Question for written answer E-000318/2025
to the Commission
Rule 144
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Subject: Harmonised standards for intelligent transport systems under Radio Equipment Directive 2014/53/EU

The European standard ETSI EN 302 571 can be used for assessing the conformity of cooperative intelligent transport systems (C-ITS) equipment to the Radio Equipment Directive[1]. The standard is essential for the EU's C-ITS deployment. Europe is a global leader in vehicle-to-everything (V2X) deployment, as it is serialised in cars and is used in cities by public transport operators and emergency services. The growth potential lies in the fact that such systems are interoperable. It appears that the Commission is intending to withdraw EN 302 571 because it is not 'technology neutral', even at the cost of causing radio interference for existing radio services that serve the public or hindering interoperability.

The European Telecommunications Standards Institute, ETSI, is tasked with delivering standards that promote the EU's policy goals. For C-ITS, it has the mandate to 'prepare a coherent set of standards, specifications and guidelines to support European Community wide implementation and deployment of Co-operative ITS systems'.

1. Does the Commission believe that 'technology neutrality' can be the legal basis for withdrawing a harmonised standard such as EN 302 571 under the Radio Equipment Directive?

2. Is the ETSI EN 303 798 standard compliant with the Radio Equipment Directive, despite it creating harmful interference?

3. Was public money used to draft ETSI EN 303 798?

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[1] Directive 2014/53/EU of the European Parliament and of the Council of 16 April 2014 on the harmonisation of the laws of the Member States relating to the making available on the market of radio equipment and repealing Directive 1999/5/EC, OJ L 153, 22.5.2014, p. 62, ELI: http://data.europa.eu/eli/dir/2014/53/oj.