Directive 2010/40/EU Implementation Report 2025 *BELGIUM*

21 March 2025

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1. INTRODUCTION

1.1. General overview of the national activities and projects

Including national Intelligent Transport Services ('ITS') legislation or strategies, or both

This report constitutes the initial report within the meaning of article 17.1 of the revised ITS Directive, as it is the baseline for future reports for several new provisions. However, it also indicates the progress in the different priority areas as from the last report provided in October 2023.

In Belgium, responsibilities in the field of ITS are shared between the Regions and the Federal State. Coordination is ensured through the Belgian ITS Steering Committee.

Interfederal governance

In the Belgium federal context, where decisional power is shared between the federal authority and the three Regions, the Brussels-Capital Region, Flanders and Wallonia, transport competences are shared between these four entities. Concerning ITS the domain for instance of telecommunications, railways network and operations, airways, some road safety aspects, vehicle registration and vehicle regulation, are federal competences. Whereas the domain for instance of road infrastructure, parts of road safety, inland waterways transport and public transport (other than railways) are regional competences. Therefore, the Federal, Brussels-Capital, Flemish and Walloon Authorities are in charge of the ITS activities in their competences and on their territory. Regarding ITS and the implementation of the Directive 2010/40 EU, the governments of the four Belgian entities, Federal, Brussels-Capital, Flemish and Walloon, signed July 15th, 2014, a *Cooperation Agreement* for the Implementation of the ITS-Directive 2010/40 EU. This ITS Cooperation Agreement has created an *ITS Steering Committee*: each entity is represented for its competences on ITS in this Committee. The aim of the ITS Steering Committee is to follow up and exchange information about technical and legal aspects of ITS, to discuss, coordinate, align and to co-operate in all matters concerning the Directive 2010/40 EU and the forthcoming delegated acts.

Federal vision for mobility in line with ITS

ITS are one of the keys to meeting the challenges of mobility in Belgium. Our vision is based on a model of sustainable mobility that is not limited to ITS, but fits in with a more comprehensive mobility policy. By a set of measures, a modal shift is taking place and will continue to do so, for both passengers and freight transport. The expected results are in line with each of the aspects of sustainable mobility: improve energy efficiency, reduce emissions, increase operational efficiency, safety and accessibility (with particular attention to target groups such as persons with reduced mobility), and reinforce the Belgian economy.

More specifically and applied to ITS, it concerns actions such as supporting the development of information services on multimodal travel. We invest in financial and human resources to successfully develop the **Belgian National Access Point** www.transportdata.be. We participate in the NAPCORE project, for instance as MaaS ambassadors, looking for ways to increase the usability of NAPs for **Mobility as a Service (MaaS)**. The latter is a topic we attach great importance to, by the development and implementation of a common policy with the regional authorities. We also conduct surveys assessing the current use of, and interest for using, mobility apps by the Belgian population. Apart from the Federal Public Service Mobility and

Transport, the Belgian railway undertaking SNCB-NMBS is a main actor in this regard, with continuous efforts to provide ITS and, more general, digital solutions to travellers.

Moreover, ITS can be found in the transition to **connected, automated, and autonomous transport**, presenting another great potential for more sustainable mobility. Several Advanced Driver Assistance Systems (ADAS) are nowadays available to an increasing number of drivers. Autonomous vehicles can bring about a real revolution in mobility. Indeed, they have enormous potential for shared transport, and offer an unprecedented possibility for people with reduced mobility to participate in social life. Other major social benefits await us: fewer road accidents, less pollution, less need for enforcement. To keep up with developments, particularly with research and investigations in this area, the Federal Public Service Mobility and Transport is member of the States Representatives Group of the CCAM Partnership.

It is essential that these ITS services are interoperable throughout the country in order to avoid creating new barriers to traffic. We therefore attach great importance to consultation between all actors that can promote smart mobility in Belgium.

Flemish vision for mobility in line with ITS

Flanders created a **multimodal, long term strategic vision and operational action plan** to guide in the decision making of the future implementation of Intelligent Transport Systems (ITS). The ambition of the strategic vision and operational action plan, with time frame **2030 - 2050**, is to *"change the way Flanders moves itself".* Together with other governmental institutions, the private sector and the academic sector, we define intelligent transport services and implement ITS within the triple helix context.

We've structured our vision around five basic values: sustainability, safety, accessibility, social inclusion and intelligence. Furthermore, we've defined **six strategic clusters**, that shape, guide and steer the development of our ITS-action plan. The six strategic clusters on which Flanders will focus are:

1. Multimodal Traffic Management 3.0
2. Cooperative, Connected and Automated Mobility (CCAM)
3. Mobility as a Service (MaaS)
4. Dynamic road charging with smart services
5. Physical Internet
6. Smart maintenance and asset management

For each of these clusters we've set out a vision, and we've defined actions in order to implement this vision. For each action we've estimated the necessary effort, impact, time frame and budget and prioritized accordingly. Examples of actions are the creation of a legal framework, setting up a digital infrastructure, the roll-out in physical infrastructure, setting up pilot projects … Our main priorities lay within the first three domains (MTM3.0, CCAM and MaaS).

Some of the measures that we will work upon by 2030 relate to

- Creation of a concerted legal framework for CCAM deployment
- Work on common standards
- Encourage alternative modes of transport
- Connect data, travel information services between road, water and railways

- …

Our multimodal, long term strategic vision and operational action plan with time frame 2030 - 2050 is publicly available on the following website: https://www.vlaanderen.be/mobiliteit-en-openbare-werken/slimme-mobiliteit.

Walloon vision for mobility in line with ITS

In Wallonia, the FAST vision for 2030 aims to ensure the fluent and secure movement of people and goods in a sustainable manner by making the best use of each mode of transport in terms of its economic and ecological relevance.

The objective is to develop intelligent transport systems with a view to making safer, more coordinated and more «intelligent» use of transport networks. At the same time, the goal is to promote the development of high-value-added services related to the movement of people and goods. Finally, collaboration with the regional public transport operator must be strengthened in order to progressively organise the integration of data and to harmonise the functionalities of the operating aid systems enabling a reliable quality of service.

This strategy is based on the upgrading and extension of the traffic centre within the framework of the PEREX 4.0 programme and on an ITS plan which includes a series of projects for the renovation of equipment on the network and the implementation of new services.

The evolution of infrastructure and vehicles goes hand in hand with the evolution of servicial mobility (MaaS) which exploits real-time data, made available from various sources and thus allowing more efficiency. Both public authorities and companies must take advantage of MaaS solutions to provide mobility packages that will gradually replace the use of an individual vehicle by integrating other mobility services into public transport.

Brussels Capital vision for mobility in line with ITS

A new regional mobility plan, entitled “Good Move”, was developed and validated in 2019. This plan, both strategic and operational, provides a vision for the next ten years.

To provide an innovative and coherent response to the challenge of mobility, the Brussels-Capital Region has chosen to direct the reflections on the development of its mobility plan on the user, in order to provide him with adapted, facilitated and integrated solutions allowing him to opt for the most efficient mode of travel each time he travels. Mobility in Brussels cannot be reduced to infrastructure challenges congested by traffic.

As an urban region, the objectives focus on themes such as dynamic flow management, logistics, parking, security and even reducing noise and pollutants.

Intelligent transport systems, and more broadly intelligent mobility solutions, play an important role in supporting this mobility plan centred on the user and quality of life. Among the six identified action programs, three are particularly impacted:

- Good Network : Mobility networks - optimization of the use and operation of the network.

- Good Service : The offer of mobility services - MaaS, optimization of services.

- Good Knowledge : Development of knowledge and monitoring - data collection, data sharing, innovation.

Each of these identified action programs have several action plans, all with a different ambition. The ambition is translated in multiple clear measures and can be followed up through the indicators specified for each of the goals that are identified in the action plan. Furthermore for each of the action plans there is a responsible entity who takes the lead and which counts on the support from its partners in the action plan. Lastly, the resources for the action plan are also defined in the strategy plan.

The regional mobility plan and its implementation status is publicly available on the following website: https://data.mobility.brussels/

1.2. General progress since 2023

Federal

Firstly, in our support to **multimodal travelling** (i.e. decrease of car use, and especially of single-occupant cars), we highlight:

- The deployment and continuous growth of the **national access point (NAP) for ITS** "Transportdata.be": project in cooperation with regional authorities and the National Geographical Institute (NGI).
- Our participation in **the NAPCORE project** (together with the NGI and the Flemish government) in particular as MaaS Ambassadors and as task leaders for MMTIS. We have been taken several actions to improve the implementation of the MMTIS delegated regulation and to increase the reuse of MMTIS data available on NAPs.
- Actions in line with the interfederal approach for **Mobility as a Service**, such as looking for ways forward to the harmonisation of ticketing, in cooperation with regional authorities, and some federal advice bodies as well. With a view to inform our stakeholders, including the population, we published an e-book MaaS. It explains the concept of MaaS, the work being done at the federal level, including results from our survey and the interfederal cooperation, adding three interviews with key stakeholders, such as Roelof Hellemans from MaaS Alliance. The e-book is available at: https://mobilit.belgium.be/en/sustainable-mobility/smart-mobility/e-book-mobility-service
- Several projects undertaken by the Belgian **railway undertaking SNCB-NMBS** which lead to a considerable progress in passenger comfort, especially regarding (real-time) travel information and multimodal digital ticketing solutions.

Secondly, in our support to **automated and connected mobility**, three items are worth mentioning:

- The continuous implementation of the Delegated Regulation on **eCall** by the Federal Public Service Health, the Federal Public Service Home Affairs, and the Belgian Institute for Post and Telecommunications;
- Our progressive policy for **testing automated vehicles**:
    - the Federal Government has allowed exemptions to be granted within the framework of testing automated vehicles, including use cases with a remote operator;
    - numerous pilot projects have been running on Belgian public roads.
- The publication of a **concept note on autonomous vehicles** which was agreed upon by the federal and regional Ministers of Mobility in November 2023.

Flanders

The list below highlights the work undertaken regarding ITS on a Flemish level. This list is not exhaustive.

- **OSLO standard**: To exchange mobility data, we need the same understanding of what that data means. This is where OSLO provides the process and method to arrive at the same data standard. Within the Flemish Mobility Data Space, models are developed around transport nodes, timetables and planning, trips and supply or traffic measurements.
- **Hoppin**: Hoppin is an initiative of the Flemish government. Hoppin wants to make it easier for you to choose sustainable forms of mobility, such as walking, cycling, public transport, shared systems or a combination of them. An extensive network of Hoppin points will help travellers get around combimobile, i.e. by combining different means of transport.
- **NAPCORE**: Participation in the European NAPCORE project (together with Federal Government and NGI)
- Flanders is involved in the **Data for Road Safety (DFRS) ecosystem**. Within this ecosystem a document was created highlighting the challenges on implementing the SRTI Delegated Regulation. The Flemish Agency for Roads and Traffic is part of the DFRS ecosystem.
- **Several projects to enhance traffic fluidity** have been realised.
    - Installation of variable message signs, among other for rush-hour lanes
    - Renewal of the traffic lights coordination centre in Antwerp.
    - The installation of Waze beacons in tunnels
- The realisation of physical **real time information boards by PTO De Lijn** & life cycle replacement ongoing
- Participation in numerous **European (deployment) projects/ fora:** C-Roads platform, CCAM Platform, TISA, DFRS, European Forum for Automated Transport …
- Participation in the 5G Blueprint project.
- Further roll-out of C-ITS and Intelligent Traffic Light Controllers within the **Mobilidata program**.
- Improvement of the open data portal which is available on **the Flemish Open Data Portal (www.opendata.vlaanderen.be)** and registered in the Belgian National Access Point (NAP)
- **Monitoring Mobility (MoMo)**: Creation of a graphical online dashboard that dynamically and interactively brings together key trends in mobility as a working tool for policymakers: Monitoring Mobiliteit (MoMo) | Vlaanderen.be.
- **Participation in TN-ITS** within one of the working groups of the NAPCORE project
- Set-up and work within the **Flemish Task Force on Autonomous Transport**:
    - More info: Flemish Task Force on Autonomous Transport | Flanders.be
    - We've developed a roadmap for the commercial roll-out of autonomous transport, which is publicly available: Roadmap commerciële uitrol autonoom vervoer | Vlaanderen.be.
- Other: Extending the network of camera's

Wallonia

The deployment of the Perex 4.0 program, comprizing the upgrade and extension of the traffic center and various projects included in an ITS plan, continued with the implementation of TRADEMEX, a project for traffic data collection and exploitation of data for statistical and traffic management purposes (16.000 k€), the consolidation of the traffic operating aid system (SAGT), implemented mid-2022 (6.600 k€) and the LUWA project, a public-private partnership for intelligent lighting of the structuring road network (2,700 km of motorways and primary roads).

In addition, a monitoring of the objectives of the FAST 2030 vision has been put in place. Based on the operating data of the different modes of transport, KPIs have been developed in order to follow evolutions compared with the trajectories expected by the Walloon Government.

Brussels Capital Region

As specified in the Good Move plan, a regular follow up of the progress of this plan is organised.

At the Good Move Forum on 16/12/2024, Brussels Mobility presented the evaluation of the concrete implementation of the actions of the Regional Mobility Plan, as well as the studies available to set the course for the further implementation of the actions of the plan.

An evaluation summary for every individual action plan is available here : https://data.mobility.brussels/home/nl/publicaties/evaluatiefiches/

The list below highlights some realisations regarding ITS:

- In September 2023, Brussels Mobility and STIB launched the Floya application, which allows you to choose between all alternative modes of transport to the private car (public transport, shared car, scooter, taxi, etc.) when planning your trip, or to choose certain modes of transport over others. It is also possible to pay operators via the application for a whole range of services, although tariff integration is not yet complete.
- BM has further improved its mapping platform 'Mobigis' (Mobigis Map Viewer) ,
- BM has developed a dedicated website for the follow up of the Good Move plan, which contains a lot of information regarding mobility, road safety and logistics. https://data.mobility.brussels/
- Since end 2023, Brussels Mobility has access to the (anonymised) data from the ANPR cameras installed as part of the implemantation of the LEZ zone. This data is stored, processed and centralised online on a regional data platform.
- BM developed the first module (TAMIS - Trafic Alerts Managment Information System) of its future Urban Advanced Traffic Management System.
- BM created a separate radiodispatching Radio, which is responsible for communication with its mobile control units.
- There is a new legislation in force with regard to shared mobility, which aims to limit the number of operators for shared steps, but also prescribes the mandatory use of drop zones.
- The "Step by step" project to set up 2,400 drop zones in the Brussels Region won a Smart Mobility Award on 17/9/2024. The prize was awarded in the context of the conference 'Next Level MaaS', organised by the Federal Public Service Mobility & Transport and the Federal Council for Sustainable Development (FRDO).
- Also in the new management contract 2024-2028 with the PTO MIVB/STIB and in the new legislation for the Taxis sector, special attention is paid to the exchange of data between mobility service providers, the end users and the authorities.

1.3. Contact information

Federal

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Wallonia

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Brussels Capital Region

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Belgian ITS Steering Committee

Chairman 2025: Dirk Thibau: dthibau@gob.brussels
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2. MAIN PROJECTS, ACTIVITIES AND INITIATIVES

2.1. Priority area I. Information and mobility ITS services

2.1.1. Description of the main national activities and projects

Description of the relevant initiatives, their objective, timescale, milestones, resources, lead stakeholder(s) and status:

Transportdata.be, the Belgian NAP

The Belgian **N**ational **A**ccess **P**oint for information on **I**ntelligent **T**ransport **S**ystems is accessible via the url www.transportdata.be and is referred to by its acronym **NAP ITS**.

The Belgian NAP for MMTIS was launched on February 14th 2020. On April 19th, 2022, the Belgian NAP transportdata.be had undergone a major update to broaden its scope. Whereas previously the portal only included multimodal datasets and services, transportdata.be from then on serves as the NAP for all datasets and services concerning:

- Multimodal Travel Information Services (MMTIS)
- Real Time Traffic Information (RTTI);
- Safety Related Traffic Information (SRTI);
- and Safe and Secure Truck Parkings (SSTP).

The Belgian NAP is designed mainly as a metadata directory and therefore mostly stores metadata and not the datasets themselves. Only in a limited number of cases, e.g., when a data provider does not have its own means to place a dataset online (on its own website), the Belgian NAP can store the actual data.

By centralizing access to mobility datasets and services, the NAP ITS aims to facilitate their reuse by third parties such as travel information service suppliers and producers of digital maps.

The development and management of the NAP ITS is entrusted to the National Geographic Institute (NGI) based upon a cooperation agreement between the Belgian state, the Flemish region, the Walloon region and the Brussels Capital region and the NGI.

Further on in this report, the status of the NAP concerning the different delegated regulations is explained in detail.

Federal

On the one hand, this area is closely related to the continuous efforts of the Belgian railway company SNCB-NMBS to improve the usability and attractiveness of passenger travel information services.

On the other hand, the Federal Public Service Mobility and Transport is active regarding the NAP. As stated before, in het management with the regional administrations of the Belgian NAP, but also in the CEF NAPCORE project, with the National Geographic Institute operating as implementing body. We have been involved as MaaS Ambassadors and as task leaders for MMTIS by several actions to improve the implementation of the MMTIS delegated regulation and to increase the reuse of MMTIS data available on NAPs.

Flanders

Through the roll out of hoppin, we intend to stimulate a sustainable way of transportation and make combimobility easier.

The Flemish Traffic Centre is a department of the Agency for Roads and Traffic, the road manager of the Flemish government. The Traffic Centre groups together all tasks related to operational traffic management, technical monitoring and data exploitation on Flemish roads. Our measurement data not only serves traffic and tunnel management. We also derive traffic indicators to map traffic trends statistically and use the extensive data for various traffic research.

The Traffic Centre also shares real-time traffic information with the general public through their website, X (formerly Twitter), open data and Traffic Message Channel (TMC); the technology that allows navigation systems to receive traffic information.

Flanders was also active regarding the NAP ITS and participation in NAPCORE. We also collect a lot of bicycle data.

Wallonia

Data management is a key activity of the PEREX 4.0 programme, which includes the implementation of a data centre centralizing all data available from collecting equipment installed on the transport networks.

The processing of road traffic data is realized through TRADEMEX, which is a huge project aiming at collecting traffic data produced by road equipment but also at integrating data from external sources (floating car data, OBU of toll system for trucks) in order to process them and produce traffic data in DATEX II.

Data sets related to road infrastructure, regulations and restrictions, state and real-time use of the network are available for service providers for free on a non-discriminatory basis.

Moreover, the Public Service of Wallonia also provides basic traffic information services, through RDS-TMC, variable message signs and a dedicated website “trafiroutes”.

Brussels Capital Region

The main projects concern the the publication of the available traffic data, bike data, and public transport travel information. Another important focus is to publish the available information regarding the management of road works and the management of parking places throughout the Region.

All the information is centralised on internal en regional data storages. An effort to also publish the necessary information on the NAP is on his way (manually and through harvesting).

2.1.2. Progress since 2023

Federal

The progress made at federal level mainly concerns the travel data from the national railway company SNCB-NMBS under the MMTIS delegated act, and the gradual broadening of the scope of the National Access Point (see below, 2.1.3.).

Flanders

- **MaaS**:

  To implement the different actions in the Interfederal MaaS Vision, four working groups are organized by the 4 administrations of mobility:

  - Awareness and communication.
  - Harmonization of payment infrastructure.
  - Translation of IT standards to inter-federal level.
  - Regulation.

  Flanders is leading the workgroup on awareness and communication, but is also represented in the other workgroups.

- **Hoppin**: By the end of the first semester of 2023 84 hoppinpoints were created, by now we have more than 200 hoppinpoints. The end of 2024 the Hoppin app was also created in which you can plan your trip in Flanders by train, tram, bus or flex-transport. It is also possible to book your journey by phone.
- The realisation of **physical real time information boards** by PTO De Lijn & life cycle replacement ongoing.
- **Public transport travel information** (API, app, website): digital boarding with MoBiB card, on map visualisation of bus location in app and website, real-time passenger on board passenger count by intelligent cameras.
- We collect **bicycle data** through amongst others "Geoloket Fiets". This tool offers different layers of geographical data:

  - the location of the supra-functional cycling route network
  - information about the state and realisation of the cycling highways and the cycling infrastructure next to our regional roads
  - the potential of our cycling highways
  - ...

  Flanders is also partner of the initiative "Fietssnelwegen.be" which provides an online overview of all bicycle highways in Flanders: www.fietssnelwegen.be.

- **TISA**: The Flemish Agency for Roads and Traffic is member of TISA. TISA wants to develop and maintain the standards, software and tooling in traffic and travel information, and data quality accreditation.

Wallonia

Developments in TRADEMEX are still going on in order to produce new data sets on the real-time use of the network, especially traffic volume, traffic speed, location and length of traffic queues and travel times. A new functionality has been provided in the traffic operating aid system (SAGT) of the traffic centre, consisting in the display of travel times on the variable message signs on the motorway network.

Brussels Capital Region

Since 2023, the main progress concerned the further installation of traffic detectors, as well as the further development of the regional dataplatform and the Mobigis website.

The Floya application (PTO STIB/MIVB) was further enhanced : integration of a taxi operator and more bike operators, visualisation of the dropzones for steps (micromobility), more possibilities to pay for services… .

The traffic data available from the ANPR camera's (a.o LEZ (low emission zone)) are being integrated in the internal dataplatform.

A new API regarding the road works (Osiris) is also available : My Osiris (https://my.osiris.brussels/osiris-api).

Further participation in the EU project TEF (Testing and Experimentation Facilites - Citcom.ai (Testing AI in Smart Cities and Communities) : prepartion of the virtual & physical fcility access services (https://citcom.ai/services?location=belgium)

Since the end of 2023, the new management agreement for the period 2024-2028 with STIB has been in force

In the field of ITS, special attention is paid to the collection and provision of mobility data and also to the collaboration with other public transport operators with a view to developing MaaS services and supporting the 'Mobility Hubs' initiative in the BCR.

A new decree on shared mobility / micromobilty was introduced begin 2024. The number of steps/kick scooter will be reduced and they can only be parked in designated zones (so called dropzones).

BM has further improved its mapping platform 'Mobigis' (Mobigis Map Viewer) , which also provides access to the underlying data (a.o related to the ITS-domain).

DPCAT-AP3 was added on this platform, which should make harvesting possible. : https://data.mobility.brussels/metadata/download/

2.1.3. Delegated Regulation (EU) 2017/1926 on the provision of EU-wide multimodal travel information services (priority action a)

Joint progress report for the four entities (Brussels, Federal, Flanders, Wallonia).

Progress made in terms of the accessibility, exchange and reuse of the travel and traffic data types set out in the Annex:

On December 31st 2024, 173 MMTIS datasets were made accessible and 63 MMTIS organisations had registered on the Belgian NAP ITS (www.transportdata.be).

In the framework of the NAPCORE working group 3 '*NAP content and accessibility*', task 3.1 a NAP monitoring tool has been developed. With this tool the NAP data availability per country can be visualised. The availability of the MMTIS-related data for Belgium is illustrated below, using the same datacatogeries as in the NAP monitoring tool:

Types of travel and traffic data	Available on the Belgian NAP ITS
Static information for location search (address identifiers, topographic places, points of interest)	Yes

Static information for location search - scheduled modes (identified access nodes, geometry/map layout structure of access nodes)	Yes
Static information for location search - DRT services (location of stops/stations)	Yes
,Static trip plan information - scheduled modes (operational calendar, mapping day types to calendar dates)	Yes
Static trip plan information - scheduled modes (fare network data, standard fare structures)	Yes
Auxiliary information - scheduled modes (vehicle facilities, such as classes of carriage, on-board Wi-Fi)	Yes
Static trip plan information - cycling (detailed cycle network attributes, such as surface quality, side-by-side cycling, shared surface, on/off road, scenic route, 'walk only', turn/access restrictions)	Yes
Static information for trip plan computation - scheduled modes (connection links between interchanges, transfer times, network topology, routes/line topology, transport operators, timetables, planned interchanges, hours of operation, facilities of access nodes, etc.)	Yes
Static information for trip plan computation - personal modes (e.g. network topology and attributes)	Yes
Static information for trip plan computation - multimodal (estimated travel times by day type and time band by transport mode/combination of transport modes)	Yes
Static information for detailed common standard and special fare queries - scheduled modes (e.g. passenger classes, common fare products, special fare products, basic commercial conditions)	Yes
Static information for the provision of traveller services - scheduled modes (where and how to buy tickets, including retail channels, fulfilment methods, payment methods)	Yes
Static information for the provision of traveller services - DRT modes (where and how to book, including retail channels, fulfilment methods, payment methods)	Yes
Static information for the provision of traveller services - other mobility services and infrastructure (where and how to pay, including retail channels, fulfilment methods, payment methods)	Yes
Static environmental information (e.g. parameters needed to calculate an environmental factor, such as carbon per vehicle/passenger mile, and parameters needed to calculate cost, such as fuel consumption)	Yes
Dynamic passing time, trip plan, and operational information - scheduled modes (disruptions, real-time status, status of access node features, estimated departure and arrival times)	Yes
Dynamic passing time, trip plan, and operational information - DRT modes (disruptions, real-time status)	Yes

Dynamic information about current road link travel times	Yes
Dynamic information about future predicted road link travel times	No
Dynamic information about cycling network status (closures, diversions)	No
Dynamic information about the availability of mobility services and relevant infrastructure	Yes

There are already many static MMTIS data types registered on the Belgian NAP by both public and private organisations. The available static data on the NAP ITS are more or less complete for public transport in Belgium (that is, in line with the obligations of the Delegated Regulation). Private road transport operators have as well done much of the work, as did road network operators (except for local roads).

Since December 2023, the cities and the municipalities also have to register datasets on the NAP. This has partly been achieved. For the Flemish and Brussels regions, the requested datasets are part of aggregated datasets that have mostly been registered on the NAP. For the Walloon region, this will be solved via harvesting. More information about this can be found in the next point.

Geographical scope of the data set out in the Annex accessible via the national access point, and their quality, including the criteria used to define this quality and the means used to monitor it:

Geographical scope

The Belgian NAP ITS centralizes access to mobility datasets and services in Belgium. Data relating to the 4 Belgian entities (Federal, Flemish region, Walloon region and Brussels Capital region) are registered on the NAP. Some datasets on the NAP relate to the comprehensive TEN-T network, others relate to the entire road network.

Transportdata.be is collaborating with the regional dataportals for the registration of data from the local authorities. By harvesting datasets from these regional portals we respect the principle that the data should be registered "once-only". This will reduce the administrative burden for the local authorities as data providers. This approach will mainly be used for the Walloon region. The Walloon regional dataportals are: Open Data Wallonie Bruxelles (ODWB) and Géoportail de la Wallonie. Currently, transportdata.be can not yet harvest other data portals. Harvesting will be implemented once the implementation of MobilityDCAT-AP is finalised on transportdata.be and on the end points we want to harvest.

For the Flemish region, the vast majority of the data that cities and municipalities have to register on the NAP is already available in other databases. Cities and municipalities can therefore also meet their obligations for the delegated regulation MMTIS when this information is made available via the aggregated datasets. Therefore, the Flemish cities and municipalities were asked to give input for the aggregated datasets. Most of these aggregated datasets have been registered on the NAP ITS in the meanwhile.

For the Brussels regions, the requested datasets are also part of aggregated datasets that have mostly been registered on the NAP.

Quality

The National Geographic Institute (NGI), who is in charge of the development and management of the Belgian NAP MMTIS based upon a cooperation agreement between them and the Belgian state, the Flemish region, the Walloon region and the Brussels Capital region, has appointed a

national control body for the NAP ITS. The contract was awarded to Anyways. The responsibilities of the control body have been determined based on the relevant European Delegated Regulations. For MMTIS it is based on Article 9 and Articles 3 to 8 of the European Delegated Regulation (EU) 2017/1926 and its revised version 2024/490.

The mission of the control body consists concretely out of the following tasks.

- Evaluation 1
  - The control body (CB) has to verify yearly for all stakeholders the task mentioned in the delegated act (DA) MMTIS (art 9.2 – a en b art. 9.3). The CB will do this by executing the following evaluations:
    - Evaluation 1.1 - Check of registration: Check if each stakeholder that has to register data according to Delegated Regulation (EU) 2017/1926 has done so and has met the required deadlines.
    - Evaluation 1.2 - Check compliance: Check if the datasets registered on the NAP comply with the requirements set out in Articles 3 to 8 of the delegated act MMTIS.
- Evaluation 2
  - This evaluation concerns the declaration of compliance (art 9.2b of the DR). For MMTIS the declaration is filed by clicking a checkbox. The CB will do the following evaluations:
    - Evaluation 2.1 - Check submitting of declarations: Check if all stakeholders required to submit a declaration of compliance have done so and have done so before the deadlines if applicable.
    - Evaluation 2.2 - Check of declarations: Check if what the stakeholders state in their declarations is correct and true.
- Evaluation 3
  - The delegated act MMTIS states conditions for correct reuse of the data available on the NAP. The CB will verify these conditions if the NAP Helpdesk receives a complaint from a data provider or data reuser. The CB did not perform this check, as no reuse has been notified or complaints have been received by the NAP helpdesk.

Linking of travel information services:

By centralizing access to mobility datasets and services, the NAP ITS aims to facilitate their reuse by third parties such as travel information service suppliers and producers of digital maps. Datasets and services can include all modes of mobility and originate from all possible parties in both the public as well as the private sector.

Results of the assessment of compliance referred to in Article 9:

So far, the NAP MMTIS has been working with a self-declaration of compliance. When adding a dataset, the stakeholder has to tick the checkbox “I hereby declare to be in compliance with articles 3 to 8 of the European regulation (EU) 2017/1926 for this dataset”:

The 2024 report of the control body shows that 37 organisations have submitted a DoC for MMTIS.

The updating of the reference to the (EU) 2017/1926 and the ammendment (EU) 2024/490 is planned for 2025.

Taking into account the current developments within the NAPCORE project, the above way of working might be changed in the future.

Where relevant, a description of changes to the national or common access point:

The NAP ITS was further optimized and expanded, both in terms of content and technology.

Main content developments:

- A minor adjustment was made to the text of the terms of use to disclaim NAP ITS liability if a NAP ITS user were to suffer damage from a dataset or file uploaded to the website.

- Some changes were made to the About-section.

- The FAQ section was updated based on the questions asked during the MMTIS webinars (in October 2023): seven new questions were published and made available in four languages (NL, FR, EN and DE).

Main technical developments:

- The implementation of mobilityDCAT-AP on the Belgian NAP ITS started in April 2024. This implementation was not yet entirely completed. In 2024, the front-end was made compliant with MobilityDCAT-AP, the back-end will be finalised in 2025.

- Some software updates were performed.

- Additional security implementations. In the first half of 2024, the NAP ITS was confronted with a series of unauthorized (automatic) consultations of the website, similar to a DNS attack. The causes of this were studied in detail and resulted in some additional implementations to increase the cybersecurity of the website.

Additional information (e.g. have mobilityDCAT-AP or other metadata catalogues been implemented?):

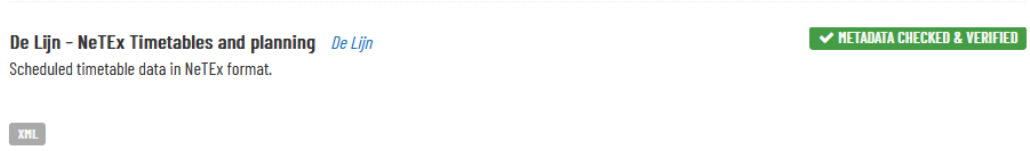
- **MobilityDCAT-AP**

See above.

- **Metadata checked and verified label**

The control body carries out an annual assessment of compliance with the delegated regulations MMTIS, RTTI, SRTI and SSTP, on the basis of a random sample of the datasets which are registered with the NAP. During this assessment, this body checks, among other things, whether the metadata entered are correct and complete and whether the data owner has submitted a complete and correct Declaration of Compliance.

When the control body grants a positive assessment for these two elements to an organisation's dataset, this dataset receives the "metadata checked and verified" label. By awarding this label, we aim both to validate the efforts made by the data owner to register himself correctly on the NAP and to help re-users of the data by informing them that the metadata for this dataset are reliable. This label is illustrated in the figure below.



- **Proxy procedure**

For the Delegated Regulations MMTIS (and RTTI), a stakeholder can authorize a third party to register its datasets and services on Transportdata.be. This party is considered as a proxy and needs to follow the "normal" procedure for registering an organization account and datasets on the NAP. Submitting the declaration of compliance belongs to the tasks of the proxy as well.

The proxy needs to upload the filled out proxy agreement on its organization account. This way, the NAP helpdesk is aware that a stakeholders' data are registered through the proxy and that the duties of both parties are clearly defined. A template for such a proxy agreement has been made available on the NAP ITS (template).

- **Stakeholder engagement**

A continuous effort is done to increase the number of datasets, services and organizations registered on the NAP ITS, and to increase the reuse of these datasets and services. Some of the actions that were done are:

  - *Helpdesk.* If data users have questions, they can contact the service desk at contact@transportdata.be.
  - *LinkedIn.* The LinkedIn page of the NAP ITS increases the visibility of the Belgian NAP and supports communication about the NAP. This LinkedIn page is quite successful; on December 31st 2024, it had already 302 followers, and this number is continuously growing.
  - *Newsletter*. Updates from the access point are communicated in the quarterly NAP newsletter, which also mentions planned events and upcoming deadlines. The newsletter also gives users of Transportdata.be their say in interviews, which can provide inspiration for both potential data providers and data users. On December 31st 2024, there were 223 subscriptions to this newsletter. The newsletter is sent in 3 languages (Dutch, French, English) and is also made available on News page of transportdata.be.
  - *E-mail campaigns*. Since the start of the NAP MMTIS, several e-mail campaigns were organised in order to contact stakeholders on the stakeholder list and to draw their attention to the obligations of the delegated regulation (EU) 2017/1926 and the

ammendment (EU) 2024/490, or to inform them about the results of the control body.

- *ITS.be congress*. On October 4th 2023 and September 26th 2024, the NAP ITS was promoted during the ITS.be congress that took place in Brussels. On these congresses, the NGI had a booth to spread information about the NAP ITS, to answer questions from stakeholders and to help stakeholders with their registration on the NAP.
- The NAP operator NGI was also present and/or presented the NAP ITS during several other events like e.g. Shared Mobility Rocks (Brussels, 06/02/2024), the Next Level MaaS conference (Brussels, 16/09/2024), Trefdag Digitaal Vlaanderen (Ghent, 24/10/2024).

- **Control body**

For the NAP MMTIS, the main conclusion from the activities of the control body in 2024 were:

- The PTOs have registered their static data, there are bike and car sharing services and some real-time traffic datasets registered. Some progress has been made with some new organizations for MMTIS. There are some organisations doing excellent work publishing data on the NAP. Infrabel is a very good example of how data can be published on the NAP and can be used as an example for others.
- A big missing type of service or data for MMTIS is pricing and ticketing info or an API to get this information or book tickets.
- Similar to what was in the report in 2023 and 2022, the report of the control body focuses a lot on the registered organizations on the NAP, but they have already done their best to register something. Perhaps the focus should lie on those stakeholders that have not registered anything yet.

CONCLUSION

The NAP ITS is steadily growing, but efforts are still needed to keep further engaging stakeholders to register themselves and their datasets on the NAP, and to stimulate the reuse of the data on the NAP.

Once MobilityDCAT-AP has been implemented, the number of datasets on the NAP can possibly be increased by means of harvesting.

2.1.4. Reporting obligation under Delegated Regulation (EU) 2022/670 on the provision of EU-wide real-time traffic information services (priority action b)

Progress made in terms of the accessibility, exchange and reuse of the data types set out in the Annex:

Since April 2022, RTTI data are available on the Belgian national access point «transportdata.be».

Public and private stakeholders have been contacted in order to register and to give access to their data sets. Currently 10 data sets have been provided, mainly by public authorities.

No complaints about the re-use have been registered by the NAP operator.

Flanders

Dynamic real-time traffic information is currently available in DATEX II format (open data). Static Real time traffic information is available in TN-ITS format. This information is also available through www.transportdata.be and https://opendata.vlaanderen.be

There is also the Mobilidata program in which C-ITS services towards road users are deployed, including RTTI messages.

Wallonia

Road and traffic data provided by the road authority are available in DATEX format through the DATEX2 node implemented in the traffic centre, PEREX.

Data sets of the Road Administration are available for service providers on a non-discriminatory basis, for free and can be re-used, provided the signature of an agreement.

Basic services are provided by the Walloon traffic centre: especially, website trafiroutes.wallonie.be; traffic information on VMS, C-ITS alerts.

Brussels Capital Region

Road and traffic data provided by the road authority are available in a machine readable format on Mobigis (Mobigis Map Viewer), traffic information is also communicated on VMS..

Geographical scope of the data accessible via the National Access Point, changes to the primary road network and to the data content of real-time traffic information services and their quality, including the criteria used to define this quality and the means used to monitor it:

Flanders

RTTI covers the entire motorway network in Flanders (core and comprehensive TEN-T).

Quality control is one of the tasks of the operators in the Traffic Centre. New detections of traffic events are presented to them. The operators check the probability and then validate or reject the event.

Wallonia

The available data relate to the regional road network, including the core and comprehensive trans-European road network, the motorways not included in this network, the primary roads and the other regional roads.

Information on level of service; road works; incidents; special events; moving hazards, traffic restrictions and obstruction hazards is validated by the operators at the traffic centre based on different information sources.

Service providers using the data have the contractual obligation to report as soon as possible any defects, deficiencies or errors in the informationprovided. The road operator addresses the issues mentioned within the shortest possible time according to the means at its disposal.

Brussels Capital Region

RTTI covers the entire regional network in the Brussels Capital Region. Only a small section on the Ring 0 makes part from the core and comprehensive TEN-T.

Quality control is one of the tasks of the operators in the Mobiris Mobility Centre. Other means of Quality Controls will be developed in the coming years.

Results of the assessment of compliance referred to in Article 12 with the requirements set out in Articles 3 to 11:

Based on a call for tenders, an independent control body has been appointed to check whether data holders and data users comply with the requirements set out in Articles 3 to 10.

The mission of the control body consists of the following tasks

- check the registration of data by the stakeholders and the compliance of the datasets registered;

- check the submission of a declaration of compliance and the content of it;

- check the conditions of correct reuse of the data available on the NAP, based on the complaints transmitted by the helpdesk of the NAP operator.

The report of the control body considers that most relevant datasets and stakeholders from the public sector are present on the NAP. The private sector is a different matter, the NAP does not have any registration by very relevant private stakeholders like Google/Waze, TomTom, Inrix, etc.

Where relevant, a description of changes to the national or common access point:

The Belgian NAP is operated by the National Geographic Institute (NGI). The cooperation agreement defining the conditions of collaboration with the Belgian ITS Steering Committee has just been renewed for another 4 years.

Additional information (e.g. what data types are being provided? Have mobilityDCAT-AP or other metadata catalogues been implemented? Are quality requirements being checked?):

Data providers, after having registered their organization on the NAP, can introduce the datasets they offer, describing them on the basis of metadata according to a standardized model, which also includes information on licenses. The implementation of Mobility DCAT-AP is currently in progress.

2.2. Priority area II. Travel, transport and traffic management ITS services

2.2.1. Description of the main national activities and projects

Description of the relevant initiatives, their objective, timescale, milestones, resources, lead stakeholder(s) and status:

Flanders

- Collection and publication of **traffic data by the Flemish Traffic Centre**:
    - The Flemish Traffic centre publishes real-time traffic information through a Datex II feed.

    - Online traffic indicators: statistical information on traffic on Flemish main roads.
    - Minute values traffic measures: The data of the project “measuring in Flanders” contains the minute values of the traffic measurements that the Traffic Center carries out on the Flemish main roads. These measurements are carried out on the basis of double measuring loops in the road surface and concerns the number of vehicles and average driving speed.
    - Data for dynamic lane signalisation
- **Mobilidata**: With the Mobilidata programme, we are working on innovative technological traffic solutions to make traffic safer, smoother and more sustainable for all road users. Here, data collection and sharing forms the basis for a two-way communication between intelligent road infrastructure and road users. The Mobilidata programme has a duration from 2019 to the end of June 2025. A follow-up programme is being created. See 2.4 for more information.
- **TN-ITS:**
    - An overview of all traffic signs currently supplied to TN-ITS can be found here. Every day an update is sent of changes made to these signs.
    - The TN-ITS service is made accessible via the Belgian NAP ITS.

Wallonia

PEREX 4.0, the new centre for the management of infrastructure is in charge of all transport infrastructure in Wallonia. Originally, focused on the management of the road network, the activity of the centre now also encompasses the telecommunication networks and the control and surveillance of the condition of the rivers and waterways network and its hydraulic works (locks, dams, elevators, ...).

Functionalities for road traffic have been upgraded, which has required the implementation of a new traffic management aid system (Système d’aide à la Gestion du Trafic – SAGT) corresponding to new IT standards. On the other hand, renewal and maintenance of the equiment of the network has been provided for and on certain section an improvement of the coverage in order to harmonize the level of service.

Brussels Capital Region

The Mobiris Mobility Centre – responsible for the traffic and information management on the regional roads - is further developped, both on a technical and organizational level.
The developpment of a new Advanced Traffic Management System is ongoing.

The implementation of dynamic traffic management on some major roads is further deployed.

2.2.2. Progress since 2023

Description of progress in the area since 2023:

Flanders

- **A real-time RTTI and SRTI service** is available (open data) on DATEX II from the Traffic Management Centre. An RDS-TMC service is also running. The DATEX II feed is also accessible through www.transportdata.be (the National Access Point on Multimodal Travel Information Services). Realtime info is also available via the Mobilidata Interchange.
- Real-time info is being presented directly to road users via **VMS** along the road network as well as website and traffic info trough radio broadcast.
- **Floating Car Data** is used within the ITS environment of the Traffic Management Centre.

- **Renewal of the traffic lights coordination centre in Antwerp**: Since summer 2018, the Flemish Agency for Roads and Traffic has been working with the City of Antwerp to roll out the new traffic computer in and around Antwerp. Over the next few years, the Traffic Light Coordination Computer (VLCC) will gradually take over control of 360 traffic lights in and around Antwerp. The new light controls will make traffic safer and more efficient. The complete renewal operation has been completed. From now on the focus will be on maintenance.

- With cofunding from CEF Meridian **new variable message panels** were deployed on the E17 Kortijk, E40 between Ternat and Affligem and between Bertem and Sterrebeek.

Wallonia

Investments in traffic management services mainly focused on the implementation of the new operating aid system, SAGT, which is in use since mid-2022. New functionalities have been implemented : link with the data base of roadworks, operation of VMS trailers… Currently the connection with the meteo system for the roads Météoroutes is in progress.

For the equipment on the network, investments were meant to improve the coverage by counting loops, cameras and variable message signs :

- the A3 (E40) motorway section north of Liege, leading to the motorway interchange of Loncin has been equipped with variable message signs for the regulation of speed limits;

- the equipment of the tunnels on the A602 (E25), which were destoyed by the floodings of July 2021, have been replaced to ensure conformity with the tunnel Directive (2004/54/CE);

- various maintenance contracts have also been concluded in order to ensure the functioning of existing equipment ;

- a contract for the renewal and extension of traffic monitoring cameras (300 units) is still going on.

Brussels Capital Region

Tamis (Trafic Alerts Managment Information System), the first module of the new ATMS (Advanced Traffic Management System) became available beginning 2024, allowing the Mobiris Mobility Center to receive alerts regarding incidents and road works on the regional road network.

The Dynamic Traffic Management was further implemented: several traffic management plans have been encoded for the closure of tunnels (favorising temporarly above ground circulation), the retention of traffic in an area (in case of downstream congestion) or the promotion of alternative routes (road work diversions). The use of FCD data is evaluated for automatic traffic management selection on 8 major axis.

As a result of this progresses, more icidents on the above-ground road network were managed in 2024. (26% compared to 12% in 2023 - 65% of the managed incidents are stille in the tunnels while the incidents on the motorways and the express ways (roads for motor vehicles) make up for 9 %).

2.3. Priority area III. Road safety and security ITS services

2.3.1. Description of the main national activities and projects

Description of the relevant initiatives, their objective, timescale, milestones, resources, lead stakeholder(s) and status:

Flanders

- **A real-time RTTI and SRTI service** is available (open data) on DATEX II from the Traffic Management Centre. An RDS-TMC service is also running. Furthermore, the RTTI and SRTI are available on our own open data portal http://opendata.mow.vlaanderen.be/ and via the NAP www.transportdata.be.

- The **implementation of speed limit enforcement** is ongoing. The federal police is rolling out a national ANPR network on the main roads. This network – initially intended for police purposes – can also be used for average speed control.
- Within the **Mobilidata program** we are deploying C-ITS applications that send information on safety-related information services. The programme runs from 2019 until the end of June 2025 but aims for a years-long operational phase afterwards, which allows the ecosystem to further develop and enrich. This Flemish program is partially co-funded by the EU (CEF 2019-BE-TM-0258-W Mobilidata and CEF 21-EU-TG-MERIDIAN)
- The Flemish Traffic Centre is involved in the **European Data for Road safety ecosystem.**
- **System to measure slippery roads**: we have an IT application in place that registers the meteorological conditions and the conditions of the road surface (black ice …). In addition to other data sources, it supports the management of the winter service.

Wallonia

Focus is put on speed limit enforcement with the installation of fixed radars and the equipment of some sections with average speed control based on ANPR.

Another priority is the safety and security of trucks. Activities in this domain include the control of trucks in overload, that is an important topic for road safety reasons and for the safeguarding of the infrastructure. The goal is also to get to automatic fining by means of a reliable weigh in motion system. Work is also done about information on the availability of safe and secure parking spaces, for which solutions are searched for the calculation of a reliable occupancy rate.

The LUWA project (Public Private Partnership) aims at modernizing the lighting on the structuring network (motorways and main regional roads). The renewal of lighting and the implementation of intelligent systems with energy-saving devices, taking traffic conditions into account, improve the efficiency, reduce nuisances and contribute highly to road safety for drivers and for emergency services operating on the network.

Brussels Capital Region

Ambition to join the Data for Road Safety ecosystem or similar initiatives, in order to further enrich the TAMIS system with information coming from the cars.

Red light and speed limit enforcement is ungoing.

2.3.2. Progress since 2023

Description of progress in the area since2023:

Flanders

- There were several implementations of **average speed control** on the TERN. Flanders expanded the number of average speed control installations on the main road network.
- **Weigh in motion** has been implemented. We now have 10 WIM systems in place: 2 on the E40, 2 on the E17, 2 on the E313 and installations on the N16, R0, E34 and N19g.
- We've expended the **trajectory control systems** for speed limit enforcement and continued to digitalise our speed camera's.
- Within the **Data for Road Safety (DFRS) ecosystem**, we've set up data connections with the partners involved and are exchanging data.
- In Flanders we are deploying C-ITS services through the **Mobilidata** program (2019-July 2025). The program aimed to roll out 31 defined use cases, as well as the roll-out of hundreds of intelligent traffic light controllers. For the use cases the cellular network is used. See update provided in section 2.4.2. More details on the Mobilidata program as well as the current status are available at www.mobilidata.be/en.

Wallonia

4 truck parking areas are now equipped with detection devices in order to determine the occupancy rate of available spaces. The next step is the equipment of 10 additonal parking areas, counting a great number of spaces and managed by a concessionaire.

The implementation of the new lighting system based on LED technology is now completed : 110 000 light points have been modernized. The new functionalities will now be developped and improved during the operating phase : remote control, detection of wrong-way driving, adaptation to traffic and weather conditions.

“Edwige”, the application developed to support the transition following the removal of emergency telephones along the motorway network has been desactivated. Drivers needing assistance are now using e-call systems implemented in their vehicles or calling the assistance department of their insurance company or the police.

Brussels Capital Region

First contacts with DFRS were established.

A new tender is launched to renew the Red Light and Speed Limit Enforcement systems.

The Regional Centre for the Processing of Fines has been extended to strengthen the effectiveness of the control-sanction chain, thus increasing the perception of risk in order to reduce the offences (against the 30km/h speed limits).

2.3.3. 112 eCall (priority action d - Delegated Regulation (EU) No 305/2013)

Information on any changes regarding the national eCall PSAPs infrastructure and the authorities that are competent for assessing the conformity of the operations of the eCall PSAPs:

The transposition of the Delegated Regulation into Belgian law has no impact on the infrastructure and authorities of the national eCall PSAPs.

In 2024, a data warehouse was set up to enable reporting on the eCall system.

Additional information:

Several infrastructure and integration projects were launched in 2025:

- **Upgrade eCall server (Oecon) :** The Oecon server are being upgraded to the latest software version. This is compliant with de NG eCall.
- **POC out-of-band connection**: A project was initiated to establish an out-of-band connection between TPSP (Bosch) and our Belgian PSAPs 112. This is compliant with de NG eCall.

2.3.4. Reporting obligation under Delegated Regulation (EU) No 886/2013 on data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (priority action c)

Progress made in implementing the information service, including the criteria used to define its level of quality and the means used to monitor its quality:

Flanders

A real-time RTTI and SRTI service is available (open data) on DATEX II from the Traffic Management Centre. An RDS-TMC service is also running. Furthermore, the RTTI and SRTI are available on our own open data portal http://opendata.mow.vlaanderen.be/ and via the NAP www.transportdata.be. Safety related info is also available via the Mobilidata Interchange.

Wallonia

A service covering the motorways is currently provided through "PEREX" RDS-TMC service, transmitted for free by the public broadcaster RTBF.

A C-ITS service, called C-Roads Wallonia, has been implemented in November 2021 in partnership with the service provider Coyote and is currently available to their customers (375.000 users in Wallonia representing the Coyote community). Safety related information is labelled as PEREX announcement.

Data collected by the road operator for this purpose are available in DATEX format through the DATEX2 node implemented in the traffic centre, PEREX. Access to the data sets and describing metadata are given via the Belgian National Access Point (NAP): www.transportdata.be

Brussels Capital Region

No specific SRTI service is available for the moment, but safety related information is integrated in the RTTI service that is available to end users.

Results of the assessment of compliance with the requirements set out in Articles 3 to 8 of Delegated Regulation (EU) No 886/2013:

Based on a call for tenders, the company ANYWAYS has been appointed as an independent control body, responsible for verifying the compliance with the requirements set out in Articles 3 to 8 by road operators, service providers and broadcasters dedicated to traffic information.

The control body has started the assessments of compliance from July 2022. It has checked the effective registration of the stakeholders, the submission of a declaration of compliance, and also randomly the conformity of datasets and the content of the declarations of compliance.

Out of the 24 stakeholders identified as part of the SRTI, the control body found that 20 organizations are not registered in the NAP. However, four organizations are listed as registered. Among these, Agentschap Wegen en Verkeer and SPW Mobilité et Infrastructures, which are Road Administrations in Flanders and Wallonia respectively, have datasets registered for SRTI. The VRT, although registered, has not submitted any datasets, but as a broadcaster of traffic information and a data user, it is not required to register datasets or services.

SRTI stakeholders are also invited to submit a declaration of compliance following the model developed in the EU ITS platform and currently discussed in the frame of the NAPCORE project. The control body recommends putting the focus on potential stakeholders who have not registered yet.

Controls carried out mainly concerned the availability, exchange, and re-use of data rather than the provision of the service. Furthermore, the analysis revealed that only optional metadata fields were incomplete, while all mandatory metadata fields have been completed in at least one of the required languages (EN, NL, FR, DE).

Where relevant, a description of changes to the national access point:

The national access point for road safety-related minimum universal traffic information (SRTI) has been operational since mid-April 2022. In fact, the NAP MMTIS, implemented in February 2020, has been developed and extended into a single portal functioning as the National Access Point required for delegated acts relating to RTTI, SRTI, SSTP, and MMTIS. It has become the single National Access Point for Belgium:

https://www.transportdata.be/en

A cooperation agreement has been concluded with the National Geographic Institute (NGI), defining the conditions of collaboration with the ITS Steering Committee for the development and operation of Belgium's National Access Point for Intelligent Transport Systems (NAP ITS).

Additional information (e.g. sources of data used for the provision of safety-related traffic information):

SRTI data and services are provided by the regional Road Authorities, mainly based on the data collected by their traffic centers.

2.3.5. Reporting obligation under Delegated Regulation (EU) No 885/2013 on the provision of information services for safe and secure parking places for trucks and commercial vehicles (priority action e)

Number of different parking places and parking spaces on their territory:

	PARKING PLACES (NB)	**REGISTERED**	**PARKING SPACES (NB)**
WALLONIA	106	100 %	3.540
FLANDERS	72	100%	2.807

Percentage of parking places registered in the information service:

100% registered,

Percentage of parking places providing dynamic information on the availability of parking spaces and the priority zones:

Flanders

No dynamic information on availability of parking spaces.

Wallonia

Currently no dynamic information on availability of parking spaces.

Additional information: (e.g. has a national access point been set up to provide truck parking data? Does this include dynamic data? What is the source of data (public / private)? Are the data published on the European Access Point for Truck Parking hosted by DG MOVE? If not, is there any intention to do so in future?)

Flanders

Static truck parking data is available on the website of the EU Open data Portal: https://data.europa.eu/euodp/en/data/dataset/etpa. In addition, the static information of truck parking is available in DATEX II format on the Flemish access point and registered on the Belgian National Access Point.

There is no dynamic information on availability of parking spaces. There was a pilot project in 2019 to test the real-time occupancy information of truck parking places along a corridor on the E17 between Kalken and the border including 5 rest areas. This trial proved however that it was not possible to reliably measure the occupancy rate of truck parkings.

Wallonia

Data are provided by the Road Administration (Service Public de Wallonie) on behalf of SOFICO, manager of the structuring road network (motorways and primary roads).

Initially, it had been published on the European Access Point for Truck Parking. But since 2022, the data are provided through the Belgian ITS NAP, www.transportdata.be with a direct link to the data source.

Brussels Capital Region

There are no such parkings in the region.

2.4. Priority area IV. ITS services for cooperative, connected and automated mobility

2.4.1. Description of the main national activities and projects

Description of the relevant initiatives, their objective, timescale, milestones, resources, lead stakeholder(s) and status: in particular, provide information on the C-ITS deployment initiatives and their technical specifications.

(Inter)federal

Together with the regional authorities, the Federal Public Service Mobility and Transport has developed a progressive policy for **testing automated vehicles**:

- the Federal Government has allowed exemptions to be granted within the framework of testing automated vehicles, including use cases with a remote operator;
- numerous pilot projects have been running on Belgian public roads.

The publication of a **concept note on autonomous vehicles** which was agreed upon by the federal and regional Ministers of Mobility in November 2023. This concept note raises two key questions:

- How can autonomous vehicles support sustainable mobility?
- How to avoid bouncing effects?

The note lists a number of possible societal benefits and costs (weaknesses, threats) regarding mobility, society, environment and climate impacts. It concludes by appealing to a stronger cooperation, on the one hand between the administrations involved and on the other between public and private sectors.

Flanders

Flanders was very active in this domain with a main focus on Mobilidata (a C-ITS roll-out programme), some pilot projects and the Flemish Taskforce on Autonomous Transport. We've finalised the 5G blueprint project and are participating in various fora discussing the topic CCAM. We also organised the High Level Dialogue on CAD in June 2024.

The Flemish Task Force on Autonomous Transport consists of a steering committee, sounding board group and various working groups. These are the working groups, each with its focus:

1. The working group 'Hub of the Flemish ecosystem' ensures that the ecosystem is brought together and informed about various grant calls (Horizon Europe, Interreg, Vlaio, etc.), and examines what possible partnerships can be established.
2. The 'Regulatory working group' focuses on improving the current regulatory framework under which pilot projects are allowed, but also on drawing up or adapting the regulatory framework needed to allow autonomous transport in Flanders.
3. The 'AV Fleet Operator Working Group' brings together the initiators of pilot projects with autonomous vehicles with the aim of sharing experiences and develops KPIs for monitoring the effects of these projects on congestion, environment, inclusion, ...
4. The 'Network Architect Working Group' develops policy recommendations with the main aim of stimulating modal shift from private use and robot taxi towards shared applications and active travel.
5. The 'Physical and Digital Infrastructure Working Group' will deliver a roadmap for digital and physical infrastructure.

Wallonia

PEREX, the Walloon traffic centre, intends to be involved in the developments related to cooperative mobility. It is member of the C-Roads platform as an observer.

The implementation of the C-Roads Belgium / Wallonia project (Action 2016-BE-TM-0289-S) has led to the launching in 2021 of a cellular-based C-ITS service in collaboration with service provider Coyote and to the testing of an own wifi G5 service on a limited section, both services making use of the traffic data provided by the traffic centre.

TEC, the public transport operator for Wallonia, is currently developing a project of request for priority of passage at crossroads, based on C-ITS compatible traffic controllers for traffic lights.

The project consists in the development of a generic automated tool to manage priority requests at intersections based on vehicle approach curves:

- In real time: the transmission of priority requests to traffic lights controllers at intersections and exploitation of messages in return on the status of the processing of requests;

- In delayed time: analysis of the results of public transport crossing at traffic light intersections, adaptation of public transport approach curves to manage for optimization purposes the submission of requests for priority.

For its part, the road administration (SPW MI) is implementing the centralization of the management of traffic lights to identify outages, adapt the strategies of regulation according to traffic conditions and in particular to give priority to buses.

Brussels Capital Region

Brussels Mobility continues to follow the market evolution regarding cooperative, connected and automated mobility.

2.4.2. Description of progress in the area since 2023

Flanders

- **Flemish Taskforce on Autonomous Transport**:
  The working groups met several times.
  We've developed a roadmap for the commercial roll-out of autonomous transport, which is publicly available and we are working on the realisation of this roadmap: Roadmap commerciële uitrol autonoom vervoer | Vlaanderen.be. Besides this, we are also working on KPI's to monitor pilot projects, a roadmap for physical and digital infrastructure, knowledge sharing …

- **Mobilidata**: In 2024, several use cases were delivered, including dynamic speed limits zone 30, faster green for active road users, static signalling, warning road works for active road users, ... All 31 use cases are delivered by now. We use the cellular network to realise these use cases/ C-ITS services. In 2024, we also worked on a connection process and - conditions for new connectors to the Mobilidata ecosystem. Furthermore, two Proof of Concepts were finalised: priority request for fire brigade and priority for public transport. These proved successful. Initial findings on monitoring and evaluation were shared and 2024 was also an active year in terms of communication: various demonstration tours were organised, Mobilidata was communicated at various events, conferences, through the media, etc. An additional 66 intelligent traffic control installations (iTLCs) were delivered in 2024, which makes it a total of around 155 iTLCs by the end of 2024.
- **Pilot project Mobilidata 2 proloog**: During spring 2024, Mobilidata facilitated tests with self-driving or teleoperated cars. These vehicles were first tested on the Lommel closed circuit (Lommel Proving Ground). The tests already provided insights that can contribute to the legal framework for remotely controlled and autonomously driving vehicles. Tests on public roads will take place in the next phase (January-September 2025). The Flemish authorities involved gave their permission to conduct the tests.
- **High level dialogue on CAD**: Within the context of the Belgian Presidency of the Council 2024, the Flemish Ministry of Mobility and Public Works organized the High-Level Dialogue on Connected and Automated Driving on 18 and 19 June in Ghent, Belgium. The event aimed to gather the heads of administration/ministries of Transport, national experts, representatives of the European Commission and captains of industry to engage in insightful discussions and explore the latest developments as well as

possible coordinated next steps in the field of connected and automated driving. This resulted in “Joint commitments and a call for action”. All documents and presentations are available on High-Level Dialogue on Connected and Automated Driving | Flanders.be.

- Flanders **participates in** the European Forum on Autonomous Transport (EFAT) that started in September 2024. We are also part of the CCAM Partnership and participate in the C-Roads platform.
- The **5G Blueprint** is a Horizon 2020 project supported by the European Union. The project embarked with a clear mission: to design and test a technical architecture, and business and governance models, for seamless cross-border teleoperated transportation (specifically between Belgium and the Netherlands) using 5G connectivity. The project was testing and validating advanced connected and automated mobility use cases, such as the remote operation of trucks, cars, and barges. The results of 5G Blueprint should serve as a blueprint for the subsequent operational pan-European deployment of teleoperated transport solutions in the logistics sector and beyond. The final project deliverables were delivered end of 2023 and a final event was organised in March 2024. In July 2024 two important project reports were updated: “D3.4 business models validation and D3.5 Governance and roadmap.

Wallonia

The C-ITS service for drivers which has been implemented in the frame of Action 2016-BE-TM-0289-S “C-Roads Belgium / Wallonia”, based on the 4 G technology, is still provided in collaboration with service provider, Coyote.

The project of request for priority of passage for buses at crossroads.is based on the building of approach curves of vehicles, using geolocation of public transport vehicles: vehicles transmit the server every 4” and every second in the future. It makes use of a real-time communication tool to traffic lights. After developments and tests on simulator, it is gradually deployed and tested on some pilot intersections.

The new tram in Liege, which will be commercially launched in 2025 and managed by the public transport operator of Wallonia (TEC), will use traffic priority technologies for the whole network and will also include the latest traffic management prediction for vehicles and pedestrian traffic lights around the the tram trackline.

Brussels Capital Region

Brussels Mobility continues to deploy its MS12-approach (minimum, standard, prolongation 1&2) to give priority to busses and trams of the PTO MIVB/STIB (connected).

No new tests with (semi) autonomous driving were started in 2024.

2.5. Availability and accessibility via NAPs of data types listed in Annex III to Directive 2010/40/EU

Calculation principles:

** For static information: based on length divided by total length in kilometres. The total length is the length of the network on which underlying information exists, e.g. speed limits apply (almost) everywhere, but access conditions for tunnels apply only to (the length of) tunnel sections.*

*** For dynamic/temporary information: availability of data refers to the ability to make the data available and accessible in a machine-readable format on a certain percentage of the network, whenever the underlying information exists / appears, based on the length of the network with this capability divided by total length in kilometres.*

2.5.1. Data relating to the provision of EU-wide road traffic information and navigation services

Data type	Geographical coverage	% of geographical scope where data type is available				
1. Data relating to the provision of EU-wide road traffic information and navigation services:						
1.1 Category: Static and dynamic traffic regulations, where applicable, concerning:			Comments	WL	FL	BX
1.1.1 Subcategory: - access conditions for tunnels - access conditions for bridges - speed limits - overtaking bans on heavy goods vehicles	The trans-European *core* network for roads	access conditions for tunnels*	*WL: no tunnels on the core network* *BX : no tunnels on the core network*	*0 %*	*100%*	*0%*

- weight/length/width/height restrictions		access conditions for bridges*		*0%*	*100%*	*0%*
		speed limits*		*0%*	*100%*	*100%*
		overtaking bans on heavy goods vehicles*		*0%*	*100%*	*100%*
		weight/length/width/height restrictions*		*0%*	*100%*	*100%*
	The comprehensive trans-European network for roads, other motorways and sections of primary roads, where the total annual average daily traffic is more than 8 500 vehicles, and all roads in the cities at the centre of each Urban Node (if applicable limited to > 7 000 vehicles/day)	access conditions for tunnels*		*0%*	*100%*	*0%*
		access conditions for bridges*		*0%*	*100%*	*0%*
		speed limits*		*0%*	*100%*	*0%*
		overtaking bans on heavy goods vehicles*		*0%*	*100%*	*0%*
		weight/length/width/height restrictions*		*0%*	*100%*	*0%*
Subcategory: - one-way streets	*Road infrastructure in the cities at the centre of each Urban Node*	one-way streets*		*0%*	*100%*	*0%*
Subcategory: - freight delivery regulations	*Road infrastructure in the cities at the centre of each Urban Node*	freight delivery regulations*		*0%*	*100%*	*0%*
Subcategory: - direction of travel on reversable lanes	*The core and comprehensive trans-European network for roads, other motorways and sections of primary roads, where the total annual average daily*	direction of travel on reversable lanes*	*WL : no reversable lanes*	*0%*	*0%*	*0%*

	traffic is more than 8 500 vehicles, and all roads in the cities at the centre of each Urban Node (if applicable limited to > 7 000 vehicles/day)		*VL: no reversable lanes* *BX : no reversable lanes*			
Subcategory: - traffic circulations plans	*The core and comprehensive trans-European network for roads, other motorways and sections of primary roads, where the total annual average daily traffic is more than 8 500 vehicles, and all roads in the cities at the centre of each Urban Node (if applicable limited to > 7 000 vehicles/day)*	traffic circulations plans*		*0%*	*0%*	*0%*
Subcategory: - permanent access restrictions	*The core and comprehensive trans-European network for roads, other motorways and sections of primary roads, where the total annual average daily traffic is more than 8 500 vehicles, and all roads in the cities at the centre of each Urban Node (if applicable limited to > 7 000 vehicles/day)*	permanent access restrictions*		*0%*	*100%*	*0%*
Subcategory: - boundaries of restrictions, prohibitions or obligations with zonal validity, current access	*The core and comprehensive trans-European network for roads, other motorways and sections of primary roads, where the total annual average daily*	boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions		*0%*	*100%*	*0%*

status and conditions for circulation in regulated traffic zones	*traffic is more than 8 500 vehicles, and all roads in the cities at the centre of each Urban Node (if applicable limited to > 7 000 vehicles/day)*	for circulation in regulated traffic zones*				
1.2 Types of data on the state of the network:			Comments	WL	FL	BX
Subcategory: - road closures - lane closures - roadworks	*The trans-European core network for roads*	road closures**		*100%*	*100%*	*100%*
		lane closures**		*100%*	*100%*	*100%*
		roadworks**		*100%*	*100%*	*100%*
	The comprehensive trans-European network for roads	road closures**	*BX : no roads on the comprehensive network*	*100%*	*100%*	*0%*
		lane closures**	*BX : no roads on the comprehensive network*	*100%*	*100%*	*0%*
		roadworks**	*BX : no roads on the comprehensive network*	*100%*	*100%*	*0%*

Subcategory: - temporary traffic management measures	*The trans-European core and comprehensive network for roads*	temporary traffic management measures**		*10%*	*10%*	*0%*

2.5.2. Data relating to information and reservation services for safe and secure parking places for trucks and commercial vehicles

Data type	Geographical coverage	% of parking places for which data are available				
2. Data relating to information and reservation services for safe and secure parking places for trucks and commercial vehicles:			Comments	WL	FL	BX
Category: static data *Subcategory:* - static data related to the parking areas - information on safety and equipment of the parking area	*The trans-European core network for roads*	static data related to the parking areas	*BX : no such parkings on this network*	*100%*	*100%*	*0%*
		information on safety and equipment of the parking area	*BX : no such parkings on this network*	*0%*	*0%*	*0%*
	The comprehensive trans-European network for roads	static data related to the parking areas	*BX : no roads on the comprehensive network*	*100%*	*100%*	*0%*
		information on safety and equipment of the parking area	*BX : no roads on the comprehensive network*	*0%*	*0%*	*0%*

Category: dynamic data *Subcategory:* - dynamic data on availability of parking places including whether a parking is: full, closed or number of free places which are available.	*The trans-European core and comprehensive network for roads*	dynamic data on availability of parking places including whether a parking is: full, closed or number of free places which are available.	*BX : no such parkings on this network*	*0%*	*0%*	

2.5.3. Data on detected road safety-related events or conditions relating to road safety-related minimum universal traffic information

Data type	Geographical coverage	% of geographical scope where data type is available		Com-ments	Com-ments	Com-ments
3. Data on detected road safety-related events or conditions relating to road-safety-related minimum universal traffic information:			Comments	WL	FL	BX
Category: dynamic data *Subcategory:* - temporary slippery road - animal, people, obstacles, debris on the road - unprotected accident area - short-term roadworks - wrong-way driver	*The core and comprehensive trans-European network for roads and other motorways not included in that network*	temporary slippery road**		*0%*	*100%*	*100%*
		animal, people, obstacles, debris on the road**		*100%*	*100%*	*100%*
		unprotected accident area**		*0%*	*100%*	*0%*
		short-term road works**		*100%*	*100%*	*100%*
		wrong-way driver**		*100%*	*100%*	*100%*
		unmanaged blockage of a road**		*100%*	*100%*	*100%*

- unmanaged blockage of a road						
Subcategory: -reduced visibility - exceptional weather conditions	*The core and comprehensive trans-European network for roads and other motorways not included in that network*	reduced visibility**		*0%*	*0%*	*0%*
		exceptional weather conditions**		*100%*	*0%*	*0%*

2.5.4. Static multimodal traffic data for EU-wide multimodal travel information services

**** Where possible, provide figures per scheduled transport mode, referred to in the Annex to Delegated Regulation (EU) 2017/1926 (such as air, rail including high-speed rail, conventional rail, light rail, cableways, long-distance coach, maritime including ferry, inland waterways, metro, tram, bus, trolley-bus)*

Data type	Geographical coverage	% of nodes where data are available for the scheduled transport mode		Comments
4. Static multimodal traffic data for EU-wide multimodal travel information services:				
Category Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange	*Urban nodes as defined in Article 3, point (p), of Regulation (EU) No 1315/2013 and listed in that Regulation, including those administered by the cities*	Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators)***	95 % location 0 % information on accessibility	For the 4 PTO's (rail, bus, metro, tram) 100% of the location of the nodes are available in NeTEx. However there is no info yet on the accessibility of the access nodes. For aviation, long distance coaches and ferries some location data is avalaible on the NAP, but not all.

(such as existence of lifts, escalators)	*The entire transport network of the Union*	Location of identified access nodes for all scheduled modes, including information on accessibility of access nodes and paths within an interchange (such as existence of lifts, escalators)***	*95 % location* 0 % information on accessibility	For the 4 PTO's (rail, bus, metro, tram) 100% of the location of the nodes are available in NeTEx. However there is no info yet on the accessibility of the access nodes. For aviation, long distance coaches and ferries some location data is avalaible on the NAP, but not all.

2.6. Availability of services listed in Annex IV to Directive 2010/40/EU

2.6.1. Road safety-related minimum universal traffic information services

Service	**Geographical coverage**	**% geographical scope covered**	**% geographical scope covered**	**% geographical scope covered**
Road safety-related minimum universal traffic information (SRTI) service	The ***core and comprehensive*** trans-European network for roads	WL *100%*	FL *100%*	BX *100%*

2.7. Other initiatives / highlights

2.7.1. Description of other national initiatives / highlights and projects not covered in priority areas 1 to 4:

Description of the relevant initiatives, their objective, timescale, milestones, resources, lead stakeholder(s) and status:

Flanders

- EuRIS provides easy access to comprehensive information for skippers, vessel owners, and logistic operators on the major European waterways. Users can register their vessels, track their routes, receive alerts when vessels reach specific points on the network, and request details on vessels, voyages, and cargo. EuRIS offers data on waterways and traffic from thirteen European countries, presented in user-friendly maps and tables, all centralised in one convenient location.
- Setting up a legal framework for autonomous shipping, smart shipping & automatic operation of locks and bridges
- By the end of June 2024, there were 14,606 public charging points for electric cars in the Flemish Region. This is more than three times more than at the end of 2020. Then there were 4,270 public charging points. Between the end of 2023 and mid-2024, the number of public charging points increased by 50%.

  The number of semi-public charging points in the Flemish Region stood at 37,126 at the end of June 2024.

Brussels Capital Region

On 12/4/2024 5752 public charging points were available for electric cars.

Information is available on : https://electrify.brussels/en.

2.7.2. Progress since 2023

Description of progress in the area since 2023

3. KEY PERFORMANCE INDICATORS (KPIS)

KPIs will be reported separately by type of road network / transport network and nodes (where appropriate).

3.1. Deployment KPIs

3.1.1. Information-gathering infrastructures / equipment (road KPI)

Core, extended and comprehensive TEN-T (without urban nodes) + motorways

- Length of road network type / road sections (in km) equipped with information gathering infrastructures & Total length of this same road network type (in km):

	WALLONIA	FLANDERS	BRUSSELS
CORE NETWORK	345	470	6
EQUIPPED	345	470	6
COMPREHENSIVE NETWORK	565	468	0
EQUIPPED	475	427	0
OTHER MOTORWAYS	54	81	0
EQUIPPED	27	48	0

- KPI = (kilometres of road network type equipped with information gathering infrastructures / total kilometres of same road network type) x 100

	WALLONIA	FLANDERS	BRUSSELS
KPI CORE NETWORK	100	100	100
KPI COMPREHENSIVE NETWORK	84	91	NA
KPI OTHER MOTORWAYS	50	59	NA

3.1.2. Incident detection (road KPI)

Core, extended and comprehensive TEN-T (without urban nodes) + motorways

Length of road network type / road sections (in km) equipped with ITS to detect incident & Total length of this same road network type (in km):

	WALLONIA	FLANDERS	BRUSSELS
CORE NETWORK	345	470	6
EQUIPPED	345	470	6

COMPREHENSIVE NETWORK	565	468	0
EQUIPPED	475	427	0
OTHER MOTORWAYS	54	81	0
EQUIPPED	27	48	0

- KPI = (kilometres of road network type equipped with ITS to detect incident / total kilometres of same road network type) x 100

	WALLONIA	**FLANDERS**	**BRUSSELS**
KPI CORE NETWORK	100	100	100
KPI COMPREHENSIVE NETWORK	84	91	NA
KPI OTHER MOTORWAYS	50	59	NA

3.1.3. Traffic management and traffic control measures (road KPI)

Core, extended and comprehensive TEN-T (without urban nodes) + motorways

- Length of road network type / road sections (in km) covered by traffic management and traffic control measures & Total length of this same road network type (in km):

	WALLONIA (F/M)*	**FLANDERS**	**BRUSSELS**
CORE NETWORK	345	470	6
EQUIPPED	2.5/129	340	6
COMPREHENSIVE NETWORK	565	468	0
EQUIPPED	75.5/130.5	230	0
OTHER MOTORWAYS	54	81	0
EQUIPPED	0	37	0

* F/M = Fixed/Mobile equipment

- KPI = (kilometres of road network type covered by traffic management and traffic control measures / total kilometres of same road network type) x 100

	WALLONIA	FLANDERS	BRUSSELS
KPI CORE NETWORK	38	72	100
KPI COMPREHENSIVE NETWORK	30	49	NA
KPI OTHER MOTORWAYS	0	46	NA

3.1.4. Cooperative-ITS services and applications (road KPI)

Core, extended and comprehensive TEN-T (without urban nodes) + motorways

- Length of road network type / road sections (in km) covered by C-ITS services or applications & Total length of this same road network type (in km):

	WALLONIA*	FLANDERS**	BRUSSELS
CORE NETWORK	345	470	6
EQUIPPED	345	470	0
COMPREHENSIVE NETWORK	565	468	0
EQUIPPED	565	468	0
OTHER MOTORWAYS	54	81	0
EQUIPPED	54	81	0

- KPI = (kilometres of road network type covered by C-ITS services or applications / total kilometres of same road network type) x 100

	WALLONIA*	FLANDERS**	BRUSSELS
KPI CORE NETWORK	100	100	0
KPI COMPREHENSIVE NETWORK	100	100	NA
KPI OTHER MOTORWAYS	100	100	NA

* Wallonia: cellular-based paid service in partnership with private service provider Coyote.
** Flanders: 100% via cellular (i.a. Mobilidata)

3.1.5. Real-time traffic information (road KPI)

Core, extended and comprehensive TEN-T (without urban nodes) + motorways

- Length of road network type / road sections (in km) with provision of real-time traffic information services & Total length of this same road network type (in km):

	WALLONIA	FLANDERS	BRUSSELS
CORE NETWORK	345	470	6
COVERED	345	470	6
COMPREHENSIVE NETWORK	565	468	0
COVERED	565	468	0
OTHER MOTORWAYS	54	81	0
COVERED	54	81	0

- KPI = (kilometres of road network type with provision of real-time traffic information services / total kilometres of same road network type) x 100

	WALLONIA	FLANDERS	BRUSSELS
KPI CORE NETWORK	100	100	100
KPI COMPREHENSIVE NETWORK	100	100	NA
KPI OTHER MOTORWAYS	100	100	NA

3.1.6. Dynamic travel information (multimodal KPI)

Core, extended and comprehensive TEN-T (without urban nodes) + motorways

- Length of transport network type (in km) with provision of dynamic travel information services & Total length of this same transport network type (in km):

	WALLONIA	FLANDERS	BRUSSELS
CORE NETWORK	345	470	6
COVERED	345	470	6
COMPREHENSIVE NETWORK	565	468	0
COVERED	565	468	0
OTHER MOTORWAYS	54	81	0
COVERED	54	81	0

- KPI = (kilometres of transport network type with provision of dynamic travel information services / total kilometres of same transport network type) x 100

	WALLONIA	FLANDERS	BRUSSELS
KPI CORE NETWORK	100	100	100
KPI COMPREHENSIVE NETWORK	100	100	NA
KPI OTHER MOTORWAYS	100	100	NA

3.1.7. Freight information (multimodal if possible or road KPI)

Core, extended and comprehensive TEN-T (without urban nodes) + motorways

- Length of road network type / road sections (in km) with provision of freight information services and total length of this same road network type (in km):

	WALLONIA*	FLANDERS	BRUSSELS
CORE NETWORK (ROADS)	345	470	6
COVERED	345	470	0
COMPREHENSIVE NETWORK (ROADS)	565	468	0
COVERED	475	468	0
OTHER MOTORWAYS (ROADS)	54	81	0
COVERED	54	81	0

***** static information only

- KPI = (kilometres of road network type with provision of freight information services / total kilometres of same road network type) x 100

	WALLONIA	FLANDERS	BRUSSELS
KPI CORE NETWORK	100	100	0
KPI COMPREHENSIVE NETWORK	84	100	NA
KPI OTHER MOTORWAYS	100	100	NA

3.2. Benefit KPIs

3.2.1. Change in travel time (road KPI)

Figures to be provided also include vehicle.km for the route / area considered.

KPI = ((travel time before ITS implementation or improvement – travel time after ITS implementation or improvement) / travel time before ITS implementation or improvement) x 100

3.2.2. Change in the number of road crashes resulting in deaths or injuries (road KPI)

If possible, a distinction can be made between crashes resulting in deaths, serious injuries or slight injuries.

Figures to be provided also include vehicle.km for the route / area considered.

- Number of road crashes resulting in deaths or injuries before ITS implementation or improvement:

- Number of road crashes resulting in deaths or injuries after ITS implementation or improvement:

3.2.3. Change in traffic-CO2 emissions (road KPI)

Please specify routes / areas where ITS has been implemented or improved. The length along or area within which the change in CO2 emissions is calculated shall be long or wide enough to be representative.

KPI = ((traffic-CO2 emissions before ITS implementation or improvement – traffic-CO2 emissions after implementation or improvement) / traffic-CO2 emissions before ITS implementation or improvement) x 100

3.3. Financial KPIs

ITS includes any types of systems and services together.

Core, extended and comprehensive TEN-T (without urban nodes) + motorways

Annual public* investment in road ITS (as % of total transport infrastructure investments):

FLANDERS	3,7 %	Road ITS investments compared to total transport infrastructure investment, average in 2024.
WALLONIA	8,9 %	Estimated part of ITS investments compared to total of investments for the structuring road network in 2024
BRUSSELS Capital Region		88,5k€ ITS investment in 2024 on TEN-T (total investment cost not available)

Annual public* operating and maintenance costs of road ITS (in euro per kilometre of network covered):

FLANDERS	9 405 €/km	Estimated costs 2024 for the structuring road network
WALLONIA	7 391 € / km	Estimated costs 2024 for the structuring road network
BRUSSELS Capital Region	4233€/km	Estimated costs 2024 for the TEN-T