



# Cooperation Agreement

between the

**Traveller Information Services Association (TISA)**

and the

**National Access Point Coordination Organisation  
for Europe (NAPCORE)**

and the

**DATEX II community as part of NAPCORE (DATEX II)**

and the

**Data for Road Safety ecosystem (DFRS)**

and the

**Car-2-Car Communication Consortium (C2C-CC)**

and the

**C-ROADS platform (C-ROADS)**

**WHEREAS**, TISA, NAPCORE, DATEX II, DFRS, C2C-CC and C-ROADS have come together to collaborate in sharing and exchanging know-how on Intelligent Traffic Systems (ITS);

**WHEREAS**, the partners listed below have agreed to enter into a collaborative agreement in which its member organisations will be partners in this sharing and exchange;

**WHEREAS**, the partners herein desire to enter into a Cooperation Agreement (the "Agreement") setting forth the activities to be facilitated and promoted by the collaboration.

**NOW, THEREFORE** TISA, NAPCORE, DATEX II, DFRS, C2C-CC and C-ROADS (hereinafter collectively referred to as the "Parties" and individually as the "Party") have entered into this Agreement to jointly work on the harmonization of Safety Related Message Sets for Safety Related Traffic Information (SRTI).



## 1 PARTNER ORGANIZATIONS

---

### Traveller Information Services Association (TISA)

TISA is a market-driven membership association with worldwide scope, established as a non-profit organisation under Belgian law (806.855.007) with registered address in Brussels. It is focused on proactive implementation of traffic and travel information services and products based on existing standards, including primarily RDS-TMC and TPEG technologies.

TISA supports the maintenance and development of standardized technologies leading to economic implementation and rapid market acceptance across a wide range of travel information services and products. In addition to road traffic information, for example, public transport, points of interest, weather and environmental data will continue to be in the TISA focus of important topic areas.

TISA was founded on synergy among previously separate member organizations and it now ensures an international framework for the coordinated development of future standards and services. TISA was established in Dec. 2007 as a non-profit organization under the Belgian law, taking-over the activities from the former TMC forum, the TPEG forum and the German Mobile.Info project.

### NAPCORE

NAPCORE (National Access Point Coordination Organisation for Europe) is an organisation to coordinate and harmonise more than 30 mobility data platforms across Europe. It has become apparent, that the existing National Access Points are quite different in their setup and data access interfaces. Also, the data formats and standards used differ throughout Europe. To work on a better alignment the National Access Point Coordination Organisation for Europe (NAPCORE) project was started.

NAPCORE is co-financed by a Programme Support Action under the European Commission's Connecting Europe Facility. NAPCORE has been launched as coordination mechanism to improve interoperability of the National Access Points as backbone of European mobility data exchange. NAPCORE improves the interoperability of mobility data in Europe with mobility data standard harmonisation and alignment. Also, NAPCORE increases access and expands availability to mobility related data by coordinated data access and better harmonisation of the European NAPs. Furthermore, NAPCORE empowers NAPs and National Bodies by defining and implementing common procedures and strategies, strengthening the position and the role of NAPs, supporting steps towards the creation of pan-European solutions to better facilitate the use of EU-wide data.

### DATEX II

DATEX II is the electronic language used in Europe for the exchange of traffic information and traffic data. The development of DATEX II was initiated in the early 90s because of the need to exchange information between traffic centres of motorway operators. Soon there was the need to open this information to service providers. DATEX 1 was somewhat too limited for this and used outdated technical concepts. Which is why DATEX II was developed in the early years of this millennium. By means of DATEX II, traffic information and traffic management information is distributed in a way that is not dependent on language and presentation format. This means that there is no room for misunderstandings and / or translation errors by the recipient, but the recipient can choose to include spoken text, an image on a map, or to integrate it in a navigation calculation. The increasing scale on which ITS services are being dimensioned, as well as the new digitization requirements arising from self-driving cars, requires increased use of standards and thus also challenges the DATEX II community accordingly.

### Data For Road Safety (DFRS)

The mission of the DFRS ecosystem is to improve road safety by maximizing the reach of safety-related traffic information powered by safety data generated by vehicles and road infrastructure operators. Alerts generated by vehicles, along with infrastructure data, are shared using a decentralised data collaboration architecture. DFRS is chaired by ERTICO-ITS Europe and members consist of public authorities/road operators, vehicle

*Handwritten signatures and initials:*  
B  
RBS  
f



manufacturers, automotive suppliers and service providers, complemented by associations and organisations active in these segments.

The ecosystem is the institutional follow-up from the Data Task Force established by European transport ministers alongside the European Commission and the private sector. A multi-party contractual framework is in force for the exchange of safety related traffic information (SRTI) among the participants, and to create the SRTI events mentioned in the delegated Regulation 886/2013.

### **CAR 2 CAR Communication Consortium (C2C-CC)**

The CAR 2 CAR Communication Consortium (C2C-CC) aims at assisting towards accident free traffic (vision zero) at the earliest possible date. It further aims at supporting the highest safety level at improved traffic efficiency anywhere, anytime at the lowest cost to the end user and the environment. While working on solutions supporting all driving levels from manual to fully automated it considers specific needs of stakeholders, types of vehicles and users. The C2C-CC contributes to the development and specification of robust and reliable solutions that allow for a continuous and seamless evolution of required functionalities. It enables technologies driven by innovation and competition, thereby fostering concepts of cooperation between the road users and with the road infrastructure. This is based on sharing information, awareness, perception and intentions while focusing on tactical level and considering strategic and planning level as required.

### **C-Roads**

The C-Roads Platform is a joint initiative of European Member States and road operators deploying C-ITS services all across Europe in order to significantly improve the exchange of information between vehicles and road infrastructure. The C-Roads Platform currently unites 18 European Member States' driven pilots and deployment initiatives on C-ITS services working jointly on the strategic and coordinated implementation. In order to achieve their aims, different scenarios are cross-site tested and implemented in the course of national technical pilots to achieve transnational interoperability. In this way, C-Roads contributes to European cohesion of C-ITS deployment in the European Union regarding a long-term rollout.

C-Roads forms the basis for harmonised C-ITS deployment and roll-out in Europe, based on common communication profiles. With the intent to ensure the desired spillover effect, from the achievements and lessons learned between the automotive industry and road operators, these communication profile specifications are made accessible to third parties.

## **2 HISTORY OF RELATIONSHIP BETWEEN THE PARTNERS**

In Directive 2010/40/EU ("ITS Directive") the European Commission developed for Priority Action C an EU Regulation named "*Data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users*" (EC Delegated Regulation No 886/2013). Th defines amongst others a single list of categories of safety related traffic information to be provided at no extra cost for the end user at the point of use.

In 2014, TISA and DATEX II therefore started to develop a document "Terms and Definitions" that outlined a set of safety related concepts, which shall be defined and declared as the message sets to be used for safety related messages. Furthermore, for the selected message sets a correlation in the focused standards (at that time DATEX II, TMC, and TPEG2-TEC) were defined.

In a subsequent update of the document in 2017, corrections to the DATEX II Situations were made and DENM Causes were added in alignment with the TPEG2-TEC Causes. This input was provided under the governance of the informal Amsterdam Group.

In 2019 a survey was made by the DATEX II community to take inventory of the real world events that are categorised as Safety related messages by the road operators on the TEN-T network in Europe. The outcomes of this survey, in combination with an update of DATEX II version 3.0 is the basis for version 3 of that document.

*Handwritten signatures and initials in blue ink, including 'R B S' and other illegible marks.*



The joint working group also established a close and ongoing cooperation with the C-Roads platform (taking over the role of the Amsterdam Group) in order to align this SRTI message sets document with the developments in C-ITS service-definitions in C-Roads.

In 2020, the Car2Car Communication Consortium (representing the C-ITS OEM community) and the Data For Road Safety partnership (a high-level initiative including EU Member States and the connected cars OEM community that evolved from the Data Task Force set up by the EU High Level Meeting on Connected and Automated Driving) joined this workgroup to bring the alignment with these developments.

In 2021 DATEX II was integrated as an activity in the NAPCORE project.

### 3 SUBJECT MATTER OF THIS AGREEMENT

---

This Agreement concerns:

- the document **Safety related message sets – Selection of DATEX II Situations, DENM and TPEG2-TEC Causes and TMC Events for EC high level Categories** and any related work, such as guidelines, annexes, interpretations thereof, presentations, press releases, oral, audio, written or pictorial material of any kind relating to the content of this document (hereinafter referred to as the “Work”). The aim of the Work is to contribute to a fully interoperable technical ecosystem supporting the policy aims of the European SRTI delegated regulation.
- Activities with regard to joint position statements on the EU policies with regard to SRTI regulations, where deemed valuable by the joint parties (hereinafter referred to as the “**Strategic Actions**”).

### 4 GENERAL AGREEMENTS BETWEEN THE PARTIES

---

The Parties agree to:

- I. Accept joint ownership of the work results produced under this Agreement
- II. Continue to work on the harmonization of SRTI message sets and any supplementary documentation;
- III. Participate actively in joint activities, such as working group or task forces, to improve and extend the Work
- IV. Support strategic actions that facilitate interoperability within the ITS ecosystem and support the SRTI related delegated regulations within Europe
- V. Strive to include further ITS or related standards or organizations into the harmonization of SRTI message sets;
- VI. Promote the outcomes of the Parties' work under this Agreement;
- VII. Foster collaboration in the area of ITS between the Parties and their membership organizations

### 5 SPECIFIC AGREEMENTS BETWEEN THE PARTIES

---

The Parties agree to:

- VIII. Not create, circulate or publish any deviating documents or forks that counteract or dilute the goals of this Agreement as described in items I. to VII. of Section 4

*For the avoidance of doubt: Each partner will publish the Work as produced under this Agreement via its own communication channels “as is”.*

- IX. Not publish any new version of the Work without written consent of the other Parties

*For the avoidance of doubt: The above agreement VIII does not apply to draft documents that are circulated among the Parties with the purpose to share work in progress.*



**CAR 2 CAR**  
COMMUNICATION CONSORTIUM



- X. Not take sole ownership of the Work or communicate the Work or parts thereof as “own development” or “own property”, but rather refer to the Work as joint or collaborative work, always mentioning the other Parties as co-owners or co-authors.
- XI. Keep all material shared between the Parties for the purpose of conducting the Work confidential until publication is unanimously agreed by all Parties. This confidentiality obligation includes all material directly or indirectly related to the Work, even if it will not be included in the Work.

## 6 MONITORING AND EVALUATION

---

1. The Parties shall maintain regular close consultations to monitor and review the progress of activities for each joint activity that maybe agreed upon.
2. The Parties will share with each other all relevant information and documents, including research, reports and any other information related to the activities, outputs and finally impact of this collaboration.
3. The Parties may wherever possible and as appropriate, undertake joint mission with respect to the Time-table and work plan agreed in the Annex to this Agreement

## 7 EXTENSION OF THIS AGREEMENT

---

New parties may be included in this Agreement if the previously undersigned Parties unanimously agree to the addition of the new party. Any extension to this Agreement is to be executed on a separate signature page to be added as attachment to the original Agreement, bearing the signatures of all Parties that have previously signed.

## 8 TERMINATION OF THIS AGREEMENT

---

This Agreement may be terminated by either Party giving the other party a written notice of thirty (30) days prior to its intention to terminate. In the event of termination, the Parties will take the appropriate steps to bring activities under this Agreement to a prompt and orderly conclusion.

The joint ownership and representation of the Work as defined in Section 5 will survive termination of this Agreement.

## 9 AMENDMENTS

---

This Agreement may be modified by written agreement between the Parties hereto. Any relevant matter for which no provision is made in this Agreement will be settled by the Parties in keeping with the general objectives of the Agreement and in a manner that is conducive to continued good relations.

The partners agree that TISA will be the editor of the agreement in case modifications are required by the nature of the agreement or upon joint decision of the signatories.

## 10 LEGAL

---

This Agreement is not legally binding any of the undersigning parties and it does not imply any financial obligations. All parties agree to bear their own costs in honouring the Agreement.

Documents exchanged as part of the collaboration under this Agreement are confidential, except if the other Parties expressly permit publication or distribution to third parties.

No undersigning Party can hold any undersigning Party liable for any action or damages caused by activities under this Agreement.



CAR 2 CAR  
COMMUNICATION CONSORTIUM



**We, the undersigned have read and agree with this Agreement.**

Further, we have reviewed the proposed objectives and approve them. **IN WITNESS WHEREOF**, the undersigned, duly appointed representatives of the Parties have signed this Agreement in four originals in the place(s) and on the date(s) herein below indicated:

J. Leonard

On behalf of TISA,

STEPHANIE LEONARD

Name (print)

BRUSSELS 04-04-24

Place, Date

[Signature]

On behalf of DATEX II,

BARD DE VRIES

Name (print)

BRUSSELS 4/4/2024

Place, Date

[Signature]

On behalf of DFRS,

JOOST VAN TOMME

Name (print)

BRUSSELS, 4 APRIL 2024

Place, Date

[Signature]

On behalf of NAPCORE,

Timo Hoffmann

Name (print)

Place, Date

[Signature]

On behalf of C2C-CC,

NEIS PETER SKOV ANDERSEN

Name (print)

Bruxelles 4 April 2024

Place, Date

[Signature]

On behalf of C-Roads,

MATTHIAS BÖHM

Name (print)

BRUSSELS, 4/4/2024

Place, Date

[Signature]

BRUSSELS



CAR 2 CAR  
COMMUNICATION CONSORTIUM



DATEX II



## Annex A:

---

The Parties agreed on the following tentative time plan to proceed with regards to the above mentioned Agreement objectives:

Holding a joint meeting to discuss the state of affairs and plans for updating the Work under this Agreement ...  
... at least once every year

Holding joint technical meetings to ensure alignment of the Work with the work progress in each Party ...  
... at least twice every year

Present the Work and any progress thereof to their respective member organizations ...  
... at least once every year

*Handwritten signature and initials in blue ink.*