

ITS Action plan and Directive

- **European ITS Architecture** which is at higher level represented by:
 - [European ITS Action Plan](#)
 - [European ITS Directive](#)
- and 3 Delegated acts
 - [SRTI](#)
 - [Parking](#)
 - [RTTI](#)

Primary versus secondary law

- Every action taken by the EU is founded on the treaties. These binding agreements between EU member countries set out EU objectives, rules for EU institutions, how decisions are made and the relationship between the EU and its members.
- Treaties are the starting point for EU law and are known in the EU as primary law.
- The body of law that comes from the principles and objectives of the treaties is known as **secondary law**; and includes **regulations, directives, decisions, recommendations** and **opinions**.

Primary law

EU treaties

- The treaties lay down the objectives of the European Union, the rules for EU institutions, how decisions are made and the relationship between the EU and its member countries. The EU treaties have from time to time been amended to reform the EU institutions and to give it new areas of responsibility. They have also been amended to allow new EU countries to join the EU.
- The treaties are negotiated and agreed by all the EU countries and then ratified by their parliaments, sometimes following a referendum.

Regulations

- Regulations are legal acts that apply automatically and uniformly to all EU countries as soon as they enter into force, without needing to be transposed into national law. They are binding in their entirety on all EU countries.

Secondary law

Directives

- Directives require EU countries to achieve a certain result, but leave them free to choose how to do so. EU countries must adopt measures to incorporate them into national law (transpose) in order to achieve the objectives set by the directive. National authorities must communicate these measures to the European Commission.
- Transposition into national law must take place by the deadline set when the directive is adopted (generally within 2 years). When a country does not transpose a directive, the Commission may initiate [infringement proceedings](#).

Decisions

- A decision shall be binding in its entirety. A decision which specifies those to whom it is addressed shall be binding only on them.

Secondary law

Delegated acts

- Delegated acts are legally binding acts that enable the Commission to supplement or amend non-essential parts of EU legislative acts, for example, in order to define detailed measures.
- The Commission adopts the delegated act and if Parliament and Council have no objections, it enters into force.

Implementing acts

- Implementing acts are legally binding acts that enable the Commission – under the supervision of committees consisting of EU countries' representatives – to set conditions that ensure that EU laws are applied uniformly.

Secondary law

Recommendations

- Recommendations allow the EU institutions to make their views known and to suggest a line of action without imposing any legal obligation on those to whom it is addressed. They have no binding force.

Opinions

- An 'opinion' is an instrument that allows the EU institutions to make a statement, without imposing any legal obligation on the subject of the opinion. An opinion has no binding force.

EU countries implement

Regulations and decisions

- National authorities must ensure they are correctly applied.

Directives

- Each directive contains a deadline by which EU countries must incorporate its provisions into their national legislation and inform the Commission to that effect.
- The Commission assists member countries in correctly implementing all EU laws. It provides online information, implementation plans, guidance documents and organises expert-group meetings.

Directives and Standards

- The mission of the European Community is the free movement of goods, services, capital and labor within the European domestic market.
- The EU member states are tasked with implementing the EU directives within their national laws.
- https://ec.europa.eu/growth/single-market/european-standards/harmonised-standards/electromagnetic-compatibility_en

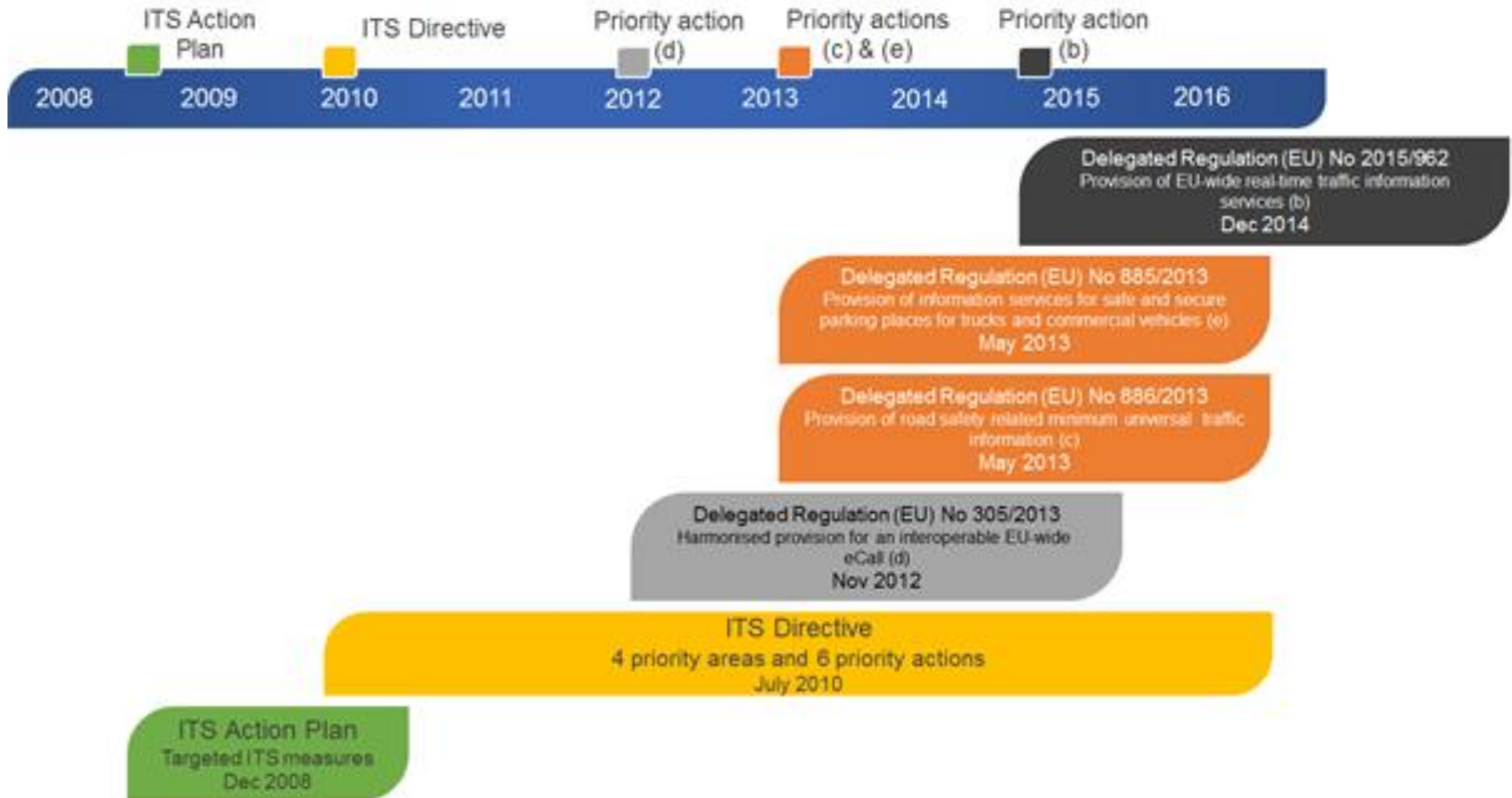
Harmonized standard

- A harmonized standard "is a European standard elaborated on the basis of a request from the European Commission to a recognized European Standards Organisation (CEN, CENELEC or ETSI) to develop a European standard that provides solutions for compliance with a legal provision.
- Compliance with harmonized standards provides a presumption of conformity with the corresponding requirements of harmonization legislation. Manufacturers, other economic operators or conformity assessment bodies can use harmonised standards to demonstrate that products, services or processes comply with relevant EU legislation."
- [List of Harmonised Standards](#)

Harmonized standard

- “New Approach” European Directives define essential safety requirements that are given technical detail in standards.
- The European Commission then issues a standardization request (called a "mandate") that a "harmonized" European Standard describing these technical details is to be developed.
- These European Standards are then to be adopted at national level. Products manufactured according to these standards can be presumed to comply with the essential requirements of the relevant directive and can thus be placed on the European market (“presumption of conformity”).

Perspective



ITS Action plan – Action area

6.1. Action Area 1: Optimal use of road, traffic and travel data

Many state-of-the-art ITS applications rely on an accurate knowledge of both the characteristics of the road network and the traffic regulations applicable (e.g. one-way streets and speed limits). Whilst in the past the bulk of this knowledge was provided by authorities, there is a trend towards the utilisation of commercial sources. Where road safety is at stake it is essential that this information is validated and made available to all players on a fair and equitable basis, in view of ensuring a safe and orderly management of traffic. This applies, in particular, to digital mapping, including its inherent processes for data collection, validation and timely updating.

Similar considerations apply to the provision of (real-time) traffic and travel information services. Specific issues include the notion of "universal traffic messages", i.e. the type of messages to be provided free of charge to all road users as a public information service, the consistency of the information between the various sources, and the need to comply with prescriptions imposed by network management operations.

The following actions are proposed:

Action | Target date |

1.1 | Definition of procedures for the provision of EU-wide real-time traffic and travel information services, addressing notably the following aspects: provision of traffic information services by the private sector provision of traffic regulation data by the transport authorities guaranteed access by public authorities to safety-related information collected by private companies guaranteed access by private companies to relevant public data | 2010 |

1.2 | Optimisation of the collection and provision of road data and traffic circulation plans, traffic regulations and recommended routes (in particular for heavy goods vehicles) | 2012 |

Action | Target date |

1.4 | Definition of specifications for data and procedures for the free provision of minimum universal traffic information services (including definition of the repository of messages to be provided) | 2012 |

1.5 | Promotion of the development of national multimodal door-to-door journey planners, taking due account of public transport alternatives, and their interconnection across Europe | 2009 to 2012 |

ITS Directive 2010/40/EU

- Defines 6 Priority Actions „for the development and use of specifications and standards“:
 - a) the provision of EU-wide **multimodal travel information** services
 - b) The provision of EU-wide **real-time traffic information** services
 - c) Data and procedures for the provision, where possible, of road **safety related** minimum universal **traffic information** free of charge to users
 - d) The harmonised provision for an interoperable EU-wide **eCall**
 - e) The provision of **information services for safe and secure parking places for trucks** and commercial vehicles
 - f) The provision of **reservation services for safe and secure parking places for trucks** and commercial vehicles

ITS Directive 2010/40/EU

Priority Action	Description	Status
a	The provision of EU-wide multimodal travel information services	Expected for 2016
b	The provision of EU-wide real-time traffic information services	Delegated Regulation expected by End of June 2016
c	Data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users	Delegated Regulation No 886/2013
d	The harmonised provision for an interoperable EU-wide eCall	Delegated Regulation No 305/2013
e	The provision of information services for safe and secure parking places for trucks and commercial vehicles	Delegated Regulation No 885/2013
f	The provision of reservation services for safe and secure parking places for trucks and commercial vehicles	On ice

EW and ITS Action plan

Traveller Information Services - Core Services	CS1 Pre-trip and on-trip Road user Information services	Real-time event information	Traffic Management - Core Services	CS1 Management of sensitive road segments	Dynamic lane management
		Traffic conditions (real-time and predictive)			Speed control
		Travel time (real-time and predictive)			Ramp metering
		Weather information (real-time and predictive)			Hard shoulder running
		Speed limits information (permanent and temporary)			Incident warning
	CS2 Co-modal information services	CS2 Traffic Management on corridors and network	CS3 Incident management		



Freight & Logistic - Core Services	CS1 Intelligent truck parking
	CS2 Access to abnormal and hazardous transport regulation

Evaluation EG and EasyWay management

Future EasyWay II guidelines and ES work