

ASECAP PRESS RELEASE

2012 ASECAP Study and Information Days

An innovative Trans-European Transport Network: “Time to turn smart, green and safe transport into reality”

The 2012 ASECAP Study and Information Days took place from 27 to 30 May 2012 in Torino, Italy. The successful event was marked by high-level discussions around the theme “Innovative TEN-T: towards a smart, green and safe transport”.

While reiterating their strong support for the EU’s dedication to innovative, environmentally-friendly and socially responsible road transport as an integral part of sustainable multimodal mobility, ASECAP members recalled that they operate those roads of the Trans-European Transport Network that present the highest quality levels. In this context, ASECAP President Klaus Schierhackl set the tone of the discussions: *“We commend the overall goals pursued by the EU institutions regarding the Trans-European Transport Network and we want to make sure that ensuing long-term targets can be achieved in practice. This requires a rational approach, to which we are eager to contribute based on our hands-on expertise and experience acquired in the daily operation of our motorways.”*

Bearing in mind the applicable political and legal frameworks, innovative technologies and ITS in particular appear as crucial tools to be implemented in order to attain the set objectives. In this respect, many good ideas are circulating, new solutions are being thought up and various applications are being developed by a multitude of parties. However, as stressed by ASECAP Secretary-General Kallistratos Dionelis: *“It is time to put the pieces of the puzzle together, which is not an easy task. Do we all understand things in the same way? How do we define and measure the relevant targets? And how can they be achieved under real market conditions? If we want to move from ‘research for research’ to the concrete implementation of innovation on Europe’s roads, we need a shared approach that must be clearly deployment-oriented.”*



High-level panelists representing the EU institutions, major motorway concessionaires and other stakeholders concurred that the actual deployment of workable solutions for smart, green and safe road transport must be the key focus for the years to come, rather than thinking up novel strategies and visions. The discussions illustrated that this requires, under the auspices of the policy-makers, a close cooperation and coordination across the road service value chain, involving all relevant stakeholders from both the supply and demand side, in order to reach a common understanding of the priority domains where real actions can be undertaken, with clearly defined quality and costs parameters.

Moreover, ASECAP insisted that the “pieces of the puzzle” are to be put together within a comprehensive multimodal EU scheme that is more than just the sum of – fragmented – national realities. As a precondition, any dogmatic disregarding of road transport compared to other surface transport modes has to be left behind, as sustainable multimodality will not appear by simplistically focusing investments over the next decades on railways and inland waterways.

To quote ASECAP President Klaus Schierhackl as a conclusion:

“Tolled motorway operators show how road transport favours sustainability through the efficient management and proper maintenance of the network. We are ready to keep leading in this domain, and to sit down with the other players to determine together what we mean in concrete terms by ‘sustainable multimodal mobility’. Let us be clear, turning smart, green and safe transport into reality is an urgent must and we cannot afford to make the mistake of relying on an uncoordinated theoretical approach whose failure we would have to admit in ten to twenty years from now. Then it will be too late.”

Notes to Editors:

ASECAP is the European Association of Operators of Tolled Road Infrastructures. It gathers 20 national members whose network spans about 45.000 km of motorways, bridges and tunnels across Europe. ASECAP’s mission is to promote tolling and the direct user-payer principle as the most efficient tool to finance the construction, safe operation and effective maintenance of motorways and other major road infrastructures.

