

Compliance Assessment Form for COMMISSION DELEGATED REGULATION (EU) 2015/962

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

Article	Key questions	Theoretical assessment	Content assessment	Requirements	Open
Article 3 National access points					
<p>1. Each Member State shall set up a national access point. The national access point shall constitute a single point of access for users to the road and traffic data, including data updates, provided by the road authorities, road operators and service providers and concerning the territory of a given Member State.</p> <p>2. Existing national access points that have been set up to comply with the requirements arising from other delegated acts adopted under Directive 2010/40/EU may be used, if deemed appropriate by the Member States, as national access points.</p> <p>3. National access points shall provide appropriate discovery services to users.</p>					
<p>4. Road authorities and road operators, in cooperation with digital map producers and service providers, shall ensure that they provide the appropriate metadata in order to allow users to discover and use the datasets to which access is provided through the national access points.</p>	<p>Is appropriate metadata provided in order to allow users to discover and use datasets through the national access points?</p>	<p>Check on NAP if datasets can be found and used based only on their metadata.</p>	<ul style="list-style-type: none"> • Entry on NAP • Metadata 	<p>Appropriate metadata = harmonised metadata catalogue from NAPCORE</p>	
<p>5. Two or more Member States may set up a common access point.</p>					
Article 4 Accessibility, exchange and re-use of static road data					
<p>1. For the purpose of facilitating the provision of compatible, interoperable, and continuous real-time traffic information services across the Union, road authorities and road operators shall provide the static road data they collect and update pursuant to Article 8 in a standardised format, if available, or in any other machine readable format.</p>	<p>Do road authorities and road operators provide static road data and update pursuant to Article 8 in a standardised format, if available or in any other machine-readable format for the purpose of facilitating the provision of compatible, interoperable, and continuous real-time traffic information services across the Union?</p>	<p>Check on NAP if a standardised format/machine-readable format is specified for the data set.</p>	<p>Obtain a dataset and check for standardised format/machine-readable format.</p>	<ul style="list-style-type: none"> • Entry on NAP • Metadata • Obtaining a dataset 	<p>Not DATEXII (!)</p>
<p>2. The data referred to in paragraph 1 and the corresponding metadata including information on the quality thereof shall be accessible for exchange and re-use by any digital map producer or service provider within the Union:</p>					
<p>(a) on a non-discriminatory basis;</p>	<p>Are the data referred to in paragraph 1, as well as the corresponding metadata and information on the quality of those data, made available for exchange and re-use within the Union in a non-discriminatory manner?</p>	<p>Check how the terms and condition of data exchange and reuse are defined Check on access point, how access to data is regulated.</p>	<p>Check if data set can be requested/ accessed without discrimination.</p>	<ul style="list-style-type: none"> • Accompanying documents/ License terms • Entry on NAP • Obtaining a data set • Survey of the organisation 	<p>Non-discriminatory = same conditions for all</p>

(b) within a time-frame that ensures the timely provision of the real-time traffic information service;	Does the time-frame ensure a timely provision of the real-time traffic information service?	Check accompanying documents on how the time-frame for timely provision of the real-time traffic information service is defined.	Obtain data set and check if the time-frame of provision is actually adhered to. Survey of organisation on quality assurance processes.	<ul style="list-style-type: none"> • Accompanying documents • Obtaining a dataset • Survey of the organisation 	Timely = ten working days
(c) through the national or common access point referred to in Article 3;	Is data referred to in paragraph I and the corresponding metadata accessible through a national/common access point?	Check if the data is available on the NAP.	Check if the data is actually accessible.	<ul style="list-style-type: none"> • Entry on NAP • Obtaining data 	
(d) Road authorities, road operators, digital map producers and service providers using the static road data referred to in paragraph I shall collaborate in order to ensure that any inaccuracies related to static road data are signalled without delay to the road authorities and road operators from which the data originates.	Do Road authorities, road operators, digital map producers and service providers using the static road data referred to in paragraph I collaborate in order to ensure that any inaccuracies related to static road data are signalled without delay to the road authorities and road operators? Are communication channels/information loops planned?	Survey of the organisation. Review procedure/ process to determine whether appropriate communication channels are provided.		<ul style="list-style-type: none"> • Survey of the organisation • Accompanying documents/ Process description • Obtaining a dataset 	
3. When service providers use static road data referred to in paragraph I provided by road authorities and road operators, they shall take into account, as far as possible, any traffic circulation plans developed by the competent authorities.	Do service providers take into account when using static road data referred to in paragraph I provided by road authorities and road operators any traffic circulation plans developed by the competent authorities? Which traffic circulation plans are available?	Survey to check if traffic circulation plans developed by the competent authorities are known and taken into account.	Check by using metadata/accompanying documents whether traffic circulation plans have been implemented in static road data.	<ul style="list-style-type: none"> • Survey of the organisation • Metadata • Accompanying documents 	Identification of the interface between the databases must be possible

Article 5 Accessibility, exchange and re-use of dynamic road status data

1. For the purpose of facilitating the provision of compatible, interoperable, and continuous real-time traffic information services across the Union, road authorities and road operators shall provide the dynamic road status data they collect and update pursuant to Article 9 in DATEX II (CEN/TS 16157 and subsequently upgraded versions) format or any machine-readable format fully compatible and interoperable with DATEX II	Has data been made available in DATEX II (CEN/TS 16157) or another fully compatible and DATEX II interoperable machine-readable format?	Check if DATEX II (CEN/TS 16157) format or another DATEX II compatible and interoperable machine-readable format is specified for the dataset on the NAP.	Obtain a dataset and check for DATEX II format or machine-readable DATEX II compatible and interoperable format.	<ul style="list-style-type: none"> • Entry on NAP • Meta data • Obtaining a data set 	A Datex II conversion key must be supplied for the format and version to be interoperable and compatible.
2. The data referred to in paragraph 1 and the corresponding metadata including information on the quality thereof shall be accessible for exchange and re-use by any service provider within the Union:					

(a) on a non-discriminatory basis;	Are the data referred to in paragraph I, as well as the corresponding metadata and information on the quality of those data, made available for exchange and re-use within the Union on a non-discriminatory basis?	Check how the terms and condition of data exchange and reuse are defined. Check on access point, how access to data is regulated.	Check if data set can be requested/accessed without discrimination.	<ul style="list-style-type: none"> Accompanying documents/ License terms Entry on NAP Obtaining a data set Survey of the organisation 	Non-discriminatory = same conditions for all
(b) within a time-frame that ensures the timely provision of the real-time traffic information service;	Does the time-frame ensure a timely provision of the real-time traffic information service?	Check accompanying documents on how the time-frame for timely provision of the real-time traffic information service is defined.	Obtain data set and check if the time-frame of provision is actually adhered to. Survey of organisation on quality assurance processes.	<ul style="list-style-type: none"> Accompanying documents Obtaining a dataset Survey of the organisation 	timely = 10 working days
(c) through the national or common access point referred to in Article 3	Is data referred to in paragraph I and the corresponding metadata accessible through a national/common access point?	Check if the data is available on the NAP.	Check if the data is actually accessible.	<ul style="list-style-type: none"> Entry on NAP Obtaining data 	
3. When service providers use dynamic road status data referred to in paragraph I provided by road authorities and road operators, they shall take into account, as far as possible, any temporary traffic management measures taken by the competent authorities.	Do service providers take into account when using dynamic road status data referred to in paragraph I provided by road authorities and road operators any temporary traffic management measures taken by the competent authorities?	Survey to check if temporary traffic management measures are known and taken into account.	Check if temporary traffic management measures are actually taken into account.	<ul style="list-style-type: none"> Survey of the organisation Procedure/-process analysis Obtaining a dataset 	
Article 6 Accessibility, exchange and re-use of traffic data					
1. For the purpose of facilitating the provision of compatible, interoperable, and continuous real-time traffic information services across the Union, road authorities and road operators shall provide the traffic data they collect and update pursuant to Article 10 in DATEX II (CEN/TS 16157 and subsequently upgraded versions) format or any machine-readable format fully compatible and interoperable with DATEX II.	Has data been made available in DATEX II (CEN/TS 16157) or another fully compatible and DATEX II interoperable machine-readable format?	Check if DATEX II (CEN/TS 16157) format or another DATEX II compatible and interoperable machine-readable format is specified for the dataset on the NAP.	Obtain a dataset and check for DATEX II format or machine-readable DATEX II compatible and interoperable format.	<ul style="list-style-type: none"> Entry on NAP Meta data Obtaining a data set 	A Datex II conversion key must be supplied for the format and version to be interoperable and compatible.
2. The data referred to in paragraph 1 and the corresponding metadata including information on the quality thereof shall be accessible for exchange and re-use by any service provider within the Union:					
(a) on a non-discriminatory basis;	Are the data referred to in paragraph I, as well as the corresponding metadata and information on the quality of those data, made available for exchange	Check how the terms and condition of data exchange and reuse are defined. Check on access point, how access to data is regulated.	Check if data set can be requested/ accessed without discrimination.	<ul style="list-style-type: none"> Accompanying documents/ License terms Entry on NAP Obtaining a data set 	Non-discriminatory = same conditions for all

	and re-use within the Union on a non-discriminatory basis?			<ul style="list-style-type: none"> • Survey of the organisation 	
(b) within a time-frame that ensures the timely provision of the real-time traffic information service;	Does the time-frame ensure a timely provision of the real-time traffic information service?	Check accompanying documents on how the time-frame for timely provision of the real-time traffic information service is defined.	Obtain data set and check if the time-frame of provision is actually adhered to. Survey of organisation on quality assurance processes.	<ul style="list-style-type: none"> • Accompanying documents • Obtaining a dataset • Survey of the organisation 	Timely = ten working days
c) through the national or common access point referred to in Article 3.	Is data referred to in paragraph 1 and the corresponding metadata accessible through a national/common access point?	Check if the data is available on the NAP.	Check if the data is actually accessible.	<ul style="list-style-type: none"> • Entry on NAP • Obtaining data 	
3. For the purpose of optimising traffic management, road authorities and road operators may request service providers to provide the traffic data they collect and update pursuant to Article 10. Such data shall be provided in DATEX II (CEN/TS 16157 and subsequently upgraded versions) format or any machine-readable format fully compatible and interoperable with DATEX II, through the access point referred to in Article 3 and accompanied by the corresponding metadata including information on the quality thereof.	<p><i>Assessment only if road authorities/road operators request service providers to provide the traffic data they collect and update pursuant to Article 10</i></p> <p>Is data provided in DATEX II (CEN/TS 16157 and subsequently upgraded versions) format or any machine-readable format fully compatible and interoperable with DATEX II, through the access point referred to in Article 3 and accompanied by the corresponding metadata including information on the quality thereof?</p>	Check if DATEX II (CEN/TS 16157) or fully compatible format was specified for the dataset on the NAP.	Obtain a dataset and check for DATEX II format or machine-readable DATEX II compatible and interoperable format.	<ul style="list-style-type: none"> • Entry on NAP • Meta data • Obtaining a data set 	<p>A Datex II conversion key must be supplied for the format and version to be interoperable and compatible</p> <p>This is only permitted in exceptional cases (“...may request...”).</p>
Article 7 Data updates					
Real-time traffic information services shall be based on updates of static road data, dynamic road status data and traffic data, or any combination thereof.	Are real-time traffic information services based on updates of static road data, dynamic road status data and traffic data? Are the services based on a combination thereof?	Check in accompanying documents if an update rate is indicated for the data and how the time frame is defined for providing updates.	Obtain data set/service and review a selected time window to check the adjustments to the respective event. Survey to analyse quality assurance processes.	<ul style="list-style-type: none"> • Accompanying documents • Survey of the organisation • Obtaining data set/ service 	
All data shall be regularly updated by the road authorities, road operators, service providers in accordance with the requirements set out in Articles 8 to 10.	Is data regularly updated by the road authorities, road operators, service providers in accordance with the requirements set out in Articles 8 to 10?	Survey of the organisation to check if an update is planned.	Obtain data and check if data is regularly updated.	<ul style="list-style-type: none"> • Survey of the organisation • Obtaining dataset 	Regularly = referring to the detailed description in Articles 8 - 10

<p>Road authorities, road operators, service providers shall in a timely manner correct any inaccuracies detected by them in their data or signalled to them by any user and end-users.</p>	<p>Do Road authorities, road operators, service providers correct in a timely manner any inaccuracies detected by them in their data or signalled to them by any user and end-users? Does a correction of data inaccuracies take place?</p>	<p>Check accompanying documents on how the time-frame for correction of data inaccuracies is defined.</p>	<p>Obtain data and check if the time-frame for correction of data inaccuracies is actually adhered to. Survey of organisation on quality assurance processes.</p>	<ul style="list-style-type: none"> • Accompanying documents • Survey of the organisation • Process/ procedure analysis • Obtaining dataset 	<p>Timely manner = best effort</p>
Article 8 Updating static road data					
<p>1. The updates of the static road data shall concern as a minimum the following parameters: (a) the type of static road data as set out in point 1 of the Annex concerned by the update; (b) the location of the condition concerned by the update; (c) the type of update (modification, insertion or deletion); (d) the description of the update; (e) the date on which the data has been updated; (f) the date and time when the change in a given condition has occurred or is planned to occur; (g) the quality of the data update. The location of the condition concerned by the update shall be determined using a standardised or any other generally accepted dynamic location referencing method that enables unambiguous decoding and interpretation of this location.</p>	<p>Are all mentioned parameters of Article 8 (1) included in the updates? How is the location determined?</p>	<p>Check on NAP if all parameters are included in the metadata. Check in accompanying documents if the location is determined via a standardised/ generally accepted method and complies with the requirements.</p>	<p>Obtain dataset and check if all parameters are actually present in the update.</p>	<ul style="list-style-type: none"> • Entry on NAP • Metadata • Accompanying documents • Obtaining a dataset 	
<p>2. Road authorities and road operators shall ensure the timely update of static road data and, where known and possible, provide these updates to users in advance.</p>	<p>Do road authorities and road operators ensure the timely update of static road data and, where known and possible, provide these updates to users in advance?</p>	<p>Check accompanying documents if an update is planned and how the update time frame is defined.</p>	<p>Obtain data and check if the time-frame for data updates is actually adhered to. Survey of organisation on quality assurance processes.</p>	<ul style="list-style-type: none"> • Accompanying documents • Survey of the organisation • Obtaining a dataset 	<p>Timely = at the latest, the day of effect of change; in advance = planned projects</p>
<p>3. When digital map producers and service providers use static road data updates, they shall ensure that these updates are processed in a timely manner in order to make the information accessible to end-users without delay.</p>	<p>Do digital map producers and service providers process static road data in such a way that the information can be made available to end users without delay? What ensures that the updates are processed in a timely manner?</p>	<p>Check in accompanying documents if a process is defined and if an update rate is indicated for the dataset and how the time frame is defined for processing updates.</p>	<p>Obtain data and review a selected time window to check the adjustments to the respective event. Survey of the organisation to analyse</p>	<ul style="list-style-type: none"> • Accompanying documents • Survey of the organisation • Obtaining the data updates 	<p>Timely manner/without delay = best effort</p>

			quality assurance processes.		
Article 9 Updating dynamic road status data					
<p>1. The updates of the dynamic road status data shall concern as a minimum the following parameters:</p> <p>(a) the type of dynamic road status data as set out in point 2 of the Annex concerned by the update and, where appropriate, a short description of it;</p> <p>(b) the location of the event or condition concerned by the update;</p> <p>(c) the period of occurrence of the event or condition concerned by the update;</p> <p>(d) the quality of the data update.</p> <p>The location of the event or condition concerned by the update shall be determined using a standardised or any other generally accepted dynamic location referencing method that enables unambiguous decoding and interpretation of this location.</p>	<p>Are all mentioned parameters of Article 9 (1) included in the updates? How is the location determined?</p>	<p>Check if all parameters are included in the metadata. Check in accompanying documents if the location is determined via a standardised/ generally accepted method and complies with the requirements.</p>	<p>Obtain dataset and check if all parameters are actually present in the update.</p>	<ul style="list-style-type: none"> • Entry on NAP • Metadata • Accompanying documents • Obtaining a dataset 	
<p>2. Road authorities and road operators shall ensure the timely update of dynamic road status data and, where known and possible, provide these updates in advance</p>	<p>Do road authorities and operators ensure the timely updating of dynamic road condition data and provide these updates in advance, where known and possible?</p>	<p>Check accompanying documents if an update is planned and how the update time frame is defined.</p>	<p>Obtain data and check if the time-frame for data updates is actually adhered to. Survey of organisation on quality assurance processes.</p>	<ul style="list-style-type: none"> • Accompanying documents • Survey of the organisation • Obtaining a dataset 	<p>For planned updates: Timely = at the latest, the day of effect of change; For unplanned updates: Timely = immediately Timeliness (update) (Reference "Quality of Safety-Related and Real-Time Services Traffic Information - Quality package" (EU EIP, 2019). See Tables 3 and 4)</p>
<p>3. The real-time traffic information shall be modified accordingly or withdrawn as soon as possible after the status of the dynamic road status data concerned has changed.</p>	<p>Is real-time traffic information changed or withdrawn as soon as possible after the status of the</p>	<p>Check accompanying documents if a process for modifying or withdrawing</p>	<p>Obtain data and check in a selected time window if real-time</p>	<ul style="list-style-type: none"> • Accompanying documents • Survey of the organisation 	<p>For planned updates:</p>

	relevant dynamic road status data has changed?	real-time traffic information is implemented.	traffic information was modified or withdrawn. Survey of organisation to analyse quality assurance processes.	<ul style="list-style-type: none"> Obtaining a dataset 	<p>Timely = at the latest, the day of effect of change; For unplanned updates: Timely = immediately = Latency (Reference "Quality of Safety-Related and Real-Time Services Traffic Information - Quality package" (EU EIP, 2019). See Tables 3 and 4)</p>
Article 10 Updating traffic data					
<p>1. The updates of the traffic data shall include as a minimum the following parameters: (a) the type of traffic data as set out in point 3 of the Annex concerned by the update and, where appropriate, a short description of it; (b) the location of the event or condition concerned by the update; (c) the quality of the data update. The location of the event or condition concerned by the update shall be determined using a standardised or any other generally accepted dynamic location referencing method that enables unambiguous decoding and interpretation of this location.</p>	<p>Are all mentioned parameters mentioned in Article 10 (1) included in the update? How is the location determined?</p>	<p>Check if all parameters are included in the metadata. Check in accompanying documents if the location is determined via a standardised/ generally accepted method and complies with the requirements.</p>	<p>Obtain dataset and check if all parameters are actually present in the update.</p>	<ul style="list-style-type: none"> Entry on NAP Metadata Accompanying documents Obtaining a dataset 	
<p>2. The real-time traffic information shall be modified accordingly or withdrawn by road operators and service providers as soon as possible after the status of traffic data concerned has changed.</p>	<p>Is real-time traffic information changed or withdrawn accordingly as soon as possible after the status of the traffic data concerned has changed?</p>	<p>Check accompanying documents if a process for modifying or withdrawing real-time traffic information is implemented.</p>	<p>Obtain data and check in a selected time window if real-time traffic information was modified or withdrawn. Analyse quality assurance processes.</p>	<ul style="list-style-type: none"> Accompanying documents Survey of the organisation Obtaining a dataset 	<p>As soon as possible = Latency & Timeliness (update) (Reference "Quality of Safety-Related and Real-Time Services Traffic Information - Quality package"</p>

					(EU EIP, 2019). See Tables 3 and 4)
3. When service providers use traffic data updates, they shall ensure that these are processed in a timely manner in order to make the information accessible to end-users without delay.	Do service providers process updated traffic data in a timely manner so that the information is made available to end-users without delay? What ensures that the updates are processed in a timely manner?	Check in accompanying documents if an update rate is indicated for the dataset and how the time frame is defined for processing updates.	Obtain data and review a selected time window to check the adjustments to the respective event. Survey of the organisation to analyse quality assurance processes.	<ul style="list-style-type: none"> • Accompanying documents • Survey of the organisation • Obtaining the data updates 	Timely and without delay = Latency & (Reference "Quality of Safety-Related and Real-Time Services Traffic Information - Quality package" (EU EIP, 2019). See Tables 3 and 4)
Article 11 Compliance assessment					
1. Member States shall assess whether the requirements set out in Articles 3 to 10 are complied with by the road authorities, road operators, digital map producers and service providers in accordance with paragraphs 2 to 3.					
2. In order to proceed to the assessment, the competent authorities of Member States may request from the road authorities, road operators, digital map producers and service providers the following documents: (a) a description of the road and traffic data, digital map or real-time traffic information services they provide as well as the information on the quality thereof and the conditions of re-use of these data; (b) an evidence-based declaration of compliance with the requirements set out in Articles 3 to 10.	Were the listed documents requested? Did the road authority, road operator, digital map producer or service provider provide the documents?	Compliance Assessment must be carried out	Check in Compliance Assessment the accompanying documents	<ul style="list-style-type: none"> • Entry on NAP • Self-Declaration • Accompanying documents 	