

SMART TRANSPORTATION INFRASTRUCTURE

Evolving value drivers to be monitored by infrastructure investors



SELECTION



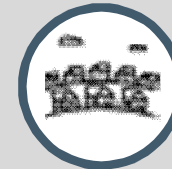
Digital business models have a reputation to destroy industry returns

but profitable digital mobility business models are required to generate infrastructure returns. Therefore current revenue forecasts require detailed sense check



Political acceptance of infrastructure investments depends on local welfare contribution

including vehicles beyond infrastructure as local manufacturing/ assembly of vehicles is envisioned with the evolution of a decentralized value chain



Autonomous driving is expected to lead to higher attractiveness of suburbs

and hence will imply more remote infrastructure needs. However multi-modal concepts are still in the early stages



Social preferences for means of transportation still uncertain

therefore stranded infrastructure investments need to be avoided



Mobility demand overestimated and likely to become even more critical

and more difficult to assess as more fundamental infrastructure changes will need to occur e.g. corridors vs. local road infrastructure build out



SMART road infrastructure potentially less equipped with electronics

as vehicles will contain sensors and management interfaces. Therefore technology and re-investment risk can potentially be reduced (compared to earlier expectations)



Adoption hurdles for flying cars are significant

therefore near term broad commercialization unlikely (severe legal and acceptance issues)



Basis for legal framework regulating autonomous mobility recently established

but still insufficient for roll out of autonomous driving and for insurance purposes



Capital supply gap still existent

and public authorities are open for further private sector engagement

VALUE DESTRUCTION

UNDECIDED

VALUE ACCELERATION