cross-border) sharing of information on the locations and routes of dangerous cargo with and between traffic control centres.

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. Appropriate interfaces and interactions, between traffic management and information systems managed by various stakeholders, e.g. road operators, vehicle manufacturers, freight and logistics stakeholders and service providers, should be ensured in order for them all to contribute to a safer and more efficient traffic flow.

The mapping exercise with Member States experts will take into account the recommendations of the C-ITS platform and of European and national projects, in particular those relating to enhanced traffic management, such as the Socrates 2.0 CEF project¹².

Timeframe:

¹⁰ https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/studies/its-studies_en

¹¹ OJ L 272, 21.10.2017, p. 1.

¹² <https://trimis.ec.europa.eu/project/socrates-20>

4. AMENDING THE WORKING PROGRAMME

In addition to the activities listed above, the Commission intends to assess whether the reporting obligations under the relevant existing delegated acts could be aligned in terms of their content and frequency. This assessment may entail the revision of some of these delegated acts beyond the above-listed activities.

As the duration of this new working programme coincides with the 5-year extension of the Commission's power to adopt delegated acts, if this period is tacitly extended in 2027 for 5 more years, the Commission will propose necessary amendments to this working programme at that time, or earlier if other needs emerge.