

## **ASECAP COMMENT ON THE CONSULTATION ON THE WORKING PROGRAMME OF THE ITS DIRECTIVE FOR THE PERIOD 2024-2028**

In the revision of the ITS Directive 2010/40/EU the European Parliament and the EU Member States task the European Commission with drawing up a new working programme including new delegated acts for C-ITS; eCall; multimodal access node identifiers; enhanced traffic and incident management; SRTI; safe & secure truck parking, Annex III of the ITS Directive.

ASECAP supports the specification of the priority actions of the ITS Directive and welcomes the use of studies for the specifications. ASECAP Members are key players in the field of ITS and implement ITS services, hence have an interest in legal clarity and compatibility with radio services operated by ASECAP Members or serve road safety.

ASECAP would like to make remarks on the following items of the proposed working programme:

### *On C-ITS*

ASECAP believes, that C-ITS is key for future road-safety. C-ITS operates on the 5.9 GHz frequency band as regulated in the Commission Implementing Decision 5875-5935. The 5.9 GHz poses a challenge to any radio service, as this band and its adjacent bands constitute a highly complex operating environment that demands highest agility from radio technology and the ability to be compatible with a range of other radio technologies, as well as different life-cycles of radio services.

We believe that any C-ITS service has to be compatible with existing C-ITS services in the 5.9 GHz frequency band, as deployed by ASECAP Members motorways, including TEN-T corridors, or C-ROADS and the Car2Car Communication Consortium, or other services operated urban rail operators.

We furthermore believe that radio services in adjacent bands, such as road tolling or the smart tachograph require protection from radio interference potentially caused by C-ITS radio services. Already today, ASECAP enables C-ITS services by providing information about protected zones (tolling stations) to connected vehicles to allow communication while simultaneously protect services in adjacent bands.

We urge the European Commission to maintain the high performance standards for radio services in the 5.9 GHz frequency band that assure compatibility with radio services in the 5.9 GHz frequency band and with services in adjacent bands such as road tolling or the smart tachograph.

ASECAP attaches specific significance to Annex II of the ITS Directive 2010/40/EU, the principles of ITS deployment. The principles highlight that ITS specifications are part of an ecosystem. For this ecosystem we believe that the principles of interoperability; support to backward compatibility; respect existing national infrastructure and network characteristics; support for maturity and respect coherence are of particular importance.

C-ITS is a complex system, it has to cater for different product and service life-cycles, as well compatibility with various radio services in the 5.9 GHz frequency band and neighboring bands. Some of these services implement EU transport policy, others defense. C-ITS has to be capable of co-existing with all of them in technical and policy terms.

As a recap ASECAP welcomes the 'mapping exercise' under point 3.2.1 of the Annex. We urge the European Commission and the EU Member States to consider compatibility with existing radio services in and around the 5.9 GHz frequency band that are affected by C-ITS, namely: 1.) road tolling systems and their enforcement systems fixed and mobile; 2.) the smart tachograph and its fixed and mobile enforcement systems; 3.) fixed satellite systems, as well as 4.) NATO or defense requirements in and around the 5.9 GHz frequency band.

ITS is envisioned a coherent ecosystem, this counts for C-ITS in particular, hence we also underline the importance of the principles for specifications and deployment in Annex II of Directive 2010/40/EC.

*On traffic incident management/safety related minimum traffic information/*

ASECAP believes that data sharing will play an essential part in making ITS work and being a tool for sustainable transport system targeting vision zero accident and carbon free road infrastructure. Data sharing requires a clear governance, ranging from questions on data quality and when high quality is essential, when it matters less, to security and to which data should be shared at which commercial conditions or which data serve the public good and have to be made available at non-commercial conditions. 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, on ITS and C ITS Services (e.g. the collaboration among TISA, NAPCORE, DATEX II, Car2Car, C-ROADS for SRTI harmonisation), should be considered to allow qualification of data throughout different services.

Extending the event types falling under the SRTI guidelines can have a significant impact on road safety for road users and workers. It still must be noted, that providing the information i.e. on emergency vehicles approaching or in work (advance warning/alert system) requires investments and operating costs, which need to be recognised. Especially when services require high quality (onboard vehicle information), implementations and digitalization without proper investments cannot grant quality so lead to a situation, where end-users cannot use the information.

Moreover, it is crucial to make sure that the information provided by a liable source (like road operators) is displayed to the customer service without any delay due to processing. If, for instance, a wrong way driver is detected, it is mostly important that the drivers get the information in time.

Further, protection of motorway vulnerable users on motorway (patrollers, emergency services, police) when acting on the network for the safety of people driving on road should be also considered in priority actions within the ITS Directive to enhance measure that will allow to protect them.

### *Enhanced traffic management*

Keep traffic moving is part of the mission of toll road operators. It is of high importance to enhance traffic management and the Commission should also integrate the following actions:

- optimize the entire transport system,
- support multimodal approaches and answer issues of mobility by unfolding new services and a better use of the infrastructure (urban accesses, dedicated lanes for mass public transport, carpooling, multimodal hubs,...) where needs are in demand and the least satisfied, especially in important metropolitan area with large cities.
- Enhance traffic regulation to avoid congestion and minimize pollution emissions. This measure has been widely deployed on some motorway and need to be extended,
- Welcome and privilege new motorizations (electric vehicles, etc)
- Organize connections between the motorway network and the cities and conurbations:
- Introduce widely managed lanes to optimize the use of carpooling, use of mass public transport on the road around big cities

ASECAP would like to highlight the following points:

- Role, Responsibility and liability of each stakeholder will 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.
- There should be clear rules on how 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.
- New organizational and business models are required involving the different stakeholders, the one providing mobility data and information on mobility services and the ones who will be using them, to make business.
- 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. To reduce the risk and to promote digitalization, EU funding will be required.

#### **About ASECAP:**

***ASECAP is the European Association of Operators of Toll Road Infrastructures across 18 member countries representing 125 companies employing more than 44.000 direct jobs and 200.000 indirect jobs. They operate, maintain, manage a network of more than 81.000 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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