

EUROPEAN
COMMISSION

Brussels, 11.12.2018
C(2018) 8264 final

COMMISSION DECISION

of 11.12.2018

**updating the Working Programme in relation to the actions under Article 6(3) of
Directive 2010/40/EU**

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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,

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 related to those other actions under Article 6(3) by 10 January 2019. The updated Working Programme is to provide a description and indicative timeline for the new activities the Commission envisages to undertake as regards the implementation of the actions of the ITS Directive.
- (4) 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-Making⁴.
- (5) The measures provided for in this Decision are in accordance with the opinion of the Committee referred to in Article 15 of Directive 2010/40/EU,

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 OJ L 123, 12.5.2016, p. 1.

HAS DECIDED AS FOLLOWS:

Sole article

The 2018-2022 Working Programme on the implementation of Directive 2010/40/EU, as set out in the Annex, is hereby adopted.

Done at Brussels, 11.12.2018

For the Commission
Violeta Bulc
Member of the Commission

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ANNEX

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to the

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**updating the Working Programme related to the actions under Article 6(3) of Directive
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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, in addition to the creation of the European ITS Advisory Group and the adoption of reporting guidelines, focused mainly on the adoption of specifications for the priority actions under the Directive.

Those specifications were prepared in cooperation with experts nominated by Member States and the implementation of this first Working Programme concluded in May 2017 with the adoption of common specifications for the last priority action². Actions in the Working Programme have been completed. Furthermore, the Commission published a report on the implementation of the Directive and in respect of the delegated powers on 21 October 2014³.

Meanwhile, additional initiatives relating to priority and non-priority actions under the ITS Directive have been started, including preparatory work on specifications for Cooperative Intelligent Transport Systems (priority area IV of the ITS Directive).

Decision (EU) 2017/2380⁴ extended to 27 August 2022 the Commission's power to adopt delegated acts, as referred to in Article 7 of the Directive, without changing the Directive's scope or objectives. It also requires the Commission to update by 10 January 2019 the Working Programme in relation to other actions in the four priority areas listed in Annex I to the Directive.

2. SCOPE AND TIMEFRAME OF THE WORKING PROGRAMME

With this Decision, the Commission updates the first Working Programme with the objective to define the new activities it envisages to undertake as regards the implementation of the Directive. These activities will start with a mapping exercise with Member States experts, for a further clarification of their scope.

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 indicative 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. Where relevant, developments under this Working Programme may be taken into account in the implementation of the Skills Agenda for Europe⁵, as outlined in the May 2018 Communication on *An EU strategy for mobility of the future*⁶. Common specifications could take the form of a new delegated act or an amendment of an existing delegated act. In addition, several activities may lead to specifications adopted under a common delegated act.

In view of the extension to 27 August 2022 of the Commission's power to adopt delegated acts, and of the ongoing activities, this new Working Programme will apply for the five years to 2022.

¹ C(2011) 289 final.

² https://ec.europa.eu/transport/themes/its/road/action_plan_en

³ <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52014DC0642>

⁴ 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).

⁵ <http://ec.europa.eu/social/main.jsp?catId=1223>

⁶ COM(2018) 283 final.

3. DESCRIPTION AND TIMELINE OF PROPOSED ACTIVITIES

3.1. Cooperative Intelligent Transport Systems (C-ITS)

Description: the purpose of this activity is to adopt common EU specifications as 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*).

Timeline: 2018 for the initial specifications.

2019–2022 for possible revisions of the specifications, in order to take account of the rapid evolution in the development of new technologies and services.

3.2. Revision of current specifications for EU-wide real-time traffic information services

Description: this activity will consider, for specific data types, the possible geographical extension of the current specifications for EU-wide real-time traffic information services (Commission Delegated Regulation (EU) 2015/962) and possible additional data types, in particular relevant data types at urban level (*priority area I of the ITS Directive*).

The objective is to extend the geographical scope so as possibly to cover the whole road transport network, at least for some data types to be determined, and to look at possible new data types such as urban vehicle access restrictions, also taking into account the activities referred to in sections 3.3 and 3.4 below.

The mapping exercise with Member States experts will take into account the recommendations of the C-ITS platform⁷, in particular those relating to enhanced traffic management.

The Commission plans to launch a supporting study in 2019 intended to cover activities described in this section and sections 3.3 and 3.4.

Timeline: 2019–2020

3.3. Recharging/refuelling points

Description: this activity will look into the accessibility of static and dynamic information (including pricing information) on the whole territory of the Union (*priority area I of the ITS Directive*).

In order to complement the current provisions of Commission Delegated Regulations (EU) 2015/962⁸ and 2017/1926⁹, this activity will address the need for information on publicly accessible recharging/refuelling points (not only stations) and pricing information on the whole road network, and the roles of the various parties involved. Work has already started in 2018 with the launch of a Connecting Europe Facility (CEF) Programme Support Action on data collection related to recharging/refuelling points for alternative fuels¹⁰.

⁷ <https://ec.europa.eu/transport/sites/transport/files/2017-09-c-its-platform-final-report.pdf>

⁸ OJ L 157, 23.6.2015, p. 21.

⁹ OJ L 272, 21.10.2017, p. 1.

¹⁰ https://ec.europa.eu/transport/content/programme-support-action-addressed-member-states-data-collection-related_en

This activity is related to the activity described in section 3.2 on the possible revision of Commission Delegated Regulation (EU) 2015/962.

Timeline: 2018–2020

3.4. Access to vehicle data for road operation purposes

Description: as announced in the Communication on *An EU strategy for mobility of the future*, this activity will consider the need for specifications on access to vehicle data for the needs of public authorities, road operators and any other parties in charge of road operations, in particular for traffic management purposes (*priority area I of the ITS Directive*).

The objective is to work on the data needs and the roles of parties in the business-to-government context, taking into account current commercial activities. In line with the Communication, this activity does not cover business-to-business contexts.

This activity is related to the activity described in section 3.2 on the possible revision of Commission Delegated Regulation (EU) 2015/962.

Timeline: 2018–2019

3.5. eCall — extension to other vehicle categories

Description: this activity will consider the impact on eCall Public Safety Answering Points (PSAPs) of the possible extension of eCall to other vehicle categories (such as heavy goods vehicles, buses and coaches, powered two-wheelers and agricultural tractors). This activity is related to the existing legal framework for eCall PSAPs and eCall in-vehicle system¹¹ (*priority area III of the ITS Directive*).

In accordance with Article 12(1) of Regulation (EU) 2015/758¹², the Commission should prepare an evaluation by 31 March 2021 to assess if that Regulation should be extended to other vehicle categories. To that end, the Commission plans to launch a preparatory study in 2019, which will also assess the impact of such an extension on the functioning of the PSAPs and on the related EU legislations.

Timeline: 2019–2021

3.6. Interoperable payment / ticketing

Description: this activity will look at technical, legal and commercial barriers and challenges of EU-wide multimodal booking and ticketing, starting with a Commission study launched in 2018, notably as a further contribution to support the ‘Mobility as a Service’ approach, and addressing the commercial and legal barriers to ticketing (*priority area II of the ITS Directive*).

Further steps will be discussed with Member State experts on the basis of the study’s recommendations.

Timeline: 2018–2022

3.7. 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 (such as the recommendations and work of the Digital Transport & Logistics Forum on enabling data-sharing in multimodal logistics and supply chains) already address actions in this area. The

¹¹ https://ec.europa.eu/transport/themes/its/road/action_plan/ecall_en

¹² OJ L 123, 19.5.2015, p. 77.

objective is to assess the need for complementary actions, e.g. standardised information flows or traffic interfaces between traffic information/control centres and various stakeholders.

In particular, 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 as regards data, standards and procedures. Appropriate interfaces and interactions between the traffic management and information systems from the various stakeholders in place, e.g. road operators, vehicle manufacturers and service providers, should be ensured in order for them all to contribute to safer and more efficient traffic flow.

The mapping exercise with Member States experts will take into account the recommendations of the C-ITS platform, in particular those relating to enhanced traffic management.

Timeline: 2019–2022

4. AMENDING THE WORKING PROGRAMME

In addition to the new activities listed above, the Commission intends to assess whether the reporting obligations under the relevant existing delegated acts could be aligned regarding their content and frequency.

As the duration of this new Working Programme coincides with the five-year extension of the Commission's power to adopt delegated acts, if this period is tacitly extended in 2022 for five more years, the Commission will propose necessary amendments to this Working Programme by at that time, or beforehand if other needs emerge. In this context, it may be take account of the 2017-2018 evaluation of the implementation of the ITS Directive.