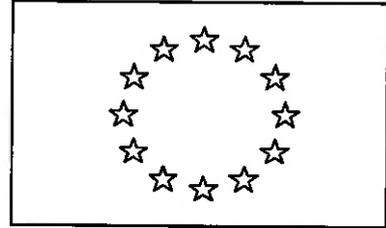




Republic
of Cyprus



Directive 2010/40/EU

Implementation Report 2025

Republic of Cyprus

21/08/2025

**Implementing – Co-ordinating
Agency:**

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1 INTRODUCTION

1.1 *General overview of the national activities and projects*

Cyprus has developed an extensive main road network, primarily constructed after the 1980s, which connects the island's main urban centres within the area controlled by the Government of the Republic of Cyprus. The main road network spans approximately **2,450 kilometres**, including **257 kilometres of motorways**, and is maintained by the **Public Works Department (PWD)** under the **Ministry of Transport, Communications and Works**. Of this motorway network, around **182 kilometres** are part of the **Trans-European Transport Network (TEN-T)**. Additionally, there are approximately **5,150 kilometres** of urban, rural, and forest roads, which fall under the responsibility of municipal authorities, regional administrations, and the Forestry Department.

Traffic congestion is on the rise, particularly in urban areas and on motorway segments near city centres, with some locations facing critical congestion levels. Notably, there is a consistent annual increase of approximately **3%** in traffic volumes over the past 15 years, with a temporary slowdown between 2020 and 2022 as a result of COVID-19 mobility restrictions.

In line with other EU Member States, the **Government of Cyprus** is continuously investing in the improvement and expansion of its road network. Focus is also given in the **deployment of Intelligent Transport Systems (ITS)** to enhance road capacity, improve safety, reduce congestion, and mitigate environmental impacts. For ITS implementation, Cyprus utilises **EU funding programmes**, including the Regional Cohesion Funds through Interreg Programmes, CEF and more recently the **Recovery and Resilience Facility**, through which has advanced the implementation of central mobility platforms and a significant number of traffic sensors to cover the primary and the interurban road network (Cyprus TEN-T Core and Comprehensive).

The strategic approach followed by Cyprus was determined by a study for the Design and Implementation of ITS in Cyprus, which was co-financed by the European Union Transition Facility (77%) and the Government of Cyprus.

1.2 *General progress since 2021*

Since 2021, Cyprus has made significant advancements in the development and modernization of Intelligent Transport Systems (ITS), through a number of EU co-funded projects with the objective of covering the country's primary road network in all cities and the interurban road network, which includes the TEN-T Core, Comprehensive and Extended. This included investment in implementing a significant number of road sensors to collect real-time data, including CCTV cameras. It also includes Variable Message Signs (VMS) for communicating latest traffic information to users. All ITS equipment is connected and managed through a centralised platform OMNIA-MISTIC.

The OMNIA-MISTIC traffic management platform has been upgraded to incorporate advanced analytics, incident management strategies, and parking management functionalities, enhancing the capabilities for real-time traffic monitoring and improving service delivery to the public. It has also been upgraded to include 17 Application Programming Interfaces (APIs) publishing information to the Cyprus National Access Point.

The Cyprus National Access Point (NAP), which receives information from the OMNIA-MISTIC platform, has been upgraded and provides free of charge multimodal, static, dynamic, and real-time traffic data through multiple Application Programming Interfaces (APIs). This is in line with the requirements of relevant EU regulations, including 2010/40/EU, 1926/2017, 886/2013, and 885/2013.

Cyprus has also invested significantly in the development of a Public Transport Telematics System, which covers bus fleet and service management, sales and passenger information. The system, fully in operation since 2018, covers all public transport regular service in Cyprus and is undergoing a comprehensive upgrade, enabling flexible payment options and future integration with Mobility-as-a-Service (MaaS) platforms, such as bike and scooter sharing schemes and Park & Ride facilities.

Cyprus strives to maintain full compliance with EU ITS regulations, with a strong emphasis on enhancing data quality, ensuring system interoperability, and improving the availability of multimodal transport information. For achieving that, the Public Works Department of the Ministry of Transport Communications and Works maintains collaboration private companies through public contracts and with the KIOS Research and Innovation Center of Excellence of the University of Cyprus, with the view of expanding such collaboration with also other research and academic institutions that express interest in the field of ITS.

1.3 Contact information

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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

(i) Adaptive Traffic Signal Control System

An adaptive Urban Traffic Control System has been operational in Cyprus since 1993, managing traffic-signalised junctions in the cities of Nicosia, Limassol, and Larnaca. The system currently controls 90 junctions and is operated centrally from the Public Works Department (PWD) Headquarters in Nicosia. The system used is the SCOOT (ver. 4.5) integrated with Siemens (ver. 24.4) platform. Its primary objective is to optimise traffic signal timings to reduce delays and alleviate traffic congestion. The PWD has initiated the procurement process for a modern adaptive system, scheduled for deployment in 2025.

(ii) Traffic Counters

A network of approximately 61 induction loop counters and 62 Bluetooth-based roadway readers has been deployed across motorways, inter-urban, and rural

roads. These counters collect critical traffic data, including traffic volumes, vehicle speeds, and axle weights. The collected data supports traffic analysis, pavement management, and statistical reporting. All traffic counters are now fully integrated with the PWD's new Traffic Control System.

(iii) Weighing Stations

Twelve (12) permanent weighing stations have been installed along the Motorway Network. These facilities are used by the Traffic Police for conducting random checks on heavy vehicles to ensure compliance with legal weight limits.

(iv) CCTVS

Sixteen (16) IP-based PTZ CCTV cameras are installed along the TEN-T motorway network, supplemented by five (5) additional cameras on Nicosia's urban arterial network. An additional five (5) CCTV cameras were previously installed in Nicosia in 2014. These cameras enable real-time visual traffic monitoring and incident detection.

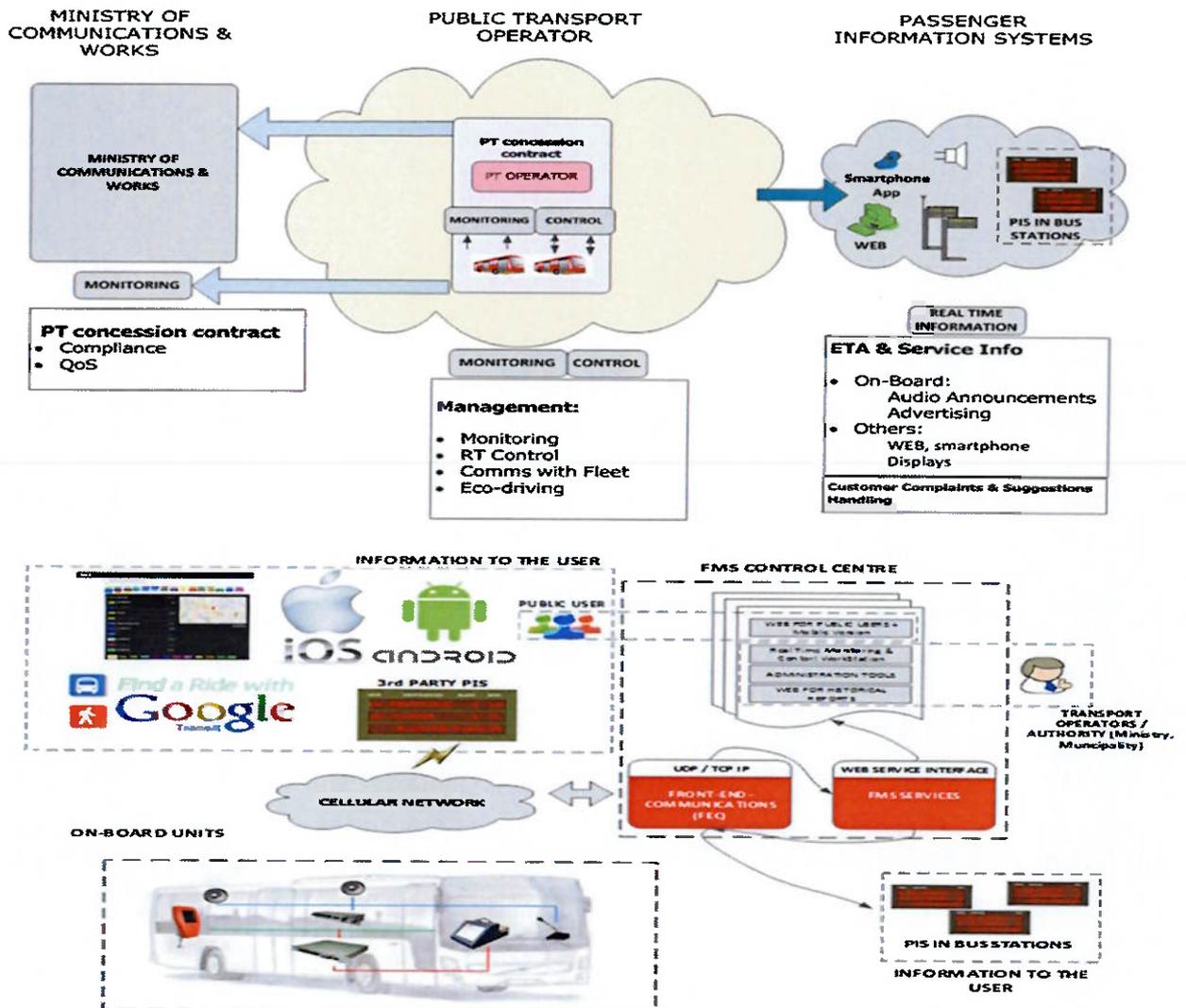
(v) Variable Message Signs

Four (4) motorway-standard VMS units have been strategically placed at the main entrances to Nicosia. These signs provide real-time information to drivers regarding traffic conditions, incidents, or roadworks ahead, enhancing traffic flow and road safety.

(vi) A number of fleet management services

Between 2016 and 2018, the PWD, on behalf of the Ministry of Transport and Communications, implemented a Public Transport Telematics System. The system includes:

- An automatic ticket validation system using smart cards.
- A fleet management and real-time passenger information system. The system contributes significantly to the efficiency and reliability of public transport services.



The contract for the implementation of the Public Transport Telematics System included a period of two (2) years for the full deployment of the system, followed by eight (8) years of maintenance and support. The project was co-financed by the EU Cohesion Fund, covering 85% of the total cost.

Currently, a major system upgrade is underway for the period 2024–2026, aiming to introduce flexible payment methods based on Customer Accounts. This upgrade will enable integration with widely used payment systems, such as Visa, Mastercard, and mobile payment solutions. Furthermore, it will support interoperability with other modes of transport, including bicycle and scooter sharing schemes, as well as Park & Ride facilities. This development is a key step towards enabling Mobility as a Service (MaaS) and fostering multimodal mobility across Cyprus.

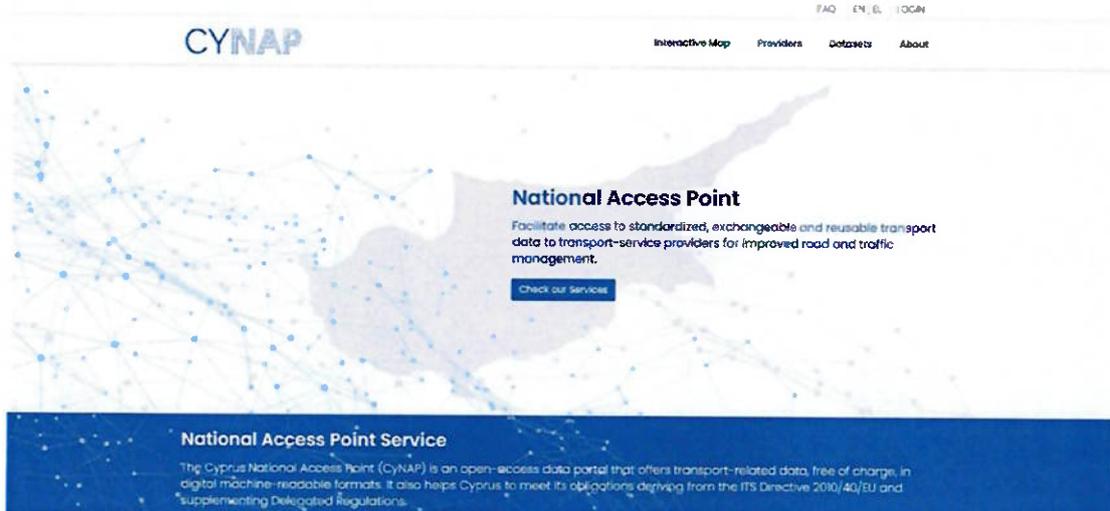
The project also includes the enhancement of the system’s topology tool, which will significantly improve the digitalisation of transport services. This improvement is a prerequisite for publishing accurate information on Google Maps. The system is already integrated with Google Maps, enabling both static and real-time data sharing with users and service providers.

(vii) Traffic Management System & ITS Control Centre

The Traffic Management and ITS Control Centre was established within the Public Works Department (PWD) in 2014. The system is connected to the network of field devices, including traffic sensors, CCTV cameras, variable message signs, and traffic counters, enabling the continuous collection of traffic data.

Currently, the centre is undergoing significant refurbishment as part of the Digital Twin Project, funded through the Cyprus Recovery and Resilience Facility. This upgrade will modernise the control centre's infrastructure and improve its operational capabilities.

Traffic data is processed through the OMNIA-MISTIC Traffic Platform, developed by Swarco Mizar. The platform supports the management of traffic and incidents in real-time. Simplified outputs, including live events and traffic information, are made publicly available via the official website: www.traffic4cyprus.org.cy, which also serves as the National Access Point (NAP) for traffic and mobility data.



The above-mentioned website serves as the official **Cyprus National Access Point (NAP)** for traffic and mobility data and is currently undergoing further development to enhance its functionality and accessibility.

The network of traffic sensors provides coverage of the primary road network in Nicosia, the main access routes to the island's primary ports and airports, the major connections to all cities of Cyprus, as well as the entire Cyprus **TEN-T Network**. The system collects comprehensive traffic data, including travel times, traffic volumes, vehicle speeds, vehicle classification, scheduled roadworks, incident detection, and parking availability, in close cooperation with municipal authorities.

All incident data is structured according to the **DATEX III** standard, ensuring interoperability and compliance with EU requirements. Traffic data is updated at the Control Centre every five (5) minutes and is made available to public agencies, stakeholders, and citizens through the official NAP website: www.traffic4cyprus.org.cy.

A graphical representation of the traffic sensor locations and the overall coverage of the Traffic Control System (shown in blue) is provided below.



(viii) The **OMNIA–MISTIC Traffic Management Platform** underwent a significant upgrade in 2023, enhancing both its security and functional capabilities. The main improvements include:

- Full migration of the system to **Primary and Disaster Recovery Centres** provided as Cloud Services, ensuring increased resilience and operational continuity.
- Enhanced functionalities for the **management of field sensors** and the processing of advanced analytical data.
- Integration with the **National Access Point (NAP)** via more than 17 **Application Programming Interfaces (APIs)**, enabling the seamless transfer and publication of traffic and event data.
- Implementation of a dedicated **Variable Message Sign (VMS) module** for the connection, control, and management of VMS infrastructure.
- Introduction of a **Strategy Management Module** to support the definition and application of traffic management and incident response strategies.
- Expansion of the **Parking Management Module**, allowing for the inclusion of additional parking areas across Cyprus, thus improving parking data collection and management capabilities.

(ix) **National Access Point (NAP) of Cyprus**

The implementation of the **National Access Point (NAP) of Cyprus** is a mandatory obligation under European legislation and ensures the provision of road and traffic data to all relevant users. The NAP serves as a single point of access for static, dynamic, and real-time traffic information.

The following key EU regulations form the legal framework for the establishment and operation of the NAP:

1. **Regulation (EU) 2015/962**, supplementing Directive 2010/40/EU, Article 3:

“Each Member State shall set up a national access point. The national access point shall constitute a single point of access for users to the road and traffic data, including data updates, provided by the road authorities, road operators, and service providers and concerning the territory of a given Member State.”

2. **Regulation (EU) No 886/2013**, supplementing Directive 2010/40/EU, defines the categories of **road safety-related traffic information** that must be provided in real-time:
- Temporary slippery road;
 - Animals, people, obstacles, or debris on the road;
 - Unprotected accident area;
 - Short-term roadworks;
 - Reduced visibility;
 - Wrong-way driver;
 - Unmanaged blockage of a road;
 - Exceptional weather conditions;

as well as other operational conditions of the road network.

3. **Regulation (EU) 2017/1926**, supplementing Directive 2010/40/EU (Articles 3, 4 & 6), mandates that National Access Points must also provide:
- Static travel and traffic data,
 - Historic traffic data,
 - Multimodal data covering different transport modes,
 - Data updates in compliance with **NeTEx** and **DATEX II** standards.

The establishment and continuous development of the Cyprus NAP have been undertaken by the Public Works Department (PWD) through active participation in several EU co-financed **CEF** projects, including:

- Crocodile II,
- Crocodile III,
- TN-ITS GO,
- Step2Smart (INTERREG Cyprus-Greece).

These projects built upon earlier initiatives such as **DIAVLOS** and **Prodromos**, which were co-funded by the INTERREG Greece-Cyprus Programme 2007–2013.

(x) E-call Service:

Cyprus actively follows developments related to the EU eSafety Initiative and has successfully participated in the “i-Car Support” forum, contributing to the exchange of best practices and technical expertise. All necessary actions for the full implementation and operation of the eCall system have been completed.

The national strategy for eCall deployment is closely aligned with the continuous improvement of the 112 Emergency Service, ensuring an integrated and effective emergency response system. The project is under the responsibility of the Electromechanical Services Department, which oversees its operation and further development.

Planned ITS Applications by 2026 and beyond – Cyprus Digital Twin

The **Cyprus Digital Twin Project** is funded under the **EU Recovery and Resilience Plan**, aiming to address the economic and social impacts of the COVID-19 pandemic while advancing towards a more sustainable, resilient, and digitally transformed transport system.

The main objective of the project is to develop and deploy a state-of-the-art **Intelligent Transport System (ITS) infrastructure**, enhancing mobility management both within urban areas and across the Cyprus **TEN-T Network**. Furthermore, it will establish a collaborative framework involving governmental bodies, academic institutions, and the private sector under the initiative **ITS Cyprus**.

The project is based on a holistic “**smart concept**” at a national scale, creating a fully digitised representation of multiple interdependent networks, including mobility, utility, and service infrastructures. These networks will be integrated into a unified system that supports event detection, response strategies, and logistics management by the responsible agencies. Additionally, the system will provide open data access to users and third-party developers via the **National Access Point (NAP)**, facilitating the development of value-added services.

The project also focuses on the **digitisation of mobility and utility networks**, supported by a comprehensive **Geographical Information System (GIS)** representing Cyprus's physical environment. This digital environment will be enhanced by the widespread deployment of network sensors and telematics technologies, leading to the creation of the **Cyprus Digital Twin (CY DG Twin)** — a dynamic, digital representation of the transport system simulating real-world conditions and operations.

The Cyprus Digital Twin aligns with the **EU Policy** on Digital Twin deployment, as outlined in the **Passau Declaration (October 2020)** entitled “*Smart Deal for Mobility - Shaping the Mobility of the Future with Digitalization – Sustainable, Safe, Secure and Efficient*”, which promotes:

1. Expansion of digital transport infrastructure and integrated coverage.
2. Automation and full interoperability between vehicles and infrastructure.
3. Support for digital research and innovation.
4. Participatory development of digital environments and technologies.

The implementation builds upon the achievements of previous EU co-financed projects such as **Crocodile II & III**, **TN-ITS GO**, **DIAVLOS**, **PRODRAMOS**, and **STEP2SMART**, which laid the foundation for advanced ITS systems in Cyprus.

As part of this initiative, the Public Works Department (PWD) is advancing the digitisation of transport networks and related infrastructure in the GIS environment, enabling improved cooperation and data exchange among governmental, semi-governmental organisations, utilities, and municipalities.

In addition, following a contract signed in June 2024, Cyprus is expanding its ITS field equipment across the primary urban and interurban road network, including:

- Procurement and installation of **20 motorway-standard Variable Message Signs (VMS)** integrated into the National Mobility Platform.
- Procurement and installation of **20 urban and suburban VMS** integrated into the National Mobility Platform.
- Procurement and installation of **170 Closed-Circuit Television (CCTV) cameras** with video analytics capabilities, covering interurban and primary urban roads, fully integrated with the National Mobility Platform.

- Deployment of **74 traffic detection units** in the urban road network, enabling real-time monitoring of traffic levels in both directions.
- Installation of **106 high-volume roadway Bluetooth readers** across the national road network to enhance traffic data collection.

2.1.2 Progress since 2021

Since 2021, Cyprus has made substantial progress in the implementation of Priority Area I – Optimal Use of Road, Traffic, and Travel Data. The National Access Point (NAP) has been significantly upgraded and now offers static, dynamic, real-time, historical, and multimodal data, fully compliant with Delegated Regulation (EU) 2017/1926 and aligned with the latest ITS Directive amendments (EU) 2023/2661. The NAP provides free and open access to data for public authorities, service providers, and end-users, promoting the development of advanced mobility services.

The system currently operates through more than 17 Application Programming Interfaces (APIs), facilitating seamless data exchange and improving interoperability. Additionally, the NAP supports the dissemination of incident-related data following the DATEX III standard, ensuring compatibility with European ITS platforms.

The OMNIA-MISTIC Traffic Management Platform has been successfully migrated to a secure Cloud-based Primary and Disaster Recovery infrastructure, enhancing system resilience, data security, and enabling advanced analytics for traffic management and incident response.

Moreover, the geographical coverage of Cyprus' ITS network has been considerably expanded. In addition to the entire Cyprus TEN-T network, ITS infrastructure now extends to critical urban corridors, primary port and airport access routes, and major interurban connections. This expansion supports the continuous collection and dissemination of multimodal transport data, forming the backbone for future Mobility as a Service (MaaS) and Multimodal Transport applications.

The upgrade is complemented by ongoing investments under the Cyprus Digital Twin Project, further enriching the data environment by digitising infrastructure, integrating new sensors, and strengthening cooperation between transport stakeholders.

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

2.1.3.1 progress on accessibility, exchange, and reuse

Cyprus provides **real-time traffic information services** via its NAP, including:

- Incidents (accidents, hazards).
- Planned/unplanned roadworks.
- Temporary traffic management measures.
- Road closures.
- Dynamic speed limits.
- Parking information.

These are published in accordance with the Annex of Regulation (EU) 2022/670 using the **DATEX III** standard and accessible via open APIs.

2.1.3.2 Geographical scope and data quality

The real-time information covers:

- **All Cyprus TEN-T Network.**
- Primary urban and interurban road network.
- Access roads to major ports and airports. Data quality is ensured via:
- We are in the process of identifying the organization that will be responsible for the continuous validation and evaluation of the data.
- Monitoring by Public Works Department.
- 5-minute update intervals.

2.1.3.3 Compliance assessment

Once the appropriate body is identified, it will be responsible for implementing a full assessment report.

2.1.3.4 Changes to the NAP

No structural changes were made to the NAP after the 2023 upgrade. The system already provides the data required under Regulation 2022/670.

2.1.3.5 Additional Information

Although no major structural changes have been made to the National Access Point (NAP) since its significant upgrade in 2023, continuous efforts are underway to further optimise its performance and functionality. The current system already complies with the requirements of Regulation (EU) 2022/670, providing the essential datasets, including static, dynamic, real-time, and historical traffic and travel information.

However, the Public Works Department is actively working on further enhancements to maximise the effectiveness of the NAP. The aim is to fully exploit its capabilities and ensure that it serves as a comprehensive and reliable platform, supporting multimodal mobility services, facilitating data exchange with third parties, and contributing to the broader objectives of the Cyprus Digital Twin and Mobility-as-a-Service (MaaS) initiatives.

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)

2.1.4.1 Progress on accessibility, exchange and reuse of data types set out in the Annex

Since 2021, Cyprus has upgraded its OMNIA-MISTIC Traffic Management Platform and its National Access Point (NAP) to fully enable the collection, processing, and

dissemination of Real-Time Traffic Information (RTTI) as defined under Delegated Regulation (EU) 2022/670. The system provides:

- Real-time data on roadworks, incidents, temporary traffic management measures, road closures, and lane closures.
- Information on dynamic speed limits where applicable.
- The data is fully accessible via DATEX III-compliant APIs and integrated into the NAP (www.traffic4cyprus.org.cy) for use by public and private users.

2.1.4.2 Geographical scope, changes, and quality control **The real-time traffic information covers:**

- The entire Cyprus TEN-T road network.
- The primary urban and interurban network.
- Access routes to ports and airports.

Since 2023, Cyprus expanded its sensor network with:

- New CCTV cameras, Bluetooth readers, traffic detectors, and Variable Message Signs (VMS), improving the quality and quantity of data available.

Data quality is ensured by:

- Real-time data validation through the OMNIA-MISTIC platform.
- Continuous auditing by the KIOS Research Centre.
- Regular cross-checks between sensor data, operator inputs, and historical trends.

Results of compliance assessment (Article 12)
An internal assessment has been conducted confirming compliance with Articles 3 to 11 of Regulation (EU) 2022/670. Cyprus complies with:

- Event detection and management.
- Timely and accurate updates (typically every 5 minutes).
- Free provision of data via the NAP to service providers.

A formal external compliance verification will be conducted once the responsible organization has been appointed.

Changes to the National Access Point

- In 2023, the NAP was significantly upgraded to host real-time RTTI datasets.
- Full integration of RTTI APIs aligned with 2022/670 Annex.
- Improved security and cloud hosting were also introduced.

Additional information

- Cyprus currently publishes RTTI datasets including:
 - Road closures.
 - Roadworks.
 - Lane closures.

- Speed limits.
 - Temporary traffic management measures.
 - Incidents.
- Quality requirements are checked through automated system validation, human verification at the Control Centre, and regular auditing by an external body to be appointed.

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

2.2.1 Description of the main national activities and projects

Main initiatives:

- **Establishment of an Intelligent Transport System using Digital Twin Technologies**

Objective: Develop a modern ITS infrastructure integrated with a Digital Twin model to enhance traffic and transport management in Cyprus, covering the urban network and TEN-T.

Timescale: 2022–2026 (main funded by Recovery and Resilience Facility).

Milestones:

- Upgrade of OMNIA-MISTIC Platform (2023)
- Expansion of field equipment (contract signed June 2024)
- Full operation of Digital Twin System (2026)

Resources: Co-funded by EU (RRF) and National Funds.

Lead Stakeholder: Public Works Department (PWD) – Ministry of Transport, Communications and Works.

Traffic Management System & ITS Control Centre

- **Objective:** Centralize traffic management using data from ITS sensors, cameras, counters, and VMSs.
- **Status:** Operational since 2014; under upgrade through Digital Twin Project.

Adaptive Traffic Signal Control System

- **Objective:** Optimize urban traffic flows in Nicosia, Limassol, Larnaca.
- **Status:** Current system (SCOOT 4.5) in operation since 1993; procurement for a new system planned in 2025.

Public Transport Telematics (Fleet Management & Passenger Information System)

- **Objective:** Integrate smart ticketing, real-time passenger information and fleet management.
- **Status:** Operational since 2018; major upgrade underway (2024–2026) to introduce flexible payment (MaaS readiness).

2.2.2 Progress since 2021

Since the last report:

- The **OMNIA-MISTIC Platform** was upgraded (2023) with new security, analytics, API integration and parking management.
- **National Access Point (traffic4cyprus.org.cy)** was integrated and expanded.
- A major **Digital Twin contract** was signed (June 2024) to extend ITS field equipment with:
 - 20 motorway VMSs
 - 20 urban-suburban VMSs
 - 170 CCTV cameras with video analytics
 - 74 traffic detection units
 - 106 Bluetooth readers
- Traffic data now fully interoperable and accessible according to EU regulations (DATEX III / NeTEX standards).

2.3 Priority area III. Road safety and security ITS services

2.3.1 Description of the main national activities and projects

Main initiatives:

eCall System Integration

- Cyprus fully implemented the eCall PSAPs within the framework of its 112 Emergency Service.
- Lead: Electromechanical Services Department.
- Objective: Ensure automatic emergency call handling via 112.
- Status: Fully operational, actively monitored.

Traffic Enforcement Infrastructure

- Expansion of CCTV network (road safety and traffic monitoring).
- Weighing Stations: 7 permanent stations for heavy vehicle monitoring.
- Variable Message Signs and Adaptive Traffic Control systems contribute to safer traffic flows.

National Access Point provides road safety-related traffic information in real-time:

- Incident detection (obstacles, wrong-way drivers, accidents, weather events, road works, etc.)
- Compliance with Delegated Regulation 886/2013 for minimum safety information.

2.3.2 Progress since 2021

- Full upgrade of traffic data collection and dissemination through the NAP.
- Full integration of incident detection and dissemination via DATEX III protocols.
- Expansion of CCTV and VMS systems improving accident monitoring.
- Adaptive Signal System is scheduled for replacement to enhance safety and efficiency.

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

- No structural changes were mentioned in the document regarding PSAP infrastructure.
- Cyprus eCall system remains fully functional.
- The responsible authority for conformity remains the Electromechanical Services Department.

2.3.4 Additional information:

- The eCall system is integrated with the national 112 Emergency Service.
- Cyprus participated in the i-car support forum to align with EU best practices.

2.3.5 Reporting obligation under Delegated Regulation (EU) No 886/2013

- Cyprus meets its obligations via the National Access Point (traffic4cyprus.org.cy)
- Provides real-time information on:
 - Temporary slippery road
 - Obstacles or debris
 - Unprotected accident areas
 - Short-term roadworks
 - Reduced visibility
 - Wrong-way drivers
 - Road blockages
 - Exceptional weather conditions
- All data is formatted according to DATEX III.

Progress made in implementing the information service
Cyprus provides safety-related minimum universal traffic information via the OMNIA-MISTIC Traffic Management Platform and the National Access Point (NAP) (www.traffic4cyprus.org.cy). The service includes:

- Incident data (accidents, obstacles, unprotected accident areas).
- Temporary traffic management (roadworks, slippery roads, reduced visibility).
- Events related to adverse weather conditions and other emergency situations. The data is encoded and exchanged using the DATEX III protocol and is accessible to all users free of charge.

Quality criteria and monitoring the level of quality is ensured by:

- Real-time detection using traffic sensors, cameras, and incident reports.

- Automatic incident detection and validation via the OMNIA-MISTIC platform.
- Regular auditing of information provision by the KIOS Research Centre.
- Data updates every 5 minutes, with permanent operator supervision at the ITS Control Centre.
- Validation and evaluation by an independent body will be conducted once appointed.

Results of the assessment of compliance (Articles 3–8) Cyprus complies fully with the requirements of Delegated Regulation 886/2013, as verified through internal assessments and third-party audits performed by the KIOS Research Centre during the CROCODILE II project and ongoing Digital Twin activities.

Changes to the National Access Point

Since 2021, the NAP has been enhanced to better serve safety-related information:

- Integration of more real-time datasets.
- Improved API performance.
- Better data formatting aligned with DATEX III for safety messages.

Additional information

Data sources include:

- Roadside traffic sensors (inductive loops, Bluetooth readers).
- CCTV cameras (including video analytics).
- Traffic police and Public Works Department reports.
- Weather-related data from cooperating national meteorological services.

2.3.6 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 parking places and parking spaces

Cyprus, due to its small geographic size and limited heavy vehicle circulation, does not operate an extensive network of dedicated truck parking areas.

- There are **no officially designated Safe and Secure Truck Parking Areas (SSTPAs)** on the island.
- Available parking for heavy vehicles is integrated into general rest areas or public parking facilities without dedicated ITS-supported information services.

Percentage of parking places registered in the information service

0% — No SSTPAs are included in the ITS system due to the absence of formal truck parking facilities.

Percentage of parking places providing dynamic information

0% — No dynamic or static information on truck parking availability is currently provided.

Additional information

- Cyprus has no national or common access point dedicated to truck parking information.
- There is currently **no integration with the European Access Point for Truck Parking** hosted by DG MOVE.
- Due to the **maximum island travel time of less than 3 hours**, there is **no immediate intention** to establish such services as the need is considered non-existent.
- This assessment is consistent with previous reports (2020, 2021, 2023) and the **low demand** for long-distance freight-related rest facilities.

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

2.4.1 Description of the main national activities and projects

Cyprus has not yet proceeded with the deployment of **Cooperative Intelligent Transport Systems (C-ITS)** or **Automated Mobility Systems**, as the country is currently focusing on strengthening its core ITS infrastructure and achieving full compliance with Regulations (EU) 2017/1926 and 2022/670. However, Cyprus follows closely all developments related to:

- **V2I, V2V, and V2X** communication technologies.
- C-ITS standardization through **C-ROADS, CEN/ISO** and other EU platforms.
- The progress of **Cooperative, Connected and Automated Mobility (CCAM)** initiatives at EU level.

The **Public Works Department (PWD)**, through its participation in **EU ITS expert groups**, the **Digital Twin project**, and its cooperation with the **KIOS Research and Innovation Centre of Excellence**, is preparing the technical, legal, and institutional groundwork required for the gradual future adoption of C-ITS. No C-ITS deployment has been implemented yet. Cyprus plans to integrate C-ITS capabilities into future extensions of the **National Access Point** and the **OMNIA-MISTIC Traffic Control Platform**, depending on EU-wide progress and available funding.

2.4.2 Progress since 2021:

- Cyprus has strengthened the national ITS infrastructure by expanding **sensor coverage, data collection, and data dissemination capabilities**, which are necessary prerequisites for the future deployment of C-ITS.
- The **Digital Twin project** has laid the foundations for cooperative services by digitizing the road network, enabling interoperability, and integrating advanced sensor technologies.
- Cyprus actively participates in EU-level discussions and expert groups on **CCAM** and **C-ITS**, monitoring the technical specifications and requirements (based on **C-ROADS** and relevant EU delegated acts).
- No physical deployment of **C-ITS roadside units (RSU)** or **in-vehicle units (OBU)** has occurred yet.

At this stage, Cyprus prioritizes achieving full ITS interoperability, data harmonization, and the expansion of the **National Access Point** before proceeding to actual C-ITS pilot projects or deployments.

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

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	Comments	
<i>I. Data relating to the provision of EU-wide road traffic information and navigation services:</i>				
<i>1.1 Category: Static and dynamic traffic regulations, where applicable, concerning:</i>				
<i>1.1.1 Subcategory:</i> — access conditions for tunnels — access conditions for bridges — speed limits — overtaking bans on heavy goods vehicles — weight/length/width/height restrictions	The trans-European core network for roads 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*	% 100	In Cyprus there is only 1 tunnel available
		access conditions for bridges*	% 100	
		speed limits*	% 100	
		overtaking bans on heavy goods vehicles*	% 0	
		weight/length/width/height restrictions*	% 0	
		access conditions for tunnels*	% 100	
		access conditions for bridges*	% 100	
		speed limits*	% 100	
		overtaking bans on heavy goods vehicles*	% 0	
		weight/length/width/height restrictions*	% 0	

<p>Subcategory: — one-way streets</p>	<p>Road infrastructure in the cities at the centre of each Urban Node</p>	<p>one-way streets*</p>	<p>% 0</p>	
<p>Subcategory: — freight delivery regulations</p>	<p>Road infrastructure in the cities at the centre of each Urban Node</p>	<p>freight delivery regulations*</p>	<p>% 0</p>	
<p>Subcategory: — direction of travel on reversible lanes</p>	<p>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)</p>	<p>direction of travel on reversible lanes*</p>	<p>% 0</p>	<p>N/A in Cyprus</p>
<p>Subcategory: — traffic circulations plans</p>	<p>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)</p>	<p>traffic circulations plans*</p>	<p>% 0</p>	
<p>Subcategory: — permanent access restrictions</p>	<p>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)</p>	<p>permanent access restrictions*</p>	<p>% 0</p>	<p>N/A</p>

<p><i>Subcategory:</i></p> <ul style="list-style-type: none"> — boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones 	<p><i>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)</i></p>	<p>boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in regulated traffic zones*</p>	<p>% 0</p>	<p>N/A</p>
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<p>1.2 Types of data on the state of the network:</p>				
<p><i>Subcategory:</i></p> <ul style="list-style-type: none"> — road closures — lane closures — roadworks 	<p><i>The trans-European core network for roads</i></p>	<p>road closures** lane closures** roadworks**</p>	<p>% 100 % 100 % 100</p>	
	<p><i>The comprehensive trans-European network for roads</i></p>	<p>road closures** lane closures** roadworks**</p>	<p>% 100 % 100 % 100</p>	
<p><i>Subcategory:</i></p> <ul style="list-style-type: none"> — temporary traffic management measures 	<p><i>The trans-European core and comprehensive network for roads</i></p>	<p>temporary traffic management measures**</p>	<p>% 100</p>	

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	Comments
<p>2. <i>Data relating to information and reservation services for safe and secure parking places for trucks and commercial vehicles:</i></p> <p><i>Category: static data</i> <i>Subcategory:</i></p> <ul style="list-style-type: none"> — static data related to the parking areas — information on safety and equipment of the parking area 	<p><i>The trans-European core network for roads</i></p> <hr/> <p><i>The comprehensive trans-European network for roads</i></p>	<p>0%</p> <hr/> <p>0%</p> <hr/> <p>0%</p> <hr/> <p>0%</p>	<p>N/A FOR CYPRUS</p> <hr/> <p>N/A FOR CYPRUS</p> <hr/> <p>N/A FOR CYPRUS</p> <hr/> <p>N/A FOR CYPRUS</p>
<p><i>Category: dynamic data</i> <i>Subcategory:</i></p> <ul style="list-style-type: none"> — dynamic data on availability of parking places including whether a parking is: full, closed or number of free places which are available. 	<p><i>The trans-European core and comprehensive network for roads</i></p>	<p>dynamic data on availability of parking places including whether a parking is: full, closed or number of free places which are available.</p>	<p>0%</p> <hr/> <p>N/A FOR CYPRUS</p>

<p><i>Subcategory:</i></p> <ul style="list-style-type: none"> — reduced visibility — exceptional weather conditions 	<p><i>The core and comprehensive trans-European network for roads and other motorways not included in that network</i></p>	<p>reduced visibility**</p>	<p>% 0</p>	<p>Will be implemented with video analytics tool in 2026</p>
<p>exceptional weather conditions**</p>		<p>% 0</p>	<p>Will be implemented with video analytics tool in 2026</p>	

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 (such as existence of lifts, escalators)	<i>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</i>	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)*** % 0	N/A in Cyprus
<i>The entire transport network of the Union</i>	<i>The entire transport network of the Union</i>	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) *** % 0	N/A in Cyprus

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
Road safety-related minimum universal traffic information (SRTI) service	The core and comprehensive trans-European network for roads	% 0 Will be implemented with video analytics tool in 2026

2.6.1.1 Other initiatives / highlights

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

Urban Traffic Control System (UTC) Nicosia & Limassol

The project for the **supply, installation, operation, and maintenance of a new Urban Traffic Control (UTC) System** is co-funded under the "THALIA 2021–2027" Cohesion Policy Programme. It consists of:

- Deployment of an adaptive traffic control system in **125 signalized junctions** (75 in Nicosia, 50 in Limassol) with the potential to scale up to **500 junctions** across Cyprus.
- Upgrade of the existing **SCOOT Control Centre** to support **8 operators**.
- Installation of **six environmental monitoring stations**.
- Provision of **priority** to buses and emergency vehicles.
- Implementation of **traffic management strategies** such as area access control, dynamic rerouting, and enhanced coordination during roadworks or incidents.
- Direct integration into the **OMNIA-MISTIC Platform** and the **Digital Twin**.

Benefits:

- Reduced traffic congestion and travel delays.
- Lower vehicle emissions due to improved traffic signal coordination.
- Enhanced public transport performance.
- Increased safety through real-time monitoring of signalized junctions and faster incident management.

2.6.2 KEY PERFORMANCE INDICATORS (KPIs)

2.6.2.1 Deployment KPIs

2.6.2.1.1 Information-gathering infrastructures / equipment (road KPI) Figures to be provided by type of network.

Figures to be provided by type of services, and where relevant by distinguishing between fixed and mobile equipment. KPIs to be calculated by type of network.

- Length of road network type / road sections (in km) equipped with information-gathering infrastructures and the total length of this same road network type (in km):
- KPI = (kilometres of road network type equipped with information-gathering infrastructures / total kilometres of same road network type) × 100

Service	Total Count	Core	Comprehensive	Cover Distance (m)
Bluetooth	169	27	26	12.000
CCTV	26	15	5	2.000
Traffic Detector	59	5	4	12.000
VMS	4	4	0	2.500

Bluetooth Live Traffic Length - Core	111.588	m
Bluetooth Live Traffic Length - Comprehensive	81.331	m
TENtec - Core Length	120.928	m
TENtec - Comprehensive Length	205.366	m

	Bluetooth Locations	Bluetooth Live	CCTV	Traffic Detector
TENtec - Core	100%	92%	25%	50%
TENtec - Comprehensive	100%	40%	5%	23%

Information-gathering infrastructure/ equipment (road KPI)

Incident detection (road KPI)

Figures to be provided by type of network. KPI to be calculated by type of network.

- Length of road network type / road sections (in km) equipped with ITS to detect incident and the total length of this same road network type (in km):
- KPI = (kilometres of road network type equipped with ITS to detect incident / total kilometres of same road network type) × 100

	CCTV
TENtec - Core	25%
TENtec - Comprehensive	5%

2.6.2.2 Traffic management and traffic control measures (road KPI) Figures to be provided by type of network.

KPI to be calculated by type of network.

- Length of road network type / road sections (in km) covered by traffic management and traffic control measures and the total length of this same road network type (in km):
- KPI = (kilometres of road network type covered by traffic management and traffic control measures / total kilometres of same road network type) × 100

	VMS
TENtec - Core	8%
TENtec - Comprehensive	0%

2.6.2.3 Cooperative-ITS services and applications (road KPI) Figures to be provided by type of network.

KPI to be calculated by type of network.

- Length of road network type / road sections (in km) covered by C-ITS services or applications and the total length of this same road network type (in km):
- KPI = (kilometres of road network type covered by C-ITS services or applications / total kilometres of same road network type) × 100

In Cyprus there are no CITS implemented - N/A in Cyprus

2.6.2.4 Real-time traffic information (road KPI) Figures to be provided by type of network.

KPI to be calculated by type of network.

- Length of road network type / road sections (in km) with provision of real-time traffic information services and total length of this same road network type (in km):
- KPI = (kilometres of road network type with provision of real-time traffic information services / total kilometres of same road network type) × 100

	All
TENtec - Core	100%
TENtec - Comprehensive	100%

2.6.2.5 Dynamic travel information (multimodal KPI) Figures to be provided by type of network / node.

KPI to be calculated by type of network / node (where relevant); if relevant, indicate the proportion of services accessible to passengers with reduced mobility, orientation and/or communication.

- Length of transport network type (in km) with provision of dynamic travel information services and total length of this same transport network type (in km):
- Number of transport nodes (e.g. rail or bus stations) covered by dynamic travel information services and total number of the same transport nodes:
- KPI = (kilometres of transport network type with provision of dynamic travel information services / total kilometres of same transport network type) × 100

- **KPI** = (number of transport nodes with provision of dynamic travel information services / total number of same transport nodes) × 100

	ALL
TENtec - Core	100%
TENtec - Comprehensive	100%

2.6.2.6 Freight information (multimodal if possible or road KPI) Figures to be provided by type of network / node.

KPI to be calculated by type of network / node (where relevant); if relevant, indicate the proportion of services accessible to passengers with reduced mobility, orientation and/or communication.

- 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):
- Number of freight nodes (e.g. ports, logistics platforms) covered by freight information services and total number of the same freight nodes:
- **KPI** = (kilometres of road network type with provision of freight information services / total kilometres of same road network type) × 100
- **KPI** = (number of freight nodes with provision of freight information services / total number of same freight nodes) × 100

N/A in Cyprus.

2.6.3 Financial KPIs

ITS includes any types of systems and services together.

- Annual public* investment in road ITS (as % of total transport infrastructure investments) = 1.9%
- Annual public* operating and maintenance costs of road ITS (in euro per kilometre of network covered) = 55.5 Euro per Km of Network covered

	KPI name	Geographical scope	Timeline
Deployment KPIs	Information-gathering infrastructures / equipment (road KPI)	Core, extended and comprehensive TEN-T (without urban nodes) + motorways	Mandatory in 2025
		Urban nodes from TEN-T + primary roads	Mandatory in 2028 (voluntary before)
		Entire road network	Additional KPI to be provided on voluntary basis
	Incident detection (road KPI)	Core, extended and comprehensive TEN-T (without urban nodes) + motorways	Mandatory in 2025
		Urban nodes from TEN-T + primary roads	Mandatory in 2028 (voluntary before)
		Entire road network	Additional KPI to be provided on voluntary basis
	Traffic management and traffic control measures (road KPI)	Core, extended and comprehensive TEN-T (without urban nodes) + motorways	Mandatory in 2025
		Urban nodes from TEN-T + primary roads	Mandatory in 2028 (voluntary before)
		Entire road network	Additional KPI to be provided on voluntary basis
	Cooperative-ITS services and applications (road KPI)	Core, extended and comprehensive TEN-T (without urban nodes) + motorways	Mandatory in 2025
		Urban nodes from TEN-T + primary roads	Mandatory in 2028 (voluntary before)
		Entire road network	Additional KPI to be provided on voluntary basis
	Real-time traffic information (road KPI)	Core, extended and comprehensive TEN-T (without urban nodes) + motorways	Mandatory in 2025
		Urban nodes from TEN-T + primary roads	Mandatory in 2028 (voluntary before)
		Entire road network	Additional KPI to be provided on voluntary basis
	Dynamic travel information (multimodal KPI)	Core, extended and comprehensive TEN-T (without urban nodes) + motorways	Mandatory in 2025
		Urban nodes from TEN-T + transport nodes + primary roads	Mandatory in 2028 (voluntary before)
		Entire transport network	Additional KPI to be provided on voluntary basis

	Freight information (multimodal if possible or road KPI)	Core, extended and comprehensive TEN-T (without urban nodes) + motorways	Mandatory in 2025
		Urban nodes from TEN-T + transport nodes + primary roads	Mandatory in 2028 (voluntary before)
		Entire transport network	Additional KPI to be provided on voluntary basis
Benefit KPIs	Change in travel time (road KPI)	Core, extended and comprehensive TEN-T + motorways	Mandatory in 2028 (voluntary before)
	Change in the number of road crashes resulting in deaths or injuries (road KPI)	Core, extended and comprehensive TEN-T + motorways	Mandatory in 2028 (voluntary before)
	Changes in traffic-CO ₂ emissions (road KPI)	Core, extended and comprehensive TEN-T + motorways	Mandatory in 2028 (voluntary before)
Financial KPIs	Annual public investment in road ITS (+ figures for private investments where possible)	Core, extended and comprehensive TEN-T (without urban nodes) + motorways	Mandatory in 2025
		Urban nodes from TEN-T + primary roads	Mandatory in 2028 (voluntary before)
		Entire road network	Additional KPI to be provided on voluntary basis
	Annual public operating and maintenance costs of road ITS (+ figures for private costs where possible)	Core, extended and comprehensive TEN-T (without urban nodes) + motorways	Mandatory in 2025
		Urban nodes from TEN-T + primary roads	Mandatory in 2028 (voluntary before)
		Entire road network	Additional KPI to be provided on voluntary basis