

Position Paper by Kapsch TrafficCom regarding the  
communication of the European Commission on “A sustainable  
future for transport: Towards an integrated, technology-led and  
user friendly system”  
COM (2009) 279  
Vienna, September 2009

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## **Kapsch TrafficCom**

Kapsch TrafficCom is a supplier of innovative traffic telematics solutions. The company develops and delivers primarily electronic toll collection systems and offers the technical and commercial operation of these systems. Further Kapsch TrafficCom offers traffic ITS applications, covering traffic management solutions such as traffic safety and control, management of parking space and electronic access. Its products cover DSRC, GNSS, video or laser scan applications to name a few.

Experience counts! Kapsch TrafficCom has wide ranging and global experience with ITS and tolling solutions: Kapsch TrafficCom provides the truck tolling system to Austria, the world's first nationwide fully electronic multi-lane free-flow tolling system based on CEN-compliant DSRC technology; the technical installation as well as the technical and commercial operation of the truck tolling system in the Czech Republic, a national multi-lane free-flow tolling system; the single lane electronic toll collection on the TEN-T priority project Öresund Bridge between Sweden and Denmark, the first fully interoperable toll collection system between two countries in Europe; as well as intelligent parking solutions in countries such as Australia, Brazil, Chile, Norway, Portugal or Spain.

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## **The Communication**

The European Commission communication “A sustainable future for transport: Towards an integrated, technology-led and user friendly transport system” (COM (2009) 279) aims to set the framework for a debate on transport policy that will result in a White Paper setting out the transport policy from 2010-2020.

The communication lays great stress on the role smart prices, meaning the internalization of external costs of road transport and the further promotion of the ‘user pays’ and ‘polluter pays’ principles.

Further the communication recognises the need for Intelligent Transport Systems and technology to upgrade the efficiency of already existing infrastructure, road safety, traffic management and sustainable urban transport. To maintain maximum competition in the field the communication supports open technological standards and promotes interoperability.

### **Kapsch TrafficCom position**

Kapsch TrafficCom, as a provider of road tolling and ITS equipment, welcomes the communication, since it recognises the benefit this innovative industry can bring to the quality of transport. Current technology is ready to make the proposed policies reality.

Kapsch TrafficCom thinks that technological openness and open standards as well as interoperability will play a key role in providing the transport users the technical solutions they need at best price. Technological innovation should not be narrowed through promoting one technology over another. The playing field ought to be open and level between technologies as well as countries.

Kapsch TrafficCom also believes that the safest and most cost efficient way to achieve ITS coverage is to build on existing infrastructure, tolling infrastructure in particular. It has to be recognised that existing electronic toll collection systems (independent from the technology they are based on) hold huge potential for being the basis for further innovative ITS solutions. Existing tolling infrastructure is particularly suited for the introduction of ITS services, since such services could be offered to users instantly and would not depend on the market penetration of in-vehicle devices in other vehicles, as would be the case with V2V based services.

In addition Kapsch TrafficCom is of the opinion that electronic toll systems can form the basis of next-generation traffic management concepts, allowing the control of traffic and protecting the environment effectively by dynamically adapting toll tariffs. Already today Kapsch TrafficCom can provide solutions allowing highway, area as well as city tolling, based on static, variable or even truly dynamic toll tariffs. With these solutions external costs for congestion, air pollution, etc. can be integrated into highway, area/nationwide or city tolling. Currently Kapsch TrafficCom is conducting research on the technical and organisational aspects of the use of variable and

dynamic toll tariffs for traffic management purposes and the internalisation of external costs.

Kapsch TrafficCom believes that data protection plays a key role in road tolling and ITS and that user data needs to be fully protected. The role of data protection will increase with the importance of ITS and electronic tolling.

### **Kapsch TrafficCom comments on the text**

Paragraph 42: The communication proves foresight already highlighting the role of protecting the privacy of transport users. The growth of ITS and electronic tolling should in no way infringe on the privacy of transport users. A clear reference to directives 95/46/EC and 2002/58/EC should be made. Legal references, where available, give industry a clear framework within to operate and ease the integration data protection aspects into product development and operating procedures.

Paragraph 50: The paragraph makes mention of the use of GALILEO within ITS. As done elsewhere in the communication the complementarity of technologies ought to be recognised. Further GALILEO is not the only satellite navigation system. Satellite navigation ought to be referred to as GNSS.

Paragraph 64: The paragraph recognises the potential of tolling and ITS to optimise infrastructure efficiency. The paragraph also very rightly recognises the complementarity of existing networks and GNSS/EGNOS. Technologies apart from GNSS/EGNOS are simply clustered together as 'traditional'. However there are many innovative technologies in the field of ITS and tolling that are not based on GNSS technology. The word 'traditional' ought to be removed, since it implies that satellite is the only innovative technological approach and capable of replacing the other technologies. This is not the case. They complement each other (as already recognised in the same paragraph) and have different technical and commercial properties. They are not interchangeable. The word 'traditional' could also be replaced through the word 'existing'.

Paragraph 74: The transport policy should be technologically open to allow the broadest possible supply of technical solutions, innovation and cost effectiveness. Paragraph 74 hints at the prescription of satellite technology, which is in contradiction to the interoperability of electronic tolling systems directive 2004/52/EC. This should be rectified the reference to GNSS removed.

Paragraph 82: The communication very rightly points out that there needs to be a level playing field for industry, without overlooking consumers interests. Data protection ought to be included here. The communication in paragraph 42 recognises the increasing importance of data protection for the future. Hence it ought to be listed

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here too, since here too the consumers need protection and industry a level playing field.