PRESS RELEASE

Subject: **ASECAP Protected Zone Database for TTT / DSRC geolocations**

Source: *ASECAP – Permanent Technical ITS Committee*

Contact point: *Dimitrios IOANNOU – ASECAP Technical Advisor*
(d.ioannou@asecap.com)

Summary:

ASECAP has prepared a geolocation database of TTT / DSRC installations in Europe to support coexistence between TTT / DSRC and Intelligent Transport Systems (ITS) in the 5 GHz frequency range. The content of the database can be accessed upon registration. Toll chargers and road operators in Europe (incl. ASECAP members and non-members) are able to contribute and maintain the geolocation data of their TTT / DSRC installations.

Main topic:

The European Association of Operators of Toll Road Infrastructures (ASECAP) has prepared a protected zone database as specified in ETSI TS 102 792 to support mitigation techniques to avoid interference between TTT / DSRC equipment and Intelligent Transport Systems (ITS) operating in the 5 GHz frequency range.

Member states, toll chargers, road operators, and road concessionaires can include and maintain the geographic locations of their TTT / DSRC installations as specified in ETSI TS 102 792 in this database. Stakeholders that have not contributed data and wish to do so are invited to contact ASECAP.

The content of the database can be accessed by ITS equipment manufacturers. In this regard, they are invited to register at https://www.asecap-pzdb.com for access to the database.

The availability of the ASECAP Protected Zone Database might be considered in future sharing studies involving TTT.

ASECAP members publish Protected Zone Information through the Protected Zone Database, as one the two solutions for an ITS equipment, to detect TTT / DSRC installations and activate coexistence mode to avoid interference between ITS and TTT / DSRC. In addition and in accordance with ETSI TS 102 792, ITS equipment is expected to activate coexistence mode by receiving Protected Zone data in a Cooperative Awareness Message (CAM) via ITS-G5. Some ASECAP members already communicate Protected Zone data via ITS-G5 roadside units.

Background:

The band 5 795 MHz to 5 815 MHz has been harmonized for the use by Transport and Traffic Telematics (TTT), also called European DSRC, by EC Decision 2017/1483/EU and ECC Recommendation 70-03, which is primarily used for road charging systems in Europe and elsewhere. By issuing the Directive 2004/52/EC of the European Parliament and of the Council and Commission Decision 2009/750/EC, the European Union has pointed TTT / DSRC to be used for road charging systems in Europe.

By ECC/DEC/(08)01 and ECC/REC/(08)01, the band 5 855 MHz to 5 925 MHz has been designated for Intelligent Transport Systems (ITS). In addition, the band 5875 MHz to 5905 MHz has been decided for the use of ITS safety applications in the EU by the EC decision 2008/671/EC. These documents reference ETSI TS 102 792 on mitigation techniques to avoid interference between ITS and TTT / DSRC.

Mitigation techniques specified in ETSI TS 102 792 are to be used in the vicinity of TTT / DSRC installations, which is described by Protected Zones, unless the ITS station permanently operate in coexistence mode. A Protected Zone is defined as circular area around a TTT / DSRC installation, in which ITS stations in vehicles shall activate the coexistence mode in order to minimize interference with the TTT / DSRC. An ITS station shall detect TTT / DSRC installations based either on:

- The Protected Zone Database integrated into the ITS station;
- A TTT / DSRC signal detector. In this case the ITS station is required to generate Protected Zone data at the position of signal detection and broadcast this data via CAM to surrounding vehicles.

In addition, an ITS station shall be able to activate coexistence mode by receiving Protected Zone data in a CAM, from another ITS station or from an ITS road side unit.