C/2024/6798

13.11.2024

COMMISSION IMPLEMENTING DECISION

of 12 November 2024

establishing a working programme for Directive 2010/40/EU for the period 2024-2028

(C/2024/6798)

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 transport ([1]), and in particular Article 4a(1) thereof,

Whereas:

(1) Directive (EU) 2023/2661 ([2]) amended Directive 2010/40/EU and introduced in particular a new Article 4a requesting the Commission to adopt a working programme for Directive 2010/40/EU by 21 December 2024. This working programme is set out in the Annex to this Decision and specifies the objectives and timeframe of the activities the Commission intends to undertake, with particular regard to the possible adoption of common specifications in the four priority areas under Directive 2010/40/EU and to the possible amendment of its Annex III.

(2) Article 4a(2) of Directive 2010/40/EU also requires the Commission to adopt a new working programme before each subsequent five-year extension of the power to adopt delegated acts in accordance with Article 12(2). As the next five-year extension of the power to adopt delegated acts should be conferred on the Commission as from 20 December 2028, the working programme set out in this Decision covers the period 2024-2028.

(3) Commission Decision C(2022) 9140 final ([3]) updating the working programme in relation to the actions under Article 6(3) of Directive 2010/40/EU established a working programme for the period 2022-2027. Considering the new requirements for the working programme introduced by Article 4a(1) of Directive 2010/40/EU and the fact that the remaining planned activities of the working programme for the period 2022-2027 will be taken over in this working programme, Decision C(2022) 9140 final should be repealed.

(4) When conducting the activities of the working programme, 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-making ([4]).

(5) The measures provided for in this Decision are in accordance with the opinion of the European Intelligent Transport Systems Committee,

HAS DECIDED AS FOLLOWS:

Article 1

The working programme for the period 2024-2028 on the implementation of Directive 2010/40/EU, as set out in the Annex, is hereby adopted.

([1]) OJ L 207, 6.8.2010, p. 1, ELI: http://data.europa.eu/eli/dir/2010/40/oj.

([2]) Directive (EU) 2023/2661 of the European Parliament and of the Council of 22 November 2023 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 (OJ L, 2023/2661, 30.11.2023, ELI: http://data.europa.eu/eli/dir/2023/2661/oj).

([3]) Commission Decision C(2022) 9140 final 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.

([4]) OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinstit/2016/512/oj.

Article 2

Commission Decision C(2022) 9140 final is repealed.

Done at Brussels, 12 November 2024.

For the Commission
Wopke HOEKSTRA
Member of the Commission

ANNEX

Contents

Page

1. Introduction ... 3
2. Scope and timeframe of the working programme ... 3
3. Description and timeframe for proposed activities ... 4
   - 3.1. Commission tasks linked to the amendment of Directive 2010/40/EU ... 4
   - 3.2. Detailed description of proposed activities ... 4
     - 3.2.1. Cooperative intelligent transport systems (C-ITS) ... 4
     - 3.2.2. eCall – possible extension to other vehicle categories ... 4
     - 3.2.3. Development of multimodal access nodes identifiers ... 5
     - 3.2.4. Enhanced traffic and incident management ... 5
     - 3.2.5. Revision of current specifications for road safety related minimum universal traffic information ... 6
     - 3.2.6. Revision of current specifications for information services for safe and secure parking places for trucks and commercial vehicles ... 7
     - 3.2.7. Amendment of Annex III to Directive 2010/40/EU ... 7
4. Amending the working programme ... 8

1. INTRODUCTION

Since the entry into force of Directive 2010/40/EU of the European Parliament and of the Council ([1]) in August 2010, the Commission has implemented the first working programme ([2]), which focused mainly on the adoption of specifications for the priority actions under the Directive. Two updates of this working programme followed, for the periods 2017-2022 ([3]) and 2022-2027 ([4]), which included new actions under Article 6(3) of the Directive.

Article 4a of Directive 2010/40/EU, as introduced by Directive (EU) 2023/2661 of the European Parliament and of the Council ([5]), requires the Commission to adopt a working programme by 21 December 2024.

2. SCOPE AND TIMEFRAME OF THE WORKING PROGRAMME

This working programme specifies the activities the Commission envisages undertaking in order to implement Directive 2010/40/EU. These include a mapping exercise with Member States experts to achieve a clarification of their scope, taking into account existing sectoral rules and cross-sectoral data legislation and initiatives.

This working programme lists the activities the Commission will undertake, in particular with a view to the possible adoption of common specifications in the four priority areas under Directive 2010/40/EU and the possible amendment of Annex III to that Directive. For each activity, it provides a description and non-binding timeline.

([1]) 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, OJ L 207, 6.8.2010, p. 1.
([2]) C(2011) 289 final.
([3]) C(2018) 8264 final.
([4]) C(2022) 9140 final.
([5]) Directive (EU) 2023/2661 of the European Parliament and of the Council of 22 November 2023 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 (OJ L, 2023/2661, 30.11.2023, p. 1).

The activities may lead to standardisation measures, supporting actions or common specifications, depending on needs, and if the level of maturity so allows. Common 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.

This working programme applies to the period 2024-2028.

3. DESCRIPTION AND TIMEFRAME FOR PROPOSED ACTIVITIES

3.1. Commission tasks linked to the amendment of Directive 2010/40/EU

The following table gives a general overview of the Commission's main tasks during the period 2024-2028 stemming from the amendment of Directive 2010/40/EU by Directive (EU) 2023/2661.

Tasks	2024	2025	2026	2027	2028
Adoption of the working programme					
Adoption of the common template for Member State reporting and key performance indicators					
Renewal of the European ITS Advisory Group (EIAG)					
Reports on implementation progress (2026) and delegated powers (2028)					
Review of Directive 2010/40/EU					

3.2. Detailed description of proposed activities

3.2.1. *Cooperative intelligent transport systems (C-ITS)*

Description:

The purpose of this activity is to adopt, where necessary, common EU specifications to ensure compatibility, interoperability and continuity for the deployment and operational use of EU-wide cooperative ITS services based on trusted and secure communication.

Envisaged EU specifications:

— specifications for the EU C-ITS security credential management system;

— specifications for harmonised C-ITS services;

— specifications to foster the development and implementation of C-ITS, in particular to support cooperative, connected and automated mobility.

This activity covers all vehicle types and users and will look at the maturity of services for, among others, emergency vehicles, public transport vehicles, vulnerable road users such as powered two-wheelers and bicycles, road workers, heavy good vehicles, vans and cars. It will also include local and central infrastructure elements (roadside units and central C-ITS stations). The activity will start with a mapping exercise, in cooperation with Member State experts and stakeholders, to further clarify its scope e.g. identify services, including synergies with road safety related minimum universal traffic information services. This should be followed by the launch of a support study.

(priority area IV of Directive 2010/40/EU)

Timeframe:

2024-2027

3.2.2. *eCall – possible extension to other vehicle categories*

Description:

As announced in the Commission's sustainable and smart mobility strategy ([6]) (action No 75), and following the adaptation in 2024 of the eCall legal framework to new packet-switched electronic communication technologies, this activity will consider whether public safety answering points (PSAPs) need to be adjusted as a result 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, and depends on, developments in the existing legal framework for eCall PSAPs and eCall in-vehicle system ([7]), which includes legislation beyond the ITS Directive. The possible extension of eCall to other vehicle categories should be underpinned by an impact assessment covering all aspects of eCall. In particular, it should consider the necessary changes to the specifications for PSAPs under Directive 2010/40/EU.

(priority area III of Directive 2010/40/EU)

Timeframe:

2025-2028

3.2.3. *Development of multimodal access nodes identifiers*

Description:

This activity aims to support the creation of unique EU identifiers (IDs) for access nodes (for scheduled modes and transport on demand where relevant). Developing unique EU identifiers would support the development of multimodal services, including ticketing services, and facilitate implementation of the Delegated Regulation on multimodal travel information services ([8]) under Directive 2010/40/EU.

As a first step, the activity includes a mapping of existing tools in place to identify access nodes and explore how to further develop unique EU identifiers. More specifically, the exploratory work will review the current availability of access nodes identifiers in the Member States and propose a way to define, as a second step, unique EU identifiers for these access nodes.

Preparatory work should be conducted as part of a Connecting Europe Facility technical assistance project. Follow-up actions such as the possible adoption of EU specifications under Directive 2010/40/EU should be discussed with Member States experts based on this project's recommendations.

(priority area I of Directive 2010/40/EU)

Timeframe:

2025-2027

3.2.4. *Enhanced traffic and incident management*

Description:

This activity will consider the need for further developments in priority area II of Directive 2010/40/EU, in particular for enhanced traffic and incident management services.

Several initiatives are already underway in this area. These include 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. This could include standardised (and cross-border) sharing of information on the locations and routes of dangerous cargo, and standardised sharing of information on micromobility solutions including cycling (e.g. volumes, patterns, parking and infrastructure).

([6]) COM(2020) 789 final.

([7]) https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/interoperable-eu-wide-ecall_en.

([8]) Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services (OJ L 272, 21.10.2017, p. 1).

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.

This activity will start with a Commission study launched in 2024 to explore, identify, analyse and evaluate the need for further actions on enhanced traffic and incident management services. Enhanced traffic and incident management services offer the opportunity to better balance and manage traffic on the road network leading to optimised use of road capacity. These services involve sophisticated technologies that monitor, control and respond to traffic conditions and incidents in real time.

The study will consider the work already done in various European initiatives such as the Digital Transport and Logistics Forum, as well as in national projects, in particular those relating to enhanced traffic management, such as the Socrates 2.0 CEF co-funded project ([9]).

Further possible steps such as standardisation measures, supporting actions or common specifications will be discussed with Member State experts based on the study's recommendations.

(priority area II of Directive 2010/40/EU)

Timeframe:

2024-2026

3.2.5. *Revision of current specifications for road safety related minimum universal traffic information*

Description:

This activity will consider revising Commission Delegated Regulation (EU) No 886/2013 ([10]) to further support the provision of road safety related minimum universal traffic information free of charge to users. Taking account of existing sectoral rules and cross-sectoral data legislation and initiatives, the activity will look in particular at:

— simplifying and aligning the reporting obligation under Regulation (EU) No 886/2013 with the reporting obligations of Directive 2010/40/EU;

— possibly integrating the outcome of cooperation projects between Member States, e.g. on definitions, compliance and inspection procedures, metadata, standards, within the scope of Regulation (EU) No 886/2013;

— possibly adding event types, such as 'end of queue' or 'emergency vehicles approaching';

— possibly extending the geographical scope of Regulation (EU) No 886/2013;

— examining whether the Regulation is up to date, taking into account related developments such as those from the NAPCORE ([11]) and Data for Road Safety ([12]) projects, from the evolution of the UNECE legislation or stemming from the implementation of the General Safety Regulation ([13]) and the RISM Directive ([14]), as well as the evolution of legislation and deployment in the C-ITS domain.

([9]) https://trimis.ec.europa.eu/project/socrates-20.

([10]) Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6).

([11]) National Access Point Coordination Organisation for Europe – https://napcore.eu.

([12]) Data For Road Safety - https://www.dataforroadsafety.eu.

([13]) Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users (OJ L 325, 16.12.2019, p. 1).

([14]) Directive (EU) 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management (OJ L 305, 26.11.2019, p. 1).

To that end, the Commission plans to launch a study in 2025 intended to prepare this revision.

(priority area III of Directive 2010/40/EU)

Timeframe:

2024-2026

3.2.6. *Revision of current specifications for information services for safe and secure parking places for trucks and commercial vehicles*

Description:

This activity will consider revising Commission Delegated Regulation (EU) No 885/2013 ([15]) to further support the provision of information services for safe and secure parking places for trucks and commercial vehicles. Taking account of existing sectoral rules and cross-sectoral data legislation and initiatives, the activity will look in particular at:

— simplifying and aligning the reporting obligation under Regulation (EU) No 885/2013 with the reporting obligations of Directive 2010/40/EU;

— possibly integrating the outcome of cooperation projects between Member States, e.g. on data definitions, compliance and inspection procedures, metadata, standards, within the scope of Regulation (EU) No 885/2013;

— possibly extending the geographical scope of Regulation (EU) No 885/2013;

— examining whether the Regulation is up to date, taking into account related developments such as those from the NAPCORE project, and the evolution of legislation such as Delegated Regulation (EU) 2022/1012 ([16]) and Regulation (EU) 2024/1679 of the European Parliament and of the Council ([17]) on TEN-T.

To that end, the Commission should launch a study in 2026 intended to prepare this revision.

(priority area III of Directive 2010/40/EU)

Timeframe:

2026-2027

3.2.7. *Amendment of Annex III to Directive 2010/40/EU*

Description:

In accordance with Article 7 of Directive 2010/40/EU, the purpose of this activity is to define the applicable dates for the following data types listed in Annex III:

— freight delivery regulations;

— direction of travel on reversable lanes;

— permanent access restrictions;

— boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones;

([15]) Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1).

([16]) Commission Delegated Regulation (EU) 2022/1012 of 7 April 2022 supplementing Regulation (EC) No 561/2006 of the European Parliament and of the Council with regard to the establishment of standards detailing the level of service and security of safe and secure parking areas and to the procedures for their certification (OJ L 170, 28.6.2022, p. 27).

([17]) Regulation 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013 (OJ L, 2024/1679, 28.6.2024, ELI: http://data.europa.eu/eli/reg/2024/1679/oj).

— location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators) (for urban nodes as defined in Article 3, point (p), of Regulation (EU) No 1315/2013 and listed in that Regulation, including those administered by the cities).

These dates should be defined by Commission delegated acts amending Annex III. This will follow a cost-benefit analysis and appropriate consultations and take into account market and technological development throughout the EU.

Timeframe:

2026-2027

4. AMENDING THE WORKING PROGRAMME

Depending on the progress achieved on implementing the working programme, necessary adaptations to it could be proposed if needed during the period 2024-2028.