ASECAP POSITION PAPER ON

INTELLIGENT TRANSPORT SYSTEMS

IN THE FIELD OF ROAD TRANSPORT

ASECAP FULL MEMBERS			Companies	Km
Austria	ASFINAG	**ASFINAG** Autobahnen- und Schnellstraßen- Finanzierungs-Aktiengesellschaft	3	2.135,6
Croatia	HUKA	**HUKA** Hrvatska Udruga Koncesionara za Autoceste s naplatom cestarine	4	1.240,7
Denmark	Sund≈Bælt	**SUND & BAELT Holding A/S**	2	34
Spain	ASETA	**ASETA** Asociación de Sociedades Españolas Concesionarias de Autopistas, Túneles, Puentes y Vías de Peaje	35	3.362,20
France	ASFA ASSOCIATION PROFESSIONNELLE AUTOROUTES ET OUVRAGES ROUTIERS	**ASFA** Association professionnelle des Sociétés Françaises concessionnaires ou exploitantes d'Autoroutes et d'ouvrages routiers	18	8.627,9
Greece	TEO A.E.	**TEO** Fonds Routier National Hellénique	7	916,5
Hungary	AKA M5 MOTORWAY	**AKA** Alföld Koncessziós Autópálya Zrt.	3	912
Ireland	ITIA Irish Tolling Industry Association	**ITIA** Irish Tolling Industry Association	9	219
Italy	Aiscat	**AISCAT** Associazione Italiana Società Concessionarie Autostrade e Trafori	24	5.724,4

Norway	NORVEGFINANS	**NORVEGFINANS** Norske Vegfinansieringsselskapers Forening	32	796,5
Netherlands	TUNNEL WESTERSCHELDE	**N.V.Westerscheldetunnel**	1	20
Poland	Autostrada Wielkopolska	**AWSA** Autostrada Wielkopolska	3	300
Portugal	apcap	**APCAP** Associação Portuguesa das Sociedades Concessionárias de Auto-Estradas ou Pontes com Portagens	7	1.695,4
United Kingdom		**Macquarie Motorway Group**	1	42
Serbia	PUBLIC ENTERPRISE ROADS OF SERBIA	**Public Enterprise "Roads of Serbia"**	1	603
Slovenia	DARS PovezujemoSlovenijo	**DARS** Družba za avtoceste v Republiki Sloveniji, d.d.	1	592,5
ASSOCIATE MEMBERS			**Companies**	**Km**
Germany	TOLL COLLECT service on the road	**TOLL COLLECT GmbH**	1	12.775
Morocco		**ADM** Société Nationale des Autoroutes du Maroc	1	915
Slovak Republic	NÁRODNÁ DIAĽNIČNÁ SPOLOČNOSŤ	**NDS** Národná diaľničná spoločnosť	1	383,1
Czech Republic	kapsch >>>	**KTS** KAPSCH Telematic Services	1	1.236,5
TOTAL TOLL NETWORK			**155**	**29.757,7**

ASECAP is the European Association of tolled motorways, bridges and tunnels concessionaires. It gathers 20 members representing 147 organizations that manage a toll network of over 40.000 km, mainly along TENs.

The vision of ASECAP and its members is an environmentally friendly efficient transport system and for this objective they promote tolling as the most effective tool to finance the construction, operation and maintenance of motorways and other major road infrastructures for the benefit of the European citizen.

ASECAP and its members are committed to:

- Strengthening the efficiency of their networks and permanently improving the level of service provided to the European citizens, by keeping up with the latest technology developments and the best operational practises;

- Exchanging information and experience, participating in research programmes and further developing and enhancing the direct "user-payer" toll system as an instrument of a sustainable, safe and environmentally friendly transport policy.

ASECAP draws from this representation a unique expertise recognised in the field of infrastructures financing, construction, management and maintenance.

FOREWORDS

Intelligent Transport Systems Program in EU:

In EU there are changing patterns resulting from the different national realities in European States. To provide a seamless and efficient road transportation system, connected to all the modes of transport it is important to ensure that roadway characteristics, telecommunications and information technologies are appropriately constructed and managed for the needs of the current and anticipated fleet of heavy and private vehicles in Europe.

An ITS framework both, research and deployment oriented, is necessary. Such a framework must address ITS as advanced applications aiming to provide innovative services relating to road management and enable cooperative systems to produce an holistic ITS product at a quality and at a cost that the end users will accept to buy thus making more coordinated, greener, smarter and safer use of the transport networks.

AS AN INTRODUCTION

ITS is based on cooperation and partnerships. Nobody in the modern era is against 'partnership' per se, but in the ITS value chain not all the stakeholders understand it in a homogenous way, putting thus at stake the EU policy objective of improving European competitiveness while balancing industry expectations with societal needs.

Public authorities are now interested in complementing European legislation and policies by references to ITS standards and procedures, supporting private sector research activities and promoting, when needed, an effective partnership between the private and public sectors.

ITS has always been a turbulent world with fast-changing technologies and conflicting interpretations of terms and acronyms which create a glass wall that in the past decades served to divide high-level managers, politicians and ITS experts. ITS was first analyzed at local and regional levels, and the research was basically focused in schemes of cross border cooperation. ASECAP members have been strong partners of the Euro-regional projects (ARTS, CENTRICO, CORVETTE, SERTI, STREETWISE, VIKING and later CONNECT and ITHACA) since the very beginning.

ITS is not just theories and ideas. At its core, the ITS and transport management business need to align what the transport domain really needs with what ITS providers and enablers can understand and build, having of course in mind what society can afford. Both sectors industry and policy makers recognized that a strengthening of regional schemes towards a pan European cooperation had to be a priority

MAIN ITS POLICY AREAS

The main objective for the European Commission's ITS initiatives is to move from a fragmented uncoordinated ITS policy in the different EU regions and to promote common services as a means to increase common understanding, cooperation and interoperability between stakeholders, services and applications besides serving already as a basis for cooperative systems development throughout Europe.

ASECAP and its members have actively participated in the different Euro-regional projects and have permanently supported the need for a coordinated ITS action plan of pan-European dimension underlining that such an action, having an interoperable tolling/charging technology incorporated, would strengthen the efficiency of the road networks, increase safety and generally improve the level of road service provided. Initiatives within EASYWAY, E-safety, e-call, secure parking, ELSA, Intelligent Infrastructure Cooperative Systems are a small part of relevant activities.

Given the global nature of the transport market, synergy and cooperation between the policy makers, stakeholders and the relevant forums and consortia should be encouraged to cope with the ever-growing demand to support interoperability in the different fast-evolving, innovative technology domains.

The ITS Directive recognizes that ITS is now mature enough to move from research and untested theories to the deployment field of realistic business cases.

In brief,

a) The Directive establishes a framework in support of the coordinated and coherent deployment of ITS in EU. Two Committees (one political and one technical) will work to permanently support the E. Commission and the other Institutions.

b) The Directive sets a number of politically agreed ITS priority areas, accompanied by a "voluntary obligation" for relevant ITS standardization procedures. Priority areas are:

- Road Safety,
- Optimised use of traffic and travel data,
- Optimised use of infrastructure, cooperative systems to link the vehicle with the transport infrastructure,
- Improvement and continuity of traffic and freight management services.

c) Priority actions, related to the above priority areas, have an ASECAP support, namely the provision of:

- EU-wide multimodal travel information services;
- EU-wide real-time traffic information services;
- reservation services for safe and secure parking places for trucks and commercial vehicles;
- an harmonized interoperable EU-wide eCall;

ASECAP POSITION

ASECAP welcomes the ITS Directive as an important step to the right direction recognizing that the ITS work programs cannot be the result neither of research oriented laboratory ideas, nor of close-door discussions in the policy makers departments. ITS is, more and more, becoming a key tool for the operation of motorways, fully in the scope of motorway operators and, accordingly, **fully supported by ASECAP.**

ASECAP is satisfied that in the future the E. Commission will have the means to work hard in a cohesive way. It is extremely important that two ITS committees will be established, a political ITS Committee of 27 member states and an ITS Advisory Group of high level representatives from relevant ITS sectors. Both ITS committees will be of high importance in supporting the E. Commission objectives. However the **European ITS Advisory Group** should be considered as a structured group where the main stakeholders will be able to express their vision and serve as the link between the EU and real-life ITS scenario, in the elaboration of further legislation/or follow-up in the ITS domain. The two committees must cooperate with the E. Commission in order to establish the needed bottom up and top down approaches that will provide the needed inputs to the policy makers. However, in order these committees be able to assist properly the E. Commission (and the other policy makers) their roles and responsibilities must be clearly defined.

ASECAP reminds that ITS priorities in the EU states and regions are not harmonized. In addition, not all the ITS technologies have the same maturity level. It is good that in the future private and public sectors will cooperate to define a realistic ITS future considering the deployment side of the political messages, the technology maturity and, mainly, the proper cost.

Having said the above, **ASECAP expresses its readiness to reconsider where necessary the priority areas** already pre-defined politically. Identifying ITS areas of high political importance is just one side of the coin; the other side of the coin is also needed in order to see whether the industrial world is ready to produce and help achieve the ITS policy objectives at a cost that the final user will be able to afford.

ASECAP considers the ITS work program is intended to be a living document which could and should be always adjusted or updated if deemed necessary. An evaluation process of the effectiveness of the ITS multi-annual work program will be needed to allow for possible adjustments.

ASECAP reminds that in the ITS field the different roads in European regions are not the same. Investments are expensive, the stakes are high and the margins for error are really small. Untested decisions lead to serious mistakes but the truth is that both transport market and ITS technology will always be the decisive factors in determining the winners and the losers. There's a lot of truth in the old saying, "You need to know before you start drilling."

ASECAP underlines that on technical specification there is a self-evident need to guarantee the backward compatibility of any ITS system, in order to preserve those huge investments of the past that contribute to making of the TERN a worldwide best-practice.

ASECAP reminds that, within the obligation of their public service mandate, the toll road operators satisfy safety and traffic fluidity performance criteria. They have set up a 24/7 safety and traffic management operation. To fulfill their mission, toll road operators have, over the years, developed and deployed equipments and tools largely based on new information and communication technologies. Relying mostly on their own infrastructure database, emergency call network, traffic management centers and

traffic advisory systems, they have managed the quality control of information provided to their customers, while remaining consistent with their general traffic management policies. Implementing new communication on board technologies and services imply safety and traffic management responsibilities for each of the new actors in the ITS (automotive industries, nomadic devices suppliers, telecommunication operators, data aggregation platforms, mapping systems, editors and providers of information services…). Such responsibilities should be clearly defined. New services must be consistently integrated with current dynamic traffic management systems.

More specifically, ASECAP points out that, whatever might result from the implementation of the Action Plan and of a future Directive must meet the two following conditions:

- Quality control must be done at every step of the information production process, from the source of the information to the final format under which it is provided to users.
- Safety and information services consistency must be guaranteed throughout the Trans-European motorway network.

ASECAP stresses that producing quality information has a cost, which includes the cost of collecting, processing data and of producing information, cost of data publishing, as well as broadcasting and delivering formats. This cost must be recognized within the framework of a traffic information open market by combining, at any stage of the production process, both a public policy (with respect to information paid by the government) and a private policy (with respect to information paid by motorists in order to provide a return on investment to its issuers). Providing poor information would go against basic safety and tragic fluidity requirements and objectives.