

ASECAP statement on the EU study on the remuneration of EETS

In July 2023 the European Commission/DG Move informed the launch of a study on the remuneration of European Electronic Toll Service (EETS) providers. The main objective is to have a reliable and solid guidance for Toll Chargers to recur to when defining or changing the remuneration scheme to be determined according to the (EU) Directive 2019/520.

The main lines of activity established were to identify the cost drivers/insight of the cost structure of EETS providers and to clarify the framework for the definition of the remuneration for EETS services (initial definition and changes to the remuneration).

A specialized support team is being selected by the Commission to carry out the study. A kick-off meeting for the official start of the study is predicted to occur at the beginning of 2024.

ASECAP would like to stress that this study is to be conducted in an open environment and must give opportunity for the active contribution of all stakeholders involved in the industry, in order to ensure all viewpoints and concerns are addressed and taken into account, therefore assuring the result obtained balanced and positive.

ASECAP recognizes that the EETS providers, as defined in the (EU) Directive 2019/520, should be entitled to fair remuneration by the toll charger. Such remuneration is to be calculated based on a transparent, non-discriminatory, and identical methodology for all EETS providers interested in accessing a given EETS domain.

The Toll Chargers should take the measures necessary to ensure that the methodology is published as part of the commercial conditions in the EETS domain statement to ensure that where there is a main service provider, the methodology for calculating the remuneration of EETS providers follows the same structure as the remuneration of comparable services provided by the main service provider.

The amount of remuneration of EETS providers may differ from the remuneration of a main service provider if it is justified by the cost of specific requirements and obligations.

Toll chargers should be allowed to deduct from the remuneration of EETS providers the costs they have incurred in for providing, operating, and maintaining the tolling and toll enforcement elements of the road toll system that enable the European Electronic Toll Service, including the costs of accreditation, where such costs are not included in the toll.

We believe that these provisions ensure that the remuneration of EETS providers is fair and transparent, while also allowing for the recovery of costs incurred by Toll Chargers. This balance is crucial for the effective operation of the electronic tolling systems across the Union.

ASECAP supports the study and is willing to clarify any doubts and/or positions adopted inside the EU and/or in national laws with the aim to bring clarity and objective conclusions of the study.

In this framework ASECAP believes that focused interviews with its Members could be very useful to share positions considering the specificities of each Country's legislation. The remuneration framework to be developed must indeed include specific parameters that consider the characteristics coming from National laws.

About ASECAP:

ASECAP is the European Association of Operators of Toll Road Infrastructures across 18 member countries representing 125 companies employing more than 44.000 direct jobs and 200.000 indirect jobs. They operate, maintain, manage a network of around 82.000 km with a long-term vision that ensures highest quality standards to make the road infrastructure safest thank to the user/payer principle providing sustainable financing. ASECAP members are strongly committed to reduce carbon footprint of road infrastructure and reach vision zero target set up by the European Union and United nation.

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