

GRE.AT: GIP and Additional Maintenance Systems for EU-Compliant Data Provision in Austria

The ITS Directive 2010/40/EU in its 2023 version (Annex III) specifies which traffic data must be provided in future in a mandatory, quality-assured and standardized form. GRE.AT develops a nationally applicable reference process model for the collection, maintenance, quality assurance and provision of this Annex III data, thereby creating an effective, consolidated and sound basis to support the obligated actors in Austria in implementing these requirements.

With the entry into force of the ITS Act, there is an immediate need for action for the federal government, provinces, cities and infrastructure operators: for clearly defined road networks, including the TEN-T core network, roads above 8,500 AADT and urban nodes from 7,000 AADT, the Annex III data categories (road traffic regulations, road network conditions, safety-related events and safe truck parking) must in future be provided digitally, quality assured, interoperably and comparably across Europe. This requires not only a uniform interpretation of the requirements but potentially also new processes, technical extensions and legal clarifications.

GRE.AT first systematically identifies which data and processes are already in place and where additions are necessary, comparing these against the requirements of the directive in a gap analysis. A key focus is on using, integrating and specifically extending existing systems, in particular the Graph Integration Platform (GIP) and EVIS.AT. A specific challenge is developing suitable export profiles and converters to support DATEX II profiles or to make data available via OpenStreetMap-based formats, as required for use by providers such as HERE or TomTom.

On this basis, a common target vision is developed, comprising a consistent process model, clear roles and responsibilities, and defined quality and updating requirements. In parallel, the legal framework (ITS Act, GDPR, NIS-2, PSI Directive, Data Act, etc.) is systematically analyzed and closely linked to the technical processes, resulting in a legally robust target process model with clear governance structures. In addition, AI-supported modules for the semantic structuring of unstructured traffic sign supplementary panels are tested, enabling their automated conversion into DATEX II format.

Practicability and technical feasibility are finally validated in a pilot operation in the Eastern region (Vienna, Lower Austria, Burgenland, including the ASFINAG network). Selected use cases are implemented in a real test environment in order to practically validate the planned processes, interfaces and data flows.

The project concludes with a national roadmap providing consolidated recommendations for the Austria-wide implementation of the ITS Directive. It describes the transferability to all provinces as well as the step-by-step introduction, thereby giving the federal government, provinces, cities and infrastructure operators a sound basis for meeting the ITS obligations on time and efficiently.

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