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A Survey on EU NIS 2 implementation in the EU Member States, the Revised ITS Directive, and Cybersecurity in Mobility Data Spaces

Infrastructures of High Criticality

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The NIS 2 Directive

- The Directive defines the Road Transportation as a sector with High Criticality
  - Road Authorities responsible for traffic management control
  - Operators of ITS as defined in the 2010/40/EU

- The NIS 2 directive comes after 6 years of the NIS (EU 2016/1148)
  - Lesson learnt: the NIS left the situation scattered
  - Creation of different trust domains, unsustainable for highly connected operations
  - NIS 2 focuses on operators and information sharing

The NIS 2 Directive

- ASECAP’s survey shown that not all the member states transposed the NIS to the digital assets of the Road Authorities

- What are the services defined by the Directive?
  - (Cooperative) Intelligent Transport System
  - Traffic Management
  - Traffic Monitoring
  - Tolling
  - Tunnel Automation Systems *(suggestion from ASECAP members)*

The 2010/40/EU Directive and Cybersecurity

- The directive has been revised in October 2023

- In contains a list of services and information that Road Operators may provide
  - The National Access Point (NAP) makes information accessible (which may be infrastructure with high criticality in some member states)

- Provisions Cybersecurity aspects of C-ITS
  - Reinforce the position of the Commission in the governance of Cybersecurity aspects

The NAP

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- The NAPCORE EU project addresses technical specifications to deliver road information by secured interfaces, implemented by DATEX II, TN-ITS, etc.
- Technical specifications are based on Building Blocks so that Tollway Operators can expect to have a standard security mechanisms to provide and receive data to the NAP, **attaining interoperability**

The Mobility Data Space

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- Operators collect data, foundational to build ITS services e.g., Traffic Information, Management, or MaaS
- Data may be shared with stakeholders (other companies, AI training, or App Developers).
  - Trustworthiness of data is a crucial aspect of quality
- Many initiatives started with the aim of attaining trustworthiness
  - IEC 62443-4-2-based IDS Reference Architecture
  - Mobility Data Spaces

The Mobility Data Space

- When data is delivered or brokered through the NAP, trustworthiness may be defined in terms of basic building blocks
  - Data Provenance, Non-Repudiation, Audit Trail, and Integrity

- The NAP, TCCs, and (C-)ITS can technically provide a secure data sharing ecosystem. However, a Reference Architecture does not yet exist, thus the Cybersecurity aspects are still premature to be defined

How does impact Tollway Operators?

- National Authorities will provide the NIS 2 transposition by October 2024 (Art. 41)
  - Operators shall prepare for Article 21 provisions (e.g., incident handling, supply chain security – including cloud services)
  - Operators shall perform Business Impact Analyses on digital assets
- If Member States identifies the NAP as critical infrastructure, services interacting with the NAP may be considered critical infrastructure as well (e.g., Traffic Control Centres)
- ASECAP may provide further technical guidelines through the COPER 3 task forces

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THANK YOU

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