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COMMISSION IMPLEMENTING DECISION (EU) 2026/1800

of 24 July 2026

amending Implementing Decision (EU) 2020/1426 as regards introducing wider frequency channels in the Union-harmonised 5,9 GHz frequency band for safety-related applications of road intelligent transport systems

(notified under document C(2026) 5125)

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Decision No 676/2002/EC of the European Parliament and of the Council of 7 March 2002 on a regulatory framework for radio spectrum policy in the European Community (Radio Spectrum Decision) ([1]), and in particular Article 4(3) thereof,

Whereas:

(1) Commission Implementing Decision (EU) 2020/1426 ([2]) harmonises the conditions for the availability and efficient use of frequency band 5 875-5 935 MHz ('the 5,9 GHz frequency band') for the deployment of safety-related applications of road and urban rail intelligent transport systems (ITS).

(2) Recent developments in standardisation support the use of 20 MHz channels in the frequency range 5 875-5 925 MHz designated for safety-related applications of road ITS.

(3) Radio spectrum accessibility to wider channels for safety-related applications of road ITS, in addition to the currently harmonised 10 MHz channels, would allow the implementation of basic and advanced use cases, which provide advantages such as simplified implementation and higher spectrum efficiency, while maintaining a technology-neutral approach to spectrum use.

(4) On 24 January 2025, pursuant to Article 4(2) of Decision 676/2002/EC, the Commission gave a mandate to the European Conference of Postal and Telecommunications Administrations (CEPT) on updating the harmonised technical conditions laid down in Implementing Decision (EU) 2020/1426 with a view to introducing wider frequency channels in the 5,9 GHz frequency band for safety-related applications of road ITS.

(5) In response to that mandate, on 7 November 2025 the CEPT adopted its Report 91 ('CEPT Report'), which provides harmonised technical conditions for introducing wider frequency channels to the 5,9 GHz frequency band for safety-related applications of road ITS.

(6) The CEPT Report concludes that two channels of 10 MHz can be combined in one contiguous 20 MHz channel for safety-related applications of road ITS. The CEPT Report also concludes that pending the availability of solutions ensuring protection of urban rail ITS in the frequency band 5 915-5 925 MHz, the use of the 20 MHz channel in the frequency band 5 905-5 925 MHz for road ITS should be limited to infrastructure-to-vehicle communications. The CEPT Report also proposes amendments of the technical and operational conditions set out by Implementing Decision (EU) 2020/1426.

([1]) OJ L 108, 24.4.2002, p. 1, ELI: http://data.europa.eu/eli/dec/2002/676(1)/oj.

([2]) Commission Implementing Decision (EU) 2020/1426 of 7 October 2020 on the harmonised use of radio spectrum in the 5 875-5 935 MHz frequency band for safety-related applications of intelligent transport systems (ITS) and repealing Decision 2008/671/EC (OJ L 328, 9.10.2020, p. 19, ELI: http://data.europa.eu/eli/dec_impl/2020/1426/oj).

(7) Commission Implementing Decision (EU) 2020/1426 should therefore be amended accordingly.

(8) The measures provided for in this Decision are in accordance with the opinion of the Radio Spectrum Committee,

HAS ADOPTED THIS DECISION:

Article 1

The Annex to Implementing Decision (EU) 2020/1426 is replaced by the text in the Annex to this Decision.

Article 2

This Decision is addressed to the Member States.

Done at Brussels, 24 July 2026.

For the Commission
Henna VIRKKUNEN
Executive Vice-President

ANNEX

'ANNEX

Table 1

Technical parameters for safety-related applications of intelligent transport systems (ITS) in the frequency band 5 875-5 935 MHz

Parameter	Value
Maximum spectral power density (mean EIRP ([1]))	23 dBm/MHz
Maximum total transmit power (mean EIRP)	33 dBm with transmit power control (TPC) TPC shall be able to reduce the total power from its maximum to 3 dBm EIRP

Table 2

Technical parameters specific to road ITS operating in the frequency band 5 875-5 925 MHz

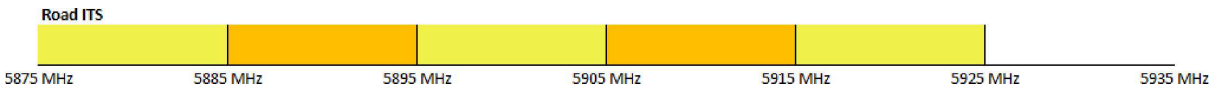
Parameter	Value
Unwanted emissions above 5 925 MHz	Less than or equal to -30 dBm/MHz EIRP

Techniques to access spectrum and mitigate interference that provide an appropriate level of performance shall be used in accordance with Directive 2014/53/EU of the European Parliament and of the Council ([2]). If relevant techniques are described in harmonised standards or parts thereof the references of which have been published in the *Official Journal of the European Union* under Directive 2014/53/EU, performance at least equivalent to the performance level associated with those techniques shall be ensured.

Frequency arrangement

The frequency arrangement is based on block sizes of 10 MHz starting at the lower edge of the band, namely at 5 875 MHz.

For road ITS:



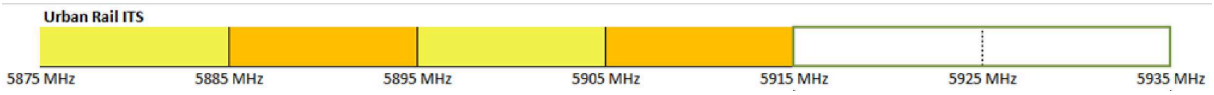
In the frequency band 5 875-5 925 MHz, road ITS applications shall use channels within the boundaries of each 10 MHz block. The channel bandwidth may be less than 10 MHz.

Two blocks may be combined in one contiguous 20 MHz channel.

Use of the 20 MHz channel formed by two blocks of 10 MHz within the frequency band 5 905-5 925 MHz shall be limited to infrastructure-to-vehicle communications, noting that restrictions apply to the frequency band 5 915-5 925 MHz in accordance with Article 3(3).

([1]) EIRP: equivalent isotropically radiated power.
([2]) 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).

For urban rail ITS:



In the frequency band 5 875-5 915 MHz, urban rail ITS applications shall use channels within the boundaries of each 10 MHz block. Channel bandwidth may be lower than 10 MHz.

In the frequency band 5 915-5 935 MHz, the maximum channel bandwidth shall be 10 MHz for urban rail ITS applications. The dotted line shows the preferred harmonised frequency arrangement but, at national level, rollouts may use a channel centred at 5 925 MHz.'