

# 1<sup>ST</sup> ASECAP SUSTAINABILITY FORUM BRIEFING REPORT

9<sup>TH</sup> OF JUNE 2022, LISBON, PORTUGAL

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# Welcome and Institutional addresses

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## ❖ Dr Hugo Mendes, the Secretary of State for Infrastructure

This year, BRISA is celebrating its 50 years anniversary. BRISA is the largest and oldest operator of toll road infrastructure in Portugal. 3 decades ago, the company was pionner and had the audacy to incorporate in its operation a technology developed at the University of Aveiro that revolutionized toll collection systems. Technological innovation is wat we need to tackle the climate transition.

During the Portuguese Presidency of the Council of the EU, the Member States approved several considerations on the Sustainable Mobility Strategy developed by the Commission. This strategy includes a set of targets for the different modes of transport and aims to contribute to reducing greenhouse gas emissions, as set out in the European Green Deal. The Council's ambition was made clear at the last meeting of European Ministers last week in Luxembourg where they approved the general guidance for the Regulation on the Implementation of Alternative Fuel Infrastructure, one of the pillars of the Fit for 55 package, and which will inevitably shape the landscape

of road infrastructure in the coming decades. In this deliberation, Portugal's position was to recognize the importance that the French presidency has given to flexibility clauses for charging infrastructures electric vehicles, whether light or heavy. Today we can say that it will be possible to greatly expand the network public charging system for electric vehicles by 2030, ensuring a logic of interoperability. In this respect, Portugal has good opportunities, given that the combination of its modern network of road infrastructures and its robust communications network allows you to develop, test and implement the smart-road concept, in which vehicles and infrastructures communicate with each other in real time about the level of congestion, availability of refueling points or dynamic toll rates. I would like to conclude by recalling the impact that the Russian aggression on Ukraine is having on the European economy, particularly in the energy sector, where electricity and fuel prices have experienced unprecedented increases. European commitments on the energy transition are motivated by the need to fight climate change. However, it is now clear that greater investments in fuel alternatives does not only contribute to meeting climate goals, but it will also increase our energy independence. A European Union with greater energy independence will help defending our economy and our quality of life. We will also be in a better condition to defend autonomously our values, which are under threat with the current war at our eastern borders.



### ❖ **António Pires de Lima, Comissão Executiva/ CEO Brisa**

It's an honor for BRISA to host the ASECAP 1<sup>st</sup> Sustainability Forum in Lisbon with such a distinguished set of speakers, participants and representatives of European Union and Portuguese motorways sector. Sustainability can only be achieved if we are able to combine our own action plans with more extensive collaboration. Sustainability has been part of BRISA's culture, practice, and strategy for over 30 years deserving a wide and international recognition. In the past three years, BRISA was rated as the most sustainable motorway operator in Europe by the Global Real Estate Sustainability Benchmark (GRESB). As part of the transportation sector, the motorway business is accountable for 20% of the European Union carbon inventory. The climate change agenda is clearly one of our sector critical sustainability drivers. Many European concessionaires such as BRISA have already strategical plans that respond to the need to tackle its own operations carbon emissions. With step reduction targets based on energy efficient solutions, and moreover supported by integral energy transition action plans aimed at reducing operations related energy consumption and progressively increasing renewable energy as primary resource. We need to be part of the response to carbon neutral traffic. In the past 20 years, BRISA, as other European peers, has invested in innovation and digitalization of its own motorway, focused in implementing ITS and intelligent motorways. Motorway will continue to be a fundamental enabler to economic development: job creation and social progress in Europe. The key words for sustainability in our sector are decarbonization, electrification, innovation, digitalization, and collaboration.



### ❖ **António Nunes de Sousa, ASECAP President**

This forum is the result of a flagship initiative on sustainability that was launched in 2020 by the former ASECAP President, Massimo Schintu, from AISCAT, Italy. Sustainability started in the 80s with the execution of the environmental impact studies for motorways. Road transport is one of the biggest producers of greenhouse gases and should be a priority to find solutions that aim to reduce the emissions generated by the road sector. The infrastructure must be prepared to receive clean vehicles and include in our constructions, maintenance and daily operations measures that reduce the CO<sub>2</sub> generated by our companies. The commitment of toll road infrastructure operators is to reach the



objectives set up at the EU level: reduction of greenhouse gas emissions by at least 55% by 2030, and 90% by 2050. More than ever, climate policy has become one of the highest priorities in Europe and worldwide. The EU green Deal is the European Commission's ambition to make Europe the first climate neutral continent by 2050. The Paris Agreement adopted in 2015 sets out the global framework to avoid dangerous climate change impacts by limiting global warming to below 2°C and pursuing efforts to limiting to 1.5°C. This objective will require the full mobilization of industry stakeholders, and toll motorway operators are committed to taking actions to reach the target of making our infrastructure carbon free. The ASECAP Sustainability initiative is to illustrate that our motorway sector can bring its contribution to economic development. A dedicated task force was created together with the ASECAP COPER II, the committee dealing with road safety and sustainability, and COPER IV, the committee responsible for data collection. They have defined a set of KIPIs to show progress and challenges set out by the Paris Agreement, the EU Green Deal, The UN SDGs Goals and the Vision Zero. The objective of the report is to show that we are not only road infrastructure managers, but we also respond to the needs of sustainable mobility from a broader perspective. The project initiative and KIPIs data described in the report will show that the toll motorway industry is and will remain a key partner strongly committed to working together for a carbon free, safe mobility, bringing its contribution to build a more inclusive society. The report will be published for the Annual ASECAP DAYS on the 23-25<sup>th</sup> of November 2022 in Brussels.

## **Achieving a climate neutral continent – how to make road infrastructure compliant with the objective? Vision, strategy, solutions – Moderator: Franco Caruso, Head of Sustainability & Communications, BRISA**

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### **❖ Jérôme Audhui, Representative French Presidency of European Union**

The aim of the EU French presidency in the field of transport was to reach an agreement in the Council on the files related to transport that are part of the Fit for 55 Package: 12 legislative proposals from the European Commission to reach the climate target. As far as decarbonization is concerned, the objective was to get an agreement in the Council on the ITS Directive. Regarding the results, ministers of transport met on the 2<sup>nd</sup> of June 2022 and agreed on files related to transport and Fit for 55 Package. AFIA is dealing with ensuring that we will get in the Union a sufficient recharging and refueling infrastructure for alternative fuels, making the infrastructure interoperable



and easy to use. In this text, there is a strong emphasis on road transport, and this is where there is a need for electrification of road transport. For light vehicles, the Council agreed on a text that is close to the initial EC proposal with two sub-objectives: the power output that must be provided based on the number of electric vehicles and plug-in hybrid vehicles that are registered in each Member State. The second aspect for light vehicles is to cover the TNT network so that European citizens can travel all around Europe using TNT and with recharging pools along the TNT. The text has been approved with the obligation in 2025 to cover the core network with recharging pools that are located every 60 km, with a certain number of power output. The Council also agreed to cover the entire TNT network by 2030, including the comprehensive network. The second aspect which is charging stations for heavy vehicles, the Council also agreed with the Commission proposal when it comes to the 2030 target. The second aspect of AFIA is related to hydrogen: the Council agreed to cover the core TNT network by 2030 with refueling hydrogen stations every 200 km with a strong emphasis on urban nodes. Regarding the ITS Directive, Member States will be obliged to ensure that a certain number of databases will be made available to help the digitalization of road transport. Regarding the revision of the TNT regulation, the Czech presidency will use the material to advance the work in order to get a Council position by the end of the year 2022. During this first half of 2022, the revision of the Eurovignette Directive was established on the Official Journal after negotiations that were led and concluded by the Portuguese Presidency one year ago. After the agreement in June, the Parliament and the Council voted the text. With AFIA, we try to incentivize users, transport companies to use road pricing to incentivize the users. Eurovignette has been designed as a kind of toolbox with several tools that we can use with CO2 modulation, especially for heavy-duty vehicles.

❖ **Nuno Lacasta, President of APA (National Environment Portuguese Agency)**

As far as transport is concerned, there has been a profound transformation in terms of mobility, technology deployment. Most of the modelling regarding existing infrastructure networks was sort of locked in because there were there. It turns out that



there is a potential to work more in tandem, the networks and the mobility. The big challenge is if we will be able to include transportation in the emission trading system. It is challenging because it has never been done. We have included upstream power generation, there have been many studies for many years on including transportation, but nobody has done it. Moreover, in Portugal for example, public realizes that transportation network needs to be

reinforced. We need to start looking at road infrastructures: in one hand, there is the public network (public founded) and nobody is looking at how we will finance this network. On the other hand, on concession roads, can we start at looking at more integrated models (for example road pricing)? On electric mobility, charging systems,

the concession world community has really moved ahead with the deployment of charging stations, and we could start looking at some pilots on hydrogen, and we need to ensure that these systems also play a role in providing people with a level of comfort that they have with regard to conventional fuels, and they can start buying vehicles with alternative fuels to go from one point to another without being overstressed.

❖ **Diego Cattoni, President of AISCAT & CEO of Autostrada del Brennero SpA**

At present time, as representative of toll highways' sector, the priority is mainly to transform the existing highways from mere infrastructures to intelligent roads communicating directly with the new generation of vehicles. At the same time, it is important to promote the gradual transition from the current energy paradigm based on the use of fossil fuels to the one that sees the spread of alternative fuels. To that extent, it's a challenge for the sector to develop the hydrogen use, with the creation of a capillary network of recharging points for green hydrogen vehicles, but also the production and storage of the same. If we are capable to drive this transition, we can also play a fundamental role as highways' concessionaires, in Italy likewise in other European countries, in relaunching the economic growth and the recovery of our Countries in this historic phase, and in doing that we will see that each Euro invested in the infrastructure sector generates at least three times the added value. Following the Next EU Generation Plan adopted at European level, Italy adopted a robust strategic document, the National Recovery and Resilience Plan (PNRR), which includes an investment package articulated through an ambitious agenda of reforms on digitalization, ecological transition, and inter-modality. Regarding digitalization, in northern Italy, we have 4 trucks: 1 with the driver and the three other trucks don't have any driver inside, and there is a connection each one by each one (for the first time, platooning and C-ITS services together). These trucks have traveled over 300.000 Km and 3500 hours in platooning since the start of the pilot. About the green transition, in Italy, there is a Ministry dedicated to the issue and the highway sector has the task of bringing this to the attention of the automotive market, not only through work on electric mobility but also through incentives to use alternative fuels, particularly that of green hydrogen, which allows shorter recharging times for both cars and heavy trucks like the current hydrocarbon fuels. In Italy, in 2014, the first factory of green hydrogen that has been working for 8 years. We also have many cars with hydrogen (electrical cars): there is a small box with 7 kg of hydrogen to drive for 700 km. There are stations where you can put green hydrogen in the car. In the future, we'll have a lot of trucks which won't be able to use normal batteries for lack of space and time to charge the battery, so the hydrogen fuel will be the best solution. On inter-modality, rail transport will most probably become an integral part of road transport, therefore reasoning



about interconnection or cooperation with the rail system will become essential in the short term, especially regarding heavy traffic.

❖ **Josef Fiala, CFO of ASFINAG**

For ASFINAG, it is very important to be competitive because the Austrian network is in the heart of Europe. Four of the most important European transport corridors are part



of the Austrian network, therefore we have a lot of activities within the Austrian government to support the Green Deal. In 2021, with the Ministry of Transport and Climate Action, we presented the Austrian Mobility Master Plan for 2030. We are a sustainable mobility partner as we started the work many years ago. Looking at the future, ASFINAG as mobility partner has three main actions for 2030. First, fostering E-Mobility, secondly management of multi-modality, and finally sustainability. Regarding E-mobility, we have

a concrete plan for the next 8 years to have a charging infrastructure up to 1500 points along the ASFINAG network. Now, we have 250 points, and by 2030, we'll have 1500. On the management of multi-modality, in Austria, we presented our model for multi-modality with traffic information. At the ITS World Congress in 2015, we presented our platform where we have real-time traffic information combined for the public sector, and for the individual road sector. This is the first information you must give the customers that they are able to choose the modality they want to consume their mobility in the future. This system is accepted all over the country, we now invest on the changing points for the customers, like park drive places that are built now, with charging infrastructures on these parking spaces, and therefore we can have the shift also for the individual motor cars to the public transport, and back. The third action ASFINAG took is the delocalization. ASFINAG is also investing a lot on C-ITS along the road network; in the last year, 500 unit of C-ITS in the Austrian motorway network and therefore we can now go into the cars with the relevant information, and this information in the car is a relevant aspect for sustainability. The future is the electrification of the passenger cars, and we won't have the situation that all the cars are bad in 10 – 15 years, and this situation, with the technological aspect, will be solved with all the photovoltaic and renewable energy to support this initiative.

❖ **Pedro Vinagre, EDP**

At EDP, we have the goal of being all green by 2030, and electric mobility plays a pivotal role in this ambition. The good news for the planet is that e-mobility has already taken off and last year 16 million electric vehicles were estimated to be driving in the world's roads, with 2 million charging points available for recharging. Many different agents are working together to enable and accelerate this transition, but there are still some challenges ahead, one of the most critical being range anxiety. Many people feel that they will only embrace e-mobility once vehicle charging takes 2 to 3 minutes, the same amount of time they would spend on refueling their tanks with gas. We believe they are missing the point. We are not moving towards a binary state of fully charged vs. fully discharged, but we will rather always be charging. In this sense, EDP has been investing in many partnerships to deploy charging points at the places that are most convenient to the user and that fit into their routines. Once you go to the supermarket, you can expect to have appropriate charging points that charge your car within the 20 to 30 minutes you spend on this site. The same goes, for example, for hotels, where you can charge your car at night; and also highways, where you will find fast charging stations on your quick stop. Turning this into a massified reality, will require: (1) a lot of investment to ensure we have enough charging points to meet the rise of EV on the world's roads; (2) interoperability to guarantee there are enough charging points deployed to secure long journeys; and (3) efficient licensing to accelerate deployment. In conclusion, the context we are going through around the world, with high volatility in energy prices, further increased by the geopolitical conflict, is pushing many European countries into becoming self-sufficient when it comes to their energy supply, and electric mobility, with its potential to cut dependency from fossil fuels and their ability to store energy and even use it to, for example, power back a house, will be critical in these efforts.



## How to stimulate the commitments of the stakeholders to sustainable development goals? – Moderator: Malika Seddi, ASECAP Secretary General

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### ❖ Prof. José Manuel Viegas, University of Lisbon

Sustainable development goals do not include transport or mobility in the 17 targets. A work has been done by a wide international coalition called Sustainable Mobility Forum in which we have identified four global objectives for sustainable mobility: universal access, efficiency, safety, and clean and green mobility. These objectives



are equally important, and they are not compensatory. Road transport is not generally associated with sustainable mobility. Road traffic is the lowest performing mode regarding emissions (both pollutants and GHG) and safety. But it is the best on freight and passengers in low / medium density areas, although it's associated with serious congestion in urban agglomerations. But transition will be long

and with risks of social turbulence due to

difficult universal inclusion. Talled motorways have some advantages. For the State, the possibility of accelerating investment in new technologies without the limitations of expenditure and public debt: Effective guarantee of good maintenance and driver service, based on contracts with performance indicators and penalty clauses. In tolled motorways, two different situations in the relationship between the operator and the driver: The customer (vehicle) is not anonymous - There is a "contract" between the customer and the operator. Communication between vehicles and infrastructure is developing ahead and the help of digital supporting systems will help avoiding some limitations of human drivers: to what extent will external control measures of the human-driven vehicle be accepted to ensure safety and fluidity? There will be some problems related to the types of "driving errors" which are not included in the testing program. Now to the main point of this forum: decarbonization. There will be political pressure to accelerate decarbonization. In the IPCC report on climate change, for the first time it is said that carbon capture solutions are inevitable. The first thing is to have electric charging stations complying with European legislation, but we'll also need to have some dynamic charging options (charging as I move). Very likely, electrification of road vehicles will not occur fast enough to cope with the pledges already made at the EU level. Motorways must be able to respond competently to the growing demands of society in all domains of sustainable mobility, and of their customers in terms of fluidity. Some ICTs will be very valuable to improve fluidity (efficiency) and safety. Tolled motorways are in good position to allow introduction of elements stimulating behavioural change of drivers as well as of companies involved in the

value chain of motorized mobility. But in this domain like in virtually all others, adaptation of business models will be necessary.

❖ **Eduardo Feio, President of IMT & President of CEDR**

We are in a time of changing, not only because of what is happening in Europe regarding the big challenges we have in the energy sector, but we are also in a changing time for the road sector. For example, as President of the Conference of European Directors of Roads, we are doing profound work in the future of roads which is called "Compass" for sustainable pan European network, and because nowadays we think of the roads more as a system of systems. When speaking about roads, we also speak about sustainability, but also about energy, data, and connectivity. When thinking about motorways, we do no longer see only roads where you can put a car or a truck, but we see a system of mobility. So, it's very important to have this integration of systems, to put obviously sustainability in front of the line. Regarding energy, we have a big challenge to move for electricity, which will be a complex process. We have 1 billion of carbon cars, so when we speak about Europe making a big effort for electric cars, we must take into account the high number of cars (1 billion). With the global programme, you can put all Europe driving in electric cars, and the rest of the world. The roads must be adapted to these circumstances, and when speaking about mobility, we also speak about mobility as a service, and also about cultural change. In IMT and CEDR, roads are the glue of inter-modality. Indeed, what connects all the means of transports is the road, which is not only a physical space, but also a connective space. IMT is a multi-modal agency dealing with all means of transport, roads, trains, ships, cars, etc., trying to create good conditions for collaborative infrastructures to give the best in a sustainable prospective. In Portugal, we have the financial investment plan and the resilience programme. When investing on mobility and transport, we are not only investing on roads, but you can also make investments in ITS that are very important for roads. It's also very important to transform innovation in concrete projects to get better mobility systems. Collaboration is the key word.



❖ **Sara Cerdas, Member of the European Parliament Environment, Public Health and Food Safety Committee**

At the moment, at the European Parliament, we are voting the FIT for 55 Package which has a strong component to tackle emissions from the transport sector and from different modes of transport, aviation, maritime and road transport. Regarding road transport, this is a sector representing around 70% of greenhouse gas emissions, and the road transport sector hasn't been showing any trends of decreasing its emissions.



There is a crucial need to increase our actions to meet our climate targets and goals. We have been working on the revision of the regulation on CO2 standards for cars and vans where we are proposing promoting new cars on the road by 2035. This date is essential to guarantee that we meet our climate neutrality objective of the EU by 2050 and to deal with air pollution in our cities which continue to be a big problem for

our citizens, but also for our biodiversity. This transition will be difficult with impacts on workers and consumers, so we need changes on production and consumption patterns. Therefore, while we are making this transition, we must bear in mind and include social measures to deal and mitigate this impact. We also must take into account the specificity of different regions ensuring a fair transition that leaves no one behind.

❖ **Raquel Fernandez Perez, Strategic Roads Division of EIB**

EIB is the largest multilateral lender with over 1,5 trillion invested since 1958 and more than 14 thousand projects in 160 countries. In the last 10 years, our lending to transport is between 10 and 12 billion, in the last year, lending to motorways and roads have slightly decreased but it's still very significant, more than € 1, 500 million. With regards to Mr Jose Viegas' presentation, in terms of the SDGs, the road contributes to many of them, and the idea of not gaining in one and losing in the other, is linked to the do not cause significant harm that the EU taxonomy regulation is putting in the table, and we have this challenge to contribute to the sustainable citizen communities' strategic goals including climate action. The idea is also named the Climate Bank, and we'll have a huge commitment on climate change, and in the EIB climate road map of November 2020, the big commitments concern the volumes. We'll need to unlock 1 trillion in the next decade towards the 2030 objectives. The main aspect for the roads is the decarbonization. Within the EIB, we have received big concerns in terms of road capacity expansion, and that's the reason why we will



continue to support robust projects to improve the existing traffic flow. All the projects we finance need to be screened for the risk of the climate change. The EIB has a technical assistance not only financial assistance, with 2 initiatives mainly focused on roads. Operators have a key role on sustainability. We also have projects linked to the tolling to promote the cleaning of the fleet, the high occupancy lane, and it will be good to put the holistic perspective on the table, including other areas like circular economy and the social angle.

❖ **Manuel Melo Ramos, COO of Brisa and CEO of Brisa Concessão Rodoviária**

Business has a relevant role in sustainability. We have set 17 ambitious goals that require a great collaboration among civil society, public and private sector, public entities, private companies. Sustainability has become increasingly important in BRISA



strategy. We have set clear targets that have been defined in different ESG components. Sustainable development goals provide a very good framework through which we can translate the global trends into business solutions and opportunities. ESGs have become a big priority of our sustainability strategy together with decarbonization. Every year, we report the progress that BRISA is making in the management approach, the match with sustainable development goals, KPIs. But this is not enough. This

requires a significant collaboration from all the parties. For example, for road safety, we need public and private concessionaires to work a lot on this field, but we also need to work together with public authorities and entities, car industry, tyre industry, technology companies, communication companies, and drivers. It is a collective effort to get there. These goals, such as the 17 goals, may only be achieved with the collaboration of all. We also need to stimulate stakeholders to frame the SDGs that are in the context of our sector. We need a collective vision for our industry, and we need to collaborate more on initiatives to achieve the sector transformation that we need. Driving the transformation to sustainable markets will only be possible if we work together with the sector peers, and today initiatives is a very good example of this. The first pillar is to come together, which is exactly what we are doing with this forum. ASECAP is the best place to bring the industry together with the relevant stakeholders. We also need to set up a collective vision for our industry and collaborate on initiatives to achieve the transformation. Within ASECAP, we should be able to set up specific targets and specific KPIs, not only for ourselves, but also for external entities like STBI and others, knowing that these are more and more relevant finance and policy enablers. The third pillar, call for action, all together to align, collaborate, report progress, share difficulties, work on solutions together. The big challenge we have within in ASECAP is working together to meet the goals, move forward and live no one behind.

In The afternoon sessions the motorway operators have presented concrete actions, their view, plans, visions for a sustainable road transport infrastructure.

## **Part 1: Actions from road operators to make the road infrastructure sustainable and carbon free – Moderator: Emanuela Stocchi, ASECAP Chair of the Safety, Sustainability & Communications Committee, AISCAT**

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- ❖ **Margarida Apetato, Sustainability Manager, BRISA** - *How do we do it?*
- ❖ **Valerio Molinari, Majority Shareholder, Ecogest & Antonio Stornello, Co-founder, KASSANDRA SRL** – *Save Money, Save the Planet! The role of Integrated Decision Support Systems in Infrastructure*
- ❖ **Burak Isik, Corporate Governance & Sustainability Director, ICA Investment & Operation Company** - *How to manage sustainability in Highways*
- ❖ **Diego Galletta, ESG & Sustainability reporting, Autostrade per l'Italia** - *A toll motorway operator ESG strategy*
- ❖ **Sara Rodríguez, Corporate Sustainability Manager, Abertis** - *From CSR to ESG: the transformation of the Abertis roadmap in Sustainability*
- ❖ **Noémie Frontère, Project Manager, ASFA** - *Meeting CO2 reduction targets - Actions by French toll road operators*

## **Part 2: Actions from road operators to make the road infrastructure sustainable and carbon free – Moderator: Alenka Košič, ASECAP Chair of Data Gathering, Analysis & Statistics Committee, DARS**

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- ❖ **Maria Margarida Braga, Senior Environmental Engineer, BRISA/APCAP** - *The sustainable KPIs of Portuguese motorway network*
- ❖ **Ilaria De Biasi, Head of the European Projects Department, Autostrada del Brennero SpA, Italy** - *The Sustainable Mobility Plan of the Brenner Motorway*
- ❖ **Giuseppe Colombo, Technical Director, Milano Serravalle-Milano Tangenziali S.p.A.,** - *Hydrogen Refueling Station (HRS) for Fuel Cell Electric Vehicle (FCEV)*

- ❖ **Ana Filipa Morais, Deputy Technical Director, Norscut/APCAP - INOV@24 – INITIATIVES**
- ❖ **Emilija Erent, Specialist in Tolling division, DARS - EU Taxonomy and Motorway Operators**
- ❖ **Richard Lax, Executive Expert EU Affairs, Kapsch TrafficCom – Road charging and Taxonomy - the missing link**

Presentations are available on the following link:

<https://www.asecap.com/eventasecap.html?layout=edit&id=270>