

# **EU EIP WORKSHOP**

**Highly Automated Driving: an exploration of benefits,  
costs and ODD in Europe  
Torino 1, 2 October 2019**

**Welcome by Angelo Rossini**



Good afternoon and welcome in Turin, this is Angelo Rossini and I'm the managing director of SAV, the Aosta Valley motorways corporation: a road operator active in a difficult mountain area of the Alps.

I'm pleased to welcome experts of the European ITS Platform on behalf of the SIAS group: SIAS is the third toll operator worldwide, operating 4.156 km of roads in several countries. SIAS is the holding company for SATAP whose premises are hosting your meeting. I am even more happy to be here with you, considering my positive experience of cooperation with you in European Programs like Easyway and MedTIS.

The SATAP company manages two important motorways, the A4 (Turin-Milan) and the A21 (Turin-Piacenza): these motorways are serving the east-west ;

Turin-Milan is one of the oldest Italian motorways, since it was open to traffic in 1932, with two lanes and a single carriageway.

I am happy that you decided and are committed to perform here in Torino the workshop concerning "facilitating automated driving". Turin is the city that represented the automotive industry in Italy since the beginning of the 20th Century;

a symbol of the history of the car in Turin is the FIAT plant called "Lingotto", working from 1928 to 1982, which housed a test track for vehicles on the roof. Today it has been converted into a multi-role building. Even the motorway Torino-Milano is part of this history of the nation and Europe.

Even today Torino wants to be a reference for Italy in the field of new technologies related to autonomous driving and smart roads: the municipality of Turin has identified a 35 km route on which the experimentation of autonomous driving vehicles is authorized, within the framework of the recent Italian law that regulates the matter and is gearing up to host technologies to cover the route to be able to test C-ITS and CAV systems.

The SIAS group strongly believe in the development of new technologies in the field of road mobility as the most relevant mean to promote safety, to reduce pollution and congestion: we are really confident that a working group highly qualified as the European ITS Platform can provide answers to the many questions that probably are not yet resolved today in the world of autonomous driving.

A greater driving comfort can be one of the key topics the short-term promotion of autonomous driving? Will vehicles be able to offer more and more automation for standard and repetitive driving tasks, offering functions such as lane keeping, adaptive cruise control and so on?

What advantage could provide to elder people the automation? Who can afford these technologies in the short term? Which the benefit will be for citizens?

Important social benefits are expected in terms of the reduction of accidents (most of which due to human mistakes) and the reduction of consequences and associated social costs, as all we know the extremely high price of road casualties today in Europe, that are not anymore reducing in the recent period.

It is likely that a real important advantage in terms of reducing the number of accidents will be achieved only when the market penetration of vehicles with automated driving capacity will be very high, therefore with a 20-30 year horizon, or it will soon be possible take advantage of the very fast reaction times of the assisted driving systems compared to the human driver?

But finally the most important question from a road operator perspective: which is the definition and implementation of Operational design domains? I think to understand that exactly this one is among the main topics of this event; for road operators is especially interesting to understand how and on which basis the Operational design domains will be defined on the road infrastructure and what the future road operators need to perform if new management procedures are to be put into the operation.

Furthermore, as road operators, we are wondering what will be the evolution of the traditional traffic control center, currently based on a wide range of traditional ITS services. What is the contribution that the motorway operator can and should give to this process?

Another important issue, especially on those Italian motorways that experience a very high freight traffic: the management of truck platooning, which seems to be one promising application: which is the expected impact of the operation and how technical issues on the subject can be afforded?

Well, I think to have shared with you a sign of my warmest welcome, but even a sign of my interest in topics that you are dealing with. Thank you to be here. I wish you a fruitful meeting, able to let you achieving important Pan-European Objectives and delivering to operators of all Europe an answer to questions that are on the table.