



Tweede Kamer

DER STATEN-GENERAAL

I&E Committee

European Commission
Mrs V. Bulc
Wetstraat 200
BE-1049 Brussels, Belgium

COURTESY TRANSLATION

City and date: The Hague, 23 November 2015
Subject: Letter in the framework of the political dialogue regarding the provision of EU-wide multimodal travel information services under the ITS Directive 2010/40/EU
Our reference: 2015Z16861/2015D45053

Dear Mrs Bulc,

In the light of the consultation on EU-wide multimodal travel information services under Directive 2010/40/EU of the European Parliament and the Council of the European Union of 7 July 2010 concerning the framework for the introduction of intelligent transport systems in road transport and for interfaces with other modes of transport (OJEU L 207), the standing committee on Infrastructure and the Environment of the Dutch House of Representatives has decided to write to you in the framework of the political dialogue. Below, you will find comments and questions from several parliamentary groups in the Dutch House of Representatives.

Comments and questions from the parliamentary groups in the House of Representatives

Introduction

The members of the VVD (*Volkspartij voor Vrijheid en Democratie*, Liberal Party, 40 out of 150 seats) have read with interest the information concerning the further specification of Directive 2010/40/EU of the European Parliament and the Council of the European Union of 7 July 2010 concerning the framework for the introduction of intelligent transport systems in road transport and for interfaces with other modes of transport (OJEU L 207; hereinafter 'the Directive'). They endorse the view that Intelligent Transport Systems (ITS) can bring about more efficient transport systems and support efforts to further specify this Directive to accelerate the introduction of ITS in the EU. However, they have several questions.

The members of the PvdA (*Partij voor de Arbeid*, Labour Party, 36 out of 150 seats) have read the consultation for EU information services for multimodal travel. They have a number of questions about this.

The members of D66 (Democraten66, Social-Liberal Party, 12 out of 150 seats) were interested to hear of the consultation and look forward to its results. They are pleased that the opinions of stakeholders and interested parties are being heard. In the light of this consultation, they still have several questions that they wish to put to you.

ITS

The members of the VVD parliamentary group note that improvements to ITS can be divided into several categories, such as interoperability, cross-border ticketing, availability of public transport

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travel information, passenger flows and travel behaviour. How does the European Commission intend to address and introduce these different components?

The members of the VVD parliamentary group would like to know if an assessment can be provided of the current economic, legal, technical and organisational obstacles with regard to introducing ITS in the EU.

The members of the VVD parliamentary group ask who will be responsible for supervising the ultimate EU-wide ITS.

The members of the D66 parliamentary group are interested in hearing of progress with regard to the adopted ITS Directive. Could you provide details of how far the various member states have come in implementing this ITS Directive?

Need for EU-wide multimodal information services

The members of the VVD parliamentary group ask whether standardisation across the EU is necessary. To what extent will existing/operational national ITS be included in further regulations?

The members of the PvdA parliamentary group have questions about the importance of European regulation of multimodal travel information. These members ask whether European regulation is an appropriate instrument for ensuring that travel data are interoperable. In what way could European regulation make a useful contribution to this? In this context, the members also wish to point out the danger that regulation could actually constitute an obstacle to multimodal interoperable travel information. After all, developments in this area – primarily market-driven – are moving fast. In the view of these members, parties are in general well able to ensure that travel information is clear for consumers. This is now proving increasingly successful between the different modes of transport, and between the countries in the EU. All of this is happening effectively without European regulation.

If the European Commission insists on proceeding with regulation, the members of the PvdA parliamentary group take the view that it must in all events demonstrate convincingly that this will result in better and more reliable travel information. Moreover, any possible regulation must not be permitted to form an obstacle for the initiatives of the parties who are proving increasingly successful in ensuring that travel information is clear for travellers.

EU-wide multimodal travel information services

The members of the VVD parliamentary group note that the consultation must result in input for the development under the ITS Directive of detailed specifications for EU-wide multimodal travel information services. What will these specifications entail in concrete terms? Is further regulation in this area being considered, and if so, what form will this take? When can any such further specifications be expected to be ready? In other words, what is the timeline?

The members of the VVD parliamentary group consider it important that the specifications of the Directive take proper account of the privacy of EU citizens. Aspects of cyber security will also need to be considered during the detailed development phase. In developing further regulation, how will be taken account of privacy and cyber security? Will use be made of open data regarding people's travel information? Will the use of open data be safeguarded in the regulation? What approach will be adopted in terms of the ownership and use of data?

The members of the D66 parliamentary group also ask what form the provision of information on multimodal travel will take. Could you provide further explanation of this? Could you also explain how passengers' rights will be safeguarded in the context of multimodal travel? The members of the D66 parliamentary group ask how and to what extent the privacy of travellers will be safeguarded in integrated multimodal services. Could you provide further explanation of this?

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Integrated multimodal ticketing

The members of the D66 parliamentary group read that integrated multimodal ticketing will not be included in the ITS Directive. They note that a resolution was recently adopted in the European Parliament on the development of multimodal integrated ticketing in Europe. These members warmly welcome this development. What progress are European member states making with regard to integrated multimodal ticketing?

The members of the D66 parliamentary group have several other questions about ticket prices. Can you explain whether and how assurance will be provided that the price of a specific journey is always clear in the booking and payment systems? Can you also explain how assurance will be provided that different pricing models will be safeguarded, in order to ensure that all of the different groups in society can benefit from multimodal ticketing?

The standing committee on Infrastructure and the Environment looks forward to your response and would very much appreciate your reply as soon as possible, but at the latest within three months of the date of this letter.

Yours sincerely,

Chairman of the standing committee on Infrastructure and the Environment

Van Dekken

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