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## REPORT

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From:	General Secretariat of the Council
To:	Permanent Representatives Committee
No. prev. doc.:	ST 6167/6/23 REV 6 ST 15281/22 ADD1 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 <ul style="list-style-type: none"><li>– Preparation for the trilogue</li><li>– Annexes II to IV</li></ul>

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This addendum covers the four-column document in respect of Annexes II to IV of the proposal.

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** in the text.

In particular, the new compromise proposal for the obligation to make ITS data and services available is set out in lines 17 to 30a, page 20 to 27.

**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 - 2021/0419(COD)-**

**ANNEXES II TO IV**

<b><u>Commission Proposal</u></b>				
1	<b>PRINCIPLES FOR SPECIFICATIONS AND DEPLOYMENT OF ITS</b>			
2	<b>(as referred to in Articles 5, 6, 7 and 8)</b>			
3	The adoption of specifications, the issuing of mandates for standards and the selection and deployment of ITS applications and services shall be based upon an evaluation of needs involving all relevant stakeholders, and shall comply with the following principles. These measures shall:			
4	(a)	be effective	–	make a tangible contribution towards solving the key challenges affecting road transportation in Europe (e.g. reducing congestion, lowering of emissions, improving energy efficiency, attaining higher levels of safety and security including vulnerable road users);
5	(b)	be cost-efficient	–	optimise the ratio of costs in relation to output with regard to meeting objectives;

6	(c)	be proportionate	–	provide, where appropriate, for different levels of achievable service quality and deployment, taking into account the local, regional, national and European specificities;
7	(d)	support continuity of services	–	ensure seamless services across the Union, in particular on the trans-European network, and where possible at its external borders, when ITS services are deployed. Continuity of services should be ensured at a level adapted to the characteristics of the transport networks linking countries with countries, and where appropriate, regions with regions and cities with rural areas;
8	(e)	deliver interoperability	–	ensure that systems and the underlying business processes have the capacity to exchange data and to share information and knowledge to enable effective ITS service delivery;
9	(f)	support backward compatibility	–	ensure, where appropriate, the capability for ITS systems to work with existing systems that share a common purpose, without hindering the development of new technologies and while supporting, where relevant, the complementarity with or transition to new technologies;
10	(g)	respect existing national infrastructure and network characteristics	–	take into account the inherent differences in the transport network characteristics, in particular in the sizes of the traffic volumes and in road weather conditions;

11	(h)	promote equality of access	–	do not impede or discriminate against access to ITS applications and services by vulnerable road users. Where relevant, be accessible for persons with disabilities in line with the accessibility requirements of Annex I of Directive 2019/882 when the ITS applications and services are meant to interface or provide information to ITS users with disabilities;
12	(i)	support maturity	–	demonstrate, after appropriate risk assessment, the robustness of innovative ITS systems, through a sufficient level of technical development and operational exploitation;
13	(j)	deliver quality of timing and positioning	–	ensure the compatibility of ITS applications and services, which rely on timing or positioning, with at least the navigation services provided by the Galileo, including Open Service navigation Message Authentication, when such service becomes available, and the European Geostationary Navigation Overlay Service ('EGNOS') systems.  Where appropriate, ensure that ITS applications and services relying on Earth observation data use Copernicus data, information or services. Other data and services may additionally be used in addition to Copernicus data;
14	(k)	facilitate inter-modality	–	take into account the coordination of various modes of transport, where appropriate, when deploying ITS;
15	(l)	respect coherence	–	take into account existing Union rules, policies and activities which are relevant in the field of ITS, in particular in the field of standardisation;
16	(m)	deliver transparency and trust	–	ensure transparency of ranking when proposing mobility options to the customers.

			<u>EP Mandate</u>	<u>Council Mandate</u>	<u>Agreement or compromise suggestion</u>
4	(a)	be effective	make a tangible contribution towards solving the key challenges affecting road transportation in Europe (e.g. reducing congestion, <i>anticipating emergency situations, weather phenomena</i> , lowering of emissions, improving energy efficiency, attaining higher levels of safety and security including vulnerable road users);	make a tangible contribution towards solving the key challenges affecting road transportation in Europe (e.g. reducing congestion, lowering of emissions, improving energy efficiency, attaining higher levels of safety and security including vulnerable road users);	B make a tangible contribution towards solving the key challenges affecting road transportation in Europe (e.g. reducing congestion, <i>addressing emergency situations, weather phenomena</i> , lowering of emissions, improving energy efficiency, attaining higher levels of safety and security including vulnerable road users);
5	(b)	be cost-efficient	optimise the ratio of costs in relation to output with regard to meeting objectives;	optimise the ratio of costs in relation to output with regard to meeting objectives;	optimise the ratio of costs in relation to output with regard to meeting objectives;
6	(c)	be proportionate	provide, where appropriate, for different levels of achievable service quality and deployment, taking into account the local, regional, national and European specificities;	provide, where appropriate, for different levels of achievable service quality and deployment, taking into account the local, regional, national and European specificities;	provide, where appropriate, for different levels of achievable service quality and deployment, taking into account the local, regional, national and European specificities;

7	(d)	support continuity of services	ensure seamless services across the Union, in particular on the trans-European network, and where possible at its external borders, when ITS services are deployed. Continuity of services should be ensured at a level adapted to the characteristics of the transport networks linking countries with countries, and where appropriate, regions with regions and cities with rural areas;	ensure seamless services across the Union, in particular on the trans-European network, and where possible at its external borders, when ITS services are deployed. Continuity of services should be ensured at a level adapted to the characteristics of the transport networks linking countries with countries, and where appropriate, regions with regions and cities with rural areas;	ensure seamless services across the Union, in particular on the trans-European network, and where possible at its external borders, when ITS services are deployed. Continuity of services should be ensured at a level adapted to the characteristics of the transport networks linking countries with countries, and where appropriate, regions with regions and cities with rural areas;
8	(e)	deliver interoperability	ensure that systems <i>applications, services,</i> and the underlying business processes have the capacity to exchange data and to share information and knowledge <i>in a secure and trusted environment</i> and <i>in a standardised format</i> to enable effective ITS service delivery;	ensure that systems and the underlying business processes have the capacity to exchange data and to share information and knowledge to enable effective ITS service delivery;	B ensure that systems <i>applications, services,</i> and the underlying business processes have the capacity to exchange data and to share information and knowledge <i>in a standardised format</i> to enable effective ITS service delivery;

9	(f)	support backward compatibility	ensure, where appropriate, the capability for ITS systems to work with existing systems that share a common purpose, without hindering the development of new technologies and while supporting, where relevant, the complementarity with or transition to new technologies;	ensure, where <b>appropriatejustified</b> , the capability for ITS systems to work with existing systems that share a common purpose, without hindering the development of new technologies and while supporting, where relevant, the complementarity with or transition to new technologies;	C ensure, where <b>appropriatejustified</b> , the capability for ITS systems to work with existing systems that share a common purpose, without hindering the development of new technologies and while supporting, where relevant, the complementarity with or transition to new technologies;
10	(g)	respect existing national infrastructure and network characteristics	take into account the inherent differences in the transport network characteristics, in particular in the sizes of the traffic volumes and in road weather conditions <b>and the automation of infrastructures;</b>	take into account the inherent differences in the transport network characteristics, in particular in the sizes of the traffic volumes and in road weather conditions;	B take into account the inherent differences in the transport network characteristics, in particular in the sizes of the traffic volumes and in road weather conditions <b>and the specificities of infrastructures;</b>
11	(h)	promote equality of access	do not impede or discriminate against access to ITS applications and services by <b>any</b> road user. <b>Specifically for vulnerable road users, ITS applications and services</b>	do not impede or discriminate against access to ITS applications and services by vulnerable road users. Where relevant, be	B do not impede or discriminate against access to ITS applications and services by

			be accessible for persons with disabilities in line with the accessibility requirements of Annex I of Directive 2019/882 when the ITS applications and services are meant to interface or provide information to ITS users with disabilities;	accessible for persons with disabilities in line with the accessibility requirements of Annex I of Directive 2019/882 when the ITS applications and services are meant to interface or provide information to ITS users with disabilities; <b>be user-friendly towards persons with limited digital knowledge;</b>	vulnerable road users. Where relevant, be accessible for persons with disabilities in line with the accessibility requirements of Annex I of Directive 2019/882 when the ITS applications and services are meant to interface or provide information to ITS users with disabilities; <b>be user-friendly towards persons with limited digital knowledge;</b>
12	(i)	support maturity	demonstrate, after appropriate risk assessment, <i>including tests under real life conditions, across vehicle manufacturers and infrastructure providers</i> , the robustness of innovative ITS systems, through a sufficient level of technical development and operational exploitation, <i>as a basis for compliance assessment schemes</i>	demonstrate, after appropriate risk assessment, the robustness of innovative ITS systems, through a sufficient level of technical development and operational exploitation;	B demonstrate, after appropriate risk assessment, <i>including where appropriate tests under real life conditions, across vehicle and device manufacturers and infrastructure providers</i> , the robustness of innovative ITS systems, through a sufficient level of technical development and operational exploitation
13	(j)	deliver quality of	ensure the compatibility of ITS applications and services, which rely on timing or positioning, with at least the	ensure the compatibility of ITS applications and services, which rely on timing or positioning, with at least the	B

		<p>timing and positioning</p>	<p>navigation services provided by the Galileo, including Open Service navigation Message Authentication, when such service becomes available, and the European Geostationary Navigation Overlay Service ('EGNOS') systems.</p> <p>Where appropriate, ensure that ITS applications and services relying on Earth observation data use Copernicus data, information or services. Other data and services may additionally be used in addition to Copernicus data;</p>	<p>navigation services provided by the Galileo, including Open Service navigation Message Authentication <b>and other Galileo services such as High Accuracy Service</b>, when such service becomes available, and the European Geostationary Navigation Overlay Service ('EGNOS') systems.</p> <p>Where appropriate, ensure that ITS applications and services relying on Earth observation data use Copernicus data, information or services. Other data and services may additionally be used in addition to Copernicus data;</p>	<p>ensure the compatibility of ITS applications and services, which rely on timing or positioning, with at least the navigation services provided by the Galileo, including Open Service navigation Message Authentication <b>and other Galileo services such as High Accuracy Service</b>, when such service becomes available, and the European Geostationary Navigation Overlay Service ('EGNOS') systems.</p> <p>Where appropriate, ensure that ITS applications and services relying on Earth observation data use Copernicus data, information or services. Other data and services may additionally be used in addition to Copernicus data;</p>
14	(k)	<p>facilitate inter-modality</p>	<p>take into account the coordination of all modes of transport relevant to this Directive, and in particular cycling and walking, when deploying ITS <i>by ensuring</i>,</p>	<p>take into account the coordination of various modes of transport, where appropriate, when deploying ITS;</p>	B

			<i>although not limited to, interoperability of systems, data exchange and applications across modes;</i>		take into account the coordination of various modes of transport, where appropriate, when deploying ITS;
15	(l)	respect coherence	take into account existing Union rules, policies and activities which are relevant in the field of ITS, in particular in the field of standardisation <i>and, for specifications, the principle of technological neutrality as laid down in Directive 2018/1972</i>	take into account existing Union rules, policies and activities which are relevant in the field of ITS, in particular in the field of standardisation <b>and, for specifications, the principle of technological neutrality as laid down in Directive 2018/1972;</b>	B  take into account existing Union rules, policies and activities which are relevant in the field of ITS, in particular in the field of standardisation <b>and, for specifications, the principle of technological neutrality as laid down in Directive 2018/1972;</b>
16	(m)	deliver transparency and trust	ensure transparency of ranking, <i>including on environmental effects</i> , when proposing mobility options to the customers	<b>ensure</b> deliver transparency, for instance <b>by ensuring</b> transparency of ranking when proposing mobility options to the customers.	C  <b>ensure</b> deliver transparency, for instance <b>by ensuring</b> transparency of ranking, <i>including on environmental effects</i> , when proposing mobility options to the customers.

<b><u>Commission proposal</u></b>			<b><u>EP Mandate</u></b>		
<b>Data type</b>	<b>Geographical coverage</b>	<b>Date</b>	<b>Data type</b>	<b>Geographical coverage</b>	<b>Date</b>
17	<b>Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/962<sup>1</sup>):</b>		<b>Types of data on regulations and restrictions (as referred to in Commission Delegated Regulation (EU) 2015/962<sup>2</sup>):</b>		

<sup>1</sup> 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).

<sup>2</sup> 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).

18	<p>Static and dynamic traffic regulations, where applicable, including:</p> <ul style="list-style-type: none"> <li>- access conditions for tunnels</li> <li>- access conditions for bridges</li> <li>- speed limits</li> <li>- freight delivery regulations</li> <li>- overtaking bans on heavy goods vehicles</li> <li>- direction of travel on reversible lanes</li> </ul>	<p>The trans-European network for roads, other motorways not included in that network and primary roads</p>	<p>31 December 2025</p>	<p>Static and dynamic traffic regulations, where applicable, <b>concerning the following data types:</b></p> <ul style="list-style-type: none"> <li>- access conditions for tunnels</li> <li>- access conditions for bridges</li> <li>- speed limits</li> <li>- freight delivery regulations</li> <li>- overtaking bans on heavy goods vehicles</li> <li>- direction of travel on reversible lanes</li> <li>- <b>weight/length/width/height restrictions</b></li> <li>- <b>one-way street</b></li> </ul>	<p>The trans-European network for roads, other motorways not included in that network and primary roads</p>	<p>31 December 2025</p>
19		<p>The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads</p>	<p>31 December 2028</p>		<p>The entire road network of the EU that is publicly accessible to motorised traffic, <b>as well as cycling infrastructure alongside this</b></p>	<p>31 December 2028</p>

						<b>network</b> , with the exception of private roads	
20	- traffic circulations plans	The entire road network that is publicly accessible to motorised traffic	31 December 2025	traffic circulations plans		The entire road network that is publicly accessible to motorised traffic, <b>as well as cycling infrastructure alongside this network</b>	31 December 2025
21	- permanent access restrictions	The entire road network that is publicly accessible to motorised traffic	31 December 2025	<ul style="list-style-type: none"> <li>- <b>urban vehicle access regulations</b></li> <li>- <b>boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones</b></li> </ul>		The entire road network that is publicly accessible to motorised traffic, <b>as well as cycling infrastructure alongside this network</b>	31 December 2025

22	Types of data on the state of the network (as referred to in Commission Delegated Regulation (EU) 2015/962):			Types of data on the state of the network (as referred to in Commission Delegated Regulation (EU) 2015/962):		
23	<ul style="list-style-type: none"> <li>- road closures</li> <li>- lane closures</li> <li>- roadworks</li> <li>- temporary traffic management measures</li> </ul>	The trans-European network for roads, other motorways not included in that network and primary roads	31 December 2025	<ul style="list-style-type: none"> <li>- road closures</li> <li>- lane closures</li> <li>- roadworks</li> <li>- temporary traffic management measures</li> <li>- <i>poor road conditions</i></li> <li>- <i>accidents and incidents including VRUs</i></li> </ul>	The trans-European network for roads, other motorways not included in that network and primary roads	31 December 2025
24		The entire road network of the EU that is publicly accessible to motorised	31 December 2028		The entire road network of the EU that is publicly accessible to motorised traffic, <i>as well as cycling</i>	31 December 2028

		traffic, with the exception of private roads			<i>infrastructure alongside this network</i> with the exception of private roads	
25	<b>Types of data on safe and secure parking places for trucks and commercial vehicles (as referred to in Commission Delegated Regulation (EU) No 885/2013<sup>3</sup>):</b>			<b>Types of data on safe and secure parking places for trucks and commercial vehicles (as referred to in Commission Delegated Regulation (EU) No 885/2013<sup>4</sup>):</b>		
26	<ul style="list-style-type: none"> <li>- static data related to the parking areas</li> <li>- information on safety and equipment of the parking area</li> <li>- dynamic data on availability of parking places including whether a</li> </ul>	The trans-European network for roads and other motorways not included in that network	31 December 2025	<ul style="list-style-type: none"> <li>- static data related to the parking areas</li> <li>- information on safety and equipment of the parking area <b><i>including information about security measures</i></b></li> </ul>	The trans-European network for roads and other motorways not included in that network	31 December 2025

<sup>3</sup> 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).

<sup>4</sup> 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).

	parking is: full, closed or number of free places available.			<p><i>existent and relevant to all drivers, including vulnerable persons, and truck drivers</i></p> <ul style="list-style-type: none"> <li>- dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available.</li> </ul>		
7	<b>Data on detected road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013<sup>5</sup>):</b>			<b>Data on detected road safety-related events or conditions (as referred to in Commission Delegated Regulation (EU) No 886/2013<sup>6</sup>):</b>		

<sup>5</sup> Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6).

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

28	<ul style="list-style-type: none"> <li>- temporary slippery road</li> <li>- animal, people, obstacles, debris on the road</li> <li>- unprotected accident area</li> <li>- short-term road works</li> <li>- reduced visibility</li> <li>- wrong-way driver</li> <li>- unmanaged blockage of a road</li> <li>- exceptional weather conditions</li> </ul>	The trans-European network for roads and other motorways not included in that network	31 December 2026	<ul style="list-style-type: none"> <li>- temporary slippery road</li> <li>- animal, people, obstacles, debris on the road</li> <li>- unprotected accident area</li> <li>- short-term road works</li> <li>- reduced visibility</li> <li>- wrong-way driver</li> <li>- unmanaged blockage of a road</li> <li>- exceptional weather conditions</li> <li>- <i>high risk accidents such as accidents with toxic emissions, resulting in road closure</i></li> </ul>	The trans-European network for roads and other motorways not included in that network	31 December 2026
29	<b>Types of multimodal static travel data (as referred to in Commission Delegated Regulation (EU) 2017/1926<sup>7</sup>):</b>			<b>Types of multimodal static travel data (as referred to in Commission Delegated Regulation (EU) 2017/1926<sup>8</sup>):</b>		

<sup>7</sup> Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services (OJ L 272, 21.10.2017, p. 1).

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

30	Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators)	The entire transport network of the EU	31 December 2026	Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators)	The entire transport network of the EU <b><i>as well as cycling infrastructure alongside this network,</i></b>	31 December 2026
31				<b><i>Types of data on regulations and restrictions (as referred to in Regulation (EU) [..../..] of the European Parliament and of the Council on the deployment of alternative fuels infrastructure):</i></b>		

32				<p><b>Alternative fuels infrastructure</b></p> <ul style="list-style-type: none"> <li>- <i>static data on number of electric recharging and hydrogen refuelling stations</i></li> <li>- <i>dynamic data on availability of alternative fuels infrastructure</i></li> </ul>	<p><b>The trans-European network for roads, other motorways not included in that network and primary roads</b></p>	<p><b>31 December 2025</b></p>
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33				<p><b>Alternative fuels infrastructure for safe and secure parking places for trucks and commercial vehicles</b></p> <ul style="list-style-type: none"> <li>- <i>static data on number of electric recharging and hydrogen refuelling stations at each safe and secure parking places for trucks and commercial vehicles;</i></li> <li>- <i>dynamic data on availability of alternative fuels infrastructure;</i></li> </ul>	<p><b>The trans-European network for roads, other motorways not included in that network and primary roads</b></p>	<p><b>31 December 2025</b></p>
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<b><u>Compromise proposal</u></b>				
	<b>Data type</b>	<b>Geographical coverage</b>	<b>Date <u>referred in Article 6a(1), second subparagraph, first indent</u></b>	<b>Date referred in <u>Article 6a(1), second subparagraph, second indent</u></b>
17	<b><u>1. Data relating to the provision of EU-wide road traffic information and navigation services (as referred to in Annex I, Priority area I, paragraphs 1.2, 1.3)):</u></b>			
17a	1.1 <b><u>Category:</u></b> Static and dynamic traffic regulations, where applicable, concerning:			
18	<b><u>Subcategory:</u></b> <ul style="list-style-type: none"> <li>- access conditions for tunnels</li> <li>- access conditions for bridges</li> <li>- speed limits</li> <li>- overtaking bans on heavy goods vehicles</li> <li>- <b><u>weight/length/width/height restrictions</u></b></li> </ul>	The trans-European <b><u>core</u></b> network for roads, <del>other motorways not included in that network</del> and primary roads.	31 December 2025	<b><u>31 December 2027</u></b>
19		<b><u>The comprehensive trans-European network for roads, other motorways and sections of primary roads, where the total annual average daily traffic is more than 8 500 vehicles, and all roads in the cities at the centre of each Urban Node as defined in</u></b>	31 December <b><u>2026</u></b> 2028	<b><u>31 December 2028</u></b>

		<p><b><u>Article 3, point (p), of Regulation 1315/2013<sup>9</sup> and listed in that Regulation<sup>10</sup>, including those administered by the cities. The Member State may choose to limit the coverage in cities at the centre of Urban Nodes to streets where the annual daily traffic is more than 8 500 vehicles. The Member State taking that decision shall notify the Commission thereof by [date of column 3]</u></b></p> <p>The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads</p>		
19a	<p><b><u>Subcategory:</u></b></p> <p><b><u>- one-way street</u></b></p>	<p><b><u>Road infrastructure in the cities at the centre of each Urban Node as defined in Article 3, point (p), of the TEN-T Regulation</u></b></p>	<b><u>31 December 2025</u></b>	<b><u>31 December 2027</u></b>
19b	<p><b><u>Subcategory:</u></b></p> <p><b><u>- freight delivery regulations</u></b></p>	<p><b><u>Road infrastructure in the cities at the centre of each Urban Node as defined in Article 3, point (p), of the TEN-T Regulation</u></b></p>	<b><u>31 December 2026</u></b>	<b><u>Delegated acts to be adopted pursuant to Article 7(1a) (c)</u></b>

<sup>9</sup> Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU Text with EEA relevance (OJ L 348, 20.12.2013, p. 1).

<sup>10</sup> Through the revision of TEN-T, this reference will (automatically) encompass the expanded list of urban nodes.

19c	<p><b><u>Subcategory:</u></b></p> <ul style="list-style-type: none"> <li>- direction of travel on reversible lanes</li> </ul>	<p><b><u>The core and comprehensive trans-European network for roads, other motorways and sections of primary roads, where the total annual average daily traffic is more than 8 500 vehicles, and all roads in the cities at the centre of each Urban Node as defined in Article 3, point (p), of Regulation 1315/2013 and listed in that Regulation, including those administered by the cities. The Member State may choose to limit the coverage in cities at the centre of Urban Nodes to streets where the annual daily traffic is more than 8 500 vehicles. The Member State taking that decision shall notify the Commission thereof by [date of column 3]</u></b></p>	31 December 2026	<p><b><u>Delegated acts to be adopted pursuant to Article 7(1a) (c)</u></b></p>
20	<p><b><u>Subcategory:</u></b></p> <ul style="list-style-type: none"> <li>- traffic circulations plans</li> </ul>	<p><b><u>The core and comprehensive trans-European network for roads, other motorways and sections of primary roads, where the total annual average daily traffic is more than 8 500 vehicles, and all roads in the cities at the centre of each Urban Node as defined in Article 3, point (p), of Regulation 1315/2013 and listed in that Regulation, including those administered by the cities. The Member State may choose to limit the coverage in cities at the centre of Urban Nodes to streets where the annual daily traffic is more than 8 500 vehicles. The Member State taking that decision shall notify the Commission thereof by [date of column 3]</u></b></p> <p>The entire road network of the EU that is publicly accessible to motorised traffic</p>	31 December 2025	<p><b><u>Delegated acts to be adopted pursuant to Article 7(1a) (c)</u></b></p>

21	<p><b><u>Subcategory:</u></b></p> <p>- permanent access restrictions</p>	<p><b><u>The core and comprehensive trans-European network for roads, other motorways and sections of primary roads, where the total annual average daily traffic is more than 8 500 vehicles, and all roads in the cities at the centre of each Urban Node as defined in Article 3, point (p), of Regulation 1315/2013 and listed in that Regulation, including those administered by the cities. The Member State may choose to limit the coverage in cities at the centre of Urban Nodes to streets where the annual daily traffic is more than 8 500 vehicles. The Member State taking that decision shall notify the Commission thereof by [date of column 3]</u></b></p> <p>The entire road network of the EU that is publicly accessible to motorised traffic</p>	31 December <del>2025</del> <b>2026</b>	<b><u>Delegated acts to be adopted pursuant to Article 7(1a) (c)</u></b>
	<p><b><u>Subcategory:</u></b></p> <p>- <b><u>boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones</u></b></p>	<p><b><u>The core and comprehensive trans-European network for roads, other motorways and sections of primary roads, where the total annual average daily traffic is more than 8 500 vehicles, and all roads in the cities at the centre of each Urban Node as defined in Article 3, point (p), of Regulation 1315/2013 and listed in that Regulation, including those administered by the cities. The Member State may choose to limit the coverage in cities at the centre of Urban Nodes to streets where the annual daily traffic is more than 8 500 vehicles. The Member State taking that decision shall notify the Commission thereof by [date of column 3]</u></b></p>	<b>31 December 2026</b>	<b><u>Delegated acts to be adopted pursuant to Article 7(1a) (c)</u></b>

22	1.2 <b>Category:</b> Data types on the state of the network			
23	<b>Subcategory:</b> - road closures - lane closures - roadworks	The trans-European <b>core</b> network for roads, <del>other motorways not included in that network</del> and primary roads	31 December 2025	<b>Not applicable (note 1)</b>
24	<b>Subcategory:</b> - temporary traffic management measures	<b>The comprehensive trans-European network for roads</b> The entire road network of the EU that is publicly accessible to motorised traffic, with the exception of private roads	31 December <b>2026</b> 2028	<b>Not applicable (note 1)</b>
24	<b>Subcategory:</b> - temporary traffic management measures	<b>The trans-European core and comprehensive network for roads</b>	<b>31 December 2028</b>	<b>Not applicable (note 1)</b>
25	<b>2. Data relating to information and reservation services for safe and secure parking places for trucks and commercial vehicles (as referred to in Annex I, Priority area III, paragraph 3.2):</b>			
	<b>Category: static data</b> <b>Subcategory:</b> - static data related to the parking areas - information on safety and equipment of the parking area	The trans-European <b>core</b> network for roads, <del>other motorways not included in that network</del> and primary roads	31 December 2025	<b>31 December 2026</b>

26		<b>The comprehensive trans-European network for roads</b>	<b><u>31 December 2026</u></b>	<b><u>31 December 2027</u></b>
26a	<p><b><u>Category: dynamic data</u></b></p> <p><b><u>Subcategory:</u></b></p> <ul style="list-style-type: none"> <li>- dynamic data on availability of parking places including whether a parking is: full, closed or number of free places available.</li> </ul>	The trans-European <b><i>core and comprehensive</i></b> network for roads; other motorways not included in that network and primary roads	<b><u>31 December 2028</u></b>	<b><i>Not applicable (note 1)</i></b>
27	<b>3. Data on detected road safety-related events or conditions <i>relating to road-safety-related minimum universal traffic information (as referred to in Annex I, Priority area III, paragraph 3.3)</i>:</b>			
28	<p><b><u>Category: dynamic data</u></b></p> <p><b><u>Subcategory:</u></b></p> <ul style="list-style-type: none"> <li>- temporary slippery road</li> <li>- animal, people, obstacles, debris on the road</li> <li>- unprotected accident area</li> <li>- short-term road works</li> <li>- unmanaged blockage of a road</li> <li>- wrong-way driver</li> </ul>	The <b><i>core and comprehensive</i></b> trans-European network for roads and other motorways not included in that network	31 December <b><u>2025</u></b> <del>2026</del>	<b><i>Not applicable (note 1)</i></b>
28a	<p><b><u>Subcategory</u></b></p> <ul style="list-style-type: none"> <li>- reduced visibility</li> <li>- exceptional weather conditions</li> </ul>	The <b><i>core and comprehensive</i></b> trans-European network for roads and other motorways not included in that network	<b><u>31 December 2026</u></b>	<b><i>Not applicable (note 1)</i></b>

29	<b>4. Static multimodal traffic data <i>for EU-wide multimodal travel information services (as referred to in Annex I, Priority area I, paragraphs 1.1 and 1.3):</i></b>			
30	<b><u>Category:</u></b> Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators)	The entire transport network of the EU <b><u>Urban nodes as defined in Article 3, point (p), of Regulation 1315/2013 and listed in that Regulation, including those administered by the cities</u></b>	31 December 2026	<b><u>Delegated acts to be adopted pursuant to Article 7(1a) (c)</u></b>
30a		<b><u>The entire transport network of the EU</u></b>	<b><u>31 December 2028</u></b>	<b><u>Delegated acts to be adopted pursuant to Article 7(1a) (c)</u></b>
31	<b><u>Delete (completely covered in AFIR)</u></b>			
32	<b><u>Delete (completely covered in AFIR)</u></b>			
33	<b><u>Delete (completely covered in AFIR)</u></b>			

	EP Mandate = Commission Proposal			<u>Compromise</u>														
	List of ITS services			List of ITS services														
34	<table border="1"> <thead> <tr> <th>Service</th> <th>Geographical coverage</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Road safety-related minimum universal traffic information (SRTI) service (as referred to in Commission Delegated Regulation (EU) No 886/2013)</td> <td>The trans-European network for roads and other motorways not included in that network</td> <td>31 December 2026</td> </tr> </tbody> </table>	Service	Geographical coverage	Date	Road safety-related minimum universal traffic information (SRTI) service (as referred to in Commission Delegated Regulation (EU) No 886/2013)	The trans-European network for roads and other motorways not included in that network	31 December 2026			<table border="1"> <thead> <tr> <th>Service</th> <th>Geographical coverage</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Road safety-related minimum universal traffic information (SRTI) service <u>as referred to in Annex I, priority area III, paragraph 3.3</u></td> <td>The <u>core and comprehensive</u> trans-European network for roads <del>and other motorways</del> not included in that network</td> <td>31 December 2026</td> </tr> </tbody> </table>	Service	Geographical coverage	Date	Road safety-related minimum universal traffic information (SRTI) service <u>as referred to in Annex I, priority area III, paragraph 3.3</u>	The <u>core and comprehensive</u> trans-European network for roads <del>and other motorways</del> not included in that network	31 December 2026		
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