

ASECAP contribution on revision of current specifications for road safety related minimum universal traffic information (SRTI)

The European Commission is preparing the revision of the Delegated Regulation to update the framework governing Safety-Related Traffic Information (SRTI) in light of major regulatory and technological developments since 2013.

This initiative aims to ensure that Safety-Related Traffic Information (SRTI) remains effective and aligned with the EU's broader road-safety ambitions, particularly the Commission's Vision Zero goal of eliminating road fatalities and serious injuries by 2050. Since the Regulation's adoption in 2013, both the regulatory environment and technological landscape have evolved significantly, with new directives and increased availability of vehicle-generated data creating new opportunities and challenges.

ASECAP members would like to reaffirm their willingness to support the ambitious goals of the European Commission to reach Vision Zero accident for a sustainable road infrastructure. Road safety is the priority of the motorway operators both for their customers and also for the patrol working to make the network safe.

As motorway operators we are also strongly supporting The European Commission's orientations described in the "Green deal" focusing on the decarbonization of transports aiming at eliminating CO2 emissions and addressing climate issues. Innovation efforts allow to optimize the efficiency of the network relieving congestion and ASECAP members have been very much committed to implement the ITS-directive.

Infrastructure Digitalisation and Data Sharing

Data sharing to enhance real time information in term of traffic services is of high importance for road operators. ASECAP members already provide to their grantor the requested data to enhance road safety. Additional data aiming at improving citizens experiences as well as information on alternative fuel location are of high importance too.

The revised ITS directive sets an obligation to digitalise infrastructure information and make this data accessible and available¹, asking to enhance cooperation among data providers and data users including the provision of feedback to enhance data quality. To meet the set goals in time, digitalization activities and projects need to start as early as possible.

¹ Directive 2010/40/EU, Article 6a

The Data Act has also set a legal framework under which data have to be made available and accessible to public administrations and private stakeholders².

Security, Road Management, ITS Services and Quality (use cases)

ASECAP would like to raise attention to the fact that infrastructure services and access to data should satisfy the following two points:

- The control of the quality of the information throughout its life cycle, from the source to the final result in which it is delivered to the user (the traveller or the carrier of goods).
- The harmonization and the security of all information services on all journeys made on the all European motorways including the Trans-European transport network.

Control of the quality of traffic information is described by the following considerations:

- The quality of information is measured by its ability to improve safety by avoiding accidents and to optimize traffic both for light and heavy vehicles.
- Considering the life cycle, it is crucial that qualified safety relevant information provided by road operators, for instance wrong way drivers, are provided to the end-user in time and without adaptations.
- The risk of information contrary to the measures taken by road operators must be prevented: information consistency among all services is a strong requirement in order to not increase traffic disruptions or hinder safety for some of the road users, on vehicle or pedestrians.
- Traffic safety and optimization information require to be qualified and comply with road operators' management measures when it is produced. Poor quality information might be against the general objectives of safety and traffic flow as well as mobility services.
- Essential information for short- and long-term road network optimization include calculations of real time travel times in high impact congestion situations, traffic management measures like defining routes which are chosen based on the capacities of the road network and considering the time needed to return to normal after an accident situation, optimizing the traffic management measures to all vehicles more than a single vehicle and its itinerary.
- Among the essential information for safety, there is the alert on incidents (accidents, breakdown, construction site, object on the road, special weather conditions, etc.), and alerts on traffic regulations/management (static and dynamic), such as speed limits, overtaking bans on heavy goods vehicles, etc. .
- To foster the use of clean vehicles, customers may have all relevant and right information to know where to stop during their journey when travelling on the TEN-T network and other roads.

² Regulation (EU) 2023/2854, Chapter III and V

ASECAP supports a harmonized quality assessment of the data from the creation to its final distribution to be introduced to check the reliability of the information provided by all responsible stakeholders. Existing harmonization approaches, especially in the field of C-ITS (Car2Car, C-ROADS), should be considered to allow qualification of data throughout different services.

The question of the production cost and validation of traffic & service information:

The production and verification of high-quality information has a cost that includes the cost of collecting data at the source (for instance with IoT devices), processing large amounts of data, creating information adapted to drivers as well as the media for editing, disseminating, and receiving data. The revised ITS directive and the Data Act introduce the possibility to exchange data on a fair, reasonable, and non-discriminatory basis – still, generating the data requires huge investments with the uncertainty or lack of consumers in the short term for the data. Further, it is necessary to operate, process and provide the data which leads to high operating costs. Hence, the road operators might not be able to return a part of their investment.

National Access Point (NAP)

The revised ITS Directive 2010/40/EU and previous D.R: 670/2022 are making a specific emphasis on the NAP to foster its deployment by members states.

ASECAP would like to recall that the cost must be recognised within an open market for traffic information and mobility services, combining where appropriate at one stage or another in the production chain, both:

- a public policy (information paid by the public budget)
- a private policy (information paid by the user to allow a return on investment of producers).

An obligation to provide free of charge is a hindrance if the responsibility for its financing is not ensured simultaneously as well as the quality of its dissemination.

CONCLUSIONS

In conclusion, ASECAP would like to highlight the following points:

- New organizational and business models are required involving the different stakeholders, the one providing mobility data and information on services and the ones who will be using them, to make business.
- Responsibility and liability of each stakeholder will also need to be defined and clarified. For road operators, there are sensitive data that require specific processing and cannot be shared, with this been said, safety related data is provided publicly for free, other data not safety relevant will be delivered at FRAND conditions.
- It has to be recognized, that the provision of high-quality data requires huge investments in short term and high operational costs for processing in the long term. ITo reduce the risk and to promote digitalization, EU funding will be required.
- There should be clear rules on how and by whom the data will be put at disposal: they will be made accessible by NAP but to ensure LOS and quality of services, data services have to be preferably delivered by infrastructure managers or aggregated organization initiatives (e.g. IDSA International Data Spaces Association) to implement specific

services and use cases.

- All sectors including automotive industry, telecom operators, traffic information providers should be committed to have the same obligations to provide their mobility data.
- Clear rules on who will access the data, authorized and with a legal basis agreement under which cost and data quality requirements should be defined.

About ASECAP:

ASECAP is the European Association of Operators of Toll Road Infrastructures across 17 member countries representing 130 companies employing more than 50.000 direct jobs and 200.000 indirect jobs. They operate, maintain, manage a network of more than 80.000 km with a long-term vision that ensures highest quality standards to make the road infrastructure safest thank to the user/payer principle providing sustainable financing.

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