



## 5GAA POSITION PAPER

# Improving real-time traffic information in the EU in the context of possible revision of Delegated Regulation (EU) 2015/962

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The 5G Automotive Association (5GAA) welcomes the European Commissions' initiative to improve real-time traffic information in the European Union by considering a possible revision of Commission Delegated Regulation (EU) 2015/962.

### General recommendations

In today's fast-paced technological environment, the EU regulatory framework should be conducive of European competitiveness and foster the development of innovative business models. As such, the participation and added value of different stakeholders, both public and private, should be duly taken into consideration. The EU has successfully developed a highly competitive market in the real-time traffic information domain, in conjunction with the emergence of world-leading European companies.

5GAA calls on all future EU policy initiatives related to RTTI to pursue the continuous improvement of the existing framework, based on the harmonisation of mobility-generated data sharing processes, while supporting the growth of innovative European service providers.

To ensure proper continuity for the deployment and operational use of Intelligent Transport Systems, the European legislator has established a differentiation between the safety-related traffic information and real-time traffic information. 5GAA would like to highlight that any future revision of the Delegated Regulation (EU) 2015/962 should be aligned and preclude overlap with the processing of safety-related traffic information rules as set in Commission Delegated Regulation (EU) No 886/2013. Also, it is essential that existing and future RTTI services must have a corresponding business model to enable and maintain investment decisions by Service Providers. Lack of business models and stable regulatory decisions would hinder competitiveness and innovative capabilities in Europe.

### Extending the Scope of the Delegated Regulation

Intelligent traffic monitoring, management and control on TEN-T and other important transport corridors should be an EU-wide priority as it will enhance road safety and improve both transportation system efficiency and sustainability. 5GAA believes that road authorities and public road operators should be made available high-quality road and traffic data to improve its accessibility, exchange, re-use and update.

5GAA further encourages a scope extension to new data types, such as Urban Vehicle Access Regulations (UVARs) and information on refuelling stations (including conventional and alternative fuels), recharging points, parking-related services, tolling stations; identification of tolled roads, applicable fixed road user charges and available payment methods, location of public transport stops and interchange points, location of delivery areas. Dynamic information should be also made available, including emergency vehicles and other special purpose vehicles affecting the conditions of the road

Additionally, 5GAA strongly advises on the inclusion of other essential information such as regulations for automated driving, traffic components, e.g. traffic lights, road sensors, roads works, or level crossings. This would enhance the development of accurate related services for the benefits of end-users and supporting the deployment of connected and automated driving in the EU. We ask the European Commission to consider the ongoing work within WG3 of the CCAM Platform, gathering public and private actors, to identify key elements of digital and physical infrastructure for autonomous driving.

5GAA welcomes extending the geographical scope of the specification set beyond motorways and highways of the TEN-T Network, as currently vehicles already collect real-time traffic information regardless of the classification of the road. Extending the geographical scope would also address the current problem of urban traffic data being unavailable in DATEX II and improve the possibility of widening the scope of TN-ITS.

5GAA does not favour an expansion of the scope of this Regulation to vehicle-generated data, beyond safety-essential vehicle data (already covered by Commission Delegated Regulation (EU) No 886/2013). As recalled by ACEA, vehicle manufacturers invest heavily in safety and data sharing models. From the envisaged regulatory framework, it is doubtful if vehicle data sharing can or should be mandated. The current provisions of the ITS directive and its delegated act on RTTI facilitate data sharing with and through National Access Points (NAPs) but cannot and should not be read as a mandate for the private industry sector. Considering that business models are nascent and evolving, sharing such vehicle data should remain on a purely voluntary basis and in the framework of commercial contracts between OEMs and other actors of the value-chain. Any mandatory requirements would also be prejudicial to business models of ITS service providers and ultimately could be detrimental to customers' acceptance. Nevertheless, 5GAA would like to point out that because significant investments from road operators into sensors underneath the road are needed, such investments would be significantly decreased by buying, on commercial basis, highly granular and self-sustaining probe data services from data aggregators.

## Data Standards

Standards should play a key role in supporting the development and RTTI harmonisation of RTTI services. Although DATEX II is the reference standard for road authorities and road operators, other standards, such as TPEG2<sup>1</sup> or Google's Protobuf<sup>2</sup>, are widely used today by service providers to deliver RTTI services to drivers.

Beyond DATEX II, TN-ITS should be considered for new traffic data types such as the location of urban vehicle access restrictions and EV charging infrastructure related data. Also, SENSORIS should be considered as the most appropriate standard for vehicle sensor data (Vehicle to Cloud/ Cloud to cloud). RTTI should encourage the re-use of existing standardized data schemes.

Therefore, we urge the European Commission to consider the above-mentioned standards as complementary means to enhance data harmonisation in Europe.

## Recommendations for National Access Points (NAPs)

The deployment of NAPs under the current Delegated Regulation should be further encouraged; they represent a positive first step for wide-spread, transparent and easily accessible transport-related data to interested parties. The current system, however, would benefit from significant improvements, especially from speeding up the introduction of NAPs<sup>3</sup>, as well as addressing the disparities among them in terms of

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<sup>1</sup> <https://tisa.org/technologies/tpeg/>

<sup>2</sup> <https://developers.google.com/protocol-buffers/docs/overview>

<sup>3</sup> In May 2020, seven Member states and the United Kingdom still fail to correctly apply EU rules on real-time traffic information services:  
[https://ec.europa.eu/commission/presscorner/detail/en/inf\\_20\\_859](https://ec.europa.eu/commission/presscorner/detail/en/inf_20_859)

accessibility, data quality such as availability (>99.9%), near real-time characteristics (<200ms) and processes<sup>4</sup>. It is essential for road transport authorities to distribute and make real-time, quality data available to gain the ecosystem's trust, which is required to reach EU-wide accessibility of high-added value traffic services.

In that regard, 5GAA would like to underline that the EU could benefit from the establishment of a pan-European access point serving as coordination and/or supervisory mechanism. The on-going initiatives launched by various member states (or groups of member states) to increase cooperation could provide a platform for such EU-wide coordination, aiming towards a borderless and more efficient EU transport system.

The industry stands ready to contribute to such attempts as well to propose other innovative solutions to improve the overall availability and accessibility of RTTI as strong public-private cooperation will be the key to success. Nonetheless, we emphasise that the delivery of high-standard RTTI services require in-depth expertise and technology investments, which ought to be respected and supported to strengthen the current European industrial and digital leadership.

## About 5GAA

The 5G Automotive Association (5GAA) is a global, cross-industry organisation of more than 135 automotive, technology, and telecommunications (ICT) companies, working together to develop end-to-end connectivity solutions for future mobility and transportation services. 5GAA bridges the automotive and telecommunication industries to address society's connected mobility, and road safety needs with applications such as automated driving, ubiquitous access to services, integration into intelligent transportation and traffic management.

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<sup>4</sup> These references should be refined based on specific use cases and their requirements.