



# Impacts of the revised RTTI Delegated Regulation

Strategic session NAPCORE Multi Day Event

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# What is this session about?

1. Brief overview of the revised RTTI DR
2. Reading between the lines: what is the impact for both public authorities as private parties?
3. Strategic discussion how NAPCORE can help in implementing the revised RTTI DR



# Overview

- Delegated Regulation (EU) 2022/670: Provision of EU-wide real-time traffic information services
- Substitutes Delegated Regulation (EU) 2015/962

## Goal

*Improving the accessibility, exchange, re-use and update of data required for the provision of high quality and continuous real-time traffic information services across the Union.*



## II

(Non-legislative acts)

## REGULATIONS

### 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

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport <sup>(1)</sup>, and in particular Article 7 thereof,

Whereas:

- (1) Article 3(b) of Directive 2010/40/EU sets as a priority action the provision of EU-wide real-time traffic information services for the development and use of specifications and standards.
- (2) Article 6(1) of Directive 2010/40/EU requires the Commission to adopt specifications necessary to ensure compatibility, interoperability and continuity for the deployment and operational use of Intelligent Transport Systems (ITS) for the provision of EU-wide real-time traffic information services. The Commission establishes these specifications in Commission Delegated Regulation (EU) 2015/962 <sup>(2)</sup>, with a view to improving the accessibility, exchange, re-use and update of data required for the provision of high quality and continuous real-time traffic information services across the Union.
- (3) Data continues to provide the contextual basis for the generation of real-time traffic information. As the deployment of ITS accelerates across the Union, it requires continued support in the form of increased and seamless access to existing and new data types relevant to the provision of real-time traffic information services, with a higher geographical coverage. Therefore, an update of the requirements on data provision is necessary to continue ensuring effective re-use in information services to end users. These updated requirements can potentially affect the entire data chain, from data sourcing, formatting and aggregation to distribution and inclusion in traffic information services.
- (4) Article 5 of Directive 2010/40/EU provides that specifications adopted in accordance with Article 6 of this Directive should apply to the ITS applications and services when these are deployed without prejudice to the right of each Member State to decide on the deployment of such applications and services on its territory.

<sup>(1)</sup> (OJ L 207, 6.8.2010, p. 1).

<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).

# What's new? -> Data types

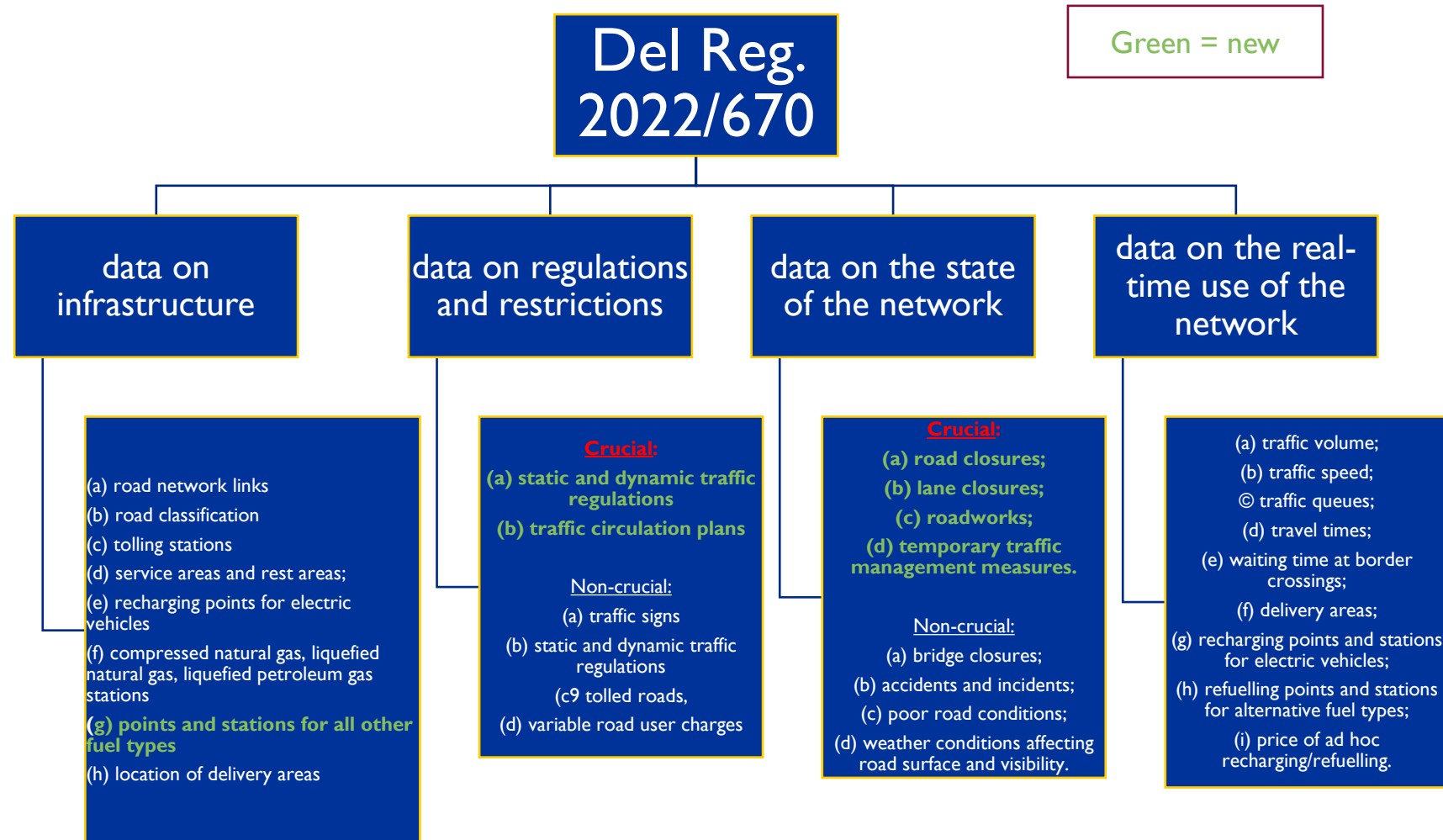
## Data types

In addition to known data types, the focus is now very much on (the crucial data categories):

- Traffic regulations and restrictions
  - Traffic laws (e.g. speed limits, access restrictions)
  - Regulated traffic zones (e.g. environmental, freight delivery)
  - Traffic circulation plans
- State of the network
  - Road- and lane closures
  - Roadworks
  - Temporary traffic management measures.

The standards DATEX II or TN-ITS are required (in addition to INSPIRE for network data.)

# What 's new -> Data types



# What's new? -> Geographical scope

## Extension of geographical scope

The scope of 2015/962 was the TEN-T network. In 2022/670 the geographical scope is extended tot the entire network in the following phases:

- 1 January 2023 – providing a list and map visualisation of roads included in the ‘primary road network’\*
- 1 January 2025 – providing all crucial data categories for the entire network, other data for primary road network
- 1 January 2025 – 1 January 2027 – providing all data categories for the entire network

\* to be defined by Member States! -> Do we need to align on ‘primary’ and ‘entire’ network?

# Reading between the lines...

Analysis of the revised RTTI DR

# Analysis

- *“These specifications should not oblige any stakeholder to start collecting any data that they are not already collecting or to digitize any data that is not already available in a digital machine-readable format.”.*
  - No obligation to collect or digitize data, but data transformations & enrichments may be necessary to meet format requirements!



# Analysis

- “...minimum quality requirements that Member States shall agree upon in cooperation with relevant stakeholders.”
  - Quality Framework to be elaborated together with serviceproviders!
- “...correct any inaccuracies detected ... or signaled to them by any data users and end-users.”
  - Improving quality through validation, also including feedback from users (feedbackloop)!

# Analysis

- *“...update... within a timeframe fitting to the reliable and effective use of the data...”*
  - Need for low latencies for provision/updating!
  - Agreement with serviceproviders on ‘timeliness’!
- *“...road authorities and road operators may request holders of in-vehicle generated data...”*
  - Grants road authorities access to vehicle-generated data for defined purposes – not free of charge, but "FRAND" (Agreement with serviceproviders on clear definitions on Fair, Reasonable and Non-Discriminatory) !

# Analysis

- *“Data ...that has been archived by road authorities or road operators...”*
  - *“...predictive data on the state of the network that has been computed by road authorities or road operators...”*
  - *“..., shall be made accessible for exchange and re-use...”*
- 
- Need for historical data!
  - Need for predictive data (pro-active traffic management)!

# Analysis

- *“To improve the benefits for road users in terms of road safety and less congestion, these (RTTI) services should also reflect the priorities of road authorities, as expressed f.e. through digitally accessible traffic circulation plans.”*
- *“Serviceproviders shall process and include, without additional costs to the end user, in the relevant services they provide, any temporary traffic management measures developed by the competent road authorities and made accessible via the national or common access point ...*
  - Need for agreement on what is meant by “traffic circulation plans” and “traffic management measures”!

# Conclusions

- Substantial obligations for public authorities to provide data, some of them already as of January 2025.
- Many of these requirements require a coordinated approach, NAPCORE might take on the lead!

# Discussion

# Debate statement 1

*We (public authorities and private parties) can all benefit from the revised RTTI DR.*

## Debate statement 2

*When implementing the revised RTTI DR it is best to:*

- (a) Focus on providing all (crucial) data categories, no matter what quality*
- (b) Focus on providing high quality data for a set of crucial data categories*



# Debate statement 3

*Concerning Traffic Circulation Plans and Traffic Management Measures:*

- (a) Let the road authorities define the rules*
- (b) Let the serviceproviders do their own thing*
- (c) Align together*

# Thank you for your attention!

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