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REPORT FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL

on the implementation of Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport

{SWD(2026) 117 final}

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1 INTRODUCTION AND CONTEXT

This report is the first report since the adoption on 22 November 2023 of Directive (EU) 2023/2661 amending Directive 2010/40/EU ('the ITS Directive'), which Member States had to transpose by 21 December 2025. Pursuant to Article 17(4) of the amended ITS Directive, the Commission must submit a report to the European Parliament and to the Council on the progress made in the implementation of the Directive and its delegated acts, no later than 12 months after the national ITS reports that Member States had to communicate to the Commission by 21 March 2025[1].

The amendment of the ITS Directive pursued several objectives. They were identified through the *ex post* evaluation of the Directive[2] and the second Commission progress report[3] to the European Parliament and the Council on the implementation of the ITS Directive, and they were further assessed in the impact assessment[4] accompanying the proposal for a Directive amending the ITS Directive[5]. The objectives were to: (i) further improve coordination as regards the accessibility of data; (ii) take into account the emergence of new ITS themes and challenges; and (iii) improve the availability of key data types for the whole road transport network.

The amendments to the ITS Directive introduced several new requirements on cooperative ITS (C-ITS) security, interim measures for emergency situations, mandatory cooperation between Member States and with stakeholders, the availability of data and deployment of services, and the simplification of reporting on both the Directive and its delegated acts, including the establishment of a common template and common key performance indicators (KPIs). Two annexes were added establishing lists of data types and services considered crucial for the deployment of ITS. The role of national access points (NAPs)[6] was also acknowledged as regards the accessibility of data.

The four priority areas of the ITS Directive were also redefined and reorganised into four categories of services acknowledging new ITS themes and challenges, such as Mobility as a Service (MaaS) and cooperative, connected and automated mobility (CCAM), while ensuring that the scope of the existing delegated acts remains covered.

The role of the European ITS Committee was reinforced, in particular by applying the examination procedure for the adoption of new ITS working programmes and the template and KPIs for Member State reporting. The role of the European ITS Advisory group was also strengthened by adding a compulsory consultation stage before the adoption of the ITS working programmes.

As required under the amended ITS Directive, the Commission adopted the following decisions in 2024:

[1] National ITS reports are available on https://transport.ec.europa.eu/transport-themes/smart-mobility/road/its-directive-and-action-plan/its-national-reports_en.
[2] SWD(2019) 369 final.
[3] COM(2019) 464 final.
[4] SWD(2021) 474 final.
[5] COM(2021) 813 final.
[6] https://transport.ec.europa.eu/transport-themes/smart-mobility/road/its-directive-and-action-plan/national-access-points_en.

- Commission Decision of 22 March 2024 amending Commission Decision 2011/C 135/03 as regards its applicability, the tasks of the European ITS Advisory Group and the transparency of its operation[7].
- Commission Implementing Decision of 11 November 2024 laying down the template including key performance indicators for reporting by the Member States under Directive 2010/40/EU of the European Parliament and of the Council[8]. This Decision repeals and replaces the former Commission Implementing Decision of 13 July 2011 adopting guidelines for reporting by the Member States[9]. A guidance document on ITS KPIs for the EU was also prepared with Member State experts in 2024[10].
- Commission Implementing Decision of 12 November 2024 establishing a working programme for Directive 2010/40/EU for the period 2024-2028[11] (the ITS working programme 2024-2028).

This report is accompanied by a Commission staff working document analysing the 2025 ITS national reports, including the availability of crucial data types listed in Annex III and the deployment of services listed in Annex IV to the ITS Directive, as provided by the Member States in accordance with Article 17(1) of the ITS Directive. The staff working document also analyses the KPIs provided by Member States in their reports.

2 STATUS OF THE IMPLEMENTATION OF DIRECTIVE 2010/40/EU

2.1 Delegated acts on specifications and related legislation

Since the publication of the second Commission progress report, several significant changes have been made to the specifications adopted under the ITS Directive. The current status is as follows:

Priority action (a) – the provision of EU-wide multimodal travel information services (MMTIS): on 31 May 2017, the Commission adopted Delegated Regulation (EU) 2017/1926 supplementing the ITS Directive with regard to the provision of EU-wide multimodal travel information services[12]. These specifications covered both conditions for enabling the deployment of services, such as the mandatory accessibility of existing static data via NAPs, and provisions for linking travel information services.

As announced in the Commission Communication on a Sustainable and Smart Mobility Strategy[13], the specifications were amended by Delegated Regulation (EU) 2024/490[14] adopted by the Commission on 29 November 2023. The amended specifications require data holders to provide access to existing dynamic data (e.g. real-time information such as disruptions) via the NAPs. This provision is also extended to additional data types, for example on whether bicycles can be taken onto a train and on accessibility for passengers with disabilities or reduced

[7] OJ C, C/2024/2348, 27.3.2024, ELI: http://data.europa.eu/eli/C/2024/2348/oj.
[8] OJ L, 2025/264, 10.2.2025, ELI: http://data.europa.eu/eli/dec_impl/2025/264/oj.
[9] OJ L 193, 23.7.2011, p. 48, ELI: http://data.europa.eu/eli/dec_impl/2011/453/oj.
[10] Available on ITS national reports - Mobility and Transport - European Commission.
[11] OJ C, C/2024/6798, 13.11.2024, ELI: http://data.europa.eu/eli/C/2024/6798/oj.
[12] OJ L 272, 21.10.2017, p. 1, ELI: http://data.europa.eu/eli/reg_del/2017/1926/oj.
[13] COM/2020/789 final.
[14] OJ L, 2024/490, 13.2.2024, ELI: http://data.europa.eu/eli/reg_del/2024/490/oj.

mobility. Depending on the data type and the geographical coverage, the implementation of the specifications was staggered until 1 December 2028.

Priority action (b) – the provision of EU-wide real-time traffic information services (RTTI): on 18 December 2014, the Commission adopted Delegated Regulation (EU) 2015/962 supplementing the ITS Directive with regard to the provision of EU-wide real-time traffic information services[15]. The specifications were intended to ensure the accessibility, exchange, re-use and updating of road and traffic data by road authorities, road operators and services providers for the provision of EU-wide RTTI services.

These specifications were revised through the adoption on 2 February 2022 of Delegated Regulation (EU) 2022/670[16], which repealed Delegated Regulation (EU) 2015/962 from 1 January 2025. The revision added data types to the list of existing data that data holders are required to make accessible via the NAPs, and extended the geographical scope of the specifications to cover the entire EU road network, excluding private roads. It also introduced an obligation for service providers to include in their services, without additional costs to the end user, data on any traffic circulation plans and traffic regulations and restrictions implemented by the competent authorities and made accessible via the NAPs. Depending on the data type and the geographical coverage, the implementation of the specifications was staggered between 1 January 2023 and 31 December 2027.

Priority action (c) – data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (SRTI): on 15 May 2013, the Commission adopted Delegated Regulation (EU) No 886/2013 supplementing the ITS Directive with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users[17]. The revision of these specifications is envisaged in the ITS working programme 2024-2028 (see below).

Priority action (d) – the harmonised provision for an interoperable EU-wide eCall: on 26 November 2012, the Commission adopted Delegated Regulation (EU) No 305/2013 on the harmonised provision for an interoperable EU-wide eCall[18].

Furthermore, Decision No 585/2014/EU[19] was adopted on 15 May 2014 and Regulation (EU) 2015/758[20] on 29 April 2015. These added to the framework under the ITS Directive by providing for the mandatory deployment of eCall public safety answering points (eCall PSAPs) and the mandatory equipment for new types of category M_1 or N_1 vehicles (see the second Commission progress report for a more detailed description of this legislation).

On 6 February 2024, the Commission adopted Delegated Regulation (EU) 2024/1084[21] amending Delegated Regulation (EU) No 305/2013. This required PSAPs to support the reception and handling of eCalls using the newest packet-switched communication technologies (4G/5G) from 1 January 2026. Similarly, on 14 February 2024 the Commission

[15] OJ L 157, 23.6.2015, p. 21, ELI: http://data.europa.eu/eli/reg_del/2015/962/oj.
[16] OJ L 122, 25.4.2022, p. 1, ELI: http://data.europa.eu/eli/reg_del/2022/670/oj.
[17] OJ L 247, 18.9.2013, p. 6, ELI: http://data.europa.eu/eli/reg_del/2013/886/oj.
[18] OJ L 91, 3.4.2013, p. 1, ELI: http://data.europa.eu/eli/reg_del/2013/305/oj.
[19] OJ L 164, 3.6.2014, p. 6, ELI: http://data.europa.eu/eli/dec/2014/585(2)/oj.
[20] OJ L 123, 19.5.2015, p. 77, ELI: http://data.europa.eu/eli/reg/2015/758/oj.
[21] OJ L, 2024/1084, 12.4.2024, ELI: http://data.europa.eu/eli/reg_del/2024/1084/oj.

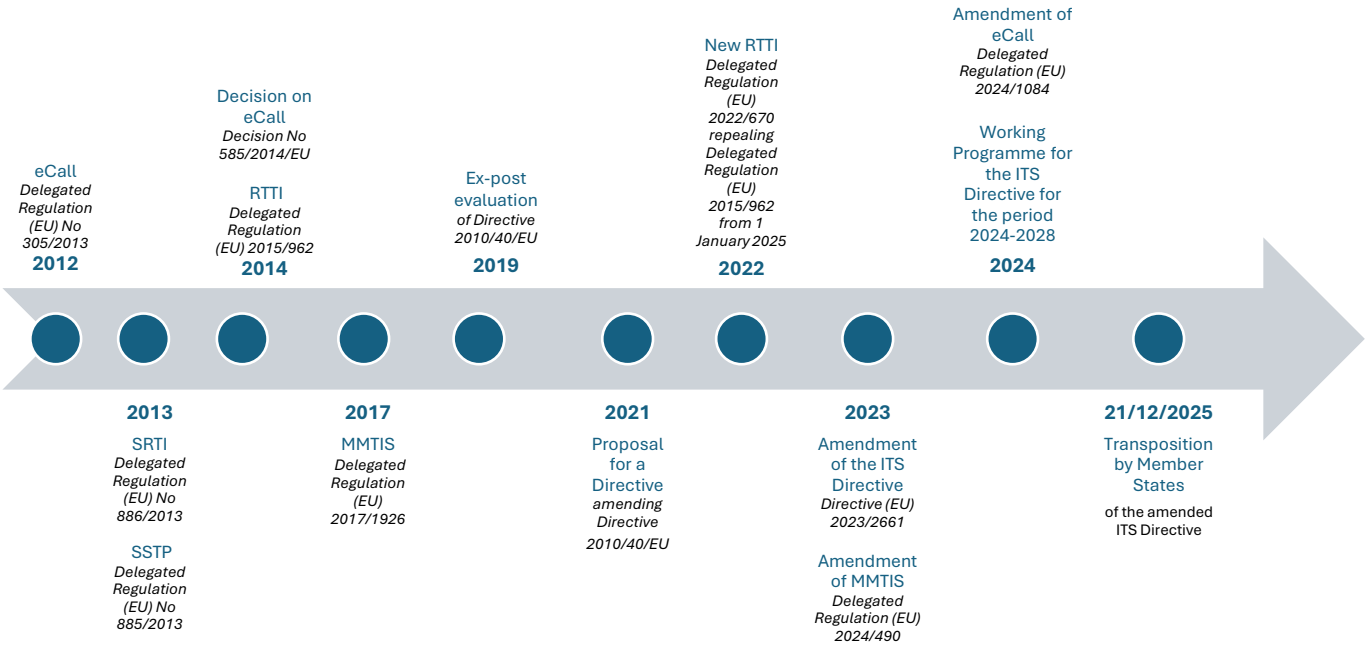
adopted Delegated Regulation (EU) 2024/1180[22] amending Regulation (EU) 2015/758 as regards the standards relating to eCall, and on 23 July 2025 the Commission adopted Delegated Regulation (EU) 2025/1871[23] amending Regulation (EU) 2015/758 as regards the standards relating to eCall and amending Delegated Regulation (EU) 2017/79[24] as regards the technical requirements and test procedures for approval of motor vehicles equipped with 112-based eCall in-vehicle systems.

Priority action (e) – the provision of information services for safe and secure parking places for trucks and commercial vehicles (SSTP): on 15 May 2013, the Commission adopted Delegated Regulation (EU) No 885/2013 supplementing the ITS Directive with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles[25]. The revision of these specifications is provided for in the ITS working programme 2024-2028 (see below).

Priority action (f) – the provision of reservation services for safe and secure parking places for trucks and commercial vehicles: the Commission consulted Member State experts and the key stakeholders on this priority action, including when discussing the latest ITS working programme for the period 2024-2028. This led to the conclusion that there was no need at this stage for specifications and standards on the reservation of parking areas.

In addition to specifications for the priority actions of the ITS Directive, on 13 March 2019 the Commission adopted a **Delegated Regulation[26] with regard to the deployment and operational use of cooperative intelligent transport systems (C-ITS)**. The European Parliament and the Council objected to this Delegated Regulation, which did not enter into force. A new initiative for C-ITS specifications is provided for in the ITS working programme 2024-2028 (see below).

[22] OJ L, 2024/1180, 19.4.2024, ELI: http://data.europa.eu/eli/reg_del/2024/1180/oj.
[23] OJ L, 2025/1871, 28.10.2025, ELI: http://data.europa.eu/eli/reg_del/2025/1871/oj.
[24] OJ L 12, 17.1.2017, p. 44, ELI: http://data.europa.eu/eli/reg_del/2017/79/oj.
[25] OJ L 247, 18.9.2013, p. 1, ELI: http://data.europa.eu/eli/reg_del/2013/885/oj.
[26] C(2019) 1789 final.



2.2 A new working programme for the period 2024-2028

Since the entry into force of the ITS Directive in 2010, the Commission has implemented the first working programme[27], which focused mainly on the adoption of specifications for the priority actions under the Directive. Two updates of this working programme followed, for the periods 2017-2022[28] and 2022-2027[29], which included new actions under Article 6(3) of the Directive and in particular enabled the revision of existing specifications.

In accordance with Article 4a of the amended ITS Directive, on 12 November 2024 the Commission adopted an Implementing Decision establishing a new ITS working programme for the period 2024-2028. The Decision was adopted after consulting the European ITS Advisory Group[30], preparatory work with Member State experts and a positive vote in the European ITS Committee in September 2024 in accordance with the examination procedure. Stakeholders were also consulted in the context of a public workshop on 19 March 2024.

The ITS working programme 2024-2028 details the scope and timeline of activities the Commission intends to undertake to further implement Directive 2010/40/EU. Several overarching tasks are envisaged, in particular: (a) the adoption of the common template for Member State reporting and KPIs in 2024; (b) the renewal of the European ITS Advisory Group in 2024; (c) this report on progress with implementation in 2026, and the report on delegated powers in 2028; and (d) a review of the ITS Directive in 2027-2028.

Other planned activities concern the different priority areas of the ITS Directive or amendments to the Directive itself. Work has already started for several of these activities:

- As regards the work on C-ITS specifications, a first workshop was held in June 2025 with public and private stakeholders, including the European ITS Advisory Group, to

[27] C(2011) 289 final.
[28] C(2018) 8264 final.
[29] C(2022) 9140 final.
[30] Minutes of the meeting of 6 June 2024 are published in the Register of Commission Expert Groups and Other Similar Entities, code number E02736.

help define the scope of the initiative. The Commission will launch a supporting study in 2026.

- Preparatory work to develop multimodal access node identifiers has started within the NAPCORE and NAPCORE-X[31] projects, which are co-funded by the Connecting Europe Facility (CEF). The projects aim to provide recommendations and support further work with Member States.
- The exploratory study to assess the need for complementary actions in the field of enhanced traffic and incident management services was finalised in July 2025[32]. It confirmed that there was a clear and pressing need for complementary action. Further consultations and discussions with Member State experts will follow in 2026.
- The work on revising the current specifications for road safety-related minimum universal traffic information has started. After a first workshop in December 2024 with public and private stakeholders, including the European ITS Advisory Group, the Commission launched a study, including a cost-benefit analysis, in 2025. The updated specifications are expected to be adopted in Q3 2026.
- The work on revising the current specifications for information services for safe and secure parking places for trucks and commercial vehicles has started. After a first workshop in January 2026 with public and private stakeholders, including the European ITS Advisory Group, the Commission will launch a study, including a cost-benefit analysis, in 2026. The updated specifications are expected to be adopted in 2027.

2.3 Standards

Standardisation efforts are continuing in several important areas, further supporting the deployment of services in the four priority areas of the ITS Directive.

The eCall standards have been supplemented with several technical specifications covering additional types of vehicles (powered two-wheelers, coaches and buses, agricultural vehicles, heavy good vehicles). This has been done with the support of the sAFE project (2018-2021), which was co-funded by the CEF. In 2024 and 2025, the European standardisation organisations (ESOs) CEN-CENELEC and ETSI adapted existing eCall standards and created new eCall standards for the packet switched eCall to support the upgrade of vehicles and PSAPs to 4G and 5G mobile communication networks[33].

Regarding C-ITS, the C-Roads platform[34], in cooperation with the CAR 2 CAR Communication Consortium[35], published the first release of the harmonised communication profile for C-ITS services in September 2025. This was based on the relevant ETSI and CEN standards and focused as a first step on the communication profile for IEEE 802.11p / ETSI ITS-G5 short range communication.

The CEF programme support actions NAPCORE (2021-2025) and Data4PT (2020-2024), which are now merged into the CEF technical assistance action NAPCORE-X (2025-2027),

[31] https://napcore.eu/.
[32] Exploratory study to assess the need for complementary action in the field of enhanced traffic and incident management services - Publications Office of the EU.
[33] The interoperable EU-wide eCall - Mobility and Transport.
[34] https://www.c-roads.eu/.
[35] https://www.car-2-car.org/.

coordinate Member States' activities[36] related to road data standards (Datex II[37] and TN-ITS[38]), multimodal data standards (Transmodel, NeTEx and SIRI)[39], a data dictionary[40] for all data categories included in the delegated regulations under the ITS Directive, the mobilityDCAT-AP metadata scheme[41] and a NAP Reference Architecture[42] as a common blueprint for harmonised and interoperable national access points.

In this way, standards can constantly evolve and be kept up to date, and related communities can be managed and developed. Coordination between different standards and alignment with various stakeholder communities are organised, in domains such as alternative fuels, road safety, travel information and C-ITS, as well as fruitful collaboration with ESOs.

Noteworthy ongoing developments include participation via the NAPCORE-X project in ISO-level work on standards for the Management of Electronic Traffic Regulations (METR) and the EU-funded work in ESOs on various topics such as barcodes for multimodal tickets, cycling infrastructure, exchange of public transport raw data and booking APIs.

Detailed information on existing ITS standards can be found in the EU-funded EU-ICIP GUIDE to Intelligent Transport Systems Standards[43].

2.4 Rules on data protection and privacy

As stated in previous reports, provisions related to data protection and privacy have been included in specifications where appropriate, clarifying that legislation on privacy and data protection must be complied with. In the same way, the European Data Protection Supervisor has been invited to expert meetings when relevant and his opinion duly considered, in particular when revising the specifications.

2.5 Rules on liability

As stated in previous reports, provisions related to liability have been included in specifications laid down in the relevant delegated regulations, in accordance with Article 11 of the ITS Directive.

2.6 Member State reporting

2.6.1 New rules for reporting

Article 17 of the ITS Directive requires Member States to submit a report on the implementation of the Directive and its delegated acts by 21 March 2025 and every three years following this initial report. Using the template adopted by the Commission, the Member States report on the main national activities and projects in the priority areas and on the availability of data and services listed in Annexes III and IV. It also includes KPIs for deployment, benefits and investments, distinguishing between mandatory and additional indicators, in a phased approach starting with the TEN-T network and motorways. This template was discussed with

[36] https://napcore.eu/standards/.
[37] https://datex2.eu/.
[38] https://tn-its.eu/.
[39] https://data4pt-project.eu/.
[40] https://github.com/NAPCORE/Data-dictionary.
[41] https://mobilitydcat-ap.github.io/mobilityDCAT-AP/releases/index.html.
[42] https://napcore.github.io/Reference-Architectures-website/.
[43] https://www.mobilityits.eu/.

Member State experts in three meetings in 2024 and adopted following a positive vote in the European ITS Committee in September 2024, in accordance with the examination procedure.

To provide higher-level policy information, the template requires Member States to report their deployment KPIs, offering an insight into the deployment and impact of ITS equipment and services in the EU. For benefit KPIs that evaluate the impact of ITS services on travel time, the number of road crashes and traffic-related CO_2 emissions, the purpose of the template is to gather reliable reference values based on a sufficient number of high-quality samples. This should allow for prudent extrapolations, considering the inherent limitations in calculating these KPIs and the challenge of isolating the impact of ITS from other influencing factors. Finally, the template requires reporting on financial KPIs, in particular annual investment and annual operating and maintenance costs for road ITS.

The new rules for reporting also allow for a simplification of Member States' reporting, replacing annual or biennial reporting for the delegated acts with one report every three years for the Directive and the delegated acts. The implementation of this new approach when revising the delegated acts will gradually replace 10 reports with a single report every three years.

2.6.2 Learnings from the analysis of Member State reports

2.6.2.1 Status in the different priority areas

Most Member States reported sustained activity in priority area I. Regarding MMTIS, all Member States have established their NAPs; however, data accessibility and adherence to EU standards remain inconsistent, and some NAPs will need to be upgraded to support access to all data types. Efforts to engage stakeholders have increased data publication, yet significant disparities exist between Member States. Common tools such as mobilityDCAT-AP are being implemented, alongside projects co-funded by the CEF. However, adherence to standards like NeTEx and SIRI requires improvement. Conversely, there is progress in RTTI deployment across national and European initiatives, with various data acquisition methods in place using cameras and sensors. Despite advancements in accessibility and exchange, discrepancies persist in static and dynamic data availability. Standards like DATEX II and TN-ITS are being widely implemented.

Regarding priority area II, Member States are actively improving traffic management with technological deployments to optimise transport infrastructure. Initiatives such as digital twins and automation technologies are being implemented to visualise and manage traffic more effectively. Projects span diverse transport modes beyond roads, including rail and multimodal urban environments. Freight integration plays a crucial role, with cities experimenting with different freight-access management solutions to improve network performance. Electronic Freight Transport Information (eFTI) initiatives are allowing the transition towards digital data exchanges to improve logistics flows. Challenges include integrating complex ecosystems and standardising interfaces, pointing to the need for harmonised European-level support.

Reports on priority area III showed maturity but also the need for continued private sector involvement. All Member States have implemented the 112 eCall system, with an ongoing transition to 4G/5G networks. Static data for safe truck parking have good coverage, although data accessibility gaps remain, particularly for the private sector. Collaboration within the Data for Road Safety Platform improves in-vehicle data usage and the detection of SRTI events. The

convergence of SRTI with C-ITS expands service reach. However, access to private SRTI data remains limited. The ongoing revisions of Delegated Regulations (EU) Nos 885/2013 and 886/2013 aim to address these limitations.

Regarding priority area IV, numerous C-ITS projects and initiatives were reported, focusing on key aspects such as field implementation and communication protocols. Through collaborative projects promoting harmonisation, several countries now deploy operational services on the basis of common specifications, despite previous legislative failures. The C-Roads platform groups 16 Member States and other countries to ensure harmonisation in C-ITS deployments, supporting various projects co-funded by the CEF, such as C-Roads Extended for further service quality improvement.

2.6.2.2 Availability of data and services

The following diagrams summarise the availability on the EU road TEN-T network (TERN) of the crucial RTTI, SSTP and SRTI datasets listed in Annex III to the ITS Directive (*each Member State's share is calculated in proportion to the length of its TERN*).

Figure 1: RTTI data availability on the TERN

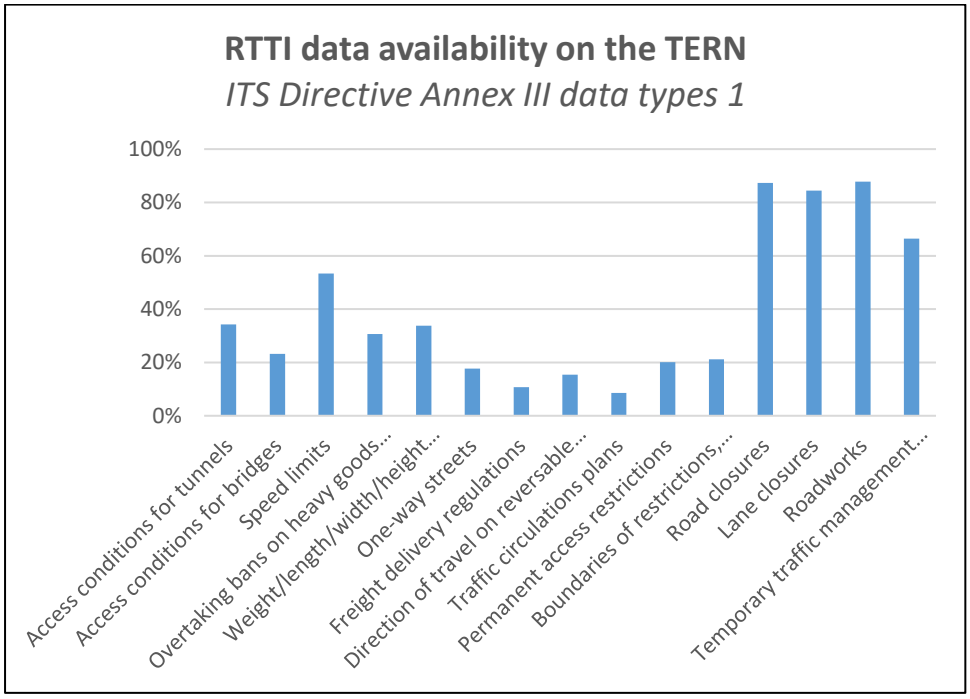


Figure 2: SSTP data availability on the TERN

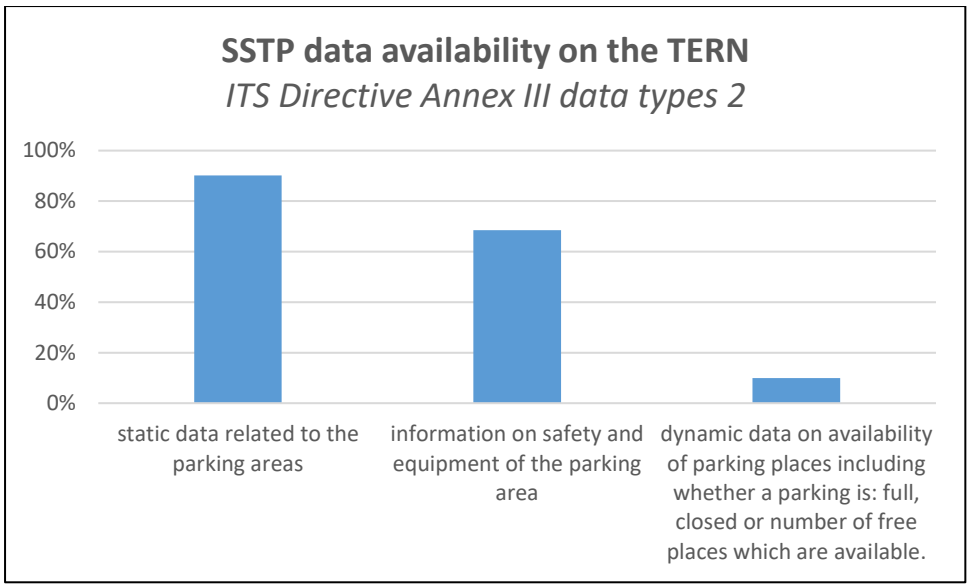
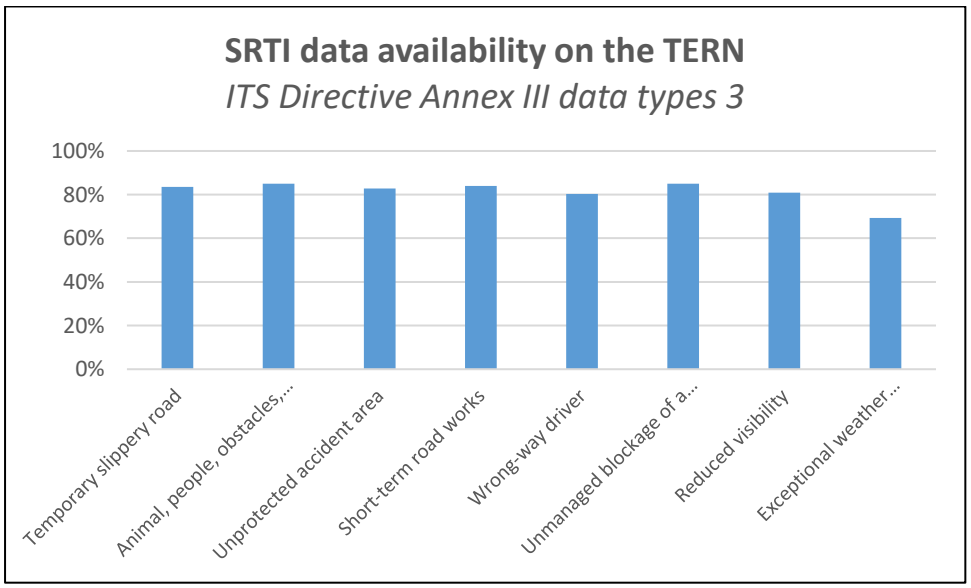


Figure 3: SRTI data availability on the TERN



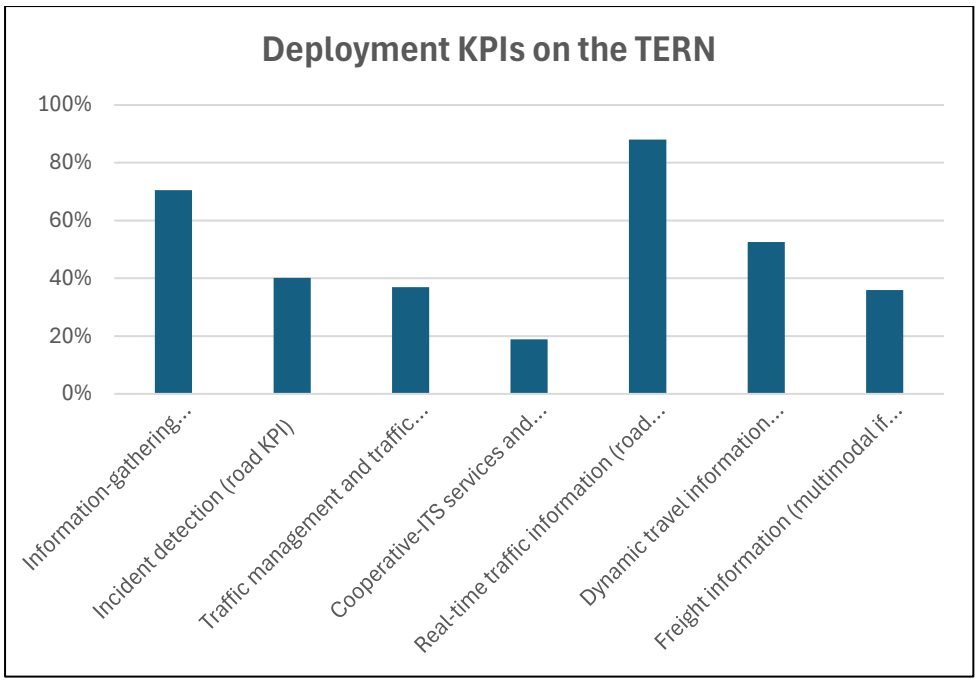
Data on the location of identified access nodes for all scheduled modes is available for 37% of the entire transport network. However, information on the accessibility of the access nodes and paths within an interchange is often missing.

SRTI services (Annex IV to the ITS Directive) are now deployed on 83% of the TERN, but six Member States did not declare any at all.

2.6.2.3 Key performance indicators

The following diagram summarises the deployment KPIs on the EU TERN (*each Member State's share is calculated in proportion to the length of its TERN*):

Figure 4: Deployment KPIs on the TERN



Reporting on benefit KPIs was not mandatory in 2025, however some Member States reported figures for the three benefit KPIs. Very diverse values were reported for the change in travel time and CO_2 reduction, with usually modest reductions at network level but sometimes quite significant decreases for particular network stretches before and after the deployment of ITS solutions. More substantial decreases were reported for the number of road crashes, even at network level. Several reports highlighted the difficulty of isolating the impact of ITS from other factors (increase in traffic, fleet electrification, etc.).

Although mandatory in 2025, reporting on financial KPIs proved to be difficult for some Member States and sometimes impossible to isolate from overall road investment and maintenance costs. The percentage of ITS investment was often around 1% of the overall investment in roads, but it reached 4-6% in several Member States and even over 14% in one country, probably reflecting recent new deployment projects in these countries. Similarly, public operating and maintenance costs were often between EUR 2 000 and 4 000 per kilometre, with an exceptional EUR 32 000 per kilometre in one Member State.

2.7 European ITS Advisory Group

Article 16 of the ITS Directive requires the Commission to establish a European ITS Advisory Group (EIAG) to advise it on business and technical aspects of the deployment and use of ITS. The EIAG was set up by a Commission Decision in 2011[44], which applied until August 2017. The amending Decision adopted by the Commission on 22 March 2024 removed that time limitation and made it mandatory to consult the EIAG on the working programme of the ITS Directive. Following the adoption of the amended Decision, the Commission launched a new call for applications for members of the EIAG, and 25 members were selected in May 2024.

[44] 2011/C 135/03, OJ C 135, 5.5.2011, p. 3.

The EIAG first met on 6 June 2024 to discuss the draft ITS working programme. Common workshops with members of the European ITS Committee subsequently took place for early consultations on the scope of activities of the working programme: first in December 2024 to discuss the scope of the revision of the Delegated Regulation on SRTI, then in June 2025 to discuss the scope of specifications for C-ITS, and most recently in January 2026 to discuss the scope of the revision of the Delegated Regulation on SSTP. On 19 May 2025, in conjunction with the ITS European congress in Seville, there was an informal meeting of 'Friends of ITS'(namely members of the EIAG and of the European ITS Committee) to discuss the implementation of the Industrial Action Plan for the European automotive sector[45].

The EIAG is also informed about and regularly invited to participate in ITS-related surveys, public consultations and workshops.

3 SUPPORTING MEASURES AND COOPERATION

Cooperation and harmonised deployment are at the core of the ITS Directive and its delegated regulations. The amendment of the ITS Directive in 2023 reinforced these aspects by introducing obligations for Member States to cooperate, for instance through EU-supported coordination projects and, where necessary, with relevant stakeholders on operational aspects of the implementation of the specifications.

The ITS multi-country projects, which are co-funded by the CEF and often cover several TEN-T corridors, enable long stretches of roads to be equipped with harmonised and interoperable ITS infrastructure, equipment and services. The ongoing CEF ITS multi-country projects MERIDIAN, MATIS/MATIS 2, X4ITS and VERKKO involve a total of 20 Member States and cover tens of thousands of kilometres of the core and comprehensive road TEN-T network (TERN), providing for the coordinated deployment of ITS and C-ITS services.

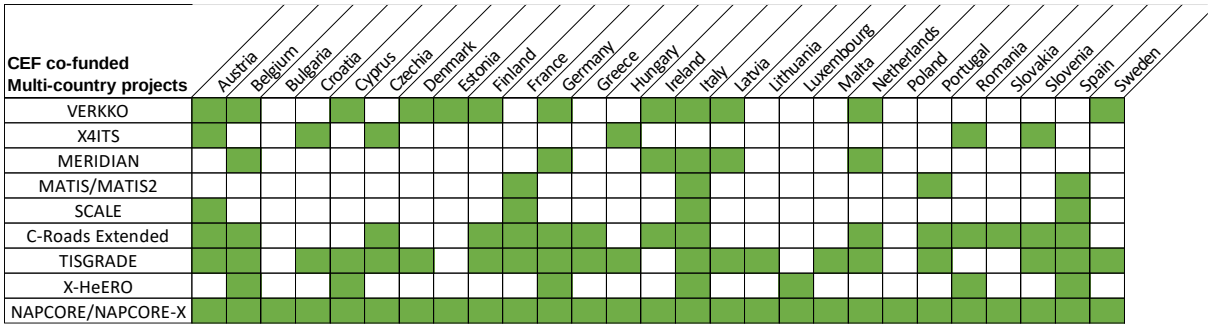
The C-Roads Extended project, in conjunction with C-Roads national projects and with the SCALE project, involves a total of 15 Member States in the C-ITS domain. The X-HeERO project involves 7 Member States and Moldova in the eCall domain. The TISGRADE project involves 20 Member States, Norway and major EU service providers working together on data collection, quality and validation and on NAP upgrades.

The activities of the former CEF programme support actions DATEX II, Data4PT, TN-ITS GO and NAPCORE are now merged into the ongoing CEF technical assistance action NAPCORE-X (2025-2027), which involves all Member States and covers all specifications. Its objective is to coordinate the alignment of operational aspects of the implementation of the ITS Directive for all road and multimodal data and NAP-related aspects (e.g. data standards and architecture, data definitions, metadata, data quality, compliance assessment, dissemination and training) with another aim being to contribute to the common European mobility data space[46].

These multi-country CEF actions now represent the vast majority of ITS projects co-funded by the CEF, in terms of both number and volume of investments (see below).

[45] COM/2025/95 final.
[46] COM(2023) 751 final.

Figure 5: Current participation of Member States in ITS multi-country projects co-funded by the CEF



Ongoing Member States initiatives such as the C-Roads platform, the Data for Road Safety Platform (DFRS)[47] and the RTTI task force, allow for further coordination and cooperation between Member States and with other public and private stakeholders[48].

4 FINANCIAL RESOURCES USED AND NEEDED

Since the second progress report was published in 2019, there has been significant progress in the deployment of services. As it is very difficult to isolate the cost strictly related to implementing the specifications from the cost of deploying and operating ITS services and of the ITS physical infrastructures themselves, some of the following figures should be understood as a general picture of the overall effort to deploy such services, which was not a requirement under the ITS Directive itself.

In particular, the CEF budget (CEF 1 and 2, including projects funded under the Cohesion budget) has been instrumental in supporting this deployment. In the period 2014-2025, it provided more than EUR 850 million in EU funding, triggering investments of EUR 1.9 billion for the deployment of ITS (including eCall) and C-ITS services[49].

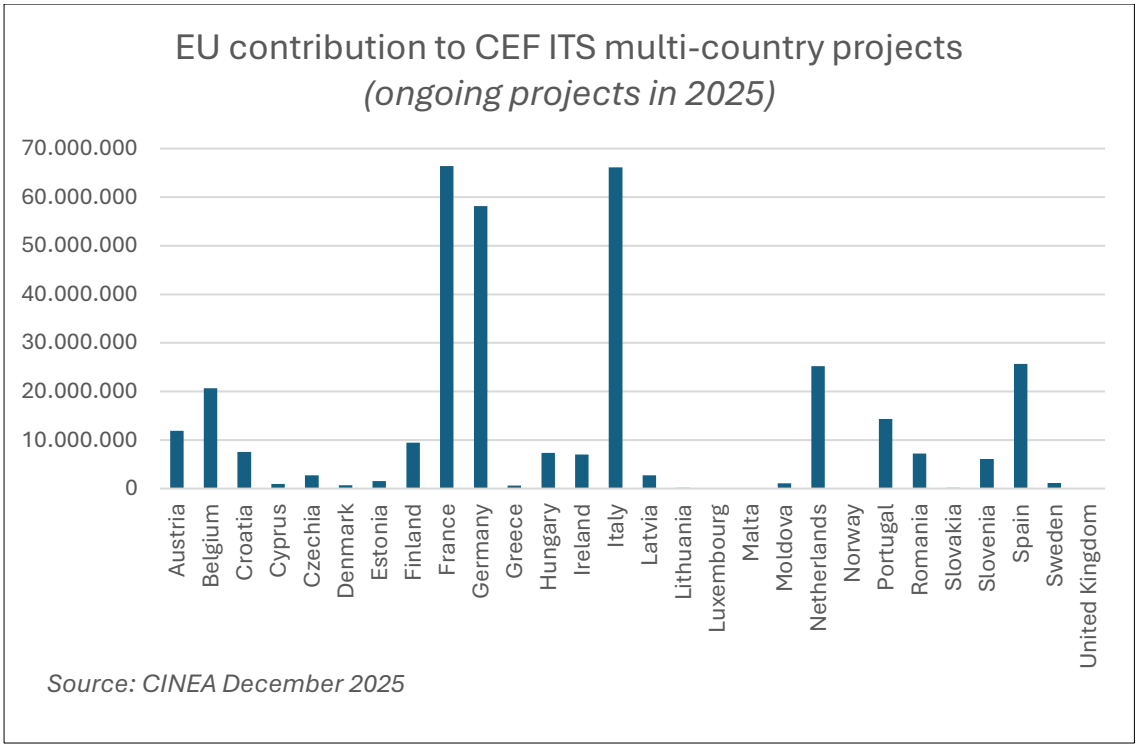
Over the past five years, the vast majority of these funds has been dedicated to ITS multi-country projects as described above, some of which will last until the end of 2027. Figure 6 below shows the share of funding in EUR per country for these nine ongoing ITS multi-country projects (except NAPCORE/NAPCORE-X).

[47] https://www.dataforroadsafety.eu/.

[48] These initiatives are further described in the accompanying staff working document.

[49] Source: European Climate, Infrastructure and Environment Executive Agency (CINEA).

Figure 6: EU contribution to CEF ITS multi-country projects



Since the last progress report, the additional CEF programme support actions NAPCORE and Data4PT, as well as the ongoing CEF technical assistance action NAPCORE-X involving all Member States, were launched to support the implementation of the specifications, including the preparatory work on standards. This has resulted in a maximum overall EU contribution of EUR 23.5 million. Similarly, CEF funding was allocated to the establishment and management by the Commission's Joint Research Centre of the EU C-ITS Security Credential Management System, at a total cost of EUR 6.26 million for the period 2017-2026.

Additional costs include those incurred in revising the specifications (RTTI, MMTIS, eCall and SRTI) and the ITS Directive, which involved consultancy studies (EUR 1.8 million for 2018-2025), and in organising and participating in events covering ITS such as World and European ITS congresses (EUR 1.1 million for 2018-2025).

Regarding standards, most of the costs were incurred as a result of preparatory work within the aforementioned CEF programme support and technical assistance actions, in addition to direct grants to ESOs (EUR 1.4 million for 2018-2025).

Since the 2020 pandemic, all ITS Committee[50] and ITS Advisory Group[51] meetings and almost all meetings of the ITS expert group and the European eCall Implementation Platform (EeIP)[52]

[50] https://ec.europa.eu/transparency/comitology-register/screen/committees/C39400.
[51] https://ec.europa.eu/transparency/expert-groups-register/screen/expert-groups/consult?lang=en&groupID=1941.
[52] https://ec.europa.eu/transparency/expert-groups-register/screen/expert-groups/consult?lang=en&groupID=2481.

have been organised by videoconference and so it has not been necessary to reimburse expenses.

As already mentioned in the second progress report, the costs linked to the implementation of the ITS Directive and its delegated regulations, which are mostly related to facilitating and harmonising access to data to be re-used to develop ITS services, seem to be reasonable. This is particularly the case when those costs are compared to the costs of deploying the services. Continued effort will be needed to implement the new requirements stemming from the 2023 amendment of the Directive, in particular related to the mandatory availability and deployment of crucial data and services.

5 CONCLUSION

There has been significant progress in implementing the ITS Directive since it was adopted. The recent amendment by Directive (EU) 2023/2661 introduced crucial changes, particularly to improve data accessibility, coordination, and integration with new ITS themes. The collaborative initiatives driven by CEF funding have facilitated extensive deployment of ITS and C-ITS services across the TERN and beyond, emphasising the importance of cooperation between Member States and stakeholders and also promoting harmonisation and improved service quality through coordinated action. Reasonable costs were associated with these deployments, continued efforts will be needed to address the new requirements introduced by the 2023 amendment. The European ITS Committee and Advisory Group, as well as cooperation with and between Member State experts, have been crucial in shaping and guiding these developments.

Reporting has evolved significantly thanks to the introduction of the new template and KPIs that allow for better understanding of ITS deployment, impacts and funding. While accurately isolating the impact of ITS solutions from other network factors remains a challenge, reporting has nonetheless yielded valuable insights into trends such as reductions in road crashes and CO_2 emissions. The commitment to stronger cooperation between Member States and stakeholders should ensure that these positive developments continue, fostering an environment where ITS can thrive through innovation and collaboration. In future, sustained investment in technology and standardisation will be key to leveraging ITS for enhanced mobility and transport safety throughout the EU.