



Brussels, 2 June 2023  
(OR. en)

9859/23

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**Interinstitutional File:  
2021/0419(COD)**

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LIMITE

TRANS 208  
TELECOM 163  
IND 266  
CODEC 965  
DATAPROTECT 150  
DIGIT 101

## REPORT

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From:	General Secretariat of the Council
To:	Permanent Representatives Committee
No. prev. doc.:	ST 14554/2/22 REV2 ST 15281/1/22 REV1
No. Cion doc.:	COM(2021) 813 final
Subject:	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 – Preparation for the trilogue

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### I. INTRODUCTION

1. On 15 December 2021, the Commission submitted to the European Parliament and the Council a proposal 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 ('ITS Directive').
2. The main objectives of the proposal, which is based on Article 91 TFEU, are: (a) to take into account technological progress, such as connected and automated mobility or mobility-as-a-service apps; and (b) to enhance the availability, reuse and interoperability of data.

3. The proposal follows on from the assessment of the existing Directive carried out in 2019, which identified the following shortcomings: (i) the lack of interoperability and continuity of applications; (ii) the lack of consultation and effective cooperation among stakeholders; and (iii) the insufficient availability of, and reluctance to share, data.
4. To address these shortcomings, the Commission proposes, inter alia, extending the scope of the ITS Directive and making it mandatory to digitalise information linked to road safety, traffic, infrastructure and multimodal travel on the TEN-T network<sup>1</sup>, and subsequently on the entire road network. At the same time, the deployment of certain essential ITS services would also be made mandatory.
5. The proposal is part of a package of legislative initiatives aimed at contributing to the goals of decarbonisation, digitalisation and greater resilience in transport infrastructure.

## **II. WORK WITHIN THE COUNCIL**

6. The Working Party on Transport – Intermodal Questions and Networks examined the proposal between 10 January 2022 and 11 May 2022 preparing a general approach, which the Council reached on 2 June 2022 under the French Presidency.<sup>2</sup>

## **III. NEGOTIATIONS WITH THE EUROPEAN PARLIAMENT**

7. Following the adoption of the position for negotiation on 26 October 2022 of the European Parliament, where Ms Rovana Plumb (RO, S&D) is rapporteur for the file, the working group examined the Parliament’s amendments on 18, 25 and 30 November as well as on 2 December 2022 under the Czech Presidency. The Permanent Representatives Committee gave a mandate for negotiations on 7 December 2022.<sup>3</sup>

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<sup>1</sup> Trans-European transport network, for which guidelines have been laid down in Regulation (EU) No 1315/2013. Revising this Regulation is the main initiative of the ‘efficient and green mobility’ package.

<sup>2</sup> ST 9376/22.

<sup>3</sup> ST 15281/22.

8. After a technical meeting on 28 November 2022, the first trilogue was organised on 14 December 2022. During the trilogue, the co-legislators provisionally endorsed a considerable amount of technical work and exchanged positions in respect of main political issues to reach common ground. Despite willingness on both sides to bridge the gap, it was impossible to find an agreement based on the Council's proposal to take decisions on the scope and timeline for the mandatory availability of ITS data and services by way of implementing acts.
9. The working group resumed work under the Swedish Presidency and focused on developing an alternative approach on the main political issue which would allow taking most of the decisions for the mandatory availability of ITS data and services in the Directive itself (Annexes III and IV), while leaving some flexibility for modifications by way of delegated acts, subject to a number of limitations and safeguards.
10. After meetings of the working group on 3 and 17 February, 10 and 31 March, 28 April, 5 and 15 May 2023, a second technical meeting with the Parliament took place on 22 May 2023. The Parliament acknowledged that the work undertaken in Council responded to its request for political visibility to the mandatory availability of certain ITS data and services and that it offered a differentiated implementation plan (in term of geographical scope and timelines) suited to the various data types. After discussion of all technical items and of secondary political items, the Parliament pointed out that it would like the 2<sup>nd</sup> trilogue, planned for 8 June 2023, to focus on those main political issues, in particular Annex III, and that it was willing to show flexibility towards secondary issues and to negotiate on the basis of a revised Council mandate.

#### **IV. THE PROPOSED REVISED MANDATE**

11. As regards the main political issue, namely the geographical scope and deadlines for the obligation of Member States to make key travel and traffic data and services available via their national access points, the proposed revised mandate rests on two pillars.

*(a) Defining the deadlines and geographical scope (lines 78 to 84 = Article 6a/6b, recitals lines 22 and 22a, addendum lines 17 to 33 = Annexes III and IV<sup>4</sup>)*

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<sup>4</sup> In the Annex and the addendum to this note, these elements of the compromise are not highlighted as they reflect the outcome of the dedicated discussion at technical level (ST 6167/6/23 REV 6).

12. The deadlines and geographical scope for the Member States' obligation should be set out as much as possible in Annexes III and IV. For doing so, Annex III needed a more tailored approach to the various data types. According to the difficulties to be encountered in the digitalisation process, which could relate to the size of the task and the levels of administration involved, but also to the preparatory technical work in defining the digital content and data flows, the data types were regrouped into more sub-categories allowing a targeted stepwise approach.
13. Furthermore, the geographical scope to be covered was defined in a more individualised way and reduced to ensure feasibility and proportionality, having in mind the very diverse starting points of Member States, the amount of data concerned and actors involved, the density of traffic and the use cases and uptake of data from the national access points.
14. The deadlines for Member States were split so that an initial deadline would apply to new or updated travel and traffic information, and a subsequent deadline would apply to the “stock”, meaning older but still relevant existing travel and traffic information. This concept resulted from an initiative brought forward by the Commission during the first trilogue. In this way, it was possible to propose deadlines for all data types relating to new or updated information, and for most data types also in relation to the “stock”.

*(b) Modifications to data types (lines 85-90 = Article 7, lines 130a/130b = Article 18 (new), links to prior working programme line 61g and 61h = Article 4a<sup>5</sup>)*

15. As the initial scope of the obligation in terms of geography and deadlines would be defined in the Directive, changes to it would no longer be possible by way of implementing acts, because this would supplement the co-decision act. A very large majority of delegations was opposed to granting delegated acts to the Commission on this matter, in view of the large impact on national resources. However, having in mind the evolutionary nature of ITS and considering that a change to the proposed Annex III was necessary already during negotiations due to the updating of the delegated act specifying real-time travel information services<sup>6</sup>, most delegations were willing to consider changes to Annex III (but not Annex IV) to be made by way of delegated acts in certain cases.

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<sup>5</sup> In the Annex and the addendum to this note, these elements of the compromise are not highlighted as they reflect the outcome of the dedicated discussion at technical level (ST 6167/6/23 REV 6).

<sup>6</sup> Commission Delegated Regulation (EU) 2022/670 of 2 February (OJ L 122, 25.4.2022, p. 1).

16. This empowerment would be limited and subject to safeguards, in particular:
- Commission ensures preparatory work at technical level so that the data type (in terms of its description and related IT processes) will be mature for entering into the scope of obligation.
  - The data type concerned must have been earmarked in the multiannual working programme (adopted by way of implementing act).
  - Adding of a data type into the obligation only if the data (sub-)category is already laid down in Annex III.
  - Application of the geographical scope of the (sub-)category.
  - No changes to the geographical scope or deadlines already contained in Annex III.
  - Adding of deadlines which are missing in Annex III in relation to the “stock” of some data types is subject to timing boundaries.

In view of the limited scope of the empowerment, the Presidency considers appropriate to follow the Commission request that a full impact assessment before delegated acts should not be required, and that a cost-benefit analysis and close consultation with experts and stakeholders should be sufficient.

17. Desired changes outside of the proposed empowerment would have to be made by way of an amendment to the Directive, for which a new review clause is suggested (lines 130a/130b, Article 18 (new)).

18. Most delegations can support these changes to the mandate as otherwise the negotiations would get blocked over the preferences concerning the instruments of secondary legislation. Some delegations are hesitant to accept delegated acts for any changes which go beyond completing Annex III in the cases where deadlines still need to be established. Others, by contrast, are prepared to accept delegated acts with a wider scope in order to keep the desired flexibility in the system, or they consider that some of the safeguards are not necessary. When it comes to the geographical scope per data type and service, there is broad support for the Presidency compromise; however, one delegation considers excessive to apply the digitalisation of information on multimodal access nodes to the entire road network. Some delegations consider that the associated deadlines are still too ambitious, in particular regarding the “stock” of information, or when the geographical coverage extends to urban nodes, or with regard to the road safety-related traffic information service (Annex IV).

Several delegations expressed doubts that the necessary capacity building for the various levels of administration could be realised without support from the EU.

19. In line with its initial position on the Member States’ obligation, the Parliament might request a more ambitious scope for some of the data types in terms of geographical scope or in terms of deadlines. During the technical meeting on 22 May 2023 the Parliament representatives explained that their main concern rested on speed limits (Annex III line 18/19, increased geographical scope and no vehicle threshold), on static information on the state of the network (Annex III line 23, increased geographical scope to include motorways and primary roads), dynamic data on safe and secure parking areas (Annex III line 26a, to advance the deadline) as well as multimodal access nodes (Annex III line 30/30a, to advance the deadlines). The Parliament further questioned the approach - applied on static and dynamic data types - to limit the obligation to roads as well as streets in urban nodes where the traffic flow has reached a threshold of 8 500 vehicles on average per day. If a threshold is necessary, it requests a lower one, particularly for the cities in urban nodes.

20. The Presidency is of the view that the proposed mandate is the outcome of a large effort on the Council side to bridge the gap and provides a proportionate response to the challenge of mandatory data and services, where the listed data types, their geographical scope and deadlines are linked to each other. Therefore, it would be difficult to open individual categories. However, in view of the fruitful discussions at technical level, delegations are invited to indicate their “red lines” if they consider necessary.
21. Regarding issues other than the main political ones<sup>7</sup>, the Presidency does not consider necessary to make changes to the mandate approved for the first trilogue. Some technical changes following the technical meeting on 22 May 2023 are highlighted in the four-column document (lines 13/13a, 14, 17b, 18a, 25, 33, 43, 90, 99, 110a, 128, 134).
22. The Parliament has insisted on its position to allow for a transposition time in line with the Commission proposal (18 months, line 134; general approach: 24 months).

## V. CONCLUSION

23. The Permanent Representatives Committee is invited to:
- examine the proposed way forward to bridge the gap between the institutions’ positions on the main political issues summarised under part IV above, and
  - to agree to the mandate for the forthcoming second trilogue as set out in the Annex to this note (the four-column table) as well as its addendum 1 (Annexes II to IV of the proposal).
24. The second trilogue is scheduled for 8 June 2023 in the Council’s premises.

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<sup>7</sup> As there are not yet any political items provisionally closed, this concerns in particular: Common European data access point (Art 6a last paragraph, EP amendment line 81f and recital line 17a); Interim measures (Article 7a, lines 91 to 94f, recital line 24); Non-binding measures (Article 9, line 95b); Rules on data protection and privacy (Article 10, lines 97-101, recitals lines 25/26); Security credentials management system (Article 10a, lines 103-109, recital line 21; Next-generation eCall (Annex I line 199c); Information on alternative fuels infrastructure (Annex I line 204a, Annex III lines 31 to 33).

**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 (Text with EEA relevance)**

2021/0419(COD)

**Main text and Annex I**

Changes compared to document 15281/1/22 ADD 1 REV 1 as updated by ST 6167/6/23 REV 6 are shown in shaded grey.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Formula				
1	2021/0419 (COD)	2021/0419 (COD)	2021/0419 (COD)	2021/0419 (COD) Text Origin: Commission Proposal
Proposal Title				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
2	<p>Proposal for a</p> <p><b>DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL</b></p> <p>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</p> <p>(Text with EEA relevance)</p>	<p>Proposal for a</p> <p><b>DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL</b></p> <p>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</p> <p>(Text with EEA relevance)</p>	<p>Proposal for a</p> <p><b>DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL</b></p> <p>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</p> <p>(Text with EEA relevance)</p>	<p>Proposal for a</p> <p><b>DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL</b></p> <p>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</p> <p>(Text with EEA relevance)</p> <p>Text Origin: Commission Proposal</p>
Formula				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
3	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,  Text Origin: Commission Proposal
Citation 1				
4	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Citation 2				
5	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,  Text Origin: Commission Proposal
Citation 3				
6	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Citation 4				
7	Having regard to the opinion of the European Economic and Social Committee <sup>1</sup> , _____ 1. OJ C , , p.	Having regard to the opinion of the European Economic and Social Committee <sup>1</sup> , _____ 1. OJ C , , p.	Having regard to the opinion of the European Economic and Social Committee <sup>1</sup> , _____ 1. OJ C , , p.	Having regard to the opinion of the European Economic and Social Committee <sup>1</sup> , _____ 1. OJ C , , p.  Text Origin: Commission Proposal
Citation 5				
8				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Having regard to the opinion of the Committee of the Regions <sup>1</sup> ,  _____	Having regard to the opinion of the Committee of the Regions <sup>1</sup> ,  _____	Having regard to the opinion of the Committee of the Regions <sup>1</sup> ,  _____	Having regard to the opinion of the Committee of the Regions <sup>1</sup> ,  _____
	1. OJ C , , p.	1. OJ C , , p.	1. OJ C , , p.	1. OJ C , , p.  Text Origin: Commission Proposal
Citation 6				
9	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,  Text Origin: Commission Proposal
Formula				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
10	Whereas:	Whereas:	Whereas:	Whereas: Text Origin: Commission Proposal
Recital 1				
11	(1) The Commission's Communication on a Sustainable and Smart Mobility Strategy <sup>1</sup> identifies the deployment of Intelligent Transport Systems ('ITS') as a key action in achieving connected and automated multimodal mobility, and therefore contributing to the transformation of the European transport system	(1) The Commission's Communication on a Sustainable and Smart Mobility Strategy <sup>1</sup> identifies the deployment of Intelligent Transport Systems ('ITS') as a key action in achieving connected and automated multimodal mobility, and therefore contributing to the transformation of the European transport system	(1) The Commission's Communication on a Sustainable and Smart Mobility Strategy <sup>1</sup> identifies the deployment of Intelligent Transport Systems ('ITS') as a key action in achieving connected and automated multimodal mobility, and therefore contributing to the transformation of the European transport system	(1) The Commission's Communication on a Sustainable and Smart Mobility Strategy <sup>1</sup> identifies the deployment of Intelligent Transport Systems ('ITS') as a key action in achieving connected and automated multimodal mobility, and therefore contributing to the transformation of the European transport system to reach the objective of efficient,

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	to reach the objective of efficient, safe, sustainable, smart and resilient mobility. This complements the actions announced under the flagship on greening of freight transport to foster multimodal logistics. The strategy also announced for 2022 a revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services to include mandatory accessibility of dynamic datasets, as well as an assessment of the need for regulatory action on rights and duties of multimodal digital service providers together with an initiative on ticketing, including rail ticketing.	to reach the objective of efficient, safe, sustainable, smart and resilient mobility. This complements the actions announced under the flagship on greening of freight transport to foster multimodal logistics. The strategy also announced for 2022 a revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services to include mandatory accessibility of dynamic datasets, as well as an assessment of the need for regulatory action on rights and duties of multimodal digital service providers together with an initiative on ticketing, including rail ticketing. <u><a href="#">This directive should ensure that ITS applications in the field of road</a></u>	to reach the objective of efficient, safe, sustainable, smart and resilient mobility. This complements the actions announced under the flagship on greening of freight transport to foster multimodal logistics. The strategy also announced for 2022 a revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services to include mandatory accessibility of dynamic datasets, as well as an assessment of the need for regulatory action on rights and duties of multimodal digital service providers together with an initiative on ticketing, including rail ticketing.	safe, sustainable, smart and resilient mobility. This complements the actions announced under the flagship on greening of freight transport to foster multimodal logistics. The strategy also announced for 2022 a revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services to include mandatory accessibility of dynamic datasets, as well as an assessment of the need for regulatory action on rights and duties of multimodal digital service providers together with an initiative on ticketing, including rail ticketing. <u><a href="#">This Directive should ensure that ITS applications in the field of road transport enable seamless</a></u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. COM(2020)789 final.	<p><u><i>transport enable seamless integration with other modes of transport, such as rail or active mobility, thus facilitating a shift to those modes whenever possible, to improve efficiency and accessibility.</i></u></p> <p>_____</p> <p>1. COM(2020)789 final.</p>	1. COM(2020)789 final.	<p><u><i>integration with other modes of transport, such as rail or active mobility, thus facilitating a shift to those modes whenever possible, to improve efficiency and accessibility.</i></u></p> <p>_____</p> <p>1. COM(2020)789 final.</p> <p>B</p> <p>Text Origin: EP Mandate</p>
Recital 2				
6	12			6

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>(2) The Sustainable and Smart Mobility Strategy confirms the objective to bring the death toll for all modes of transport in the Union close to zero by 2050. Several actions in the scope of Directive 2010/40/EU of the European Parliament and of the Council<sup>1</sup> contribute to the safety of road users, such as eCall, road safety-related traffic information services and safe and secure parking areas<sup>2</sup>.</p> <p>_____</p> <p>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</p>	<p>(2) The Sustainable and Smart Mobility Strategy confirms the objective to bring the death toll for all modes of transport in the Union close to zero by 2050. Several actions in the scope of Directive 2010/40/EU of the European Parliament and of the Council<sup>1</sup> contribute to the safety of road users, such as eCall, road safety-related traffic information services and safe and secure parking areas<sup>2</sup>.</p> <p>_____</p> <p>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</p>	<p>(2) The Sustainable and Smart Mobility Strategy confirms the objective to bring the death toll for all modes of transport in the Union close to zero by 2050. Several actions in the scope of Directive 2010/40/EU of the European Parliament and of the Council<sup>1</sup> contribute to the safety of road users, such as eCall, road safety-related traffic information services and safe and secure parking areas<sup>2</sup>.</p> <p>_____</p> <p>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</p>	<p>(2) The Sustainable and Smart Mobility Strategy confirms the objective to bring the death toll for all modes of transport in the Union close to zero by 2050. Several actions in the scope of Directive 2010/40/EU of the European Parliament and of the Council<sup>1</sup> contribute to the safety of road users, such as eCall, road safety-related traffic information services and safe and secure parking areas<sup>2</sup>.</p> <p>_____</p> <p>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</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).</p> <p>2. As certified in accordance with Commission Delegated Regulation (EU) .../.... of XXX on EU standards detailing the level of service and security of EU safe and secure parking areas and procedures for their certification.</p>	<p>for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).</p> <p>2. As certified in accordance with Commission Delegated Regulation (EU) .../.... of XXX on EU standards detailing the level of service and security of EU safe and secure parking areas and procedures for their certification.</p>	<p>for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).</p> <p>2. As certified in accordance with Commission Delegated Regulation (EU) .../.... of XXX <del>on EU</del> <b>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 EU safe and secure parking areas and procedures for their certification (OJ L 170, 28.6.2022, p. 27).</b></p>	<p>for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).</p> <p>2. As certified in accordance with Commission Delegated Regulation (EU) <del>.../.... of XXX on EU</del> <b><u>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 EU safe and secure parking areas and procedures for their certification (OJ L 170, 28.6.2022, p. 27).</u></b></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Recital 3				
13	(3) The European Green Deal <sup>1</sup> highlights the increasing role of automated and connected multimodal mobility, together with smart traffic management systems enabled by digitalisation, and the objective of supporting new sustainable transport and mobility services that can reduce congestion and pollution, especially in urban areas.  _____	(3) The European Green Deal <sup>1</sup> highlights the increasing role of automated and connected multimodal mobility, together with smart traffic management systems enabled by digitalisation, and the objective of supporting new sustainable transport and mobility services that can reduce congestion and pollution, especially in urban areas.  _____	(3) The European Green Deal <sup>1</sup> highlights the increasing role of automated and connected multimodal mobility, together with smart traffic management systems enabled by digitalisation, and the objective of supporting new sustainable transport and mobility services that can reduce congestion and pollution, especially in urban areas.  _____	(3) The European Green Deal <sup>1</sup> highlights the increasing role of automated and connected multimodal mobility, together with smart traffic management systems enabled by digitalisation, and the objective of supporting new sustainable transport and mobility services that can reduce congestion and pollution, especially in urban areas.  _____

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. Communication from the Commission – The European Green Deal, COM(2019) 640 final.	1. Communication from the Commission – The European Green Deal, COM(2019) 640 final.	1. Communication from the Commission – The European Green Deal, COM(2019) 640 final.	1. Communication from the Commission – The European Green Deal, COM(2019) 640 final.  <span style="background-color: #ffff00;">B</span> Technical Meeting 22 May: keep line 13 without changes and redraft line 13a (Commission proposal)  Text Origin: Commission Proposal
Recital 3a				
y	13a			<u><a href="#">(3a) Compromise:</a></u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><i><u>(3a) Regulation (EU) 2020/852 on the establishment of a framework to facilitate sustainable investment, or taxonomy regulation, expresses the ambition to facilitate more investment for sustainable mobility, for example to increase electrification or to support the transition to cleaner modes of transport by promoting modal shift and better traffic management. At the same time, it recognises the need for additional technical screening criteria for transport. To facilitate investment in ITS and to reflect its importance for sustainable mobility a technical screening</u></i></p>		<p><i><u>The European Green Deal highlights the increasing role of automated and connected multimodal mobility, together with smart traffic management systems enabled by digitalisation, and the objective of supporting new sustainable transport and mobility services that can improve mobility, reduce congestion and pollution, especially in urban areas, as well as the transition to cleaner modes of transport by promoting modal shift and better traffic management. To support this evolution, consideration of appropriate technical screening criteria within the framework of Regulation (EU) 2020/852 on the establishment of a framework to facilitate sustainable investment</u></i></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><u><i>criteria for ITS should be considered.</i></u></p>		<p><u><i>(taxonomy regulation) to support investments in ITS may be warranted.</i></u></p> <p>B</p> <p>Trilogue 14 Dec: EP requests keeping reference to taxonomy Regulation, as additional investments need to be facilitated for a successful ITS (not sufficiently covered by Line 13)</p> <p>Technical meeting 22 May: Commission to draft a compromise based on contacts with the responsible DG</p> <p>Text Origin: EP Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 4				
14	<p>(4) The growing need to make better use of data in making transport chains more sustainable, efficient and resilient, calls for enhanced coordination of the ITS framework with other initiatives aimed at harmonising and facilitating data sharing in the mobility, transport and logistics sectors with a multimodal perspective<sup>1</sup>.</p> <p>_____</p> <p>1. Such as the Common European Mobility data space and its components, Regulation (EU) 2020/1056 of the</p>	<p>(4) The growing need to make better use of data in making transport chains more sustainable, <u>secure</u>, efficient and resilient, calls for enhanced coordination of the ITS framework with other initiatives aimed at harmonising and facilitating data sharing in the mobility, transport and logistics sectors with a multimodal perspective<sup>1</sup>, <u>while taking into consideration rules on data protection and privacy. There is a particular need to enhance interoperability and communication as regards ITS-based information and</u></p>	<p>(4) The growing need to make better use of data in making transport chains more sustainable, efficient and resilient, calls for enhanced coordination of the ITS framework with other initiatives aimed at harmonising and facilitating data sharing in the mobility, transport and logistics sectors with a multimodal perspective<sup>1</sup>.</p> <p>_____</p> <p>1. Such as the Common European Mobility data space and its components, Regulation (EU) 2020/1056 of the</p>	<p>(4) <u>Compromise:</u></p> <p>The growing need to make better use of data in making transport chains more sustainable, <u>secure</u>, efficient and resilient, calls for enhanced coordination of the ITS framework with other initiatives aimed at harmonising and facilitating data sharing in the mobility, transport and logistics sectors with a multimodal perspective<sup>1</sup>, <u>while taking into consideration rules on data protection and privacy.</u></p> <p>_____</p> <p>1. Such as the Common European Mobility data space</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).</p>	<p><u><a href="#">reservation services for safe and secure parking places for trucks and commercial vehicles such as service and rest areas on roads.</a></u></p> <hr/> <p>1. Such as the Common European Mobility data space and its components, Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).</p>	<p>European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).</p>	<p>and its components, Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).</p> <p><b>B</b></p> <p>Technical meeting 22 May: EP insists on the need to emphasize ITS based information and reservation services.</p> <p>To be discussed in the context of making available the respective data types (Annex III)</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: EP Mandate
Recital 5				
15	(5) In view of the need to digitalise road transport, to increase road safety and reduce congestion, the deployment and use of intelligent transport systems and services on roads should be further developed on the trans-European transport network.	(5) In view of the need to digitalise road transport, to increase road safety and reduce congestion, the deployment and use of intelligent transport systems and services on roads should be further developed on the trans-European transport network.	(5) In view of the need to digitalise road transport, to increase road safety and reduce congestion, the deployment and use of intelligent transport systems and services on roads should be further developed on the trans-European transport network.	(5) In view of the need to digitalise road transport, to increase road safety and reduce congestion, the deployment and use of intelligent transport systems and services on roads should be further developed on the trans-European transport network.  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 5a				
15a		<u><i>(5a) Digitalisation and innovation in road transport create employment opportunities by developing new projects in the industry;</i></u>		<u><i>(5a) Digitalisation and innovation in road transport create employment opportunities by developing new projects in the industry;</i></u>  B  Text Origin: EP Mandate
Recital 6				
16				(6) <u><i>Keep GA</i></u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>(6) In many Member States national applications of those systems and services are already being deployed in the road transport sector. However, despite improvements since its adoption in 2010, the evaluation of Directive 2010/40/EU<sup>1</sup> found persistent shortcomings leading to remaining fragmented and uncoordinated deployment and lack of geographical continuity of ITS services throughout the Union and at its external borders.</p> <p>1. <a href="https://transport.ec.europa.eu/transport-themes/intelligent-transp">https://transport.ec.europa.eu/transport-themes/intelligent-transp</a></p>	<p>(6) In many Member States national applications of those systems and services are already being deployed in the road transport sector. However, despite improvements since its adoption in 2010, the evaluation of Directive 2010/40/EU<sup>1</sup> found persistent shortcomings leading to remaining fragmented and uncoordinated deployment and lack of geographical continuity of ITS services throughout the Union and at its external borders. <i><u>The development of ITS should cover the needs of suburban, rural and peripheral areas, as well as islands and outermost regions, by ensuring social and economic inclusion, as life in such areas largely depends on the availability</u></i></p>	<p>(6) In many Member States national applications of those systems and services are already being deployed in the road transport sector. However, despite improvements since its adoption in 2010, the evaluation of Directive 2010/40/EU<sup>1</sup> found persistent shortcomings leading to remaining fragmented and uncoordinated deployment and lack of geographical continuity of ITS services throughout the Union and at its external borders.</p> <p>1. <a href="https://transport.ec.europa.eu/transport-themes/intelligent-transp">https://transport.ec.europa.eu/transport-themes/intelligent-transp</a></p>	<p>In many Member States national applications of those systems and services are already being deployed in the road transport sector. However, despite improvements since its adoption in 2010, the evaluation of Directive 2010/40/EU<sup>1</sup> found persistent shortcomings leading to remaining fragmented and uncoordinated deployment and lack of geographical continuity of ITS services throughout the Union and at its external borders.</p> <p>1. <a href="https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive_en">https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive_en</a></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	ort-systems/road/action-plan-and-directive_en	<p><u><i>of quality services and infrastructure and as large gains can be expected from the development of these services and infrastructure in these areas through the deployment of ITS.</i></u></p> <p>_____</p> <p>1.  <a href="https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive_en">https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive_en</a></p>	ort-systems/road/action-plan-and-directive_en	<p>C</p> <p>Text Origin: Council Mandate</p>
Recital 7				
17	(7) In the context of the implementation of Commission	(7) In the context of the implementation of Commission	(7) In the context of the implementation of Commission	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>Delegated Regulations<sup>1</sup> supplementing Directive 2010/40/EU, Member States have established national access points<sup>2</sup> (NAPs). The NAPs organise the access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users. These NAPs are an important component of the common European mobility data space under the European strategy for data<sup>3</sup> and should be relied upon in particular as regards the accessibility of data.</p> <p>_____</p> <p>1. Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing</p>	<p>Delegated Regulations<sup>1</sup> supplementing Directive 2010/40/EU, Member States have established national access points<sup>2</sup> (NAPs) <u>and regional and local access points may be established.</u> The NAPs organise the access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users. <u>This transport related data should be available in machine-readable format.</u> These NAPs are an important component of the common European mobility data space under the European strategy for data<sup>3</sup> and should be relied upon in particular as regards the accessibility of data <u>to facilitate</u></p>	<p>Delegated Regulations<sup>1</sup> supplementing Directive 2010/40/EU, Member States have established national access points<sup>2</sup> (NAPs). The NAPs organise the access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users. These NAPs are an important component of the common European mobility data space under the European strategy for data<sup>3</sup> and should be relied upon in particular as regards the accessibility of data.</p> <p>_____</p> <p>1. Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing</p>	<p>(7) <u>compromise proposal (reflecting also the compromise for line 81f):</u></p> <p>In the context of the implementation of Commission Delegated Regulations<sup>1</sup> supplementing Directive 2010/40/EU, Member States have established national access points<sup>2</sup> (NAPs). The NAPs organise the access to and reuse of transport related data to help support the provision of EU-wide interoperable travel and traffic ITS services to end users. <del>These NAPs</del> <u>This transport related data should be available in machine-readable format to the extent provided by this Directive. The NAPs, together with regional and local access points that might</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>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);</p> <p>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</p>	<p><u><i>their safe and efficient use, as appropriate.</i></u></p> <p>_____</p> <p>1. 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);</p> <p>Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the</p>	<p>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);—</p> <p>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</p>	<p><u><i>exist in the Member States,</i></u> are an important component of the common European mobility data space under the European strategy for data<sup>3</sup> and should be relied upon in particular as regards the accessibility of data.</p> <p><u><i>Through Member States' cooperation with a view to facilitate access to data via the NAPs, Member States should strive to improve the NAPs' effectiveness, their interoperability and cooperation across the EU as well as to facilitate the data users' access to them. Despite NAPs being operated in all Member States, there is still a need to improve availability of data concerning many data types that are deemed</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>247, 18.9.2013, p. 6);            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);            and 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</p>	<p>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);            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);            and Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing</p>	<p>247, 18.9.2013, p. 6);-            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);—            and 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</p>	<p><u><a href="#">crucial to support the development of essential services providing the necessary information to the end users.</a></u></p> <p>1. 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);            Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>services (OJ L 272, 21.10.2017, p. 1).</p> <p>2.  <a href="https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en">https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en</a></p> <p>3. COM(2020) 66 final.</p>	<p>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).</p> <p>2.  <a href="https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en">https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en</a></p> <p>3. COM(2020) 66 final.</p>	<p>services (OJ L 272, 21.10.2017, p. 1).</p> <p>2.  <a href="https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en">https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en</a></p> <p>3. COM(2020) 66 final.</p>	<p>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);</p> <p>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);</p> <p>and Commission Delegated</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>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).</p> <p>2.  <a href="https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en">https://transport.ec.europa.eu/transport-themes/intelligent-transport-systems/road/action-plan-and-directive/national-access-points_en</a></p> <p>3. COM(2020) 66 final.</p> <p><b>c</b></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: EP Mandate
Recital 7a				
17a		<u>(7a) Considering the significant dependence on NAPs for the establishment of a common European mobility space, Member States should take necessary steps to comply with the obligations set out in Directive 2010/40/EU, and where possible, speed up the fulfilment of their commitments.</u>		<u>(7a) compromise:</u> <u>[the need for improving the NAPs, in particular their access, is addressed through enlarging recital 7 line 17 (reflecting also the compromise line 81f) and by adding an additional recital on Commission facilitation (see line 95b)]</u>  c

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 7b				
17b		<u><i>(7b) Data related to the location and availability of alternative fuels infrastructure should be accessible on the NAPs.</i></u>		<u><i>(7b) Compromise: [Replace this recital, line 204a and lines 31-33 of Annex III by the following recital reflecting the outcome of AFIR negotiations and the rules on NAPs contained therein]:</i></u>  <u><i>(7b) Article 18 of the revised Regulation on the deployment of alternative fuels infrastructure [reference to OJ once published] requires the availability and accessibility via a NAP of certain static and dynamic data and services related to alternative fuels infrastructure on the whole territory of the Union, supporting</i></u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u><i>the development of enhanced information services to the end users. That provision also foresees the adoption of rules complementing those laid down in Commission Delegated Regulation (EU) 2022/670<sup>L</sup> in respect of data transmission, presentation and quality standards.</i></u></p> <p><u><i>1 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)</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>c</p> <p>Text Origin: EP Mandate</p>
Recital 8				
6	18	<p>(8) To ensure a coordinated and <u>effective and interoperable</u> <del>and effective</del> deployment of ITS within the Union as a whole, specifications including, where appropriate, standards, laying down further detailed provisions and procedures should be introduced, in addition to already adopted specifications. Before</p>	<p>(8) To ensure a coordinated and effective deployment of ITS within the Union as a whole, specifications including, where appropriate, standards, laying down further detailed provisions and procedures should be introduced, in addition to already adopted specifications. Before</p>	<p>(8) <u>compromise:</u> To ensure a coordinated, <u>effective and interoperable</u> <del>and effective</del> deployment of ITS within the Union as a whole, specifications including, where appropriate, standards, laying down further detailed provisions and procedures should be introduced, in addition to already adopted specifications.</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>adopting any additional or revised specifications, the Commission should assess their compliance with certain defined principles set out in Annex II. Priority should be given in the first instance to the four main areas of ITS development and deployment. During further implementation of ITS the existing ITS infrastructure deployed by a particular Member State should be taken into account in terms of technological progress and financial efforts made. If appropriate, it should be ensured, in particular for C-ITS, that requirements for ITS systems neither impose nor discriminate in favour of the use of a particular type of technology.</p>	<p>adopted specifications. Before adopting any additional or revised specifications, the Commission should assess their <u>complementarity with public transport systems as parts of services of general (economic) interests and their</u> compliance with certain defined principles set out in Annex II. Priority should be given in the first instance to the four main areas of ITS development and deployment. During further implementation of ITS the existing ITS infrastructure deployed by a particular Member State should be taken into account in terms of technological progress and financial efforts made. <i>If appropriate, it should be ensured, in particular for C-ITS, that</i></p>	<p>adopting any additional or revised specifications, the Commission should assess their compliance with certain defined principles set out in Annex II. Priority should be given in the first instance to the four main areas of ITS development and deployment. During further implementation of ITS the existing ITS infrastructure deployed by a particular Member State should be taken into account in terms of technological progress and financial efforts made. <del>If appropriate, it should be ensured, in particular for C-ITS, that requirements for ITS systems neither impose nor discriminate in favour of the use of a particular type of technology.</del></p>	<p>Before adopting any additional or revised specifications, the Commission should assess their compliance with certain defined principles set out in Annex II. Priority should be given in the first instance to the four main areas of ITS development and deployment. During further implementation of ITS the existing ITS infrastructure deployed by a particular Member State should be taken into account in terms of technological progress and financial efforts made. <i>If appropriate, it should be ensured, in particular for C-ITS, that requirements for ITS systems neither impose nor discriminate in favour of the use of a particular type of technology.</i></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<del>requirements for ITS systems neither impose nor discriminate in favour of the use of a particular type of technology.</del>		B  Text Origin: EP Mandate
Recital 8a				
18a			(8a) It should be ensured, in particular for C-ITS, that requirements for ITS systems neither impose nor discriminate in favour of the use of a particular type of technology in line with the principle of technological neutrality as laid down in Directive (EU) 2018/1972 <sup>1</sup> . If complementary, reliable and real-life tested	<u>(8a) (Keep GA and incorporate main EP concern from line 18b)</u>  <u>It should be ensured, in particular for C-ITS, that requirements for ITS systems neither impose nor discriminate in favour of the use of a particular type of technology in line with the principle of technological neutrality as laid down in Directive (EU)</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>C-ITS technologies can be used, coexistent applications should be enabled.</p> <hr/> <p>1. Directive (EU) 2018/1972 of the European Parliament and of the Council of 11 December 2018 establishing the European Electronic Communications Code (OJ L 321, 17.12.2018, p. 36)</p>	<p><u><a href="#">2018/1972<sup>1</sup>. If complementary, reliable and real-life tested C-ITS technologies can be used, coexistent applications should be enabled, whilst ensuring interoperable ITS systems.</a></u></p> <hr/> <p><u><a href="#">1. Directive (EU) 2018/1972 of the European Parliament and of the Council of 11 December 2018 establishing the European Electronic Communications Code (OJ L 321, 17.12.2018, p. 36)</a></u></p> <p><b>C</b></p> <p>linked to identical text EP/Council in line 9 of Annex II</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>Technical meeting 22 May: ensuring interoperability is added at the end</p> <p>Text Origin: Council Mandate</p>
Recital 8b				
6	18b	<p><u><i>(8a) In order to guarantee that ITS systems are compatible and interoperable, it is necessary to ensure that, in particular for C-ITS, requirements for ITS systems neither impose nor discriminate in favour of the use of a particular type of technology, in line with the principle of technological neutrality as laid</i></u></p>		<p>C</p> <p>is sufficiently covered by previous line</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><i><u>down in Directive (EU) 2018/1972<sup>la</sup>. Restrictions to the principle of technology neutrality should be appropriate and justified by the need to avoid harmful interference. Such restrictions can, for example take the form of the imposition of emission masks and power levels to ensure the protection of public health by limiting public exposure to electromagnetic fields. They can be designed to ensure the proper functioning of services through an adequate level of technical quality of service, while not necessarily precluding the possibility of using more than one service in the same radio spectrum band. They can also be designed to ensure proper sharing</u></i></p>		

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><u>of radio spectrum, in particular where its use is subject only to general authorisations, to safeguard efficient use of radio spectrum, or to fulfil a general interest objective in accordance with Union law.</u></p> <p><u><sup>In</sup> The European Electronic Communications Code</u></p>		
Recital 8c				
y	18c	<p><u>(8b) The ongoing ITS deployment creates legitimate expectations among stakeholders and their investments. In order to encourage investments in ITS and</u></p>		<p><u>(8c) Council: delete</u></p> <p>C</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<i><u>provide legal certainty, the legitimate expectations of stakeholders should always be considered when discussing future technological developments in the field of ITS.</u></i>		Technical meeting 22 May: EP will consider if consultation and involvement of stakeholders is sufficiently addressed in other amendments
Recital 9				
6	19 (9) The specifications should take into account and build upon the experience and results already obtained in the field of ITS, cooperative intelligent transport systems (C-ITS) and cooperative, connected and automated mobility (CCAM), notably in the context of the C-ITS <sup>1</sup> and CCAM platforms <sup>2</sup> ,	(9) The specifications should take into account and build upon the experience and results already obtained in the field of ITS, cooperative intelligent transport systems (C-ITS) and cooperative, connected and automated mobility (CCAM), notably in the context of the C-ITS <sup>1</sup> and CCAM platforms <sup>2</sup> ,	(9) The specifications should take into account and build upon the experience and results already obtained in the field of ITS, cooperative intelligent transport systems (C-ITS) and cooperative, connected and automated mobility (CCAM), notably in the context of the C-ITS <sup>1</sup> and CCAM platforms <sup>2</sup> ,	(9) The specifications should take into account and build upon the experience and results already obtained in the field of ITS, cooperative intelligent transport systems (C-ITS) and cooperative, connected and automated mobility (CCAM), notably in the context of the C-ITS <sup>1</sup> and CCAM platforms <sup>2</sup> , the European Forum for

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>the European Forum for Multimodal Passenger Mobility<sup>3</sup> and the European eCall Implementation Platform<sup>4</sup>.</p> <hr/> <p>1. Code E03188 in the Register of Commission Expert Groups and Other Similar Entities</p> <p>2. Code E03657 in the Register of Commission Expert Groups and Other Similar Entities</p> <p>3. Code E03826 in the Register of Commission Expert Groups and Other Similar Entities</p> <p>4. Code E02481 in the Register of Commission Expert Groups and Other Similar Entities</p>	<p>the European Forum for Multimodal Passenger Mobility<sup>3</sup>, <a href="#">the Digital Transport and Logistics Forum<sup>4</sup></a> <del>and</del> the European eCall Implementation Platform<sup>4,5</sup>.</p> <hr/> <p>1. Code E03188 in the Register of Commission Expert Groups and Other Similar Entities</p> <p>2. Code E03657 in the Register of Commission Expert Groups and Other Similar Entities</p> <p>3. Code E03826 in the Register of Commission Expert Groups and Other Similar Entities</p> <p>4. Code <del>E02481</del> <a href="#">E03280</a> in the Register of Commission Expert</p>	<p>the European Forum for Multimodal Passenger Mobility<sup>3</sup> and the European eCall Implementation Platform<sup>4</sup>.</p> <hr/> <p>1. Code E03188 in the Register of Commission Expert Groups and Other Similar Entities</p> <p>2. Code E03657 in the Register of Commission Expert Groups and Other Similar Entities</p> <p>3. Code E03826 in the Register of Commission Expert Groups and Other Similar Entities</p> <p>4. Code E02481 in the Register of Commission Expert Groups and Other Similar Entities</p>	<p>Multimodal Passenger Mobility<sup>3</sup>, <a href="#">the Digital Transport and Logistics Forum<sup>4</sup></a> <del>and</del> the European eCall Implementation Platform<sup>4,5</sup>.</p> <hr/> <p>1. Code E03188 in the Register of Commission Expert Groups and Other Similar Entities</p> <p>2. Code E03657 in the Register of Commission Expert Groups and Other Similar Entities</p> <p>3. Code E03826 in the Register of Commission Expert Groups and Other Similar Entities</p> <p>4. Code <del>E02481</del> <a href="#">E03280</a> in the Register of Commission Expert</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p>Groups and Other Similar Entities</p> <p><u>5. Code E02481 in the Register of Commission Expert Groups and Other Similar Entities</u></p>		<p>Groups and Other Similar Entities</p> <p><u>5. Code E02481 in the Register of Commission Expert Groups and Other Similar Entities</u></p> <p>B</p> <p>Text Origin: EP Mandate</p>
Recital 10				
20	(10) The specifications should foster innovation. The increased availability of data should for	(10) The specifications should foster innovation. The increased availability of data should for	(10) The specifications should foster innovation. The increased availability of data should for	(10) <u>Compromise proposal, also covering lines 20a and 49a:</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>example lead to the development of new ITS services, and vice-versa innovation should identify the needs for future specifications. The European Partnership on cooperative, connected and automated mobility under Horizon Europe should support the development and testing of the next wave of C-ITS services, helping the integration of highly automated vehicles in new multimodal mobility services.</p>	<p>example lead to the development of new ITS services, and vice-versa innovation should identify the needs for future specifications. <u>Prior to deployment, new technologies, in particular C-ITS, should always be tested under real world conditions in order to ensure reliability.</u> The European Partnership on cooperative, connected and automated mobility under Horizon Europe should support the development and testing of the next wave of C-ITS services, helping the integration of highly automated vehicles in new multimodal mobility services.</p>	<p>example lead to the development of new ITS services, and vice-versa innovation should identify the needs for future specifications. <b>New technologies, in particular for C-ITS, need to be tested in real road traffic conditions as a reliable service prior to deployment.</b> The European Partnership on cooperative, connected and automated mobility under Horizon Europe should support the development and testing of the next wave of C-ITS services, helping the integration of highly automated vehicles in new multimodal mobility services.</p>	<p>The specifications should foster innovation. The increased availability of data should for example lead to the development of new ITS services, and vice-versa innovation should identify the needs for future specifications. The European Partnership on cooperative, connected and automated mobility under Horizon Europe should support the development and testing of the next wave of C-ITS services, <u>building on specifications to be adopted for C-ITS services and</u> helping the integration of highly automated vehicles in new multimodal mobility services. <u>New technologies, in particular for C-ITS, need to be tested in real</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u>road traffic conditions as a reliable service prior to deployment.</u></p> <p>A</p> <p>Text Origin: Council Mandate</p>
Recital 11				
21	(11) C-ITS use technologies that enable road vehicles to communicate with each other and with roadside infrastructure including traffic signals. C-ITS services are a category of ITS	(11) C-ITS use technologies that enable road vehicles to communicate with each other and with roadside infrastructure including traffic signals. C-ITS services are a category of ITS	(11) C-ITS use technologies that enable road vehicles to communicate with each other and with roadside infrastructure including traffic signals. C-ITS services are a category of ITS	(11) <u>Keep GA:</u> C-ITS use technologies that enable road vehicles to communicate with each other and with roadside infrastructure including traffic signals. C-ITS services are a

	<b>Commission Proposal</b>	<b>EP Mandate</b>	<b>Council Mandate</b>	<b>Draft Agreement</b>
	<p>services based on an open architecture that enables a many-to-many or peer-to-peer relationship between C-ITS stations. This means all C-ITS stations should securely exchange messages with each other, and should not be limited to exchanging messages with pre-defined stations. Most services require ensuring the authenticity and integrity of C-ITS messages containing information such as position, velocity and heading. Therefore, one common European C-ITS trust model should be created to establish a relation of trust between all C-ITS stations, regardless of communication technologies used. That trust model should be implemented by</p>	<p>services based on an open architecture that enables a many-to-many or peer-to-peer relationship between C-ITS stations. This means all C-ITS stations should securely exchange messages with each other, and should not be limited to exchanging messages with pre-defined stations. Most services require ensuring the authenticity and integrity of C-ITS messages containing information such as position, velocity and heading. Therefore, one common European C-ITS trust model should be created to establish a relation of trust between all C-ITS stations, regardless of communication technologies used. That trust model should be implemented by</p>	<p>services based on an open architecture that enables a many-to-many or peer-to-peer relationship between C-ITS stations. This means all C-ITS stations should securely exchange messages with each other, and should not be limited to exchanging messages with pre-defined stations. Most services require ensuring the authenticity and integrity of C-ITS messages containing information such as position, velocity and heading. Therefore, one common European C-ITS trust model should be created to establish a relation of trust between all C-ITS stations, regardless of communication technologies used. That trust model should be implemented by</p>	<p>category of ITS services based on an open architecture that enables a many-to-many or peer-to-peer relationship between C-ITS stations. This means all C-ITS stations should securely exchange messages with each other, and should not be limited to exchanging messages with pre-defined stations. Most services require ensuring the authenticity and integrity of C-ITS messages containing information such as position, velocity and heading. Therefore, one common European C-ITS trust model should be created to establish a relation of trust between all C-ITS stations, regardless of communication technologies used. That trust model should be implemented by</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>the adoption of a policy on the use of a Public Key Infrastructure (PKI). The highest level of that PKI should be the European certificate trust list, consisting of entries of all trusted root certification authorities in Europe. To ensure the smooth functioning of that C-ITS trust model, certain tasks should be carried out at a central level. The Commission should ensure that those essential tasks are carried out, in particular as concerns the roles of the C-ITS certificate policy authority, the trust list manager, and the C-ITS point of contact.</p>	<p>the adoption of a policy on the use of a Public Key Infrastructure (PKI). The highest level of that PKI should be the European certificate trust list, consisting of entries of all trusted root certification authorities in Europe. To ensure the smooth functioning of that C-ITS trust model, certain tasks should be carried out at a central level. The Commission should ensure that those essential tasks are carried out, in particular as concerns the roles of the C-ITS certificate policy authority, the trust list manager, and the C-ITS point of contact.</p>	<p>the adoption of a policy on the use of a Public Key Infrastructure (PKI). The highest level of that PKI should be the European certificate trust list, consisting of entries of all trusted root certification authorities in Europe. To ensure the smooth functioning of that C-ITS trust model, certain tasks should be carried out at a central level. The Commission should ensure that those essential tasks are carried out, in particular as concerns the roles of (i) the C-ITS certificate policy authority <b>in managing the certificate policy and the public keys infrastructure authorisation, (ii) the trust list manager in generating and updating the European Certificate Trust List</b></p>	<p>the adoption of a policy on the use of a Public Key Infrastructure (PKI). The highest level of that PKI should be the European certificate trust list, consisting of entries of all trusted root certification authorities in Europe. To ensure the smooth functioning of that C-ITS trust model, certain tasks should be carried out at a central level. The Commission should ensure that those essential tasks are carried out, in particular as concerns the roles of <u>(i) the C-ITS certificate policy authority <b>in managing the certificate policy and the public keys infrastructure authorisation, (ii) the trust list manager <b>in generating and updating the European Certificate Trust List (ECTL) and, for</b></b></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>(ECTL) and, for regular activity, in reporting to the C-ITS certificate policy authority as regards the overall secure operation of the C-ITS trust model, and (iii) <del>and</del> the C-ITS point of contact in handling all communication with root certification authority managers and publishing the public key certificate of the trust list manager and the ECTL. The Commission currently also ensures the role of a European root certification authority, which may be maintained if appropriate, for example, to support migration plans in case another root certification authority is compromised.</p>	<p><u>regular activity, in reporting to the C-ITS certificate policy authority as regards the overall secure operation of the C-ITS trust model, and (iii) <del>and</del> the C-ITS point of contact in handling all communication with root certification authority managers and publishing the public key certificate of the trust list manager and the ECTL. The Commission currently also ensures the role of a European root certification authority, which may be maintained if appropriate, for example, to support migration plans in case another root certification authority is compromised.</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				B  Text Origin: Council Mandate
Recital 11a				
21a		<u>(11a) The European Commission should come forward with specifications on C-ITS without delay.</u>		<u>(11a) Compromise: covered in line 20</u>  C
Recital 12				
22				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>(12) Most actions under Directive 2010/40/EU, with the exception of eCall, have focused on ensuring the interoperability and accessibility of data that is already available in digital machine-readable format and on the deployment of ITS services, but prescribed no obligations to relevant stakeholders for making that data available or for deploying specific services. The use of a number of essential ITS services has become widespread: for instance incident detection enabling road safety-related traffic information services, or crucial data, for instance traffic regulations, that support important services such as speed limits to support vehicles equipped with</p>	<p>(12) Most actions under Directive 2010/40/EU, with the exception of eCall, have focused on ensuring the interoperability and accessibility of data that is already available in digital machine-readable format and on the deployment of ITS services, but prescribed no obligations to relevant stakeholders for making that data available or for deploying specific services. The use of a number of essential ITS services has become widespread: for instance incident detection enabling road safety-related traffic information services, or crucial data, for instance traffic regulations, that support important services such as speed limits to support vehicles equipped with</p>	<p>(12) Most actions under Directive 2010/40/EU, with the exception of eCall, have focused on <del>ensuring</del> <b>the adoption of specifications to ensure</b> the interoperability and accessibility of data that is already available in digital machine-readable format and on the deployment of ITS services, but prescribed no obligations to relevant stakeholders for making that data available <b>in such format</b> or for deploying specific services. The use of a number of <del>essential</del> ITS services has become widespread: for instance incident detection enabling road safety-related traffic information services, or <del>crucial</del> data <b>within other priority areas identified in this Directive</b>, for instance traffic</p>	<p>(12) <u>Compromise, reflecting the new approach to Art 6a and Annexes III and IV:</u>  <u>(12)</u> Most actions under Directive 2010/40/EU, with the exception of eCall, have focused on <del>ensuring</del> <u>the adoption of specifications to ensure</u> the interoperability and accessibility of data that is already available in digital machine-readable format and on the deployment of ITS services, but prescribed no obligations to relevant stakeholders for <u>creating and</u> making that data available <u>in such format</u> or for deploying specific services. The use of a number of <del>essential</del> ITS services has become widespread: for instance incident detection enabling road safety-related traffic</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>intelligent speed assistance under Regulation (EU) 2019/2144 of the European Parliament and of the Council<sup>1</sup>. The mandatory provision of such essential ITS services and crucial data is considered necessary to ensure both continued availability of such data and continued delivery of such services across the Union. Data types and services, the provision of which should be made mandatory, should be identified based on the specifications set out in delegated acts supplementing Directive 2010/40/EU and reflect the data types and services set therein.</p> <p>_____</p> <p>1. Regulation (EU) 2019/2144 of the European Parliament and</p>	<p>intelligent speed assistance under Regulation (EU) 2019/2144 of the European Parliament and of the Council<sup>1</sup>. The mandatory provision of such essential ITS services and crucial data is considered necessary to ensure both continued availability of such data and continued delivery of such services across the Union. Data types and services, the provision of which should be made mandatory, should be identified based on the specifications set out in delegated acts supplementing Directive 2010/40/EU and reflect the data types and services set therein.</p> <p>_____</p> <p>1. Regulation (EU) 2019/2144 of the European Parliament and</p>	<p>regulations, that support important services such as speed limits to support vehicles equipped with intelligent speed assistance under Regulation (EU) 2019/2144 of the European Parliament and of the Council<sup>1</sup>. The mandatory provision of <del>such essential</del> <b>certain</b> ITS services and <del>crucial data</del> <b>of certain data in machine-readable format</b> is considered necessary to ensure both continued availability of such data and continued delivery of such services across the Union. <b>It implies that the underlying information to be reflected in the machine-readable data already exists, irrespective of the format or medium in which it is presented.</b> Data types and services, the provision of which</p>	<p>information services, <del>or</del>; <u>likewise the use of</u> crucial data <u>within other priority areas identified in this Directive</u>, for instance traffic regulations, that support important services such as speed limits to support vehicles equipped with intelligent speed assistance under Regulation (EU) 2019/2144 of the European Parliament and of the Council<sup>1</sup>. The mandatory provision of <del>such essential</del> <u>certain</u> ITS services and crucial data <u>in machine-readable format</u> is considered necessary to ensure both continued availability of such data and continued delivery of such services across the Union. <u>It implies that the underlying information to be reflected in the machine-readable data already</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	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, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009,	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, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009,	should be made mandatory <b>under this Directive</b> , should be identified <del>based on</del> <b>on the basis of</b> the specifications <del>set out in</del> <b>adopted by the Commission by means of</b> delegated acts supplementing Directive 2010/40/EU, <b>in particular Commission Delegated Regulations (EU) No 2022/670<sup>2</sup>, (EU) 885/2013, (EU) 886/2013 and (EU) 2017/1926,</b> and reflect the data types and services set therein.  1. 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,	<i><u>exists, irrespective of the format or medium in which it is presented. For example, only when competent authorities issue an adverse weather warning for the traffic (e.g. on the radio or an overhead gantry) does the underlying information exist. The ITS Directive does not prescribe whether specific traffic information needs to be created (for example, creating traffic circulation plans), nor under which circumstances a safety related warning should be issued (for example, whether snowfall triggers a warning for drivers) or which value a traffic regulation should carry (for example, the level of a speed limit). All of this remains at the discretion of the</u></i>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1).	(EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1).	components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No	<u>competent authorities, which implies that differences apply in practice (for instance the same snowfall can trigger a decision to issue a warning for the traffic in some regions but not in others).</u> <u>In addition, the mandatory provision of certain ITS services, and of crucial data in a digital machine-readable format, does not require investments in the road-side equipment of the network to collect additional information.</u> Data types and services, the provision of which should be made mandatory <u>under this Directive</u> , should be identified <u>on the basis of based on</u> the specifications <u>adopted by the Commission by means of set out in</u> delegated acts

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1).</p> <p><b>2. 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).</b></p>	<p>supplementing Directive 2010/40/EU, <u><i>in particular Commission Delegated Regulations (EU) No 2022/670, (EU) 885/2013, (EU) 886/2013 and (EU) 2017/1926</i></u>, and reflect the data types and services set therein. <u><i>The specifications already adopted by the Commission, including standards referred to therein, leave room for choices concerning the digital content of an element of information to be made available in a machine-readable format. Preparatory work, such as profiling of standards, might be needed to provide for a common approach of implementation. In those cases, the ITS working programme should describe the</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u>preparatory work to be carried out and the applicable dates for the provision of these data types and related services should take into account this additional work.</u></p> <hr/> <p>1. <u>[1]</u> 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, amending Regulation</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				(EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU)

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>2015/166 (OJ L 325, 16.12.2019, p. 1).</p> <p>B</p> <p>Text Origin: Council Mandate</p>
Recital 12a				
22a			<p>(12a) In the interest of continuity, data types and services the provision of which should be made mandatory under this Directive will require their availability within a concrete geographical scope. For</p>	<p><u>(12a) <i>Compromise, reflecting the new approach to Article 6a and Annexes III and IV:</i></u></p> <p><u>(12a) <i>The necessary conversion from non-digital information into a digital machine-readable format requires a gradual and</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>determining that scope, a gradual and proportionate approach should be followed, based on the experience and results already obtained and being obtained during the expansion.</p>	<p><u><i>proportionate approach, in view of the large amount of stakeholders involved and their uneven technical capacities, as well as in view of the large amount of information. Therefore, the mandatory provision of certain data in a digital machine-readable format should in the first stage concern information created or information updated after a specific starting date; in the second stage, also information which had been previously created should fall under the obligation. For other data for which information is getting outdated quickly, making only new or updated information available might suffice.</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u><i>In the interest of continuity, data types and services the provision of which should be made mandatory under this Directive will require their availability within a concrete geographical scope. That scope should likewise be defined on the basis of a gradual and proportionate approach.</i></u></p> <p>C</p>
Recital 13				
23	(13) The 2020 study “Mapping accessible transport for persons	(13) The 2020 study "Mapping accessible transport for persons	(13) The 2020 study "Mapping accessible transport for persons	(13) <u><i>EP amendment accepted:</i></u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>with reduced mobility"<sup>1</sup> shows that the lack of sufficient data concerning accessibility features currently prevents reliable journey planning when using accessibility aspects as search variables. To further enhance the accessibility of the transport system and facilitate travel for people with disabilities and people with reduced mobility, multimodal digital mobility services require the availability of data on access nodes and their accessibility features.</p> <p>1. <a href="https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1">https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1</a></p>	<p>with reduced mobility"<sup>1</sup> shows that the lack of sufficient data concerning accessibility features currently prevents reliable journey planning when using accessibility aspects as search variables. <u><i>It also shows that setting minimum requirements and standards for information for persons with disabilities and reduced mobility should be considered as highly important at the European and Member State level.</i></u> To further enhance the accessibility of the transport system and facilitate travel for people with disabilities and people with reduced mobility, multimodal digital mobility services <del>require the availability</del> <u><i>of need to have</i></u> data on access</p>	<p>with reduced mobility"<sup>1</sup> shows that the lack of sufficient data concerning accessibility features currently prevents reliable journey planning when using accessibility aspects as search variables. To further enhance the accessibility of the transport system and facilitate travel for people with disabilities and people with reduced mobility, multimodal digital mobility services require the availability of data on access nodes and their accessibility features.</p> <p>1. <a href="https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1">https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1</a></p>	<p>The 2020 study "Mapping accessible transport for persons with reduced mobility"<sup>1</sup> shows that the lack of sufficient data concerning accessibility features currently prevents reliable journey planning when using accessibility aspects as search variables. <u><i>It also shows that setting minimum requirements and standards for information for persons with disabilities and reduced mobility should be considered as highly important at the European and Member State level.</i></u> To further enhance the accessibility of the transport system and facilitate travel for people with disabilities and people with reduced mobility, multimodal digital mobility services <del>require the availability</del></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p>nodes and their accessibility features <a href="#">in accessible formats</a>.</p> <p>_____</p> <p>1.</p> <p><a href="https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1">https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1</a></p>		<p><del>of</del><a href="#">need to have</a> data on access nodes and their accessibility features <a href="#">in accessible formats</a>.</p> <p>_____</p> <p>1.</p> <p><a href="https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1">https://op.europa.eu/en/publication-detail/-/publication/dfa0c844-3b5f-11eb-b27b-01aa75ed71a1</a></p> <p>B</p> <p>Text Origin: EP Mandate</p>
	Recital 14			
y	24			y

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>(14) The increased integration of ITS and advanced driver assistance systems, or vehicle and infrastructure systems in general, implies that such systems will rely more and more on the information they supply to each other. That is particularly the case for C-ITS. Such reliance will increase with higher levels of automation. These higher levels of automation are expected to make use of communication between vehicles and infrastructure to orchestrate manoeuvres and smoothen traffic flows, contributing also to more sustainable transport. Compromising the integrity of ITS services could thus have a severe impact on road safety, for example when the wrong speed limit is</p>	<p>(14) The increased integration of ITS and advanced driver assistance systems, or vehicle and infrastructure systems in general, implies that such systems will rely more and more on the information they supply to each other. That is particularly the case for C-ITS. Such reliance will increase with higher levels of automation. These higher levels of automation are expected to make use of <u>secure communication between vehicles and infrastructure to orchestrate manoeuvres and smoothen traffic flows, contributing also to more sustainable transport. <u>Secure communication between vehicles and infrastructure should ensure the reliability, accuracy and availability of data, without</u></u></p>	<p>(14) The increased integration of ITS and advanced driver assistance systems, or vehicle and infrastructure systems in general, implies that such systems will rely more and more on the information they supply to each other. That is particularly the case for C-ITS. Such reliance will increase with higher levels of automation. These higher levels of automation are expected to make use of communication between vehicles and infrastructure to orchestrate manoeuvres and smoothen traffic flows, contributing also to more sustainable transport. Compromising the integrity of ITS services could thus have a severe impact on road safety, for example when the wrong speed limit is</p>	<p>(14) <u>(compromise proposal:)</u> The increased integration of ITS and advanced driver assistance systems, or vehicle and infrastructure systems in general, implies that such systems will rely more and more on the information they supply to each other. That is particularly the case for C-ITS. Such reliance will increase with higher levels of automation. These higher levels of automation are expected to make use of communication between vehicles and infrastructure <u>in a secure manner</u> to orchestrate manoeuvres and smoothen traffic flows, contributing also to more sustainable transport. <u>That communication between vehicles and infrastructure should support</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>communicated or a vehicle makes an emergency stop due to a non-existing danger. In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission in emergency situations where the integrity of ITS services is compromised, to adopt countermeasures to address the causes and the consequences of that situation. Those measures should be taken as quickly as possible and be immediately applicable. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>1</sup>. In consideration of the need to ensure continuity of</p>	<p><u>compromising the need for fair access to data by different stakeholders and end users.</u></p> <p>Compromising the integrity of ITS services could thus have a severe impact on road safety, for example when the wrong speed limit is communicated or a vehicle makes an emergency stop due to a non-existing danger. In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission in emergency situations where the integrity of ITS services is compromised, <del>to adopt countermeasures to address the causes and the consequences of that situation</del> <u>in one or more Member States or where the</u></p>	<p><del>communicated or a vehicle makes an emergency stop due to a non-existing danger</del> <b>intentionally false information on danger induces vehicles into manoeuvres that put road users at risk, and could have a knock-on effect on the Union transport system.</b> In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission in <del>emergency</del> situations where the integrity of ITS services is compromised <b>and an intervention at Union level is urgently needed to ensure a safe and proper functioning of the Union transport system or road safety,</b> to adopt countermeasures to</p>	<p><u>the reliability, accuracy and availability of data.</u> Compromising the integrity of ITS services could thus have a severe impact on road safety, for example when <del>the wrong speed limit is communicated or a vehicle makes an emergency stop due to a non-existing danger</del> <u>an intentionally false information induces vehicles into manoeuvres that put road users at risk, and could have a knock-on effect on the Union transport system.</u> In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission in <del>emergency</del> situations where the integrity of ITS services is compromised <u>and an intervention at Union level is</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>transport, it is appropriate to apply the prolongation of the validity of such measure beyond six months making use of the possibility provided under Article 8(2) of Regulation (EU) No 182/2011. Such countermeasures should end as soon as an alternative solution is implemented or the emergency situation has been resolved.</p> <p>_____</p> <p>1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the</p>	<p><u><i>integrity of the ITS services in one or more Member States has cross-border implications. Where ITS services is compromised and emergency plans are in place, the competent authorities should take immediate action.</i></u> Those measures should be taken as quickly as possible and be immediately applicable. <u><i>The implementing powers conferred to the Commission should only be used in emergency situations when other forms of remediation by other authorities have not been successful. It is expected that competent local and system-wide authorities will have emergency management plans in place to address a range of possible system failures and will be capable of</i></u></p>	<p>address the causes and the consequences of that situation. Those measures should be taken as quickly as possible and be immediately applicable. <b>Nevertheless, when preparing such countermeasures, the Commission should make all possible efforts to consult experts of Member States.</b> Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>1</sup>. In consideration of the need to ensure continuity of transport, it is appropriate to apply the prolongation of the validity of such measure beyond six months making use of the possibility provided under Article 8(2) of Regulation (EU) No 182/2011.</p>	<p><u><i>urgently needed to ensure a safe and proper functioning of the Union transport system or road safety,</i></u> to adopt countermeasures to address the causes and the consequences of that situation. Those measures should be taken as quickly as possible and be immediately applicable. <u><i>Nevertheless, before adopting such countermeasures, the Commission should make all possible efforts to consult experts of Member States. Moreover, considering that emergency management plans at various intervention levels may exist to address a range of possible system failures, the Commission should only adopt such measures in emergency situations when</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).</p>	<p><u>acting on those plans if necessary.</u></p> <p>Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>1</sup>. In consideration of the need to ensure continuity of transport, it is appropriate to apply the prolongation of the validity of such measure beyond six months making use of the possibility provided under Article 8(2) of Regulation (EU) No 182/2011.</p> <p>Such countermeasures should end as soon as an alternative solution is implemented or the emergency situation has been resolved.</p> <p>_____</p> <p>1. Regulation (EU) No 182/2011 of the European</p>	<p>Such countermeasures should end as soon as an alternative solution is implemented or the emergency situation has been resolved.</p> <p>_____</p> <p>1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).</p>	<p><u>remedial measures taken by competent national authorities will not ensure a timely and effective response.</u> Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>1</sup>. In consideration of the need to ensure continuity of transport, it is appropriate to apply the prolongation of the validity of such measure beyond six months making use of the possibility provided under Article 8(2) of Regulation (EU) No 182/2011.</p> <p>Such countermeasures should end as soon as an alternative solution is implemented or the emergency situation has been resolved.</p> <p>_____</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p>Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).</p>		<p>1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).</p> <p><b>c</b></p> <p>Text Origin: Council Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 15				
25	<p>(15) When the deployment and use of ITS applications and services entail the processing of personal data, such processing should be carried out according to Union law on the protection of personal data and privacy, as set out, in particular, in Regulation (EU) 2016/679 of the European Parliament and of the Council<sup>1</sup> and in Directive 2002/58/EC of the European Parliament and of the Council<sup>2</sup>.</p> <p>_____</p> <p>1. Regulation (EU) 2016/679 of the European Parliament and of</p>	<p>(15) When the deployment and use of ITS applications and services entail the processing of personal data, such processing should be <u>strictly</u> carried out according to Union law on the protection of personal data and privacy, as set out, in particular, in Regulation (EU) 2016/679 of the European Parliament and of the Council<sup>1</sup> and in Directive 2002/58/EC of the European Parliament and of the Council<sup>2</sup>.</p> <p>_____</p> <p>1. Regulation (EU) 2016/679 of the European Parliament and of</p>	<p>(15) <del>When the deployment and use of ITS applications and services entail</del> <b>Any processing of personal data under this Directive, such as the processing of personal data, such processing location data when it allows to identify, directly or indirectly a person, should be carried out according to in accordance with</b> Union law on the protection of personal data and privacy, as set out, in particular, in Regulation (EU) 2016/679 of the European Parliament and of the Council<sup>1</sup> and in Directive 2002/58/EC of the European</p>	<p>(15) <del>When the deployment and use of ITS applications and services entail</del> <u>Compromise, reflecting also EP amendment line 26:</u></p> <p><u>(15) Any processing of personal data under this Directive, such as the processing of personal data, such processing location data when it allows to identify, directly or indirectly a person, should be carried out according to in accordance with</u> Union law on the protection of personal data and privacy, as set out, in particular, in Regulation (EU) 2016/679 of the</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).</p> <p>2. Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and</p>	<p>the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).</p> <p>2. Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and</p>	<p>Parliament and of the Council<sup>2</sup>. <b>In accordance with Article 6 of Regulation (EU) 2016/679, this Directive should specify the purpose for which personal data may be processed under this Directive.</b></p> <p><b>Where they involve the processing of personal data, the specifications to be developed under this Directive should provide for adequate and appropriate personal data protection safeguards in line with the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC, including with respect to the maximum duration of data storage, the anonymisation or the</b></p>	<p>Council<sup>1</sup> and in Directive 2002/58/EC of the European Parliament and of the Council<sup>2</sup>. <u><i>In accordance with Article 6 of Regulation (EU) 2016/679, this Directive should specify the purpose for which personal data may be processed under this Directive.</i></u></p> <p><u><i>Where they involve the processing of personal data, the specifications to be developed under this Directive should provide for adequate and appropriate personal data protection safeguards in line with the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC, including with respect to the maximum duration of data storage, the</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>electronic communications) (OJ L 201, 31.7.2002, p. 37).</p>	<p>electronic communications) (OJ L 201, 31.7.2002, p. 37).</p>	<p><b>pseudonymisation of data. In particular, without prejudice to any specific requirement laid down in Union law regarding the use of anonymous or pseudonymised data, whenever it is possible to equally achieve the purposes pursued, anonymisation or pseudonymisation as techniques for enhancing individuals' privacy should be encouraged, in line with the principle of data protection by design. Moreover, safeguards in particular against misuse, including unlawful access, alteration or loss should be laid down in those specifications or in national law, as appropriate, in accordance with the requirements of</b></p>	<p><u><i>anonymisation or the pseudonymisation of data. In particular, without prejudice to any specific requirement laid down in Union law regarding the use of anonymous or pseudonymised data, whenever it is possible to equally achieve the purposes pursued with processing of personal data and where technically feasible, anonymised data should be used. In other cases, pseudonymised data should be used where possible, for instance through the EU C-ITS security credential management system, with a view to enhance individuals' privacy, in line with the principle of data protection by design. The use of personal data resulting from mobility patterns</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><b>Regulation (EU) 2016/679 and Directive 2002/58/EC.</b></p> <hr/> <p>1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).</p> <p>2. Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of</p>	<p><u><i>or facial recognition may not lead to any form of social discrimination. Moreover, safeguards in particular against misuse, including unlawful access, alteration or loss should be laid down in those specifications or in national law, as appropriate, in accordance with the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC.</i></u></p> <hr/> <p>1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications) (OJ L 201, 31.7.2002, p. 37).</p>	<p>repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).</p> <p>2. Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications) (OJ L 201, 31.7.2002, p. 37).</p> <p><b>c</b></p> <p>Modification of the compromise in Technical Meeting on 22 May 2023</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Recital 16				
26	(16) Where they involve the processing of personal data, the specifications to be developed under this Directive should take the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC into account. In particular, whenever it is possible to equally achieve the purposes pursued using anonymous instead of personal data, anonymisation as one of the techniques for	(16) Where they involve the processing of personal data, the specifications to be developed under this Directive should <del>take</del> <u>adhere to</u> the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC <del>into</del> <u>account</u> . In particular, <del>whenever it is possible to equally achieve the purposes pursued using</del> <u>anonymous instead of personal data</u> <del>as soon as the purpose of the</del>	<i>deleted</i>  <i>Content merged (with recital 15) and enlarged</i>	<i>C. Sentence, slightly reformulated, added to recital line 25</i>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	enhancing individuals' privacy should be encouraged, in line with the principle of data protection by design.	<u>processing can also be achieved without reference to a person and anonymisation is technically possible</u> , anonymisation as one of the techniques for enhancing individuals' privacy should <del>be encouraged</del> <u>take place</u> , in line with the principle of data protection by design. <u>In particular, when technologies, such as mobility patterns of vehicle data or facial recognition are used, all forms of discriminations should be avoided.</u>		
Recital 17				
27				(17) Directive 2001/95/EC of the European Parliament and of the

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>(17) Directive 2001/95/EC of the European Parliament and of the Council on general product safety<sup>1</sup> applies to products for which sectorial legislation does not provide more specific provisions with the same safety objective, as well as where the safety requirements imposed by a sectorial legislation do not cover the aspects and risks or category of risks covered by the said Directive (the so called “safety net”).</p> <p>_____</p> <p>1. Directive 2001/95/EC of the European Parliament and of the Council of 3 December 2001, on general product safety (OJ L 11, 15.1.2002, p. 4).</p>	<p>(17) Directive 2001/95/EC of the European Parliament and of the Council on general product safety<sup>1</sup> applies to products for which sectorial legislation does not provide more specific provisions with the same safety objective, as well as where the safety requirements imposed by a sectorial legislation do not cover the aspects and risks or category of risks covered by the said Directive (the so called “safety net”).</p> <p>_____</p> <p>1. Directive 2001/95/EC of the European Parliament and of the Council of 3 December 2001, on general product safety (OJ L 11, 15.1.2002, p. 4).</p>	<p>(17) Directive 2001/95/EC of the European Parliament and of the Council on general product safety<sup>1</sup> applies to products for which sectorial legislation does not provide more specific provisions with the same safety objective, as well as where the safety requirements imposed by a sectorial legislation do not cover the aspects and risks or category of risks covered by the said Directive (the so called "safety net").</p> <p>_____</p> <p>1. Directive 2001/95/EC of the European Parliament and of the Council of 3 December 2001, on general product safety (OJ L 11, 15.1.2002, p. 4).</p>	<p>Council on general product safety<sup>1</sup> applies to products for which sectorial legislation does not provide more specific provisions with the same safety objective, as well as where the safety requirements imposed by a sectorial legislation do not cover the aspects and risks or category of risks covered by the said Directive (the so called “safety net”).</p> <p>_____</p> <p>1. Directive 2001/95/EC of the European Parliament and of the Council of 3 December 2001, on general product safety (OJ L 11, 15.1.2002, p. 4).</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Recital 18				
28	(18) Where it is necessary to carry out a conformity assessment, the specifications should include detailed provisions laying down the procedure governing assessment of conformity or suitability for use of constituents. With respect to certain ITS services, and in particular with respect to C-ITS services, continuous compliance with certain requirements and interoperability are essential to	(18) Where it is necessary to carry out a conformity assessment, the specifications should include detailed provisions laying down the procedure governing assessment of conformity or suitability for use of constituents. With respect to certain ITS services, and in particular with respect to C-ITS services, continuous compliance with certain requirements and interoperability are essential to	(18) Where it is necessary to carry out a conformity assessment, the specifications should include detailed provisions laying down the procedure governing assessment of conformity or suitability for use of constituents. With respect to certain ITS services, and in particular with respect to C-ITS services, continuous compliance with certain requirements and interoperability are essential to	(18) <u>Keep GA:</u> Where it is necessary to carry out a conformity assessment, the specifications should include detailed provisions laying down the procedure governing assessment of conformity or suitability for use of constituents. With respect to certain ITS services, and in particular with respect to C-ITS services, continuous compliance with certain requirements and interoperability are essential to

	<b>Commission Proposal</b>	<b>EP Mandate</b>	<b>Council Mandate</b>	<b>Draft Agreement</b>
	<p>ensure safety and proper functioning of the system. Therefore, where necessary, specifications that lay down requirements for products should also lay down procedures related to market surveillance, including a safeguard clause. Those provisions should be based on Decision No 768/2008/EC of the European Parliament and of the Council<sup>1</sup>, in particular concerning the modules for the various phases of the conformity assessment and market surveillance procedures. Regulation (EU) 2018/858 of the European Parliament and of the Council<sup>2</sup> lays down a framework for the type approval and market surveillance of motor vehicles and their parts or related equipment,</p>	<p>ensure safety and proper functioning of the system. Therefore, where necessary, specifications that lay down requirements for products should also lay down procedures related to market surveillance, including a safeguard clause. Those provisions should be based on Decision No 768/2008/EC of the European Parliament and of the Council<sup>1</sup>, in particular concerning the modules for the various phases of the conformity assessment and market surveillance procedures. Regulation (EU) 2018/858 of the European Parliament and of the Council<sup>2</sup> lays down a framework for the type approval and market surveillance of motor vehicles and their parts or related equipment,</p>	<p>ensure safety and proper functioning of the system. Therefore, where necessary, specifications that lay down requirements for products should also lay down procedures related to market surveillance, including a safeguard clause. Those provisions should be based on Decision No 768/2008/EC of the European Parliament and of the Council<sup>1</sup>, in particular concerning the modules for the various phases of the conformity assessment and market surveillance procedures. Regulation (EU) 2018/858 of the European Parliament and of the Council<sup>2</sup> lays down a framework for the type approval and market surveillance of motor vehicles and their parts or related equipment,</p>	<p>ensure safety and proper functioning of the system. Therefore, where necessary, specifications that lay down requirements for products should also lay down procedures related to market surveillance, including a safeguard clause. Those provisions should be based on Decision No 768/2008/EC of the European Parliament and of the Council<sup>1</sup>, in particular concerning the modules for the various phases of the conformity assessment and market surveillance procedures. Regulation (EU) 2018/858 of the European Parliament and of the Council<sup>2</sup> lays down a framework for the type approval and market surveillance of motor vehicles and their parts or related equipment,</p>

	<b>Commission Proposal</b>	<b>EP Mandate</b>	<b>Council Mandate</b>	<b>Draft Agreement</b>
	<p>and Regulations (EU) No 167/2013<sup>3</sup> and (EU) No 168/2013<sup>4</sup> of the European Parliament and of the Council lay down rules on the type approval of two- or three-wheel vehicles and quadricycles, and agricultural or forestry vehicles and their parts or related equipment. Therefore, it would be a duplication of work to provide for conformity assessment of equipment and applications falling within the scope of those legislative acts. However, those legislative acts on vehicle approval apply to ITS-related equipment installed in vehicles, but not to external road infrastructure ITS equipment and software which should fall under the remit of this Directive. In the latter case, the</p>	<p>and Regulations (EU) No 167/2013<sup>3</sup> and (EU) No 168/2013<sup>4</sup> of the European Parliament and of the Council lay down rules on the type approval of two- or three-wheel vehicles and quadricycles, and agricultural or forestry vehicles and their parts or related equipment. Therefore, it would be a duplication of work to provide for conformity assessment of equipment and applications falling within the scope of those legislative acts. However, those legislative acts on vehicle approval apply to ITS-related equipment installed in vehicles, but not to external road infrastructure ITS equipment and software which should fall under the remit of this Directive. In the latter case, the</p>	<p>and Regulations (EU) No 167/2013<sup>3</sup> and (EU) No 168/2013<sup>4</sup> of the European Parliament and of the Council lay down rules on the type approval of two- or three-wheel vehicles and quadricycles, and agricultural or forestry vehicles and their parts or related equipment. Therefore, it would be a duplication of work to provide for conformity assessment of equipment and applications falling within the scope of those legislative acts. However, those legislative acts on vehicle approval apply to ITS-related equipment installed in vehicles, but not to external road infrastructure ITS equipment and software which should fall under the remit of this Directive. In the latter case, the</p>	<p>and Regulations (EU) No 167/2013<sup>3</sup> and (EU) No 168/2013<sup>4</sup> of the European Parliament and of the Council lay down rules on the type approval of two- or three-wheel vehicles and quadricycles, and agricultural or forestry vehicles and their parts or related equipment. Therefore, it would be a duplication of work to provide for conformity assessment of equipment and applications falling within the scope of those legislative acts. However, those legislative acts on vehicle approval apply to ITS-related equipment installed in vehicles, but not to external road infrastructure ITS equipment and software which should fall under the remit of this Directive. In the latter case, the</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>specifications could provide for conformity assessment and market surveillance procedures. Such procedures should be limited to what would be necessary in each separate case.</p> <p>_____</p> <p>1. Decision No 768/2008/EC of the European Parliament and of the Council of 9 July 2008 on a common framework for the marketing of products, and repealing Council Decision 93/465/EEC (OJ L 218, 13.8.2008, p. 82).</p> <p>2. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market</p>	<p>specifications could provide for conformity assessment and market surveillance procedures. Such procedures should be limited to what would be necessary in each separate case.</p> <p>_____</p> <p>1. Decision No 768/2008/EC of the European Parliament and of the Council of 9 July 2008 on a common framework for the marketing of products, and repealing Council Decision 93/465/EEC (OJ L 218, 13.8.2008, p. 82).</p> <p>2. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market</p>	<p>specifications could provide for conformity assessment and market surveillance procedures. Such procedures should be limited to what would be necessary in each separate case <b>and aim, where appropriate, for a systematic approach to rules on the designation of conformity assessment bodies and the applicable procedures, in particular with regard to cross-border applications and services.</b></p> <p>_____</p> <p>1. Decision No 768/2008/EC of the European Parliament and of the Council of 9 July 2008 on a common framework for the marketing of products, and</p>	<p>specifications could provide for conformity assessment and market surveillance procedures. Such procedures should be limited to what would be necessary in each separate case <u>and aim, where appropriate, for a systematic approach to rules on the designation of conformity assessment bodies and the applicable procedures, in particular with regard to cross-border applications and services.</u></p> <p>_____</p> <p>1. Decision No 768/2008/EC of the European Parliament and of the Council of 9 July 2008 on a common framework for the marketing of products, and</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).</p> <p>3. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).</p>	<p>surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).</p> <p>3. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).</p>	<p>repealing Council Decision 93/465/EEC (OJ L 218, 13.8.2008, p. 82).</p> <p>2. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).</p>	<p>repealing Council Decision 93/465/EEC (OJ L 218, 13.8.2008, p. 82).</p> <p>2. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).</p> <p>3. Regulation (EU) No 167/2013 of the European</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	4. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).	4. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).	3. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).  4. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).	Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).  4. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).  B

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Recital 19				
29	<p>(19) When the deployment and use of ITS equipment and software include artificial intelligence systems, the relevant provisions of the forthcoming Artificial Intelligence Act<sup>1</sup> should be taken into account.</p> <p>_____</p> <p>1. Proposal for a Regulation of the European Parliament and of the Council laying down harmonised rules on artificial</p>	<p>(19) When the deployment and use of ITS equipment and software include artificial intelligence systems, the relevant provisions of the forthcoming Artificial Intelligence Act<sup>1</sup> should be taken into account.</p> <p>_____</p> <p>1. Proposal for a Regulation of the European Parliament and of the Council laying down harmonised rules on artificial</p>	<p>(19) When the deployment and use of ITS equipment and software include artificial intelligence systems, the relevant provisions of the forthcoming Artificial Intelligence Act<sup>1</sup> should be taken into account.</p> <p>_____</p> <p>1. Proposal for a Regulation of the European Parliament and of the Council laying down harmonised rules on artificial</p>	<p>(19) When the deployment and use of ITS equipment and software include artificial intelligence systems, the relevant provisions of the forthcoming Artificial Intelligence Act<sup>1</sup> should be taken into account.</p> <p>_____</p> <p>1. Proposal for a Regulation of the European Parliament and of the Council laying down harmonised rules on artificial intelligence (artificial</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	intelligence (artificial intelligence act) and amending certain Union legislative acts (COM(2021) 206 final).	intelligence (artificial intelligence act) and amending certain Union legislative acts (COM(2021) 206 final).	intelligence (artificial intelligence act) and amending certain Union legislative acts (COM(2021) 206 final).	intelligence act) and amending certain Union legislative acts (COM(2021) 206 final).  Text Origin: Commission Proposal
Recital 20				
30	(20) For ITS applications and services for which accurate and guaranteed timing and positioning services are required, satellite-based infrastructures or any technology providing an equivalent level of precisions should be used. Synergies between	(20) For ITS applications and services for which accurate and guaranteed timing and positioning services are required, satellite-based infrastructures or any technology providing an equivalent level of precisions should be used. Synergies between	(20) For ITS applications and services for which accurate and guaranteed timing and positioning services are required, satellite-based infrastructures or any technology providing an equivalent level of precisions should be used. Synergies between	(20) For ITS applications and services for which accurate and guaranteed timing and positioning services are required, satellite-based infrastructures or any technology providing an equivalent level of precisions should be used. Synergies between the Union transport and space

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>the Union transport and space sectors should be exploited to foster the broader use of new technologies, which respond to the need of accurate and guaranteed timing and positioning services. The Union Space Programme established under Regulation (EU) 2021/696 of the European Parliament and of the Council<sup>1</sup> provides high-quality, up-to-date and secure space-related data, information and services through the Galileo, the European Geostationary Navigation Overlay Service (EGNOS), and Copernicus systems.</p> <p>_____</p> <p>1. Regulation (EU) 2021/696 of the European Parliament and of</p>	<p>the Union transport and space sectors should be exploited to foster the broader use of new technologies, which respond to the need of accurate and guaranteed timing and positioning services. The Union Space Programme established under Regulation (EU) 2021/696 of the European Parliament and of the Council<sup>1</sup> provides high-quality, up-to-date and secure space-related data, information and services through the Galileo, the European Geostationary Navigation Overlay Service (EGNOS), and Copernicus systems.</p> <p>_____</p> <p>1. Regulation (EU) 2021/696 of the European Parliament and of</p>	<p>the Union transport and space sectors should be exploited to foster the broader use of new technologies, which respond to the need of accurate and guaranteed timing and positioning services. The Union Space Programme established under Regulation (EU) 2021/696 of the European Parliament and of the Council<sup>1</sup> provides high-quality, up-to-date and secure space-related data, information and services through the Galileo, the European Geostationary Navigation Overlay Service (EGNOS), and Copernicus systems.</p> <p>_____</p> <p>1. Regulation (EU) 2021/696 of the European Parliament and of</p>	<p>sectors should be exploited to foster the broader use of new technologies, which respond to the need of accurate and guaranteed timing and positioning services. The Union Space Programme established under Regulation (EU) 2021/696 of the European Parliament and of the Council<sup>1</sup> provides high-quality, up-to-date and secure space-related data, information and services through the Galileo, the European Geostationary Navigation Overlay Service (EGNOS), and Copernicus systems.</p> <p>_____</p> <p>1. Regulation (EU) 2021/696 of the European Parliament and of the Council of 28 April 2021</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	the Council of 28 April 2021 establishing the Union Space Programme and the European Union Agency for the Space Programme (OJ L 170, 12.5.2021, p. 69).	the Council of 28 April 2021 establishing the Union Space Programme and the European Union Agency for the Space Programme (OJ L 170, 12.5.2021, p. 69).	the Council of 28 April 2021 establishing the Union Space Programme and the European Union Agency for the Space Programme (OJ L 170, 12.5.2021, p. 69).	establishing the Union Space Programme and the European Union Agency for the Space Programme (OJ L 170, 12.5.2021, p. 69).  Text Origin: Commission Proposal
Recital 21				
31	(21) The provision of secured and reliable timing and positioning services is an essential element of the effective operation of ITS applications and services. Therefore, it is appropriate to	(21) The provision of secured and reliable timing and positioning services is an essential element of the effective operation of ITS applications and services. Therefore, it is appropriate to	(21) The provision of secured and reliable timing and positioning services is an essential element of the effective operation of ITS applications and services. Therefore, it is appropriate to	(21) <u>compromise proposal:</u> The provision of secured and reliable timing and positioning services is an essential element of the effective operation of ITS applications and services.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>ensure their compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks.</p>	<p>ensure their <u>backward</u> compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks, <u>and also where appropriate, use other proven mechanisms to ensure the reliability of information concerning position and time.</u> <u>Such mechanisms may include plausibility checking and the use of GNSS services.</u></p>	<p>ensure their compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks.</p>	<p>Therefore, it is appropriate to ensure their compatibility with the authentication mechanism provided by the Galileo programme, in order to mitigate Global Navigation Satellite Systems ('GNSS') signal spoofing attacks. <u>This does not exclude using other proven mechanisms providing the same level of confidence to ensure the reliability of information concerning position and time.</u></p> <p><b>C</b></p> <p>Text Origin: EP Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 22				
32	(22) Member States and other relevant stakeholders, including other Commission expert groups and committees dealing with digital aspects of transport, should be consulted in the drawing up of the working programmes adopted by the Commission under Directive 2010/40/EU.	(22) Member States <u>or other competent authorities, where appropriate</u> and other relevant stakeholders, including other Commission expert groups and committees dealing with digital aspects of transport, <u>ITS service providers, associations of ITS users, transport and facilities operators and representatives of the manufacturing industry</u> , should be consulted in the drawing up of the working programmes adopted by the Commission under Directive 2010/40/EU.	(22) Member States and other relevant stakeholders, including other Commission expert groups and committees dealing with digital aspects of transport, should be consulted in the drawing up of the working programmes adopted by the Commission under Directive 2010/40/EU.	(22) <u>compromise proposal:</u> Member States and other relevant stakeholders, including other Commission expert groups, <u>in particular the European ITS Advisory Group</u> , and committees dealing with digital aspects of transport, should be consulted in the drawing up of the working programmes adopted by the Commission under Directive 2010/40/EU.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: EP Mandate
Recital 22a				
32a			(22a) Rules on reporting should be simplified and better allow for a comparative analysis. Therefore, one Member State report every three years, covering the implementation of the Directive and of all delegated and implementing acts, should replace the various existing reporting obligations, and a common template including certain key performance indicators should be established.	<u><i>(22a) Keep GA: Rules on reporting should be simplified and better allow for a comparative analysis. Therefore, one Member State report every three years, covering the implementation of the Directive and of all delegated and implementing acts, should replace the various existing reporting obligations, and a common template including certain key performance indicators should be established. Based on experience</i></u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			Based on experience with the use of voluntary key performance indicators in the reports, the Commission should be able to select certain of those indicators to be included in the harmonised template.	<u>with the use of voluntary key performance indicators in the reports, the Commission should be able to select certain of those indicators to be included in the harmonised template.</u>  C  Text Origin: Council Mandate
Recital 22b				
v	32b	<u>(22a) The Commission and the Member States should take the necessary measures to ensure the</u>		<u>(22a) compromise proposal:</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><u><i>cooperation with third-countries, especially candidates for membership in the EU and those third countries, in which transit corridors connecting Member States are situated. The Commission should also foster cooperation on the international level.</i></u></p>		<p><u><i>The Commission and the Member States are encouraged to foster the cooperation with third-countries, especially candidates for membership in the EU and those third countries, in which transit corridors connecting Member States are situated. The Commission is encouraged to foster also cooperation on the international level.</i></u></p> <p><b>C</b></p> <p>Text Origin: EP Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 23				
33	<p>(23) To ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission as regards the adoption of the template for the reports to be provided by Member States, and the adoption and updating of working programmes. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>1</sup>.</p> <p>_____</p> <p>1. Regulation (EU) No 182/2011 of the European</p>	<p>(23) To ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission as regards the adoption of the template for the reports to be provided by Member States, and the adoption and updating of working programmes. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>1</sup>.</p> <p>_____</p> <p>1. Regulation (EU) No 182/2011 of the European</p>	<p>(23) To ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission as regards the adoption <b>and updating of working programmes, the fixing of geographical coverages and respective deadlines for the deployment of the template for the reports to be provided by Member States of mandatory data types and ITS services</b>, and the adoption <del>and updating of working programmes</del> <b>of the template for the reports to be provided by Member States</b>. Those powers</p>	<p>(23) <u>Compromise reflecting Articles 4a and 17:</u></p> <p>To ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission as regards the adoption <u>and updating of working programmes [...]</u> <u>and the adoption</u> of the template for the reports to be provided by Member States, <del>and the adoption and updating of working programmes</del>.</p> <p>Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>1</sup>.</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).	Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).	<p>should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>1</sup>.</p> <p>_____</p> <p>1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).</p>	<p>_____</p> <p>1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).</p> <p><b>B</b></p> <p>to be revised, if necessary, after agreement on implementing acts</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Recital 24				
34	(24) In order to achieve the objectives of this Directive, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to amend the list of data types for which Member States are to ensure the availability of data and to amend the list of ITS services for which Member States are to ensure deployment, for a period of five years starting from	(24) In order to achieve the objectives of this Directive, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to amend the list of data types for which Member States <u>or other competent authorities, where appropriate,</u> are to ensure the availability of data and to amend the list of ITS services for which Member States	(24) In order to achieve the objectives of this Directive, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to amend the list of data types for which Member States are to ensure the availability of data and to amend the list of ITS services for which Member States are to ensure deployment, for a period of five years starting from	(24) <u>compromise proposal:</u> In order to achieve the objectives of this Directive, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to amend the list of data types for which Member States are to ensure the availability of data and to amend the list of ITS services for which Member States are to ensure deployment, for a period of five years starting from

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>the entry into force of this Directive. This period should be tacitly extended for periods of the same duration, unless the European Parliament or the Council oppose such an extension. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and with stakeholders, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making<sup>1</sup>. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States’</p>	<p>are to ensure deployment, for a period of five years starting from the entry into force of this Directive. This period should be tacitly extended for periods of the same duration, unless the European Parliament or the Council oppose such an extension. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and with stakeholders, <u>representing all types of road users and other parties concerned</u>, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making<sup>1</sup>. In particular, to ensure equal participation in the</p>	<p>the entry into force of this Directive. This period should be tacitly extended for periods of the same duration, unless the European Parliament or the Council oppose such an extension. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and with stakeholders, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making<sup>1</sup>. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States’</p>	<p>the entry into force of this Directive. This period should be tacitly extended for periods of the same duration, unless the European Parliament or the Council oppose such an extension. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and with stakeholders, <u>representing all types of road users and other parties concerned</u>, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making<sup>1</sup>. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p> <p>_____</p> <p>1. Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making (OJ L 123, 12.5.2016, p. 1).</p>	<p>preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p> <p>_____</p> <p>1. Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making (OJ L 123, 12.5.2016, p. 1).</p>	<p>experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p> <p>_____</p> <p>1. Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making (OJ L 123, 12.5.2016, p. 1).</p>	<p>Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p> <p>_____</p> <p>1. Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making (OJ L 123, 12.5.2016, p. 1).</p> <p><b>B</b></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: EP Mandate
Recital 25				
35	(25) In order to guarantee a coordinated approach, the Commission should ensure coherence between the activities of the Committee established by this Directive and of the Committees established by Regulations (EU) No 165/2014 <sup>1</sup> , (EU) 2019/1239 <sup>2</sup> , (EU) 2020/1056 <sup>3</sup> and (EU) 2018/858 of the European Parliament and of the Council, and by Directives 2007/2/EC <sup>4</sup> and Directive (EU) 2019/520 of the	(25) In order to guarantee a coordinated approach, the Commission should ensure coherence between the activities of the Committee established by this Directive and of the Committees established by Regulations (EU) No 165/2014 <sup>1</sup> , (EU) 2019/1239 <sup>2</sup> , (EU) 2020/1056 <sup>3</sup> and (EU) 2018/858 of the European Parliament and of the Council, and by Directives 2007/2/EC <sup>4</sup> and Directive (EU) 2019/520 of the	(25) In order to guarantee a coordinated approach, the Commission should ensure coherence between the activities of the Committee established by this Directive and of the Committees established by Regulations (EU) No 165/2014 <sup>1</sup> , (EU) 2019/1239 <sup>2</sup> , (EU) 2020/1056 <sup>3</sup> and (EU) 2018/858 of the European Parliament and of the Council, and by Directives 2007/2/EC <sup>4</sup> and Directive (EU) 2019/520 of the	(25) In order to guarantee a coordinated approach, the Commission should ensure coherence between the activities of the Committee established by this Directive and of the Committees established by Regulations (EU) No 165/2014 <sup>1</sup> , (EU) 2019/1239 <sup>2</sup> , (EU) 2020/1056 <sup>3</sup> and (EU) 2018/858 of the European Parliament and of the Council, and by Directives 2007/2/EC <sup>4</sup> and Directive (EU) 2019/520 of the

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>European Parliament and of the Council<sup>5</sup>.</p> <p>_____</p> <p>1. Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport (OJ L 60, 28.2.2014, p. 1).</p> <p>2. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64).</p>	<p>European Parliament and of the Council<sup>5</sup>.</p> <p>_____</p> <p>1. Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport (OJ L 60, 28.2.2014, p. 1).</p> <p>2. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64).</p>	<p>European Parliament and of the Council<sup>5</sup>.</p> <p>_____</p> <p>1. Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport (OJ L 60, 28.2.2014, p. 1).</p> <p>2. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64).</p>	<p>European Parliament and of the Council<sup>5</sup>.</p> <p>_____</p> <p>1. Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport (OJ L 60, 28.2.2014, p. 1).</p> <p>2. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64).</p> <p>3. Regulation (EU) 2020/1056 of the European Parliament and</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>3. Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).</p> <p>4. Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community (INSPIRE) (OJ L 108, 25.4.2007, p. 1).</p> <p>5. Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of</p>	<p>3. Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).</p> <p>4. Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community (INSPIRE) (OJ L 108, 25.4.2007, p. 1).</p> <p>5. Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of</p>	<p>3. Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).</p> <p>4. Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community (INSPIRE) (OJ L 108, 25.4.2007, p. 1).</p> <p>5. Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of</p>	<p>of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).</p> <p>4. Directive 2007/2/EC of the European Parliament and of the Council of 14 March 2007 establishing an Infrastructure for Spatial Information in the European Community (INSPIRE) (OJ L 108, 25.4.2007, p. 1).</p> <p>5. Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).	electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).	electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).	failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).  Text Origin: Commission Proposal
Recital 26				
36	(26) Since the objective of this Directive, namely to ensure the coordinated and coherent deployment of interoperable Intelligent Transport Systems throughout the Union, cannot be sufficiently achieved by the Member States and/or the private	(26) Since the objective of this Directive, namely to ensure the coordinated and coherent deployment of interoperable Intelligent Transport Systems throughout the Union, cannot be sufficiently achieved by the Member States and/or the private	(26) Since the objective of this Directive, namely to ensure the coordinated and coherent deployment of interoperable Intelligent Transport Systems throughout the Union, cannot be sufficiently achieved by the Member States and/or the private	(26) Since the objective of this Directive, namely to ensure the coordinated and coherent deployment of interoperable Intelligent Transport Systems throughout the Union, cannot be sufficiently achieved by the Member States and/or the private sector but can rather, by reason of

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	sector but can rather, by reason of its scale and effects, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective.	sector but can rather, by reason of its scale and effects, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective.	sector but can rather, by reason of its scale and effects, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective.	its scale and effects, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective.  Text Origin: Commission Proposal
Recital 27				
37				

	<b>Commission Proposal</b>	<b>EP Mandate</b>	<b>Council Mandate</b>	<b>Draft Agreement</b>
	<p>(27) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents<sup>1</sup>, Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified.</p> <p>_____</p> <p>1. OJ C 369, 17.12.2011, p. 14.</p>	<p>(27) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents<sup>1</sup>, Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified.</p> <p>_____</p> <p>1. OJ C 369, 17.12.2011, p. 14.</p>	<p>(27) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents<sup>1</sup>, Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified.</p> <p>_____</p> <p>1. OJ C 369, 17.12.2011, p. 14.</p>	<p>(27) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents<sup>1</sup>, Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified.</p> <p>_____</p> <p>1. OJ C 369, 17.12.2011, p. 14.</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Recital 28				
38	(28) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council <sup>1</sup> and delivered an opinion on XX XX 2022,  _____	(28) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council <sup>1</sup> and delivered an opinion on XX XX 2022,  _____	(28) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council <sup>1</sup> and delivered an opinion on <del>XX XX</del> <sup>2</sup> <b>March</b> 2022,  _____	(28) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council <sup>1</sup> and delivered an opinion on <del>XX XX</del> <sup>2</sup> <b>March</b> 2022,  _____
	1. Regulation (EU) 2018/1725 of the European Parliament and	1. Regulation (EU) 2018/1725 of the European Parliament and	1. Regulation (EU) 2018/1725 of the European Parliament and	1. Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).	of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).	of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).	2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).  Text Origin: Council Mandate
Formula				
39				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:  Text Origin: Commission Proposal
Article 1				
40	Article 1 Amendments to Directive 2010/40/EU	Article 1 Amendments to Directive 2010/40/EU	Article 1 Amendments to Directive 2010/40/EU	Article 1 Amendments to Directive 2010/40/EU  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
40a	<p>_____</p> <p>Moved reference text</p>	Moved from row 53 [53 - 40a]		
Article 1, first paragraph				
41	<p>Directive 2010/40/EU is amended as follows:</p>	<p>Directive 2010/40/EU is amended as follows:</p>	<p>Directive 2010/40/EU is amended as follows:</p>	<p>Directive 2010/40/EU is amended as follows:</p> <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (1)				
42	(1) in Article 1, the following paragraph 2a is inserted:	(1) in Article 1, the following paragraph 2a is inserted:	(1) in Article 1, the following paragraph 2a is inserted:	(1) in Article 1, the following paragraph 2a is inserted:  Text Origin: Commission Proposal
Article 1, first paragraph, point (1), amending provision, first paragraph				
43	2a. This Directive provides for the availability of data and deployment of ITS services within the priority areas referred to in Article 2 with a	2a. This Directive provides for the availability of data and deployment of ITS services within the priority areas referred to in Article 2 with a	2a. This Directive provides for the availability of data and deployment of ITS services within the priority areas referred to in Article 2 with a	2a. <u>Compromise: Commission proposal</u>  <u>2a.</u> This Directive provides for the availability of data and deployment of ITS services within the priority

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	specific geographical coverage as specified in Annexes III and IV.;	specific geographical coverage as specified in Annexes III and IV.;	<del>specific geographical coverage as specified in Annexes III and IV.;</del>	areas referred to in Article 2 with a specific geographical coverage as specified in Annexes III and IV.;
				<p>c</p> <p>follows the compromise on Article 6a / Annexes III and IV</p> <p>Text Origin: Commission Proposal</p>

Article 1, first paragraph, point (2)

6	44	(2) in Article 2, paragraph 1 is replaced by the following:	(2) in Article 2, paragraph 1 is replaced by the following:	(2) in Article 2, paragraph 1 is replaced by the following:	6
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	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (2), amending provision, numbered paragraph (1)				
45	<p>1. For the purposes of this Directive, the following shall constitute priority areas for the development and use of specifications and standards:</p>	<p>1. For the purposes of this Directive, the following shall constitute priority areas for the development and use of specifications and standards:</p>	<p>1. For the purposes of this Directive, the following shall constitute priority areas for the development and use of specifications and standards:</p>	<p>1. For the purposes of this Directive, the following shall constitute priority areas for the development and use of specifications and standards:</p> <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (2), amending provision, numbered paragraph (1), point (a)				
46	(a) I. Information and mobility ITS services;	(a) I. Information and mobility ITS services;	(a) I.— Information and mobility ITS services;	(a) I. Information and mobility ITS services;  Text Origin: Commission Proposal
Article 1, first paragraph, point (2), amending provision, numbered paragraph (1), point (b)				
47	(b) II. Travel, transport and traffic management ITS services;	(b) II. Travel, transport and traffic management ITS services;	(b) II.— Travel, transport and traffic management ITS services;	(b) II. Travel, transport and traffic management ITS services;  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (2), amending provision, numbered paragraph (1), point (c)				
48	(c) III. Road safety and security ITS services;	(c) III. Road safety and security ITS services;	(c) III.- Road safety and security ITS services;	(c) III. Road safety and security ITS services;  Text Origin: Commission Proposal
Article 1, first paragraph, point (2), amending provision, numbered paragraph (1), point (d)				
49	(d) IV. Cooperative, connected and automated mobility services.;	(d) IV. Cooperative, connected and automated mobility services.;	(d) IV.- <b>ITS services for</b> cooperative, connected and automated mobility services.;	(d) IV.- <u>ITS services for</u> cooperative, connected and automated mobility <del>services.</del> ;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				B  Text Origin: Council Mandate
Article 1, first paragraph, point (2a)				
49a		<u>(2a) in Article 3 the following point is added:</u>  <u>"(g) the adoption of specifications for Cooperative Intelligent Transport Services"</u>		<u>(2a) compromise proposal: replace lines 21a and this line by enlarging recital 10 line 20</u>  C
Article 1, first paragraph, point (3)				
50				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(3) Article 4 is amended as follows:	(3) Article 4 is amended as follows:	(3) Article 4 is amended as follows:	(3) Article 4 is amended as follows:  Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(-a)				
50a		<u>(-a)</u> <u>(-a) point 2 is replaced by the following:</u> <u>"(2) "interoperability" means the capacity of systems and the underlying business processes to exchange data and share information and knowledge to</u>		<u>(-a) compromise proposal:</u>  <u>point 2 is replaced by the following:</u> <u>"(2) "interoperability" means the capacity of systems and the underlying business processes to exchange data and share information and knowledge</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><u>guarantee the continuity of ITS services:</u></p> <p>This amendment adds into the current text the words "to guarantee the continuity of ITS services"</p>		<p><u>allowing the continuity of ITS services:</u></p> <p>B</p> <p>Text Origin: EP Mandate</p>
Article 1, first paragraph, point (3)(-b)				
50b			<p>(-a) (-b) point 4 is replaced by the following:</p> <p>‘(4) "ITS service" means the provision of an ITS application through a well-defined organisational and operational framework with the aim of</p>	<p><u>(-b) (-b) point 4 is replaced by the following:</u></p> <p><u>‘(4) "ITS service" means the provision of an ITS application through a well-defined organisational and operational framework with the aim of</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>contributing to user safety, efficiency, sustainable mobility, comfort and/or to facilitate or support transport and travel operations;’</p> <p>This amendment adds into the current text the words "sustainable mobility"</p>	<p><u>contributing to user safety, efficiency, sustainable mobility, comfort and/or to facilitate or support transport and travel operations;’</u></p> <p>B</p> <p>Text Origin: Council Mandate</p>
Article 1, first paragraph, point (3)(-c)				
50c		<p><u>(-b) point 14 is replaced by the following:</u></p> <p><u>"(14) "road data" means data on road infrastructure</u></p>		<p><u>(-b) point 14 is replaced by the following:</u></p> <p><u>"(14) "road data" means data on road infrastructure</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><u>characteristics, including but not limited to fixed traffic signs and their regulatory safety attributes as well as charging infrastructure</u></p> <p>The definition as currently in force reads: "(14) "road data" means data on road infrastructure characteristics, including fixed traffic signs or their regulatory safety attributes</p>		<p><u>characteristics, including fixed traffic signs and their regulatory safety attributes as well as infrastructure for recharging and for refuelling of alternative fuels</u></p> <p>C</p> <p>"charging infrastructure" replaced by "infrastructure for recharging and for refuelling of alternative fuels"</p> <p>Text Origin: EP Mandate</p>
Article 1, first paragraph, point (3)(a)				
6	51			6

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(a) point 18 is replaced by the following:	(a) point 18 is replaced by the following:	(a) point 18 is replaced by the following:	(a) point 18 is replaced by the following:  Text Origin: Commission Proposal
Article 1, first paragraph, point (3)(a), amending provision, numbered paragraph (18)				
52	(18) “standard” means standard as defined in Article 2(1) of Regulation (EU) No 1025/2012 of the European Parliament and of the Council*;	(18) “standard” means standard as defined in Article 2(1) of Regulation (EU) No 1025/2012 of the European Parliament and of the Council*;	(18) “standard” means standard as defined in Article 2(1) of Regulation (EU) No 1025/2012 of the European Parliament and of the Council*;	(18) “standard” means standard as defined in Article 2(1) of Regulation (EU) No 1025/2012 of the European Parliament and of the Council*;  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 1, first paragraph, point (3)(a), amending provision, numbered paragraph (18), first paragraph			
53	_____	Moved to row 40a [53 - 40a]  Moved to row 40a	_____	
	Article 1, first paragraph, point (3)(a), amending provision, numbered paragraph (18), second paragraph			
54	* Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives	* Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives	* Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives	* Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).;	89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).;	89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).?;	Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council (OJ L 316, 14.11.2012, p. 12).;
Text Origin: Commission Proposal				
Article 1, first paragraph, point (3)(b)				
55				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(b) the following points (19) to (24) are added:	(b) the following points (19) to (24) are added:	(b) the following points (19) to (24) are added:	(b) the following points (19) to <del>(24)</del> are added:  Text Origin: Commission Proposal

Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (19)

56	(19) "cooperative intelligent transport systems" or "C-ITS" means intelligent transport systems that enable ITS users to cooperate by exchanging secured and trusted messages;	(19) "cooperative intelligent transport systems" or "C-ITS" means intelligent transport systems that enable ITS users to <u>interact</u> <u>and</u> cooperate by exchanging secured and trusted messages, <u>in a non-discriminatory manner, between vehicles and other</u>	(19) "cooperative intelligent transport systems" or "C-ITS" means intelligent transport systems that enable ITS users to <del>cooperate</del> <b>interact and coordinate</b> by exchanging secured and trusted messages <b>without any prior knowledge of each other</b> ;	(19) <u>"(19)"</u> cooperative intelligent transport systems <del>"or "C-ITS" or "C-ITS"</del> means intelligent transport systems that enable ITS users to <u>interact and</u> cooperate by exchanging secured and trusted messages <u>without any prior knowledge of each other</u>
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	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>elements of the transport ecosystem, including vehicles, infrastructure and vulnerable road users, via communication technologies, without any prior knowledge of each other;</u>		<u>and in a non-discriminatory manner;</u>  B  Text provisionally agreed in 1st trilogue 14 Dec 22  Text Origin: Council Mandate
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (20)				
57	(20) “C-ITS service” means an ITS service provided through C-ITS;	(20) “C-ITS service” means an ITS service provided through C-ITS;	(20) “C-ITS service” means an ITS service provided through C-ITS;	(20) “C-ITS service” means an ITS service provided through C-ITS;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: EP Mandate
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (21)				
58	(21) “availability of the data” means the existence of data in a digital machine-readable format;	(21) "availability of the data" means the existence of data in a digital <u>accessible</u> machine-readable format;	(21) “availability of the data” means the existence of data in a digital machine-readable format;	(21) <u>Keep GA:</u> "availability of the data" means the existence of data in a digital machine-readable format;  B  Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (22)				
59	(22) “National Access Point” means a digital interface set up by a Member State that constitutes a single point of access to data, as defined in specifications adopted pursuant to Article 6;	(22) “National Access Point” means a digital interface set up by a Member State that constitutes a single point of access to data, as defined in specifications adopted pursuant to Article 6;	(22) "National Access Point <b>(NAP)</b> " means a digital interface set up by a Member State that constitutes a single point of access to data, as defined in specifications adopted pursuant to Article 6;	(22) "National Access Point <b>(NAP)</b> " means a digital interface set up by a Member State that constitutes a single point of access to data, as defined in specifications adopted pursuant to Article 6;  A  Text Origin: Council Mandate
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (23)				
60				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(23) “accessibility of the data” means a possibility to request and obtain data in a digital machine-readable format via National Access Points;	(23) "accessibility of the data" means a possibility to request and obtain data in a digital <u>accessible</u> machine-readable format via National Access Points <u>and where appropriate regional and local ones</u> ;	(23) "accessibility of the data" means a possibility to request and obtain data in a digital machine-readable format via National Access Points;	(23) <u>Keep GA:</u> "accessibility of the data" means a possibility to request and obtain data in a digital machine-readable format <del>via National Access Points</del> ;  B regional and local access points mentioned in recital 17  Text Origin: Council Mandate
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (24)				
61	(24) “multimodal digital mobility service” means a service providing	(24) “multimodal digital mobility service” means a service providing	(24) "multimodal digital mobility service" means a service providing	(24) “multimodal digital mobility service” means a service providing

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	information on traffic and travel data such as location of transport facilities, schedules, availability or fares for more than one transport mode, which may include features enabling the making of reservations, bookings or payments or the issuing of tickets.;	information on traffic and travel data such as location of transport facilities, schedules, availability or fares for more than one transport mode, which may include features enabling the making of reservations, bookings or payments or the issuing of tickets.;	information on traffic and travel data such as location of transport facilities, schedules, availability or fares for more than one transport mode, which may include features enabling the making of reservations, bookings or payments or the issuing of tickets.?’;	information on traffic and travel data such as location of transport facilities, schedules, availability or fares for more than one transport mode, which may include features enabling the making of reservations, bookings or payments or the issuing of tickets.;  Text Origin: Commission Proposal
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, introductory part				
61a				<u>24a. new definition linked to Article 6a:</u>  <u>(25) "underlying information" means information in scope of</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u><i>this Directive that has been qualified as relevant for informing road and ITS users, in particular by road authorities where they are responsible for this information:</i></u></p> <p>C</p>
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, title				
61b				<p><u><i>24b. new definition linked to column 2 of Annex III</i></u></p> <p><u><i>(26) "primary road" means a road, designated by Member States, outside urban areas that connects major cities or regions, or both, not classified as part of</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u><i>the comprehensive trans-European road network or as a motorway.</i></u> C
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, tile second line				
61c			24c. Working programme <sup>1</sup>  1. Text partly shifted from Article 17(5) of the proposal.	<u>24c. Keep GA</u>  C
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, para 1				
61d				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>24d. 1. By [Date of entry into force + 12 months], the Commission shall, after consulting relevant stakeholders and by means of an implementing act, adopt a working programme. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(4). The working programme shall include at least the following elements:</p>	<p><u>24d. <i>compromise proposal: incorporate EP line 129:</i></u></p> <p><u>1. By [Date of entry into force + 12 months], the Commission shall, after consulting the European ITS Advisory Group set up by Commission Decision of 4 May 2011<sup>1</sup> and relevant stakeholders and by means of an implementing act, adopt a working programme. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(4). The working programme shall include at least the following elements:</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u><a href="#">1. Commission Decision of 4 May 2011 on setting up the European ITS Advisory Group (2011/C 135/03), (OJ 5.5.2011, C 135/3).</a></u></p> <p>C</p>
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, para 1 point a				
61e			<p>24e. a) objectives and dates for its implementation every year, indicating for which work items specifications should be developed in accordance with Article 6;</p>	<p><u><a href="#">24e. Keep GA</a></u></p> <p>C</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, para 1 point b				
61f			<p>b) the data types and ITS services for which the Commission may adopt delegated acts pursuant to Article 7(1) and (2).</p>	<p><u><i>aligned with compromise lines 87 to 87b:</i></u></p> <p><u><i>b) the data types [...] for which the Commission may adopt delegated acts pursuant to Article 7(1a):</i></u></p> <p><b>C</b></p>
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (24g)				
61g				<p><u><i>aligned with compromise lines 87 to 87b:</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u><i>c) preparatory work to be carried out by the Commission in cooperation with stakeholders and Member States pursuant to Article 7(1).</i></u>
Article 1, first paragraph, point (3a), amending provision, numbered paragraph, para 2				
61h			<p><b>2. Before each subsequent five-year extension of the power to adopt delegated acts in accordance with Article 12(2), the Commission shall, by means of implementing acts, issue a new working programme including at least the elements referred to in paragraph 1, points (a) and (b).</b></p>	<p><u><i>aligned with compromise lines 87 to 87b; covers EP text in line 130:</i></u></p> <p><u><i>2. Before each subsequent five-year extension of the power to adopt delegated acts in accordance with Article 12(2), the Commission shall, by means of</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(4).	<u><i>implementing acts adopted in accordance with the examination procedure referred to in Article 15(4), adopt a new working programme, which shall include at least the elements referred to in paragraph 1, points (a) to (c).</i></u>  c
Article 1, first paragraph, point (4)				
62	(4) Article 5 is replaced by the following:	(4) Article 5 is replaced by the following:	(4) Article 5 is replaced by the following:	(4) Article 5 is replaced by the following:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (4), amending provision, first paragraph				
63	Article 5		Article 5	Article 5  Text Origin: Commission Proposal
Article 1, first paragraph, point (4), amending provision, second paragraph				
64	Application of specifications to the deployment of ITS		Application of specifications to the deployment of ITS	Application of specifications to the deployment of ITS

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		Application of specifications to the deployment of ITS		Text Origin: Commission Proposal
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1)				
65	1. Member States shall take the necessary measures to ensure that the specifications adopted by the Commission in accordance with Article 6 are applied to ITS applications and services, where those are deployed, in accordance with the principles in Annex II. This is without prejudice to the right of each Member State to decide on its deployment of such applications and services on its	1. Member States <u>and/or competent authorities</u> shall take the necessary measures to ensure that the specifications adopted by the Commission in accordance with Article 6 are applied to ITS applications and services, where those are deployed, in accordance with the principles in Annex II. This is without prejudice to the right of each Member State to decide on its deployment of such	1. Member States shall take the necessary measures to ensure that the specifications adopted by the Commission in accordance with Article 6 are applied to ITS applications and services, where those are deployed, in accordance with the principles in Annex II. This is without prejudice to the right of each Member State to decide on its deployment of such applications and services on its	1. Member States shall take the necessary measures to ensure that the specifications adopted by the Commission in accordance with Article 6 are applied to ITS applications and services, where those are deployed, in accordance with the principles in Annex II. This is without prejudice to the right of each Member State to decide on its deployment of such applications and services on its territory. This right is without

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>territory. This right is without prejudice to Articles 6a and 6b. Where relevant, Member States shall also cooperate on the enforcement of those specifications.</p>	<p>applications and services on its territory. This right is without prejudice to Articles 6a and 6b. Where relevant, Member States shall also cooperate, <u>including with relevant stakeholders</u>, on the enforcement of those specifications. <u>The Commission shall adopt a methodology for the interoperability of data in the National Access Points' architecture as part of its working programme referred to in Article 17(5).</u></p>	<p>territory. This right is without prejudice to <del>Articles 6a and 6b.</del> Where relevant, Member States shall also cooperate on the enforcement of those specifications <b>Article 6a.</b></p>	<p>prejudice to <del>Articles 6a and 6b.</del> <del>Where relevant, Member States shall also cooperate on the enforcement of those specifications</del> <u>[Article 6a - reference to be updated after agreement on Art 6a/6b].</u></p> <p><b>B</b></p> <p>EP middle part and last part sufficiently covered in Council text line <b>67</b></p> <p>Text Origin: Council Mandate</p>
<p>Article 1, first paragraph, point (4), amending provision, numbered paragraph (2)</p>				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
66	2. Member States shall also cooperate in respect of the priority areas, insofar as no specifications have been adopted with regard to those priority areas.	2. Member States <u>and/or competent authorities</u> shall also cooperate, <u>including with relevant stakeholders</u> , in respect of the priority areas, insofar as no specifications have been adopted with regard to those priority areas.	2. <b>Where relevant</b> , Member States shall <del>also</del> cooperate in respect of the priority areas, insofar as no specifications have been adopted with regard to those priority areas.	2. <u>Where relevant</u> , Member States shall <del>also cooperate</del> <u>cooperate, including with relevant stakeholders</u> , in respect of the priority areas, insofar as no specifications have been adopted with regard to those priority areas.  B  Text Origin: EP Mandate
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3)				
67				3. <u>Compromise proposal:</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>3. Member States shall also cooperate, where necessary with relevant stakeholders, on operational aspects of the implementation of and compliance with the specifications adopted by the Commission, such as standards and EU harmonised profiles, common definitions, common metadata, common quality requirements and aspects related to the interoperability of National Access Points' architectures, common data exchange conditions, as well as common training and outreach activities.;</p>	<p>3. Member States <u>and/or competent authorities</u> shall also cooperate, <del>where necessary</del> <u>including</u> with relevant stakeholders, on operational aspects of the implementation of and compliance with the specifications adopted by the Commission, such as standards and EU harmonised profiles, common definitions, common metadata, common quality requirements and aspects related to the interoperability of National Access Points' architectures, <u>accessibility of data and</u> common data exchange conditions, <u>secure access</u> as well as common training and outreach activities. <u>To this end, they shall share best practices and develop joint</u></p>	<p>3. Member States shall also cooperate, <b>for instance through EU-supported coordination projects and</b> where necessary with relevant stakeholders, on operational aspects of the implementation of <del>and compliance with</del> the specifications adopted by the Commission, such as standards and EU harmonised profiles, common definitions, common metadata, common quality requirements and aspects related to the interoperability of <del>National Access Points</del> <b>NAPs'</b> architectures, common data exchange conditions, as well as common training and outreach activities. <b>In respect of requirements for data providers, data users and ITS service providers set out in the</b></p>	<p>'Member States shall also cooperate, <u>for instance through EU-supported coordination projects and</u> where necessary with relevant stakeholders, on operational aspects of the implementation of <del>and compliance with</del> the specifications adopted by the Commission, such as standards and EU harmonised profiles, common definitions, common metadata, common quality requirements and aspects related to the interoperability of <del>National Access Points</del> <b>NAPs'</b> architectures, common data exchange conditions, <u>secure access</u>, as well as common training and outreach activities. <u>In respect of requirements for data providers, data users and ITS</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><u>projects, especially in cross-border areas;</u></p>	<p>specifications, Member States shall also cooperate, where relevant, on practices for assessing compliance with those requirements and on developing mechanisms for compliance enforcement.?’;</p>	<p><u>service providers set out in the specifications, Member States shall also cooperate on practices for assessing compliance with those requirements, on developing mechanisms for compliance enforcement and on issues concerning cross-border cooperation.?’;</u></p> <p>B</p> <p>Provisionally agreed in 1st trilogue 14 Dec 22</p> <p>Text Origin: Council Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (5)				
68	(5) Article 6 is amended as follows:	(5) Article 6 is amended as follows:	(5) Article 6 is amended as follows:	(5) Article 6 is amended as follows:  Text Origin: Commission Proposal
Article 1, first paragraph, point (5)(a)				
69	(a) paragraph 5 is replaced by the following:	(a) paragraph 5 is replaced by the following:	(a) paragraph 5 is replaced by the following:	(a) paragraph 5 is replaced by the following:  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (5)(a), amending provision, numbered paragraph (5)				
70	<p>5. Without prejudice to the procedures set out by Directive (EU) 2015/1535 of the European Parliament and of the Council*, the specifications shall, where appropriate, stipulate the conditions in which Member States may, after notification to the Commission, establish additional rules for the provision of ITS services on all or part of their territory, provided that those rules do not hinder interoperability.;</p>	<p>5. Without prejudice to the procedures set out by Directive (EU) 2015/1535 of the European Parliament and of the Council*, the specifications shall, where appropriate, stipulate the conditions in which Member States may, after notification to the Commission, establish additional rules for the provision of ITS services on all or part of their territory; <del>provided that those rules do not</del>. <u>Such rules may not be</u></p>	<p>5. Without prejudice to the procedures set out by Directive (EU) 2015/1535 of the European Parliament and of the Council*, the specifications shall, where appropriate, stipulate the conditions in which Member States may, after notification to the Commission, establish additional rules for the provision of ITS services on all or part of their territory, provided that those rules do not hinder interoperability.;</p>	<p>5. Without prejudice to the procedures set out by Directive (EU) 2015/1535 of the European Parliament and of the Council*, the specifications shall, where appropriate, stipulate the conditions in which Member States may, after notification to the Commission, establish additional rules for the provision of ITS services on all or part of their territory; <del>provided that</del>. Those rules <del>do</del><u>shall</u> not hinder interoperability.;</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u>proposed or authorised if they would</u> hinder interoperability;		B  Text Origin: EP Mandate
Article 1, first paragraph, point (5)(b)				
71	(b) paragraph 6 is replaced by the following:	(b) paragraph 6 is replaced by the following:	(b) paragraph 6 is replaced by the following:	(b) paragraph 6 is replaced by the following:  Text Origin: Commission Proposal
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
72	6. The specifications shall, where appropriate, be based on any standards referred to in Article 8.	6. The specifications shall, where appropriate, be based on any standards referred to in Article 8.	6. The specifications shall, where appropriate, be based on any standards referred to in Article 8.	6. The specifications shall, where appropriate, be based on any standards referred to in Article 8.  Text Origin: Commission Proposal
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), first paragraph				
73	The specifications shall, as appropriate and in particular where justified in the interest of safety and interoperability, include rules on conformity assessment and market surveillance, including a	The specifications shall, as appropriate and in particular where justified in the interest of safety and interoperability, include rules on conformity assessment and market surveillance, including a	The specifications shall; <b>include rules for setting parameters related to quality and suitability for use.</b> As appropriate and in particular where justified in the interest of safety and	The specifications shall; <u>include rules for setting parameters related to quality and suitability for use.</u> As appropriate and in particular where justified in the interest of safety and

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	safeguard clause, in accordance with Decision No 768/2008/EC.	safeguard clause, in accordance with Decision No 768/2008/EC.	interoperability, <b>the specifications shall</b> include rules on conformity assessment and market surveillance, including a safeguard clause, in accordance with Decision No 768/2008/EC.	interoperability, <u>the specifications shall</u> include rules on conformity assessment and market surveillance, including a safeguard clause, in accordance with Decision No 768/2008/EC.  B  Text Origin: Council Mandate
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), first paragraph a				
6	73a		<b>The Member States may designate one or several bodies competent to carry out the</b>	<u>The Member States may designate one or several bodies competent to carry out the assessment of compliance with the requirements</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			assessment of compliance with the requirements set out in the specifications, subject to any specific rules on assessment that may be set therein.	<p><u>set out in the specifications, subject to any specific rules on assessment that may be set therein.</u></p> <p>B</p> <p>Text Origin: Council Mandate</p>
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), second paragraph				
74	The specifications shall comply with the principles set out in Annex II.?’;	The specifications shall comply with the principles set out in Annex II.?’;	The specifications shall comply with the principles set out in Annex II.?’;	The specifications shall comply with the principles set out in Annex II.?’;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), second paragraph a				
y	74a		(c) the following paragraph 8 is inserted:	<u>Keep GA</u>
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), second paragraph b				
y	74b		<b>'8. The Commission shall adopt the specifications referred to in this Article by means of delegated acts in accordance with Article 12. A separate delegated act shall not cover</b>	<u>Keep GA</u> C

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>more than one priority area and shall be adopted for each of the priority actions.’<sup>1</sup></p> <p>_____</p> <p><b>1. Note: This paragraph 8 partly contains the substance of Article 7(1) and (2) of the current Directive.</b></p>	
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), third paragraph				
75	_____			<p>_____</p> <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (6), fourth paragraph				
76	* Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17.9.2015, p. 1).;	* Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17.9.2015, p. 1).;	* Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17.9.2015, p. 1).?;	* Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17.9.2015, p. 1).;  Text Origin: Commission Proposal
Article 1, first paragraph, point (6)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
77	(6) The following Articles 6a and 6b are inserted:	(6) The following Articles 6a and 6b are inserted:	(6) The following <del>Articles 6a and 6b</del> are inserted: <b>Article 6a</b> is inserted:	(6) <b>Keep GA</b> The following <del>Articles 6a and 6b</del> <del>are</del> <b>Article 6a</b> is inserted:  c The combination of Art 6a and 6b as such is of editorial nature  Text Origin: Council Mandate
Article 1, first paragraph, point (6), amending provision, first paragraph				
78	,	,	,	, Article 6a

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 6a	Article 6a	'Article 6a	Text Origin: Commission Proposal
Article 1, first paragraph, point (6), amending provision, second paragraph				
79	Availability of data	Availability of data	Availability of data <b>and deployment of ITS services</b>	<u>Keep GA</u> Availability of data <u>and deployment of ITS services</u>  c The combination of Art 6a and 6b as such is of editorial nature  Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (6), amending provision, third paragraph				
80	Member States shall ensure that for each data type listed in Annex III, data is available for the geographical coverage relative to such data type as early as possible and no later than the respective date set out in that Annex.	Member States <u>and/or competent authorities</u> shall ensure that for each data type listed in Annex III, data is available for the geographical coverage relative to such data type, <u>making their best effort</u> as early as possible and no later than the respective date set out in that Annex.	1. Member States shall ensure that for each data type listed in Annex III, <b>where the underlying information already exists</b> , data is available for the geographical coverage relative to such data type as early as possible and no later than the respective date set out in <del>that Annex</del> <b>the implementing acts referred to in paragraph 3.</b>	<u>Compromise, together with Annex III:</u> <u>1.</u> Member States shall ensure that for each data type listed in Annex III, <u>where the underlying information already exists, such</u> data is available for the geographical coverage relative to <del>such the respective</del> data type <del>as early as possible and no later than the respective</del> <u>set out in that Annex.</u> <u>Member States shall ensure that:</u> <u>- data corresponding to underlying information created or updated on or after the date set</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u>out in the third column of Annex III is made available without delay:</u></p> <p><u>- unless otherwise provided for in Annex III, other data, corresponding to all existing underlying information, created or updated before the</u> date set out in <u>the fourth column of</u> that Annex, <u>is made available without delay after that date.</u></p> <p><u>Where no date is set out in the fourth column of Annex III, the applicable dates shall be defined by means of a delegated act adopted under Article 7(1a) point c.</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u><i>The deadlines pursuant to this paragraph shall apply only to the existing infrastructure and shall be understood, for infrastructure completed at a later date, as the date of completion.</i></u></p> <p>C</p> <p>New Council compromise proposal for second trilogue</p> <p>Text Origin: Commission Proposal</p>
Article 1, first paragraph, point (6), amending provision, fourth paragraph				
81				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Member States shall ensure the accessibility of that data on the National Access Points by the same date.	Member States <u>and/or competent authorities</u> shall ensure the accessibility of that data on the National Access Points by the same date. <u>For this purpose the Member States and/or competent authorities shall provide an appropriate user interface.</u>	Member States shall ensure the accessibility of that data on the <del>National Access Points</del> NAPs by the same date.	Member States shall ensure the accessibility of that data <del>on the National Access Points</del> <u>via the NAPs</u> by the same date.  c  Text Origin: Council Mandate
Article 1, first paragraph, point (6), amending provision, fourth paragraph a				
81a			<b>2. Member States shall ensure that the ITS services specified in Annex IV are deployed for the geographical coverage and no later than the respective date set</b>	<u>2. Member States shall ensure that the ITS services specified in Annex IV are deployed for the geographical coverage as early as possible and, in any event, no</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			out in the implementing acts referred to in paragraph 3.	<p><u>later than the respective dates set out in that Annex</u></p> <p>C</p> <p>New Council compromise proposal for second trilogue</p>
Article 1, first paragraph, point (6), amending provision, fourth paragraph b				
81b			3. The Commission shall, by means of implementing acts adopted in accordance with Article 15(4), specify:	<p><u>delete</u></p> <p>C</p> <p>New Council compromise proposal for second trilogue</p>
Article 1, first paragraph, point (6), amending provision, fourth paragraph c				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
81c			a) the geographical coverage relative to the data types listed in Annex III, and implementation deadlines;	<del>delete</del> C New Council compromise proposal for second trilogue
Article 1, first paragraph, point (6), amending provision, fourth paragraph d				
81d			b) the geographical coverage relative to the ITS services listed in Annex IV, and implementation deadlines.	<del>delete</del> C New Council compromise proposal for second trilogue
Article 1, first paragraph, point (6), amending provision, fourth paragraph e				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
81e			<p>When adopting such implementing acts, the Commission shall take into account the risk of interference with personal data as well as the costs and human resources needed to make the relevant data available and to deploy the relevant services with a sufficient level of quality in order to ensure that those costs and resources, in particular those incurred by public authorities, are kept to a minimum. The Commission shall also consider the costs and administrative burden on private operators which may be required to provide the data and services. Where the addition of</p>	<p><a href="#">delete</a></p> <p>C</p> <p>New Council compromise proposal for second trilogue. The content is addressed in empowerment for delegated acts, Article 7(3) line 90</p> <p>Text Origin: Council Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			data types or services to Annexes III and IV has been the subject of a cost-benefit analysis and impact assessment in accordance with Article 7(1) or (2), the Commission may use also the results of those analysis and impact assessment for its considerations.’;	
Article 1, first paragraph, point (6), amending provision, fourth paragraph f				
81f		<u>By 31 December 2026, the Commission shall establish a common European access point for the access to and reuse of transport related data to help</u>		<u>Council proposal: Instead of lines 17a and this line, enlarge recital 7 in line 17</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><u>support the provision of EU-wide interoperable travel and traffic ITS services to end users. This common European access point shall connect all National Access Points and offer access to all data covered by Directive 2010/40/EU. The Commission shall ensure that the common European access point is made available to the public and is easily accessible by way of providing open data, at no cost, and through open and standardised interfaces. Member States shall ensure that their National Access Points allow for an automated and uniform data exchange with the common European access and without</u></p>		<p>C</p> <p>Technical meeting 22 May: Commission does not consider feasible to apply the strategy of a European Data Access point, developed for AFIR, to the ITS universe.</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u><a href="#">prejudice to all relevant Union law.</a></u>		
Article 1, first paragraph, point (6), amending provision, fifth paragraph				
82	Article 6b	Article 6b	<i>deleted</i>	<b>C</b> Content shifted to line 81a of the compromise on Art 6a
Article 1, first paragraph, point (6), amending provision, sixth paragraph				
83	Deployment of ITS services	Deployment of ITS services	<i>deleted</i>	<b>C</b>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Content shifted to line 81a of the compromise on Art 6a
Article 1, first paragraph, point (6), amending provision, seventh paragraph				
84	Member States shall ensure that the ITS services specified in Annex IV are deployed for the geographical coverage set out in that Annex by the date specified therein.;	Member States shall ensure that the ITS services specified in Annex IV are deployed for the geographical coverage <u>no later than the respective date</u> set out in that Annex <del>by the date specified therein.</del> ;	deleted	C Content shifted to line 81a of the compromise on Art 6a
Article 1, first paragraph, point (7)				
85				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(7) Article 7 is amended as follows:	(7) Article 7 is amended as follows:	(7) Article 7 is <del>amended as follows</del> replaced by the following:	<p>(7) <u>Keep GA:</u>  Article 7 is <del>amended as follows</del> replaced by the following:</p> <p><b>C</b></p> <p>The existing text of Article 7 currently in force was shifted to Article 6.</p> <p>Thus, Article 6 contains rules on delegated acts for adopting ITS specification, Article 7 contains rules on delegated acts concerning changes to Annex III</p> <p>Text Origin: Council  Mandate</p>
Article 1, first paragraph, point (7) title				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
85a			(-a) <i>'Article 7</i>	<p><u><i>(-a) Keep GA</i></u></p> <p><u><i>'Article 7</i></u></p> <p>C</p> <p>Text Origin: Council Mandate</p>
Article 1, first paragraph, point (7) title a				
85b			(-b) Amendments to Annexes III and IV	<p><u><i>(-b) Amendments to Annex III</i></u></p> <p>C</p> <p>Compromise by the Council following the first trilogue</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (7)(a)				
86	(a) the following paragraphs 1a and 1b are inserted:	(a) the following paragraphs 1a and 1b are inserted:	(a) <del>the following paragraphs 1a and 1b are inserted:</del>	C
Article 1, first paragraph, point (7)(a), amending provision, first paragraph -a				
86a				<p>c</p> <p><u><i>1. Before adopting delegated acts under this Article, the Commission shall, as part of the recurrent consultation process and together with experts designated by Member States and with stakeholders, ascertain the maturity of descriptions for the</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u>digital content of data types which are to be made available in accordance with Article 6a and ensure the finalisation of appropriate preparatory work.</u></p> <p>C</p> <p>New element of the compromise proposal by Council for second trilogue</p>
Article 1, first paragraph, point (7)(a), amending provision, first paragraph				
87	<p>1a. Following a cost-benefit analysis and an impact assessment including appropriate consultations, the Commission is</p>	<p>1a. Following a cost-benefit analysis and an impact assessment <u>with a special focus on the impact on SMEs and accompanied by a</u></p>	<p>1a. ‘1’. Following a cost-benefit analysis and an impact assessment including appropriate consultations, the Commission is</p>	<p>1a. <u>Compromise:</u> <u>‘1a’.</u> Following a cost-benefit analysis and <del>an impact assessment including</del> appropriate consultations, the Commission is</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>empowered to adopt delegated acts in accordance with Article 12 to amend the list of data types in Annex III, including the date of implementation and the geographical coverage for each data type. Those amendments shall be consistent with the data categories set out in the latest working programme adopted in accordance with Article 17(5).</p>	<p><u>consultation among stakeholders</u>, including <del>appropriate consultations</del> <u>representatives of all road users and other groups concerned in an equal manner</u>, the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of data types in Annex III, including the date of implementation and the geographical coverage for each data type. Those amendments shall be consistent with the data categories set out in the latest working programme adopted in accordance with Article 17(5).</p>	<p>empowered to adopt delegated acts in accordance with Article 12 to amend the list of data types in Annex III, including the date of implementation and the geographical coverage for each data type. Those amendments shall be consistent with the data categories set out in the latest working programme adopted in accordance with Article 17(5): <b>in view of market and technological development throughout the Union, in order to amend the list of data types in Annex III, by</b></p> <p>_____</p> <p><b>1. Note: paragraph 1 of Article in force is</b></p>	<p>empowered to adopt delegated acts in accordance with Article 12 <del>to amend the list of data types in Annex III, including the date of implementation and the geographical coverage for each data type. Those amendments shall be consistent with the data categories set out in the latest working programme adopted in accordance with Article 17(5):</del> <b>in view of market and technological development throughout the Union, in order to amend Annex III, by</b></p> <p>_____</p> <p><b><u>1. Note: paragraph 1 of Article in force is incorporated into Article 6, new paragraph 8.</u></b></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			incorporated into Article 6, new paragraph 8.	<p><b>C</b></p> <p>Compromise by the Council for second trilogue</p> <p>The reference to working programme is shifted to para 1b of the compromise</p> <p>Obligation to consult experts and stakeholders is enlarged by separate paragraph 1 before</p> <p>Text Origin: Council Mandate</p>
Article 1, first paragraph, point (7)(a), amending provision, first paragraph a				
87a			(a) adding or modifying data types which are inherently linked	<u>Compromise:</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>to the priority areas set out in Annex I and which are listed in the specifications established pursuant to Article 6(8), where the availability of such data types brings, according to the cost-benefit analysis and impact assessment, important and clearly justified benefits and improvements in terms of transport sustainability, transport safety and security, or transport efficiency and management, or</p> <p>(b) where clearly justified, deleting data types included in Annex III.</p>	<p><u>(a) adding data types which fall within the scope of one of the data categories or subcategories referred to in Annex III and which are listed in the specifications established pursuant to Article 6(8), where the availability of such data types brings, according to the cost-benefit analysis, important and clearly justified benefits and improvements in terms of transport sustainability, transport safety and security, or transport efficiency and management, and defining the applicable dates;</u></p> <p><u>(b) where clearly justified, deleting data types included in Annex III;</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u>(c) defining the applicable dates for data types listed in Annex III for cases in which no dates have been defined at [date of adoption of the amending Directive].</u></p> <p>C</p> <p>Compromise by the Council for second trilogue</p> <p>Text Origin: Council Mandate</p>
Article 1, first paragraph, point (7)(a), amending provision, first paragraph b				
87b				<u>Compromise:</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>Each delegated act shall be consistent with the data types set out in the latest working programme adopted in accordance with Article 4a and shall not cover more than one priority area.</p>	<p><u><i>1b. The delegated acts adopted under paragraph 1a of this Article shall be consistent with the data types set out in the latest working programme adopted in accordance with Article 4a and shall relate, where relevant, to the digital content defined in the framework of the preparatory work referred to in paragraph 1 of this Article.</i></u></p> <p><u><i>Each delegated act adopted under paragraph 1a of this Article shall not cover more than one priority area.</i></u></p> <p><b>C</b></p> <p>Compromise by the Council for second trilogue</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Article 1, first paragraph, point (7)(a), amending provision, first paragraph c				
87c				<p><u>Compromise:</u></p> <p><u>1c. The geographical coverage for a data type referred to in point (a) and (c) of paragraph 1a shall be either the same as, or more limited than the one defined in that Annex for the categories or subcategories to which the data type belongs, including, where relevant, a step-wise approach.</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><b>c</b></p> <p>Compromise by the Council for second trilogue</p>
Article 1, first paragraph, point (7)(a), amending provision, first paragraph d				
87d				<p><u>Compromise:</u></p> <p><u>1d. The dates set out in the delegated acts adopted pursuant to point (a) and (c) of paragraph 1a shall</u></p> <p><u>- as regards the third column of Annex III, not be set before the expiry of two years after the entry into force of the delegated act concerned and shall, where relevant, follow the step-wise approach;</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u>- as regards the fourth column of Annex III, not be set before the expiry of four years after the entry into force of the delegated act concerned.</u></p> <p><u>However, in case that Annex III already specifies a date in the third column, the date for the fourth column shall</u></p> <p><u>-- not be set before the expiry of two years after the date specified there and not before the expiry of two years after the entry into force of the delegated act concerned,</u></p> <p><u>-- with respect to static multimodal traffic data for EU-wide multimodal travel</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u>information services – location of identified access nodes – on the entire transport network of the EU, not be set before expiry of four years after 31 December 2028.</u></p> <p><u>However, where the availability of existing data corresponding to information created or updated before the date set out in the third column of Annex III is not deemed necessary on the ground that the corresponding information is getting outdated quickly, the delegated acts adopted pursuant to point (a) and (c) of paragraph 1a may indicate in the fourth column of Annex III that the obligation laid down in Article 6a(1), second</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u>subparagraph, shall not apply to such data.</u></p> <p>C</p> <p>Compromise by the Council for second trilogue</p>
Article 1, first paragraph, point (7)(a), amending provision, second paragraph				
88	<p>1b. Following a cost-benefit analysis taking due account of market developments and technology evolution and an impact assessment including appropriate consultations, the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of ITS services in Annex IV,</p>	<p>1b. Following a cost-benefit analysis taking due account of market developments and technology evolution and an impact assessment <i>including appropriate consultations</i> <u>with a special focus on the impact on SMEs and accompanied by a consultation among stakeholders</u>, the Commission is empowered to</p>	<p>1b. <b>2.</b> Following a cost-benefit analysis <del>taking due account of market developments and technology evolution</del> and an impact assessment including appropriate consultations, the Commission is empowered to adopt delegated acts in accordance with Article 12 <del>to amend the list of</del> ITS services in Annex IV,</p>	<p>1b. <i>Following a cost-benefit analysis taking due account of market developments and technology evolution and an impact assessment including appropriate consultations, the Commission is empowered to adopt delegated acts in accordance with Article 12 to amend the list of ITS services in Annex IV, including the date of implementation and the</i></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	including the date of implementation and the geographical coverage for each ITS service. Those amendments shall be consistent with the list of ITS services set out in the latest working programme adopted in accordance with Article 17(5).;	adopt delegated acts in accordance with Article 12 to amend the list of ITS services in Annex IV, including the date of implementation and the geographical coverage for each ITS service. <del>Those amendments</del> <b>Such proposals</b> shall be consistent with the list of ITS services set out in the latest working programme adopted in accordance with Article 17(5).;	<del>including the date of implementation and the geographical coverage for each ITS service. Those amendments shall be consistent with</del> <b>view of market and technological development throughout the Union, in order to amend the list of ITS services set out in the latest working programme adopted in accordance with Article 17(5).; in Annex IV by</b>	<del>geographical coverage for each ITS service. Those amendments shall be consistent with the list of ITS services set out in the latest working programme adopted in accordance with Article 17(5).; <b>Compromise: delete</b></del>  C Addition of services to Annex IV only by way of co-decision  Text Origin: Council Mandate
Article 1, first paragraph, point (7)(a), amending provision, second paragraph a				
88a				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>(a) adding or modifying services within the scope of Annex I in respect of which specifications have been established pursuant to Article 6(8), where the provision of such services brings, according to the cost-benefit analysis and impact assessment, important and clearly justified benefits and improvements in terms of transport sustainability, transport safety and security, or transport efficiency and management, or</p> <p>(b) where clearly justified, deleting services included in Annex IV.</p>	<p><u><a href="#">Compromise: delete</a></u></p> <p>c</p> <p>Text Origin: Council Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (7)(a), amending provision, second paragraph b				
88b			Each delegated act shall be consistent with the list of ITS services set out in the latest working programme adopted in accordance with Article 4a and shall not cover more than one priority area.	<p><u><a href="#">Compromise: delete</a></u></p> <p>C</p> <p>Text Origin: Council Mandate</p>
Article 1, first paragraph, point (7)(b)				
89	(b) paragraph 3 is replaced by the following:	(b) paragraph 3 is replaced by the following:	(b) <del>paragraph 3 is replaced by the following:</del>	<p>C</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (7)(b), amending provision, numbered paragraph (3)				
90	3. For the delegated acts referred to in this Article, the procedure set out in Article 12 shall apply.;	3. For the delegated acts referred to in this Article, the procedure set out in Article 12 shall apply.;	3. <del>For the</del> <b>When adopting</b> delegated acts referred to in <del>Article 12</del> <b>pursuant to</b> this Article, the procedure set out in Article 12 <b>Commission shall take duly into account the risk of interference with personal data as well as the costs and human resources needed to make the relevant data available or to deploy the relevant services with a sufficient level of quality in order to ensure that those costs and resources, in particular those incurred by public authorities, are kept to a</b>	3. <del>For the</del> <b>compromise:</b>  <b>3. When adopting</b> delegated acts referred to in <del>Article 12</del> <b>pursuant to</b> this Article, the <del>procedure set out in Article 12</del> <b>Commission should take into account the requirements of Regulation (EU) 2016/679 and Directive 2002/58/EC, in particular relating to the risk of interference with personal data, and take into account the costs and human resources needed to make the relevant data available with a sufficient level of quality in order to ensure that possible</b>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>minimum. The Commission shall <del>apply</del> also consider the costs and administrative burden on private operators which may be required to provide the data and services.';</p>	<p><u><i>interferences with personal data, as well as costs and resources, in particular those incurred by public authorities, are kept to a minimum. The Commission shall <del>apply</del> also consider the costs and administrative burden on private operators which may be required to provide the data.</i></u></p> <p>B</p> <p>Note: The content of the Commission proposal is incorporated in paragraph 1a</p> <p>Text Origin: Council Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (8)				
91	(8) The following Article 7a is inserted:	(8) The following Article 7a is inserted:	(8) The following Article 7a is inserted:	(8) The following Article 7a is inserted:  C  Text Origin: Commission Proposal
Article 1, first paragraph, point (8), amending provision, first paragraph				
92	Article 7a	Article 7a	Article 7a	Article 7a

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement	
				<p>c</p> <p>Text Origin: Commission Proposal</p>	
Article 1, first paragraph, point (8), amending provision, second paragraph					
y	93 Interim measures	Interim measures	Interim measures	Interim measures  Text Origin: Commission Proposal	Y
Article 1, first paragraph, point (8), amending provision, third paragraph					
y	94				Y

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>In the event of an emergency situation having a severe direct impact on road safety, cyber security or the availability and integrity of ITS services, and which may compromise the safe and proper functioning of the Union transport system, in order to remedy that situation the Commission may adopt immediately applicable implementing acts suspending or establishing obligations within the scope of the priority areas set under Article 2. Those implementing acts shall be adopted in accordance with the procedure referred to in Article 15(3). They shall be strictly limited to addressing the causes and</p>	<p>In the event of an emergency situation having a severe direct impact on road safety, cyber security or the availability and integrity of ITS services, and which may compromise the safe and proper functioning of the Union transport system, in order to remedy that situation the Commission may adopt immediately applicable implementing acts suspending or establishing obligations within the scope of the priority areas set under Article 2. Those implementing acts shall be adopted in accordance with the procedure referred to in Article 15(3). They shall be strictly limited to addressing the causes and</p>	<p><i>deleted</i></p>	<p><del>In the event of an emergency situation having a severe direct impact on road safety, cyber security or the availability and integrity of ITS services, and which may compromise the safe and proper functioning of the Union transport system, in order to remedy that situation the Commission may adopt immediately applicable implementing acts suspending or establishing obligations within the scope of the priority areas set under Article 2. Those implementing acts shall be adopted in accordance with the procedure referred to in Article 15(3). They shall be strictly limited to addressing the causes and consequences of such emergency</del></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	consequences of such emergency situations.;	consequences of such emergency situations.;		<del>situations.;</del> <u>deleted (incorporated into para 1 and 2, lines 94a and 94b)</u>  c
Article 1, first paragraph, point (8), amending provision, third paragraph a				
94a			1. Without prejudice to incident preparedness and response mechanisms, such as those established under Directive (EU) 2016/1148 of the European Parliament and of the Council*, the Commission may, at the request of a Member State or on its own initiative, in an emergency situation, adopt	<u>Keep GA:</u>  <u>1. Without prejudice to incident preparedness and response mechanisms, such as those established under Directive (EU) 2016/1148 of the European Parliament and of the Council*, the Commission may, at the request of a Member State or on its own initiative, in an emergency</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>immediately applicable implementing acts laying down countermeasures to address the causes and consequences of that situation, such as the suspension of obligations within the scope of the priority areas set under Article 2. The Commission shall inform Member States as soon as possible when it considers that an emergency situation has occurred.</p>	<p><i><u>situation, adopt immediately applicable implementing acts laying down countermeasures to address the causes and consequences of that situation, such as the suspension of obligations within the scope of the priority areas set under Article 2. The Commission shall inform Member States as soon as possible when it considers that an emergency situation has occurred.</u></i></p> <p>C</p> <p>Text Origin: Council Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (8), amending provision, third paragraph b				
94b			<p>2. The Commission may adopt implementing acts in accordance with paragraph 1 only in the event of an unforeseen emergency situation arising from the availability or integrity of ITS services, which are the subject of specifications adopted in accordance with Article 6, being compromised, where such a situation is likely to compromise the safe and proper functioning of the Union transport system or has an adverse effect on road safety, and only where it cannot be expected that applying incident</p>	<p><u>Keep GA, incorporate compatible parts of EP amendment in recital 24:</u></p> <p><u>2. The Commission may adopt implementing acts in accordance with paragraph 1 only in the event of an unforeseen emergency situation arising from the availability or integrity of ITS services, which are the subject of specifications adopted in accordance with Article 6, being compromised, where such a situation is likely to compromise the safe and proper functioning of the Union transport system or has</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>response mechanism or modifying specifications in accordance with Article 6 will ensure a timely and effective response. The measures adopted by the Commission shall be strictly limited to addressing the causes and consequences of such emergency situations.</p>	<p><u><i>an adverse effect on road safety, and only where it cannot be expected that applying incident response mechanism or modifying specifications in accordance with Article 6 will ensure a timely and effective response. The measures adopted by the Commission shall be strictly limited to addressing the causes and consequences of such emergency situations.</i></u></p> <p>c</p> <p>Text Origin: Council Mandate</p>
<p>Article 1, first paragraph, point (8), amending provision, third paragraph c</p>				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
94c			<p>3. The adoption of interim measures in accordance with this Article is without prejudice to the competence of Member States to take action in an emergency situation relating to matters of national security or defence which affect ITS applications and services deployed on their territory.</p>	<p><u><i>Keep GA:</i></u></p> <p><u><i>3. The adoption of interim measures in accordance with this Article is without prejudice to the competence of Member States to take action in an emergency situation relating to matters of national security or defence which affect ITS applications and services deployed on their territory.</i></u></p> <p>C</p> <p>Text Origin: Council Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (8), amending provision, third paragraph d				
94d			<p>4. The implementing acts referred to in paragraph 1 shall be adopted in accordance with the procedure referred to in Article 15(3). Those implementing acts shall have a period of validity of no more than 8 months. The Commission shall inform Member States when it considers that the emergency situation has ended and repeal those acts once that situation has ended or the Commission has amended the relevant specifications in order to remedy the situation, whichever comes first<sup>1</sup>.’;</p>	<p><u>Keep GA:</u></p> <p><u>4. The implementing acts referred to in paragraph 1 shall be adopted in accordance with the procedure referred to in Article 15(3). Those implementing acts shall have a period of validity of no more than 8 months. The Commission shall inform Member States when it considers that the emergency situation has ended and repeal those acts once that situation has ended or the Commission has amended the relevant specifications in order to remedy the situation, whichever comes first<sup>1</sup>.’;</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>_____</p> <p><b>1. Note: last sentence is shifted from Article 15(3).</b></p>	<p>_____</p> <p><i><u>1. Note: last sentence is shifted from Article 15(3).</u></i></p> <p><b>C</b></p> <p>Text Origin: Council Mandate</p>
94e			<p>_____</p>	
Article 1, first paragraph, point (8), amending provision, third paragraph e				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
94f			<p><b>*Directive (EU) 2016/1148 of the European Parliament and of the Council of 6 July 2016 concerning measures for a high common level of security of network and information systems across the Union (OJ L 194/1, 19.7.2016 p. 1) NOTE: to be updated once NIS2 enters into force (Proposal for a Directive of the European Parliament and of the Council on measures for a high common level of cybersecurity across the Union, repealing Directive (EU) 2016/1148, 2020/0359(COD))</b></p>	C

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (9)				
G	95	(9) in Article 8(1), the reference to 'Directive 98/34/EC' is replaced by the reference to 'Directive (EU) 2015/1535';	(9) in Article 8(1), the reference to 'Directive 98/34/EC' is replaced by the reference to 'Directive (EU) 2015/1535';	(9) in Article 8(1), the reference to 'Directive 98/34/EC' is replaced by the reference to 'Directive (EU) 2015/1535';  Text Origin: Commission Proposal
Article 1, first paragraph, point (9a)				
Y	95a		<u><a href="#">(9a) Article 9 is replaced by the following :</a></u>	C

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (9b)				
95b		<p><u>(9b) "Article 9</u></p> <p><u>Non-binding measures</u></p> <p><u>The Commission shall adopt guidelines and other non-binding measures to facilitate Member States' cooperation relating to the priority areas in accordance with the advisory procedure referred to in Article 15(2). The aim of those guidelines shall be to help define a process by which Member States share the data types listed in Annex III, which have been made available by ITS service providers with one another through their</u></p>		<p><u>(9b) <i>Compromise proposal:</i></u></p> <p><u>Instead of this line, add a recital after recital 7 line 17:</u></p> <p><u>Member State cooperation in the application of specifications on the deployment of ITS should be reinforced. The Commission should facilitate Member States' cooperation relating to the priority areas, for example by adopting guidelines to foster harmonised and timely deployment of ITS within the Union and to streamline sharing of data types listed in Annex III.</u></p> <p><b>C</b></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u><a href="#">NAPs in a centralised and cooperative manner.</a></u>		
Article 1, first paragraph, point (10)				
96	(10) Article 10 is replaced by the following:	(10) Article 10 is replaced by the following:	(10) Article 10 is replaced by the following:	(10) Article 10 is replaced by the following:  Text Origin: Commission Proposal
Article 1, first paragraph, point (10), amending provision, first paragraph				
97	‘	‘	‘	‘  Article 10

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 10	Article 10	'Article 10	Text Origin: Commission Proposal
Article 1, first paragraph, point (10), amending provision, second paragraph				
98	Rules on data protection and privacy	Rules on data protection and privacy	Rules on data protection and privacy	Rules on data protection and privacy  Text Origin: Commission Proposal
Article 1, first paragraph, point (10), amending provision, second paragraph a				
98a				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>1. Data that constitute personal data within the meaning of Article 4, point (1), of Regulation (EU) 2016/679*, shall be processed pursuant to this Directive only insofar as such processing is necessary for the performance of ITS applications, services and actions identified in Annex I in view of ensuring road safety or security, and enhanced traffic, mobility or incident management.</p>	<p><u><i>1. Data that constitute personal data within the meaning of Article 4, point (1), of Regulation (EU) 2016/679*, shall be processed pursuant to this Directive only insofar as such processing is necessary for the performance of ITS applications, services and actions identified in Annex I in view of ensuring road safety or security, and enhanced traffic, mobility or incident management.</i></u></p> <p>B</p> <p>Text Origin: Council Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (10), amending provision, third paragraph				
99	Where specifications adopted pursuant to Article 6 concern the processing of traffic, travel or road data that are personal data as defined in Article 4, point (1) of Regulation (EU) 2016/679*, they shall lay down the categories of those data and provide for appropriate personal data protection safeguards pursuant to Regulation (EU) 2016/679 and Directive 2002/58/EC. Where appropriate, the use of anonymous data shall be encouraged.	Where specifications adopted pursuant to Article 6 concern the processing of traffic, travel or road data that are personal data as defined in Article 4, point (1) of Regulation (EU) 2016/679*, they shall lay down the categories of those data and provide for appropriate personal data protection safeguards pursuant to Regulation (EU) 2016/679 and Directive 2002/58/EC. <u>As soon as the purpose of the processing can also be achieved without reference to a person and anonymisation is technically feasible, all data used</u> <del>where</del>	2. Where specifications adopted pursuant to Article 6 concern the processing of <del>traffic, travel or road</del> data that are personal data as defined in Article 4, point (1) of Regulation (EU) 2016/679*, they shall lay down the categories of those data and provide for appropriate personal data protection safeguards pursuant to Regulation (EU) 2016/679 and Directive 2002/58/EC. <b>In that case, the impact assessment referred to in Article 6(7)<sup>1</sup> shall include an analysis of the impact of such processing on the</b>	<u>Compromise proposal:</u> <u>2.</u> Where specifications adopted pursuant to Article 6 concern the processing of <del>traffic, travel or road</del> data that are personal data as defined in Article 4, point (1) of Regulation (EU) 2016/679*, they shall lay down the categories of those data and provide for appropriate personal data protection safeguards pursuant to Regulation (EU) 2016/679 and Directive 2002/58/EC. <u>In that case, the impact assessment referred to in Article 6(7)<sup>1</sup> shall include an analysis of the impact</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><del>appropriate, the use of anonymous data</del> shall be encouraged <u>anonymous data</u>.</p>	<p>protection of the personal data in question.</p> <p>3. Where appropriate, the use of anonymous data or the pseudonymisation of data shall be encouraged.</p> <hr/> <p>1. Note: Article 6(7) reads: ‘The Commission shall conduct an impact assessment including a cost-benefit analysis prior to the adoption of the specifications.’</p>	<p><u>of such processing on the protection of natural persons with regard to the processing of personal data.</u></p> <p>3. Where <del>appropriate, the use of anonymous</del> <u>anonymisation is technical feasible and the purposes of data processing can be achieved with anonymised data, anonymised data shall be used.</u></p> <p>4. <u>Where anonymisation is technically not feasible, or the purposes of data processing cannot be achieved with anonymised data, the</u> data shall be <del>encouraged</del> <u>pseudonymised where technically feasible and where those purposes can be achieved</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u>with the use of pseudonymised data.</u></p> <hr/> <p><u>1. Note: Article 6(7) reads: 'The Commission shall conduct an impact assessment including a cost-benefit analysis prior to the adoption of the specifications.'</u></p> <p>C</p> <p>Technical meeting 22 May: clarification added in para 3 and 4 ("purposes of data processing"), recital line 25 better aligned with text in para 4.</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Article 1, first paragraph, point (10), amending provision, fourth paragraph				
100				Text Origin: Commission Proposal
Article 1, first paragraph, point (10), amending provision, fifth paragraph				
101	* Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the	* Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the	* Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the	* Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).;	protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).;	protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).;	regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).;  Text Origin: Commission Proposal
Article 1, first paragraph, point (11)				
102	(11) The following Article 10a is inserted:		(11) The following Article 10a is inserted:	(11) The following Article 10a is inserted:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (11), amending provision, first paragraph				
103	Article 10a	Article 10a	Article 10a	Article 10a  Text Origin: Commission Proposal
Article 1, first paragraph, point (11), amending provision, second paragraph				
104	EU C-ITS security credential management system	EU C-ITS security credential management system	EU C-ITS security credential management system	EU C-ITS security credential management system

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (11), amending provision, third paragraph				
105	The specifications for the priority area referred to in Article 2(1), point (d), to be adopted by the Commission in the exercise of its powers pursuant to Article 7(1), shall lay down the EU C-ITS security credential management system referred to in point 4.3 of Annex I. That system shall comprise the following roles:	The specifications for the priority area referred to in Article 2(1), point (d), to be adopted by the Commission in the exercise of its powers pursuant to Article 7(1), shall lay down the EU C-ITS security credential management system referred to in point 4.3 of Annex I. That system shall comprise the following roles:	The specifications for the priority area referred to in Article 2(1), point (d), to be adopted by the Commission in the exercise of its powers pursuant to Article <del>7(1)</del> <b>6(8)</b> , shall lay down the EU C-ITS security credential management system referred to in point 4.3 of Annex I. <b>The following roles of</b> that system shall <del>comprise the following roles</del> <b>be specified:</b>	<u><b>Keep GA:</b></u>  The specifications for the priority area referred to in Article 2(1), point (d), to be adopted by the Commission in the exercise of its powers pursuant to Article <u><b>6(8)</b></u> - <u><b>to be updated after agreement on Article 7(1)/6(8)</b></u> <del>7(1)</del> , shall lay down the EU C-ITS security credential management system referred to in point 4.3 of Annex I.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><i>The following roles of</i> that system shall <del>comprise the following</del> <del>roles</del> <u>be specified</u>:</p> <p>B</p> <p>Text Origin: Council Mandate</p>
Article 1, first paragraph, point (11), amending provision, third paragraph, point (a)				
106	(a) C-ITS certificate policy authority;	(a) C-ITS certificate policy authority;	(a) C-ITS certificate policy authority;	<p>(a) C-ITS certificate policy authority;</p> <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (11), amending provision, third paragraph, point (b)				
107	(b) C-ITS trust list manager;	(b) C-ITS trust list manager;	(b) C-ITS trust list manager;	(b) C-ITS trust list manager;  Text Origin: Commission Proposal
Article 1, first paragraph, point (11), amending provision, third paragraph, point (c)				
108	(c) C-ITS point of contact.	(c) C-ITS point of contact.	(c) C-ITS point of contact.	(c) C-ITS point of contact.  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (11), amending provision, fourth paragraph				
109	The Commission shall be responsible for ensuring the execution of those roles.;	The Commission shall be responsible for ensuring the execution of those roles.;	The Commission shall be responsible for ensuring <del>the execution of</del> <b>that</b> those roles <b>are executed.</b> ;	The Commission shall be responsible for ensuring <del>the execution of</del> <b>that</b> those roles <b>are executed.</b> ;  A  Text Origin: Council Mandate
Article 1, first paragraph, point (12)				
110				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	(12) in Article 12(2), ‘27 August 2017’ is replaced by ‘[Publication Office: please insert the date of entry into force of this Directive]’;	(12) in Article 12(2), ‘27 August 2017’ is replaced by ‘[Publication Office: please insert the date of entry into force of this Directive]’;	(12) in Article 12(2), ‘27 August 2017’ is replaced by ‘[Publication Office: please insert the date of entry into force of this Directive]’;	(12) in Article 12(2), ‘27 August 2017’ is replaced by ‘[Publication Office: please insert the date of entry into force of this Directive]’;  Text Origin: Commission Proposal
Article 1, first paragraph, point (12a)				
110a		<u><i>(12a) Article 12 (4) is amended as follows:</i></u>  <u><i>""4. Before adopting a delegated act, the Commission shall consult the European ITS Advisory Group, other relevant stakeholders and experts</i></u>		<u><i>Compromise: [addition in Art 12 is not needed, because covered in recital line 34 (consultation of "all types of road users" before adopting del acts), as well as lines 87 and 88 (specific obligation of stakeholder consultation before</i></u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<u><i>designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.</i></u>		<u><i>adopting del act for amending Annex III)</i></u>  C
Article 1, first paragraph, point (13)				
111	(13) Article 15 is replaced by the following:	(13) Article 15 is replaced by the following:	(13) Article 15 is replaced by the following:	(13) Article 15 is replaced by the following:  Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, first paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
112	Article 15	Article 15	Article 15	Article 15 Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, second paragraph				
113	Committee procedure	Committee procedure	Committee procedure	Committee procedure Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, numbered paragraph (1)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
114	1. The Commission shall be assisted by the European ITS Committee (EIC). That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council*.	1. The Commission shall be assisted by the European ITS Committee (EIC). That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council*.	1. The Commission shall be assisted by the European ITS Committee (EIC). That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council*.	1. The Commission shall be assisted by the European ITS Committee (EIC). That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council*.  Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, numbered paragraph (2)				
115	2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, numbered paragraph (3)				
116	<p>3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011, in conjunction with Article 5 thereof, shall apply. Implementing acts adopted pursuant to this paragraph shall remain in force until repealed. The Commission shall repeal those acts once the emergency situation has ended or the relevant delegated act supplementing this Directive is</p>	<p>3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011, in conjunction with Article 5 thereof, shall apply. Implementing acts adopted pursuant to this paragraph shall remain in force until repealed. The Commission shall repeal those acts once the emergency situation has ended or the relevant delegated act supplementing this Directive is</p>	<p>3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011, in conjunction with Article 5 thereof, shall apply. <del>Implementing acts adopted pursuant to this paragraph shall remain in force until repealed. The Commission shall repeal those acts once the emergency situation has ended or the relevant delegated act supplementing this Directive is</del></p>	<p>3. <u>Keep GA:</u> Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011, in conjunction with Article 5 thereof, shall apply. <del>Implementing acts adopted pursuant to this paragraph shall remain in force until repealed. The Commission shall repeal those acts once the emergency situation has ended or the relevant delegated act supplementing this Directive is</del></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	amended to remedy the situation, whichever comes first.	amended to remedy the situation, whichever comes first.	<del>amended to remedy the situation, whichever comes first.</del>  Content of second sentence shifted to Article 7a(4)	<del>amended to remedy the situation, whichever comes first.</del>  B Content of second sentence shifted to Article 7a(4) procedural provisions concerning interim measures  Text Origin: Council Mandate
Article 1, first paragraph, point (13), amending provision, numbered paragraph (4)				
117	4. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	4. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	4. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	4. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, numbered paragraph (4), first paragraph				
118	Where the opinion of the committee is to be obtained by a written procedure, that procedure shall be terminated without result when, within the time-limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.	Where the opinion of the committee is to be obtained by a written procedure, that procedure shall be terminated without result when, within the time-limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.	<del>Where the opinion of the committee is to be obtained by a written procedure, that procedure shall be terminated without result when, within the time-limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.</del>	<del>Where the opinion of the committee is to be obtained by a written procedure, that procedure shall be terminated without result when, within the time-limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.</del> <u>Keep GA</u>  c

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, numbered paragraph (4), second paragraph				
119	Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.  Text Origin: Commission Proposal
Article 1, first paragraph, point (13), amending provision, numbered paragraph (4), third paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
120	_____	_____	_____	_____ <p>Text Origin: Commission Proposal</p>
Article 1, first paragraph, point (13), amending provision, numbered paragraph (4), fourth paragraph				
121	* Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).;	* Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).;	* Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).;	* Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 1, first paragraph, point (14)				
122	(14) Article 17 is replaced by the following:	(14) Article 17 is replaced by the following:	(14) Article 17 is replaced by the following:	(14) Article 17 is replaced by the following:  Text Origin: Commission Proposal
Article 1, first paragraph, point (14), amending provision, first paragraph				
123				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	‘ Article 17	‘ Article 17	‘ ‘Article 17	‘ Article 17  Text Origin: Commission Proposal
Article 1, first paragraph, point (14), amending provision, second paragraph				
124	Reporting and working programme	Reporting and working programme	Reporting <del>and working</del> programme <sup>1</sup>  _____ <b>1. Note: The terms of the working programme are shifted to new Article 4a.</b>	Reporting <del>and working programme</del>  C <b>The terms of the working programme are shifted to new Article 4a.</b>  Text Origin: Council Mandate

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 1, first paragraph, point (14), amending provision, numbered paragraph (1)				
125	<p>1. Member States shall submit to the Commission by [Date of entry into force + 12 months] a report on the implementation of this Directive and of all delegated acts supplementing this Directive, on their national activities and projects regarding the priority areas and on the implementation of Articles 6a and 6b.</p>	<p>1. Member States shall submit to the Commission by [Date of entry into force + 12 months] a report on the implementation of this Directive and of all delegated acts supplementing this Directive, on their national activities and projects regarding the priority areas and on the implementation of Articles 6a and 6b.</p>	<p>1. Member States shall submit to the Commission by [Date of entry into force + <del>12</del><b>18</b> months] a report on the implementation of this Directive and of <del>all the</del> delegated acts <del>supplementing this Directive,</del> <b>adopted on the basis thereof, as well as</b> on their <b>main</b> national activities and projects regarding the priority areas and <del>on the</del> implementation of Articles 6a and <del>6b</del> <b>regarding the availability of data and services listed in Annexes III and IV.</b></p>	<p>1. <u><i>Compromise together with line 126:</i></u></p> <p>Member States shall submit to the Commission by [Date of entry into force + <del>12</del><b>15</b> months] a report on the implementation of this Directive and of <del>all the</del> delegated acts <del>supplementing this Directive,</del> <u><i>adopted on the basis thereof, as well as</i></u> on their <u><i>main</i></u> national activities and projects regarding the priority areas and <del>on the</del> <u><i>implementation of Articles 6a and 6b</i></u> <u><i>regarding the availability of</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><a href="#">data and services listed in Annexes III and IV.</a></p> <p>C</p> <p>Technical meeting 22 May: EP could show flexibility but requests transposition time as in proposal (line 128)</p> <p>Text Origin: Council Mandate</p>
Article 1, first paragraph, point (14), amending provision, numbered paragraph (2)				
y	126	2. The Commission shall, by means of implementing acts, lay down the template for the initial	2. The Commission shall, by means of implementing acts, lay down the template for the initial	2. <a href="#">Compromise together with line 125:</a>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>and progress reports including a list of key performance indicators to be provided in the reports. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 15(2).</p>	<p>and progress reports including a list of key performance indicators to be provided in the reports. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 15(2).</p>	<p>and progress reports including a list of key performance indicators <b>for assessing the implementation of this Directive and of the delegated and implementing acts adopted on the basis thereof.</b> Those implementing acts shall, in the light of the principle of proportionality and on the basis of best practices, distinguish between mandatory key performance indicators to be <del>provided</del><b>included</b> in the reports <b>and additional indicators that may be included in such reports where appropriate.</b> Those implementing acts shall be adopted in accordance with the <del>advisory</del><b>examination</b> procedure referred to in Article <del>15(2)</del><b>15(4)</b>.</p>	<p>The Commission shall, by means of implementing acts, lay down the template for the initial and progress reports including a list of key performance indicators <u>for assessing the implementation of this Directive and of the delegated and implementing acts adopted on the basis thereof. Those implementing acts shall, in the light of the principle of proportionality and on the basis of best practices, distinguish between mandatory key performance indicators to be <del>provided</del>included in the reports and additional indicators that may be included in such reports where appropriate.</u> Those implementing acts shall be adopted in accordance with the <del>advisory</del><u>examination</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>procedure referred to in Article <del>15(2)</del>15(4).</p> <p>c</p> <p>Text Origin: Council Mandate</p>
Article 1, first paragraph, point (14), amending provision, numbered paragraph (3)				
127	<p>3. Following the initial report, Member States shall report every 3 years on the progress made in the implementation of this Directive and of all delegated acts supplementing this Directive, as referred to in paragraph 1.</p>	<p>3. Following the initial report, Member States shall report every <del>3</del>2 years on the progress made in the implementation of this Directive and of all delegated acts supplementing this Directive, as referred to in paragraph 1.</p>	<p>3. Following the initial report, Member States shall report every 3 years on the progress made in the implementation of this Directive and of <del>all the</del> delegated <b>and implementing acts adopted on the basis thereof. The</b></p>	<p>3. <u>Keep GA:</u> Following the initial report, Member States shall report every 3 years on the progress made in the implementation of this Directive and of <del>all the</del> delegated <u>and implementing acts adopted on the</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			Commission shall ensure that the deadlines for reporting laid down in the delegated acts adopted on the basis of Article 6 are aligned with that frequency acts supplementing this Directive, as referred to in paragraph 1.	<p><i>basis thereof. The Commission shall ensure that the deadlines for reporting laid down in the delegated acts adopted on the basis of Article 6 are aligned with that frequency acts supplementing this Directive, as referred to in paragraph 1.</i></p> <p>C</p> <p>Text Origin: Council Mandate</p>
Article 1, first paragraph, point (14), amending provision, numbered paragraph (4)				
128				4. The Commission shall submit, <u>no later than / 12 months/</u> 18

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>4. The Commission shall submit, 18 months after each deadline for Member State reports, a report to the European Parliament and to the Council on the progress made in the implementation of this Directive. The report shall be accompanied by an analysis on the functioning and implementation, including the financial resources used and needed, of Articles 5 to 11 and Article 16, and shall assess the need to amend this Directive, where appropriate.</p>	<p>4. The Commission shall submit, <del>18</del><sup>12</sup> months after each deadline for Member State reports, a report to the European Parliament and to the Council on the progress made in the implementation of this Directive. The report shall be accompanied by an analysis on the functioning and implementation, including the financial resources used and needed, of Articles 5 to 11 and Article 16, and shall assess the need to amend this Directive, where appropriate.</p>	<p>4. The Commission shall submit, <b>no later than</b> 18 months after each deadline for Member State reports, a report to the European Parliament and to the Council on the progress made in the implementation of this Directive <b>and of the delegated and implementing acts adopted on the basis thereof</b>. The report shall be accompanied by an analysis on the functioning and implementation, including the financial resources used and needed, of Articles 5 to 11 and Article 16, and shall assess the need to amend this Directive, where appropriate.</p>	<p>months ] after each deadline for Member State reports, a report to the European Parliament and to the Council on the progress made in the implementation of this Directive <u>and of the delegated acts implementing acts to be added depending on the outcome for the main political issue] adopted on the basis thereof</u>. The report shall be accompanied by an analysis on the functioning and implementation, including the financial resources used and needed, of Articles 5 to 11 and Article 16, and shall assess the need to amend this Directive, where appropriate.</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Article 1, first paragraph, point (14), amending provision, numbered paragraph (5)				
129	5. By [Date of entry into force + 12 months], the Commission shall, after consulting relevant stakeholders and by means of an implementing act, adopt a working programme. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(4). The working programme shall include objectives and dates for its implementation every year, as well as the list of data categories and	5. By [Date of entry into force + 12 months], the Commission shall, after consulting <u>the European ITS Advisory Group and</u> relevant stakeholders and by means of an implementing act, adopt a working programme. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(4). The working programme shall include objectives and dates for its implementation every year, as well	deleted  rules on working programme shifted to new Article 4a	5. <del>By [Date of entry into force + 12 months], the Commission shall, after consulting relevant stakeholders and by means of an implementing act, adopt a working programme. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 15(4). The working programme shall include objectives and dates for its implementation every year, as well as the list of data categories and</del> ITS services for which the

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	ITS services for which the Commission may adopt delegated acts pursuant to Article 7(1a) and (1b).	as the list of data categories and ITS services for which the Commission may adopt delegated acts pursuant to Article 7(1a) and (1b).		<p><del>Commission may adopt delegated acts pursuant to Article 7(1a) and (1b).</del> <b>Compromise: incorporate EP amendment into Council text line 61d</b></p> <p>c</p> <p>Text Origin: EP Mandate</p>
Article 1, first paragraph, point (14), amending provision, numbered paragraph (5), first paragraph				
130	Before each subsequent five-year extension of the power to adopt delegated acts in accordance with Article 12(2), the Commission	Before each subsequent five-year extension of the power to adopt delegated acts in accordance with Article 12(2), the Commission	<i>deleted</i>	<p><del>Before each subsequent five-year extension of the power to adopt delegated acts in accordance with Article 12(2), the Commission shall, by means of implementing</del></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	shall, by means of implementing acts, issue a new working programme. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(4). ;	shall, by means of implementing acts, issue a new working programme. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(4). ;	<u>rules on working programme shifted to new Article 4a</u>	<del>acts, issue a new working programme. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 15(4).</del> ; <u>covered in line 61g</u>  c
Article 1, first paragraph, point (14), amending provision, numbered paragraph (5), first paragraph a				
130a				<u>Compromise together with compromise on Art 6a and 7:</u>  <u>Article 18 (new) Review</u>
Article 1, first paragraph, point (14), amending provision, numbered paragraph (5), first paragraph b				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
130b				<p><u><i>Compromise together with compromise on Art 6a and 7:</i></u></p> <p><u><i>By [ 31 December 2028 ], based on the latest Commission report prepared in accordance with Article 17(4), the Commission shall review Article 6a, 7 as well as Annexes III and IV and may, where appropriate, submit a proposal for amendment. In particular, the Commission may, based on the progress made in the availability and accessibility of data and in the deployment of services, and on their increased use through ITS applications, propose to adapt the geographical scope of certain data types and</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u><a href="#">services and add data types and services considered crucial for the further deployment of ITS.</a></u>
Article 1, first paragraph, point (15)				
131	(15) Annexes I and II are replaced by the text in Annexes I and II to this Directive;	(15) Annexes I and II are replaced by the text in Annexes I and II to this Directive;	(15) Annexes I and II are replaced by the text in Annexes I and II to this Directive;	(15) Annexes I and II are replaced by the text in Annexes I and II to this Directive;  Text Origin: Commission Proposal
Article 1, first paragraph, point (16)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
132	(16) Annexes III and IV are added as set out in Annexes III and IV to this Directive.	(16) Annexes III and IV are added as set out in Annexes III and IV to this Directive.	(16) Annexes III and IV are added as set out in Annexes III and IV to this Directive.	(16) Annexes III and IV are added as set out in Annexes III and IV to this Directive.  Text Origin: Commission Proposal
Article 2				
133	Article 2 Transposition	Article 2 Transposition	Article 2 Transposition	Article 2 Transposition  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 2(1), first subparagraph				
134	<p>1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [Date of entry into force + 18 months] at the latest. They shall forthwith communicate to the Commission the text of those provisions.</p>	<p>1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [Date of entry into force + 18 months] at the latest. They shall forthwith communicate to the Commission the text of those provisions.</p>	<p>1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [Date of entry into force + <del>18</del>24 months] at the latest. They shall forthwith communicate to the Commission the text of those provisions-</p>	<p>1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [Date of entry into force + <del>18</del>24 months] at the latest. They shall forthwith communicate to the Commission the text of those provisions.</p> <p><u><i>By way of derogation from the first subparagraph, Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with the reporting obligation set out in</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u>Article 17(1) of Directive 2010/40/EU before the deadline for the report provided in that Article.</u></p> <p>C</p> <p>Technical meeting on 22 May: EP would like to keep proposal.</p> <p>Second sentence added to align with earlier reporting obligation</p> <p>Text Origin: Council Mandate</p>
Article 2(1), second subparagraph				
135				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.  Text Origin: Commission Proposal
Article 2(2)				
136	2. Member States shall communicate to the Commission the text of the main provisions of	2. Member States shall communicate to the Commission the text of the main provisions of	2. Member States shall communicate to the Commission the text of the main provisions of	2. Member States shall communicate to the Commission the text of the main provisions of

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	national law which they adopt in the field covered by this Directive.	national law which they adopt in the field covered by this Directive.	national law which they adopt in the field covered by this Directive.	national law which they adopt in the field covered by this Directive.  Text Origin: Commission Proposal
Article 3				
137	Article 3 Entry into force	Article 3 Entry into force	Article 3 Entry into force	Article 3 Entry into force  Text Origin: Commission Proposal
Article 3, first paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
138	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the <i>Official Journal of the European Union</i> Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the <u>Official Journal of the European Union</u> <del>Official Journal of the European Union</del> .  Text Origin: Council Mandate
Article 4				
139	Article 4 Addressees	Article 4 Addressees	Article 4 Addressees	Article 4 Addressees

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Article 4, first paragraph				
140	This Directive is addressed to the Member States.	This Directive is addressed to the Member States.	This Directive is addressed to the Member States.	This Directive is addressed to the Member States.  Text Origin: Commission Proposal
140a			[...]	

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Formula				
141	Done at Strasbourg,	Done at Strasbourg,		
Formula				
142	For the European Parliament			
Formula				
143	The President			
Formula				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
G	144 For the Council			
Formula				
G	145 The President			
Annex I				
	145.1 Annex I			
Annex I, first paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
146	PRIORITY AREAS	PRIORITY AREAS	PRIORITY AREAS	PRIORITY AREAS  Text Origin: Commission Proposal
Annex I, second paragraph				
147	(as referred to in Article 2)	(as referred to in Article 2)	(as referred to in Article 2)	(as referred to in Article 2)  Text Origin: Commission Proposal
Annex I, point 1.				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
148	1. Priority area I: Information and mobility ITS services	1. Priority area I: Information and mobility ITS services	1. Priority area I: Information and mobility ITS services	1. Priority area I: Information and mobility ITS services  Text Origin: Commission Proposal
Annex I, third paragraph				
149	The specifications and standards for information and mobility ITS services for passengers shall include the following:	The specifications and standards for information and mobility ITS services for passengers shall include the following:	The specifications and standards for information and mobility ITS services for passengers shall include the following:	The specifications and standards for information and mobility ITS services for passengers shall include the following:  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, fourth paragraph				
150	1.1. Specifications for EU-wide multimodal digital mobility services (including EU-wide multimodal travel information services)	1.1. Specifications for EU-wide multimodal digital mobility services (including EU-wide multimodal travel information services)	1.1. Specifications for EU-wide multimodal digital mobility services (including EU-wide multimodal travel information services)	1.1. Specifications for EU-wide multimodal digital mobility services (including EU-wide multimodal travel information services)  Text Origin: Commission Proposal
Annex I, fifth paragraph				
151	The definition of the necessary requirements to make EU-wide	The definition of the necessary requirements to make EU-wide	The definition of the necessary requirements to make EU-wide	The definition of the necessary requirements to make EU-wide multimodal digital mobility

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	multimodal digital mobility services and similar services providing information, booking or purchasing features for more than one transport operator within the same mode of transport accurate and available across borders to ITS users, based on:	multimodal digital mobility services and similar services providing information, booking or purchasing features for more than one transport operator within the same mode of transport accurate and available across borders to ITS users, based on:	multimodal digital mobility services and similar services providing information, booking or purchasing features for more than one transport operator within the same mode of transport accurate and available across borders to ITS users, based on:	services and similar services providing information, booking or purchasing features for more than one transport operator within the same mode of transport accurate and available across borders to ITS users, based on:  Text Origin: Commission Proposal
Annex I, fifth paragraph, point (1.1.1)				
152	1.1.1. the availability and accessibility of existing and accurate multimodal traffic and travel data, used for multimodal digital mobility services to ITS	1.1.1. the availability and accessibility of existing and accurate multimodal traffic and travel data, used for multimodal digital mobility services to ITS	1.1.1. the availability and accessibility of existing and accurate multimodal traffic and travel data, used for multimodal digital mobility services to ITS	1.1.1. the availability and accessibility of existing and accurate multimodal traffic and travel data, used for multimodal digital mobility services to ITS

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	service providers without prejudice to safety and transport management constraints;	service providers without prejudice to safety and transport management constraints;	service providers without prejudice to safety and transport management constraints;	service providers without prejudice to safety and transport management constraints;  Text Origin: Commission Proposal
Annex I, fifth paragraph, point (1.1.2)				
153	1.1.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;	1.1.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;	1.1.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;	1.1.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, fifth paragraph, point (1.1.3)				
154	1.1.3. the timely updating by the relevant public authorities and stakeholders of available multimodal traffic and travel data, used for multimodal digital mobility services;	1.1.3. the timely updating by the relevant public authorities and stakeholders of available multimodal traffic and travel data, used for multimodal digital mobility services;	1.1.3. the timely updating by the relevant public authorities and stakeholders of available multimodal traffic and travel data, used for multimodal digital mobility services;	1.1.3. the timely updating by the relevant public authorities and stakeholders of available multimodal traffic and travel data, used for multimodal digital mobility services;  Text Origin: Commission Proposal
Annex I, fifth paragraph, point (1.1.4)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
155	1.1.4. the timely updating of multimodal travel information, including information related to booking and purchasing of transport services, by the ITS service providers.	1.1.4. the timely updating of multimodal travel information, including information related to booking and <u>where relevant</u> , purchasing of transport services, by the ITS service providers.	1.1.4. the timely updating of multimodal travel information, including information related to booking and purchasing <b>where relevant</b> of transport services, by the ITS service providers.	1.1.4. the timely updating of multimodal travel information, including information related to booking and purchasing <u>where relevant</u> of transport services, by the ITS service providers.  A  Text Origin: Council Mandate
Annex I, sixth paragraph				
156				1.2. Specifications for EU-wide road traffic information and

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1.2. Specifications for EU-wide road traffic information and navigation services (including EU-wide real-time traffic information services)	1.2. Specifications for EU-wide road traffic information and navigation services (including EU-wide real-time traffic information services)	1.2. Specifications for EU-wide road traffic information and navigation services (including EU-wide real-time traffic information services)	navigation services (including EU-wide real-time traffic information services)  Text Origin: Commission Proposal
Annex I, seventh paragraph				
157	The definition of the necessary requirements to make EU-wide road traffic information and navigation services accurate and available across borders to ITS users, based on:	The definition of the necessary requirements to make EU-wide road traffic information and navigation services accurate and available across borders to ITS users, based on:	The definition of the necessary requirements to make EU-wide road traffic information and navigation services accurate and available across borders to ITS users, based on:	The definition of the necessary requirements to make EU-wide road traffic information and navigation services accurate and available across borders to ITS users, based on:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, seventh paragraph, point (1.2.1)				
158	1.2.1. the availability and accessibility of existing and accurate road and traffic data, including real-time data, used for real-time traffic information to ITS service providers and other relevant stakeholders, and for use in digital maps, without prejudice to safety and transport management constraints;	1.2.1. the availability and accessibility of existing and accurate road and traffic data, including real-time data, used for real-time traffic information to ITS service providers and other relevant stakeholders, and for use in digital maps, without prejudice to safety and transport management constraints;	1.2.1. the availability and accessibility of existing and accurate road and traffic data, including real-time data, used for real-time traffic information to ITS service providers and other relevant stakeholders, and for use in digital maps, without prejudice to safety and transport management constraints;	1.2.1. the availability and accessibility of existing and accurate road and traffic data, including real-time data, used for real-time traffic information to ITS service providers and other relevant stakeholders, and for use in digital maps, without prejudice to safety and transport management constraints;  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, seventh paragraph, point (1.2.2)				
159	1.2.2. the facilitation of the electronic data exchange between the relevant public authorities, stakeholders and the relevant ITS service providers, across borders, including feedback on quality of data;	1.2.2. the facilitation of the electronic data exchange between the relevant public authorities, stakeholders and the relevant ITS service providers, across borders, including feedback on quality of data;	1.2.2. the facilitation of the electronic data exchange between the relevant public authorities, stakeholders and the relevant ITS service providers, across borders, including feedback on quality of data;	1.2.2. the facilitation of the electronic data exchange between the relevant public authorities, stakeholders and the relevant ITS service providers, across borders, including feedback on quality of data;  Text Origin: Commission Proposal
Annex I, seventh paragraph, point (1.2.3)				
160				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1.2.3. the timely updating of available road and traffic data used for real-time traffic information by the relevant public authorities and stakeholders;	1.2.3. the timely updating of available road and traffic data used for real-time traffic information by the relevant public authorities and stakeholders;	1.2.3. the timely updating of available road and traffic data used for real-time traffic information by the relevant public authorities and stakeholders;	1.2.3. the timely updating of available road and traffic data used for real-time traffic information by the relevant public authorities and stakeholders;  Text Origin: Commission Proposal
Annex I, seventh paragraph, point (1.2.4)				
161	1.2.4. the timely updating of real-time traffic information to road users and other relevant stakeholders by the ITS service providers.	1.2.4. the timely updating of real-time traffic information to road users and other relevant stakeholders by the ITS service providers.	1.2.4. the timely updating of real-time traffic information to road users and other relevant stakeholders by the ITS service providers.	1.2.4. the timely updating of real-time traffic information to road users and other relevant stakeholders by the ITS service providers.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, eighth paragraph				
162	1.3. Specifications for EU-wide multimodal digital mobility services and road traffic information and navigation services	1.3. Specifications for EU-wide multimodal digital mobility services and road traffic information and navigation services	1.3. Specifications for EU-wide multimodal digital mobility services and road traffic information and navigation services	1.3. Specifications for EU-wide multimodal digital mobility services and road traffic information and navigation services  Text Origin: Commission Proposal
Annex I, eighth paragraph, point (1.3.1)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
163	<p>1.3.1. The definition of the necessary requirements for the collection by relevant public authorities and/or, where relevant, by the private sector of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes, notably for heavy goods vehicles) and for their provisioning to ITS service providers, based on:</p>	<p>1.3.1. The definition of the necessary requirements for the collection by relevant public authorities and/or, where relevant, by the private sector of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes, notably for heavy goods vehicles) and for their provisioning to ITS service providers, based on:</p>	<p>1.3.1. The definition of the necessary requirements for the collection by relevant public authorities and/or, where relevant, by the private sector of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes, notably for heavy goods vehicles) and for their provisioning to ITS service providers, based on:</p>	<p>1.3.1. The definition of the necessary requirements for the collection by relevant public authorities and/or, where relevant, by the private sector of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes, notably for heavy goods vehicles) and for their provisioning to ITS service providers, based on:</p> <p>Text Origin: Commission Proposal</p>
Annex I, ninth paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
164	1.3.1.1. the availability, to ITS service providers, of existing road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes) collected by the relevant public authorities and/or the private sector;	1.3.1.1. the availability, to ITS service providers, of existing road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes) collected by the relevant public authorities and/or the private sector;	1.3.1.1. the availability, to ITS service providers, of existing road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes) collected by the relevant public authorities and/or the private sector;	1.3.1.1. the availability, to ITS service providers, of existing road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes) collected by the relevant public authorities and/or the private sector;  Text Origin: Commission Proposal
Annex I, tenth paragraph				
165	1.3.1.2. the facilitation of the electronic data exchange between	1.3.1.2. the facilitation of the electronic data exchange between	1.3.1.2. the facilitation of the electronic data exchange between	1.3.1.2. the facilitation of the electronic data exchange between the relevant public authorities and

	<b>Commission Proposal</b>	<b>EP Mandate</b>	<b>Council Mandate</b>	<b>Draft Agreement</b>
	the relevant public authorities and the ITS service providers and other relevant stakeholders;	the relevant public authorities and the ITS service providers and other relevant stakeholders;	the relevant public authorities and the ITS service providers and other relevant stakeholders;	the ITS service providers and other relevant stakeholders;  Text Origin: Commission Proposal
Annex I, eleventh paragraph				
166	1.3.1.3. the timely updating, by the relevant public authorities and/or, where relevant, the private sector, of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes);	1.3.1.3. the timely updating, by the relevant public authorities and/or, where relevant, the private sector, of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes);	1.3.1.3. the timely updating, by the relevant public authorities and/or, where relevant, the private sector, of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes);	1.3.1.3. the timely updating, by the relevant public authorities and/or, where relevant, the private sector, of road and traffic data (i.e. traffic circulation plans, traffic regulations and recommended routes);

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, twelfth paragraph				
167	1.3.1.4. the timely updating, by the ITS service providers, of the ITS services and applications using these road and traffic data.	1.3.1.4. the timely updating, by the ITS service providers, of the ITS services and applications using these road and traffic data.	1.3.1.4. the timely updating, by the ITS service providers, of the ITS services and applications using these road and traffic data.	1.3.1.4. the timely updating, by the ITS service providers, of the ITS services and applications using these road and traffic data.  Text Origin: Commission Proposal
Annex I, thirteenth paragraph				
168				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1.3.2. The definition of the necessary requirements to make road, traffic and relevant travel and multimodal infrastructure data used for digital maps accurate and available, where possible, to digital map producers and service providers, based on:	1.3.2. The definition of the necessary requirements to make road, traffic and relevant travel and multimodal infrastructure data used for digital maps accurate and available, where possible, to digital map producers and service providers, based on:	1.3.2. The definition of the necessary requirements to make road, traffic and relevant travel and multimodal infrastructure data used for digital maps accurate and available, where possible, to digital map producers and service providers, based on:	1.3.2. The definition of the necessary requirements to make road, traffic and relevant travel and multimodal infrastructure data used for digital maps accurate and available, where possible, to digital map producers and service providers, based on:  Text Origin: Commission Proposal
Annex I, thirteenth paragraph(1.3.2.1)				
169	1.3.2.1. the availability of existing road, traffic and relevant travel and multimodal infrastructure data, including identified access nodes,	1.3.2.1. the availability of existing road, traffic and relevant travel and multimodal infrastructure data, including identified access nodes,	1.3.2.1. the availability of existing road, traffic and relevant travel and multimodal infrastructure data, including identified access nodes,	1.3.2.1. the availability of existing road, traffic and relevant travel and multimodal infrastructure data, including identified access nodes,

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	used for digital maps to digital map producers and service providers;	used for digital maps to digital map producers and service providers;	used for digital maps to digital map producers and service providers;	used for digital maps to digital map producers and service providers;  Text Origin: Commission Proposal
Annex I, thirteenth paragraph(1.3.2.2)				
170	1.3.2.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the private digital map producers and service providers;	1.3.2.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the private digital map producers and service providers;	1.3.2.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the private digital map producers and service providers;	1.3.2.2. the facilitation of the electronic data exchange between the relevant public authorities and stakeholders and the private digital map producers and service providers;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, thirteenth paragraph(1.3.2.3)				
171	1.3.2.3. the timely updating of road and traffic data for digital maps by the relevant public authorities and stakeholders;	1.3.2.3. the timely updating of road and traffic data for digital maps by the relevant public authorities and stakeholders;	1.3.2.3. the timely updating of road and traffic data for digital maps by the relevant public authorities and stakeholders;	1.3.2.3. the timely updating of road and traffic data for digital maps by the relevant public authorities and stakeholders;  Text Origin: Commission Proposal
Annex I, thirteenth paragraph(1.3.2.4)				
172				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	1.3.2.4. the timely updating of the digital maps by the digital map producers and service providers.	1.3.2.4. the timely updating of the digital maps by the digital map producers and service providers.	1.3.2.4. the timely updating of the digital maps by the digital map producers and service providers.	1.3.2.4. the timely updating of the digital maps by the digital map producers and service providers.  Text Origin: Commission Proposal
Annex I, point 2.				
173	2. Priority area II: Travel, transport and traffic management ITS services	2. Priority area II: Travel, transport and traffic management ITS services	2. Priority area II: Travel, transport and traffic management ITS services	2. Priority area II: Travel, transport and traffic management ITS services  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, fourteenth paragraph				
174	The specifications and standards for travel, transport and traffic management ITS services shall include the following:	The specifications and standards for travel, transport and traffic management ITS services shall include the following:	The specifications and standards for travel, transport and traffic management ITS services shall include the following:	The specifications and standards for travel, transport and traffic management ITS services shall include the following:  Text Origin: Commission Proposal
Annex I, fifteenth paragraph				
175	2.1. Specifications for enhanced traffic and incident management services	2.1. Specifications for enhanced traffic and incident management services	2.1. Specifications for enhanced traffic and incident management services	2.1. Specifications for enhanced traffic and incident management services

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, sixteenth paragraph				
176	The definition of the necessary requirements to support and harmonise enhanced traffic and incident management services, based on:	The definition of the necessary requirements to support and harmonise enhanced traffic and incident management services, based on:	The definition of the necessary requirements to support and harmonise enhanced traffic and incident management services, based on:	The definition of the necessary requirements to support and harmonise enhanced traffic and incident management services, based on:  Text Origin: Commission Proposal
Annex I, sixteenth paragraph, point (2.1.1)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
177	2.1.1. the availability and accessibility of existing and accurate road and traffic data and data on accidents and incidents needed for traffic and incident management services;	2.1.1. the availability and accessibility of existing and accurate road and traffic data and data on accidents and incidents needed for traffic and incident management services;	2.1.1. the availability and accessibility of existing and accurate road and traffic data and data on accidents and incidents needed for traffic and incident management services;	2.1.1. the availability and accessibility of existing and accurate road and traffic data and data on accidents and incidents needed for traffic and incident management services;  Text Origin: Commission Proposal
Annex I, sixteenth paragraph, point (2.1.2)				
178	2.1.2. the facilitation of electronic data exchange, including freight data, between traffic management centres, traffic information centres,	2.1.2. the facilitation of electronic data exchange, including freight data, between traffic management centres, traffic information centres,	2.1.2. the facilitation of electronic data exchange, including freight data <b>relevant for the traffic and incident management (e.g.</b>	2.1.2. the facilitation of electronic data exchange, including freight data <u>relevant for the traffic and incident management (e.g. carriage of dangerous goods.</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;	stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;	<b>carriage of dangerous goods, goods-related access restrictions, oversized carriages</b> ), between traffic management centres, traffic information centres, stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;	<u><i>goods-related access restrictions, oversized carriages</i></u> ), between traffic management centres, traffic information centres, stakeholders and the relevant ITS service providers, across borders, in particular through standardised interfaces;  B  Text Origin: Council Mandate
Annex I, sixteenth paragraph, point (2.1.3)				
179				2.1.3. the timely updating of available road and traffic data and

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	2.1.3. the timely updating of available road and traffic data and data on accidents and incidents needed for enhanced traffic and incident management services by the relevant stakeholders;	2.1.3. the timely updating of available road and traffic data and data on accidents and incidents needed for enhanced traffic and incident management services by the relevant stakeholders;	2.1.3. the timely updating of available road and traffic data and data on accidents and incidents needed for enhanced traffic and incident management services by the relevant stakeholders;	data on accidents and incidents needed for enhanced traffic and incident management services by the relevant stakeholders;  Text Origin: Commission Proposal
Annex I, sixteenth paragraph, point (2.1.4)				
180	2.1.4. the availability of data and synergies with other initiatives aimed at harmonising and facilitating data sharing <sup>1</sup> , as well as supporting multimodality, integration of modes and	2.1.4. the availability of data and synergies with other initiatives aimed at harmonising and facilitating data sharing <sup>1</sup> , as well as supporting multimodality, integration of modes and	2.1.4. the availability of data and synergies with other initiatives aimed at <del>harmonising and facilitating data sharing<sup>1</sup></del> , as well as supporting multimodality, integration of modes and <del>optimising the</del> <b>the facilitation of</b> modal <del>balance</del> <b>shift</b> on the	2.1.4. the availability of data and synergies with other initiatives aimed at <del>harmonising and facilitating data sharing<sup>1</sup></del> , as well as <del>as</del> supporting multimodality, integration of modes and <del>optimising the</del> <b>the facilitation of</b> modal <del>balance</del> <b>shift</b> on the

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>optimising the modal balance on the European transport network.</p> <hr/> <p>1. Such as Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).</p>	<p>optimising the modal balance on the European transport network.</p> <hr/> <p>1. Such as Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).</p>	<p>European transport network <b>towards the most sustainable modes of transport, through the harmonisation and facilitation of data sharing<sup>1</sup>.</b></p> <hr/> <p>1. Such as Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).</p>	<p>European transport network <u>towards the most sustainable modes of transport, through the harmonisation and facilitation of data sharing<sup>1</sup>.</u></p> <hr/> <p>1. Such as Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33), and the work pursued by the Digital Transport and Logistics Forum (DTLF).</p> <p><b>B</b></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Annex I, seventeenth paragraph				
181	2.2. Specifications for mobility management services	2.2. Specifications for mobility management services	2.2. Specifications for mobility management services	2.2. Specifications for mobility management services  Text Origin: Commission Proposal
Annex I, eighteenth paragraph				
182	The definition of the necessary requirements to support the	The definition of the necessary requirements to support the	The definition of the necessary requirements to support the	The definition of the necessary requirements to support the development of accurate mobility

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	development of accurate mobility management services by public transport authorities, based on:	development of accurate mobility management services by public transport authorities, based on:	development of accurate mobility management services by public transport authorities, based on:	management services by public transport authorities, based on:  Text Origin: Commission Proposal
Annex I, eighteenth paragraph, point (2.2.1)				
183	2.2.1. the availability and accessibility of existing and accurate road and multimodal travel and traffic data needed for mobility management, to the relevant public authorities without prejudice to data protection requirements;	2.2.1. the availability and accessibility, <u>in a standardised format</u> , of existing <del>and</del> , accurate road and multimodal travel and traffic data needed for mobility management, to the relevant public authorities without prejudice to data protection requirements;	2.2.1. the availability and accessibility of existing and accurate road and multimodal travel and traffic data needed for mobility management, to the relevant public authorities without prejudice to data protection requirements;	2.2.1. the availability and accessibility, <u>in a standardised format</u> , of existing <del>and</del> , accurate road and multimodal travel and traffic data needed for mobility management, to the relevant public authorities without prejudice to data protection requirements;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>B</p> <p>Text Origin: EP Mandate</p>
Annex I, eighteenth paragraph, point (2.2.2)				
184	2.2.2. the facilitation of electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders;	2.2.2. the facilitation of electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders;	2.2.2. the facilitation of electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders;	<p>2.2.2. the facilitation of electronic data exchange between the relevant public authorities and stakeholders and the relevant ITS service providers, across borders;</p> <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, eighteenth paragraph, point (2.2.3)				
185	2.2.3. the timely updating of available road and multimodal travel and traffic data needed for mobility management by the relevant public authorities and stakeholders.	2.2.3. the timely updating of available road and multimodal travel and traffic data needed for mobility management by the relevant public authorities and stakeholders.	2.2.3. the timely updating of available road and multimodal travel and traffic data needed for mobility management by the relevant public authorities and stakeholders.	2.2.3. the timely updating of available road and multimodal travel and traffic data needed for mobility management by the relevant public authorities and stakeholders.  Text Origin: Commission Proposal
Annex I, nineteenth paragraph				
186	2.3. EU ITS framework architecture	2.3. EU ITS framework architecture	2.3. EU <del>ITS</del> -framework architecture <b>for ITS architectures</b>	2.3. EU <del>ITS framework</del> <b>framework</b> <b>for ITS</b> architecture

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				A  Text Origin: EP Mandate
Annex I, twentieth paragraph				
187	The definition of the necessary measures to develop an EU ITS framework architecture, addressing specifically ITS-related interoperability, continuity of services and multimodality aspects, within which Member States and their competent authorities in cooperation with the	The definition of the necessary measures to develop an EU ITS framework architecture, addressing specifically ITS-related interoperability, continuity of services and multimodality aspects, within which Member States and their competent authorities in cooperation with the	The definition of the necessary measures to develop an EU ITS framework architecture, addressing specifically ITS-related interoperability, continuity of services and multimodality aspects, within which Member States and their competent authorities in cooperation with the	The definition of the necessary measures to develop an EU ITS framework architecture, addressing specifically ITS-related interoperability, continuity of services and multimodality aspects, within which Member States and their competent authorities in cooperation with the private sector can develop their

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	private sector can develop their own ITS architecture for mobility at national, regional or local level.	private sector can develop their own ITS architecture for mobility at national, regional or local level.	private sector can develop their own ITS architecture for mobility at national, regional or local level.	own ITS architecture for mobility at national, regional or local level.  Text Origin: Commission Proposal
Annex I, twenty-first paragraph				
188	2.4. ITS applications and freight transport logistics	2.4. ITS applications and freight transport logistics	2.4. ITS applications and freight transport logistics	2.4. ITS applications and freight transport logistics  Text Origin: Commission Proposal
Annex I, 5 paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
189	The definition of the necessary requirements to support the realisation of ITS applications for freight transport logistics, in particular the tracking and tracing of freight and other visibility services along its journey and across modes of transport, based on:	The definition of the necessary requirements to support the realisation of ITS applications for freight transport logistics, in particular the tracking and tracing of freight and other visibility services along its journey and across modes of transport, based on:	The definition of the necessary requirements to support the realisation of ITS applications for freight transport logistics, in particular the tracking and tracing of freight and other visibility services along its journey and across modes of transport, based on:	The definition of the necessary requirements to support the realisation of ITS applications for freight transport logistics, in particular the tracking and tracing of freight and other visibility services along its journey and across modes of transport, based on:  Text Origin: Commission Proposal
Annex I, 5 paragraph, point (2.4.1)				
190				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	2.4.1. the availability of relevant ITS technologies to and their use by ITS application developers;	2.4.1. the availability of relevant ITS technologies to and their use by ITS application developers;	2.4.1. the availability of relevant ITS technologies to and their use by ITS application developers;	2.4.1. the availability of relevant ITS technologies to and their use by ITS application developers;  Text Origin: Commission Proposal
Annex I, 5 paragraph, point (2.4.2)				
191	2.4.2. the availability of cargo related data, accessible through other specific data sharing frameworks <sup>1</sup> ;  1. Such as Regulation (EU) 2020/1056.	2.4.2. the availability of cargo related data, accessible through other specific data sharing frameworks <sup>1</sup> <u><a href="#">fostering the interoperability of eCMR solutions</a></u> ;	2.4.2. the availability of cargo related data, accessible through other specific data sharing frameworks <sup>1</sup> ;  1. Such as Regulation (EU) 2020/1056.	2.4.2. the availability of cargo related data, accessible through other specific data sharing frameworks <sup>1</sup> ;  1. Such as Regulation (EU) 2020/1056.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		1. Such as Regulation (EU) 2020/1056.		<p>B</p> <p>sufficiently covered in Council text line 199</p> <p>Text Origin: Commission Proposal</p>
Annex I, 5 paragraph, point (2.4.3)				
192	2.4.3. the integration of positioning results in the traffic management tools and centres.	2.4.3. the integration of positioning results in the traffic management tools and centres.	2.4.3. the integration of positioning results in the traffic management tools and centres.	<p>2.4.3. the integration of positioning results in the traffic management tools and centres.</p> <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, point 3.				
193	3. Priority area III: Road safety and security ITS services	3. Priority area III: Road safety and security ITS services	3. Priority area III: Road safety and security ITS services	3. Priority area III: Road safety and security ITS services  Text Origin: Commission Proposal
Annex I, 6 paragraph				
194	The specifications and standards for road safety and security ITS services shall include the following:	The specifications and standards for road safety and security ITS services shall include the following:	The specifications and standards for road safety and security ITS services shall include the following:	The specifications and standards for road safety and security ITS services shall include the following:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, 7 paragraph				
195	3.1. Specifications for the interoperable EU-wide eCall	3.1. Specifications for the interoperable EU-wide eCall	3.1. Specifications for the interoperable EU-wide eCall	3.1. Specifications for the interoperable EU-wide eCall  Text Origin: Commission Proposal
Annex I, 2 paragraph				
196	The definition of the necessary measures for the harmonised	The definition of the necessary measures for the harmonised	The definition of the necessary measures for the harmonised	The definition of the necessary measures for the harmonised

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	provision of an interoperable EU-wide eCall, including:	provision of an interoperable EU-wide eCall, including:	provision of an interoperable EU-wide eCall, including:	provision of an interoperable EU-wide eCall, including:  Text Origin: Commission Proposal
Annex I, 2 paragraph, point (3.1.1)				
197	3.1.1. the availability of the required in-vehicle ITS data to be exchanged;	3.1.1. the availability of the required in-vehicle ITS data to be exchanged;	3.1.1. the availability of the required in-vehicle ITS data to be exchanged;	3.1.1. the availability of the required in-vehicle ITS data to be exchanged;  Text Origin: Commission Proposal
Annex I, 2 paragraph, point (3.1.2)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
198	3.1.2. the availability of the necessary equipment in the emergency call response centres receiving the data emitted from the vehicles;	3.1.2. the availability of the necessary equipment in the emergency call response centres receiving the data emitted from the vehicles;	3.1.2. the availability of the necessary equipment in the emergency call response centres receiving the data emitted from the vehicles;	3.1.2. the availability of the necessary equipment in the emergency call response centres receiving the data emitted from the vehicles;  Text Origin: Commission Proposal
Annex I, 2 paragraph, point (3.1.3)				
199	3.1.3. the facilitation of the electronic data exchange between the vehicles and the emergency call response centres.	3.1.3. the facilitation of the electronic data exchange between the vehicles and the emergency call response centres.	3.1.3. the facilitation of the electronic data exchange between the vehicles and the emergency call response centres, <b>including possible interaction with data in</b>	3.1.3. the facilitation of the electronic data exchange between the vehicles and the emergency call response centres, <b><u>including possible interaction with data in the scope of Regulation (EU)</u></b>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			the scope of Regulation (EU) 2020/1056 and with e-CMR* for instance in the case of dangerous goods.	<a href="#">2020/1056 and with e-CMR* for instance in the case of dangerous goods.</a>  B  Text Origin: Council Mandate
Annex I, 2 paragraph, point (3.1.3a)				
G	199a		(3.1.3a) _____  *Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR)	<a href="#">(3.1.3a) _____</a>  <a href="#">*Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR)</a>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
			concerning the electronic consignment note	<a href="#"><u>concerning the electronic consignment note</u></a>  Text Origin: Council Mandate
y	199b	<a href="#"><u>(3.1.3a) Ensure the rapid adaptation of Regulation (EU) 2018/858 in order to include Next Generation eCall technologies.</u></a>		B Technical meeting 22 May 2023: the legislative process for amending Reg 2018/858 has started and the request is thus not relevant any more
Annex I, 2 paragraph a				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
199c		<p><u>3.1.3b) The European Commission and the Member States should work with Mobile Network Operators and other stakeholders to find a solution for the functioning of eCall systems in vehicles coming on the market before the Next Generation eCall standard has been approved and inserted in the EU type approval regulation. The functioning of CS eCall systems shall be ensured at least for the duration of the expected life-cycle of the last vehicles placed on the market with such a system.</u></p>		<p><u>Compromise proposal: Instead of this line, new recital to be added:</u></p> <p><u>Following the related statement in the Communication of the Commission on the Sustainable and Smart Mobility Strategy, the Commission is invited to 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</u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><u>addition, beyond the framework of the ITS Directive, the Commission is invited to assess possible options for addressing the issue of the obsolescence of eCall systems in vehicles with equipment meeting current eCall specifications, once circuit-switched communication networks (2G and 3G) are switched off.</u></p> <p>B</p>
Annex I, 1c paragraph				
200	3.2. Specifications for information and reservation services for safe	3.2. Specifications for information and reservation services for safe	3.2. Specifications for information and reservation services for safe	3.2. Specifications for information and reservation services for safe

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	and secure parking places for trucks and commercial vehicles	and secure parking places for trucks and commercial vehicles	and secure parking places for trucks and commercial vehicles	and secure parking places for trucks and commercial vehicles  Text Origin: Commission Proposal
Annex I, 3 paragraph				
201	The definition of the necessary measures to provide ITS based information and reservation services for safe and secure parking places for trucks and commercial vehicles, in particular in service and rest areas on roads, based on:	The definition of the necessary measures to provide ITS based information and reservation services for safe and secure parking places for trucks and commercial vehicles, in particular in service and rest areas on roads, based on:	The definition of the necessary measures to provide ITS based information and, <b>where relevant</b> , reservation services for safe and secure parking places for trucks and commercial vehicles, in particular in service and rest areas on roads, based on:	<u>The definition of the necessary measures to provide ITS based information and, <i>where available</i>, reservation services for safe and secure parking places for trucks and commercial vehicles, in particular in service and rest areas on roads, based on:</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>B</p> <p>provisionally agreed 1st trilogue 14 Dec 22</p> <p>Text Origin: Council Mandate</p>
Annex I, 3 paragraph, point (3.2.1)				
202	3.2.1. the availability of the road parking information to users;	3.2.1. the availability of the road parking information to users;	3.2.1. the availability of the road parking information to users;	<p>3.2.1. the availability of the road parking information to users;</p> <p>Text Origin: Commission Proposal</p>
Annex I, 3 paragraph, point (3.2.2)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
203	3.2.2. the facilitation of the electronic data exchange between road parking sites and spaces, centres and vehicles;	3.2.2. the facilitation of the electronic data exchange between road parking sites and spaces, centres and vehicles;	3.2.2. the facilitation of the electronic data exchange between road parking sites and spaces, centres and vehicles;	3.2.2. the facilitation of the electronic data exchange between road parking sites and spaces, centres and vehicles;  Text Origin: Commission Proposal
Annex I, 2 paragraph b				
203a		<u><i>3.1.3b) The European Commission and the Member States should work with Mobile Network Operators and other stakeholders to find a solution for the functioning of eCall systems</i></u>	(3.2.2a)	<u><i>Compromise proposal: Instead of this line, new recital to be added:</i></u>  <u><i>(xx) Following the related statement in the Communication of the Commission on the</i></u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p><u><i>in vehicles coming on the market before the Next Generation eCall standard has been approved and inserted in the EU type approval regulation. The functioning of CS eCall systems shall be ensured at least for the duration of the expected life-cycle of the last vehicles placed on the market with such a system.</i></u></p>		<p><u><i>Sustainable and Smart Mobility Strategy, the Commission is invited to 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 addition, beyond the framework of the ITS Directive, the Commission is invited to assess possible options for addressing the issue of the obsolescence of eCall systems in vehicles with equipment meeting current eCall</i></u></p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				<u>specifications, once circuit-switched communication networks (2G and 3G) are switched off.</u> C
Annex I, 3 paragraph, point (3.2.3)				
204	3.2.3. the integration of relevant ITS technologies in both vehicles and road parking facilities to update the information on available parking space for reservation purposes.	3.2.3. the integration of relevant ITS technologies in both vehicles and road parking facilities to update the information on available parking space for reservation purposes.	3.2.3. the integration of relevant ITS technologies in both vehicles and road parking facilities to update the information on available parking space for reservation purposes.	3.2.3. the integration of relevant ITS technologies in both vehicles and road parking facilities to update the information on available parking space for reservation purposes.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, 3 paragraph, point (3.2.3a)				
Y	204a	<u><a href="#">(3.2.3a) the availability to users of an alternative fuels infrastructure.</a></u>		<u><a href="#">(3.2.3a) compromise: transfer into recital referring to AFIR (see line 17b)</a></u>  C
Annex I, 4 paragraph				
G	205			3.3. Specifications for road safety related minimum universal traffic information

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	3.3. Specifications for road safety related minimum universal traffic information	3.3. Specifications for road safety related minimum universal traffic information	3.3. Specifications for road safety related minimum universal traffic information	Text Origin: Commission Proposal
Annex I, 4 paragraph				
206	The definition of minimum requirements, for road safety related 'universal traffic information' provided, where possible, free of charge to all users, as well as their minimum content, based on:	The definition of minimum requirements, for road safety related 'universal traffic information' provided, where possible, free of charge to all users, as well as their minimum content, based on:	The definition of minimum requirements, for road safety related 'universal traffic information' provided, where possible, free of charge to all users, as well as their minimum content, based on:	The definition of minimum requirements, for road safety related 'universal traffic information' provided, where possible, free of charge to all users, as well as their minimum content, based on:  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, 4 paragraph, point (3.3.1)				
207	3.3.1. the availability and accessibility of accurate data on safety-related events needed for safety-related traffic information and incident management services;	3.3.1. the availability and accessibility of accurate data on safety-related events needed for safety-related traffic information and incident management services;	3.3.1. the availability and accessibility of accurate data on safety-related events <b>and conditions</b> needed for safety-related traffic information and incident management services;	3.3.1. the availability and accessibility of accurate data on safety-related events <u>and conditions</u> needed for safety-related traffic information and incident management services;  B  Text Origin: Council Mandate
Annex I, 4 paragraph, point (3.3.2)				
208				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	3.3.2. the deployment or use of the means to detect or identify safety-related conditions;	3.3.2. the deployment or use of the means to detect or identify safety-related conditions;	3.3.2. the deployment or use of the means to detect or identify safety-related <b>events and</b> conditions;	3.3.2. the deployment or use of the means to detect or identify safety-related <u>events and</u> conditions;  B  Text Origin: Council Mandate
Annex I, 4 paragraph, point (3.3.3)				
209	3.3.3. the identification and use of a standardised list of safety related traffic events ('universal traffic messages') which should be	3.3.3. the identification and use of a standardised list of safety related traffic events ('universal traffic messages') which should be	3.3.3. the identification and use of a standardised list of safety related traffic events ('universal traffic messages') which should be	3.3.3. the identification and use of a standardised list of safety related traffic events ('universal traffic messages') which should be

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	communicated to ITS users free of charge;	communicated to ITS users free of charge;	communicated to ITS users free of charge;	communicated to ITS users free of charge;  Text Origin: Commission Proposal
Annex I, 4 paragraph, point (3.3.4)				
210	3.3.4. the compatibility and the integration of ‘universal traffic messages’ into ITS services for real-time traffic and multimodal travel information.	3.3.4. the compatibility and the integration of ‘universal traffic messages’ into ITS services for real-time traffic and multimodal travel information.	3.3.4. the compatibility and the integration of ‘universal traffic messages’ into ITS services for real-time traffic and multimodal travel information.	3.3.4. the compatibility and the integration of ‘universal traffic messages’ into ITS services for real-time traffic and multimodal travel information.  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, 5 paragraph				
211	3.4. Specifications for other actions	3.4. Specifications for other actions	3.4. Specifications for other actions	3.4. Specifications for other actions  Text Origin: Commission Proposal
Annex I, 5 paragraph, point (3.4.1)				
212	3.4.1. The definition of the necessary measures to support the safety of road users with respect to their on-board Human-Machine-Interface and the use of nomadic devices to support	3.4.1. The definition of the necessary measures to support the safety of road users with respect to their on-board Human-Machine-Interface and the use of nomadic devices <u>including</u>	3.4.1. The definition of the necessary measures to support the safety of road users with respect to their on-board Human-Machine-Interface and the use of nomadic devices to support	3.4.1. <u>Compromise:</u> The definition of the necessary measures to support the safety of road users with respect to their on-board Human-Machine-Interface and the use of nomadic devices <u>including</u>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>the driving task and/or the transport operation, as well as the security of the in-vehicle communications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council<sup>1</sup>, Regulation (EU) No 167/2013 of the European Parliament and of the Council<sup>2</sup> and Regulation (EU) No 168/2013 of the European Parliament and of the Council<sup>3</sup>.</p> <p>_____</p> <p>1. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of</p>	<p><u>cell phones</u>, to support the driving task and/or the transport operation, as well as the security of the in-vehicle communications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council<sup>1</sup>, Regulation (EU) No 167/2013 of the European Parliament and of the Council<sup>2</sup> and Regulation (EU) No 168/2013 of the European Parliament and of the Council<sup>3</sup>.</p> <p><u>The definitions of the necessary measures shall also recognise the need to ensure mutual acceptance of ITS messages exchanged between modes of transport, the ITS devices and attached sensors of which have been developed</u></p>	<p>the driving task and/or the transport operation, as well as the security of the in-vehicle communications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council<sup>1</sup>, Regulation (EU) No 167/2013 of the European Parliament and of the Council<sup>2</sup> and Regulation (EU) No 168/2013 of the European Parliament and of the Council<sup>3</sup>.</p> <p>_____</p> <p>1. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of</p>	<p><u>cell phones</u>, to support the driving task and/or the transport operation, as well as the security of the in-vehicle communications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council<sup>1</sup>, Regulation (EU) No 167/2013 of the European Parliament and of the Council<sup>2</sup> and Regulation (EU) No 168/2013 of the European Parliament and of the Council<sup>3</sup>.</p> <p>_____</p> <p>1. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).</p> <p>2. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).</p> <p>3. Regulation (EU) No 168/2013 of the European</p>	<p><u><a href="#">based on different functional safety standards.</a></u></p> <hr/> <p>1. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).</p>	<p>systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).</p> <p>2. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).</p> <p>3. Regulation (EU) No 168/2013 of the European</p>	<p>separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).</p> <p>2. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).</p> <p>3. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).</p>	<p>2. Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).</p> <p>3. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).</p>	<p>Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).</p>	<p>approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).</p> <p><b>B</b></p> <p>Technical meeting 22 May: first part goes into compromise,</p> <p>Second part goes beyond ITS, the problem will be addressed by the Common European Mobility Dataspace.</p> <p>Text Origin: EP Mandate</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, 5 paragraph, point (3.4.2)				
213	<p>3.4.2. The definition of the necessary measures to improve the safety and comfort of vulnerable road users for all relevant ITS applications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.</p>	<p>3.4.2. The definition of the necessary measures to improve the safety and comfort of vulnerable road users for all relevant ITS applications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.</p>	<p>3.4.2. The definition of the necessary measures to improve the safety and comfort of vulnerable road users for all relevant ITS applications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.</p>	<p>3.4.2. The definition of the necessary measures to improve the safety and comfort of vulnerable road users for all relevant ITS applications which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.</p> <p>Text Origin: Commission Proposal</p>

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, 5 paragraph, point (3.4.3)				
214	3.4.3. The definition of necessary measures to integrate advanced driver support information systems into vehicles and road infrastructure which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	3.4.3. The definition of necessary measures to integrate advanced driver support information systems into vehicles and road infrastructure which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	3.4.3. The definition of necessary measures to integrate advanced driver support information systems into vehicles and road infrastructure which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	3.4.3. The definition of necessary measures to integrate advanced driver support information systems into vehicles and road infrastructure which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, 5 paragraph, point (3.4.4)				
215	3.4.4. The definition of the necessary measures to facilitate the exchange of information between services providers of security ITS applications, such as support to recover stolen vehicles or goods, and relevant public authorities, taking due account of other existing and emerging frameworks aimed at facilitating data sharing in mobility and transport which fall outside the scope of Regulation (EU) 2018/858 of the European	3.4.4. The definition of the necessary measures to facilitate the exchange of information between services providers of security ITS applications, such as support to recover stolen vehicles or goods, and relevant public authorities, taking due account of other existing and emerging frameworks aimed at facilitating data sharing in mobility and transport which fall outside the scope of Regulation (EU) 2018/858 of the European	3.4.4. The definition of the necessary measures to facilitate the exchange of information between services providers of security ITS applications, such as support to recover stolen vehicles or goods, and relevant public authorities, taking due account of other existing and emerging frameworks aimed at facilitating data sharing in mobility and transport which fall outside the scope of Regulation (EU) 2018/858 of the European	3.4.4. The definition of the necessary measures to facilitate the exchange of information between services providers of security ITS applications, such as support to recover stolen vehicles or goods, and relevant public authorities, taking due account of other existing and emerging frameworks aimed at facilitating data sharing in mobility and transport which fall outside the scope of Regulation (EU) 2018/858 of the European Parliament and of the Council,

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.	Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No 168/2013 of the European Parliament and of the Council.  Text Origin: Commission Proposal
Annex I, point 4.				
216	4. Priority area IV: Cooperative, connected and automated mobility services	4. Priority area IV: Cooperative, connected and automated mobility services	4. Priority area IV: <b>ITS services</b> for cooperative, connected and automated mobility <del>services</del>	4. Priority area IV: <u>ITS services</u> for cooperative, connected and automated mobility <del>services</del>  A

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Annex I, 5 paragraph				
217	The specifications and standards for linking vehicles with the transport infrastructure, raising awareness and enabling highly automated mobility services, shall include the following, without prejudice to specifications and standards in Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No	The specifications and standards for linking vehicles with the transport infrastructure, raising awareness and enabling highly automated mobility services, shall include the following, without prejudice to specifications and standards in Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No	The specifications and standards for linking vehicles with the transport infrastructure, raising awareness and enabling highly automated mobility services, shall include the following, without prejudice to specifications and standards in Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No	The specifications and standards for linking vehicles with the transport infrastructure, raising awareness and enabling highly automated mobility services, shall include the following, without prejudice to specifications and standards in Regulation (EU) 2018/858 of the European Parliament and of the Council, Regulation (EU) No 167/2013 of the European Parliament and of the Council and Regulation (EU) No

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	168/2013 of the European Parliament and of the Council:	168/2013 of the European Parliament and of the Council:	168/2013 of the European Parliament and of the Council:	168/2013 of the European Parliament and of the Council:  Text Origin: Commission Proposal
Annex I, 6 paragraph				
218	4.1. The definition of necessary measures to further progress the development and implementation of cooperative (vehicle-vehicle, vehicle-infrastructure, infrastructure-infrastructure) intelligent transport systems, based on:	4.1. The definition of necessary measures to further progress the development and implementation of cooperative (vehicle-vehicle, vehicle-infrastructure, infrastructure-infrastructure) intelligent transport systems, based on:	4.1. The definition of necessary measures to further progress the development and implementation of cooperative (vehicle-vehicle, vehicle-infrastructure, infrastructure-infrastructure) intelligent transport systems, <b>in particular to support CCAM</b> , based on:	4.1. The definition of necessary measures to further progress the development and implementation of cooperative (vehicle-vehicle, vehicle-infrastructure, infrastructure-infrastructure) intelligent transport systems, <u><i>in particular to support CCAM</i></u> , based on:

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				B  Text Origin: Council Mandate
Annex I, 6 paragraph, point (4.1.1)				
G 219	4.1.1. the facilitation of the exchange of data or information between vehicles, between infrastructures and between vehicles and infrastructures;	4.1.1. the facilitation of the exchange of data or information between vehicles, between infrastructures and between vehicles and infrastructures;	4.1.1. the facilitation of the exchange of data or information between vehicles, between infrastructures and between <b>vehicles and infrastructures and between other road users and</b> vehicles and infrastructures;	4.1.1. <u>the facilitation of the exchange of data or information between vehicles, between infrastructures and between <b>vehicles and infrastructures and between other road users and</b> vehicles and infrastructures;</u>  B

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Council Mandate
Annex I, 6 paragraph, point (4.1.2)				
220	4.1.2. the availability of the relevant data or information to be exchanged to the respective vehicle or road infrastructure parties;	4.1.2. the availability of the relevant data or information to be exchanged to the respective vehicle or road infrastructure parties;	4.1.2. the availability of the relevant data or information to be exchanged to the respective vehicle or road infrastructure parties;	4.1.2. the availability of the relevant data or information to be exchanged to the respective vehicle or road infrastructure parties;  Text Origin: Commission Proposal
Annex I, 6 paragraph, point (4.1.3)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
221	4.1.3. the use of a standardised message format for the exchange of data or information between the vehicle and the infrastructure;	4.1.3. the use of a standardised message format for the exchange of data or information between the vehicle and the infrastructure;	4.1.3. the use of a standardised message format for the exchange of data or information between the vehicle and the infrastructure;	4.1.3. the use of a standardised message format for the exchange of data or information between the vehicle and the infrastructure;  Text Origin: Commission Proposal
Annex I, 6 paragraph, point (4.1.4)				
222	4.1.4. the definition of a communication infrastructure for data or information exchange between vehicles, between infrastructures and between vehicles and infrastructures;	4.1.4. the definition of a <u>secure, accurate and reliable</u> communication infrastructure for data or information exchange between vehicles, between	4.1.4. the definition of a communication infrastructure for data or information exchange between vehicles, between infrastructures and between vehicles and infrastructures;	4.1.4. the definition of <u>an accurate and reliable</u> communication infrastructure for data or information exchange between vehicles, between

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
		infrastructures and between vehicles and infrastructures;		infrastructures and between vehicles and infrastructures;  B  Text Origin: EP Mandate
Annex I, 6 paragraph, point (4.1.5)				
223	4.1.5. the use of standardisation processes to adopt the respective architectures.	4.1.5. the use of standardisation processes to adopt the respective architectures.	4.1.5. the use of standardisation processes to adopt the respective architectures.	4.1.5. the use of standardisation processes to adopt the respective architectures.  Text Origin: Commission Proposal

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, 2 paragraph				
224	4.2. Specifications for services	4.2. Specifications for services	4.2. Specifications for services	4.2. Specifications for services  Text Origin: Commission Proposal
Annex I, 2 paragraph, point (4.2.1)				
225	4.2.1. C-ITS information and warning services based on status data that increase the awareness of transport users of upcoming traffic situations;	4.2.1. C-ITS information and warning services based on status data that increase the awareness of transport users of upcoming traffic situations;	4.2.1. C-ITS information and warning services based on status data that increase the awareness of transport users of upcoming traffic situations;	4.2.1. C-ITS information and warning services based on status data that increase the awareness of transport users of upcoming traffic situations;

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, 2 paragraph, point (4.2.2)				
226	4.2.2. C-ITS information and warning services based on observations that further increase the awareness of transport users on upcoming traffic situations, including non-connected transport users;	4.2.2. C-ITS information and warning services based on observations that further increase the awareness of transport users on upcoming traffic situations, including non-connected transport users;	4.2.2. C-ITS information and warning services based on observations that further increase the awareness of transport users on upcoming traffic situations, including non-connected transport users;	4.2.2. C-ITS information and warning services based on observations that further increase the awareness of transport users on upcoming traffic situations, including non-connected transport users;  Text Origin: Commission Proposal
Annex I, 2 paragraph, point (4.2.3)				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
227	4.2.3. C-ITS services based on intentions that allow vehicles to deal with complex traffic scenarios and enable highly automated driving;	4.2.3. C-ITS services based on intentions that allow vehicles to deal with complex traffic scenarios and enable highly automated driving;	4.2.3. C-ITS services based on intentions that allow vehicles to deal with complex traffic scenarios and enable highly automated driving;	4.2.3. C-ITS services based on intentions that allow vehicles to deal with complex traffic scenarios and enable highly automated driving;  Text Origin: Commission Proposal
Annex I, 2 paragraph, point (4.2.4)				
228	4.2.4. C-ITS infrastructure services to support automated driving.	4.2.4. C-ITS infrastructure services to support automated driving.	4.2.4. C-ITS infrastructure services to support automated driving.	4.2.4. C-ITS infrastructure services to support automated driving.

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
				Text Origin: Commission Proposal
Annex I, 3 paragraph				
229	4.3. Specifications for the EU C-ITS security credential management system	4.3. Specifications for the EU C-ITS security credential management system	4.3. Specifications for the EU C-ITS security credential management system	4.3. Specifications for the EU C-ITS security credential management system  Text Origin: Commission Proposal
Annex I, 3 paragraph, point (4.3.1)				
230				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	4.3.1. certificate policy for the management of public key certificates for C-ITS services;	4.3.1. certificate policy for the management of public key certificates for C-ITS services;	4.3.1. certificate policy for the management of public key certificates for C-ITS services;	4.3.1. certificate policy for the management of public key certificates for C-ITS services;  Text Origin: Commission Proposal
Annex I, 3 paragraph, point (4.3.2)				
231	4.3.2. laying down the role of the C-ITS certificate policy authority, the C-ITS trust list manager and the C-ITS point of contact;	4.3.2. laying down the role of the C-ITS certificate policy authority, the C-ITS trust list manager and the C-ITS point of contact;	4.3.2. laying down the role of the C-ITS certificate policy authority, the C-ITS trust list manager and the C-ITS point of contact;	4.3.2. laying down the role of the C-ITS certificate policy authority, the C-ITS trust list manager and the C-ITS point of contact;  Text Origin: Commission Proposal
Annex I, 3 paragraph, point (4.3.3)				
232				

	Commission Proposal	EP Mandate	Council Mandate	Draft Agreement
	4.3.3. security policy for the management of information security in C-ITS.?	4.3.3. security policy for the management of information security in C-ITS.?	4.3.3. security policy for the management of information security in C-ITS.?	4.3.3. security policy for the management of information security in C-ITS.?  Text Origin: Commission Proposal
Annex II				
232.1	Annex II			<b><u>ANNEXES II to IV ARE SET OUT IN SEPARATE TABLE</u></b>
Annex II, first paragraph				
233				<b><u>ANNEXES II to IV ARE SET OUT IN SEPARATE TABLE</u></b>

	<b>Commission Proposal</b>	<b>EP Mandate</b>	<b>Council Mandate</b>	<b>Draft Agreement</b>
	PRINCIPLES FOR SPECIFICATIONS AND DEPLOYMENT OF ITS	PRINCIPLES FOR SPECIFICATIONS AND DEPLOYMENT OF ITS	PRINCIPLES FOR SPECIFICATIONS AND DEPLOYMENT OF ITS	

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