

Factsheet

“EU Directive - Framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport”

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Date: 16- 8 -2010

Summary

The European Union recently committed itself to fostering the deployment of ITS through the publication of an EU Directive on ITS. This Directive was adopted by the European Parliament and the European Council and published in the Official Journal. This factsheet presents and summarises the framework, content and priority actions of this Directive.

Purpose of the ITS Directive

The ITS Directive has been published as there is a need to ensure a coordinated and effective deployment of ITS within the European Union. The Directive will ensure the compatibility, interoperability and continuity for the deployment and operational use of ITS.

Framework

The Directive enters into force on 27 August 2010.

The power to adopt delegated acts is conferred on the Commission until 27 August 2017.

The delegation of this power may be revoked by the European Parliament or by the Council.

The European Parliament or the Council may object to a delegated act within a period of two months (possibility of extension to 4 months) from the date of notification.

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 27 February 2012.

Content

The Directive provides for priority areas and priority actions to be implemented at European level. It charges the EU Commission to develop and adopt specifications which are subsequently binding for the deployment of the related ITS applications and services.

The specifications do not oblige Member States to enforce the deployment of the related ITS applications and services.

Specifications in the context of this Directive are binding measures laying down provisions (functional, technical, organisational, service) containing requirements, procedures or any relevant rules when deploying certain systems and services.

Before adopting any specifications, the Commission should assess their compliance with certain defined principles:

- Be effective
- Be cost-efficient
- Be proportionate
- Support continuity of services
- Deliver interoperability
- Support backward compatibility
- Respect existing national infrastructure and network characteristics
- Promote equality of access
- Support maturity
- Deliver quality of timing and positioning
- Facilitate inter-modality
- Respect coherence

Priority areas and actions

Priority areas for the development and use of specifications and standards:

- Optimal use of road, traffic and travel data
- Continuity of traffic and freight management ITS services
- ITS road safety and security applications
- Linking the vehicle with the transport infrastructure

Priority actions for the development and use of specifications and standards:

- Provision of EU-wide multimodal travel information services
- Provision of EU-wide real-time traffic information services
- Data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users
- Harmonised provision for an interoperable EU-wide eCall
- Provision of information services for safe and secure parking places for trucks and commercial vehicles
- Provision of reservation services for safe and secure parking places for trucks and commercial vehicles

Process

The Commission shall first adopt the specifications necessary for the above-mentioned priority actions and then for other actions in the priority areas.

The Commission shall conduct an impact assessment including a cost-benefit analysis prior to the adoption of the specifications.

At the latest 12 months after the adoption of the necessary specifications for a priority action, the Commission shall, where appropriate, after conducting an impact assessment including a cost-benefit analysis, present a proposal to the European Parliament and the Council in accordance with Article 294 of the TFEU on the deployment of that priority action.

Consultation and Monitoring

The Commission shall be assisted by the **European ITS Committee (EIC)**, a political group gathering related government officials from all EU Member States.

The Commission shall establish a **European ITS Advisory Group** to advise the EIC on business and technical aspects of the deployment and use of ITS in the Union. This advisory group will gather industry and societal stakeholders.

The EU Commission and Member States will have mutual obligations to report about each other's activities with respect to the priority areas.

Current (next) steps

EU Commission will invite Member States (via Permanent Representations) to nominate members for the EIC.

EU Commission will invite ITS stakeholder community to propose candidates for the EIC.

Continuation of work in the context of framework contract for technical, legal and organisational support (signed in December 2009). Three studies, related to four actions, have been launched:

- guaranteed access to traffic and travel data free provision of safety-related universal traffic information services
- information and reservation systems for secure and safe parking for trucks and commercial vehicles
- open in-vehicle platform

More studies are planned to be launched in 2010, notably "Study on accurate public data for digital maps"

Bibliography:

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 transport, in : Official Journal of the European Union, L 207, Volume 53, 6 August 2010.

Ref: <http://eur-lex.europa.eu/JOHtml.do?uri=OJ:L:2010:207:SOM:EN:HTML>

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