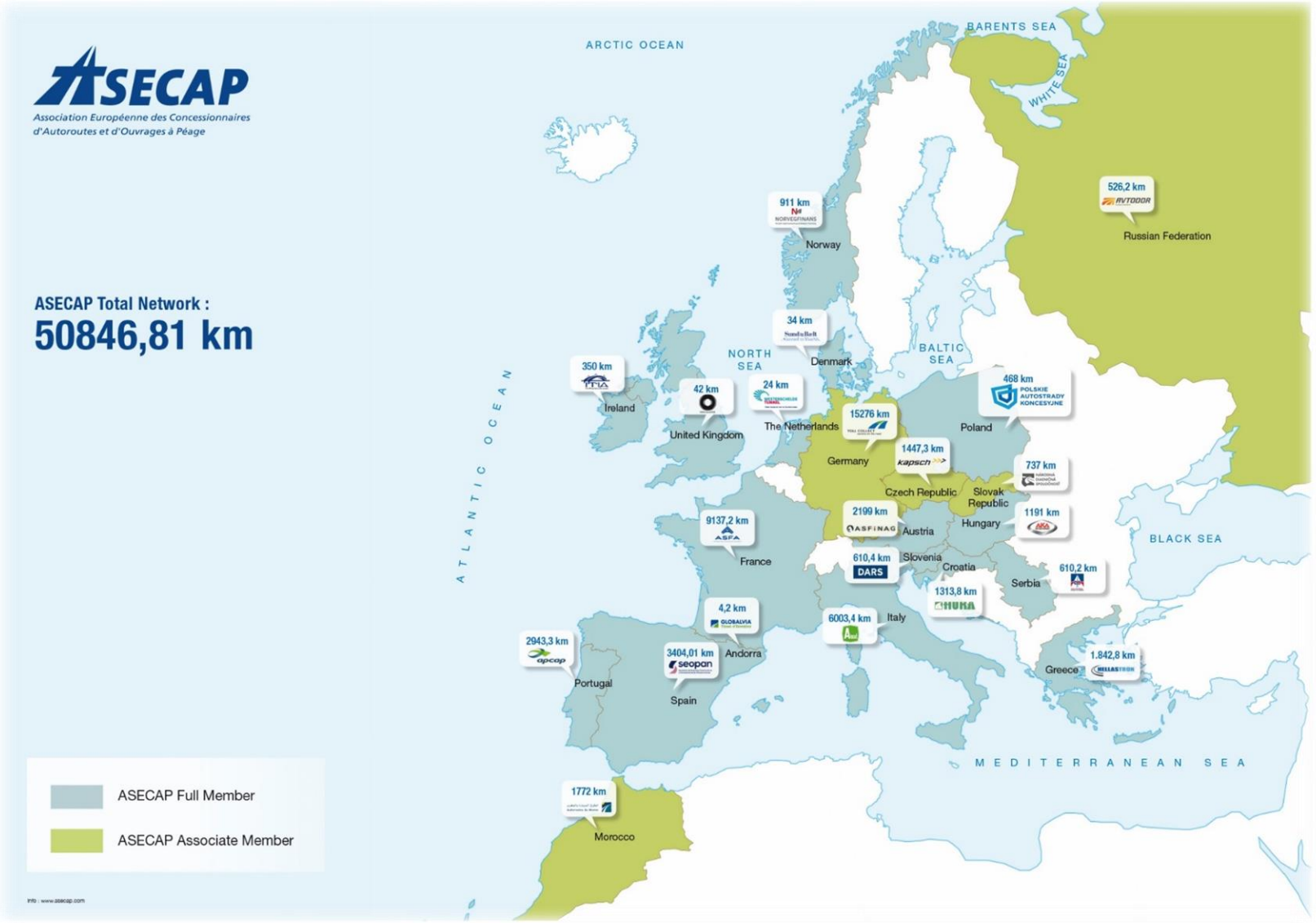
25TH ITS WORLD CONGRESS
COPENHAGEN
17 – 21 SEPTEMBER 2018
Quality of life

OPERATION OF CONNECTED AND AUTOMATED VEHICLES: NEEDS AND REQUIREMENTS FOR AND FROM THE INFRASTRUCTURE

Marko Jandrisits – ASECAP chair of the ITS committee

ASECAP
Association Européenne des Concessionnaires d'Autoroutes et d'Ouvrages à Péage

ASECAP Total Network :
50846,81 km



52,000 km
of motorways are operating using tolling systems

more than
€5 billion
per year generated for VAT alone

64%
reduction of fatality rate

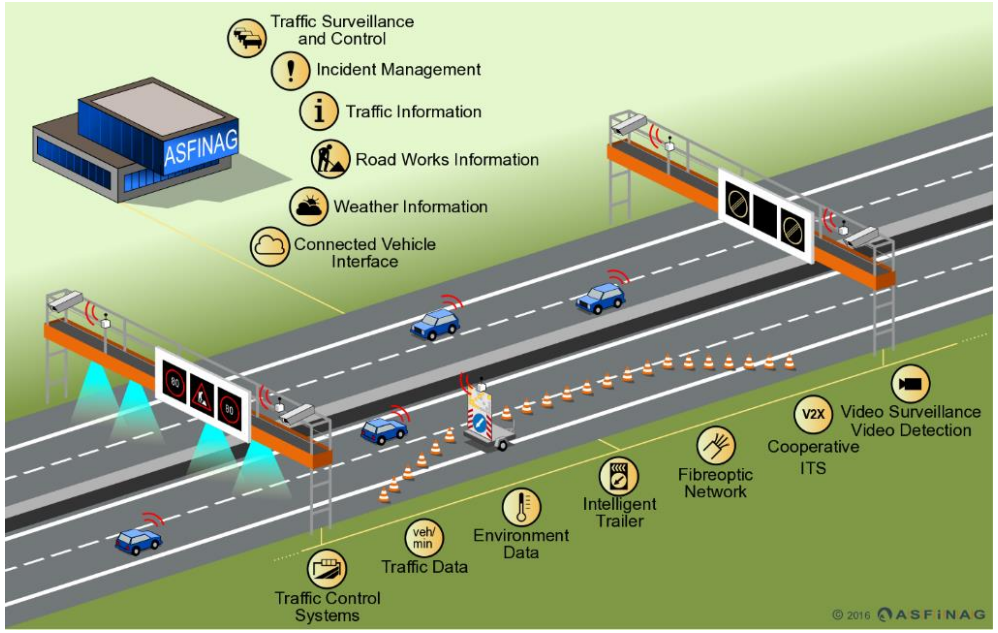
€7 billion/year
concessionaire companies investment

50,000
ASECAP members direct employment

€5 billion/year
in operation and road maintenance

ASECAP PRINCIPLES

- Road infrastructure has a key role to play in ITS as Traffic Management Centers
  - provide significant safety instructions to the vehicles (closed lanes/ tunnels / bridges, avoiding a secondary accidents, road working zones, speed limits etc),
  - manages efficiently the traffic flows (reduction of congestions, reduction of CO2 emissions, optimum adaptation of the speed limits etc).



ROAD OPERATORS

- play a key role in the deployment of automated driving, since it is their task to assure the highest standards of safety on their road network.
- are fully committed to thoroughly study and analyse the impact, to support the introduction and operation of automated vehicles

PRINCIPLES

- 1. Safety remains the highest priority and automated driving has the potential of improving safety on our roads.
- 2. Communication between vehicle and infrastructure has to be standardised, to allow communications amongst all types of vehicles and road networks.
- 3. Automated driving shall be based on legal certainty, binding EU-wide security rules, and consistent EU privacy and certification frameworks.
- 4. The access to vehicle data under fair, reasonable and non-discriminatory conditions is key to safely manage traffic, for both mixed automated and non-automated scenarios.

PRINCIPLES

- 5. A clear European roadmap with indicators and targets must be adopted and uphold across Members States to assure consistent and long-term investments
- 6. Well defined and targeted European projects & initiatives in order to approach all automation levels in a harmonised way are needed. It is crucial that such projects are adequately funded and taking into account the framework conditions of road concessionaires.

ASECAP POSITION ON C-ITS

25TH ITS WORLD CONGRESS
COPENHAGEN
17 – 21 SEPTEMBER 2018
Quality of life

- ASECAP welcomes the European Commission's strategy on C-ITS and is looking forward to the benefits of C-ITS
- ASECAP supports the introduction of an EU-wide security and data protection framework
- ASECAP is not biased regarding communication technologies
- The hybrid communication approach might be the norm in the future
- At no moment should C-ITS cause radio interference to road charging or enforcement, and therefore any C-ITS technology has to bring proof of no radio interference to road charging or enforcement

ASECAP CONCERNS REGARDING PLATOONING

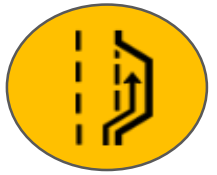
On-ramps and exit ramps

Tunnels

Bridges

Road surface

Breakdown bays



Tolling

Enforcement

PLATOONING SUMMARY

- For the road operators, platooning also raises promising opportunities
- However, there are a number of concerns that must be addressed in critical areas and in emergency scenarios.
- In case of emergency the traffic manager should be able to order truck platooning dissolution, which must be accepted and implemented.

25TH ITS WORLD CONGRESS
COPENHAGEN
17 – 21 SEPTEMBER 2018
Quality of life

THANK YOU!