



*Association Européenne des Concessionnaires
d'Autoroutes et d'Ouvrages à Péage*

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Public consultation on the evaluation of the 2011 White Paper 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system' and on the announced future European Strategy for a Sustainable and Smart Mobility

ASECAP recommendations/suggestions

General Considerations

The European Commission has launched an online consultation to allow interested stakeholders to express their views on the evaluation of 2011 white paper and its revised objectives in its first part. In the second part, EC would like to prepare the future European strategy for a sustainable and smart mobility announced as a part of the European Green Deal considering the new situation caused by COVID-19 crisis. ASECAP strongly welcomes the EC invitation to stakeholders to provide their views for the evaluation of the 2011 White Paper on Transport and the EC initiative and objectives to stress its priorities on economic recovery as well as climate change challenges to reduce the greenhouse gas emissions by 90% in the transport by 2050 by fostering the deployment of green, safe and innovative transports (including autonomous transports).

The 2011 White Paper on transport recalls that “Transport is fundamental for European Economy and society. Mobility is vital for the internal market and for the quality of life of citizens as they enjoy their freedom to travel.” The 2011 white paper was a set of proposed actions in the area of transport aiming to promote the greater functionality of the various modes of transportation. With the Green Deal the sustainable and green transport remains high priority of the European Commission's policy. It should be noted that the European Commission has taken into account the many factors in the growth of transport demand in an expanded Europe and that it aims to counter the various economic losses caused by the congestion already observed for several modes of transport.

The European road network represents the backbone of efficient movement of goods and people around Europe. It is built, operated, maintained and repaired with a long-term vision that ensures that the highest quality standards are reached. The ASECAP network comprises more than 88,000 km of toll roads across Europe managed by 142 companies. Toll road operators, members of ASECAP, would like to stress their crucial role in the development of a sustainable transport system in Europe. They want to highlight their engagement and commitment to improving the transport sector by making it more efficient, socially equitable and more sustainable from different standpoints: safety, environment, mobility and finance. In their search to improve the environmental-friendly aspect of their activities and bearing in mind that they represent a driving force for the economic development of our continent, toll road operators seek to fulfil their responsibilities through a collective effort to foster sustainable development. In particular “toll”, become the key instrument to achieve the fundamental objective of Green and sustainable road transport. For road operator companies whose business is the financing, design, construction and operation of infrastructure projects on a long-term basis, this sustainability requirement is of high importance and remains the key priority. ASECAP members are shouldering their responsibility as nationwide land developers, playing a major role in the social and economic development, supporting the jobs and growth of the regions they serve and connect.

ASECAP member's proposals

Asecap and its members supported the European Commission's 2011 White paper "Roadmap to a single European transport area – towards a competitive and resource efficient transport system" as one of the cornerstones of EU transport policy.

Focusing in the evaluation of the key aspects and results of the White paper given the priorities of the Green Deal, ASECAP would like to stressing the need for a stable policy framework and realistic scenarios that acknowledge the economic and social significance of goods transportation and citizen mobility.

ASECAP members are strongly committed to reach carbon free objectives for a sustainable road infrastructure. ASECAP would like to take the opportunity of the consultation to provide some recommendations:

Considering the future with the ambition of climate neutrality by 2050

ASECAP members support EU policy to make transport more sustainable by

- stimulating actions improving transport sector carbon footprint,
- optimizing the entire transport system,
- supporting multimodal approaches and answer issues of mobility by unfolding new services and a better use of the infrastructure (urban accesses, dedicated lanes for mass public transport, carpooling, multimodal hubs,...) where needs are in demand and the least satisfied, especially in important metropolitan area with large cities.

Reducing CO2 emission

Investing in new mobilities and creating safe and green connected motorways' network in Europe:

- Equip the structuring road network so as to transform it into an infrastructure able to dialog with vehicles and influence CO2 emission;
- Adapt and develop pricing measures in urban area to reduce congestion
- Enhance traffic regulation to avoid congestion and minimize pollution emissions. This measure has been widely deployed on some motorway and need to be extended,
- Welcome and privilege new motorizations (electric vehicles, etc)
- Develop robust alternative fuel network (electrical fast charging stations, H2-infrastructure for heavy vehicles)
- Welcome and develop strategies and concepts to use the road network itself for the generation of renewable energy

Organizing connections between the motorway network and the cities and conurbations:

- Introducing charging schemes to access to big cities (access toll roads, congestion pricing cordon, dedicated managed lanes...)

- Delegate the management of penetrating channels up to the exchange multimodal points;
- Guarantee the modernization of these sections as well as their daily maintenance;
- Have the road-users contribute to the creation/improvement of public transport systems and multimodal exchange platforms.

Investing in the future of territories by guaranteeing the watering of the territories through the mobility infrastructures that are the most in phase with local transport services:

- Complete the current UE road network
- Develop or complete the interchangers required for a better irrigation of the territories.
- Implement and upgrade the drop lines easing the local transport services from the motorway network;
- Ease the new uses with exchange platforms easily accessible (carpooling, local long-distance buses).
- Build bridges with dedicated path for bicycles and pedestrian

Considering the high priority underline to safeguard the environment

The motorways of today already incorporate many features designed to protect the environment. ASECAP vision of the motorway of the future consists of a set of solutions to extend the reach of that approach and take it forward to minimize the environmental impacts of a motorway throughout its lifecycle:

- noise protection for the most exposed local residents;
- protection of water resources. To protect the quality of water resources, ASECAP members would like to contribute with the programme of upgrading our older motorways in the most vulnerable areas. The aim would be to direct rainwater run-off to catchment basins to clean to be reused for vegetation for instance,
- stimulate recycling for Infrastructure pavement repairs and worksites employing eco-materials and recycling,
- energy restraint and generation of renewable energy;
- Make the infrastructure resilient

Protecting biodiversity and flora

ASECAP members commitment to biodiversity starts at the motorway design stage for recent motorway, when comprehensive studies of existing biotopes and species are made:

- plan to preserve or relocate habitats is implemented.
- Improve old motorway to restore ecological continuity thanks to eco-bridges, eco-pipelines and facilities for animals
- Protect fauna species
- Use sustainable materials, which allow controlling water and noise pollution

Enhancing road safety

In the announced future European Strategy for a Sustainable and Smart Mobility, road safety should be including. Saving life and reducing serious accidents is providing high social return.

ASECAP would like to recall that road safety both for driver and staff working to maintain the infrastructure remain priority of the toll road operators. Key recommendations would be to continue coordinated efforts by policymakers and industry to manage the increase of traffic flows and to succeed improvement of safety, and reduction of congestion on Europe's roads. Even though the motorway network remains the safest road infrastructure, ASECAP's members are fully committed to:

- Reduce further the number of road fatalities and injuries throughout the EU, towards "vision zero", contributing to the achievement of the European Commission's policy orientations on road safety.
- Safeguard a realistic view by all stakeholders involved in addressing the challenges relating to the design, construction and labelling of a pan-European network of secure truck parking (based on the general safety and security situation of the country) and rest areas, which will necessitate practical management to increase driver and cargo security.
- Develop reliable and smooth traffic as essential characteristics of the full exploitation of current and future gains in road transport's resource efficiency. This requires efficient traffic management, underpinned by smart pricing and a pragmatic organization of interoperability.
- Endeavour to operate their networks as efficiently and intelligently as possible, supporting digitalization and translating relevant data into structured information and targeted actions.
- Support the development and deployment of Intelligent Transport Systems and in particular cooperative systems that connect infrastructure to infrastructure (I2I) and infrastructure to vehicle (I2V).
- confirm their readiness to contribute to ambitious but always realistic deployment scenarios, namely for C-ITS. This requires dynamic cooperation and coordination between road infrastructure operators, public authorities, vehicle manufacturers and road users, i.e. between all the essential links of the value chain that produces efficient, safe, smart and sustainable transport – as a service of a given quality, at a certain price.

Sustainable construction and operation

- Assessment and development of potentials to improve the CO2 footprint of road-infrastructure over the entire life cycle.
- Concepts and Measures to ensure sustainable supply chains in the construction and operation of road infrastructure

Sustainable financing

Road infrastructure is a key pillar to boost economic development and citizens well-being. Governments are responsible for providing a reliable road network that guarantees the safe and efficient mobility of passengers and goods and huge investments are still needed to conclude, enlarge and upgrade the European road network. But efficient, safe, smart and sustainable

transport is a high-quality service provided at a given cost. The provision of such a service requires long-term public and private investments in road infrastructures.

Although public resources will always be used, the concession model, public-private partnerships (PPP), tolling, the direct “user-payer” principle, as well as the “polluter-payer” principle have proven most efficient in helping to secure such financing, even in times of strained public budgets.

In the same vein, the road concessions may become major contributors to the further development of the primary transport networks in their regions, as the application of the “user-payer” principle in the EU could increasingly support the necessary investment costs by making the collected revenues part of the funding strategy at corridor-level.

ASECAP would also like to highlight that EU support / EU funds are always an important investment trigger especially when it comes to new technologies and innovations. ASECAP would therefore highly welcome a dedicated budget for innovative road projects, especially when it comes to CO2 reducing activities, within European transport and mobility support programs, like the CEF 2 program.

Conclusion

Toll road operators, members of ASECAP, would like to stress their crucial role in the development of a sustainable transport system in Europe. They want to highlight their engagement and commitment to improving the transport sector by making it more efficient, socially equitable and more sustainable from different standpoints: safety, environment, mobility and finance.

ASECAP members are shouldering their responsibility as nationwide land developers, playing a major role in the social and economic development of the regions they serve and connect thank to the user/pay principal for the use of the infrastructure with clear earmarking of the revenues.

Quoting President Ursula von der Leyen:

“Becoming the first climate-neutral continent by 2050 requires significant investment from both the public and the private sector. Public finance needs to lead the way, private actors need to provide the scale”.

ASECAP members would like to reaffirm their willingness to support the ambitious goals of the European Commission to reach carbon free objectives for a sustainable road infrastructure. Like any economic sector, the motorway operators have suffered from the COVID 19 situation with the heavy loss of traffic. Nevertheless, the road infrastructure has demonstrated its resiliency allowing keeping moving goods in the worst situation. ASECAP operators are strongly hoping that EU elected officials recognize the value of road operators and express their will to have support helping them to make necessary investments to contribute to the Economic recovery.

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