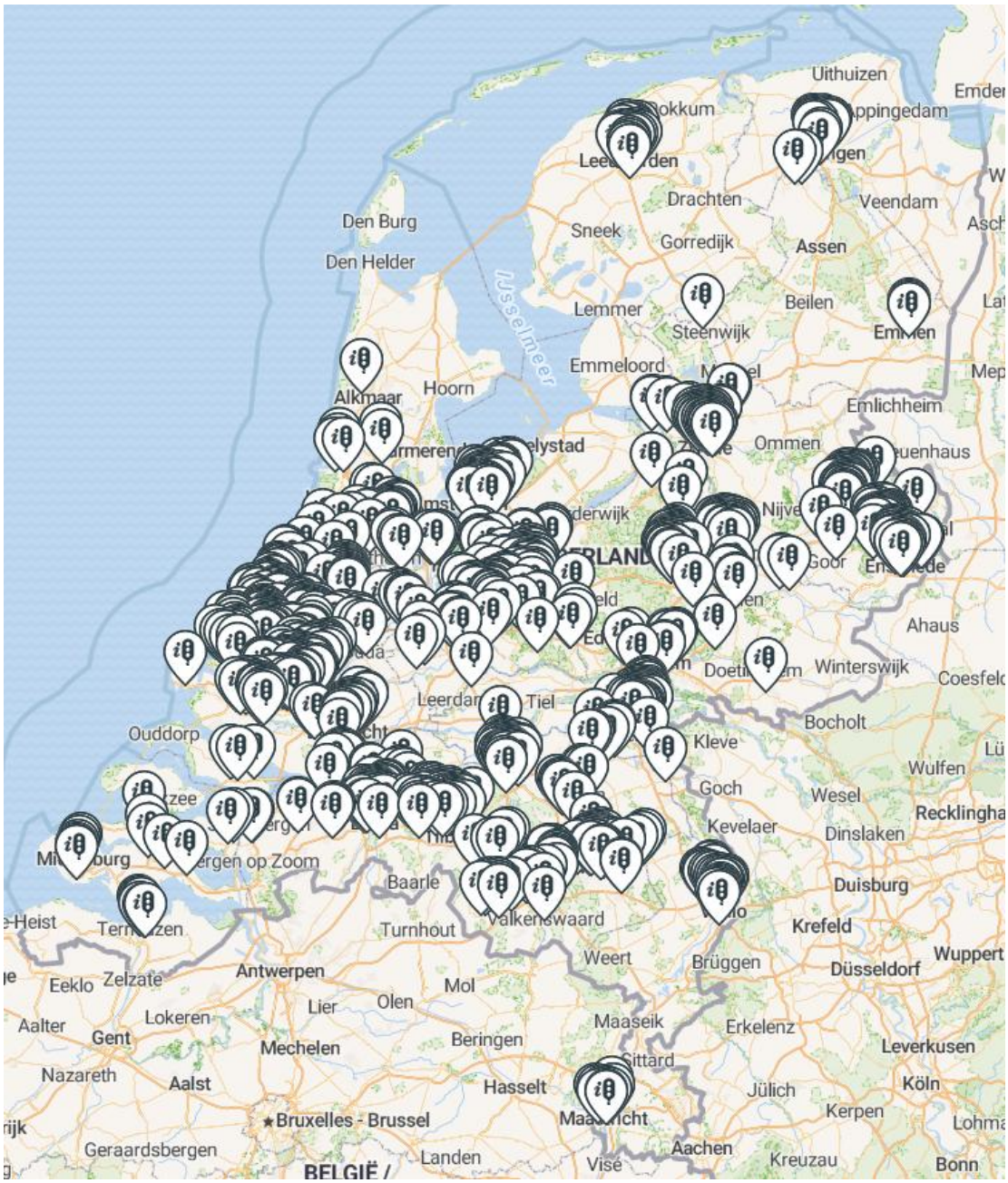
UDAP

Urban Data Access Platform

Impact Report

Reporting period: Q3 2026

Published: 28 October 2026



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EXECUTIVE SUMMARY

Q3 2026

Ecosystem - KPI	Q3 2026*	Q2 2026*	March 2026
Active road authorities	102	95	96
Active service providers	14	14	14
Objects in production	1,372	1,337	1,311

*As on the final day of the quarter

Platform - KPI	Q3 2026	Q2 2026	March 2026
Messages processed	13.2 miljard	12.8 miljard	4.4 miljard
Uptime	99.99%	99.99%	100%
Security and privacy incidents	0	0	0

Operational use-cases	KPI	Q3 2026	Q2 2026	March 2026
Priority	Priority granted (%)	55.9%	57%	45.9%
EVA	Ambulance journeys using EVA	189,041	186,986	63,699
GLOSA/TTG	TLCs transmitting SPaT messages	1,250*	1,261*	1,194

*As on the final day of the quarter

The Q3 results show that UDAP continues to operate reliably as usage increases. The number of active road authorities rose from 95 to 102, while objects in production increased from 1,337 to 1,372. The number of active service providers remained stable at 14.

Platform usage increased: UDAP processed approximately **13.2 billion messages** in Q3, compared with 12.8 billion in Q2. Operational quality remained high, with **99.99% uptime** and **no security or privacy incidents**. Of all priority requests, 55.9% were granted. This was slightly lower than 57% in Q2, but still clearly above 45.9% recorded in March.

EVA usage remained stable. An estimated **189,041 ambulance journeys used EVA** in Q3, slightly more than the 186,986 journeys in Q2. In addition, 1,250 TLCs transmitted SPaT messages. Q3 therefore shows further growth in scale and usage without compromising the platform's reliability or security. In Q3, the **first test run with the fire department** began, an important step toward enhancing road safety through UDAP.

In Q3 2026, more than **1 million vehicles** passed through an intersection with a priority request, and the system granted priority in about 56% of cases. Priority was granted to emergency services on more than 250,000 occasions. Shorter and more predictable response times can be crucial in time-critical situations such as cardiac arrest.

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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 shares information from various sources, such as intelligent traffic control systems (TLCs) and route information apps, to make traffic safer and more efficient.

The first UDAP Impact Report, covering March 2026, established the UDAP ecosystem baseline. Since then, the report has been published quarterly. Its structure has been adapted accordingly, enabling consistent monitoring and comparison of ecosystem development and operational performance.

02 — THE ECOSYSTEM

Ecosystem development

This chapter provides an overview of UDAP ecosystem development during the reporting period (Q3 2026), compared with the previous reporting periods (March 2026 and Q2 2026).

Objects in UDAP

KPI	Q3 2026*	Q2 2026*	March 2026
Total objects	3,994	3,981	3,937
In production	1,372	1,337	1,311
In acceptance	358	426	405
Registered	2,264	2,218	2,221

*As on the final day of the quarter

Road authorities

KPI	Q3 2026*	Q2 2026*	March 2026
Active road authorities	102	95	96
Municipalities	*76*	*74*	*Unknown*
Provinces	*10*	*11*	*Unknown*
Rijkswaterstaat regions	*13*	*8*	*Unknown*
Other (ports and water authorities)	*3*	*2*	*Unknown*

* As on the final day of the quarter

Road users

KPI	Q3 2026*	Q2 2026*	March 2026
Total	Approx. 4 mln	Approx. 4 mln	Approx. 4 mln
Drivers	Approx. 4 mln	Approx. 4 mln	Approx. 4 mln
Ambulances	931	936	941
Cyclists**	>44,600	>44,600	Unknown

*Estimated value at quarter-end; only the number of ambulances is an exact figure
**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	Q3 2026*	Q2 2026*	March 2026
Actively connected service providers	14	14	14
Actively connected information services	11	11	11
Actively connected apps	*5*	*5*	*5*
Actively connected in-car systems	*3*	*3*	*3*
Actively connected FMS systems (trucks)	*3*	*3*	*3*

*As at quarter-end

Service providers are organisations that exchange data with UDAP and supply information for information services. These roles are often combined. In Q3 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 and navigation
IN-CAR SYSTEMS
Hyundai
Kia
Skoda
FMS SYSTEMS (TRUCKS)
LogiConnect
MobiCoach
Pharox

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03 — OPERATIONAL RELIABILITY

Platform performance

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

Measured performance

KPI	Q3 2026	Q2 2026	March 2026
Messages processed	13.2 miljard	12.8 miljard	4.4 miljard
Uptime (average)	99.99%	99.99%	100%
Latency (<100 ms)	100%	100%	100%
Security and privacy incidents	0	0	0

Explanation

The SLA standards have been established based on the operational requirements for safety and traffic systems. The measured values are verified and reported monthly.

SLA standards: Availability of ≥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 show both UDAP's operational performance and, where available, its calculated societal impact.

Priority requests at intelligent traffic lights (TLCs)

Priority through UDAP is available to emergency services, public transport, freight traffic and cyclists. Not every request can be granted. A request may be rejected depending on the traffic situation, safety considerations and local rules.

KPI	Q3 2026	Q2 2026	March 2026
Intersection passages (cumulative)	1,000,459	951,393	208,815
Priority granted (cumulative)	559,107	542,340	95,800
Granted (%) (cumulative)	55.9%	57%	45.9%
Priority granted to emergency services	254,421	272,248	95,561
Priority granted to public transport	304,127	269,151	Unknown
Priority granted to commercial vehicles	361	591	147
Priority granted to road inspectors	198	350	79

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In Q3 2026, more than **1 million vehicles** passed through an intersection with a priority request. Priority was granted in **559,107 cases**, representing an approval rate of 55.9%. Priority was granted to emergency services on **254,421** occasions. This highlights the scale of UDAP's support for emergency vehicles, helping them move through traffic more smoothly. Shorter and more predictable response times can be crucial in time-critical situations such as cardiac arrest.

In Q3, UDAP delivered **more than 2,800 hours of cumulative time savings** for emergency services through intersection priority*. In cases of out-of-hospital cardiac arrest (OHCA), every minute saved in response time increases the chance of survival by approximately 6%. This time saving therefore directly contributes to patients' chances of survival in life-threatening situations.

**Based on a two-minute time saving for emergency-service journeys where priority was granted, assuming an average of three intersections per journey. Period: Q2 2026*

Emergency Vehicle Approaching (EVA) warnings

EVA enables surrounding traffic to receive real-time warnings of approaching emergency vehicles. Drivers can therefore anticipate an approaching ambulance sooner, helping emergency vehicles move through traffic more safely and smoothly.

Operational KPIs

KPI	Q3 2026*	Q2 2026*	March 2026
Active ambulances	931	936	941
Percentage of ambulance journeys using EVA**	50%	50%	50%
Number of ambulance journeys using EVA**	189,041	186,986	63,699

*As at quarter-end
**Based on historical journey data from Ambulancezorg Nederland, it is assumed that approximately 50% of all ambulance journeys use visual and audible warning signals. EVA is activated during these journeys. The number of ambulance journeys using EVA is therefore a calculated estimate.

Estimated societal cost savings

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

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

GLOSA & TTG

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

KPI	Q3 2026	Q2 2026	March 2026
TLCs transmitting SPaT messages (gem. per mnd)	1,250	1,261	1,194
TLCs transmitting error-free SPaT messages (%)	98.8%	98.6%	97%

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Definitions, impact calculation methodology and sources

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

Definitions

Active road authority

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

TLC

Traffic Light System

Object in acceptance

An object that can transmit messages but is still in the validation phase.

Registered object

An object that has been registered in the system but has not yet been assigned a domain and does not yet exchange data.

Object in production

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

SLA

Service Level Agreement.

Active ambulance journeys

Ambulance journeys in which the EVA use case was applied.

Total objects

The total number of intelligent infrastructure components (objects) that can exchange data with UDAP.

UDAP

Urban Data Access Platform

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

Traffic congestion, road safety risks and delayed emergency response have demonstrable societal and economic consequences. Digital infrastructure that connects stakeholders in real time supports safer, more efficient traffic without expanding physical infrastructure.

Impact calculation methodology

Not all indicators in this report are direct measurements from the UDAP platform. Where relevant, operational platform data are combined with published research findings and the assumptions described in this report to quantify potential societal impact. These calculations are intended as impact indicators, not as direct measurements of realised societal effects.

Emergency Vehicle Approaching (EVA)

This impact calculation is an indicative scenario calculation and not a direct measurement of accidents prevented by EVA.

According to the Netherlands Institute for Public Safety, ambulances were involved in 52 recorded road traffic accidents in 2022 and 2023 while using visual and audible warning signals. This equates to an average of 26 accidents per year.

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

The scenario assumes that EVA can 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:

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

The indicative potential societal cost saving is therefore approximately €2.07 million per year. This outcome should not be interpreted as a saving that has already been realised or empirically demonstrated.

GLOSA & TTG

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

Sources

National estimates of the societal costs of road traffic accidents:

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

Annual ambulance accidents in the Netherlands:

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

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