

EasyWay



Annual Forum 2010



Shortcut to the future.

Lisbon • November 16th-18th



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***Point of view of ITS
for the Private
Road Operator Sector***

Jorge Ângelo





REDE NETWORK 2009

1.695,4 km

Extensão da Rede em Operação
Network Length in Operation

2 x 2 1.259,0 km
2 x 3 418,7 km
2 x 4 17,7 km

Extensão por Número de Vias
Length by Number of Lanes

26,1 km

Aberto ao Tráfego em 2009
Open to Traffic in 2009

11.945 x 10⁶ km

Quilómetros Percorridos
Kilometers Travelled

156

Praças de Portagem
Toll Plazas

37

Áreas de Serviços
Service Areas

71

Restaurantes
Restaurants

7

Hotéis
Hotels



ascendi



Briso
Auto-estradas



Brisal
Auto-estradas do Litoral

LUSOPONTE

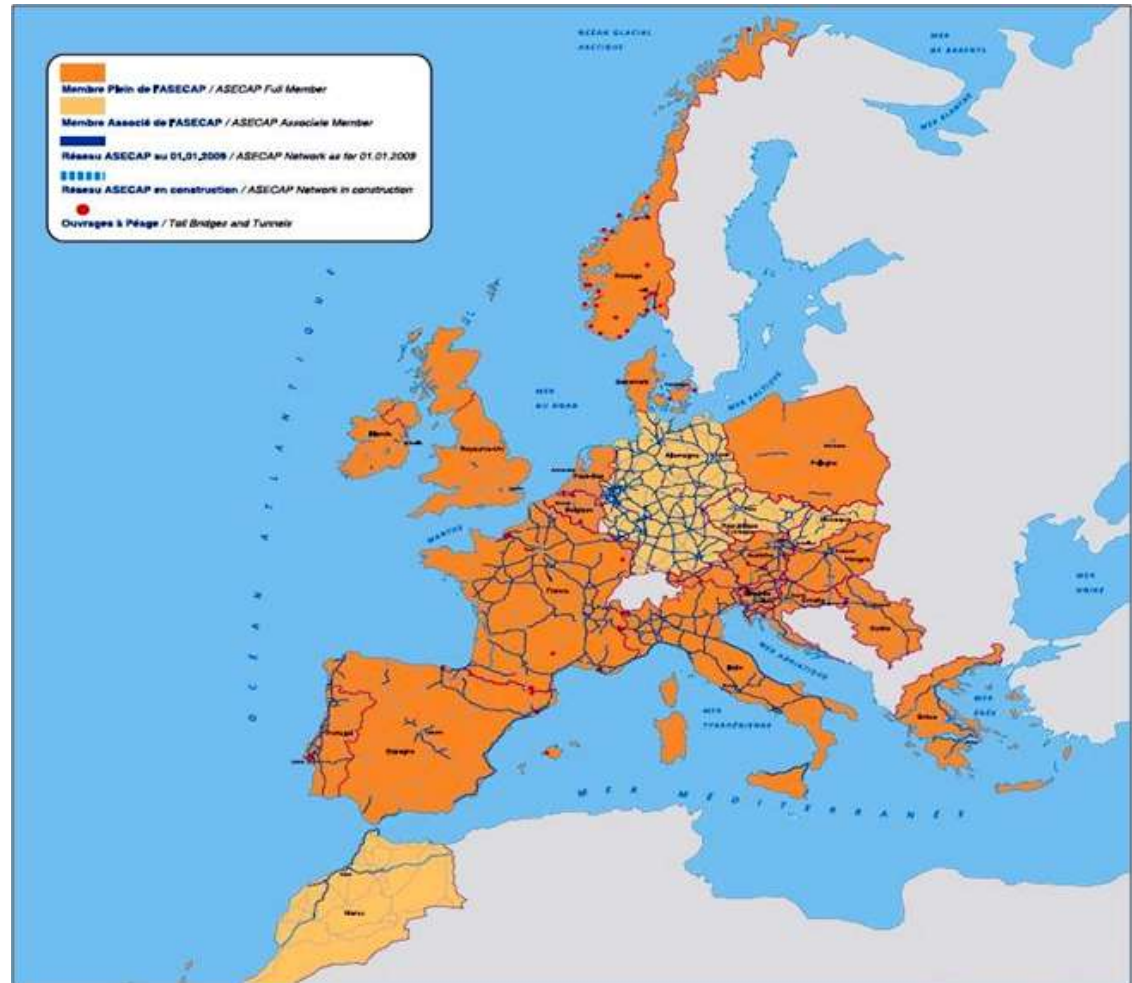




20 COUNTRIES

147 COMPANIES

**40.000 km
TOLL NETWORK**





ITS Policy Areas

➤ Objective:

- *move from a fragmented uncoordinated ITS policy in the different EU regions and towards common services.*

➤ Impacts:

- *increase common understanding, cooperation and interoperability between stakeholders, services and applications.*



ITS Directive

- Establishes a framework to support coordinated and coherent deployments of ITS in EU.
- Sets a number of politically agreed ITS priority areas (Road Safety; Use of traffic and travel data; Use of infrastructure; Cooperative systems; Improvement and continuity of traffic; Freight management services).
- Priority actions (EU-wide multimodal travel information services; EU-wide real-time traffic information services; Safe and secure parking places for trucks and commercial vehicles; Harmonized interoperable EU-wide eCall).



ASECAP Position

- ITS Directive is an important step towards the right direction, becoming a key tool for the operation of motorways.
- High importance of two ITS committees: (i) a political ITS Committee of 27 member states and (ii) an ITS Advisory Group of high level representatives from relevant ITS sectors.
- Private and public sectors will cooperate to define realistic priority areas, considering political messages, the technology maturity and proper cost.
- ITS work program should be a living document which could and should be always adjusted or updated if necessary.



ASECAP Position

- Backward compatibility of any ITS system must be guaranteed in order to preserve huge past investments.
- Quality control must be done at every step of the information production process.
- Safety and information services consistency must be guaranteed.
- The cost of producing quality information must be recognized within the framework of a traffic information open market by combining both public and private policies.



ITS Directive: Impact in Portugal

- Definition of national priority areas.
- Working plan to be approved with the support of the European ITS Committee.
- Definition of a convenient Medium Term National ITS Plan.
- Significant investment required.
- Support from EC.



ITS Directive: Next Steps

- Analyse current situation.
- Study possibilities of improving current situation with minimum investment.
- Implement agreed solutions.



EASYWAY Program: Impact in Portugal

- Contribution to the deployment of ITS in Portugal.
- Adequate cooperation at national level in order to improve the quality of the service we offer to our customers.
- Development of continuous concern with service quality and sustainability.



EASYWAY Program: The Future

- Interesting perspectives for the future.
- Several projects going on during next 3 to 4 years with high Portuguese investment.
- Easyway funds are an instrument for integrating common specifications and interoperable services and systems between Portugal and Spain.

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