UDAP

Urban Data Access Platform

Impact Report

Report period: Q2 2026

Published: 27 August 2026



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EXECUTIVE SUMMARY

Q2 2026

Ecosystem - KPI	Q2 2026*	March 2026
Active road authorities	95	96
Active service providers	14	14
Objects in production	1.337	1.311

*As of 30 June

Platform - KPI	Q2 2026	Q2 monthly average	March 2026
Messages processed	12.8 billion	4.3 billion	4.4 billion
Uptime	99,99%	99.99%	100%
Safety and privacy incidents	0	0	0

Operational use-cases	KPI	Q2 2026	Q2 monthly average	March 2026
Priority/pre-emption	% Priority granted	57%	57%	45.9%
EVA	Ambulance trips with EVA	186,986	62,329	63,699
GLOSA/TTG	TLCs sending SPaT-messages	1,261*	n/a	1,194

*As of 30 June

The Q2 figures show that UDAP is operating reliably and being used at scale. The ecosystem continued to grow; there are 1,337 objects in production, which is more than in March. The number of active service providers remained unchanged at 14.

The impact is particularly evident in the platform's scale, usage and operational reliability. In Q2, UDAP processed approximately **12.8 billion messages**, achieved **99.99% uptime**, and recorded **no security or privacy incidents**. A total of 951,393 intersection passages were registered for priority services, with priority granted in 542,340 cases—an overall priority grant rate of 57% in Q2.

In Q2 2026, intersection priority enabled UDAP to deliver approximately **3,000 hours of cumulative time savings** for emergency services*. In cases of out-of-hospital cardiac arrest (OHCA), every minute saved in response time increases the chance of survival by approximately 6%. These time savings therefore directly contribute to improving survival rates for patients in life-threatening situations.

**Based on an average travel time reduction of two minutes for emergency service trips receiving priority and an assumption of three intersections per trip. Reporting period: Q2 2026*

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01 — INTRODUCTION

Urban Data Access Platform

The Urban Data Access Platform (UDAP) is the central hub for exchanging intelligent mobility data. It enables information from various sources—such as intelligent Traffic Signal Controllers (TLCs) and route-planning apps—to be shared to improve traffic safety and efficiency.

The first UDAP Impact Report, covering March 2026, established the baseline for the UDAP ecosystem. From this edition onwards, the report will be published quarterly. The reporting structure has been adapted accordingly, enabling consistent monitoring and comparison of ecosystem development and operational performance.

02 — THE ECOSYSTSEEM

Ecosystem Development

This chapter provides an overview of how the UDAP ecosystem developed during the reporting period (Q2 2026), compared with the previous reporting period (March 2026).

Objects in UDAP

KPI	Q2 2026*	March 2026
Total objects	3,981	3,937
In production	1,337	1,311
In acceptation	426	405
Registered	2,218	2,221

*As of 30 June

Road authorities

KPI	Q2 2026*	March 2026
Active road authorities	95	96
Municipalities	*74*	*Unknown*
Provinces	*11*	*Unknown*
Rijkswaterstaat regions	*8*	*Unknown*
Other (harbours & water authorities)	*2*	*Unknown*

*As of 30 June

Road users

KPI	Q2 2026*	March 2026
Total	Approx. 4 mln	Approx. 4 mln
Motorists	Approx. 4 mln	Approx. 4 mln
Ambulances	941	941
Cyclists**	>44,600	Unknown

*Estimated figure as of 30 June; only the number of ambulances is exact.
**Number of connected cyclists using the *Da's zo gefietst* app. Cyclists detected through other technologies, such as AI cameras, are not included. The actual number is therefore higher.

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Service providers and information services

KPI	Q2 2026*	March 2026
Active connected service providers	14	14
Active connected information services	11	11
Active connected apps	*5*	*5*
Active connected in-car systems	*3*	*3*
Active connected FMS-systems (trucks)	*3*	*3*

*As of 30 June

Service providers are organisations that exchange data with UDAP and supply information to support information services. These roles are often combined. In the second quarter of 2026, 14 service providers and 11 information services were actively connected to UDAP.

Service providers
ANWB
Be-Mobile
HAAS Alert
Kia Connect
Locatienet
Mercedes-Benz
Miovision
Rydian
Swarco
TomTom
VodafoneZiggo
Yunex
Vialis
Vinotion

Information services
APP
ANWB Onderweg
Da's zo gefietst
Flitsmeister
Locatienet Onderweg
TomTom maps en navigatie
IN-CAR SYSTEMS
Hyundai
Kia
Skoda
FMS-SYSTEMS (TRUCKS)
LogiConnect
MobiCoach
Pharox

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03 — OPERATIONAL RELIABILITY

Platform performance

UDAP's performance is continuously monitored and assessed against the contractually agreed Service Level Agreement (SLA). The key performance indicators are availability (uptime) and latency. The figures below show the measured performance during the reporting period.

Measure performance

KPI	Q2 2026	Q2 monthly average	March 2026
Messages processed	12,8 billion	4.3 billion	4.4 billion
Uptime (average)	99.99%	99.99%	100%
Latency (<100 ms)	100%	100%	100%
Safety and security incidents	0	0	0

Explanation

The SLA targets reflect the operational requirements for safety and traffic systems. The measured performance is verified and reported monthly.

SLA targets: Availability: ≥99.9% uptime per calendar year. Latency: ≥99.95% of all messages processed within 100 milliseconds, with the remaining ≤0.05% processed within a maximum of 200 milliseconds.

04 — SOCIETAL IMPACT

Operational use cases

The use cases below demonstrate UDAP's operational performance and, where available, its calculated societal impact.

Priority at intelligent traffic signals (TLCs)

Priority via UDAP is available for emergency services, public transport, freight traffic, and cyclists. Not every priority request can be granted. A request may be rejected depending on traffic conditions, safety considerations, and local policies.

KPI	Q2 2026	Q2 monthly average	March 2026
Intersection crossings (cumulative)	951,393	317,131	208,815
Granted priority (cumulative)	542,340	180,780	95,800
Granted (%) (cumulative)	57%	57%	45,9%
Granted priority emergency services	272,248	90,749	95,561
Granted priority public transport	269.151	89.717	Unknown
Granted priority commercial vehicles	591	197	147
Granted priority road inspectors	350	116	79

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In Q2 2026, intersection priority enabled UDAP to deliver **approx. 3,000 hours of cumulative time savings** for emergency services*. In cases of out-of-hospital cardiac arrest (OHCA), every minute saved in response time increases the chance of survival by approximately 6%. These time savings therefore directly contribute to improving survival rates for patients in life-threatening situations.

**Based on an average travel time reduction of two minutes for emergency service trips receiving priority and an assumption of three intersections per trip. Reporting period: Q2 2026*

Emergency Vehicle Approaching (EVA) alerts

EVA enables surrounding traffic to receive real-time warnings about approaching emergency vehicles. This allows motorists to respond sooner to an approaching ambulance, contributing to safer and smoother passage for emergency services.

Operational KPIs

KPI	Q2 2026*	Q2 monthly average	March 2026
Active ambulances	941	941	941
Percentage ambulance trips using EVA**	50%	50%	50%
Number ambulance trips using EVA**	186.986	62.329	63.699

*As of 30 June
**Based on historical journey data from Ambulancezorg Nederland, it is assumed that approximately 50% of all ambulance journeys involve the use of lights and sirens. EVA is activated during these journeys. The number of ambulance journeys using EVA is therefore a calculated estimate.

Estimated societal savings

Based on the calculation methodology used,* the potential societal cost savings generated by EVA are estimated at approximately **€2.07 million per year**.

**This is an indicative scenario-based calculation, not a direct measurement of realised societal cost savings. See Chapter 5 for the assumptions and calculation methodology used.*

GLOSA & TTG

Through UDAP, TLCs transmit Signal Phase and Timing (SPaT) messages, informing vehicles about the current and expected traffic signal phase. This information supports services such as Green Light Optimal Speed Advisory (GLOSA) and Time to Green (TTG).

KPI	Q2 2026	March 2026
TLCs transmitting SPaT messages (monthly average)	1261	1194
TLCs transmitting error-free SPaT messages (%)	98.6%	97%

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Definitions, impact calculation methodology & sources

The operational KPIs in this report are sourced directly from the UDAP platform, unless explicitly stated otherwise. Where available, they are supplemented by calculated societal impact indicators.

Definitions

Active Ambulance Journeys

Ambulance journeys during which the Emergency Vehicle Approaching (EVA) use case was active.

Active Road Authority

A road authority with at least one object in production or acceptance. Road authorities with only an account and no active objects are not included.

TLC (Traffic Light Controller)

An intelligent traffic signal controller capable of exchanging real-time data with connected road users and mobility services.

Object in Acceptance

An object that is capable of transmitting messages but is still in the validation and testing phase.

Registered Object

An object that has been registered in the system but has not yet been assigned to a domain and is not yet exchanging data via UDAP.

Object in Production

An object that has been fully validated and is operationally exchanging data through UDAP.

OHCA

Out-of-Hospital Cardiac Arrest.

SLA

Service Level Agreement.

Total Objects

The total number of intelligent infrastructure components capable of exchanging data through UDAP.

UDAP

Urban Data Access Platform

UDAP is an operational platform for the secure, bi-directional exchange of real-time data between vehicles, road authorities and service providers in the Netherlands—from municipalities to Rijkswaterstaat and from ambulances to cyclists. UDAP facilitates data exchange, quality control and governance, while safeguarding security and privacy.

Traffic congestion, road safety risks and delays in emergency responses have demonstrable societal and economic consequences. Digital infrastructure that connects stakeholders in real time contributes to safer, more efficient traffic without requiring expansion of physical infrastructure.

Impact calculation methodology

Not all indicators in this report are measured directly by the UDAP platform. Where relevant, operational platform data are combined with published research findings and the assumptions described in this report to quantify the potential societal impact. These calculations are intended as impact indicators rather than direct measurements of the societal impact achieved.

Emergency Vehicle Approaching (EVA)

This impact calculation is indicative and scenario-based and does not directly measure accidents prevented by EVA.

According to the Netherlands Institute for Public Safety (NIPV), ambulances were involved in 52 registered traffic accidents while using lights and sirens in 2022 and 2023. This averages 26 accidents per year.

For financial valuation, Monotch uses an indicative value of €199,000 per traffic accident. This figure is taken from an internal ROI analysis based on national cost estimates published by SWOV and a weighted mix of accident types in the Netherlands. SWOV has not established a specific average for ambulance-related accidents. Actual societal costs can vary considerably depending on accident severity, the number of casualties, and material damage.

The scenario assumes that EVA could help prevent 40% of ambulance-related accidents. This percentage is a scenario assumption and not a measured effect of EVA in the Netherlands. The calculation is as follows:

26 accidents × 40% × €199,000 = €2,069,600.

The indicative potential societal cost savings are therefore estimated at approximately €2.07 million per year. This outcome should not be interpreted as savings already achieved or empirically demonstrated.

GLOSA & TTG

The operational KPIs for GLOSA and TTG are based directly on platform data. No calculated societal impact indicators are included for this use case in this report.

Sources

National estimates of the societal costs of traffic accidents:

https://swov.nl/nl/factsheet/kosten-van-verkeersongevallen

Ambulance incidents annually in the Netherlands:

https://nipv.nl/nieuws/225-ongevallen-met-voorrangsvoertuigen-in-2022-en-2023/

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