

Public consultation on the evaluation of the Intelligent Transport Systems (ITS) Directive

Fields marked with * are mandatory.

Introduction

**** NOTE: You can change the language of this form in the menu on the right ****

The Intelligent Transport Systems (ITS) Directive (Directive 2010/40/EU) provides the legal framework in support of the coordinated and coherent deployment and use of Intelligent Transport Systems (ITS) within the Union, in particular across borders. The Commission is currently carrying out an evaluation of the Directive to assess to which extent the ITS Directive contributed to the faster and more coordinated deployment of ITS as well as the better functioning of the road transport system and its interfaces with other modes. The European Commission is now inviting the opinions of the general public and key stakeholders to support the Evaluation.

Respondents are welcome to elaborate on their answers in the text boxes foreseen for this purpose. At the end of the questionnaire, it is also possible to upload supporting documents to complement the contribution.

Transparency and confidentiality

* You are welcome to answer the questionnaire in any of the 24 official languages of the EU. Please let us know in which language you are replying.

English

Explanations about the protection of personal data are available on: http://ec.europa.eu/geninfo/legal_notices_en.htm#personaldata

The policy on "protection of individuals with regard to the processing of personal data by the Community institutions" is based on [Regulation \(EC\) N° 45/2001](#) of the European Parliament and of the Council of 18 December 2000.

* The contributions received in the context of this public consultation will be published on the internet together with the identification data of the respondent unless the respondent requests that his or her contribution should be published anonymously.

Please indicate your preference as regards publication of your contribution:

- My contribution may be published under the name indicated (organisation / association / authority you represent)
- My contribution may be published but should be kept anonymous

* May the Commission contact you, in case further details on the submitted information in this questionnaire are required?

- Yes
- No

* Please provide your email address

andreas.schroeder@uniper.energy

A. Information about the respondent

* 1. Are you replying as / on behalf of

- A citizen in your own personal capacity
- A public authority (ministry, agency, other form of public administration, at national, regional or local level)
- A private company
- An association
- A non-governmental organisation
- Other (please specify)

2. Please provide, if applicable, the name of the entity on whose behalf you are replying

500 character(s) maximum

European Passengers' Federation

3. Is the entity on whose behalf you are replying registered in the EU Transparency Register?

If your organisation is not registered, we invite you to [register](#), although it is not compulsory to be registered to reply to this consultation.

[Why a transparency register?](#)

- Yes
- No

* 3.a. If so, please indicate the registration number in the Transparency Register

30 character(s) maximum

532739823521-44

* 4. Please provide your first name

100 character(s) maximum

Andreas

*5. Please provide your last name

100 character(s) maximum

Schröder

6. Please specify your country of residence

Germany

7. Please specify which interests you (the organisation on behalf of which you respond) represent:

- National public authorities (transport ministries, agencies)
- Regional or local public authorities
- Road authorities
- Road operators
- (Public) transport operators
- Vehicle and equipment manufacturers/ suppliers
- ITS service providers
- Telecommunications providers
- Research/Academia/Consultancies
- Logistics companies and integrators
- Societal interests and/or consumer rights
- Other (please specify)

8. What is the size of the organisation on behalf of which you respond?

- Large (≥ 250 employees)
- Medium (50-249 employees)
- Small (10-49 employees)
- Micro (1-9 employees)
- Micro (self-employed)

8. In addition to this general consultation, targeted follow-up will be organised with key professional stakeholders on certain topics. If you are a professional stakeholder would you be interested in participating in this targeted consultation?

- Yes
- No

B. General questionnaire

"Intelligent Transport Systems" means applying Information and Communication Technologies (ICT) to transport. ITS applications and services can be very diverse, including e.g. journey planners, travel information services, intelligent message signs and traffic lights, safety applications (automatic 112 calls, advanced cruise control), traffic management and more.

1. In a personal context, please tell us about your use of intelligent transport systems (for instance which ones do you use, how frequently and why?)

2000 character(s) maximum

As passengers' association, we aim at representing the whole range of public transport users from a customer perspective. While travellers nowadays use (intelligent) digital journey planners commonly, there is still a share of customers which abstain from using them. Those passengers using digital tools mostly use them for travel information services and journey planning. Many frequent travellers use digital tools also for ticket purchase.

2. In a personal context, do you have reasons for not making use of (some) intelligent transport systems, even if they are available?

- I do not know which systems are available in a given situation
- The systems are not easy to use/access
- The systems offer limited added value
- I have concerns on privacy and re-use of information when using the systems
- I have concern about the security of the systems
- Other

2.a. Please elaborate

1000 character(s) maximum

Some passengers prefer human interaction instead of machine-based systems. For them, it is preferable to buy tickets at the counter and get information and advice from service staff rather than checking information digital tools. Notably in times of disturbance and other irregularities in public transport, and for travel planning that is complicated or where information needs to be fully reliable, many passengers prefer speaking with an informed staff person rather than doing it via digitalized tools. Feedback and human interaction is an important element in many processes.

Some users of public transport have more confidence in humans driving their bus /train rather than machines. We observe that the younger generation is more open to intelligent driving systems. More research would be necessary to investigate public acceptance of automatic driving, notably on the road.

3. From your point of view, how does the availability and use of intelligent transport systems impact the following objectives **at present**?

	Very positive	Positive	Neutral	Negative	Very Negative	No Opinion / I Don't know
Improving the functioning of the transport system	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increasing road safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Improving accessibility (ease of reaching destinations)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving integration between different modes of transport	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing pollutant and CO2 emissions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Reducing congestion	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increasing employment in the EU	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Increasing competitiveness of the EU	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

4. The availability and use of more advanced intelligent transport systems is expected to increase over time. From your point of view, how will this impact the following objectives **in the future**?

	Very positive	Positive	Neutral	Negative	Very Negative	No Opinion / I Don't know
Improving the functioning of the transport system	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increasing road safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Improving accessibility (ease of reaching destinations)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving integration between different modes of transport	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing pollutant and CO2 emissions	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing congestion	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increasing employment in the EU	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Increasing competitiveness of the EU	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

The ITS Action plan (COM(2008)886 final) and the ITS Directive (Directive 2010/40/EU) were adopted to accelerate and coordinate the deployment of ITS in road transport, including interfaces with other transport modes.

The ITS Directive establishes the legal framework in support of the coordinated and coherent deployment and use of Intelligent Transport Systems (ITS) within the Union, in particular across borders.

5. How familiar are you with intelligent transport systems?

- Very familiar
- Moderately familiar
- Somewhat familiar
- Slightly familiar
- Not at all familiar

6. How familiar are you with the ITS Directive and the EU actions to support the deployment of intelligent transport systems?

- Very familiar
- Moderately familiar
- Somewhat familiar
- Slightly familiar
- Not at all familiar

To ensure a coordinated and effective deployment of ITS within the Union, the ITS Directive defines the following four priority areas for the development and use of specifications and standards:

- Optimal use of road, traffic and travel data
- Continuity of traffic and freight management ITS services
- ITS road safety and security applications
- Linking the vehicle with the transport infrastructure

7. Please rephrase the question as such: "From your point of view, how important is further action in these areas?"

	Absolutely essential	Very important	Of average importance	Of little importance	Not important at all	No opinion / I don't know
Optimal use of road, traffic and travel data	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Continuity of traffic and freight management ITS services	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ITS road safety and security applications	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Linking the vehicle with the transport infrastructure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. From your point of view, how important is further **EU action under the ITS Directive** in these areas?

	Absolutely essential	Very important	Of average importance	Of little importance	Not important at all	No opinion / I don't know
Optimal use of road, traffic and travel data	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Continuity of traffic and freight management ITS services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
ITS road safety and security applications	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Linking the vehicle with the transport infrastructure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

9. Please elaborate on your answer to the previous two questions. Should any priority areas for ITS be changed, removed or added?

2000 character(s) maximum

Special attention shall be put on making public transport systems more user-friendly through intelligent systems - irrespective of whether road, rail or air. Customers are interested in a seamless experience of travel from origin to the last mile. We therefore believe it is important to keep the focus on further integration of different transport modes.

10. From your point of view, how important are the following EU actions to support the deployment of continuous and interoperable intelligent transport systems?

	Absolutely essential	Very important	Of average importance	Of little importance	Not important at all	No opinion / I don't know
Providing a strategic framework (e.g. the ITS action plan)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing a general legal framework (e.g. the ITS Directive)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing a coordination and governance framework (defining roles, responsibilities and platforms)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Facilitating communication & cooperation between stakeholders	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing funding for						

development and deployment of intelligent transport systems	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adopting guidance and other non-binding measures	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Developing standards for interoperability and continuity	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adopting legally binding specifications for interoperability and continuity	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11. From your point of view, how have the following EU actions impacted the deployment of continuous and interoperable intelligent transport systems **until now**?

	Very positive	Positive	Neutral	Negative	Very Negative	No Opinion / I Don't know
Providing a strategic framework (e.g. the ITS action plan)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Providing a general legal framework (e.g. the ITS Directive)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Providing a coordination and governance framework (defining roles, responsibilities and platforms)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Facilitating communication & cooperation between stakeholders	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Providing funding for development and deployment of intelligent transport systems	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Adopting guidance and other non-binding measures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Developing standards for interoperability and continuity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Adopting legally binding specifications for interoperability and continuity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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12. From your point of view, could the objectives of the Directive have been better accomplished through **further action at national and local level** and only non-legislative tools at EU level (i.e. without the ITS Directive)?

- Definitely
- Quite likely
- Maybe
- Probably not
- Definitely not
- No Opinion / I Don't know

13. From your point of view, could the objectives of the Directive have been better accomplished through **further action at international level** and only non-legislative tools at EU level (i.e. without the ITS Directive)?

- Definitely
- Quite likely
- Maybe
- Probably not
- Definitely not
- No Opinion / I Don't know

14. Please explain your answer to the previous two questions

2000 character(s) maximum

15. Do you have any general comment on the functioning and/or impact of the ITS Directive (or intelligent transport systems in general) that you would like to share?

3000 character(s) maximum

The ITS Action Plan has a declared focus on road transport and its connection to other modes. We welcome the intention of the European Commission to intensify the link between road and other modes.

Rail transport is mentioned rather on the side line with ERTMS and the rail freight telematics application TAF-ISI. EPF believes that there is still a lot of potential to intensify digitalization in rail transport. This is especially valid for services to the consumer-end. We urge the European Commission to take all means to enforce more cooperation between rail operators and infrastructure owners to cooperate with intelligent transport systems to the benefit of the customer.

C. Detailed questionnaire

This section of the consultation is open to all participants but seeks particularly expert views and more detailed, technical input from key stakeholders.

In Annex I of the ITS Directive, a number of priority areas and actions are set out. The ITS Action Plan has set out a list of similar action areas. The aim of the following question is to identify if the objectives of the actions have been met in an effective manner.

The description of the actions has been shortened to improve readability; the full description can be found in Annex I of the ITS Directive. Additional actions included from section 6 of the Action Plan are indicated by (AP).

1. From your point of view, have the objectives of the following actions been met in an effective manner (multiple answers possible)?

You can skip actions that you are not familiar with

	Yes	Yes, but slower than expected	Yes, but not completing the full scope / limited ambition	No	No Opinion / I Don't know
Definition of requirements for EU-wide multimodal travel information services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Definition of requirements for EU-wide real-time traffic information services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Definition of requirements for the collection and provision of road and traffic data	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Definition of requirements for data used for digital maps	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Definition of requirements for road safety related universal traffic information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Promoting development of national multimodal door-to-door journey planners (AP)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Developing an EU ITS Framework Architecture	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Definition of minimum necessary requirements for continuity of ITS services, in particular cross-border (passenger)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Definition of minimum necessary requirements for continuity of ITS services, in particular cross-border (freight)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Measures for realizing ITS for freight transport logistics (e-freight)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Interfaces between urban and EU ITS architectures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Interoperability of electronic road toll systems (AP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Measures for the harmonised provision of an interoperable EU-wide eCall	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Measures for information services for safe and secure truck parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Measures for reservation services for safe and secure truck parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Measures to support road user safety with respect to on-board Human-machine Interface	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Measures to support security of in-vehicle communications	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Measures to improve safety and comfort of vulnerable road users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Measures to integrate advanced driver support information systems into vehicles and road infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Measures to integrate ITS on an open in-vehicle platform	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Measures to progress the development and implementation of cooperative systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mandating European Standardization Organisations to develop harmonised standards for ITS implementation (AP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Addressing security and data protection aspects in handling of data in ITS applications (AP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Addressing liability issues pertaining to the use of ITS applications (AP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Developing a decision-support toolkit for investment decisions in ITS (AP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Developing guidelines for the public funding of ITS from EU and national sources (AP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting up an ITS collaboration platform for ITS in urban mobility (AP)



2. Please elaborate on your answers to the previous question.

3000 character(s) maximum

We appreciate that the promotion of the development of national multimodal door-to-door journey planners shows first success - helped by technological progress. To name a few examples: Google shows public and private transport routing with some elements of multimodality. There is numerous other sites (OpenTripPlanner, door2door.io, rome2rio.com, vivanoda.fr,...) which develop multimodal transport planning tools. We would appreciate if these portals were in the position of offering ticket solutions as well. CaptainTrain/Trainline is first portal which offers ticketing for rail transport across Europe. We would appreciate if such portals could in future go multimodal. The role of the European Commission could be to facilitate the exchange of information between transport service providers and platforms through regulation. We also appreciate the role of the European Commission as grant provider and as institution awarding prizes to promising concepts (European Transport Innovation Challenge).

3. Are relevant actions currently missing in the scope of the ITS Directive and ITS Action Plan? Please elaborate.

1000 character(s) maximum

We believe a role of the European Commission could be to help harmonising the landscape of journey planners and ticketing systems (local versus European-wide systems) by enforcing minimum common standards of information sharing between transport service providers and reward cooperation across countries. At the moment, EU action does not ensure sufficient compatibility of ticket services between different countries/providers. The result is a user-unfriendly mosaic of service providers.

The Commission has adopted four delegated regulations under the ITS Directive:

- (EU) No 305/2013 on eCall, followed by Decision No 585/2014/EU on the deployment of eCall
- (EU) No 885/2013 on road-safety related minimum universal traffic information
- (EU) No 886/2013 on information services for safe and secure parking places
- (EU) No 962/2015 on EU-wide real time traffic information services

4. Do you agree with the following statements related to **the delegated regulation No 305/2013 on eCall**

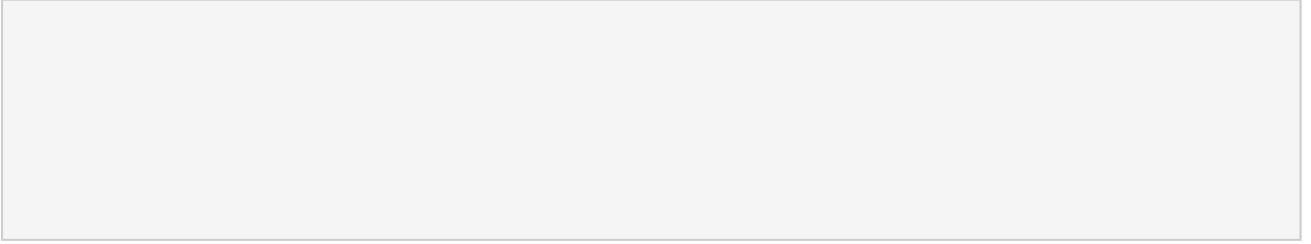
?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	No Opinion / I Don't know
The delegated regulation is an effective instrument for achieving its goals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The delegated regulation is sufficiently specific and detailed to ensure compatibility, interoperability and continuity for deployment and operational use of ITS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The delegated regulation is still relevant (e.g. considering ongoing technological and policy development)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Decision No 585/2014/EU on the deployment of eCall provides added value to the delegated regulation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The development of the delegated act was a cooperative and inclusive process	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

<p>The implementation of the delegated act is a cooperative and inclusive process</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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5. Please elaborate on your answers to the previous question.

1000 character(s) maximum

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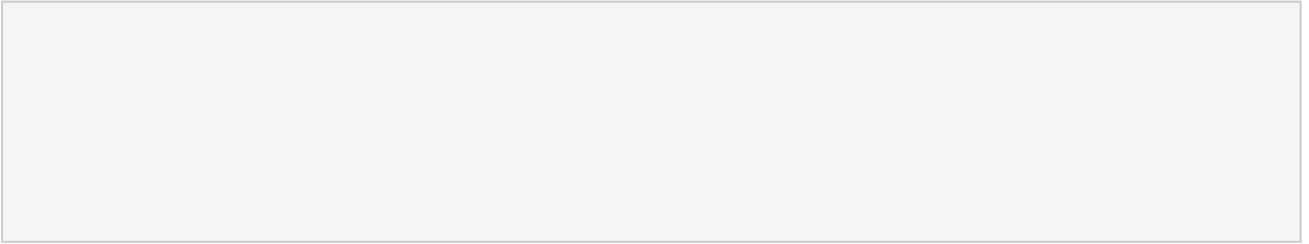
6. Do you agree with the following statements related to **the delegated regulation (EU) No 885/2013 on road-safety related minimum universal traffic information?**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	No Opinion / I Don't know
The delegated regulation is an effective instrument for achieving its goals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The delegated regulation is sufficiently specific and detailed to ensure compatibility, interoperability and continuity for deployment and operational use of ITS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The delegated regulation is still relevant (e.g. considering ongoing technological and policy development)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Decision No 585/2014/EU on the deployment of eCall provides added value to the delegated regulation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

The development of the delegated act was a cooperative and inclusive process	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The implementation of the delegated act is a cooperative and inclusive process	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

7. Please elaborate on your answers to the previous question.

1000 character(s) maximum

A large, empty rectangular box with a thin black border, intended for the user to provide an answer to the question above. The box is currently blank.

8. Do you agree with the following statements related to **the delegated regulation (EU) No 886/2013 on information services for safe and secure parking places?**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	No Opinion / I Don't know
The delegated regulation is an effective instrument for achieving its goals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The delegated regulation is sufficiently specific and detailed to ensure compatibility, interoperability and continuity for deployment and operational use of ITS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The delegated regulation is still relevant (e.g. considering ongoing technological and policy development)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Decision No 585/2014/EU on the deployment of eCall provides added value to the delegated regulation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

The development of the delegated act was a cooperative and inclusive process	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The implementation of the delegated act is a cooperative and inclusive process	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

9. Please elaborate on your answers to the previous question.

1000 character(s) maximum

10. Do you agree with the following statements related to **the delegated regulation (EU) No 962/2015 on EU-wide real time traffic information services?**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	No Opinion / I Don't know
The delegated regulation is an effective instrument for achieving its goals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The delegated regulation is sufficiently specific and detailed to ensure compatibility, interoperability and continuity for deployment and operational use of ITS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The delegated regulation is still relevant (e.g. considering ongoing technological and policy development)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Decision No 585/2014/EU on the deployment of eCall provides added value to the delegated regulation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

The development of the delegated act was a cooperative and inclusive process	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The implementation of the delegated act is a cooperative and inclusive process	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

11. Please elaborate on your answers to the previous question.

1000 character(s) maximum

12. Do you have any additional comments regarding this consultation questionnaire?

Please indicate any reports or other sources of information that provide evidence to support your responses. Please provide the title, author and, if available, a hyperlink to the study/report. You may also upload relevant files below.

3000 character(s) maximum

13. Please upload any relevant file

Useful links

[Consultation page \(https://ec.europa.eu/transport/themes/its/consultations/2017-evaluation-its-directive_en\)](https://ec.europa.eu/transport/themes/its/consultations/2017-evaluation-its-directive_en)

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