



2026/1554

10.7.2026

COMMISSION IMPLEMENTING REGULATION (EU) 2026/1554

of 9 July 2026

laying down rules for the application of Regulation (EU) 2024/1679 of the European Parliament and of the Council as regards the collection and submission to the Commission of urban mobility data per urban node in the fields of sustainability, safety and accessibility

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013 ⁽¹⁾, and in particular Article 41(2) thereof,

Whereas:

- (1) In accordance with Article 57 of Regulation (EU) 2024/1679, Member States are to use the interactive geographical and technical information system for the trans-European transport network (TENtec) to report on the implementation of that Regulation. Therefore, it is appropriate to use TENtec also to submit the urban mobility data per urban node in the fields of sustainability, safety and accessibility.
- (2) The Member State should take the necessary steps to ensure that the most recent and up-to-date urban mobility data of good quality is available at the end of each reporting year.
- (3) The frequency of data submission and the starting point of the reporting obligation should be in line with the limits provided for in Regulation (EU) 2024/1679. Within those limits, some flexibility should be allowed to avoid unnecessary administrative burden on Member States.
- (4) To collate the data, the geographical coverage of the data to be collected should be established. For the purposes of this Regulation, the Member States should establish the geographical coverage on the basis of Local Administrative Units (LAU), as referred to in Article 4 of Regulation (EC) No 1059/2003 of the European Parliament and of the Council ⁽²⁾, and inform the Commission of the LAU codes to be used to collect the data for each of their urban node. In order to facilitate implementation, LAU are chosen as they exist in all Member States, and they are referred to in Article 4 of Regulation (EC) No 1059/2003. In order to ensure that the data is transmitted smoothly through TENtec, the Member State should inform the Commission of the LAU codes to be used by 31 December 2026 or by 31 December of the year preceding the subsequent reporting years.
- (5) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council ⁽³⁾, and delivered an opinion on 24 November 2025 ⁽⁴⁾.
- (6) The measures provided for in this Regulation are in accordance with the opinion of the committee established by Article 61 of Regulation (EU) 2024/1679,

⁽¹⁾ OJ L, 2024/1679, 28.6.2024, ELI: <http://data.europa.eu/eli/reg/2024/1679/oj>.

⁽²⁾ Regulation (EC) No 1059/2003 of the European Parliament and of the Council of 26 May 2003 on the establishment of a common classification of territorial units for statistics (NUTS) (OJ L 154, 21.6.2003, p. 1 ELI: <http://data.europa.eu/eli/reg/2003/1059/oj>).

⁽³⁾ Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39, ELI: <http://data.europa.eu/eli/reg/2018/1725/oj>).

⁽⁴⁾ European Data Protection Supervisor's opinion C2025-1033.

HAS ADOPTED THIS REGULATION:

Article 1

Subject matter

This Regulation sets the indicators to be used for collecting urban mobility data, establishes methods for collecting and submitting that data to the Commission and specifies the deadline for its submission.

Article 2

Definitions

For the purposes of this Regulation, the following definitions apply:

- (1) 'usual residence' means 'usual residence' as defined in Article 2, point (d), of Regulation (EU) No 1260/2013 of the European Parliament and of the Council ⁽⁵⁾;
- (2) 'geolocation data' means information that identifies or provides information about the geographic location of the data subject in question;
- (3) 'access node' means a pre-defined location where passengers may board or leave scheduled transport;
- (4) 'road traffic accident' means a road traffic accident as reported to the Community database on road accidents, established in accordance with Council Decision 93/704/EC ⁽⁶⁾ ('CARE database');
- (5) 'seriously injured' means a seriously injured person as reported to the CARE database;
- (6) 'fatally injured' means a fatally injured person as reported to the CARE database;
- (7) 'road transport' means all on-road travel within the geographical area;
- (8) 'trip' means a journey from an origin to the destination regardless of its purpose, including a movement between the origin and the destination being the same location;
- (9) 'stock' means the number of passenger cars registered on a given date within the geographical area and licensed to use roads open to public traffic;
- (10) 'registered vehicle' means a vehicle registered and licensed within the geographical area;
- (11) 'passenger car' means a road motor vehicle, other than a moped or a motorcycle intended for the carriage of passengers and designed to seat no more than nine persons (including the driver);
- (12) 'route' means a designated path or course, operated as part of a scheduled public transport service and assigned to a specific line of transport service, that a public transport vehicle follows as it travels from one access node to another on the basis of a schedule, whether or not it passes through the same access node more than once and whether or not one or several lines operate between the same access nodes;
- (13) 'peak hours' mean the hours during a regular weekday (not a public holiday) with the highest number of people traveling in the urban node, including at least one hour in the morning and one hour in the evening;
- (14) 'railway station' means a location on a railway where a rail passenger service can start, stop or end, on lines that are in the scope of Directive (EU) 2016/797 of the European Parliament and of the Council ⁽⁷⁾.

⁽⁵⁾ Regulation (EU) No 1260/2013 of the European Parliament and of the Council of 20 November 2013 on European demographic statistics (OJ L 330, 10.12.2013, p. 39, ELI: <http://data.europa.eu/eli/reg/2013/1260/oj>).

⁽⁶⁾ Council Decision 93/704/EC of 30 November 1993 on the creation of a Community database on road accidents (OJ L 329, 30.12.1993, p. 63, ELI: <http://data.europa.eu/eli/dec/1993/704/oj>).

⁽⁷⁾ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44, ELI: <http://data.europa.eu/eli/dir/2016/797/oj>).

*Article 3***Data collection**

Indicators to be used for the collection of urban mobility data referred to in Article 41(1), point (b)(ii), of Regulation (EU) 2024/1679 shall be those set out in the Annex to this Regulation.

For each indicator, the Member State shall apply the respective data collection method set out in the Annex.

The Member State shall ensure that the chosen data collection method provides data of good quality. The Member State shall make the data collection methodology available to the Commission on request.

*Article 4***Submitting data to the Commission**

1. The Member States shall use the TENtec information and monitoring system to submit data using the template to be provided by the Commission. They shall submit data per geographical area identified in accordance with the procedure set out in Article 6.
2. Depending on the indicator and the availability of the data, data submission may take either of the following two forms:
 - (a) Member States submit them directly to the Commission;
 - (b) in the cases provided for in the Annex, the Commission extracts data provided previously by the Member State in another reporting context, if this data is geolocated. Member States may ask the Commission to subsequently revise such data.

*Article 5***Deadlines for submitting data**

1. By 31 December 2027, and by 31 December of every fourth year afterwards, the Member State shall submit data for the indicators set out in the Annex in accordance with the data collection methods set out therein. The data shall be the most recent and up-to-date available at the time of submission.
2. By way of derogation from paragraph 1, the first set of data may be submitted by 31 December 2028 provided that the Member State notifies the Commission of its intention to do so by 31 December 2027. The submission of data at the later deadline shall not affect the timing of the subsequent reporting years.
3. By way of derogation from paragraph 1, data for indicator SU.1 'Number of trips in the geographical area taken per day, broken down by the following five travel modes: walking, cycling, individual motorised transport, public transport, and other', as set out in the Annex, may be submitted every fifth year. A Member State that opts for that submission frequency shall notify the Commission of its decision by 31 December 2027.
4. As for the safety indicators that require data per year, the data submitted every fourth year shall encompass the intervening four years between the reporting years. If it is not feasible to cover the entire period of four years, data shall be submitted for as many of the intervening years as possible and any missing data shall be provided in the next reporting year.
5. Where no new data has been generated or collected since the previous submission, the Member State shall resubmit the data from the preceding submission, accompanied by a written explanatory note that:
 - (a) provides reasons for the resubmission of the same data;
 - (b) provides a plan for the future submission of updated data in the next reporting year.

*Article 6***Geographical coverage of the data collected**

1. By 31 December 2026, the Member States shall submit to the Commission the list of codes of local administrative units (LAU), as referred to in Article 4 of Regulation (EC) No 1059/2003, that correspond to the geographical coverage of the data that the Member States collected for each of their respective urban nodes for the purposes of this Regulation. The geographical coverage shall align with the boundaries of the identified LAU. The geographical coverage of an individual urban node may be composed of one or several LAUs.
2. Each LAU code shall be uniquely assigned to the geographical coverage of a single urban node and data pertaining to a specific LAU area shall therefore be submitted exclusively under the corresponding urban node and shall not be attributed to multiple urban nodes.
3. The urban mobility data submitted for each urban node shall cover the entire geographical area designated by its respective LAU codes.
4. If a Member State wishes to change the LAU codes used for the geographical coverage of an urban node identified in accordance with the procedure set out in this Article, it shall submit a notification to the Commission on or before 31 December of the calendar year preceding the reporting year, accompanied by a clear explanation of the reasons for the change.

*Article 7***Entry into force**

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 9 July 2026.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

List of urban mobility indicators and data collection methods**1. Indicators in the area of horizontal aspects**

- (1) HO.1 Total number of persons, broken down by sex and age group, who have their usual residence in the geographical area [# people].

Data collection method: the Commission shall extract the data relevant to the geographical area from the data published by Eurostat in accordance with Article 4(2), point (b). Where no geolocation data is available, the Member State shall collect the necessary data by extracting it from the most recent population census and submit it in accordance with Article 4(2), point (a).

- (2) HO. 2 The size of the geographical area [# km²] as identified in accordance with Article 6.

Data collection method: the Commission shall extract the data relevant to the geographical area from the data published by Eurostat in accordance with Article 4(2), point (b). Where no geolocation data is available, the Member State shall collect the necessary data in accordance with its institutional and legal framework and submit it in accordance with Article 4(2), point (a).

- (3) HO. 3 Total number of access nodes in the geographical area [# access nodes].

Data collection method: the Member State shall use any method used in order to collect that data under Commission Delegated Regulation (EU) 2017/1926 ⁽¹⁾.

2. Indicators in the area of sustainability aspects

- (4) SU.1 Number of trips in the geographical area taken per day, broken down by the following five travel modes: walking, cycling, individual motorised transport, public transport, and other [# trips].

Data collection method: the Member State shall use a survey, mobile phone data, a transport model or other big data sources to collect the data. If a trip is composed of several stages where different modes of transport are used, the main mode shall be reported. The Member State shall notify the Commission at the time of submitting the data whether the data refers trips taken by persons who have their usual residence in the geographical area or if it refers to all trips made in the geographical area.

- (5) SU.2 The stock of registered passenger cars in the geographical area, presented in a matrix format, broken down by type of motor energy, by category of Euro emission standard, and by ownership category [# vehicles].

The types of motor energy are the following:

- petrol, including hybrid electric vehicles,
- diesel, including hybrid electric vehicles,
- petrol and diesel plug-in hybrid electric vehicles,

⁽¹⁾ Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services (OJ L 272, 21.10.2017, p. 1, ELI: http://data.europa.eu/eli/reg_del/2017/1926/oj).

- zero emission vehicles (including battery-electric and fuel-cell hydrogen vehicles),
- other, which covers bi-fuel petrol/LPG, bi-fuel petrol/CNG, LPG, CNG, flex-fuel and fuels other than those previously listed.

Where a certain motor energy type is not available in the geographical area, the Member State shall indicate zero for that category.

The categories of Euro emission standards are the following:

- Euro norm 1-4,
- Euro norm 5-6c,
- Euro norm 6d,
- Euro norm 7.

Ownership categories are:

- natural person,
- legal person.

Data collection method: the Member State shall collect the data by extracting it from the vehicle registration service.

3. Indicators in the area of safety aspects

- (6) SA.1 Number of road traffic accidents in the geographical area per year [# accidents].

Data collection method: the Commission shall extract the relevant data from the CARE database in accordance with Article 4(2), point (b). The data shall be submitted in the same format as in the CARE database. Where no geolocation data is available, the Member State shall collect the data by extracting the relevant information from police records, in accordance with the applicable laws and regulations governing access to such records and submit it in accordance with Article 4(2), point (a).

- (7) SA.2 Number of people seriously injured in road traffic accidents in the geographical area per year, broken down by sex, age, and traffic unit type used by the person seriously injured and by other main vehicle involved in the accident [# people].

Data collection method: the Commission shall extract the relevant data from the CARE database in accordance with Article 4(2) point (b). Where no geolocation data is available, the Member State shall collect the data by extracting the relevant information from police and hospital records, in accordance with the applicable laws and regulations governing access to such records and submit it in accordance with Article 4(2), point (a). The data shall be submitted in the same format as in the CARE database. Where no serious injury data is available, the Member State shall collect and submit the data for each geographical area on all those injured in the accident. The Member State shall notify the Commission should such an approach be adopted.

- (8) SA.3 Number of people fatally injured in road traffic accidents in the geographical area per year, broken down by sex, age, and traffic unit type used by the person fatally injured and by other main vehicle involved in the accident [# people].

Data collection method: the Commission shall extract the relevant data from the CARE database in accordance with Article 4(2), point (b). Where no geolocation data is available, the Member State shall collect the data by extracting the relevant information from police and hospital records, in accordance with the applicable laws and regulations governing access to such records and submit it in accordance with Article 4(2), point (a). The data shall be submitted in the same format as in the CARE database.

4. Indicators in the area of accessibility aspects

- (9) AC. 1 Number of access nodes in the geographical area with four or more scheduled departures during peak hours per route per hour on at least one route [# access nodes].

Data collection method: the Member State shall use any method used in order to collect that data under Delegated Regulation (EU) 2017/1926. The timing and duration of the peak hours shall be determined by the Member State.

- (10) AC. 2 Total number of railway stations in the geographical area [# stations].

Data collection method: the Commission shall extract the relevant data from the European Railway Station Accessibility Database (ERSAD), operated in accordance with Commission Regulation (EU) No 1300/2014 ⁽²⁾, in accordance with Article 4(2), point (b) of this Regulation. Where no geolocation data is available, the Member State shall collect the necessary data from the entity in charge of reporting accessibility in accordance with Article 7a of Regulation (EU) No 1300/2014 and submit it in accordance with Article 4(2), point (a), of this Regulation.

- (11) AC. 3 Number of railway stations in the geographical area that are reported as accessible by the reporting entity in the ERSAD [# stations] because they meet the following criteria:

- (a) access to the station, which is provided through:
 - (1) step-free access (where relevant, through an accessible lift or a ramp) to the station from at least one car park with parking places for persons with reduced mobility (reference point);
 - (2) step-free access (where relevant, through an accessible lift or a ramp) to the station from at least one stopping point of another connecting mode of transport (reference point);
- (b) access to information in the station, which is provided through:
 - (1) dynamic spoken and visual information systems that are available in the station;
 - (2) step-free access (where relevant, through an accessible lift or a ramp) to a wheelchair-accessible information desk in the station that includes an induction loop system;
- (c) access to tickets in the station, which is provided through:
 - (1) step-free access (where relevant, through an accessible lift or ramp) to a wheelchair-accessible ticket vending counter in the station that includes an induction loop system, where vending counters exist;
 - (2) a ticket vending machine with accessible audio and tactile features, where vending machines exist;
- (d) signage in the station, which takes the form of:

accesses and paths in the station that include tactile markings and braille marking or tactile information on handrails and walls;
- (e) access to platforms, which is provided through:

step-free and wheelchair-accessible platforms (accessible also through ticket control barriers, where barriers exist) with consistent tactile and contrasting walking-surface indicators along the platform;

⁽²⁾ Commission Regulation (EU) No 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility (OJ L 356, 12.12.2014, p. 110, ELI: <http://data.europa.eu/eli/reg/2014/1300/oj>).

- (f) access to trains, which is provided through:
level access from the platform to trains for wheelchair users or free-of-charge assistance during boarding and alighting from trains at stations that do not provide level access from or to the platform.

Data collection method: The Commission shall extract the relevant data from the ERSAD in accordance with Article 4(2), point (b). In the event that geolocation data is not available, the Member State shall collect the necessary data from the entity in charge of reporting accessibility in accordance with Article 7a of Regulation (EU) No 1300/2014 and submit it in accordance with Article 4(2), point (a), of this Regulation.
